

New Members

We welcome four new members: RONALD AND DIANNE BROADHURST, ERIK PLAUNICKS, and BRYAN WADEY. Congratulations!

March Meeting

JACK FOX will host the March meeting, 10500 Rockville Pike, Rockville, Maryland, in the ground floor party room. Directions: It is the north-most high rise in Grosvenor Park, just north of the beltway on Rockville Pike (Wisconsin Ave. extended). From Virginia: CIRCUM 495 to Old Georgetown Road exit, left on OG road to first traffic light (Wildwood shopping center is ahead and to the right), turn right before the shopping center and right again on Grosvenor Lane, about 1 mile, crossing the CIRCUM 495, turn left into Grosvenor Park area, then counterclockwise to the last building.

Experience, Care and Exercise Pays Off - by Bruce Gilmore, M.D.

An article of some interest to skiers appeared in the Journal of the American Medical Association in February, 1968. The author, Dr. Richard Spademan, kept computerized data on 617 skiers injured in Squaw Valley from December, 1964, through March, 1965. 428 of the injuries involved the leg. Weather and skier traffic had relatively little effect on the injury rate. While 23 was the main age of the skiers at Squaw Valley, over 50% of the injuries were sustained by skiers less than 21 years of age. 46% of the injured skiers were females, even though 42% of the skiing populations was female. A considerable reduction in the injury rate occurred in skiers who had skied for more than one year. Poor judgement seemed a leading cause of injury; only 17% of the injured skiers thought that the slope they took was too steep, and only 12% thought the slope was too "mogoly" for their level of competence.

Dr. Spademan quoted a 1961 study of injuries at Mt. Snow, Vermont, which showed 55% of the injuries were sustained by skiers who were learning the snow plow turn or those who were in the beginner-novice group. This group constituted only 21% of those skiing.

Fifteen percent of the leg injuries were ankle sprains due to inward rotation of the foot (failure to hold a snow plow turn). No fractures occurred in this group.

Sixty-six percent of the injuries were outward rotation injuries. Spiral fractures, sprains, and knee injuries were about equally common in this group.

PVS vs. Vermont or How We Conquored New England on New Year's Weekend -
by Jim & Susanne Key

Thirty-four skiers from PVS, SSS, and SCWDC crowded into the Deer Creek Lodge at 11:30 on New Year's Eve, to join the early contingent from SSS in time to welcome in the New Year and start a long weekend of fabulous skiing.

Despite holiday traffic, icy roads, and mayhem in the bus behind him, our driver, Tom Mitchell, delivered us nonstop in nine hours flat while we drank beer, sang, partied, and enjoyed the general conviviality. The DON COPE's and the JIM KEY's counted days since their weddings to determine the newest newlywed on the trip. The Cope's won by a narrow margin (ah so! that's how time is measured...Ed).

~~Some gathered in rooms while others joined the SSS party in the lounge to see tall, slim "Father Time" introduce his replacement for an untall SSS'er 1970, attired in a towel diaper.~~

But it wasn't all party, party, party -- the skiing was great, and we eagerly crawled out for a 7 a.m. breakfast before facing the 15° below weather. CAROL PARMENTER turned out every morning, but by the time she could find her meal ticket, they had already finished serving.

We spent New Year's day on the Killington slopes in great powder and no sign of that Vermont boilerplate. MARY JOYCE skied everything on the mountain.

On Friday a bunch headed for Sugarbush. The skiing was still great, but the icy blasts and zero weather made for a cool ride on the chair (cowards used the gondola). Nonetheless, all survived with the exception of TONI SOLER, who sprained an ankle, but kept skiing at a subdued pace. VINCE BERINATI was the tiger on the mountain on his 135's! AINA was skiing like never before, trying to keep up with ERIK, her nephew, while IRMA ski-bunnied in the lodge.

The SSS'ers apres skied Friday night at the Wobbly Barn with loud music and psychedelic lighting, while most PVS'ers, who had left their all on the slopes of Sugarbush, party-pooped to an early sack. (Shame! Shame! - Ed.)

Saturday, we journeyed to Mad River Glen. MURRAY LYON provided a welcome bonus on the bus trip over as he opened up the view with his handy ice scraper. Once there we found the same beautiful snow and those magnificent moguls along with a respite from the wind. PETE LANG mastered every expert trail on the mountain, and was looking for more to conquer as the moguls faded into the shadows. We thought for a while we were stranded at Mad River as our bus was off for repairs, but we drowned our sorrows and Tom got us back in plenty of time for the evening entertainment.

The SSS put on a real blast Saturday night with a Master of Ceremonies, jokes, guitar songs, games and fun for one and all. A cheese fondue and wine party topped off the evening. SUSANNE KEY and JEFF WADEY represented PVS in the games. (Results mercifully deleted from these columns)

Sunday it was back to Killington. Sub-zero weather made us uneager to leave the lodge, until we discovered there were NO lift lines and

beautiful sun. Here, on the last day, we suffered our only "basket case" as a flying skier mistook JANE LYON for another mogul and knocked the wind out of her. First class transportation to the bottom, courtesy of the Killington Ski Patrol, and a short rest put her back in shape, other than a gimpy knee to remind her of the trip.

As AINA, our mother hen, clucked her 34 little chicks back on the bus Sunday evening for the trip home, all agreed it had been a tremendous skiing experience, made all the more enjoyable by the expert, efficient, friendly and considerate management of the Hertelis Travel Service.

Experience, Care and Exercise Pays Off - continued from page 1

Fifteen percent of all injuries were made up of "boot top" fractures or shattering of the tibia (large bone of lower leg).

Fifty-five percent of the injured skier's safety bindings failed to function. Only 3% of the injuries were caused by safety bindings which opened accidentally. Of special interest is the fact that 36% of the group said that their bindings opened after they were injured.

Dr. Spademan scientifically discussed the principles of the safety binding which would result in leg injury occurring before even a properly adjusted binding could release. The stronger the ankle the more likely the binding would give first, and the less likely injury would occur.

This scientific study has presented evidence to me that skiers with less than one year's experience, skiers with improperly adjusted safety bindings, and skiers with weak ankles run the greatest risks. Accidental release of safety bindings is an uncommon cause of injury. It may be unavoidable that the safety bindings release only after the ankle has been put through excessive stress, but certainly adjusting the binding to proper tension and strengthening the legs and ankles should help keep skiers out of casts.

PVS Member of the Month

Bruce Harstad is a charter member of PVS, a former ExCom member and a veteran racer. He has passed his qualification tests as an amateur instructor and has been a member of the Blue Knob Ski Patrol since 1964.

As a serious skier, Bruce gets around. He has skied throughout New England, following the racing calander, the West, and Canada.

His history on skis spans 12 years in time and a geographical distance from Cabin Mount, West Virginia, to Bogus Basin, Idaho. Even today, Bruce's eye's begin to mist whenever someone mentions "the drift", "Hobie's Cow", or "Warden's Hotel".

Bruce races for SCWDC and won the SCWDC men's trophy last year despite his disclaimer that he "couldn't beat anybody who stood up and finished the course." Nevertheless, the end of season point list shows Bruce with 102.4 points, 117 out of 295 veteran races.

"Racing improves skiing", claims Harstad, who also holds a Senior C Competition card. Last season he entered about a dozen races, most of the Veteran's Class in New England. Bruce claims he never won, or came close in a sanctioned race. Yet that did not stop him from entering the

National Championships last season.

Before Bruce became a serious competitor three years ago, he had raced for several years in Pennsylvania races whenever they were not rained out.

After the season is over, Bruce is an avid golfer, which shows us how he is able to remain in constant physical condition to meet the demands of the serious racer - namely the nine hour all-night drive to New England.

A good athlete, a working Club member, a pleasant disposition, and an honest laugh, marks Bruce as a welcomed name on the PVS Roster. So, good luck Bruce for the coming season.

Car Care in Winter - by Max Bunnel

We will presume that every person has taken his car to a reliable garage or shop to have a routine checkup. This should include battery condition for its age, fan belts, antifreeze and hoses, oil changed to correct viscosity and transmission oil checked or changed. Ignition is very important, distributor timing, points in good condition, and plugs cleaned or replaced. Carburetor cleaned and adjusted, its automatic choke checked and adjusted, the manifold butterfly free and useful. A good chassis lubrication, and more often in winter time, good tread on tires, and good lights.

So much for items performed by others. There are many items to be taken care of by the car owner personally:

1. Keep battery fully charged, especially in near zero temperatures. Unchanged batteries can freeze - check by noting a slowness in turn signal operation: a low battery - slow blinking, a fully charged unit - faster blinking when the engine idles.
2. Keep gas tank at least half to full at all times, especially when standing idle for a day or two; this stops condensation and freezing gas lines. Most good fuels use an antifreeze in winter, but additives can be purchased extra to go into gas tanks.
3. To promote good starting in winter, use premium grade gasolines.
4. To insure reliable starting in the morning, drive a few miles before turning off the engine at night. This warms up the engine and charges up the battery. A hot engine, when cooling down, will dry out its spark plugs, preventing frost on them and promoting quick starting.
5. When starting the engine - if the engine fails to start after turning over for 5-6 seconds, stop and check the smell of the exhaust pipe. If a strong gas odor is there, chances are the engine is flooded. If practically no gas odor, it may need more choking or foot pedal pumping to prime the mixture for firing quickly - your experimenting will finally tell you the proper technique for your car.
6. After starting the engine, allow to run at slow speeds for a short period of time, 1-2 minutes, and then drive off slowly, allowing all parts of the car to loosen and warm up gradually, before fast

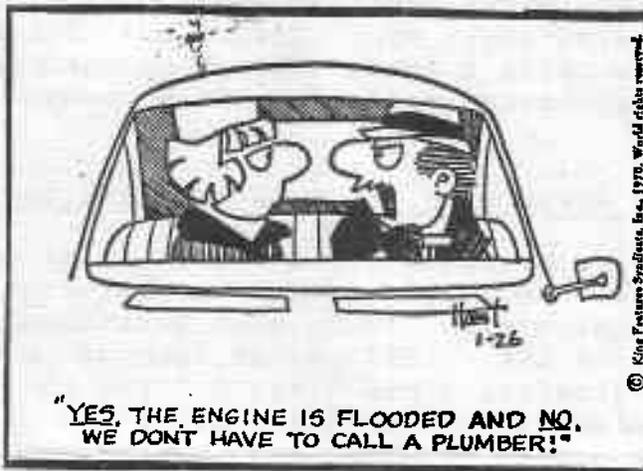
speeds are used.

- 7. Keep chassis or emergency links available - if strap type use 3 or 4 per wheel.
- 8. Keep windows free of smoke and dust - they won't steam up as rapidly.

Keep a good ice scraper and brush in car, a good flashlight on hand, and paper wiping towels for cleaning windows, etc. Don't use hand brake if parking after driving in wet weather, if it will go below freezing afterward. If you have a light rear end on your car, a bag of sand will make it more solid as well as also providing an abrasive for ice. Do not under inflate tires, even on snow. Do not leave exposed valuable items in car after locking up. Keep a spare key hidden on the car, and keep locks lubed to stop freezing.

Last but not least, when parking, think not only of getting parked, but of the time when you have to leave. Remember warm tires, when parked, will melt snow, which will probably freeze again and the rear wheels will be sitting on ice. If you can't rock the car, or do not have the room to rock it, you may need pushing assistance.

THE LOCKHORNS —By William P. Hoest



Program Schedule - Don Cope, Chairman

- March 17 March meeting - Sapparo slides
- April 21 April meeting - elections - Tuckerman slides
- May 1 Tennis
- May 2 International Night and pre-convention meeting
- May 9 USEASA Convention, Pennsylvania
- May 12 Equipment demonstration
- May 15-17 May meeting - weekend campout & Saturday evening cookout
- May 21-26 Mount Washington trip
- May 30 Hatteras thawout

Notes From The Bog Runner's Log

PVS isn't all wrong. Recently a PVS member forgot to pack one boot, but remembered to pack the other. Did you ever try to rent one boot from a busy clerk in the rental shop? And, in February, TOOT forgot its own name. Last year it was the Kelly start; now it's the Lauerl Hawthorne

start; ask OLEG for a demonstration. DICK KING, OLEG, and SHIRLEY LOWE began to collect Nastar pins, another PVSer missed her bronze by 1.5 seconds. How the February TOOT was distributed: DICK CLARK printed the mailing list and DON MCBRIDE drove over 50 miles one Tuesday evening to get the list to LARRY and BILLY, who did the folding, spending, bending, and stomping. Well Done!

In the April Edition

1. Biographical Sketches of the Nominees
2. Summer Program

