

SKI CONDITION REPORT

For the past two or three week-ends skiing has been so good that it was hardly necessary to phone Camp Fortune to find out what the conditions were like. Should you want to check, though, here's the number to phone: **827-2323**.

You'll hear a recording made by John Clifford every day, or oftener if the conditions change. The recording plays night and day; so ring **827-2323** at 3 a.m. before going to sleep, rather than getting a busy signal at 9 a.m. when everyone else is making a last minute call to Fortune before setting out.

SNOWMAKING — WHAT'S IT ALL ABOUT?

by Ian McLaren

It looks as if skiing on artificial snow has progressed past the novelty stage, and is here to stay. In the United States and Canada, more and more ski areas are installing artificial snowmaking systems on their hills. When we realize that this year almost the only ski areas open until the middle of January have been areas with these systems, we can see how successful they really are. Today over 30 areas in Canada have had these systems installed on their slopes, by the Canadian distributor John Clifford, and many others are considering installing them. When snowmaking was first being experimented with, several companies tried it, but only one emerged successfully. Larchmont Engineering now has the water and compressed air system of making snow patented, as well as patents pending on the snow guns they use.

I was talking to John Clifford recently, and he explained how the system works. The most important factor in having good snow, is to have an experienced operator. The snow which can be made at just under freezing temperatures, to around 10 degrees below 0, depending on the wind and the chill factor, requires a good man to make the air and water ratio correct.

Air and water comes out of the nozzle in a fine spray, the effect of the expanding air causes a cooling effect and mixed with the cold outside air, the resulting mixture is snow. Humidity, temperature and wind all determine the amount and texture of

the snow, which can be regulated by the operator.

Just what areas should have these systems? Snowmaking is quite costly to install, and areas should not jump into installing the apparatus. Ski areas should use the artificial snow as a supplement to the real thing, not as a replacement to it. Areas where snowmaking has proven most successful are usually well established resorts, that rely on having ski hills open to operate other interests, such as hotels. A good example of an area which has installed this system with a very high degree of success is Gray Rocks Inn in the Laurentians. Without their hills open, which were reserved for guests staying at the hotel, they would not have been able to keep their resort operating. By covering the hills with a good base in the late fall the area operator can often extend his season much longer into the spring. A good operator adjusts his snow guns to make wet heavy snow to lay down a good base at the beginning of the season, and changes them to make powder later on.

Just what is involved for an area that wishes to install a snowmaking system? This is a difficult question to answer, since conditions and areas vary so greatly, but we can examine the system at Camp Fortune. To begin with the area needs a 550 volt power supply, a good water supply and pumping system. The large compressors which are needed are usually rented from

local construction companies, at a cut rate in the winter. Clifford recommends that the snow guns be purchased in units of 4, 6 or 8 depending on the size of the area, few in Canada have more than this number. In the United States however, some large areas have installed incredible 30 nozzle systems. The 8 nozzle system at Camp Fortune cost around \$40,000, but with all the subsidiary equipment, such as tracked snow vehicles to move the machinery, and flood-lighting, etc., Clifford reckons his investment at nearer \$100,000. Using all his nozzles, it costs him about \$400 a day to make the beautiful white stuff that usually falls from the skies for nothing.

The amount of snow that one nozzle can deposit on a hill is almost impossible to say, since so much depends on the weather conditions. The Marshall Hill at Camp Fortune however, which is 10 acres in extent, took 7 days to cover with 2 feet of snow, using 8 nozzles going most of the time. This is more snow than it ever had before naturally. With 8 nozzles a hill 500' by 300' would take approximately 2 days to cover. A 4 nozzle system is very successful on slopes up to 1500' in length.

The costs of installing this system have dropped considerably since it first came out in Canada. Increased experience in installation, and the use of Canadian parts have brought about over a 30% drop in the original costs. Costs can also be cut considerably by having the system installed in the summer, instead of in the late fall or winter.

Although man still can't control the weatherman, with artificial snow at least he can still enjoy the pleasures of skiing even when the surrounding hills are green.

TOURING

by *Ferdie Chapman*

After an icy start the week-ends of the January 23rd -24th and 30th -31st were sensational — 20 inches of new snow and it is still coming. I have never seen so many skiers on the trails as during the last two week-ends.

While Glyn Sheldrick our versatile caretaker at Keogan's lost his antique armchair in the rebuilding of the lodge, his newly acquired rocker has been seconded by Mrs. Gordon Hurlbert and Mrs. Eric Cooper when they stop at the lodge. Glyn has been busy in the carpentry field constructing suet

feeders for the bird feeding stations at Keogans' and Huron Lodges. To help in his task of looking after the needs of the members at Keogans' he has constructed a large wood box on casters, which holds a complete weekend supply of wood for the stoves.

Our thanks to Moe Debroy for the contribution of over 100 pounds of suet for the feeding stations at Shilly-Shally and Keogan's. The Huron feeding station will be operational on January 23rd. While in the thanking department, our thanks to Don Schelletter for the donation of three kettles and three frying pans to the bush lodges. (We still require some tea pots and frying plans for Huron Lodge; if any member has any they would like to discard, they would be most welcome at this time.) Our thanks to Mrs. Gordon Hurlbert and Mrs. Peter Glynn who are doing an excellent job keeping the pots and pans clean at Huron. Our thanks to Gordon, Harmon, Peter, Phil and Eric who help keep Western and Huron clean and warm. Due to the increasing number of trail skiers who ski on Wednesdays, either Keogan's or Huron will be open around noon so they may eat there for the remainder of the season; the selection of which lodge will be left to Harmon Cahill and Gordon Hurlbert, the two members of the trail committee who are usually out that day. (The Director is on the trails that day as well.)

Mr. and Mrs. Eric Morse report crossing paths with three black bears near Lusk Lake during the Christmas holiday. The bears stopped and looked at the two friendly skiers and went on their way, probably looking for a new dry den. Gerry Tessier, OSC Trail Rider Captain reports seeing lynx tracks in the Huron, Pipe Dream, Hidden Valley area. There is a very large deer population in the immediate ski area this winter, with numerous sightings by skiers and TR patrols.

The Trail Rider duty and Sunset patrols still report numbers of skiers out alone on the trails, some separated from their party others just wandering aimlessly about . . . PLEASE DO NOT SKI ALONE IN CASE OF AN ACCIDENT OCCURRING . . . if you must ski alone on the trails, please leave a message with someone at Camp Fortune as to where you are bound. Up to date trail maps may be had for the asking at Keogan's Lodge. Best wishes for a speedy recovery to Bryan and Gail Aller who have been ill for some time. Regards

to the members from Roxie and Ward Neale on leave in England for another year.

Things to watch for . . . the ice near the dam on Fortune Lake, there are air pockets caused by lowering of water for snow making . . . Gord Hurlbert in a game of Hearts at Keogan's . . . exploding chestnuts in all three bush lodges . . . roasting chestnuts seems to be the vogue this season . . . Skidoos on the Pink's Lake Trail . . . and rented blue skidoos when you are taking the Ridge Road or Excelsior run back to Kingsmere in the evening. It seems that most people who own skidoos and are members of organized clubs are playing fair and keeping off the ski trails (in accordance with National Capital Commission regulations). It's with a few ignorant, selfish people in rented skidoos that we are having the most trouble.

GUEST PASSES

The OSC Guest Book is held in the Camp Fortune Office in the basement of Alexander Lodge week-ends and holidays. During the week the OSC Guest Book is available at John Clifford Ski Tows Office.

Each senior member is entitled to one guest day membership per season.

BULLETIN EDITION No. 1

New members 1965 season, who have not received the December issue of the OSC Bulletin may pick up a copy at the City Office during the week or at Camp Fortune Office on week-ends.

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LADIES' COMMITTEE

by Mary Smialowski

Congratulations to all the lady and Mini Midget skiers who turned up at Camp Fortune despite the rather unfavourable conditions. The baby sitting lodge and the Mini Midget classes are running smoothly and efficiently. There are 135 children enrolled in the baby sitting plan and 50 enrolled as Mini Midgets.

The ladies have begun slalom skiing in groups. If you wish to join a group come to Alexander Lodge at 1:15 p.m. on Tuesdays. Lucille Vaughan has promised that she will do all she can to help us improve!

There will be a preliminary ladies' race early in February. Please watch the notice board in Alexander Lodge for the date. Also please sign the paper that will be there, if you wish to race.

Our bus trip to Mont Gabriel will be on Thursday, February 11, 1965. The bus will leave the Chateau Laurier at 8:30 a.m. sharp and return at about 7:00 p.m. The price is \$3.50 (return) for the bus and \$2.00 for the Mont Gabriel tow. The bus tickets will be on sale in Alexander Lodge on Tuesdays, Wednesdays and Thursdays at noon. On Saturday and Sunday the tickets will be on sale in the OSC office in the basement of Alexander Lodge. Please buy your ticket well in advance so that we will know how many buses to order. The tow ticket will be bought when we arrive at Mont Gabriel.

We hope that you all saw the excellent newspaper articles and photographs showing our Housewives' Classes.

The Ladies' Luncheon and Ski Race will be on March 5th. Please watch for further details.

FORGOTTEN COMBINED PASSES AND ILLEGAL POSSESSION

The Club and the Company have taken a lenient view in handling the problem of forgotten passes and members who arrive without pass identification.

Unfortunately, a few of the younger set have found this leniency a dishonest means to acquire free skiing at the Company's expense — sometimes to the embarrassment of others. To reduce the cheating it will be necessary in the future to levy a charge for forgotten passes.



ALPINE TRAINING

A concerted program of training in Alpine events took place on Slalom Hill during Christmas holiday week. Head coach was Jim Johnson, and he was assisted by such former racers as Arnold Midgley, Mervin O'Neill, Ted Graves, and such recent senior racers as Andy Dobrodzicki, Kim Rawley, Mike Irvin, Ian McLaren and Mike DesBrisay. In addition, Andy Tommy of Edelweiss Valley Ski Club came to Camp Fortune each day and provided Jim and the 70 skiers taking part with much of his valuable experience and knowledge, gained while he was on Canada's National Ski Team. This was a great exercise in people helping people, and the Club is indebted indeed to Jim Johnson, Andy and the others.

This race clinic included practice in giant slalom and slalom, through actual courses set by the coaches to illustrate best the proper technique. During this time many hundred feet of black and white film footage was taken by a club member. It was processed the same day, viewed by the coaches, and then shown in Lockeberg Lodge at 4 p.m. each day to the assembled racers, with appropriate comment on each competitor, his faults and his fine points.

While this program was primarily for OSC midget, juvenile, junior and senior members, it was not restricted in any way, and we had the pleasure of being host to one boy from Victoria, B.C., one each from the Universities of Saskatchewan and Manitoba, several youngsters from other local ski areas, and two young enthusiasts from Murdochville of the Gaspé in Quebec.

The competitors and the coaches both felt the clinic to be a success and the use

of film a worthwhile addition to the training process.

To complement the foregoing Christmas week program, the Gatineau Ski Zone was visited by the assistant Canadian National Team coach, Philippe Mollard who was born in the shadows of Chamonix, Mont Blanc, France. He is 24 years of age and has skied for his country on their National Team for the last four years. He brings with him to Canada much valuable technique and experience gained there. Philippe spent the first week of January at Camp Fortune endeavouring to improve the quality and quantity of our coaches. This is part of the Canadian Amateur Ski Association's continuing program to improve coaching of Alpine competitors at the snow line level in the local clubs and ski areas. Philippe was available to us each day and Wednesday, Thursday and Friday evenings at which time he expanded his program to include most of our Alpine enthusiasts and provided some valuable downhill training for them. One evening was devoted to reviewing the Christmas training film and improving our overall coaching program. We are surely improved by Philippe's visit and we are pleased that the CASA made him available to us at no cost. He will be back in March. And so will we all.

LODGE RESERVATION — O'KEEFE JUMPING MEET March 13-14

The upstairs room of Lockeberg Lodge will be reserved for use of competitors, officials and guests attending the O'Keefe Tournament of Champions, International Jumping Training and Meet — 8th through 14th of March.

LOST AND FOUND

Many valuable items have been turned in at the lost and found department, Club Office, Alexander Lodge.

If you have lost a watch (man's or woman's), skis, poles, headgear, gloves or mitts, glasses, keys, etc., please inquire Saturdays or Sundays, 9 a.m. to 5 p.m.

We also hold a record of skis and poles of similar makes exchanged by mistake.

One pair of good Kneisel skis and poles found in the woods earlier in the season are awaiting the owner's identity.

PARKING ??

by Bud Keenan

A frequent question is: "why do members of the OSC have to pay to park on our own land?"

Usually this is asked by a relatively new member, and as there are several thousand in this category it is a question which many might like answered.

Well, the story is this. It really isn't so long ago that buses took us only to Old Chelsea, and everyone skied in on the old Canyon Trail to Fortune, had lunch and then skied down to the street-car at Wrightville. Later the Meach Lake road was kept open to the bottom of Dunlop's road. We were then able to park in a small lot there or push the car into a snow drift and walk or ski up Dunlop's to the valley. This was a considerable improvement over climbing from Old Chelsea, and the run back down was easy and enjoyable. Casualties came out on Ossie's sleigh (not so enjoyable). Later a single lane dirt road was opened enough for a bus to take us up to the valley, 15c one way. Sometimes the buses had to be pulled up by truck as the road was so bad. As it was definitely single lane only, the bus company had a radio hook-up from the valley to Hull and back to the Dunlop's parking lot so two buses wouldn't meet half way. No cars were allowed.

By now the need, or shall we say advantage, of a parking area in the valley itself was recognized. But the club had

always been operated as a non-profit organization. Membership fees covered yearly expenses and not much more. The number of members was rather small compared with today. Investing money in a relatively uncertain sport such as skiing was not for everyone.

However, Mr. Georges Bisson who had been running the buses up from Ottawa offered to build and operate a suitable lot, financing it himself, so we, the members would have the convenience, without having the club go deeply in debt.

The present parking lot was built in solid bush, rock and swamp. There is a drainage ditch around it and drainage tiles and culverts under it. During 1956 and 1957 \$10,000 each year was spent on drilling, blasting, and grading. Johnny Clifford supervised its construction at no cost to the club or Mr. Bisson and he tells me there were approximately 3,000 loads of gravel. This gravel incidentally was supplied from O'Brien's pits at a very nominal sum. The total cost of our lot was approximately \$43,000. You may remember that a parking pass was \$10 a season at first. It was gradually reduced until now it is only \$4.

Operating it requires a minimum of seven men not including snow plows, etc.

Some day we may be able to buy the concession from Mr. Bisson and have free parking for members, but right now it's certainly worth four dollars a season to eliminate that climb from the Meach Lake road up to Fortune.

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Skyline

The following explains the Club's view on Skyline Parking.

The Company's view, letter dated January 1965, distributed to members parking at Skyline is published on the opposite page.

— Editor

The Skyline Parking Lot is leased by John Clifford Ski Tows Ltd., from the owner. The Alexander Parking Lot is owned by the Ottawa Ski Club and the parking rights are leased to the Hull City Transport Ltd., as a concession. Although there are two distinct enterprises involved, the Ski Club take the stand that parking arrangements for members should be the same at both locations.

With this in view for the 1964 season, the Club made such an arrangement, whereby the lot was operated by the Tow Company. Ottawa Ski Club parking passes were honoured, all others paid 50 cents per automobile.

Unfortunately the cost to the Club was too high to consider a similar arrangement in 1965. Therefore Hull City Transport were approached and asked to operate the Skyline Parking Lot. They, in turn, approached the Tow Company who suggested a price of \$900.00 for the season (\$300 rent/depreciation, \$300 ploughing and maintenance and \$300 for a building to shelter the attendant). The Club undertook to supply a building, and Hull City Transport agreed to operate the lot. However, it has not been possible to re-confirm this arrangement, nor has it been possible for Hull City Transport, as an alternative, to obtain agreement to plough the lot with its own equipment.

As of writing, the Tow Company and Hull City Transport were unable to come to terms as to rental of the lot, and the Club has been unable to reconcile the two parties.

The Tow Company favour free parking at Skyline provided the Club and Hull City Transport each contribute to the up-keep. The Club, on its part, could not agree because it would jeopardize the position of members who had already purchased parking passes, and it would mean that the Club would be subsidizing public parking with members' fees.

Lacking agreement, the Tow Company will operate the lot and charge all cars 50 cents to park. Your Board of Directors will continue to work to reach a satisfactory solution that embodies a uniform policy for all parking facilities.

Parking

January, 1965

Dear Skier:

You may wonder at the necessity of having to pay a 50c parking fee at the Skyline Parking Lot when you already hold a parking permit purchased from the Hull Bus Company, which entitles you to park at Camp Fortune.

The parking permits which were distributed for sale by the Club, permit vehicle parking in the main area of Camp Fortune only.

The Skyline Parking Lot was developed by the Company, in conjunction with its lift facilities as an integral part of the operations in the immediate area of Skyline. The annual cost of keeping the lot open for parking approximates \$875.00, for which the Company has no way of recouping other than by charging 50c per vehicle.

Sometime ago the Club made representations to this Company to the effect that it would like to see a uniform parking policy for both the main area and Skyline, whereby car owners would be charged for vehicle parking on the same basis no matter what lot they used.

While the policy is a commendable one in some ways there are drawbacks.

First of all it should be clearly understood that the Company is not opposed to a uniform approach on parking even though it is a strong supporter of free parking at Skyline for all members if a suitable solution can be found to maintain and operate the lot from the Club's general revenues, the Company's revenues and the Hull Bus Company's parking lot returns.

However, the Company does feel that if a charge must be made at Skyline for the sake of uniformity it is not prepared to make the lot available to the parking concessionaire at a financial sacrifice to the Company.

With this in mind, the Company made two offers to the Club for the Skyline Parking Lot.

- (a) Where there is to be a charge to members the Company would have to be paid an annual rental of \$800.00 to cover rents of \$200.00, development costs of \$100.00, ploughing maintenance of \$300.00, and loss of income \$200.00.
- (b) Where there is to be no charge to members, the Company would forfeit its income of \$200.00 and split \$600.00 three ways with the Club and the Hull Transport Company. This would help meet rents of \$200.00, development costs of \$100.00, and plowing and maintenance of \$300.00.

Needless to say both plans appear to have been turned down.

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JUMPING

by Fred Morris

The annual Ottawa Ski Club Jumping Championships took place Sunday, January 17th on the 40-metre intermediate jump hill. For the first time in the history of the OSC the jump hill was covered with an artificial snow base from John Clifford's snow making machine. Had it not been for the artificial snow the jump meet would have been impossible to hold, and a cancellation to a later date would have been necessary.

However jumping was difficult due to the intense cold which kept the field down to a dozen jumpers.

Senior National Team mates Gerry Gravelle and Rhéal Séguin created a lot of interest in running close on all jumps but veteran Rhéal managed to keep ahead by out-distancing Gerry and taking the OSC Lockeberg Trophy which was held by Gerry last year.

Dave Marcellus walked off with the Senior "B" crown.

Patrick Morris and Pierre Paré tied for the junior crown and this they will have to share between them until next year. Pierre was last year's Junior Champ. Both these boys are members of Canada's National Junior Jumping Team.

The Juvenile crown went to Kim Fripp and second place went to Ian Campbell. Both are outstanding and promising young jumpers.

The Gatineau Ski Zone Jumping Championships took place on January 24th despite

the adverse conditions which for the second weekend in a row kept the field of jumpers down to a small one. Visibility was very poor with a heavy fall of snow which was sometimes mixed with freezing rain and gave the jumpers a lot of difficulty with their timing on the take-off.

However, this did not stop Gerry Gravelle from reversing the previous week's results and out-pointing Rhéal Séguin for the zone championships in the Senior "A" class. Although Rhéal out-distanced Gerry the deciding factor was that Gerry kept ahead on style points.

In the Junior section, Patrick Morris won out over Pierre Paré for the Junior crown. Paré out-distanced Patrick, but here again as in the Senior class, style points were the deciding factor.

The Senior "B" crown went to veteran jumper Jacques Berniquez, and the Senior "C" to Paul Deschamps. The Juvenile winner was again Kim Fripp who showed excellent form in out-jumping the boys in this division.

On January 31st Ulf Kvendbo, University of Montreal, and Patrick Morris put up quite a fight for first place position for the Quebec Division crown but Kvendbo came out with a slight edge on style points. Both these boys will take part in the Canadian Juniors to be held at Kimberley, B.C. on February 28. Pierre Paré injured his ankle in a fall on his first competitive jump which kept Pierre from giving his best on his last two jumps. However should the injury not be too serious Pierre will also attend the Canadian Junior.

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Kim Fripp achieved his third win in three weeks in the Juvenile section, showing excellent form for a 12-year-old. Kim placed 4th in the overall.

Jumping conditions were excellent for the first time this season.

Classes for all categories of jumpers take place in the Lockeberg area starting at 10:30 a.m. every Saturday morning.

ALPINE RACING

The OSC and Alpine Combined Championships and Gatineau Zone "C" Class Championships were held at Camp Fortune on the 16th and 17th January. A field of 90 competitors challenged the weatherman and the course setters for three newly created trophies, and the Alex West Cup, up for competition. The new trophies were the Southam, MacTavish and Toller for

OSC senior, junior and juvenile ladies respectively.

Saturday the 16th saw a fast Giant Slalom on Marshall Hill and when the snow settled Ann Rowley and Jimmy Johnson were the winners. Kim Rawley was only one-tenth of a second behind Johnson, and Susan Graves put in a good performance just three seconds behind Ann Rowley.

On Sunday the 17th a taut slalom course set by Bobby Irving proved too great a challenge for many of the entrants. The course was exceedingly icy, and very tight, and the racers had a strong tendency to sit back on their skis. This proved fatal and a good proportion of the racers fell. There was only one run. Jim Johnson won the Men's Senior "A" and Ann Rowley took the Ladies' Junior "A".

Gatineau Ski Zone Alpine Combined Championships was held at Edelweiss Valley



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Ski Club Saturday and Sunday, January 30th and 31st. A classy field of competitors found both courses set by the two Tommy brothers, Andy and Art quite a challenge. Paul Quinn was the combined winner, and thereby claimed the Journal trophy. The Arthur Ault trophy for the Junior Men was won by David Fripp. The Maynard Trophy for Junior Ladies was won by Pam McCormick. The City of Ottawa Centennial Award for the best Giant Slalom run was claimed by Shawn Fripp. George Broadley was second to Paul Quinn in the combined by a scant 2 FIS points.

OSC AID & RESCUE

by Laird Lawton

Skiing is an exhilarating sport, but it is hazardous for novices and experts alike who fail to take heed of the simple precautions that might have made their accidents avoidable.

Know your own skiing abilities and limitations, and graduate slowly to the harder trails. Strictly observe the rules of safety that are always posted at ski areas for all degrees of expertness. "Horseplay" is a dangerous substitute for courtesy on the slopes.

DON'T NEGLECT AN INJURY — TAKE THE RIDE IN THE SLEIGH

If an ankle, wrist, hip or shoulder is sprained don't continue to ski in the hope that "it will work itself out", or in the pretense that it is heroic to deny the discomfort and disability. A relatively simple injury or fracture can be converted into a complicated one by this kind of false, stubborn pride.

The joy of skiing need not be marred by the innumerable accidents that are known to be avoidable if the "rules of the road" are strictly followed.

WEAR YOUR SAFETY STRAPS — CHECK YOUR SAFETY FITTINGS

TOW RATES — HALF SEASON

Effective February 1, 1965, John Clifford Ski Tows Ltd., has announced new tow pass rates for the remainder of the ski season as follows:

Seniors	\$30.00
Students	25.00
Juniors	15.00

There will be a further reduction of \$5.00 for Seniors and students effective February 15, 1965.

CROSS COUNTRY RACING

On January 16th and 17th the cross-country racers were hampered by lack of snow on the trails, and this made waxing difficult. The racers in the Ottawa area are unfortunately so few that the positions are very predictable. We hope to encourage other out of town racers to participate in our events. By racing against people better than themselves, their own standard is raised.

In the OSC and Invitational Cross-Country on the 16th, Dave Rees was only four seconds behind Don MacLeod, a good performance.

On January 24th, the Gatineau Zone Cross-Country races were held in a heavy snowstorm.

The senior race for the Lady Willington Trophy was won by Don MacLeod who covered the 15 Km. in 67:14.

The Royal Bank Trophy, which is a new trophy donated by the Royal Bank, was won for the first time by Pat McLaren in 57:35.

The Anthony Stofa Trophy for juveniles was won by Robert Taylor who did the 5 Km. in 30:44.

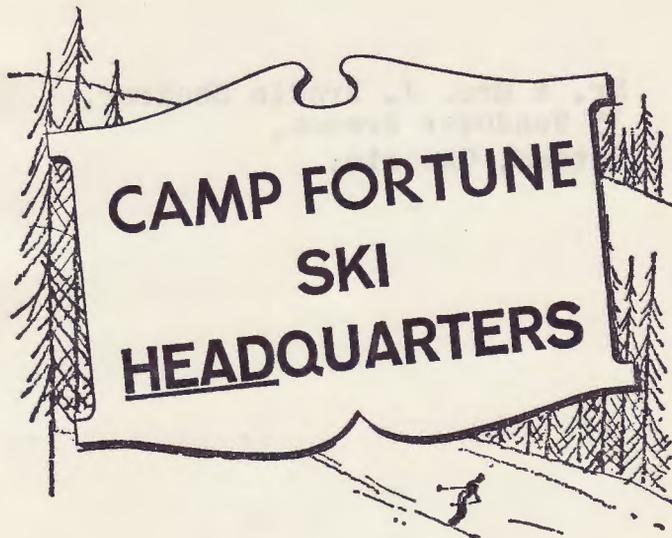
The Kirk Trophy for OSC members was won by Don MacLeod.

On January 30th a one second edge over Pat McLaren gave Jarl Omholt-Jensen two titles, the Quebec Division Junior Cross Country Championship and the Ottawa Ski Club Junior Cross Country Championship. This very hard fought race on a fast course made excellent times for the top two runners.

The new Army Trophy donated by the Ottawa Army Ski Club was presented to the winner by Lt. Col. Aitkens of the Army Ski Club.

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