



Winter- sport '71

A SPECIAL SUPPLEMENT TO THE
MICHIGAN STATE NEWS

NOVEMBER 24, 1971



'Other' skiing popular

There is something very special about the woodlands in the winter. Maybe it's the unending white mounds that hide the man-made scars of other seasons.

Or possibly it's the unfamiliar stillness imposed by that heavy white quilt. Whatever the cause, you can feel the effect... along with the biting cold and

warming brightness.

But far too few people come back to nature in the winter. The same camping grounds, hiking trails, bridle paths and spreading landscapes that are so often over-populated in the summer, lay deserted after the

first snowfall. Only the glamorous, but expensive, downhill ski sights seem to relate the same spirit that filled all of Michigan a few months ago.

"That's a crying shame," says Tom King. "Seeing and feeling

this state in the winter is a marvelous experience."

Tom is the vice president and general manager of the group of Raupp Campfitter stores and one of the many people who is just beginning to enjoy the winter months with the same enthusiasm and gusto as he did June, July, August, and September.

How? With a whole new sport. The name of this "new" sport is ski touring or cross-country skiing. It was discovered thousands of years ago by Paleolithic man as he discovered wintertime travel was greatly enhanced by strapping boards to his feet, allowing him to glide over the hard surfaced snow and at the same time keep him from sinking into the powdered snow.

Modern-day cross-country skiing has changed very little from its ancient beginnings. While the currently more popular Alpine skiing (downhill) encompasses a wide and new technology, Nordic Skiing (cross-country) continues to use lightweight, laminated wood skis, bamboo poles, a ski boot, which looks and acts more like a hiking boot, simple cable or toe bindings which give the heel maximum freedom, and clothing that is functional rather than stylish.

"Because of the simplicity of the equipment" says King, "the cost of all the needed items is correspondingly low. The finest set of equipment, generally, won't cost much more than \$100.00 and a good beginners set can cost as little as \$55.00 (including skis, poles, boots and bindings). The clothing required depends on taste and function. Most people probably have many items of clothing available from their present wardrobes."


In spite of the low cost of equipment the real savings in ski touring comes from the use of this equipment. Most downhill skiers will readily attest the largest cost of Alpine skiing is the trip to the ski resort and the many and varied expenditures made in getting to the slopes and utilizing the facilities. In cross-country skiing after purchasing the equipment probably the largest single expenditure required each year is the purchase of about \$5.00 worth of waxes and accessories.

So, through cross-country skiing, you can return to those same Michigan landscapes you thrilled over this summer for another look... a look uncongested by pull ropes, chair lifts and beaten ski paths. But don't misunderstand! Cross-country skiing is, in many ways, one of the most social sports of wintertime recreation. More and more groups and families are touring together. They converse as they go, stop for a bite to eat, and generally enjoy each other's company far more than it they were flying down a slope at break-neck speeds.

Remember the Paleolithic man. He wanted only to be able to walk over the snow easily. And that's exactly what cross-country skiing allows you to do. First, the cross-country binding, unlike downhill bindings, permits the heel to have complete freedom of movement. Therefore, you can



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(Please turn to page 9)

INCLUDES NEW SKI CENTER

Michigan expands ski program

GRAND RAPIDS, Mich. — A major increase in uphill lift facilities for skiers and in the number of trails for snowmobilers and a new ski area highlight the expansion program for the 1971-72 winter sports season in West Michigan.

The new uphill facilities, including four chairs, bring to nearly 160 the number of lifts at the area's 34 ski and toboggan centers, according to West Michigan Tourist Association.

The 160 lifts, including two, three and four-place chairs,

T-bars, J-bars, Pomas and rope tows, serve approximately 360 ski slopes and 17 toboggan runs in the West Michigan area.

Improvements planned for the new season, which will start with the Thanksgiving weekend, include:

*A new double chair at Timber Ridge ski area near Kalamazoo.

*New owners — Don and Barb Smith, limited parking for travel trailers and a major overhaul of rental equipment at Mount Mancelona in Mancelona.

*Six new ski slopes, served by a chairlift, and a T-bar, replacing two Pomalifts, at Shanty Creek Lodge near Bellaire.

*New chairlift at Crystal Mountain Lodge at Thompsonville.

*Enlargement of the ski school program at Sugar Loaf Village to include a racing director and children's program director.

*An increase in slope-side housing facilities from 425 to 650 guests at Boyne Mountain and from 250 to 400 at Boyne Highlands. Both resorts are in

the Boyne Country complex near Petoskey.

*A new chairlift at Nub's Nob near Harbor Springs.

*A change of ownership, United Insurance Company to Carousel Recreation Properties, Inc.; full restaurant facilities and two more ski slopes at Carousel Mountain near Holland.

*Installation of a T-bar at Swiss Valley near Three Rivers, and

*A major expansion of snow machine coverage and new hill at Cannonsburg ski area near Grand Rapids. Twenty of West Michigan's ski areas and one toboggan area have snow making machines to supplement the natural snowfall.

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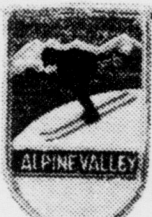
Southeast Michigan



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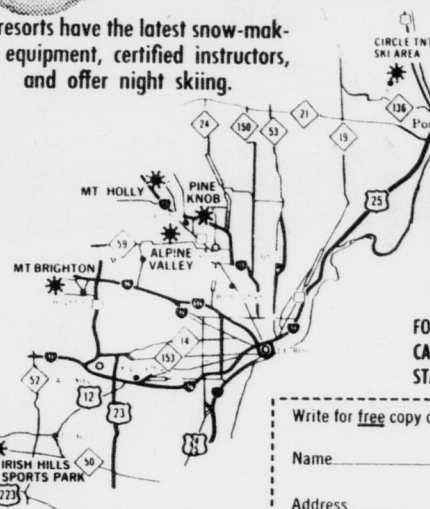
PINE KNOB—Challenging pine tree trails. 14 slopes, 2 chair lifts, 9 tows. Rentals, ski shop. Lodge with cafeteria, cocktail lounge, restaurant, night club. Sashabaw exit from I-75. North to Clarkston Rd., then east. 7777 Pine Knob Rd., Clarkston. Ph. 313 324-0000.



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Expanded facilities set for Mt. Brighton

Mt. Brighton ski lodge will open shortly even if the snow doesn't cooperate, according to William Hudson, a spokesman for the southeastern Michigan ski lodge.

The scheduled opening date for the lodge is Dec. 4. It only takes about two days for the crew to develop a thick base and a decent amount of powder, Hudson said.

A new hill is in the planning at Mt. Brighton which will be completed by the opening of the 1972 season. Construction was started this summer with intentions of having it completed by the opening this December, Hudson said, but the process took longer than was planned. When finished, the new hill will be bigger than any of the other slopes presently at Mt. Brighton.

Mt. Brighton is located on I-96 between Lansing and Detroit.



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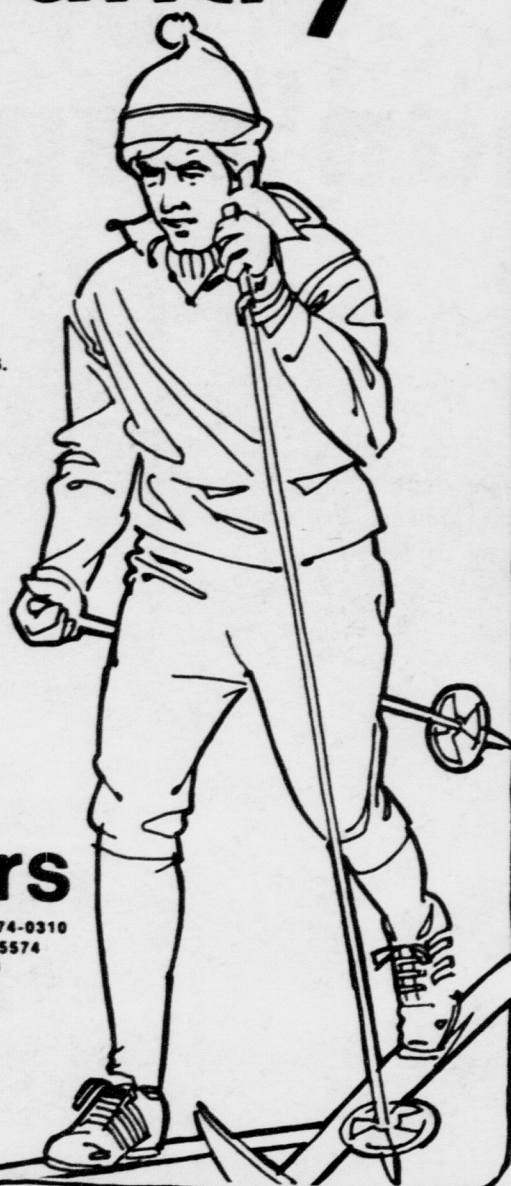
SKI RENTAL. Rent your cross-country skis, boots, poles and bindings for just \$5.00 per day or \$7.50 per weekend. Full week rate, \$10.00. At all three Raupp locations.

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Moosuski has various trips

By DIANE BUEHRLE

Two ski expeditions to Worgl, Austria accent Moosuski's winter agenda. Held over Christmas break, the first is from Dec. 10-23, the second from Dec. 26-Jan. 9. Also on the MSU ski club calendar is a week at Boyne Ski Area, Dec. 12-17.

Open to interested students, Moosuski meets every other Wednesday at 7:30 in 109 Anthony. Further information, memberships, and registration for the trips can be acquired at the meetings or in the ski club office, 240 Men's Intramural Building.

The membership fee is \$6.00. This provides eligibility for all events, special sales at Weathervane Incorporated, and reduced rates at the Mt. Brighton Ski Area—lessons and all-area lift tickets for \$3.75.

With over 713 in the ranks already, John Munn, president of Moosuski, expects 1500-2200 members by mid-winter term.

"There is a big membership charge after the snow starts," he explained. "Right now, we are signing about 35 new members at each meeting."

The Austrian trips, the first lasting 14 days, the second 15, are \$399 and \$410 respectively. Air fare via K.L.M. Royal Dutch Airlines, unlimited skiing at Wildschonau High Valley, breakfast and dinner daily, and lodging at Hotel Hauser (two per room) are included in the price.

Side trips to Kitzbeul, and Innsbruck in Austria, and Garmish, Germany are planned, John said. Trains provide access to Paris and Vienna, as well, he continued.

The price of Boyne-week, \$110, includes lodging, three meals daily, lift tickets, and lessons. Transportation is by car.

Sign-up for the three trips will continue until Nov. 30. Six out of 120 openings for each of the Austrian trips are left. Thirty of 150 positions are available for Boyne-week.

Four weekend trips to Boyne will follow from January through March while excursions to Aspen and Steamboat Springs in Colorado are planned for spring break, March 18-27.

Working with Munn, now in his fourth year as president of Moosuski, are Vice-President Chris DenHerder, junior, Holland; Corresponding Secretary Marilyn Brown, sophomore, Madison, Wis.; Recording Secretary Bard Shacochis, sophomore, McLean, Va.; and General Operations Chairman Barb Feldman, junior, Shaker Heights, Ohio.

Fifty-five club members acting as Moosuski dormitory representatives help out by posting meeting times, answering questions, and organizing rides to meetings.

Eager for the Snow?



The classy way to hit the hills, as soon as the snow hits, is in a brand new '72 MGB or MGB-GT. The 72's feature a pair of new fresh air vents centrally mounted in its redesigned dash. These can direct air almost anywhere in the passenger compartment including face level. Combined with new nylon seat insert material and all-around tinted glass, the vents provide considerable additional cooling. There is also a new between-the-seats console which gives a storage area for travel items and acts as an arm rest.

A lockable glove compartment as another new feature for 1972.

The Place to See the 72's is at

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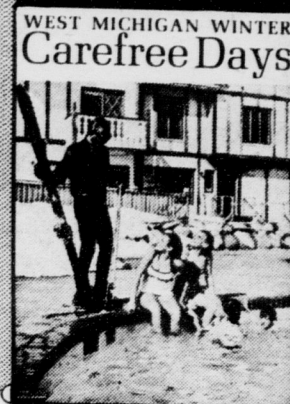
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STUDY SNOW TEXTURE

French skiers have chemists on slopes

PARIS (UPI) - French skiers are embroiled in a dispute over amateurism but they're leaving nothing else to chance in their quest for medals at the Winter Olympics scheduled for Sapporo, Japan, Feb. 2-13.

If the amateur question is resolved and the French send all their aces to Sapporo, they'll have the benefit of the best scientific approach to Alpine skiing that can be produced by the combined efforts of chemists, physicists, equipment manufacturers and a clothes-conscious ski instructor.

One expert, Paul Toussaint, spent weeks studying the exact texture of the Sapporo snow last winter. Now he has recreated the conditions by specially treating French Alpine snow at Grand Motte for training the French team.

Two identical runs were marked out side by side and one was chemically turned into the cold wet surface found at the Olympic site because Sapporo is close to the sea.

The team was clocked with different waxes on the soles of their skis until the best formula was found.

Then a ski manufacturer designed shorter and narrower skis for the downhill races and shorter, lighter skis for the giant slaloms. The shorter ski will allow more maneuverability on slalom corners but may prove more difficult to control during the downhill in the final 70 miles-per-hour "schuss" through

the finishing gate, officials admitted.

The third innovation came from Jean-Claude Schmeltz, a 31-year-old ski instructor from Chamonix. It's a one-piece aerodynamic suit, clinging to the body to cut wind resistance to a minimum, and will be tested by Coach Jean Beranger on his two squads in the season's opening races next month.

The suit incorporates a foam rubber aileron or fin running down the backbone to help steady the skier when he is crouched to gain maximum velocity.

Schmeltz says the system will work in somewhat the same manner as an aerofoil on the back of a racing car.

The suit's ruffled collar will attach directly to a new helmet designed by physics engineers to offer the most protection to the skier's head and the last resistance to the wind.

The helmet also has been designed to eliminate the noise of the whistling wind which some have complained distracts them as they plunge at high speeds in the downhill event.

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Here comes the Kidd!

New. Hart Competition USA. A fiberglass racing ski. An exciting performer combining Hart engineering with the racing know-how of world champion Billy Kidd. Superbly responsive. Fast and reliable. Hart Competition USA. Billy skis 'em. We have 'em. Come and get 'em!

\$175. Junior sizes \$125.

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Davo Wood Skis
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Cubco Bindings
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Starting Dec. 1 at Lansing Ski Club 351-8686

Student ski junket on tap

The Student Ski Association (SSA), Schlitz Beer, Schuss Mountain and the Traverse City Holiday Inn had combined to put together a ski weekend January 7-8-9 that will be a "super, smashing, out of sight, powerpacked, sensational weekend of skiing with hundreds of college students from throughout the Midwest," according to Dave Frappier,

Eastern Great Lakes Manager of the SAA.

Included in the weekend will be discotheques, "bier stuebes", racing for trophies, plenty to eat and drink, and a lot of skiing on the slopes of Schuss Mountain.

Schlitz Beer is providing all of the beer that the skiers are able to consume during the weekend.

The SAA is handling all of the details up north, and all that the

weekenders have to do is supply the transportation to Traverse City and between the Holiday Inn and Schuss Mountain. In fact, if a group can get a bus load going, then there's a free weekend in it for the group chairman.

The entire cost for the weekend is \$38.50 per person based on five people per room, or \$43.50 with four in a room.

For information and details about the weekend skiing trip, MSU students should contact Mark Johnson at 353-4145 anytime after 2 p.m.

Rooming lists must be in no later than December 10, with confirmations being made immediately upon receipt of the check and the reservation list.

Lodging for Friday and Saturday night will be taken care of at the Traverse City Holiday Inn, located in Traverse City on Grand Traverse Bay.

Breakfast on Saturday and Sunday mornings will be eaten at the Holiday Inn, while the Saturday night dinner will take place at the Schuss Mountain Resort.

A welcome party will be held at the Holiday Inn Friday night upon arrival of the weekend skiers. Schlitz beer and other little goodies will be served.

Saturday will be the most active day and night of the entire weekend. After a day of skiing on Schuss Mountain, a fondue will be served prior to the evening meal to kill some of the appetite a skier accumulates after a day of battling the slopes.

After dinner, there will be a dance at the resort.

Skiers are provided with all

day lift tickets for Saturday and Sunday in their total cost, and during this time, there will be five races with trophies going to the winners, and a couple of "funny" races thrown in. Entrance fee for all the races is paid for.

Add to all this activity a free Schuss Survival Kit.

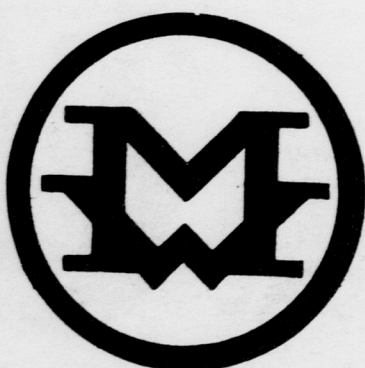
Transportation is entirely up to the group or club. If members come by car, then they can go by car between the Inn and Schuss Mountain. However, if the group goes to Traverse City by bus, a provision should be made in the bus contract for transportation between the Resort and the Holiday Inn.

The Student Ski Association sponsors a Student Ski Card which is honored at over 170 slopes nation-wide. 10 areas in Michigan honor the card, which allows the card holder to one-half off on life rates during week-days, and \$1.00 off on weekends and holidays.

Ordinarily, the card would cost \$5.00, but for all who go on the ski weekend to Traverse-City-Schuss Mountain, this card will be free.

The SAA also publishes a monthly magazine and a skiing guide which is free to its members.

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Foam boot ideal for every skier

If you are a skier who is trying to better your downhill times, or just plain attack the recreational slopes, the Humanic Competition 71 Foam boot is for you.

This foam boot contains all of the features that every skier is looking for.

A sophisticated system

provides an excellent foot-to-boot-to-ski response, and also features comfort and warmth. The foam creates a soft and pressure-free fit that will conform to the exact mold of the skier's foot.

The Humanic 818 Foam boot is called the "finest expert's boot made." Inside the boot's plastic shell there is the revolutionary Humanic Foam system. In this system, the bladder into which the foam is injected is removable, so that a new bladder can be inserted to form to the slightest change in the size of the skier's foot.

The Humanic 717 Foam foot contains a "lightweight, hard shell boot." The foam boot gives the "most precise, comfortable fit ever." The foam actually surrounds the entire foot, and creates a mold that is "pressureless as well as soft."

Finally, the Humanic 515 Foam foot offers as its main asset "maximum comfort and warmth."

The Trappeur custom PRO model is "the finest ever made for professional racers, ski instructors and hotshots."

The main feature of the Trappeur boot is the fact that its customfitting compensates for the fact that "most people (three out of four) don't have straight legs, and thus have trouble properly edging both skis in unison."

Foam boots are priced from \$65 to about \$185, and offer five advantages. The boots possess a precise, comfortable fit, with no fear of break-ins.

Maximum warmth and greater control for the skier, and the pressureless foam between the foot and the shell are other extras offered by the foam boot.

HIKING BOOTS FOR THE COLD

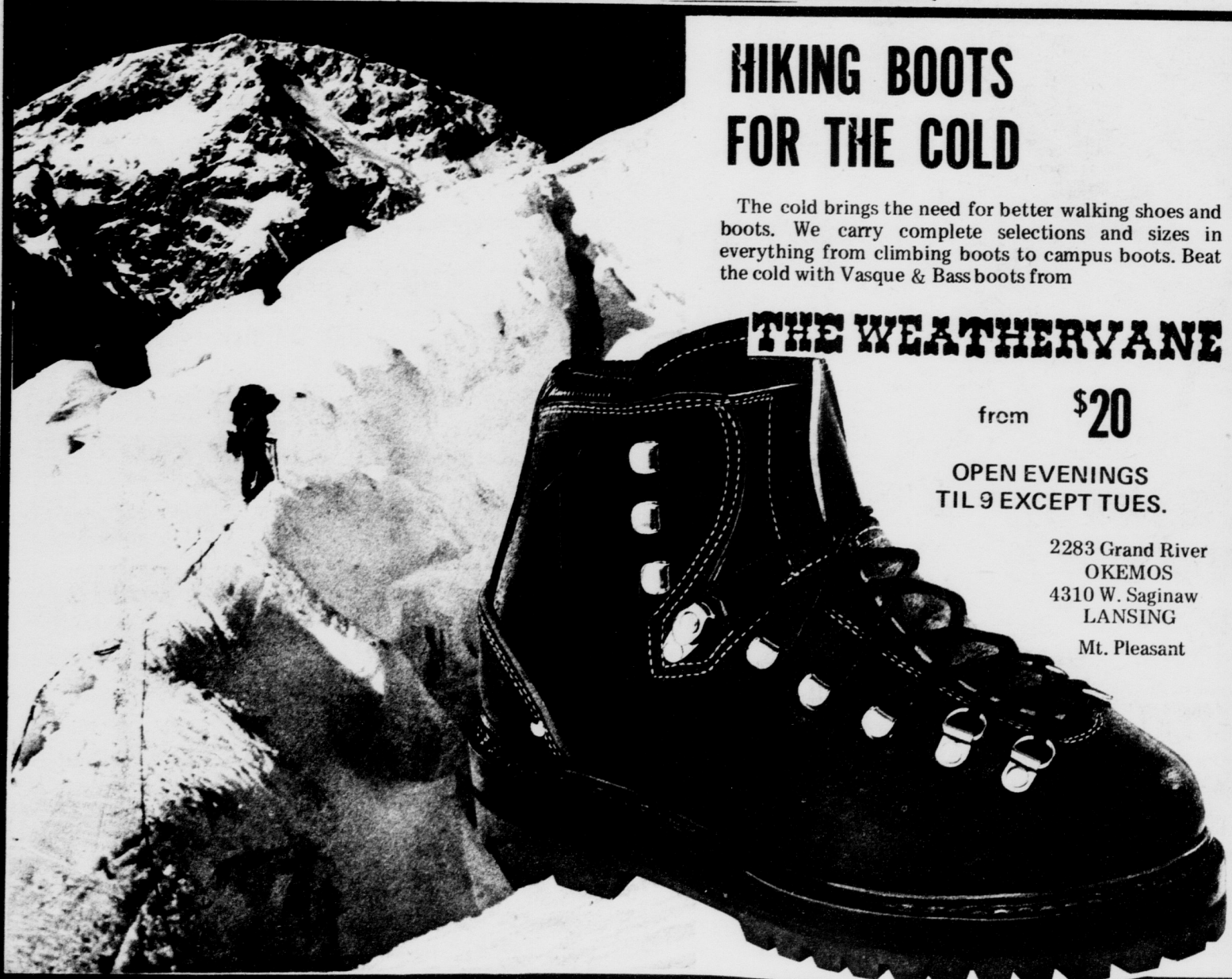
The cold brings the need for better walking shoes and boots. We carry complete selections and sizes in everything from climbing boots to campus boots. Beat the cold with Vasque & Bass boots from

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Other Skier

(Continued from page 2)

take normal strides, just as you would while hiking in the summer. Then, with the aid of various waxes, ranging from soft to hard, you are able to obtain just the right amount of pressure from the foot to grip the snow. When that pressure is released, the snow falls away and the ski glides smoothly forward. As the snow surface changes, or as the heat of the day increases, you simply apply a new wax. Approximately three or four waxings are needed during a normal day.

And, the proper use of wax allows a cross-country skier to literally run straight up a hill — a feat impossible for the downhill style skier.

But versatility is not the only advantage of cross-country skiing. Safety is a prime factor. The cross-country binding with its loose heel in a constant state of "release," allowing the skier to fall in a natural way. Many serious leg injuries suffered by downhill skiers are eliminated. One well-known American cross-country ski enthusiast once stated that in twenty years of ski touring the worst accident he had heard of or seen was a sprained thumb.

Among the many questions Tom King is asked by people interested in ski touring, the most common concerns the degree of difficulty in learning the sport.

"The simple, gliding step is the basic movement of the cross-country skier and it can be easily learned in a few hours of relaxed practice" says King. "Most turns are done with either a snowplow or step turn. Almost everyone will find that with a few minutes of instruction they can be well on their way toward mastering this enjoyable and rewarding sport."



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Changes in snowmobiling



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While snowmobiling is expected to remain a popular recreational sport, snowmobile racing is expected to undergo some changes which will make it easier for individual racers to compete.

Bert Swanson, vice-president of Heath International, Inc., the Ski-Doo distributor for six midwestern states said, "The time has come in Ski-Doo racing for us to return racing to the level at which it belongs."

This statement came after the announcement that Heath would pull out of factory racing this year, in following with Bombardier Limited from which Heath operates, in order to give the individual racers a better chance.

"The individually-backed racer is the one who gave snowmobile racing its beginning," said Swanson, "and he is also the one who suffered most by competing against well-financed factory and distributor teams."

Swanson added that the re-designed 1972 Blizzard, last season's popular racing machine, would still be available and he added that it would be "awarded to those serious individual racers who deserve them based on their past performances."

Bombardier Limited vice-president and general manager Jean-Louis Fontaine has announced a North American racing incentive program, involving up to \$150,000. Bombardier is the largest manufacturer of snowmobiles in the world.

The program is aimed at the independent racers driving Blizzard's, TNTs and other Ski-Doo models produced by Bombardier.

Upwards of 20,000 racers are expected to participate in the program of "at least 26 major events throughout the North American snowbelt."

The program also offers technical aid to be provided to Ski-Doo snowmobile racers by company distributors.

Yvon Duhamel and Gaston Ferland, who contributed largely to the completely rebuilt 1972 Blizzard, are two of the top professionals who will be retained by Bombardier in advisory capacities.

Duhamel and Ferland will compete in some of the races but are not eligible for the prize money.

There are to be five modified and four stock classes in the competition with a \$900 modified purse and a \$525 stock purse.

Swanson, whose Heath, Inc. is one of the main distributors for Bombardier, said money previously spent for team racing upkeep could be redirected into other channels of snowmobiling which need to be improved.

Lawrence Beaudoin, president of Bombardier, announced Bombardier Snoplan, an extensive program designed to meet the areas of improvement.

The plan includes massive trail grooming and maintenance, which will be aided by Bombardier's new twin-tracked Skidozer with specially designed trail groomers.

The Skidozer is capable of maintaining 150 miles of trails three times a week.

"Well-designed and maintained areas will do much to alleviate many of the safety and noise problems which have evoked criticism of the sport in recent years," said Beaudoin.

Beaudoin said much of the present problem is caused by an increasing number of snowmobile enthusiasts using an insufficient number of trails. He added that the trails now in use, while well-developed, have been overused and have become bumpy and difficult for the average snowmobiler.

"The popularity of well-developed trails has made it evident to us that many more miles of good trails are needed," Beaudoin said. "However, the immediate problem is to maintain existing trails."

A color film narrated by internationally-known commentator Lowell Thomas is available without charge, through Ski-Doo distributors and dealers and directly from Bombardier.

The film presents informed opinions about the effects of snowmobiles on the

(Please turn to page 11)

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Snowmobiling

(Continued from page 10)

environment and will intend to encourage snowmobilers to take care of the outdoors.

Also, the new edition of "Play Safe With Snowmobiles For More Winter Fun" previewed at the National Safety Congress in October.

Bombardier Snoplan is also offering a completely revised company safety booklet in conjunction with the National and Canadian Safety Councils.

Another special feature will be trail slides, manuals and brochures, as well as a speaker's bureau dealing with aspects of snowmobiling safety and environment.

The slides, and speakers, will be available to snowmobile clubs and other organizations with presentations arranged by Bombardier.

According to Beaudoin, the basic objective of

Bombardier Snoplan and the proposed racing program is to, "guard against damage to the winter environment that irresponsible or unregulated operation can cause."

Heath International has coincided with the main firm by announcing the formation of a Ski-Doo dealer advisory board.

"The advisory board will represent Ski-Doo dealers in conference with Heath," Swanson stated, "and it is the duty of the board to act on recommendations and reports from dealers."

Still, as snowmobiling is largely a family affair, Beaudoin said that the trail grooming project will constitute approximately 75 per cent of the program.

"We expect to announce other projects in the Bombardier Snoplan as the winter season progresses," he added.

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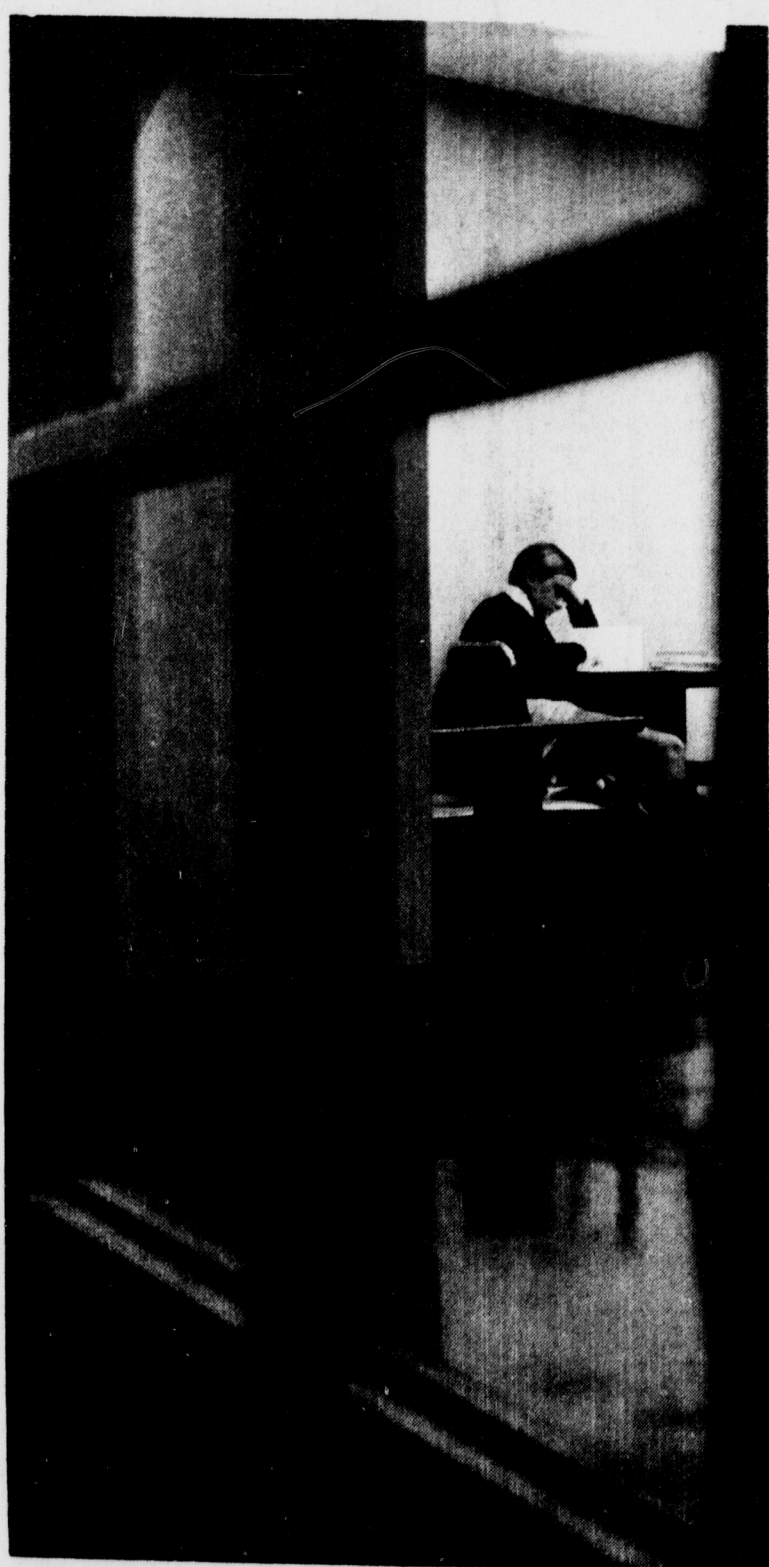
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