



Sugarloaf Ski Club Magazine

Winter season, 1999-2000

In dedication to all those optimistic, enthusiastic, hard-working people with the vision and fortitude to make Sugarloaf Mountain and the Ski Club what they are today. We in the ski season of 1999-2000 thank you. May the many generations who follow have the same spirit of adventure and enthusiasm as those who have created our history. N.H.



Table of Contents

Letter from the President.....	3
Letter from Sugarloaf/USA	4
Ski Club History to 1970	5
Ski Club History - 1970 to 1999	13
The Birth of Sugarloaf Ski Racing	15
A Climber's Mountain.....	18
Sugarloaf in the '50s	20
Spiffy Fifty - An Anniversary Ode	22
Past Tracks - Phoebe Stowell	23
Past Tracks - Nana Webber.....	24
Founders Night 2000	25
A Double-Barreled World Cup	26
The Gleason Rand Award.....	28
Sugarloaf Today - a Photo Spread.....	30-31
What Sugarloaf's Ski Races were Like	32
10 Commandments	34
What's My Time	35
The History of Carrabassett Valley Academy	36
Old Traditions & New Pleasures	38
Ski Museum of Maine	39
Meet cha at the Capricorn.....	41
Our Role in Developing Freestyle Skiing	42
CVA Snowboard Program.....	46
Tele Ho (Telemarking).....	49
Community Focus	50
It's Really Special (Olympics, that is!).....	51
Socially Speaking	52
Cardiac Club Memories	54
Ski Club Membership	56
The Streak	57
Feelings of a Founder	58
Patrons	60



Sugarloaf Ski Club Board of Directors, April 1999

Standing: Sue Manter, President; Greg Foster, past President; Bruce Miles; Nancy Holliday, Historical Chair; Jerry Hopson; Chris Schipper, Membership; Lev Steeves.

Sitting: Phil Hunter, Community Chair; Audrey Leonard, Treasurer; Don Fletcher, Secretary; Charlotte Zahn, Vice President.

Also on the board: Joan Dolan, Michele Herlihy, Monnie Levine, Nancy Makin, Jack Weir and Jano Wilkinson.



Sugarloaf Ski Club

The Sugarloaf Ski Club celebrates its fiftieth anniversary this year. Over the years, volunteers have given time, energy, enthusiasm, and financial support making it possible for the ski club to grow as an active and vital part of the Sugarloaf community. As president of the club, I would like to express my gratitude to those past and present volunteers and club members who have so well served the club, the young and not so young racers, the community, and the mountain over the past fifty years.

Sue Manter, President
Sugarloaf Ski Club

Past Presidents

Greg Foster	1995-1999	Bernie Carpenter	1973-1974	Burt Covert	1961
Marvin Collins	1993-1995	Jack Smart	1972	Leo Tague	1959-1960
John Lacasse	1990-1992	Peter Spalding	1970-1971	Harvey Boynton	1958
Jon Hellstedt	1983-1989	Skip Skaling	1968-1969	Jay Winter	1957
Tina Hinckley	1982	Norton Luce	1966-1967	Bill Kierstead	1956
Pat Andrews	1980-1981	John Christie	1965	Scott Scully	1954-1955
Frank Woodard	1979	Clarlie Clark	1964	Robert Bass	1952-1953
Charlie Murray	1977-1978	Don Pfeifle	1962-1963	Horace Chapman	1950-1951
Bob Waddle	1975-1976				

Acknowledgements

Many thanks to the following people for their hard work and help in creating this magazine:

Nancy Holliday, Chair	Mary Jackson	Bruce Miles
Linda Cloutier	Audrey Leonard	Esther Perne
Jen Cobb		Chris Schipper
Cindy Foster	and many article contributors	Jim Stinchfield



sugarloaf/usa

Winter Season, 1999-2000

Dear Sugarloaf/USA Ski Club Members,

This season marks a very important year for the Ski Club. It will be the 50th anniversary of the longest running ski club in Maine, and I'd like to think, the best. The mountain was developed by and for people who love skiing. No matter who may come and go, or what changes the company may have, one thing will always remain constant: Sugarloaf is a mountain for people who love to ski.

In the past 50 years, Sugarloaf/USA has been able to host premier events such as the U.S. Alpine Nationals, the U.S. Freestyle Nationals, the U.S. Snowboard Grand Prix, the National Junior Olympics, the North American Championship Series, and the S.I.S.E. Cup Eastern Masters Championships. In the coming season Sugarloaf/USA will have the honor of hosting the Junior Olympics, the North American Junior Championships, and the Masters Nationals, all made possible by the Ski Club.

Although Sugarloaf/USA hosts such huge events, the mountain and the Ski Club also make time for the community as well. Supporting the Maine Special Olympics and running the Locals Race Series are two great examples of how the Ski Club values the importance of community. Sugarloaf is what it is today because of the strength of the surrounding community and the Ski Club. It is what began the ski spirit at Sugarloaf and what continues to keep it alive.

On your 50th birthday, on behalf of Sugarloaf/USA, I'd like to say congratulations and thank you for being such a great part of this mountain community.

Sincerely,

John Diller
Managing Director
Sugarloaf/USA

Ski Club History to 1970

written by Richard Bell

reprinted from the first Sugarloaf Ski Club magazine 1984-1985

It was in 1948 that the idea of developing recreational skiing in Maine was going through the minds of a few men and a meeting was called in Augusta by the Maine Development Commission. At this meeting nearly all of the few existing Ski Clubs in Maine were represented.

In this meeting, it was decided that the best way to promote skiing in Maine would be to form a statewide group with the specific aim being the furtherance of skiing. The Maine Ski Council was the result of this decision, and Robert Bass of Wilton was elected its first president.

Shortly after its organization, the Maine Ski Council appointed from its membership an Area Development Committee whose purpose would be to look over all of those mountains in Maine which Maine skiers deemed as developable and determine which of these could be most feasibly turned into a ski area. Chairman Bruce White and his committee, Jim Thorpe, Wes Marco, Robert Henderson, and Horace Chapman, studied with considerable time and energy Saddleback, Sugarloaf, Andover region, Pleasant Mountain, Bigelow,

Mt. Blue, Farmington, Old Spec and Baldface.

At this point, they went northwest to look at the mountains about forty miles north of Farmington as they knew of a Kingfield storekeeper who had cut a ski trail on the second highest of these mountains, Bigelow, with some local friends who had tired of driving to Pinkham Notch when, in their own backyard, were mountains rivaling any east of the Rockies. Amos Winter, the Kingfield storekeeper, was having troubles of his own, for the Great Northern Paper Company was beginning to cut flowage around the base of Bigelow for the construction of massive Flagstaff Lake. This would render the ski trail inaccessible. So, our two stories coincide as the Maine Ski Council Committee looked north and west to the snow belt of Maine, Amos and his Bigelow friends were looking south a very few miles at Sugarloaf Mountain, 4,237 feet high, the second highest mountain in Maine.

In 1949 the committee from the Maine Ski Council and the group of skiers from Kingfield came to Sugarloaf for a look. History shows us that they

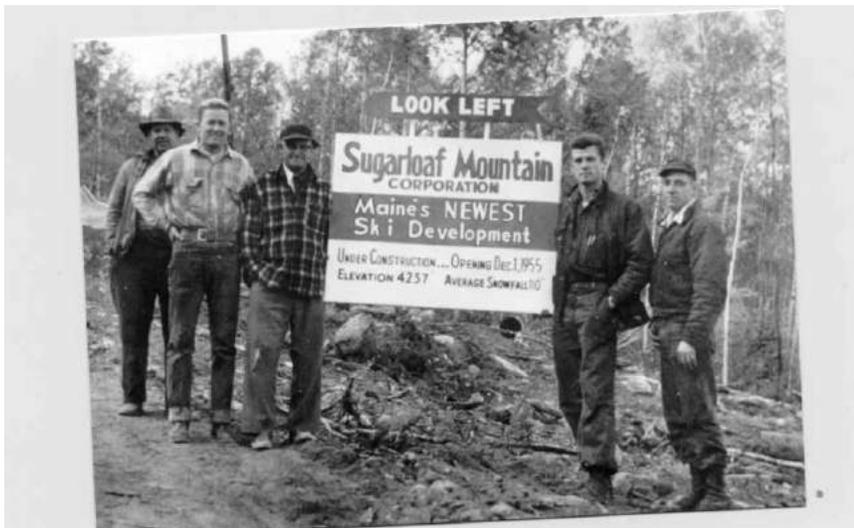
were impressed with what they saw, for the committee's report on its findings at Sugarloaf were favorable; and they concluded that this mountain had the greatest potential for skiing of any in the state. It had the best exposure, the best annual snowfall, and the smallest accessibility problem of any of the major mountains in Maine.

The year 1950, two years after the idea had originated in Augusta, was as important a single year as Sugarloaf has known. It was in this year that work was begun on the first ski trail, and the year that the Sugarloaf Ski Club was formed.

The former Bigelow Mountain skiers were happy to move their operations to the more impressive Sugarloaf and to have their tedious job of trail and road clearing augmented by willing hands from all over the state who realized that the notion of a ski area on Sugarloaf would reach its fruition only after hours and hours of work. The Great Northern Paper Company owned the land where the ski trails should be and the Merrow Estate owned the land over which one would have to pass in order to get to the ski trails. And then of course there was the problem of covering the two-mile



The first Sugarloaf Mountain Ski Club meeting; the second Ski Club building.



Early Sugarloaf Mountain Development, 1955

distance between Route 27 and the bottom of the ski trail, much of it through swamp.

The Great Northern Paper Company started the ball rolling with a 20-year lease to the Ski Club for the part of the mountain intended for skiing, and the Merrow Estate followed with a gift of right-of-way to the area.

The summer of 1950 was a busy one on the Mountain as local boys, would-be-skiers, “hot shot” skiers from afar, interested friends of skiers, and authorities on ski area construction all gathered weekend after weekend to hack

a trail out of the wilderness on Sugarloaf that started at a 15 degree pitch near the bottom and increased to 30 degrees as the timberline was approached. After the timberline was the skiers’ dream-acre upon acre of wide-open fields of snow which settled into a 30-degree-plus carpet of corn snow as the spring sun melted the snow in the lower region.

The Sugarloaf Ski Club derived its financial support in two ways. From the minutes of the first meeting, we read the words of the first secretary, Portland lawyer, Scott Scully, “At the end of the meeting the treasurer reported a bal-

ance of \$80 in the treasury as a result of a spontaneous burst of digging into pockets on the part of the group of those present.”

That was one way of getting money, which was also represented by the donation of equipment and time by such organizations as the Dead River Company, which donated its bulldozer for use on the access road.

The other means of support was the sale of \$10 memberships in the Sugarloaf Ski Club.

In the roster of that first Ski Club meeting are names that have become linked with Sugarloaf and its progress. There were a dozen people at that meeting held at the Augusta House; and they were Fletcher Brown, Horace Chapman, George Albert, Wes Marco, Amos Winter, Bill Hatch, John Clark, Peg Clark, Phin Sprague, Scott Scully, Robert Taylor, and Odlin Thompson.

With the help of Sel Hannah, nationally known ski trail expert from Franconia, a trail 50-75 feet wide was laid out, spanning one and a quarter miles of the mountain from the snowfields to the 1,800 feet elevation. The aforementioned members of the Ski Club augmented notably by George Cary and Kingfield boys Fred Morrison and Micky Durrell, under the guidance of Amos Winter had that trail, to be called Winter’s Way, ready for snow for the winter of 1950. After the skiing ended in early May of that year, another summer of hard work began. The trail was widened and groomed, and a loan was floated whereby the road received some much-needed gravel. Yet, the winter of 1951-52 still saw a long, hard climb from where the cars were parked to the crisp air and over-abundant snow of the snowfields. That was a good winter for snow, however; and the Portland Press Herald reported, “In April there were 5 to 15 feet of hard-packed corn snow near the summit.” The Sugarloaf Schuss, which has since become a tradition, was held that year; and Wes Marco, race committee chairman, said that all

REAL ESTATE OR CARVING SKIS

CALL A CERTIFIED PROFESSIONAL
COLON E. DURRELL



Village Realty
Associates, Inc.



207-778-9999x33



Sugarloaf/USA
Perfect Turn
207-237-6924

competitors were looking forward to the next one.

The summer of 1952 saw ever-increasing activity. The trail was groomed and the hut was floored and completed, according to Fred Morrison, hut committee chairman; and Amos reported that Rand Stowell of Dixfield and the Forster Manufacturing Company had donated bulldozers for extending and improving the road which would culminate with a parking lot at the bottom of the trail. Of course there was talk of a ski lift, and in the summer of 1952 this talk increased. A ski lift, however, would cost money; road work had cost even more, along with toboggans, caches for the toboggans, and a warming shelter. In fact, no matter how much a lift was discussed, it would have to be a matter of time before one could be constructed. At an executive committee meeting in December 1952, the secretary, George Cary, wrote in his minutes, "The type, length, location or locations of up-ski devices were discussed-everyone thought one would be nice." How nice, they could only imagine what we now know.

The winter of 1952-53 was another in the ascension of Sugarloaf from a veritable unexplored wilderness to a major ski area. The road was in excellent shape, as was the trail. The Sugarloaf Schuss was gaining in popularity, as was the Mountain as an all-winter competition area. The Club was beginning to realize that a point had been reached at which real progress would slow down, and the ultimate goal would be far over the horizon unless a group or an individual with sufficient financial backing could take over the Mountain and develop it to its fullest. There was talk of this as the season of 1952-53 ended and the summer's work began. They realized that Sugarloaf was still small in the relationship between what had been done and what could be done. They knew that the Mountain would have to be publicized, and the press was kept informed of any developments which were taking place. And developments

did take place in the summer of 1953, as the Mountain went into the following winter with a portable rope tow, a shelter at the timberline, and an income to be derived from a tow charge of \$1 per day for non-members and 50 cents per day for junior non-members.

The Club realized that this tow was only an interim measure and that far more expansive lifts would ultimately carry people up the Mountain, but a 10-horsepower rope tow was an

important first step in the realization of this somewhat nebulous dream. A plea was made by the Club's President, Robert Bass, in the Portland *Press Herald* shortly before the 1953-54 season which read in part: "Robert N. Bass says that a chair lift to the top of the Mountain, plus modern accommodations in the vicinity would attract not only skiers from all over the East, but visitors in all other seasons who would use the lift to

see the magnificent view from the summit. These, however, would call for the expenditure of a lot of money, far more than the Club will ever have. However, if private capital wishes to invest in this venture, the Club will give those involved all the cooperation possible.”

Thus began the winter of 1953-54, and it was another snowy one. People were becoming convinced that an abundance of snow would never be a problem at Sugarloaf. The lift did its job of giving the leg-weary veterans of skin-encumbered hikes to the snowfields a well-deserved respite. Beginners loved the gentle slope to the east of the tow and could log countless miles per day when previously a couple of trips would cause them to wonder if it was really worth it. The Sugarloaf Schuss was run in ideal snow conditions. The giant slalom was won by Les Streeter from Middlebury, who was later to become an auspicious member of the U.S. Olympic Team.

There was further talk during the summer of 1954 about getting added financial help from outside sources, and several channels were investigated by President Bass and Scott Scully. The Mountain withstood the blasts of hurricanes Carol and Edna with only minor washouts on the road. Amos and his crew further widened the trail at the base and at the juncture between the snowfields and Winter’s Way.

The season of 1954-55 saw Sugarloaf Mountain, which four years ago was only an idea in the minds of a few people, with a one and a half mile trail, a two mile road, a parking lot, a cabin at the foot of the trail, a rope tow, first-aid equipment, two toboggans, and an ever-increasing number of people with confidence that Sugarloaf would one day be one of the best.

This confidence was made manifest when in the middle of the 1954-55 season a group of men met (on March 24) at the Worcester House in Hallowell and formed the Sugarloaf Mountain Corporation with Robert Bass as President, Richard Luce as Vice President, Richard Bell as Secretary and Clerk, and James Flint as Treasurer. This group went to work immediately with its Executive Manager, Amos Winter and its 13-man

Board of Directors to issue \$100,000 worth of common stock at \$10 par. The Sugarloaf Ski Club received 1,000 shares of this stock in payment for the existing facilities already described, most important, of course, being the two and a half mile access road for which the Club had borrowed \$10,000.

The summer of 1955 saw frequent meetings of the Board at the Worcester House, Sugarloaf, Wilton, Farmington and any other place where these participants interested in Sugarloaf could get together. The activity of the Board was exceeded only by the flurry of progress on the Mountain itself. After considerable discussion, an association with E.G. Constam Company of Denver was formed by virtue of the purchase of a 3,575-foot T-bar at the price of \$42,500. This lift, rising 887 vertical feet, was installed by Robbins Engineering of Westbrook and was ready for operation during the 1955-56 season. The Narrow Gauge, later to become a favorite racing trail with a national reputation, was cut as far as the top of the new lift. The first installment of the oft-improved lodge was constructed near the base of the new lift, and the Scribners from Stratton were leased the privilege of operating a food concession at the lodge.



**Propane
and
Propane Equipment
*Sales & Service***

**800-675-7443
207-265-5443**

**So. Main Street
P.O. Box 115
Kingfield, ME 04947**



An early skier hikes to the first club house.

Olivia Chereaux, a Swiss-born student at the University of Maine, was asked to run a ski school on the Mountain on weekends. An Oliver snow-packer tractor was purchased during February for grooming purposes.

The winter of 1955-56 was a highly successful and most encouraging one. The corporation realized a profit from the operation of the lift, and the Directors voted to put this amount back into the area and add it to the surplus available for future development.

The Mountain was beginning to get used to year-round activity as Amos and his crew started once again a program of extensive improvements to prepare the area for the 1956-57 season. A new \$35,000 Constam T-bar lift was purchased and installed by Robbins

Engineering. The lodge was nearly doubled in size, allowing room for an expanded commissary, manager's office, ski shop, first-aid and modern restrooms. The Narrow Gauge was extended from the top of the original lift to the edge of the snowfields while the lower half was groomed and widened. Brooks Dodge tramped the west side of the area and came up with the plan for the Tote Road, two and a half miles of one of the best trails in the East. A warming hut was built approximately halfway down this trail for those who preferred to run the trail in two installments. A Sno-Cat with rollers was purchased, and a garage was constructed to house the increasing amount of equipment dictated by the expanding area. The new lift, 2,609 feet in length and rising 1,008 vertical

feet, was completed in the fall and was ready for operation.

Bill Briggs was named head of the ski school and operated the school seven days a week. The only sour spot in the season of 1956-57 was the snow drought, which hit all of the eastern ski areas and seemed to continue interminably through the winter. The operating income, despite the paucity of snow, was 63 percent greater than the preceding season. \$80,000 worth of new stock was offered and buying was enthusiastic.

Plans got underway early in the spring for the summer of 1957 expansion program. Early in the summer, Werner Rothbacher, certified Austrian instructor and proponent of the new Austrian technique, was contracted to head the ski school for the following season. The advertising firm of Ad-Ventures, Inc. of Portland was chosen to handle the Mountain's publicity.

The summer saw extensive groom-



The second club house.



The third club house and first lodge.

The Widow's Walk at Sugarloaf/USA.



A friendly informal place for your skiing vacation, in an unusual Victorian home, just 15 minutes from the slopes. Six double guest rooms with electric blankets on each bed. Semi-private baths. Family-style meals, ping-pong, darts. Non-smoking.

**2 persons/\$48 per day
Bed & Breakfast**

*10% discount if you mention this ad
when making reservation*

Call or write for details.

Your hosts: Mary & Jerry Hopson
Tel. 207-246-6901
or 1-800-943-6995
P. O. Box 150, Stratton, ME 04982



The Winters sell tickets in the early years.

ing work done on the existing trails, safety devices installed on the lifts, and expansion of the ski patrol, its equipment, and further work on the access road. Thus opened the season of 1957-58. An ambitious Junior Program was embarked upon by Rothbacher and his staff. Competitive skiing was on the up-swing, and several races in the late winter and early spring pointed to Sugarloaf as a major competition area. The Sugarloaf Schuss drew the largest field in its history; and as the season progressed, it became apparent that the existing up-hill facilities were not sufficient to handle the throngs of skiers on the Mountain.

The summer of 1958 was another busy one; the capacity of the lower lift was increased to 800 passengers per hour, and the terminals of the upper lift were housed. An excess of \$10,000 was spent on straightening, surfacing and generally improving the access road, a new parking lot was added, and improvements made on the old ones. Rothbacher and his Austrian staff returned for the 1958-59 season with Roger Page heading the Junior Program.

The season began early in December, and the newly cut novice area proved to be popular with the skiers who preferred to stay clear of the well-traveled thoroughfares.

The summer of 1959 was an important one in the "once-upon-a-time" progress of Sugarloaf Mountain. Close to \$10,000 was spent in completely relocating the base area, constructing a new 1,674-foot Constram T-bar lift, and a new two-story lodge. The old parking lots were parking lots no longer as they were replaced by a massive 15-acre beginners' area. New parking lots were bulldozed with a capacity of nearly 1,000 cars, and the road was improved.

As if the weather were in cooperation with the optimistic expansion of the ski area, 1959-60 was a banner winter with plenty of snow, which was becoming an old story on the Mountain.

The summer of 1960 was marked for further improve-

ALWAYS

**Coca-Cola Bottling Company
of Farmington**

Lower Main Street / Farmington, Maine 04938
(207) 778-4733



Leo Tague

ment as a 4,600-foot lift line was bulldozed to the left of the existing lift complex; and a new wing, larger than the original section was added to the lodge. A second Sno-Cat joined the other in the equipment garage. The upper trails were further groomed, and a new trail, the Double Bitter, was cut from the top to a junction point near the bottom of the Tote Road.

These jobs having been accomplished by the able summer maintenance crew, the area was ready for the 1960-61 season. This was the year that saw more plentiful snow and more enthusiastic participants. The stature of Sugarloaf as a competition area was enhanced by the Junior National Championships, ably sponsored by the Sugarloaf Ski Club after ice was the order of the day at Stowe.

The summer of 1961 was dry and hot, the kind of weather that would enable a ski area to build two lifts and



Mr. and Mrs. Amos Winter observe the fulfillment of a dream from the Base Lodge, 1969.

LCR & H

LAMBERT COFFIN RUDMAN & HOCHMAN

John F. Lambert, Jr.
Philip M. Coffin III
Samuel K. Rudman
Bruce B. Hochman
Gary D. Vogel
H. Peter Del Bianco, Jr.
Jonathan T. Harris
Thomas V. Laprade

Wendy J. Paradis
Catherine E. Decker
Robyn G. March
Susan K. Spokes
Teresa M. Cloutier
Einar G. Andersen
Of Counsel

- Banking
- Bankruptcy
- Employment Law
- Health Law
- State & Federal Tax
- Personal Injury
- Commercial Law
- Real Estate Law
- Litigation
- Family Law
- Corporate/Business Law
- Professional Liability
- Environmental Law
- Wills, Trusts & Estate Planning

Practicing Statewide

(207) 871-7033

FAX (207) 871-0394

477 Congress Street, Portland 04112-5215

E-Mail: info@lcrh.com

WWW: <http://www.lcrh.com>

At Sugarloaf call Phil Coffin at (207) 237-2561 or Bruce Hochman at (207) 235-7015

three trails. And that is what happened at Sugarloaf. Two new Constam T-bar lifts, 4,574 feet and 3,160 feet, respectively, were placed in tandem rising 1,872 vertical feet from a point a short distance east of the lodge to the edge of the snowfields.

The Ram Down and the Widow Maker in conjunction with a skiable power line added nearly five miles of downhill running. The new complex afforded an alternate access to the snowfields and to the old trail system by the utilization of old Winter's Way.

The large bend in the swamp was removed from the access road and new gravel was added to a considerable length of the road.

Further grooming was done on the old trails, and the Mountain, nearly doubled in size, loomed as one of the major areas in the East.

It was obvious, due to the expanded area, that Amos would need able help for the coming season; therefore,

Sugarloaf gained an assistant manager, John Christie, who was chosen from a number of promising candidates.

The winter of 1961-62 was marred only by a frozen granular condition in January, which was offset by the best and last spring skiing in the East.

By the end of 1962 the Mountain owned its own bulldozer, mowing tractor, and two Sno-Cats. Five T-bars, two lodges, Austrian ski school, 10-man ski patrol, and extensive first-aid equipment augment the picture. All lifts are equipped with automatic safety devices and powered by electric motors with the two original lifts maintaining their gas engines for auxiliary purposes.

George Cary was elected President of the Sugarloaf Mountain Corporation in 1962, and the growth of Sugarloaf continued at its rapid pace. A third section was added to the base lodge in 1963. A small tract of land at the summit of the Mountain was leased to the Somerset Telephone Company and a strip of land

from the summit to the base of the lifts for an access road was carved out of the side of the Mountain.

It was over this three mile road that 700 tons of material for 400 yards of concrete, 400 tons of prestressed concrete slabs for walls and floors, seven tons of tinted double pane plate glass, 23 tons of three inch thick western cedar for the roof, and 60 tons of steel were hauled for the construction of the Summit Restaurant at the 4,190-foot level of Sugarloaf Mountain.

During the summer and fall of 1965 and into the winter, work went on at a feverish rate. Transit mix trucks and huge cranes operated under the direction of George Cary and in January 1966 the 8,430-foot gondola was completed and its 50 four-passenger cars were taking people to the summit of the Mountain. Skiers could now ride in comfort to the famous Sugarloaf snowfields.

Ever increasing numbers of skiers

(continued on page 40)



Ski Club History - 1970 to 1999

compiled by several historians

The '70s would see the introduction of something that Mother Nature never thought of, Man Made Snow. Miles of pipe were laid and a new era was begun. The old days of relying on natural snowfall to provide good skiing were gone. Now the January thaw would not intimidate the mountain.

The decade also brought more development to the mountain as more shops and residential condominiums were built. Larry Warren, along with Lloyd Cuttler and Tom Hildreth bought the Valley Crossing Complex from Dead River Co., and moved it to the mountain. It is known now as Village West. Peter and Martha Webber moved to Sugarloaf and purchased the Sugarloaf Inn from the Mountain Corporation. While expanding the Inn, they also developed the Birchwoods Condominium complex.

Sugarloaf/USA hosted the world in 1971 as the site of the Tall Timber Classic World Cup Ski Races. These consisted of men's and women's downhill and giant slalom races. Because of lack of snow in Europe, the Arlberg Kandahar trophy was presented to the combined winners. It was the first time that the oldest international alpine ski race in Europe was held outside of that continent.

Hang Gliding became popular in the '70s, and for a while, the gondola carried hang gliders to the summit to launch them.

The early '70s were a struggle financially for the recreation industry as a whole. The oil embargo and the end of cheap gasoline cut into a lot of family travel plans. But, people still wanted to ski so carpooling and bus rides became a popular way of getting to the mountain.

By the '80s the oil embargo was a memory and the rest of the economy had caught up with the price of gas.

Sugarloaf installed 3 new chairlifts in 1983. They were called Double Run-

ner East and West and Spillway East. The old number 3 T-bar was left in place to serve as a way up in case of the rare occurrence of high winds. It is still in place today and used occasionally. Spillway West was added the following year.

The Sugarloaf Golf Course, designed by Robert Trent Jones, Jr., was built and a new lift was installed called the West Mountain Chair. The decision to expand West was in part because of the water supply of the Carrabassett River needed for our ever expanding snowmaking system and the need for water for irrigation of the golf course. The golf course greatly enhanced the four-season reputation of the area, and has retained its status as a premier course in the US.

Sugarloaf was becoming known for its on-mountain ski-in, ski-out lodging. The '80s saw a large expansion in the number and types of lodging built on the mountain. Many single homes were being built at Village on the Green, West Mountain and Woody Creek, to name a few. The base area was expanded with the construction of the Sugarloaf Mountain Hotel and renovation and additions

to the Base Lodge.

Later in the decade more lifts were installed. The Snubber triple chairlift serviced the condos down to Snowbrook and also enhanced beginner terrain. Number 5 T-bar was replaced by the King Pine Quad, and the Whiffletree Quad replaced Number 4 T-bar. Along with these lifts came extensive trail additions such as the much loved cruising trail, Haulback.

Along with expansion comes risks, and Sugarloaf was no stranger to this. The late '80s saw high interest rates, which were one of the burdens that a rapidly expanding ski area faced. The result was a restructuring of the corporation that later was headed up by then-President Warren Cook, who stayed with Sugarloaf until 1999.

On the competition side Sugarloaf hosted the World again, a younger group this time. The 1984 World Junior Championships were held. The competitors in this event were the ones that we would see emerge as the superstars of ski racing in the '90s. Alberto Tomba was a budding young international racer at the time.



Expansion of Village Center (left) and the Base Lodge (right).

We hosted the US National Freestyle Championships, and it was no surprise when our own Joan McWilliams walked away with first place trophies. Sugarloaf athletes were a huge force in this rapidly growing sport.

The '90s has been a banner decade for Sugarloaf/USA. Interest in the corporation was bought by Ski Inc. which owned Killington, and more recently by Les Otten, the ski entrepreneur who turned Sunday River Ski Area into a major destination resort. With new ownership came new capital, and the mountain continued its expansion of trails, snowmaking and lifts.

The first high-speed detachable "Superquad" was installed in 1994. New trails were cut, among them King's Landing, named after King Cummings. He had been a key player in Sugarloaf's early development and also saw it through its reorganization of the late '80s

In 1997, the Whiffletree quad was replaced by a high-speed detachable quad chairlift, and the Timberline Quad was installed to once again get skiers to the top of the mountain. Many new "Tower Guns" were added to the snow-making system, which greatly increased the efficiency of the system.

The Gondola was taken out of service in 1996 and given a fitting tribute. The Gondola Auction was held in 1997 and was hailed as the event of the year. Many dollars were raised for local charities as bidders bought the historic gondola cars, which held fond memories for those attending. Many a gondola story was told that night and for days to come. The old gondola base terminal now houses the Sugarloaf Competition Center, which is the meeting place for the Sugarloaf Ski Club and Carrabassett Valley Academy, and the headquarters for all competition at Sugarloaf.

The '90s saw snowboarding

emerging as a sport that was here to stay and growing fast. Sugarloaf took a leadership role with the construction of Half-Pipes and Terrain Parks.

We held the United States Ski and Snowboarding Association (USSA) Snowboarding Championships in 1995 and have held two Grand Prix's and Boarderfests since.

The '90s saw a lot of competition action at Sugarloaf. Starting with the US Masters nationals in 1990. Some of the top events were the US Alpine, Freestyle and Snowboard National Championships. As a result, Sugarloaf/USA became the first ski area to receive the Paul Bacon award twice from USSA. This award is given to the area that makes the most significant contribution to competitive skiing and riding for the season. In 1993 the Sugarloaf Competition Department was formed, taking over the racing responsibilities from the

(continued on page 48)



Sugarloaf Mountain Complex - March, 1997

The Birth of Sugarloaf Ski Racing

by Esther J. Perne

1952 was the year, April 6th the date, when the Sugarloaf Ski Club held its first race, a U.S.E.A.S.A. sanctioned giant slalom.

Sugarloaf was one year old, had one trail (Winter's Way), and its founders, especially Amos Winter, wanted to demonstrate to the world what racing potential the mountain had. A race also would publicize the completion of Sugarloaf's first trail and the mountain's abundant snow for late spring skiing - about seven feet near the top and four feet at the base in 1952.

Forty-seven men and seven women entered the competition that year. The men, for the most part experienced in the sport or from families who were, included Ted Hawkes, Dave Farrell, Bob Irish, Jack Beattie, Henry Poirier, Brud Folger, Aurele Legere, Peter and Icky Webber, and Stub Taylor. The women were Maine ski racing pioneers. At least one, Amanda Winter, had never raced before, but her boyfriend at the time, Odlin Thompson, raced in the men's division, and her Uncle Amos encouraged her to enter.

"I learned how to ski in the back of Winter's Inn," remembers Amanda. "Every Wednesday Amos had a spotlight there. He was wonderful with kids." She was not alone. Racer Bob Perkins, only eleven in 1952, credits Amos with helping him and Byron Philbrick, both of Kingfield, learn to ski.

Edith Curtis, winner of the women's division, attended U.M.O. in 1952, where there were no intercollegiate sports for women. "I raced on my own," explains Curtis, recalling that only Middlebury and U.N.H. had women's teams. "How I learned my technique was by watching the men's team. My father (Ted Curtis) was the ski coach at U.M.O. and wouldn't let me go to a competition. He said it would be embarrassing, because the University didn't

have a women's team."

Preparations for that first race, by today's standards, were rudimentary. Sandwiches were provided by "Ame" for each racer to carry (along with their bulky equipment) on the two-hour hike to the summit. Coffee was hauled up by volunteers, also on foot. A tractor with a sledge was procured to transport equipment from Route 27. And, a few poles and borrowed flags were collected for the course.

The competitors' first challenge was to walk the two miles to the base of the race. "The road was all mud; It was a lot of puddles," describes racer Bill Clark (of Bowdoin) "It was a hell of a thing just to get in to the front of the race course."

Navigating the road, in fact, had been one of Sugarloaf's pre-race concerns. The parting phrase in a letter from Scott Scully to fellow Ski Club Director Horace Chapman on March 24th had been "Here's hoping for good weather and a hard road on April 6th."

The course setters for the first race were Wes Marco of Bath, Maine and Sel Hannah of Franconia, New Hampshire. Marco along with being a certified course setter was one of the very early certified professional ski instructors in America and was later awarded a lifetime membership in P.S.I.A..

As they climbed the course and came near the top of the snowfields, racer Bob Irish recalls, "Wes had run out of bamboo poles. Being an ingenious "Mainer" he proceeded to cut down the tops of some spruce trees which he trimmed as they went along, and set the last sev-

eral gates, including a flush, with three-inch diameter sticks."

As Bob neared the top, Wes looked at him and said, "Now there, that's so you and Grady Erickson [a Kingfield school teacher in the race who got quite a few of the students interested in skiing] can't knock down my course."

"At the end of the race, " Bob relates, "I had bloody knuckles."

Other competitors on the historic day remember the fog. "I climbed the hill trying to memorize gates," describes Edith Curtis. "You could miss a gate in the fog." Alden Sawyer confirms that, "The visibility was very limited."

For the course volunteers, raccoon coats and stop watches were the trademarks of the day. Baggy clothes and bear trap bindings were the equipment of the skiers.

Did they wax? According to racer Bob Irish, one of the collegians - he thinks from Princeton - produced a candle at the top of the course, lit it, and dripped wax in large blobs all over the bottoms of his skis. When somebody asked him, "What are you doing?" He



Robert (Bunny) Bass, left, and Amos Winter, right, congratulate Dick Church, who won the first Sugarloaf Schuss.



Sugarloaf Schuss - circa 1953 (above and below)



replied. "I am waxing my skis." "Do you think that's the right wax?" the questioner asked. The Princeton man replied, "I hope not. It's really steep up here and I want to go slow."

Of conditions at the starting gate, Icky Webber, who was then 12, states that it was freezing cold. It seemed to Leo Tague who was the starter that the race was run almost straight down the trail. Actually, according to a note by Scott Scully, the course was to be 3/4 to 1 mile in length with a vertical drop of 1,500 to 1,200 feet. A newspaper clipping describes the course as fast. Racers were sent off, Edith Curtis describes, with the conventional: 5-4-3-2-1-go!

The results are perhaps best conveyed in the words of a reporter who was there. "Daredevil Ted Hawkes of Portland's Downeast Ski Club, ski titan of Maine and New Hampshire slopes, sped down fog-shrouded Sugarloaf Mountain in 46.4 seconds. Spectators had only fleeting glimpses of Hawkes, a black-garbed bullet silhouetted against a white backdrop. Tall Ted took the 20-gate course in what appeared to be reckless fashion, but was in fact coldly, calculated risk. He barely brushed by all obstacles planted by gate setters Wes Marco of Bath and Sel Hannah of Franconia, NH. to hamper his skillful descent of the three-quarters of a mile of sharp-dipping terrain."

In an identical 49.9 seconds runner-up honors were shared by Dave Farrell of Proctor Academy, Andover, NH. and Dick Church of Bowdoin. Fourth was Bob Irish, U.M.O. at 52 seconds, and fifth was Lawrence Pierson of Colby with 52.6 seconds, one second under the time of Tom Sawyer of Bowdoin.

Of the women's division, the writer described, "Miss Edith Curtis of Orono, a daughter of U of M faculty athletic manager and ski coach, won the women's division. She toured the steep setup in 1:12.7. She was one-tenth of a second faster than Janet Lauderdale, Stowe, VT." Says Curtis today, "I skied very conservatively."

The following spring, 1953, armed



NORPINE
LANDSCAPE, INC.

Hydroseeding & Erosion Control
Landscape Design & Construction

Statenide Residential~Commercial

Rte 142, Kingfield, Maine 04947 Tel. 265 2430 Fax 265 2431
Email: norpine@somtel.com Website: <http://www.somtel.com/norpine>

with the most advanced technology, walkie-talkies from the National Guard, the Ski Club held two races. The Annual G.S., as it was then called, on April 5th and the new Sugarloaf Schuss, a true downhill race, on March 8th. According to write-ups, the Schuss was won by Bowdoin skier Dick Church, and the G.S. by Middlebury skier, Les Streeter.

By 1954 with the Access Road completed to the extent that equipment could be transported almost halfway to the race course, the Club got a sanction from the Eastern Ski Association to run the Schuss in January, a State Downhill and Slalom Championship in March, and the 3rd Annual G.S. on the first weekend of April.

As Sugarloaf's ski racing program developed, it was the Schuss that became the legend. In the mid-sixties it was one of the biggest races of the year, attracting up to 400 entrants.

Although technically not the first race Sugarloaf ever held, in the manner of all good traditions, the Schuss has preempted this place of honor. It has roamed the calendar, fluctuated in format, and even been canceled twice: in 1967 due to poor snow conditions and in 1969 due to too much snow. No matter the facts, the Schuss is Sugarloaf's cherished tradition.

Writes winner Ted Hawkes, whose wife Janet competed in the women's race, "Of many races, the 'Schuss' is the most fondly remembered and cherished. We're so happy to be considered 'Schuss Pioneers!' So Happy now that we did it then. It's a wonderful story to be able to tell the granddaughters. We were there 'in the beginning!'"

"I knew the race would make history," says winner Edith Curtis. "I am still proud of participating in the birth of Sugarloaf ski racing."

On March 25, 2000 the legend will continue. In honor of the 50th Anniversary of the Sugarloaf Ski Club, a reunion and re-enactment of the "original" Schuss will be staged, with Founders Night that evening devoted to the first-timers. There will also be a regular, modern day Schuss that weekend.

Thanks to a lot of energy and research on the part of Ski Club member Tom Hanson, an attempt has been made to locate all of the participants of the first ski race on Sugarloaf Mountain. The reenactment race will be strictly for fun, with handicaps for early Schuss competitors, vintage ski equipment and apparel. It will also be a serious salute to the birth of ski racing at Sugarloaf.



Sugarloaf Schuss - circa 1981

We're on top of everything at Sugarloaf/USA

The Grand Summit Hotel stands at the bottom of the main ski trails of Sugarloaf Mountain. That means all of the excitement of New

England's premier four-season mountain resort is right outside your door, and your window. This is where all the excitement is. The condominium's most prestigious feature: it's right on-the-mountain, right-in-the-thick-of-things location at Sugarloaf/USA. So you can pop in at the end of a run; so you can ski, ski, ski without losing precious mountain time; so you don't miss any of the excitement! Choose from a wide selection of accommodations. Quarter ownership starting



Mountainside

Real Estate

207-237-2100

Toll Free: 1-877-237-2101

Carol Mahany - Deborah Pierce - Jeffrey Kennedy

E-mail us at: mtside@sugarloaf.com

Visit us on the Web: www.sugarloaf.com/realestate/

In the Village - Sugarloaf/USA - RR 1 Box 5000
Kingfield, ME 04947-9799



A Climber's Mountain

by John Parker

Sugarloaf was originally a climber's mountain. Surely those who cut the first trail envisioned the eventual development of a major ski resort, but for the immediate future they realized their initial efforts would merely create a trail to climb and ski. That trail would be the most challenging ski trail in the state of Maine.

The accompanying photo, taken in 1953, shows the fruits of those visionaries' Herculean efforts. They were a band of ski enthusiasts from this area and throughout the state, led by Kingfield resident, Amos Winter, and that first trail was fittingly named Winter's Way. Note from the photo that they not only had to cut the ski trail, they also had to cut an access road from route 27 longer than the trail itself.

Their project would actually have been on the north face of Bigelow Mountain were it not for the fact that in 1948 the town of Flagstaff, on the Dead River, was flooded out by a new Central Maine Power Co. water storage facility. That body of water, Flagstaff Lake, also flooded out the road access to the north slopes of Bigelow.

You can still ski the original trail, but much of it is no longer named Winter's Way. In 1951, the year the trail was cut, the access road ended and the trail started at the clearing (now partially overgrown) at the top of the Skidway chair lift.

To climb the original trail you first climbed up the bank to Lower Winter's Way. Then you climbed, or skinned, up Winter's Way to the bottom of the Spillway Chairs. From there, the old trail led up the lower 200 yards of Spillway trail and then cut through the opening to Sluice. Thence you climbed the top half of Lower Sluice to the crosscut from the bottom of the Bateau T-bar. There you cut left again up Winter's Way, left yet again across Lower Gondola Line, and

up to the intersection of Wedge and the Midstation Crosscut. The trail then led up Wedge until the crossover to Boom Auger. Climb Boom Auger until you can still again cut left to Upper Ramdown. The racing trail ended (or rather, started) at the tall timber line at the top of Ramdown.

The reader has surely noticed that Winter's Way was by no means a fall line trail. And neither was it very wide. It was laid out by a leading ski trail designer, Sel Hannah from Franconia, N.H., but no one would dream of such a layout today. To ski it, especially if you were not very proficient, (like me at that time), you would find yourself constantly checking left, letting your skis run a bit, and then check left again. You would ski the entire trail, never groomed, without any significant turns to the right.

On many occasions, especially in mud season, you had to hike, ski, or skin in the three miles from route 27 before you started climbing the trail. But even when you could drive in, the average skier was good for only two runs, or more accurately, two climbs. Three was an ambitious day and only a few hearty souls did more. I can remember, on more than one occasion, as I was about to start a climb, someone would ask me to tow a rescue toboggan to the top on my way up. That would insure for me only a two-climb day.

Why would anyone elect to climb to ski? For the locals, it was handy. Titcomb Hill in Farmington had a rope tow but the diehards wanted more of a challenge. For those of us from the Portland area, T-bars were available at Pleasant Mountain (Bridgeton), Cranmore had a Skimobile, and a Tramway went to the top of Cannon Mountain. But an irresistible lure was the challenge and prestige of climbing THE trail at Sugarloaf.

The trail was attractive enough to lure racers. The first Sugarloaf Schuss

was held in 1952 and was won by Ted Hawkes, father of well known Sugarloaf realtor, Peter Hawkes. In those days, times were not as close as they are today. Second place was 3.5 seconds behind Ted and fourth almost six seconds back. The last six racers were over two minutes off the pace! On more than one occasion all four of the major Maine colleges competed on Winter's Way. Can you imagine now attracting college racers to compete by first climbing over an hour to the starting gate?

Of course no one relished the climbing. Thus, it was only a matter of time before first a rope tow, and then a T-bar were installed. The T-bar, where the Double Runner West chair now runs, was lift #2, and as soon as T-bar #3, now the Bateau T-bar, was installed, Winter's Way was virtually abandoned. The original trail was never reactivated, but once T-bars #4 and #5 were installed to the top of Ramdown, the old Winter's Way became available as already described.

I'll conclude this narrative with a short but true story. Not long after the Gondola was installed (in 1966) the Mountain Corp. decided to recognize those who had been hearty enough to have climbed Winter's Way by holding annually what they called "The Old Timers Race." There were no gates, and no timing wire was required from top to bottom. All you had to do was climb from in front of the base lodge to the gondola mid-station and ski back down. Everyone started at once and the race was timed. There was a handicapping system; for each year of age over 30, you would have one minute subtracted from your time. That sounds absurd, but remember it was really a climbing race since almost everyone's down time was within a minute of each other's. The year I entered the race, I was in my late 40s. Imagine, an 18-minute handicap! The race was open to anyone, not just "old timers."

At the crack of the starting pistol, about a dozen young bucks, without any handicap, started running up Boardwalk. But their pace didn't last very long. We "old timers" started out at a steady pace and soon the "young bucks" were not climbing much faster, but they did have a significant lead. Along the way skiers gave us strange looks as we climbed with skis over our shoulders, since few knew a race was taking place. Eventually, someone who knew me all too well asked, "What's the matter John, are you too cheap to buy a ticket?"

As I neared the mid-station, the younger racers began whizzing by me. Finally I reached the top, identified myself to the course monitor, stepped into my skis, and descended much faster than I should have, especially through the beginner skiers on Boardwalk. There were some 15 or 20 racers awaiting me at the bottom and a few of them were quite upset when they learned I had shaved my time. The race was actually like the America's Cup in that there was to be no second place. The winner would receive a season pass for the next year!

A few skiers finished behind me, but they were not in the running. After 10 minutes or so I started to rejoice about my winnings. But alas, 14 minutes after I had finished, George Mendall, delightful old timer from Augusta, sashayed across the finish line. I wasn't gentleman enough to say "Nice race, George," but rather exclaimed, "How old are you, George?" "Sixty-three," he replied. He had shaved his time by some 30 seconds. To his unfortunate death a few years ago, he never let me forget that race.



First Trail - Winter's Way - circa 1950

Sugarloaf in the '50s

by Audrey and Ron Leonard
with lots of help from Susan and Esther

"Give me your money and I'll start up the lift." It was the '50s at Sugarloaf. Casual was the mode and no one ever knew what to expect. New to the sport of skiing, but ready to graduate from the rope tow serviced farm hills near Portland, we headed to the mountain that later would become our home.

Our introduction to Sugarloaf took place in 1956. We'd never been to Kingfield, but we pointed our black '49 Ford sedan in search of the ski area we'd only read about. With no evidence of Sugarloaf nor a sign directing us to it from Kingfield, we continued to follow the narrow, twisting Route 27, a treacherous but scenic road draped with snow-covered trees.

Sugarloaf at last! We drove onto the Landing, then a parking lot, and hiked the small dirt road to the base lodge. Ron was outfitted with seven-foot-long, edgeless wooden Army Surplus skis that sold for \$6. Audrey had Northlands. Our poles were bamboo with large leather snow rings.

In those days the base lodge -- a long, red, wooden structure heated and lighted by gas -- was located at the convergence of Narrow Gauge and Winter's Way. Inside,

Margaret and Leo Scribner ran the food concession where Margaret's homemade doughnuts sold for a dime. Nearby, Harvey Boynton ran a small ski shop. The mountain staff included Tom Pease and Eldin LaBelle. They groomed the slopes with slatted rollers behind a Tucker Snowcat. General Manager, Amos Winter and his wife Alice had many duties, including selling lift tickets ... for \$3.50 a day.

Amos ran a loose organization BUT made sure there were no "FREE LOADERS." Once, when on our arrival we found the lift wasn't running, we asked him if he was open for business. "Well, buy a ticket and I'll go start up the lift!" he quipped. In those days the mountain had two T-bars that were diesel powered. The first started just uphill of the base lodge and ended at the top of today's Double Runner chair. The upper lift was at the site of the mountain's lone remaining T-bar, the Bateau.

Amos skied with us that day, showing us the way to the Tote Road across the narrow, roller coaster-like crosscut. He also told us to fill in our own "bathtub" if we fell.

You can now afford to enhance funky.

You may have a romantic notion about what your family ski weekends at Sugarloaf/USA looks like, but your kids probably see it as if it were something from the planet Mars, which in a sense, may be true.

Maybe it's time to upgrade. This does not mean that you have to stop being groovy by chopping wood and carrying water, it simply means that you can now afford to install a solar one-holer, add another ecologically correct room, or build or purchase a more energy efficient, but still funky-looking, new place. At least think about it. Then let Kingfield Bank help. We'll handle all the financial details.

That's what we're here for.



1-800-962-0070 • www.kingfield.com

MEMBER
FDIC

Bingham • Kingfield • Farmington • Lewiston/Auburn • Madison • Phillips • Rangeley • Stratton • Strong



The groovsters Doc and Joan Blanchard at their funky Carrabassett



Three generations of Sugarloaf skiers : Ron and Audrey Leonard with their children and grandchildren, February 1999.

In the '50s, there was no lodging after you left Kingfield, unless you traveled up to Eustis. We often stayed at "Mrs. Goodwin's Boarding House" in Kingfield, across from Winter's Grocery Store. Once when we were staying there, Amos invited us to go to Skowhegan with him and Alice, for dinner and bowling. Amos, familiar with the roads, did the driving. One memorable night we spent in the Sugarloaf parking lot in a borrowed tent trailer. We nearly froze so Ron started the charcoal grill. When the fumes proved worse than the cold, he pitched the grill out into the snow.

In 1959 we paid \$250 for a tiny building lot on Stoney Brook, three miles northwest of Sugarloaf. With a \$1500 loan, we built a 16 by 20-foot, one-room camp with an outhouse. We heated the camp with kerosene and wood, had kerosene lanterns for light, kept food in an ice box, and hauled brook water for drinking and washing. Ron shoveled a parking place just off Route 27 and we walked in from there, usually late on a Friday night, with two small children, and food and clothing for the weekend. Of course the first job was to get a fire going to warm the place up! It seems like we had lots of snow back then and if you didn't stay on the packed path you would fall into the deep snow. Ron had to make more than one trip to the car for our supplies. We did this one whole winter, every weekend. After that we started having the road plowed.

In 1960, we bought our first season passes -- a cost of about \$100 for our family. It didn't matter how many children

you had, the price was the same. There were no photo passes until 1962; Alice and Amos knew their season pass holders by sight and handed out daily passes at the ticket window.

By then a new larger base lodge had been built in its present location. The lower T-bar was extended down near the bottom of today's Double Runner. The parking lots became the bunny slope, serviced by a T-bar that was later replaced by the Skidway chairlift.

We have had season passes every year since 1960 and our Sugarloaf tradition continues. Our three children always knew where they would be on weekends and school vacations. Now a third generation, our Leonard and Gadberry grandchildren, have season passes and are members of the Sugarloaf Ski Club. They are all great skiers and now it is our turn to follow them down the hill. What better way is there to spend your winters??



Spiffy Fifty - An Anniversary Ode

by Esther J. Perne

Here's to you Sugarloaf Ski Club - for 50 years you've been the heart, the hub, and the spirit of Sugarloaf/USA. You have stuck to a vision, created a ski area, set up a competition infrastructure, and provided a social base for Maine's leading ski mountain.

You have remained resilient and responsible through the growth and development and change of the dream that started with you. And, you have carved an incalculable legacy of tracks, both first and fast.

From a few good families in 1950, when you were formed, you have matured through four generations of Ski Clubbers to embrace a membership of over four hundred strong today.

From a muddy \$10-a-year right-of-way through a swamp and a single trail that was marked out by string and hewn by hatchet, you have helped build some of the East's most elite and awe-inspiring slopes.

From a barren socialscape devoid of bed or building, you have created a community that provides an enduring continuity for an eclectic mix of endearing individuals and families.

From those first giving adults who shared the sport they loved with a small following of kin and local kids, you have generously extended to all interested youth: instruction programs, scholarships, educational opportunities, and personal encouragement.

You have achieved these accomplishments with thoughtfulness, realism, and foresightedness. You have accepted change, changed with it, yet somehow always remained the same, dispensing warmth, fellowship and food to counter all those late night, pre-dawn and sub-zero work details that you are quietly famous for.

As you celebrate the **BIG 50**, Sugarloaf Ski Club, you can be proud of being a standard-setter in ski area development, in race and competition sponsorship and support, in giving all Sugarloafers a base of belonging.

You can be proud that your veritable army of volunteers has cleared and cut trails, raised money, minded races, catalogued history, and been witness to some of Sugarloaf's most noteworthy social shenanigans.

Most important, at 50 you are the story of Sugarloaf and the source of wonderful memories. Though trails can be long and weather unwieldy, it can never be said that the Sugarloaf Ski Club stinted on the good times, the comraderie, and the laughter along the way.

Here's to you, Sugarloaf Ski Club. And, here's to your future!

Past Tracks - Phoebe Stowell

*as told to Don Hayes, March 1994
reprinted from the 1994 Ski Club Magazine*

When did you first come to Sugarloaf?

It was in the early fifties. My husband, Rand, had skied extensively in New Hampshire. He and Sel Hannah had been classmates and fraternity brothers at Dartmouth. They were good friends. We always stayed at the Hannah's Ski Hearth when we were in New Hampshire, as did most of the Maine skiers we knew. Bunny Bass asked both Sel and Rand to visit Sugarloaf, the new ski area in Maine. They came here first, and eventually Rand brought me. Sel was asked to plan the trails after Winter's Way was in. It was probably Bunny Bass who spoke with Sel about laying out the new trails, such as Tote Road. Sel thought Sugarloaf was a great mountain, but too far away from the cities to ever be a successful ski area.

As I remember, my first trip here was in the summer, maybe about 1951 or 1952. We drove part way on the new access road, which was quite rough, and then walked the remainder of the way in. The first time I skied here was when the old #2 T-bar was installed. I never climbed the mountain with skins, as so many did.

What was the mountain like in those days?

We started out staying at the Deer Farm Camps in Kingfield, which were owned at that time by Erlin Winter. We (and some other families) convinced Erlin to stay open for the winter. There really wasn't any place else to stay. We rented one camp, Harmony Hall, which they had "winterized." We shared it with the Hinmans.

It had stained glass windows, with a pot bellied stove in the front room. There were two bedrooms, with a bunkroom in back. Eventually, between the two families, we had 10 children sleeping in that bunkroom. There was an outhouse that everyone used, with knotholes between the two sides. Sally Beck and her family used to come. Sally, her mother Gladys, and the rest of the children would ski, while her dad stayed all day at Deer Farm and practiced his violin. I don't believe he used to ski at all. It was quite a place!

About 1960 we started staying at the Sugarloaf Inn, which was owned by Don Pfeifle. I remember driving up the access road toward the Inn in the winter and always having someone in front of us get stuck. It seemed as if they never had snow tires or chains. Then we would all sit there until they got their car moving again. Rand used to get annoyed.

The skiing was often good in those days. Rand and I worked on a lot of the Ski Club races. I believe the first race we worked on was held the weekend of Easter Sunday in 1953. It took place on Winter's Way and the competitors had to climb. I used to hand out and collect bibs, or record times on the scoreboard. Rand usually helped with the timing or did course work. In one race, Rand had both his legs broken after he was hit by our niece. He was in a cast for six weeks. We transported him to the hospital in Rumford, where he was treated. Charlie Murray and Peter Webber came over and visited him—they finally got him laughing about it.

In the late sixties, or maybe 1970, Don Pfeifle was selling the Inn. At about that time the 900 Condominiums were being built down by the present base lodge. A group of us decided that we too would like to have places on the mountain. So my son, Rand, negotiated with the mountain corporation for some land to build a condominium complex. We obtained this land near the top of the mountain and our group built the Wangan Condominiums. I've been here ever since.



Phoebe Stowell (right) and original Sugarloaf Inn owners Maryanne and Don Pfeifle - Founders Night, 1998



Past Tracks - Nana Webber

*as told to Don Hayes, March, 1994
reprinted from the 1994 Ski Club Magazine*

When did you first ski and when did you come to Sugarloaf?

I first skied as a child. My parents used to ski and they got me started. We used to go on the hills around Farmington. We wore skis that had just a foot strap as a binding—just over your arch. Chesty (my husband) also started skiing when he was young. He was from Millinocket and used to ski Mt. Katahdin. After we were married, Chesty and I belonged to the Farmington Ski Club. This Club developed Titcomb Slope outside of town and we all used to ski there. We even skied Titcomb at night, because Lorraine Sturtevant's father installed lights.

When Amos Winter and the Bigelow Boys started to develop Sugarloaf, they contacted Chesty for help. Since we were involved in the Farmington Ski Club, and Chesty was a member of USEASA (United States Eastern Alpine Ski Association), Amos knew we could help set up the Sugarloaf Ski Club, as well as advise him on the operation of the mountain. Thus, we came in the summer and fall of 1951 and helped pick rocks on the first trail, Winter's Way. We walked in from Highway #27 in those days and it was quite a hike. In the winter, we used skins to get up to the top of the trail. As I recall, we used to cross Mrs. Merrill's land to walk in. She had a house just off the highway on Bigelow Hill.

Did you and Chesty help organize and work on the first races?

Yes, we did. We worked on the very first one. Chesty, being a member of USEASA, knew a lot about racing and helped out. We did our timing by stopwatch, with three timers at the finish line. We took the average of the two fastest times. In the very first races, someone stood at the start and dropped a red or orange flag to signal that a racer had begun the course. This signaled the timers to start their watches. In the first race, I believe we cut alder saplings and used them as gates. We subsequently used mill squares that we got from Skowhegan. They worked fine until a racer from North Conway hit one and injured himself. Then we went to something else, something more flexible. The races were fun. I enjoyed working on them.

Did you have a camp in the valley where you stayed?

Well, we had our house in Farmington. But we also had a camp on the stream across the road from Bigelow Station. It was one of the original camps used by the loggers on the Sugarloaf side of the stream. We rented it with the Folgers and Bob Mitchell. Bob made a sign that said "the Sugarloafer," which we hung over the door. The place was small. It had running water—you ran to the stream and got it! There was a "two-holer" that we used. Bob worked for Dexter Shoe, so he brought home some fur fabric that we used to cover the seats for our winter comfort. What a shame those camps have been pretty well destroyed now.

We later leased a lot from Dead River on Oh-My-Gosh Corner, and erected an A-Frame on it. We arranged the lease with Ken Packard and I remember him saying, "I can't see why everyone is so crazy about getting land up here. There is nothing but rocks and trees and hills."

The lease was \$25 per year. The A-Frame was small, with gas lights and a gas toilet (which acted very quickly!!!) There was one room downstairs and two sleeping areas in a loft upstairs—one for boys and one for girls. With Peter and all the children using it, the place was full on most weekends. I remember one night when the boys were coming home late and they encountered a French Canadian truck driver who had broken down on Route #27. They invited him back to camp to stay for the night. Once they got home everyone was asleep, including a loft full of girls. The driver didn't speak English, so they gestured to him to be quiet, and sent him up to sleep on the floor of the girl's side of the loft. They didn't stick around to see the commotion when all involved woke up in the morning!





Come to
Founders Night 2000

Sugarloaf Inn
Saturday, March 25th

Reception begins at 7:00 pm

Why Sugarloaf Held a Double-Barreled World Cup

by Esther J. Perne

If anything can surpass hosting a World Cup, it's what Sugarloaf accomplished in 1971. With too much snow and too few beds, an eleventh hour notice, and the fate of the season's entire award system hanging in the balance, this almost unknown "mom and pop" area, not only held the prestigious World Cup and Tall Timber Classic, it also unexpectedly ran the downhill events of the European Arlberg-Kandahar.

Two separate World Cup competi-

tions and a total of six events was not what Sugarloaf anticipated for its debut in the arena of elite international competition. Nor was it seeking the instant fame, added publicity and surge of spectators the additional events would involve.

But the mountain was potentially prepared. It had done its homework in World Cup readiness: two years of public relations, fund-raising, organization, and logistics. It had the snow so lacking

in Europe, that for the first time in 43 years, the Arlberg-Kandahar couldn't be held. And, of the five final competition sites for the 1971 circuit, Sugarloaf only, could offer downhill.

While coaches from fourteen countries led by U.S. Men's Coach Willy Schaeffler, as well as the president of the International Ski Federation, Mark Hodeler, and the originator of the World Cup competition, French ski writer Serge Lange all waited, Sugarloaf's



powers that were... (including H. Norton Luce, chief of race; Harry Baxter, race chairman and general manager of Sugarloaf; and Ned McSherry, chief of course) ...debated.

Should Sugarloaf, a mountain known for its warm and informal hospitality, unspoiled friendliness, and volunteer corps of competition personnel, take on more than maybe it could handle? To understand the importance of the dilemma, it is necessary to also understand the scoring rules of the World Cup. Starting in 1971, winners were determined, no longer on the basis of total points accumulated regardless of downhill, slalom or giant slalom, but had to have a specified number of downhill points to be eligible for the trophy.

Neither Mont. Saint Anne, Quebec, where the World Cup races were held prior to Sugarloaf, nor any of the three World Cup sites scheduled to follow, could hold downhills. Not only was it a matter of here or never, the Sugarloaf races could be the deciding point makers of the series. Sugarloaf indeed had many reasons for accepting the additional downhills and, as one of the officials put it, "no legitimate reason to refuse".

Other than wait for the weekend ski crowd to leave so area lodging beds (local residents also opened their homes to racers) would be available for the competitors, the focus of the pre-race period was, pray for no more snow. Other extra race demands could be capably handled though the erstwhile race space in the basement of the Sugarloaf Area Christian Ministry, the chapel, where Jean Luce, Ski Club secretary and race secretary, was in charge of race times and official records. Even additional trilingual French/German/English programs, race schedules and officials bulletins could be handled by area translators, but snow, no.

As the world's finest alpine skiers arrived, the women on Sunday and the men on Monday, they represented a who's who of future legends and greats of the ski world. Many had names Sug-

arloafers grew up on: Schranz, Jacot, Thoeni, Augert, Macchi, Clifford, Mir, Russi, and Steurer from abroad, and from this side of the ski world, Chaffee, Fortna, Kashiua, Palmer, and the three Chorhrans. Joining them was, local qualified contender, Tim Skaling of Stratton.

With the racers were their long (220-225) skis, straight poles, and lightweight helmets. Brands of the day included Bouton goggles, Look Nevada/Grand Prix bindings, Spaulding, Hexel and K2 Skis, and Lange boots. When geared to race, they appeared wearing innovative one-piece lycra suits. They skied on almost similar lengths for both downhill and giant slalom races. And, they rode to the Start Gates via two t-bars or, in the case of the Men's Downhill, the gondola.

In spite of a coaches' preference for moving the women's races to Tote Road, which had FIS approval as an alternate course, and in spite of concerns whether Sugarloaf's FIS-approved Narrow Gauge trail could withstand four days of training and six separate events, the vote, by Luce, McSherry, and other delegates, was for the Gauge.

As the trail of choice, Narrow Gauge, in the days when the headwall was a real headwall, had a lot going for it. It had been carefully prepared over the winter, the communications system was in place, and to make it more challenging at the run out, berms had been added. For all but the Men's Downhill, the Start Gate was at the top of the Bateau T-bar. The 1971 World Cup would be the Narrow Gauge's first true test.

Some things never change. No different at the World Cup races than today was the dedication of Ski Club volunteers to make it all possible. No different was the genuine welcome extended by the area. No different was the accent on lumbering legacies and

traditions. Local tree climbers raised and lowered the flags each day, and silver axe trophies were awarded to the winners. In fact, the Sugarloaf Schuss was renamed the Tall Timber Classic for the occasion.

In summary, the events of the week in February were distinguished by two outcomes. Sugarloaf saved the World Cup and the Italians replaced the Austrians and French as the world champions. A racer named Gustavo Thoeni placed third at Sugarloaf, and went on the win the World Cup, and eventually, won five overall.

And, ...yes it did snow, but only after those champion-deciding downhills, that saved the ski world, were held under optimum conditions.



Complete Wintersteiger service.
"Bring your skis back to life!"
Quality Consignment Sales.
Service with a SMILE!

VALLEY CROSSING, NEXT TO TUFULIO'S
RT. 27, 7 MILES SOUTH OF ACCESS ROAD
CALL 235-TUNE (235-8863)

The Gleason Rand Award Volunteerism at It's Finest Blood, Sweat and Tears

by Bruce Miles

Throughout the years, countless numbers of people have given of themselves to assist the Ski Club and its Junior programs, be they racing or freestyle. It began with a young Austrian named Werner Rothbacher who, in the early days, charged only a small pittance for a full season of coaching and training. It continues with all of the energetic people of today (and past years) that are involved in race or Freestyle

organization. The spirit of volunteerism has been a Sugarloaf tradition that continues to live on.

During the early '70s a person by the name of Gleason Rand could be found every Saturday morning donating his time to help register many a promising freestyler or racer into his/her training session. After completing those early morn-



Gleason Rand Award Recipients

- 1974 Jean Luce
 - 1975 Peter Spaulding
 - 1976 Robert Waddle
 - 1977 Larry & Jackie Mahaney
 - 1978 Paula & Irving Kagan
 - 1979 Peter Smith
 - 1980 Tom Needham
 - 1981 Frank & Jean Woodard
 - 1982 Jim Merritt
 - 1983 Kathy Allen
 - 1984 Tina Hinckley
 - 1985 Mary Hunter &
Jean Luce & Gil O'Connor
 - 1986 Carolyn & Regis Lepage
 - 1987 Bruce Miles
 - 1988 Kathi Acord
 - 1989 Peter & Carol Bass
 - 1990 Deb Oberg
 - 1991 Carol Fremont-Smith
 - 1992 Ron & Audrey Leonard
 - 1993 Jay & Gail Rowe
 - 1994 Barbara & Dick Hinman
 - 1995 Audrey Leonard
 - 1998 Mary Hunter & Lev Steeves
 - 1999 Bob Daley
- 



Sugarloaf Ski Club volunteer Gleason Rand, early 1970s; each year, an award in his memory is given to an outstanding volunteer. Notice the gondola in the background.

ing registrations the doctor from Orono would then head out to the hill to help carry equipment for the coaches and give everyone the kind of unique support that made this man so special.

Gleason Rand was an outstanding supporter of and contributor to the club and its early programs. Both he and his wife, Mary, were actively involved in the Ski Club, while their two sons, Gary and Stephen, competed.

During May, 1973, the Ski Club was greatly saddened by the untimely death of Gleason Rand. While returning from a fishing trip with friends, Dr. David Hodgkins of Rockland and Dr. Ogdon Small of Caribou, a tragic accident occurred that took Gleason's life.

In his memory, the Ski Club established the Gleason Rand award. This award is presented annually to the person or persons who have demonstrated outstanding support toward the Ski Club and its Freestyle and Alpine competition programs. This year, the Gleason Rand award will be presented at our Volunteer Appreciation Party on April 8, 2000.



**Carrabassett
Polar Wear**
Custom-made
Polar Fleece Clothing

Main Street, Kingfield
(Across from Tranten's store)

207 265-5581

Ski Club Members:
10% Discount on Store merchandise



Restaurant at the Sugarloaf Inn
Winter Season



**LOBSTER
AT
THE
SEASONS**

Featuring
Fresh Maine
Lobster
from our
own live
lobster tank.

**OPEN 7 DAYS A WEEK FOR
BREAKFAST & DINNER**

- Nightly Specials
- Seafood, Steaks, Pastas and More
- Thursday Prime Rib Night
- Great children's menu
- Early Bird Special 5-6PM

Breakfast 7- 10:00 Mon-Fri, 7-11:00 Sat & Sun
Dinner 5:00-9:30 nightly

RESERVATIONS 237-6834

**SHIPYARD
BREWHOUSE**
Featuring Maine Microbrews & Hearty Pub Fare

- ♦ Entertainment Fridays
- ♦ Pool Table and Large Screen TV
- ♦ Smoke-free Atmosphere



Join the Shipyard Mug Club

PUB FARE

Served from 3:00 - 10:30 pm

Open 7 days a week

237-6837

"Maine's favorite slopeside brewhaus"

What Sugarloaf's Ski Races were Like

by Pat Webber and Jean Luce

reprinted from the Sugarloaf Ski Club magazine, vol. 7, 1991-92

In 1951 Sugarloaf Mountain Ski Club launched its members, all thirty of them, into the great endeavor of organizing the first race on Sugarloaf Mountain. Great tales have been told about cutting that first trail Winter's Way, and now everyone was anxious to test it.

The Maine Ski Council was perhaps the catalyst in getting this big event underway. Since it was a source of diligent race workers, the organizing meeting was held immediately after the Council meeting in Hallowell. Amos and Alice Winter used to drive to Farmington and ride to the Council meeting with Chesty and Pat Webber, along with their friends. Amos was glad to have Chesty do the driving, but was known to be a typical backseat driver with, "Now boys, don't let up on the gas for those little bumps. Just press down a little harder and we'll go right over the tops of them."

Wes Marco of Bath was elected the lucky race chairman. He had a challenge. Sugarloaf Ski Club did not have any race equipment and arrangements had to be made with Joe Dodge of New Hampshire to bring his chronometers to time the event. Farmington supplied the timing crew. Poles were borrowed from the Farmington Ski Club, at least the limited supply they had. Now Farmington had a very active club on a nice little hill, but their supply hardly was enough to set a course on the much longer Winter's Way. Those slalom poles were one inch square dowels from the local mill, but they were supplemented by cutting saplings from the side of the race trail with a small ax as the Course Crew set the course. Not a lot of time was spent in those last hours of race preparation getting all the branch ends off the saplings before they were set in the course with flags tied to them. Grady Erickson, one of the entries in the race, was known Eastern-wide to be a "pole basher." He had new respect for Sugarloaf's slalom poles when he gashed his arm with a four-inch tear.

Phone wire had to be strung along the course for the old World War II phones to work. Slim Melvin was in charge of this project. It became his annual duty because every year the deep snows ripped the line apart. Phone equipment was lugged in backpacks like everything else. The phones felt like lead.

The gals had quite a sewing project. All the bibs and flags were made at home by the wives of the Timing Crew. Race preparation was a family affair, including lugging them up the mountain.

College athletes, as well as a few Maine juniors, were entries to Sugarloaf Ski Club's new race. About thirty young people made their way up the mountain to the Ski Club Hut to register and pick up their bibs, and then climb up the race course. Lifts? Not on Sugarloaf Mountain in 1951. Barbara

Flint, Rachel Luce, and Pat Webber registered all the racers and then joined the crowd with their skins on their skis for the climb. As they hiked along, packs on their backs, Pat asked Barbara if she was a member of the Sugarloaf Ski Club. "No, are you?" "No, I guess we'd better join when we get back down." The racers inspected the course by cross-packing it with all the race workers. That was the Course Crew -- anybody who could ski. In the next few years when the tow was built, it was not turned on in the morning until everyone had cross-packed the race course, workers and racers alike. This insured a course that did not rut.

The timing crew was quite a gang. No timing building in those days, but after that great climb, who needed to get warm? The starter, start timer and recorder had to be the warmest. The race started up at the top of Winter's Way. This trail started at the bottom of the little snowfield on the front face, near the top of what is Widow Maker Trail today, and ended just about where the bottom of Spillway Chair is now-across the entire mountain. There was only one run to the race and Amos was the Starter. He later trained Bob Scott. The Start chronometer had been synchronized with the Finish chronometer before the Start Crew parted ways with the rest of the gang for their continued hike up the course with the racers.

The Finish Crew consisted of the timer, a recorder, people to calculate and several to man the scoreboard which was propped up against the trees. Richard Luce, Jim Flint, Dick Bell and Dave Pierce were the stalwart timers for a number of years. The first racer was started at a predetermined time according to the synchronized chronometer, and the rest of the field was started on fixed intervals. Then the Start time was subtracted from the Finish time to get the elapsed time. A boy from Bowdoin fell right at the Finish Line, knocking the timing Crew down, watch flying in the air, and asked, "What's my time?" The men were still looking for the watch and the calculations were long and slow out in the cold.

Cold? Trail-side bonfires were the answer. All along the side of the race course the Gatekeepers had their individual fires going during the race. And the one at the Finish area was THE social spot of the day. Young Phin Sprague, Jr. kept busy playing in the ashes while his parents were gate keeping during the race. He appeared when it was time to ski back to the Club Hut, completely black with soot. How did Wes Marco recruit his Gatekeepers? "Oh, I just grabbed anyone who was around."

Publishing results was rather interesting in the early 1950s. Sheets of paper with some carbon paper between made a few copies to post on the Club Hut wall. A typewriter was

too much to lug in from the highway, so hand writing would do. But those gals in the "race office" were forward-thinking. They typed a results form and duplicated it on a school duplicating machine when they did the start orders -- at least that kept the times on the correct line with the racer's bib number and name! As Pat commented, "It was such fun to do those results on a picnic table in the little Hut with everyone crowding around you, after climbing the mountain and standing beside the race course all day. We'd get home at night totally exhausted -- did we used to call this fun?"

The priceless first start order and results copies have yet to be found, so the official winners (men, women and juniors) can not be credited. But entries to the Club's races in the next few years included Dick Church, Tom Sawyer, Dick Marshall and Skip Larcom from Bowdoin College; Bob Irish of the University of Maine; Lawrence Pierson from Colby College; Tommy Stearns, Jerry Ingalls, Norm Twitchell, Brud Folger and Norton Webber, Jr. from Farmington Ski Club; Odlin Thompson, Robert (Stub) Taylor, Suzanne Luce, Amanda Winter, Gilbert Marco, Byron Philbrick and Dick Lovejoy from Sugarloaf Mt. Ski Club; and Pleasant Mt. Skiers Bruce Chalmers and Vern Moulton along with racers from M.I.T. and Brattleboro Outing Club.

Sophistication in equipment and timing systems came to Sugarloaf Ski Club in the next two years and the race schedule grew to two events a year. The field of entries expanded to include names like Les Streeter, Bob Beattie, and Gary Vaughn. Racers from Middlebury, UNH, Dartmouth, Holderness Eastern Slopes and Franconia Ski Clubs joined the ranks of skiers cross-packing the race course. Bobo Sheehan, the Middlebury coach, used to call our mountain "Breadloaf way up in Maine" which drove Pat Webber crazy. A Downhill race was added to the annual Giant Slalom, giving birth to the Sugarloaf Schuss, while Dunham Clothing Store donated a perpetual trophy for the overall winner and the Timing Crew met the challenge with new Swiss Jungen watches-three watches on each racer with several teams to handle several racers on the course at once. You threw out the time that was the furthest from the others and averaged the remaining two. "We always had to throw out one particular guy's times regularly. He had the slowest thumb in the East," remembers Pat. Becoming part of the team as the Timing Crew expanded were Dave and Alice Horn, Rand and Phoebe Stowell, and Phil and Sarah Folger-the gals joined Marilyn Bell and Peg Pierce doing the recording while the men punched stopwatches.

Fond memories developed among these friends of race days past, and some stories could not be printed-like all the jokes made while standing in line for the outside "privies." But at that time when travel was just beginning to increase after the war, ski racing opened a lot of doors because youngsters competing on different mountains were given opportunities to see other aspects of the world as they met

Gepetto's

RESTAURANT
The Place to be at Sugarloaf, anytime of the day or night!



Dine in our "Greenhouse" overlooking the courtyard and slopes.

Visit our "Out of Bounds Lounge",
smoke-free, glassed-in loft upstairs

Open Daily for Lunch & Dinner

... Lunch features the finest in sandwiches, homemade soups, salads, hamburgers & pizza.

... A dinner menu guaranteed to warm your heart on the coldest of nights, featuring large selections of pastas, steaks, fresh fish, chicken & veal, and our Famous Cajun Specials!

... Apres-ski and evening entertainment at our giant U-shaped bar has made Gepetto's a meeting place at Sugarloaf for years.

- Upstairs Function Room -

Gepetto's
RESTAURANT

237-2192 in Village West
Your hosts: Lloyd & Tiger

Pinnocchio's

Video and Arcade
Located Downstairs for the
Young and Young at Heart

Open July through the end of ski season

Join us for Skiing and Golf

new people, "Can you imagine all the ski boots I laced in those days," adds Pat.

[Editor's Note: Pat Webber was the mother of Peter N. Webber, H. Norton Webber, Jr. and Joan Webber Marshall. To many young skiers on the mountain, she was simply known as "Nana".]



AYOTTE'S
COUNTRY STORE
& AGENCY LIQUOR STORE

Film
Gasoline
Groceries
Souvenirs
Movie Rentals
Redemption Center
Dry Cleaning Service
Hardware & Drygoods
Beer, Snacks & Sandwiches
Liquor, Fine Wines & Cheeses
Newspapers, Books, Magazines

TRI-STATE MEGABUCKS

OPEN 7 DAYS A
WEEK
235-2443

Ten Commandments for Parents of Athletic Children

by Dr. Jon Hellstedt

- I. Make sure your child knows that win or lose, scared or heroic, you love him or her and appreciate his/her efforts and are not disappointed.
- II. Try your best to be realistic about your child's athletic capability. Help him/her set realistic goals.
- III. Be helpful, but don't coach him/her on the way to the race or on the course itself.
- IV. Emphasize improved performance, not winning. Positively reinforce improved skills.
- V. Don't relive your athletic past through your child. You fumbled, too, lost as well as won, were frightened, backed off at times, and you were not always heroic.
- VI. Set firm limits on bedtimes, rest before races, being on time for training, and on inappropriate displays of anger or poor sportsmanship. Teach them how to lose and to win with dignity.
- VII. Get to know the coaches so that you can be assured that their philosophy, attitude, ethics, and knowledge are such that you are happy to expose your child to them.
- VIII. Don't overreact and rush off to the coach if you feel that an injustice has been done. Investigate, but anticipate that the problem is not as it might appear. If you then feel it is a real problem go immediately to the coach and share your problem with him or her.
- IX. Control your own tension and stress levels at races and freestyle events. Remember that your tension level is sensed by your child and may affect his or her performance.
- X. Be a cheerleader for your child as well as other children in the program. Don't yell at the athletes or the race officials. Be a willing volunteer for races and freestyle events.

What's My Time

by Tina Hinckley

originally written in 1987, ammended 1999

"5,4,3,2,1, Go!" It's about 45 minutes before the start of the State Giant Slalom ski race. In the timing building near the finish line, the hand-timers are synchronizing their two watches. After several countdowns, the watches read within a tenth of a second. A note is made of this difference. This done, one of the timers heads for the Start and the other for the Finish, each with a person to record for them. Hand timing may sound archaic, but even at World Cup races it is the essential back up to the sophisticated electronic timer.

As the hand-timers set out for their posts, the others of the timing crew are assembling. The operator of the timing computer will be responsible for "primary" timing. Unless something goes awry, this machine will produce the official results for the race. It will record elapsed time, place of finish, and second run start order for each competitor. Following the second run, it will combine all times for both runs and print out the totals in order of finish. Since bib numbers will be included, the entire race history will be reproduced on a single silver tape. It will be stored together with gatekeeper cards, start orders and T.D. report to become permanent records of the race.

Sounds wonderfully simple, doesn't it? And so it should be. But technology isn't always perfect. Weather vagaries and human error have their inevitable roles in the world of ski racing. Sun melts the snow around the tripod holding the finish light. Because the beams don't line up, the computer fails to record a finish or two before the next racer can be held up at the start. Or the operator forgets to reset the machine when a racer falls, and there is some confusion about the times of the next few racers.

Near fear! Next to the primary computer is the operator of the backup electric timing, which simply shows a lighted digital display. A recorder will write down each one of these times on a card with each racer's name and bib number.

Although the primary timer prints its own results, another person will be transferring these times onto a card for the use of the calculations crew to compare with hand times. In back of these timers and recorders the Chief of Timing, and perhaps a helper, will be comparing the results of each system, noting the differentials. In the case of a "lost" primary time, these differentials will be used in calculating the competitor's actual time. This sounds like a lot of work in the unlikely possibility that a time is missed. But it does ensure that the race is as fair as possible for every competitor. When a racer is forced to take a rerun due to malfunctioning timing, the rerun is usually not as fast as the original one.

During the break between runs, the serious silence of the

timing building is broken by the jury discussing protests and cold race officials warming up. But the work by the timing crew continues. At the end of the first run the Chief of Timing will check all the results, incorporating any disqualifications presented by the Chief of Gatekeeping. Then several copies of the second run start order will be posted and distributed to the other race officials. The second run order is determined by the first run results. It can be crucial to a racer's final result.

With the workers and competitors back in place, the second run gets underway. The timing crew settles down to even more serious work. Now, at the end of each racer's run, his first and second run times are totaled and posted to the scoreboard. Meanwhile the Chief of Calculations is checking the results of all systems and phoning compilations to the race secretary for printing. When the jury has determined that there are no protests on the disqualifications and the referees have agreed that all is in order, these results will become official.

(continued on page 59)

CSM Real Estate

Celebrating
our 30th
anniversary



P.O. Box 184
Kingfield, ME 04947
www.csmrealestate.com

Ph. (207) 265-4000
Fax. (207) 265-2776

E-mail: csm@csmarealestate.com

History of Carrabassett Valley Academy

by Ginny Bousum

Nancy Holliday asked me to write about the beginning of Carrabassett Valley Academy for this *Ski Club 50th Anniversary Magazine*. I spoke with her just before I left home for a cruise on the *Victory Chimes* in Penobscot Bay. The four days aboard the *Victory Chimes* provided me with time to reflect on my assignment for the Ski Club's magazine and those very busy days when we created the academy.

As passengers pulled in unison to get the huge sails up the tall wooden masts of the schooner, it became evident that the only way to get the job done was by having many, many hands pulling in unison on the heavy halyards...a job no one person could ever accomplish alone. Wasn't this just like our task of starting a private school in the mountains of Maine?

Camaraderie developed quickly among the passengers and camaraderie has been the very foundation of Sugarloaf Mountain and the Ski Club for fifty years; the Sugarloaf Regional Ski Educational Foundation (SRSEF) for thirty years; and Carrabassett Valley Academy for close to twenty years.

In the early 1970's, I had created and directed the first children's ski school at Sugarloaf and then developed the comprehensive all-day children's programs. When the Board of Directors of the Ski Club and SRSEF invited me to become the director of "The Junior Program" in 1980, it included the racing and freestyle competition training programs. We added the Bubblecuffers Program for those not yet ready for the USSA competitions.

A core of families was making the commitment to the programs and we offered a continuous tutorial session for twenty weeks running. Prior to this, the SRSEF offered tutorial weeks a few times a season, just before a major com-



petition, allowing our competitors to get in some extra hours of training without getting behind in their studies. We called our 20-week session "Winter Academy," and it was very well attended that first season.

However, that same winter our Sugarloaf programs saw several young skiers leave Maine for Vermont to attend a "real" ski academy. Our Ski Club President, Robert "Pat" Andrews, and I met with SMC president, Larry Warren, and we all agreed that we would ask our boards of directors to consider an Academy for the Sugarloaf region.

The late H. King Cummings, President of Sugarloaf Mountain Corporation Board of Directors, was very interested and excited about a quality school at Sugarloaf. We had Jean Luce on our board and knew that, with her impressive credentials, she would be the key person we needed to get the project underway and see it to fruition.

We first had to divide our board of directors into three boards to oversee the duties of several areas of responsibility. There were some crossover members and we often had to redefine "who did what" as we went along. I am sure that if we could interview each member of the three boards today, there would still be some questions about "which did what," but an amazing amount of work contin-

ued to be conducted, much of it by the Sugarloaf Ski Club volunteers who continually contributed their time, money, and expertise.

While we were taking all the necessary steps to open a genuine private school, we were also the competition directors at Sugarloaf, both alpine and freestyle, for local, regional, national and international USSA and FIS events, including the World Junior Alpine Championships! While we were forming an academy, the SRSEF was in charge of the Junior Programs with hundreds of young skiers enrolled, dozens of coaches and several full-time and part-time tutors carrying out their duties while the business office was corresponding, recruiting, meeting payroll, keeping minutes, staying on top of FIS and USSA business, meeting with the mountain officers, and thanking mother nature for snow, which always seemed to come in larger amounts when we had a mogul or speed event on the schedule!

In those busy days we found ourselves moved about the base area as Sugarloaf was in a continual state of renovation or construction. In my first two years we had five different office locations; each had to serve as the SRSEF's Program Director's office, the Ski Club Competition Center, the Ski Club social and business office, the coaches' locker room, the parent-conference center and Carrabassett Valley Academy office. Kathy Allen even took care of the MARA points, as well. Most of the business and competition activity took place without computers, printers, or even photocopiers...we produced the start lists and results using an old typewriter and a mimeograph machine! Finally in 1983 I bought myself a computer and brought it to the office to help keep track of everything and many Ski Club folks learned how to compute on

my old 64-K machine.

Along the way there were many, many people who contributed in so many ways to the success of starting up a coeducational, private, college preparatory ski academy. That special camaraderie we know at the Sugarloaf Ski Club is a mighty bond! When we were ready for a headmaster, Bruce Colon agreed to take the position and four men made it possible: King Cummings/Sugarloaf Mountain Corp.; Peter Webber/Sugarloaf Inn Resort; Mike Gammon/The Ski Rack; and Robert Pearl/Dexter Shoe Co. They each provided a month's salary for Bruce and he had to get everything organized and ready in that time frame. Bruce and Jeff Byrne had a winter-term school ready in '82/'83, and then a nine-month school opened its doors in the former Capricorn Lodge with eleven full-time students starting classes in September of 1983. The numbers have grown by leaps and bounds to a two-building campus and over 100 student-athletes today.

CVA's current Headmaster, John C. Ritzo, with a vision and dedication that is immeasurable, has made this school the respected and recognized academic institution that we see as we enter a new century. John Ritzo has ensured that Carrabassett Valley Academy gives its students the proper balance of academics, athletics and so much more – life-long skills which will serve these motivated, energetic athletes as they compete on the snow, in the classroom, and in their chosen vocations over the years. He has been assisted by dedicated professionals who have enabled the headmaster to accomplish his goals. Although some have left the staff or the board of trustees, there is still a strong bond (that Ski Club Camaraderie!) among the present and former supporters of Carrabassett Valley Academy, its students and alumni and their parents.

The students who attended this yet-unproven institution were brave. Their families entrusted them to a new school and Carrabassett Valley Academy dem-

onstrated its commitment to excellence from the very beginning. The father of a 1986 graduate related to me, in a recent conversation, that his daughter, now in a high-powered position with a major company, gained her confidence at CVA and in the starting gate of Sugarloaf Ski Club races, giving her the courage to attack the mountain and drive to the finish—a quality he sees clearly today in her strength, confidence and work-ethic.

Surely Sugarloaf Ski Club folks feel a connection to the successful Carrabassett Valley Academy athletes who continue to succeed in their competitions. When we read the headlines or see the ski competition coverage on television, it is rewarding to recognize the names of those we have helped along the way—we will surely have a close eye on the next Winter Olympics and will be watching sharply for a Sugarloaf Ski Club patch on a CVA hat!

The success and accomplishment of Carrabassett Valley Academy can be traced back to the beginning of Sugarloaf Mountain and the dedicated and energetic Sugarloaf Ski Club people. And we need, too, to thank the Sugarloaf Mountain Corporation of today and the men and women who work there and

who continue to support the Ski Club and Carrabassett Valley Academy.

If Nancy had allowed me several more pages in this historic magazine, we could list the many, many names of supporters who made significant contributions to the beginning, the growth, and the continued success of Carrabassett Valley Academy. The Sugarloaf Ski Club membership list would be the perfect place to start this "Thank You" list!

Camaraderie is defined by Webster's Dictionary as "loyalty and good spirit among comrades...". Could it be illustrated as a blue & white triangle with a snowfield peak?



EXCLUSIVE DEALER OF
The Revolutionary New
Alpine Ski with a
Patented Built-in
VIBRATION
DAMPING & SUSPENSION SYSTEM



207-897-5445 (Jay)
207-875-2377 (Mt. Abram)
P. O. Box 7, Jay, Maine 04239

www.clawskis.com
www.ski-depot.com
email: skidepot@megalink.net

Skiing at Sugarloaf

Old Traditions & New Pleasures

by John LaCasse

reprinted from the *Ski Club Magazine* - Vol. 6

Thanks to Don Fowler and his father's automobile (a 1958 Volvo), I started skiing regularly at Sugarloaf in the winter of 1959-1960. During my high school days in Skowhegan, we had ventured to the 'Loaf a few times but more frequently went to Baker Mountain in Bingham where a day of skiing on the rope tow was like a week in the weight room.

In those college days of the early 60s Sugarloaf was a big mountain still operating like a neighborhood recreation area. Amos treated us like kids and always made us feel at home, even though he knew we had little or no money to spend. We weren't involved in anything at the mountain except skiing—you had to go to the valley to get an illegal beer—and Sugarloaf was definitely the place in Maine to ski. The Narrow Gauge Trail was still narrow, especially at the headwall, and no one had heard of

grooming. We were so intent on getting our money's worth — can you believe that of Don Fowler? — that we skied without lunch from opening until last run. One real cold day in January, Don froze the bottom of his feet and they hurt for the rest of the year. He wasn't about to quit that day and leave me to a last run by myself, not while there was snow and a lift running.

One of the high points of my failing memory was Christmas of 1963 when Charlie and Elinor Clark opened the Capricorn, what to us seemed like Sugarloaf's first luxury hotel and high-class bar. I had a ski bum job as a bar waiter on weekends and vacations. That first Christmas vacation only the bar and restaurant were open and several of us bums shared what is now a family apartment at Carrabassett Valley Academy. By the end of that vacation, we had been demoted to a staff lunch room in the

basement. Little did we know that we were laying the foundation for secondary education in Carrabassett Valley. My son, a student at CVA, lived during the past year across the hall from the room we stayed in.

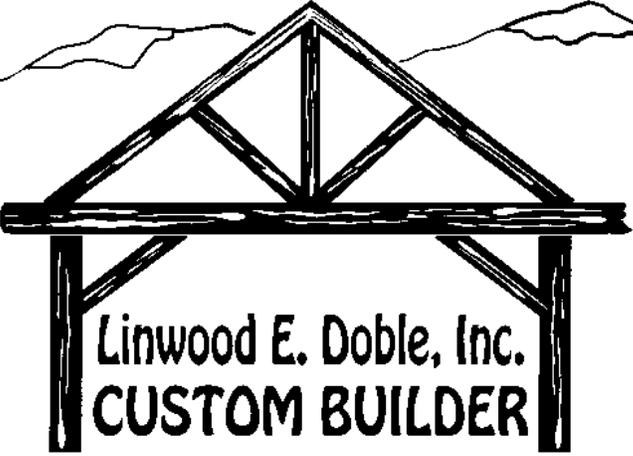
It was interesting to see how quickly our college friends gravitated to the Capricorn Bar when we worked there! We always attributed it to personality, but perhaps the possibility of a free beer had some allure as well.

Although we should remember those years when we had lots of snow, the sharpest memories I have of the early skiing at Sugarloaf are of ice, lots of ice! (What could we expect for \$2.50, then \$3.50 and finally \$4.50 a day?) There just is no comparison between skiing then and now.

The Sugarloaf Ski Club has played a significant role in helping to maintain some constants at Sugarloaf and to help us deal with the many changes. We've seen the skiing get better and better, and the Cardiac Club helps us older folks ski it better! We've seen Valley Crossing move to the mountain and then be rebuilt in the valley. We've seen the ambiance of Tague's and The Bag remain while the base lodge, the Sugarloaf Mountain Hotel, the Sugarloaf Inn and the shops have become more upscale. And mostly, the Ski Club has kept ski racing at Sugarloaf what it was when Bob Beattie and Louise Van Winkle were winning downhills here.

In the olden days, few of us could have imagined what a great mountain Sugarloaf has become. We now have great snow every day. The lift attendants are very friendly and make everyone feel welcome. The new quads make lift lines almost only a memory (remember the line on #2 and #3 T-bars?) The lodge

Kingfield, ME



Linwood E. Doble, Inc.
CUSTOM BUILDER

Custom Log Style Homes
Timber Frames
Stick Built

PHONE 265-4584
FAX 265-2345
E-MAIL led@somtel.com

is modern, light, spacious, and comfortable on even the busiest days. In addition the Ski Club provides a means for you to participate in programs that make Sugarloaf the kind of family mountain you want it to be, and skiing has to be the best family sport!

By the way, Don Fowler is still trying to get the last run on most days whether the lifts are running or not. As the ultimate connoisseur of good skiing, he has clearly found the best skiing mountain of all. Do you think he knew it would be like this in 1960?

[Editor's note: John LaCasse is a past president of the Ski Club and Don Fowler is still getting the first and last runs of the season.]



Jean Hodgkins and Don Fowler, Spring 1968, catching the last run, after the lifts closed for the season.



Ski Museum of Maine develops Strategic Plan

After much hard work by the Sugarloaf Ski Club's History Committee, the Ski Museum of Maine has been formed, and has received its federal 501(c)(3) tax exemption. The museum's board of directors, with its president, Jean Luce, is actively developing a strategic plan to move forward. This group of Don Fletcher, Greg Foster, Tony Jessen, Don Fowler, Dick Keenan, Al Webster and Glenn Parkinson have elected Don Hayes as an honorary board member in recognition of Don's diligent work while History Committee chairman.

As they develop the strategic plan, the board is studying the needed physical components and what the key focuses will be. Some of these focuses may be ski equipment manufacturing in Maine, Maine's ski areas and ski jumps, ski clubs, and other ski organizations in Maine. Of course, the role of Sugarloaf Mountain and the Sugarloafers will be a major focus.

Volunteers and financial contributions are always welcome while the friends of the museum begin the many tasks of cataloguing the existing collection. The board of directors is currently compiling a list of people who have additional items to contribute, and they are pleased to announce they now have a temporary storage and work space at the old schoolhouse in Kingfield.

(continued from page 12)

each year made it necessary for further expansion. John Christie left us and went to manage the Mt. Snow area in Vermont. King Cummings was elected President of the corporation and Harry Baxter was elected General Manager.

1969-70 was another great year of progress under the direction of President Cummings and Manager Baxter. A new 5,360-foot double chairlift was installed with a capacity of 1,000 passengers per hour.

The Sugarloaf Inn was purchased from Pfeifle Enterprises and a new double chair erected, reaching from the Inn to the base lodge.

Twenty beautiful condominiums were built during the summer of 1970 and are now owned and occupied by Sugarloaf skiers.

There seems to be no end to things that are planned for the future of Sugarloaf.

In the competition phase, Sug-

arloaf has hosted the first Sugarloaf Schuss, 1952; Junior Alpine Championships, 1957; NCAA Championship, 1967; the World Cup and Arlberg Kandahar races, 1971; and the World Junior Alpine Championships, 1984.

What more can one say, except that it has been a tremendous and enriching experience to have been a part of the development of Sugarloaf/USA.

Quality Function Service



SPORTS PLUS

**Technical outerwear,
accessories, footwear
for adults & kids**

**Name brands
for all outdoor sports**

Open Daily 207-265-5059
Downtown Kingfield
(across from the Herbert)
10% off non-sale merchandise
with SSC membership card



Harvey Boynton reclines on the roof at The Beach.

Meet cha at the Capricorn

by Jano Wilkinson

Back in the early 1960's when Emery Hall built the Capricorn Lodge for Charlie Clark, he never thought it would become a legend. The construction itself was phenomenal: Clem Begin poured the foundation in probably the rainiest spring weather in history. The crew was young and optimistic and the original building still stands today as a legacy to their fine and persistent carpentry. The location was perfect for a bar-restaurant-lodge. It was right at the base of Sugarloaf Mountain's access road, and Charlie knew those crazy skiers would flock to his place after a great day on the slopes. "The Cap," as it became affectionately known, was the apres ski haven for libation, fondue, lively conversations and general story bending. Many a musician was born in the Capricorn -- some known, some not. There was even a boxing champ who trained at the Capricorn on a boxing ring made on the grounds just north of the building. His name was Pete Riccatelli, and he went on to become a light-heavyweight champion, bringing attention to the area.

In 1971, Clark sold his lodge to Delta Industrial Realty Assoc. This was owned by philanthropist and Sugarloaf Harold Alfond. It was run and managed by John Doughty, as a lodge, restaurant, and bar. By now, there were other apres-ski destinations and the crowd had spread out to frequent the restaurants on the mountain and at the Valley Crossing. The Capricorn's atmosphere became a little more family-oriented and a lot quieter -- most of the time. The owner decided in 1976 to use it for the University of Maine as housing for research groups and conventions. Thus "The Cap" was already becoming an educational facility before 1980!

"The Cap" was bought by Ray Baumrind of Miami, Florida, in December of 1980. Her plan was to sell the lodge

rooms separately as condominiums. None of these were actually sold. In 1983 the old restaurant was rejuvenated as "St. Monday's," which became a local watering hole for a season. In 1984, "The Cap" again changed hands. The building now houses Carrabassett Valley Academy as it has for more than 15 years. This higher education facility has been the training site of more than

one Olympic athlete and has a great reputation in the modern ski academy future. I often smile to myself when I drive past the old Capricorn Lodge and wonder what it would be like "if walls could talk."



The Capricorn Lodge still stands, and is now home to Carrabassett Valley Academy. This early 1990s photo shows a Ski Club-CVA cookout in progress.



Greg Thomas
PHOTOGRAPHY

**RR 1 Box 2347
Kingfield, ME 04947**

1 (207) 235-2054

Our Role in Developing Freestyle Skiing

by Jean Luce

Part of celebrating our Ski Club's fifty years of history has to be the celebration of the club's part in the history of Freestyle skiing, because much of this relatively new sport evolved on the slopes of Sugarloaf/USA. In the past issues of our club magazine, various members have contributed articles documenting their experiences as this sport developed. By putting all these previous magazine articles together, along with those published by Skiing Heritage magazine, you can see quite clearly what a vital role Sugarloaf Ski Club has played. As Morten Lund of Skiing Heritage said, "The rise of freestyle [skiing] is a classic history success story: in one generation, it went from an amusement to an Olympic sport, and did so by drawing on the emerging resources of 'the Sixties.'"

The whole sport of skiing has been a constant evolution, from its mid-1800's beginning in Telemark, Norway until now. But the foment of the 1960's in the U.S. caused a much faster pace; more of a revolution than an evolution. At the ski areas across the country, displacing the establishment meant changing Alpine skiing from "racing in gates"

to "give the spectators a show." Like every where else, the John Jay and Warren Miller movies were popular at Sugarloaf, and this meant contracting with Rudi Wyrsh and Hermann Goellner to do their "tricks" Sunday afternoons on the Bunny Slope to the music of the new Base Lodge's loud speakers mounted on the porch. This was 1965, and skiing needed to be different at Sugarloaf, too. "Forget the establishment, that's an adult world." These Sunday afternoon shows appealed to all the youngsters in our Ski Club's Jr. Program, so they took part in them. As an opening part of the program - thirty youngsters all demonstrated how well they could ski, to music no less!

By 1966 the Eastern Division of the Professional Ski Instructors of America (PSIA) had its Demo Team tryouts, which were basically style contests. Peter Pinkham, a ski instructor in the Jr. Program at Attatash Ski Area in New Hampshire, organized a style contest for kids called Ski Masters. Off to New Hampshire went Sugarloaf's kids under the coaching of Weems Westfeld, and they spent the next several years training for both racing and "Masters." However, the wild tricks of Wyrsh and

Goellner were too much temptation, especially with that '60s music blaring from the Base Lodge loudspeakers while they tried to wait patiently each Saturday morning for their coaches to get them organized. Tricks were THE thing, and jumps were even more fun. Down came the Luce children's treehouse in Sugarloaf Village to make the big snowbank at the end of their driveway an even bigger jump with the lumber. Immediately, mother decided it was time to propose additional rules to Peter Pinkham's Ski Masters contests so that bumps and jumps could be done safely. In 1967, Sugarloaf Ski Club hosted the first State of Maine Masters Championships using these rules.

Since Jean Luce was on the Eastern Ski Association's (USEASA back then) Jr. Alpine Committee, she lobbied to establish that organization's first Jr. Masters Committee and proposed a new set of rules which provided for three disciplines to be called Freestyle: ballet (style), moguls, and aerials. These rules she based on the international rulebooks of skating, Nordic ski jumping, and Alpine skiing. The USEASA Jr. Masters Committee, with representatives from Maine, New Hampshire, Massachusetts and New York state accepted the rules and changed its name to USEASA Freestyle Committee. Not only was a new competition born, but Sugarloaf Ski Club's Masters meet became well established as the Maine Freestyle Championship - an event that successfully draws competitors from across the East today.

In 1971 the Club hired ski instructor John Diller (today Sugarloaf's Managing Director) to be head Freestyle coach and the director of its Jr. Freestyle Program. According to one of our Ski Club Magazine articles, "Little did John know that within his group, he had youngsters that would later become Eastern, National, and North American

Early Freestyle, 1988



Freestyle Champions. The Sugarloaf Jr. Masters were all clad in red jackets and blue ski pants, spent a lot of time free skiing, tackling all the trails on the mountain, making friendships that would last a lifetime.....It was during 1975 that the Sugarloaf Freestyle Team started to take its place as a dominant team in the sport of freestyle skiing. Of the twenty-three youngsters who qualified for the state team, thirteen were from Sugarloaf. Eighteen-year-old Ken Twadell, known for his dazzling shoulder rolls in the mogul event and his fast-as-lightening leg breakers in the ballet, won the overall title at the Eastern Freestyle Championships. Ken went on to the National Championships along with Martha Bartlett, who placed second in her age group at the Easterns and Joan McWilliams who placed third in her age group.

“At the 1975 National Freestyle Championships held at Killington, Vermont, Ken placed seventh overall in the men’s division. Joan, who was only fourteen years old at the time, placed fourth overall. Both Ken and Joan were named to the U.S. Freestyle Team. Ken retired so he could attend UMO and coach at Sugarloaf on weekends, while Joan was just beginning. Joan, who started out under John Diller in 1971, was then according to him, “a runny-nosed ten year old.” She was to become the dominant force in Freestyle skiing for the next several years. Her most impressive accomplishments include five-time U.S. National Freestyle Champion, three-time North American Freestyle Champion, two-time Eastern Freestyle champion, and six-time Maine State Champion. Joan was a member of the U.S. Freestyle team for eight years....In 1983 Joan was competing at the National Championships to earn a berth on the 1984 World Cup Team, when she was injured and forced to withdraw from the competition. [Today she is Athletic Director at Carrabassett Valley Academy and a Freestyle coach.].....One of Joan’s closest rivals and teammates throughout the years was Janet Montgomery, who

also started in the Jr. Masters Program under John Diller in 1971. Janet was always right on Joan’s tail and was the only person to defeat Joan for an overall title from 1976 through 1979. In doing so, Janet won the Eastern Freestyle Championships for two consecutive years (1976 and 1977) and was the National Mogul Champion in 1977 and 1978. Janet was also a member of the U.S. team for four years before she became assistant Freestyle coach at Sugarloaf, and also taught chemistry, physics and Algebra II at Carrabassett Valley Academy.

“After the 1978 season, John Diller, who had been head coach and director of the freestyle program for eight years, resigned his coaching duties, to move on to bigger and better things. John’s athletes, who learned to love and respect him over the years, would miss him as the ’79 ski season rolled in. Over the next seven years, the Sugarloaf Freestyle Program would have four different head coaches: Nick Preston, 1979-80; Ken Twadell, 1981-82; Chris Dowling, 1983; and co-coaches, Jim Erbe and Chris Dowling during the 1984 season. With all of the changes in personnel occurring, one might assume that the quality of the Freestylers’ performances would be diminished. Just the opposite was true. The program flourished.”

Paula Gagan was an involved Ski Club member who not only chaired many of our Freestyle events at Sugarloaf, but also served as the U.S. Ski Association’s Eastern Freestyle Committee chairman. She and her husband, Irving, became involved in the Club’s Freestyle competitions when their son, Dan, began competing. Irv later became the national Freestyle Committee chairman, getting involved on behalf of the U.S. at the F.I.S. (the International Ski Federation) level. Paula described well, in one of our *Ski Club Magazine* issues, what watching a Freestyle competition was like. “For most people, watching a Freestyle competition can be a confusing experience. Since the sport is composed of three different disciplines, the im-



CR printing

**P.O. Box 455, No. Main St.
Kingfield, Maine 04947
(207) 265-4657**

FAX (207) 265-2557

We Offer

- Quality Commercial Printing
- Professional Typesetting
- Multi-Color Offset Printing
- Delivery Available

We Do

Customized Business Forms
Business Cards - Stationery
Menus - Town Reports -
Booklets - Brochures

Posters
Wedding
Invitations
Stickers -
Flyers
and More!





Acro

portant aspects to watch differ for each one. Also, as a subjectively evaluated sport, the critical eyes of the judges set the standards on which performances are based.

“The Ballet (today called Acro) event is like watching figure skating on skis. The competitor uses the width and length of the slope to perform a choreographed routine of spins, turns, leaps and musical selection of his choice.....The Mogul event is probably the closest to the skiing which recreational skiers will recognize. It consists of a run down a steep, heavily moguled slope. Here the judges are looking for the technically correct turns that enable the skier to ski the terrain with great speed while maintaining complete control. The skier is expected to ski directly down the fall line and to use several of the moguls as a takeoff point for aerial maneuvers... The last of the three disciplines, the Aerial event, is performed on carefully constructed jumps at the top of a long and steep landing slope. Each competitor performs maneuvers while in the air according to his own pre-determined

“flight plan”....Some skiers compete in only one or two of the Freestyle disciplines, while others will ski in all three, making them “combined” competitors. Needless to say, it takes an extremely versatile contestant to achieve high scores in all three events. In fact, it takes a very dedicated young person to excel in any of the disciplines. Freestyle skiing is a combination of grace, strength, control and technique. As with all sports, it requires hours, days and years of constant training and performance to attain a high degree of expertise.”

Another Club member (and father of two international Freestylers, Brenda and Sharon), Paul Petzold wrote in an article, ‘Freestyle’s Winning Attitude,’ “As my nine year old daughter progressed from being a ‘good little skier who skied with Mom,’ to one who wanted more speed, more bumps, and more difficult trails than Mom did, we had to make a choice to let her go and ski wherever (we never even really considered this a safe option), put her in the traditional ski school program, or sign her up for either the Alpine or Freestyle “competitive” program. The Freestyle program provided the challenge she wanted within a structured, safe learning environment based on having fun on skis. There was no mention of competitiveness at all, just the feeling of accomplishment as she learned new

skills and became more proficient in her skiing. And did her skiing improve!... But most kids want to do more. They want to demonstrate their skills in front of their peers. This is where the ‘C’ word quietly creeps into the picture. Because, when Freestylers get together to show off their stuff, they usually call the event a ‘meet,’ not a competition. This is because they go to meet other kids not to beat someone in competition. This refreshing attitude of looking forward to seeing your contemporaries, rather than beating them, is present at all levels right up to the FIS World Cup circuit.” Paul’s daughter, Brenda, went on to become a high level Freestyle judge, and daughter, Sharon, became a successful World Cup winner, along with other Sugarloafers, Kristi Ann Porter and Kristen Brown.

Sugarloaf Ski Clubber, Ned Platner, described in his magazine article, ‘Freestyle Meets, On the Hill,’ his experiences as Chief of Course for many a Sugarloaf event. “The day is Friday, January 31st. The time is 6:30 a.m. The temperature is -15 degrees. Time to get up and get going. Today is the first day of a three-day Eastern Freestyle A Meet. The first event will be Ballet on the Boardwalk with a starting time of 9:00 a.m. Our conscripted volunteers will be meeting at the bottom of Double Runner chairlift at 7:00 a.m. for a very chilly ride to the course site....Soon we have



Freestyle judges, dedicated volunteers one and all!

several people setting up fences, sound systems and scaffolding for the judges stand. Confusion reigns, but somehow everything is set up. The sound system works, the judges arrive, the radios are distributed to starters, chief of competition, and to scorers.... We get a break on the weather even though a bit cool, but not too much wind. As soon as the event is running, the over-worked course crew reorganizes on the jump site to finish building the jumps which Joanie McWilliams has been working on for two weeks. Scaffolding again goes up for judges and more fencing is set up along the edge of the jump. By mid-afternoon the jump site is ready, the Ballet event finishes at three o'clock, and again the course crew swings into action to dismantle the morning's hard work.... Day two dawns clear and cold with no wind! The jump site is ready and practice begins on time at 9:00 a.m. The judges somehow find the jump site and by 10:30 a.m. the event begins without too much delay and, thankfully, very little wind. The course crew now shifts their efforts to setting up the Mogul course on Skidder. Again, fencing goes up, scaffolding is assembled, and the electronic timing wire is strung and connected. The course crew and other volunteers are beginning to think they may survive the weekend after all."

But as one of our meet chairmen, Ellen Blood, said in her 1992 article, "What I quickly learned about Freestyle is that all the planning in the world can be squashed by Mother Nature in a blink. Planning means nothing when it is so cold that the timing device cannot work so Mogul runs have to be timed by hand. Remember that this 'machine' cannot work in this cold, but people have to stand out on the hill in the cold and record times! Planning means nothing when the rains come and the jump site has to be closed! A little rain and fog, however, did not deter the volunteers on the mountain who waited it out and changed Mogul sites to get the meet done.... They are a rare breed of parent, these Freestyle parents. They themselves

have never competed in this relatively new and different sport. Yet intuitively they know how important it is to their kids. To stand on the mountain for seven or eight hours, is a dedication to parenthood above and beyond the call of duty. Yet they do it, all the while encouraging, cheering, and supporting all levels of competitors."

Mary Hunter, a several-times winner of our club's Gleason Rand Award, wrote it aptly, "Best of all, these very fine people keep coming back year after year to prepare and present Freestyle competitions at Sugarloaf. The Dowlings, Kagans, McWilliams, and Montgomerys are Freestyle families who have been working on meets for as long as Freestyle has been on our mountain! That's loyalty! ... Indeed, it is the spirit, the support, and the camaraderie of all the parents and Ski Club volunteers which make this job enjoyable. It is the smiles, the skills, and the sportsmanship of the competitors which make it all so rewarding!" With this kind of dedication from our Ski Club members, there is no wonder why the level of the com-



Moguls

petitions we sponsored became higher and higher as our youngsters raised their level of skills. This is what led to hosting the U.S. Freestyle Championships two years in a row. Sugarloaf pride comes in the form of loyalty and dedication to our youngsters and the sport.



Aerials



CVA Snowboard Program

by John Ritzo

The history of the CVA snowboard program is interesting, because it chronicles the beginning of the first organized amateur competitive snowboarding program in the United States. Ironically, snowboard training was initiated in this country by a Canadian. Mark Fawcett, a seventeen-year-old snowboarder from Fredericton, New Brunswick appeared in my office one day in the spring of 1989, wanting to know if he could attend Carrabassett Valley Academy the next year, and train for competitive snowboarding. At the time we had no snowboard program and, quite honestly, none of us knew much about the sport.

Mark Fawcett is a remarkable person who has had a sense of purpose from early on. His passion for snowboarding and the vision that he created was exciting. I explained to him we did not have a coach, but Mark insisted, if he could attend classes and train at Sugarloaf, that would be all he needed. Mark is a talented athlete in several sports and an

excellent student, but most importantly he is one of the finest young men I have ever had the pleasure to work with. All of this realized, we agreed to give it a try. Mark arrived in the fall and Doug Juers, who taught physics at CVA and was an aspiring snowboarder, offered to assist Mark as his coach. Doug made it clear that he couldn't teach Mark about snowboarding, but having been the varsity crew coach at Cornell, he did know something about training athletes. The first year was a learning experience, yet Mark met with competitive success. The next summer, Mark brought Eric Webster to meet with me to discuss his becoming the CVA snowboard coach. Eric had been riding professionally for the Burton team, but was thinking about shifting from competitor to coach. As with Mark, I was impressed with Eric's seriousness about snowboarding and his commitment to high level athletics. Eric was hired, then Eric and Mark went out and recruited two snowboarding cous-

ins from Cape Cod, Jeremy Jones and Adam Hostetter. If you know the sport of snowboarding you are beginning to realize that this is reading like a who's who of alpine snowboard racing.

As they say, "the rest is history." Other top notch riders, such as Jeff Greenwood and Troy Collins followed, and the program quickly grew to the point where it is today. Thirty athletes and four coaches participate in all aspects of snowboard competition: alpine, freestyle, big air and boarder cross. CVA snowboard athletes are now competing successfully at the highest international levels of competition. Two CVA alumni, Mark Fawcett and Adam Hostetter, competed in the Nagano Olympics in 1998, the first time that the sport was an official Olympic medal event. Jeff Greenwood has been a long-time member of the US Snowboard Team and current CVA senior, Nick Miller, has recently been named to the team. CVA snowboarders have hailed from a wide range of countries, including Japan, Canada, Switzerland, England, Slovenia, Australia and France.

The success of the snowboard program would not have been possible without the strong support of Sugarloaf/USA. Sugarloaf embraced snowboarding from the outset, and has proven to be a national leader in incorporating snowboarding into a major ski resort. Sugarloaf boasts the biggest half pipe in the United States and has hosted one of the first Grand Prix's of Snowboarding. Sugarloaf has also proven to be the launching pad for successful competitive careers. Nikki Pilavakis, who instructed at Sugarloaf and coached for CVA is the current women's Boarder Cross world champion. Another rising star is Brittney Mahana, who graduated from CVA four years ago as an alpine ski racer, but has since switched to snowboarding, winning a major Grand



"CVA ... has contributed significantly to the evolution of snowboarding as a serious competitive sport." - John Ritzo

(continued from page 14)

Ski Club. It functions as a department of the Mountain, assisted by the Ski Club and Carabassett Valley Academy. The goals have not changed, they are to provide quality programs at an affordable price for our competitive skiers and riders.

The growth at Sugarloaf/USA over 50 years has certainly changed the on-snow experience. The high-speed lifts, snowmaking and state of the art grooming have combined to increase the enjoyment for all levels of skiers and riders. One thing that has not changed is the "Sugarloafer". He is still a different cut from the rest of the ski world. A little harder, fiercely loyal and tougher than the average skier or rider. Sugarloaf/USA still retains its image as a truly unique place to visit.



The Competition Center and Ski Club club house as it stands today. The building was originally the loading station for the gondola.



Jean Luce Building, bottom of Competition Hill

**KNAPP
BROS. INC.**



**DODGE
CHRYSLER
PLYMOUTH**
SALES & SERVICE

MOPAR & NAPA PARTS

**DEPENDABLE USED
CARS & TRUCKS**

265-2362
1-800-889-8283
DEPOT STREET
KINGFIELD

Tele Ho (Telemarking)

by Jano Wilkinson

Telemark skiing cannot be called a sport for wimps. But, then again, what skiing discipline can? The only prerequisite to becoming a telemarker is that you lean just a little bit toward the crazy side of life. I can't remember what grabbed me about the sport but I am completely converted now and do not even own any alpine ski equipment. Perhaps it is my love for cross country skiing in the woods combined with a desire to be on the slopes that makes me want to tele. The backcountry can be at your ski tips if you are accomplished in the telemark turn. My focus has been on lift-serviced terrain for the majority of the 20 years I have been telemarking, but I try to use my skills in all situations as much as I possibly can. It is always a bit of a challenge for me ... still.

The original telemark turns were made in Norway nearly three centuries ago. Many folks began to use the graceful turn on long heavy wooden skis to glide over the hills for fun. These first tele-skiers had one pole, a long stick for steering and self-arrest, and leather straps to hold their boots to the skis. The only part of this set-up that has stayed with us until today is the telemark technique. Most modern telemark skiers use a sturdy plastic boot designed for comfort and stability, alpine-like skis, and technical bindings to allow for heel freedom and toe security. Many western telemark skiers use this equipment to access the beautiful backcountry slopes, because it is lighter and easier to walk or glide along traverses. Many ski manufacturers have produced the highest technological gear for just about any type of telemark skier out there.

The boot is the most important piece of equipment, and it must be well-fitting, as with any type of athletic footwear. The skis are the same length and construction as alpine skis. As a matter of fact, many telemark skiers prefer to mount telemark bindings on alpine skis. Poles are used - adjustable type poles are recommended

- for going into the backcountry; they are not necessary for skiing at lift-serviced areas. Many manufacturers have produced quality telemark bindings, both for safety and security. I recommend a good set-up. Nowadays, the equipment for telemarking is of the highest technology and all that one needs to learn the turn is practice.

The graceful genuflecting telemark skier stands out under the chairlifts at Sugarloaf. However, it was once a dream for telemarkers to ski here at all! In 1982 there was much discussion as to whether or not telemark skiers would be allowed on the lifts at Sugarloaf. It was through some careful planning and presentations to "the Board" that we were able to ride the lifts - as long as the equipment was rented in the Ski Shop and lessons were offered through the Ski School. We proved telemarking was a "real sport" and now it is a common sight to see skiers free-heeling all over the mountain. In 1984, the Vikin Fjord World Cup Telemark Race brought international fame to Sugarloaf, and today the Dan McKay Scholarship Race is an annual springtime festivity that draws telemark skiers from all over the country to race on Competition Hill.

The versatility of the telemark turn and the challenge to all who try it are the reasons we have to ski with no heel bindings. Many of our friends still like to alpine ski or snowboard,

but I remain a total convert: Tele Ho!

The author enjoying her sport!



Community Focus

by Charlotte Zahn

The Ski Club's Community Committee has for the past five years run a very successful Youth Grant program. This program offers financial help with the cost of Sugarloaf Junior Programs for local children. The Club advertises the program in our newsletter, *The Original Irregular*, and the Sugarloaf Mountain employee newsletter. Local schools, as well as coaches, are informed and billboards are placed in the community.

To apply, prospective families fill out applications, which include income guidelines and questions, to help the committee understand the program of instruction cost, for each child. For instance, the cost of instruction for a twelve-year-old child in the Sugarloaf/USA & Carrabassett Valley Academy Competition Program would be \$750.00, if the child's parents did not work for the American Ski Company. The rate is discounted up to one-half, if parents are full or part-time employees. Older children are asked to write a request for a grant.

The committee reviews each application with considerations of need and other financial help which may have been given to the applicant. The budgeted amount is divided among all applicants, and a check is issued directly to the Perfect Turn Office to subsidize program costs. Historically, the amounts have ranged from fifty dollars to three hundred and seventy dollars per child, and there are usually nine to fifteen recipients each year. While a few of the children have applied for several years, many need assistance during only one year or two. Without this program, most of these children could not join their classmates in learning to ski/snowboard or in advancing their training.

As a second part of the Youth Grant Program, the Ski Club pays a one-day registration fee towards the MARA Spring Series for each local child who registers.

The Youth Grant program is funded by the Ski Club's fundraising events and by money which the Town of Carrabassett Valley votes to give the Sugarloaf Ski Club each year.



Farmington Travel

congratulates the
Sugarloaf Mountain Ski Club
and its dedicated members.

Our thanks to all of you that have
travelled with us since 1982

Peter and Delinda Smith

5 Broadway, Farmington

1-800-244-4777



It's Really Special (Olympics, that is!)

by Mary and Jerry Hopson

The first year the Maine Special Olympics were held at Sugarloaf, was 1983. The two of us signed up to be huggers, wherever they could use us. We were assigned to the Alpine Beginner Level venue on the Birches. We had a ball!

The next year, Chairman Steve Pierce asked if we could help run the Beginner course; we would set the course, and do the timing. It was great to see how much the Olympians improved in just two days of skiing.

There were always others on hand to assist us. We picked up Ken Lord and Howard Ehrlenbach and for many years we made a great team, until Howard was finally forced to retire due to ill health. For several years, the S.A.D. 58 school kids showed up to act as huggers. CVA students became more and more actively involved, as "one-on-one" coaches for the athletes, and, later taking over the setting of the course (We were happy to hand over this duty and the balky snow augers that went with it!), as well as helping with the timing.

One of the most rewarding parts



of our experience has been getting acquainted with some of the Olympians who came back regularly, and seeing a lot of them move up to more advanced levels over the years. One team, the "Dill Pickles," from, I think, the Dill School in Skowhegan, gave out little green Dill Pickle pins to all of us.

We have enjoyed the opening parades, with the lighting of the torch, and the taking of the Special Olympics oath -- "Let me win; but if I cannot win, let me be brave in the attempt," shouted out by hundreds of voices; also the awards ceremonies, with impressive medals awarded to the strains of the familiar Olympic Fanfare. These, on their red-

white-and-blue ribbons, were always proudly displayed when the winners showed up for subsequent races.

Come rain or shine, cold or warm, major snowstorm or major bare spots, the games are held each year on the first weekend of February under the genial direction of MSO chairman Mickey Boutillier and Old Sugarloafer Steve Pierce. (Mickey has given up trying to make us conform to his rules and just lets us have our way.) Come, join in and have a ball!



TRANSTEN'S TOO

Convenience Store

Hot Green Mountain Coffee
Pizza Hot & Cold Sandwiches
Ice Cream Fishing Supplies
Quality Gas & Diesel

265-2208

Rt. 27 Kingfield

Socially Speaking

by Jennifer Cobb

Ski Club members are an eclectic group from all walks of life, brought together by the common thread of the Ski Club. From the development of a ski resort to the perpetuation of a Sugarloaf community, the whole foundation of the Ski Club is built upon the joining of people to reach a mutual goal. Club social events remain a vehicle for meeting other Sugarloafers, finding skiing partners, and forming lasting friendships. For many people, attending a social event is the first exposure to the Ski Club, which invariably leads to further involvement and a solid connection to the true Sugarloaf.

The Club has a long tradition of hosting social events -- Homecoming cookouts, recreational racing, the Ayotte Classic Calcutta, Founders Night, cocktail parties, and slope-side BBQ's. The humble Ski Club/Competition Center has hosted numerous informal "receptions" over the past few years... volunteer appreciation parties, holiday parties, award receptions, pizza parties

and turbo tubing for kids, even the Annual Meeting. No one seems to mind the lack of plumbing, or drinking wine out of paper cups; we throw down a couple of plastic table cloths to fancy up the place and the old gondi building is alive with chatter.

In 1996, we added a very special event to our social repertoire, the Snow Ball dinner dance. What started as a brainstorming effort to do something a little different turned into an annual donning of the finest garb witnessed at Sugarloaf, along with "Creative Black Tie" get-ups. From tuxedos and ball gowns, western wear and knickers, to the appearance of characters such as the Blues Brothers and a band of Bishops, the night is both elegant and capricious, magical and zany. Kenny and Al from the Band from UNCLE claim that this is the most enthusiastic crowd around, and invariably, the dance floor is packed every second the music is playing. Although the theme may change, the Snow Ball will continue to be THE event of

the year.

Another oft attended Ski Club event is Founders Night. This tradition began in 1985 in Gondola Village as people listened to Stub Taylor, Wes Marco, and Slim Melvin reminisce about the birth of Sugarloaf Mountain as a ski area. Every year since, one night is planned as a Ski Club reunion, dedicated to the early pioneers. In 1996 and 97, along with Sugarloaf and Ski Club memorabilia from the archives, we enjoyed the masterful story telling of John Christie and Brud Folger, in the way only they can recount history. A tribute to Stub Taylor and his retirement was the focus in 1996 with "Stories of Stub and Sugarloaf" and the 1997 theme was "Celebration of the '60s and '70s."

Leo Tague's famous watering hole was the site of the 1998 Founders Night. About 300 people revisited Chateau Des Tagues (The Yacht Club at that time, currently The Mayor's Place), remembering the years that were formative in establishing the character



Founders Night at the Red Stallion, 1999 -- Front: G. Foster, N. Holliday, J. Hodgkins, D. Holliday, J. Blanchard -- Back: K. Miles, B. Miles, R. Moody, B. Bass, D. Keenan, E. Rogers



*A Unique
Country Inn
in the
Western Mountains
of
Maine*

Just Over The Bridge In Carrabassett Valley

of Carrabassett Valley. Speakers (past employees) Dick Keenan, Lucky Greenleaf, Linwood Doble, Clem Begin, and Leo himself spoke of remembrances and mishaps to an entertained crowd in the building that was built in 1961 in only 90 days.

“The Red Stallion Revisited” is still fresh in the minds of some 500 people who crowded the cavernous rooms in 1999. Through a Herculean effort of many, the Stallion was cleaned out and outfitted with porta potties, outside lighting, and a well-supplied catered bar.

An amazing number of people showed up, considering the blizzard outside was the greatest of the season. Because the scheduled band went off the road, the Master of Ceremonies, Dick Keenan, Founder Ed Rogers, and Captain America (Peter Roy) were resigned to speak through a megaphone instead of a microphone. Nevertheless, the party took on a life of its own, as people remembered an era. At the eleventh hour, Uncle Al and Kenny arrived from their previous gig and the old dance floor came to life, standing the test of time as it sagged

under the weight of its load. The Red Stallion Party remained the talk of the town until the end of the ski season.

The Ski Club social life is still a mainstay of the good times to be had at Sugarloaf. We continue to hold Homecoming receptions, recreational racing with the Sassi Series, Ski Club nights at the Ski Shop, and a variety of special events. We have tried Country Line Dancing, teen dances, and recipe taste-tests. It’s not so much the event itself that matters, it’s the people who attend. If you want to have a really good time in a welcoming atmosphere, I recommend attending a Ski Club social. From there on, your life may “never be the same.”



MARA Spring Race Series Cook Out



Second Annual Snow Ball - 1997



BLACK BEAR GRAPHICS



**SCREENPRINTING
& EMBROIDERY**

**T-shirts Golf Shirts
Sweats Polarfleece
Hats**

207-265-4593

email: blackb@tdstelme.net
814 West Kingfield Road
Kingfield, Maine

Cardiac Club Memories

by Regis Lepage

A long long time ago, in a place not so far away, a group of us sat around a kitchen table one evening and talked of all sorts of things, but mostly about skiing. This was a time for us before gray hair, spare-tire stomachs, and failing memories. It was a time before Village Center, Carrabassett Valley Academy, the new lodge, quad chairs, extensive snowmaking and yes, even before Bruce Miles laid down his pipe wrench for the last time.

As we enjoyed adult beverages, the subject turned to the rather scratchy conditions of the season, lack of snowfall, and how it seemed we were all spending a lot of time on the mountain and enjoying it less and less. How could we make our time on the mountain more fun? How could the Ski Club be involved? And so the idea for the Cardiac Club was born.

The year was 1978, as near as any of us can remember. The group was Bruce and Kathy Miles, Peter and Delinda Smith, and yours truly and my

lovely and talented wife Carolyn. All of us were either former racers, present racers, coaches, or alpine officials, and the idea of having formal race training for adults was an attractive one. We could perhaps run gates on the lower mountain, since there was little snow that year, and the Ski Club might be able to raise some much needed funding for the regular race programs. But, we needed a name for the program. Someone came up with the idea of calling it Cardiac Club, thinking it would be amusing. We were all in our '20s at the time. It's not so funny now.....

Within a few weeks the Cardiac Club program was a Ski Club reality. Peter "Mr. Carved Turn" Smith was the first coach. The group was rather small, but the enthusiasm was abundant. In the days when Gepetto's served a light breakfast, the group would meet there at 8 am for coffee and then head out onto the mountain. Among the first Cardiacers were Delinda Smith, Carolyn Lepage, Kathy Miles, Sally Beck, me, Roger Hewson, Charlie Hewson, and

Albert Lepage.

With a couple of hours of technical help in the morning, and gate training in the afternoon, the Cardiac Club had a bit for everyone, and as the years went by, the number of participants grew. The early '80s saw a tremendous growth in "citizen races," with the Grand Marnier Ski Club Challenge races, the Country Kitchen Alpine Series, NASTAR, The Equitable Family Challenge, and a host of other events like the Corporate Cup. With all the race activity for adults around, the Cardiac Club became the perfect venue for honing race skills. As a direct result of our training, the Cardiac Club can boast two Equitable Family Challenge National Champions. Carolyn and I won the Husband/Wife title in 1982, and Peter and Delinda Smith won the title in 1983.

Some of the early coaches of the Cardiac Club were and are a virtual who's who of the Sugarloaf race scene. They included Erle "The Pearl" Morse, Matt Waddle, Jeff "Berger" Rosenberg,



Cardiac Club skiers, 1998-1999 season

Bruce "FM" Miles and Denny Olsen. (Today, the staff includes Tony Jessen, Dan Gatz, Chip Harris and Don Oakes.) Each coach brought his own perspective and style to the Cardiac Club, and all of us learned not only about racing, but a lot about the sport of skiing, its beauty, thrills and excitement. Guest coaches were often persuaded to spend some time with the group, and we were honored to ski with such luminaries as Olympians Karl Anderson and Julie Parisien, and the master of ski technique, Warren W. Witherall.

Through the years the Cardiac Club has also been a valued source of funding for the Sugarloaf Ski Club, and it continues to this day. Fees assessed for the training go directly to the Ski Club for its general use.

Many of the members have been participating for over 10 years, including Ann and John Parker, Bob and Betty Crane, Bob and Muriel Tonge, Ann and Don Hayes, Dick McWilliams, and Greg Foster.

As one of the founding members of the Cardiac Club, and as one of its coaches today, I can say without question Cardiac has been one of my favorite activities at Sugarloaf all these years. We have met wonderful friends, enjoyed the camaraderie, the cold days, the warm days, and learned a lot from each other. Most of all, we had fun then, and we are having fun now. Can't ask for more than that.



Congratulations Sugarloaf Ski Club on your 50th Anniversary

The Cardiac Club
members and staff thank
you for providing us with
this great program

Tony Jessen
Dan Gatz
Don Oakes

Regis Lepage
Chip Harris
Greg Foster



Mountain Brewed Ales from The BAG & KETTLE Brewing Company

TROUT BROOK GOLD

Light golden ale with a mild malt body and a clean crisp 'Golding's Hop' finish.

PICK POLE PALE ALE

Deep copper color with a full maly flavor and big 'Cascade Hop' aroma and finish.

UNCLE'S WINTER ALE

Rich, dark, malt body with a bright hop finish- a firm bracer against the elements.

ALPINE RED RASPBERRY

A light bodied ale with a fruity upcountry raspberry aroma and finish.

And fresh from the kettles and vats,
HALF PIPE PORTER

Our elevation at Sugarloaf raises us high above all other eastern micro breweries.

The clear, sparkling, mountain waters that we use to formulate Master Brewer P. Mulligan's exacting recipes give our patrons a brew experience both lofty & unique

Would you expect anything less from
THE BAG & KETTLE
in our 30th year?

On the Mountain at Sugarloaf/USA Village Center 237-2451

SKI CLUB MEMBERSHIP

valid until June 2000

Sugarloaf Ski Club, RR1 Box 2282, Kingfield, ME 04947
telephone 207-237-6955

Name _____

Address _____

City _____ State _____ Zip _____

Telephone (H) _____ (S'loaf) _____

Names of members to be included _____

_____ New or _____ Renew

___ Individual (\$25) ___ Couple (\$40) ___ Family (\$50)



Join the Ski Club NOW!

- * support Sugarloaf history
- * attend social events
- * support the Sugarloaf community
- * enjoy discounts at area businesses

Ski Whistler-Blackcomb, British Columbia in the New Millennium! Day's 12th Annual Ski Trip!



Departs Portland, January 28, 2000, Returns Portland February 5, 2000

7 nights at the Crystal Palace Hotel, Whistler Mountain, 1 night at Vancouver Airport Hotel

Prices from \$1256.* Small suite with kitchen available for additional cost.

*Prices are per person, double occupancy, in U.S. Currency. Includes round trip air; airport to hotel transfers, buffet breakfast daily, all taxes. Lift tickets not included. Approximate cost 5 of 6 days, adult is \$175, U.S., Over 65 is \$150 U.S. NOTE: Prices quoted based on Canadian Dollar as of July 31, 1999, and subject to change.



205 Main Street, Waterville

1-800-244-DAYS

In Waterville, call 873-0755

THE STREAK

by Paul Schipper

It was an early day in May 1981 when three of my ski buddies, my dog "Mogul" and I hiked up to the summit of Sugarloaf Mountain for one last run. As I recall it was a nice sunny day -- blue sky and tons of snow on the trails -- yet the Mountain was officially closed. We rested in the sun at the "Gondi" building, had a beer and sandwich, and tried to make the big decision on which trail was the best and most rewarding for our descent. During our conversation, the number of days we'd skied that year came up. We realized that by coincidence all four of us had skied almost every day the Mountain had been open that year. In every case, the few days missed were for the most part trivial reasons. Anyway, then and there we all resolved that the next season, we'd ski every single day the Mountain was open. That was how the Streak started!

Using that year as a start, I had skied the last 135 consecutive days of the season. I haven't missed a day the Mountain has been open since. This year, May 2, 1999, the number is 177 days and the Streak now totals 3077 days.

The question I'm most asked is "why?" That is hard to

answer in a few words but it has been a fun experience! It has also been a rewarding accomplishment! It has been easy and it has been difficult! It has been pleasant and there have been moments of misery when there were days of severe wind, ice, snow, freezing rain, sub-zero temperatures, sickness and various other distractions. Looking back, it has all been worth the bad days. The good days, the friendships, the good wishes from friends and strangers alike, the hand shakes, and the encouragement give me a wonderful, warm feeling and make it all worthwhile. Needless to say, there is a great deal of self-satisfaction that comes from each day's accomplishment of my skiing.

By the way, the three buddies who joined me in the vow to ski every day never did get their streak started for one reason or another.

The year 2000 will be the twentieth year of the Streak, so I'll be trying hard to keep it going. Each year seems tougher, but I'm programmed to keep going. Thanks for all the support and good wishes. See you on the mountain. Good Skiing, Paul Schipper



Paul Schipper, a legend in his own time.



Your 50th. Our 10th.

Sugarloaf Mountain Ski Club -
50 years of service at Sugarloaf/USA.
Congratulations!

Java Joe's -
10 years of good coffee for Sugarloaf skiers.
Thank you!

JAVAJOE'S
237-3330 • South side of Hotel • Your coffee shop

Carrabassett Coffee Company
888-292-2326 • Next to the Kingfield Woodsman • Wholesale coffee roasting

Feelings of a Founder

by Bob & Dave Scott

reprinted from volume 5 of the Sugarloaf Ski Club Magazine

In the late winter of 1947, I mentioned to a couple of friends of mine that we should go to a mountain called Sugarloaf to ski the snowfields. They thought I was crazy, but one, Paul Brownrig of Waterville, agreed to go with me.

All I knew about the mountain was that it was located in the western part of Maine, off Route 27 in Kingfield. Well, we made the trip, I think it was the second weekend in April. It was a beautiful day, and as long as I live, I will always remember my first view of Sugarloaf as we rounded "Oh My Gosh" corner, and my first hike in from the highway and the climb to the summit, all 4,237 feet of it.

A lot of snow has fallen since that spring day in 1947, along with good friends and good times. Believe it or not, some of the best times were had on the climb to the top. We used to bitch and moan, huff and puff, but we did take time to "smell the roses."

Today, if you asked someone to climb to the top for a run, they would pack you off to the east side of Augusta. These same people also missed the experience of using skins, side stepping the length of Winter's Way in preparation for the Sugarloaf Schuss, and shoveling out number three lift line.

Today's racers and freestylers have slopes freshly dusted by artificial snow, meticulously groomed by machine. Next they will have a computer printout of the course, complete with wind speed and direction, current temperature, and recommended lip balm, so they won't have to waste time with a shadow run.

Race officials now have warming huts and wind shields, with electronic timing doing away with hand timers and frozen fingers.

The old rope tow is gone, along with shredded mittens, Constam's T-bar, Old Number Four, as well as the

Bunny Slope T-bar. This was a monster to many, and a thrill to some, their first time on skis.

Stan Leen's Easter party and his Grand Lake Stream Punch on Harvey's roof, and the Puma Club are things of the past.

The Ski School with two instructors teaching the Arlberg has given way to sixty plus instructors spreading the American Technique.

Food on the mountain now ranges from greasy burgers to gourmet dining, a far cry from bologna and dried apricots.

Night life in the area has seen the likes of the Red Stallion and Chateau Des Tagues bite the dust.

Too bad, as they all served up some real wild times. So did Kerns' Inn in Eustis. Ed Kerns and John Love of the Stallion served many a drink after midnight with locked doors to keep out the cops and the liquor inspectors.

Charlie Clark ran a great spot at the Capricorn, and Roberta along with the Dappers are truly missed on Saturday night if you are looking for live entertainment.

Wood stoves, outhouses and cutting holes in the Carrabassett for drinking water are no longer in vogue.

The Canadians got the word about Sugarloaf and attacked the place on a sunny Saturday afternoon in full battle dress and war paint. Their weapons consisted of keg beer and an Indian war canoe. Their attack on the bunny slope lasted for one run, before Amos, red as a beet, stomped out of the Lodge and demanded (and got) the immediate surrender of both beer and canoe.

Speaking of attacks, there was a certain fighter pilot from Brunswick Naval Air Station who used to scare the hell out of skiers as well as drivers. He would sneak up on the back side of Sugarloaf and straff number five and four lift lines and then do a tree top run down 27 towards Kingfield. It seems the Navy gave him a choice of Guantanamo Bay or resign. He took the latter.

The next word that echoed through the entire valley, the word CONDOMINIUM, sent shivers up and down the spines of many, and conjured up the visions of "The good life" to others. They stayed, the Indians left.

Then Peter Webber and Larry Warren discovered a little white ball that you beat around through the weeds and the woods with funny looking sticks. Out of this, a guy named Jones, and Sugarloaf



Golf Course emerged. It is truly a beautiful course and a real challenge to all. Have to admit, I really enjoy it.

Life at Sugarloaf has now moved into the fast lane. Once we thought that the gondola and new lodge was it, but now with new quad chair lifts, snowmaking, running water, cable TV, snowboards, and the Quebec Hilton, Sugarloaf has finally arrived.

Just a word to the man upstairs and hope he will say "hello" to Amos, Rand, George, Uncle Dick, Dick and Jud, Horace, King and all the other Sugarloafers who have entered into his Kingdom.

What's My Time...

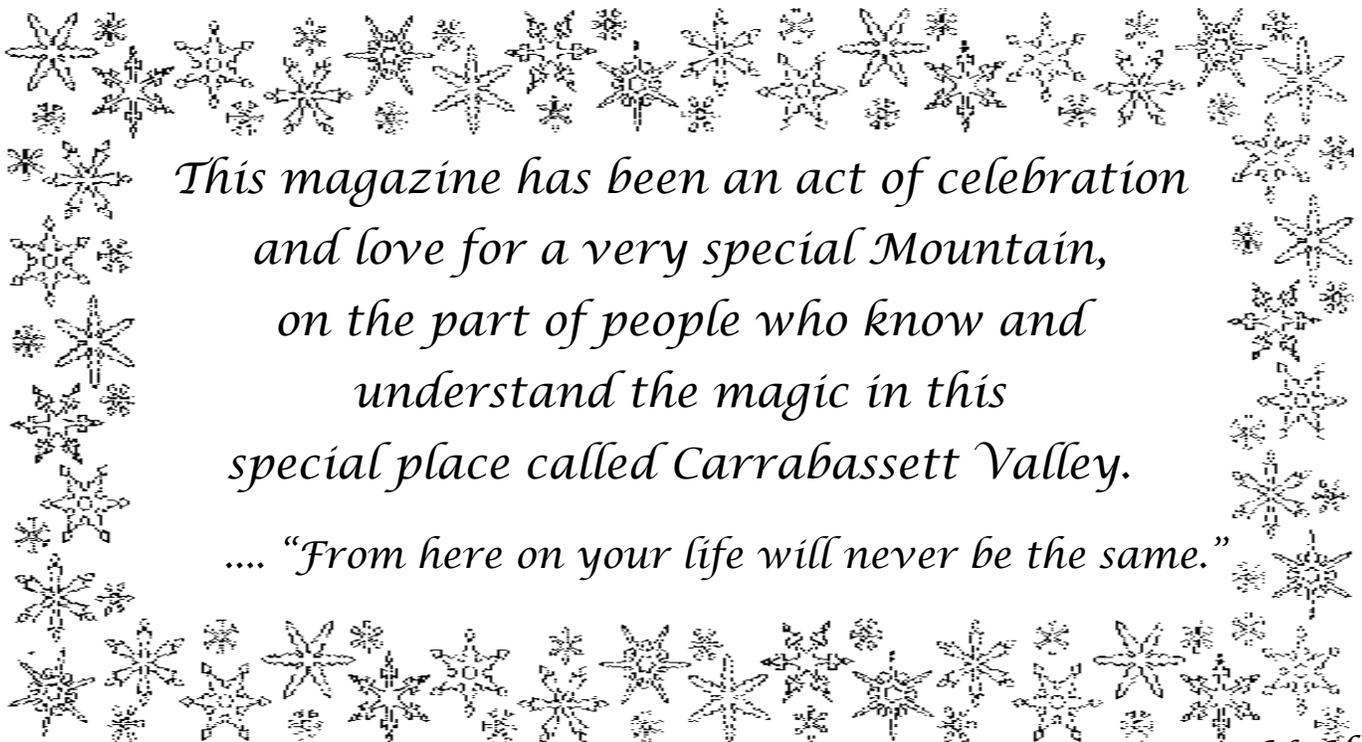
(continued from page 35)

The race is over, the Chief of Timing works with the race secretary double-checking the times as transmitted. Then the times are fed into a computer and a penalty for the race is calculated. This will be the basis for the "points" each racer has earned for this event.

Whether a Buddy Werner League race or a World Cup, the scene in the timing building is similar. Some events have their own unique rules, but the basics remain. The main thing is the ability to work together as a team under stressful conditions with an absolute minimum of conversation and confusion. Beyond any doubt, these unseen race workers must be able to substantiate each and every time in a competition. After all, TIME is the bottom line in every ski race.

Second Electronic Timing is used as the primary device, with the electron Heuer as secondary back up. Both machines require skilled operators with the ability react quickly and calmly to the adverse conditions mentioned by Tina. Maintaining concentration and the elimination of unnecessary noise is still the cardinal rule. A complete timing crew still consists of ten people: the Chief of Timing, Primary and Secondary timers, two recorders, and sometimes a person calling down the times to the Race Secretary. Outside, Start and Finish hand timers are still necessary, each with a recorder. (By Jen Cobb)]

[Editor's Note: Although Tina wrote this article in 1987, the same timing process is used today. Split



This magazine has been an act of celebration and love for a very special Mountain, on the part of people who know and understand the magic in this special place called Carrabassett Valley.

.... "From here on your life will never be the same."

N. H.

Patrons

*Thank you, members and friends, for your financial support of this 50th
Anniversary Sugarloaf Ski Club Magazine:*

Edward and Eleanor Adams
Bob, Linda, Stacy and Kelly Allen
Dick Allison
David and Jan Andrews Family
Joe and Susan Anghinetti
Ray Ayer Family
Dick and Marilyn Bain