



Sitzmarke

december 1976



space city ski club

1976 - 1977 OFFICERS

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MONTHLY FEATURES

Beth Nolen
Sy Liebergot

MARKEMAKERS
HEAD OF THE LIFTLINE

The Sitzmarke is published monthly by the
SPACE CITY SKI CLUB

VOLUME 9, Number 8 DECEMBER 1976

SKI MEETING

MONDAY — DECEMBER 13, 1976 — 7:30 P.M.

Sonny Look's SirLoin Restaurant So. Loop W. at So. Main

SHOW YOUR 1976-1977 MEMBERSHIP CARD AT THE DOOR

CARPPOOL WITH A FRIEND — PARKING SPACE IS LIMITED

CALENDAR

DECEMBER 13. DECEMBER MEETING
NASTAR PROGRAM

DECEMBER 15. EXECUTIVE COMMITTEE MEETING

DECEMBER 16. ICE SKATING PARTY

DECEMBER 11-19 JACKSON HOLE

DECEMBER 26-JANUARY 1. ASPEN - CHRISTMAS

DECEMBER 26-JANUARY 1. STEAMBOAT - CHRISTMAS

MEMBERSHIP CARDS

As you may have noticed, membership cards are being mailed inside the Sitzmarke. You should receive your card in the Sitzmarke issue the month after you submit your application. If you have not received your card, please contact:

Duff Trimble - Ph. 529-2608

— CHANGE OF ADDRESS —

Send change of address or telephone to: Duff Trimble, Vice Pres.-Membership, 2015 Kipling, Houston, Texas 77098.

— SITZMARKE DEADLINES —

December 22, 1976
January 19, 1977
February 16, 1977
March 16, 1977
April 20, 1977

swap shop

SITTER: Mature experienced babysitter wants week-end and vacation work only. Have car and health card. Phone 467-2733.

FOR SALE: Ladies ski pants, size 12 regular. Dark purple, over-the boot style. Worn once. \$15. Call Nancy, home 523-8722, or office 236-3400.

FOR SALE: Boots - Women's Nordica, Size 5½. Will sell cheap. Call Nancy Scott, home 495-6715 or office 622-2000, ext. 422.

FOR SALE: HEAD ladies ski outfit; never worn. Parka (size 10); warm-ups (size 8-R); sweater (size med.). Total cost \$187; will sell for \$125. Call Suzan Cotellesse home 626-5159 or office 498-8110, ext. 339.

FOR SALE: Men's Nordica Astral GT '76. Never worn. 9M. \$120. Call Julie 224-9139 before 5 p.m. or Larry 729-6753 after 6.

head of the lift line....



by Sy Liebergot

Hi everybody! I hope you all enjoyed last month's annual ski clothing style show. It was organized by Cynthia Lackey with clothes provided by J. Rich Sports. Also,

Jim Benefield, V.P. Trips, presented a by-law amendment proposal that affects the 1400 membership limitation and ski trip participation. I've set up two committees which will present the pro and con sides of the question at the December meeting. You'll also find this information in the form of a flyer in this Sitzmarke. Please give this issue some thought and come prepared for the discussion and voting at the December meeting. I'll not be at that meeting because I'll be skiing at Jackson Hole, Wyoming and won't be able to vote my conviction. Let me exercise my prerogative here by stating that *I'm unalterably opposed to any amendment to the Club by-laws that risks increasing the 1400 limit.* The present by-laws, if allowed to stand as is, will prove to be beneficial to our Club.

This month's meeting program will not only feature the amendment discussion but also NASTAR (National Standard Race). Simply stated, NASTAR provides racing for the recreational skier who would like to try his skill at racing, but on a course anyone is capable of negotiating. Competition is against a pacer set time that is handicapped according to your sex and age. Very young, good skiers and old, but good skiers do well in this setup. No cracks, please.

Hooray, the Continental Airlines strike has been settled. Now on to group airfares approval!

Finally, we bring to you this month, sparing no time and expense, (actually I spared a little expense), a report on lift safety and changes made at ski areas as a result of last season's Vail Gondola accident.

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The Proud Bird with the Golden Tail.

Gondola Accident Report

by Sy Liebergot

Here is a condensation of the results of my inquiries to the various agencies and ski resorts pertinent to lift safety.

The Accident

During the morning of March 26, 1976, the track cable of the Vail Lionshead gondola unraveled causing two cars to plunge 125 feet into four feet of snow. Another car came within one inch of metal of being the third to fall. The resulting casualties: four dead, eight injured.

Briefly, here is the cause and effect associated with the cars that fell: unraveling of the track (upper) cable occurred and worsened until the bumpy ride succeeded in derailing the first car. It then became jammed against the next tower until the added strain on the haul rope (lower cable) broke the cable grip jaws. The haul rope then dropped to the top of the car where it acted as a saw and quickly cut through the hanger causing it to fail and the car to fall landing almost upright. A second car almost suffered the same fate, but the sawing action stopped within one inch to spare. A third car became derailed as it rode over the frayed cable. It derailed with a rotation which was increased by the outward motion of the heavy roller carriage. This rotation wrenched the haul rope from the carriage grips and caused the car to land upside down approximately 15 feet from the other fallen car. The most serious injuries occurred in this car.

Subsequently, intensive investigations were conducted by the U.S. Forest Service, Colorado Passenger Tramway Safety Board (CPTSB) and several engineering firms commissioned by Vail Associates. The CPTSB report disclosed that a calculation design error was made by the manufacturer of the lift. The error involved the calcu-

lation of an important ratio of weight per car/cable tension. The ratio was thought to be 1/60, but due to the error was in reality only 1/35. The ratio has a great deal to do with cable lifetime. Ideally, a well designed and maintained cable system should last twenty years; Gondola II, that failed was seven years old and Gondola I (Mid-Vail) with the same design was 14 years old. Additionally, it was determined that the Steamboat Springs gondola was built to the same specification by the same manufacturer.

Even though the new national standard for the critical ratio is 1/80, the Board concluded that a ratio of 1/60 represents a safe condition and that the difference between 1/60 and 1/80 relates to the usable life of the cable. All modifications have been based on this conclusion.

Results

Subsequently, Vail Associates, at a projected cost of almost 2 million dollars:

1. Has made the necessary modifications to Gondola II to upgrade it to a load/tension ratio of 1/60.
2. Gondola I, due to its age, has been replaced by two high speed double chairlifts increasing the capacity from 500 skiers per hour to 2400 skiers per hour.
3. Has added various safety features designed to prevent cable overloading and haul cable slippage as well as "instant" system stoppage for the type of failure that occurred last March.

All modifications will be complete by season opening. Steamboat Springs, after an expenditure of \$250,000, met the required load/tension ratio of 1/60 by developing a new eight-wheel carriage design and this should be ready by season opening.

Even though there's a great

deal of difference between a bi-cable gondola system and a mono-cable system typical of most chairlift installations, various ski areas have made changes to make their chairlifts even safer.

Aspen Skiing Corporation, at a cost of \$100,000, will install safety detrital switches on all lifts at Ajax, Buttermilk and Snowmass. Also, a new infrared photo cell switch will be tested this year at a cost of \$400 per tower.

Most areas cite ongoing extensive preventative maintenance programs, training seminars for all lift and ski patrol personnel in addition to numerous safety inspections by various authorities through the year as the prime contributors to accident free operation. Bear in mind that the inspection program had little to do with the Vail accident.

In summary, I think it's safe to say that the overall safety operation conducted by the ski areas that we visit is as safe as can be accomplished provided that the basic system design is adequate as was not the case at Vail.

It's evident that while it was a traumatic experience and a tragedy for many people that March day at Lionshead, overall lift safety for the remaining millions of skiers has definitely been served well.



Tennis Roster

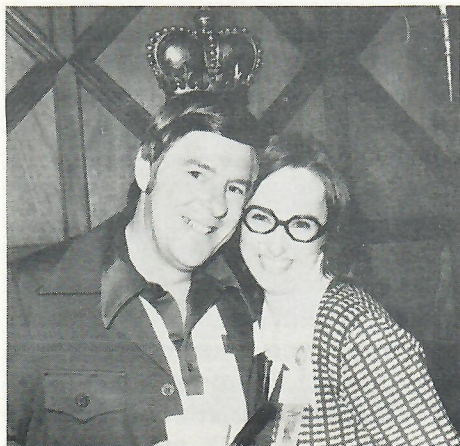
Tennis is a good sport for shaping up for the ski season. We are preparing a new tennis roster. The rating scale is A/B (advanced/intermediate), C/O (intermediate/beginner).

Changes and additions to the Tennis Roster should be sent to Finn Runfalo, P. O. Box 2189, Houston 77001, or call 965-4267.

— IN MEMORIAM —

We extend our sympathy to the family of Jim Oliveras who died in October.

markemakers



Don and Marjean Doucette

by Beth Nolen

Have you ever wondered how Space City Ski Club got its start? A foremost authority on its beginning would be charter member and coordinator, **Don Doucette**. He used his political affiliations as the 1964 President of the Young Republicans

to supply the Club with a significant portion of its initial membership roster. His wife, **Marjean Doucette**, received her first exposure to the Club a couple of years later when she was recruited by then fellow-Humble Oil employee and SCSCer **Barbara Nix**, to model in the 1967 Style Show. Marjean joined at the very next meeting, but it was the summer of 1969 before she and Don "got together". Word has it that Don made his first play for Marjean during a bus trip from the Lafayette horse races while his date was catching some shut-eye. (Add NoDoz to your emergency kit, girls!)

Besides sharing an apparent mutual interest in horse racing, Don and Marjean also enjoy watching football together, combining their amateur talents as general contractor and horticulturist in remodeling their townhouse, or riding the waves in their sailboat. In addition to their frequent participation

in the Club's sailing parties to Redfish Island, Don's enthusiasm for sailing, spiced with a desire for competition, has prompted the Doucettes to become involved in sailboat racing to such destinations as Corpus Christi and Vera Cruz.

And then, of course, there's skiing. A New Englander by birth, Don learned to ski on the icy slopes of Cannon Mountain in New Hampshire. Converting to a Southwesterner in 1962, he favors western skiing for its dryer snow and wide-open runs. Marjean is a native Houstonian who ventured to a remote resort near Santa Fe for her skiing initiation. This experience interested her enough in the sport to inspire her to take a Club trip to Vail in 1968, where she acquired the not so pleasant memory of breaking her ankle. Together the Doucettes have made Club trips to Aspen, Salt Lake City (Don was Trip Chairperson in 1971), and three trips to Europe, including Innsbruck, Chamonix, and Zermatt. They both agree that Europe is exciting and rates as the most spectacular for sightseeing, but Aspen is by far the best for all-around skiing enjoyment. Their schedule for this season is headed by the February trip to Lake Tahoe.

Although Don is employed as an insurance salesman for State Mutual Life, he has exemplified his political interest and ambition beyond his YR presidency in 1964 by running as the Republican candidate for state representative in 1966 and 1968, narrowly edged out in '68 with 49.3% of the vote. Still an active party supporter, he promises his friends he'll be over his period of mourning the Presidential election by the December meeting.

Marjean's political aspirations may not be on a level equal to state representative; however, she was successful in acclaiming the SCSC Vice-President of Membership for the 1969-70 season. Professionally, she is a senior secretary in the Contractor's Office of Aramco Services, and in her spare time enjoys such domestic activities as gourmet cooking (much to Don's delight), and working with her plants.

CLUB PURGATORY

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Come to Club Purgatory in the corner of Westheimer Plaza (between Chimney Rock and Fountainview) and join your friends.

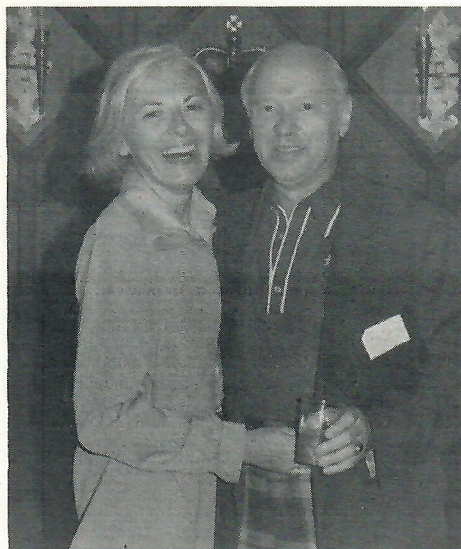
'76 style show

By Cynthia Lackey

reasonably priced. Even a budget conscious skier can afford them!

Among our "show stoppers" Max Langley and Judy Atkinson did the best job of getting your attention by breaking the sound wire to the PA system!

I would like to take this opportunity to thank all those who helped me to present such a terrific show, including all of our models, Winton Adams our spotlight man, Dave Hargett and Georgiana Repal our piano players, Cathy Pirog our emcee and many others who helped in the background with clothes and boots. Also, thanks to Ingrid Rich for all the work she put into the show. She really knows how to give a beautiful style show. If you missed the style show, then go by J. Rich Sports, Ltd. (in any one of three locations in Houston) and look at the newest in clothes and equipment for the ski season.



Ingrid and Jack Rich

The style show this year was presented by J. Rich Sports, Ltd. If you were at the last meeting, I am sure you saw at least one outfit that you would like to wear this winter. Ingrid Rich presented fashions in all colors, styles and prices. All clothes in the show are very



NOMINATING COMMITTEE for '77-'78 OFFICERS

Miles Anderson, Chairperson

Tom Baldwin

Don Doucette

Ann Cornish

Jerry Kearby

Bobbette Cross

Layna Taylor

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SCSC '76-77 SKI TRIPS

SALT LAKE CITY — THANKSGIVING

Nov. 24—28, 1976 **\$234.00**

CHARLES E. SHEEDY, Trip Chairman
Office: 654-4484 Home: 621-5448
MARILYN SUE SMITH, Assistant Trip Chairman
Office: 465-3207

JACKSON HOLE

Dec. 11—19, 1976 **\$399.00**

MARIE BROCATO, Trip Chairman
Office: 526-4349 Home: 723-3073
MERLYN HARGER, Assistant Trip Chairman
Office: 479-4570

ASPEN — CHRISTMAS

Dec. 26, 1976—Jan. 1, 1977 **\$360.00**

ANNE BENEFIELD, Trip Chairman
Office: 795-2686 Home: 785-5127
JOHN C. "EASY" THAYER, Assistant Trip Chairman
Office: 238-4586 Home: 297-3606

STEAMBOAT — CHRISTMAS

Dec. 26, 1976—Jan. 1, 1977 **\$327.00**

JUDY ALLEN, Trip Chairman
Office: 658-9045 Home: 668-2739
TOM MERCER, Assistant Trip Chairman
Office: 238-1965 Home: 297-4922

BRECKENRIDGE/CRESTED BUTTE

TEXAS SKI WEEK

Jan. 7—16, 1977 **\$365.00**

JACK SPENCER, Trip Chairman
Office: 656-0221 Home: 783-7369
NANCY SCOTT, Assistant Trip Chairman
Office: 622-2000, ext. 442 Home: 495-6715

CRESTED BUTTE

TEXAS SKI WEEK

Jan. 10—16, 1977 **\$353.00**

ED TAYLOR, Trip Chairman
Office: 658-8650 Home: 721-2986
CATHY COATS, Assistant Trip Chairman
Office: 790-4321 Home: 522-0410

ASPEN — TRADITIONAL

CHARTER TO GRAND JUNCTION

Jan. 22—Jan. 29, 1977 **\$343.00**

WARREN CROSS, M.D., Trip Chairman
Office: 666-4224 Home: 665-6933
SALLYE M. STAPLETON, Assistant Trip Chairman
Office: 789-9747 Home: 789-9747

MAIL

Feb. 5—12, 1977 **\$380.00**

MARY K. NICHOLSON, Trip Chairman
Office: 626-3930 Home: 526-3205
RON HONEFINGER, Assistant Trip Chairman
Office: 676-8210 Home: 468-6413

TELLURIDE — WASHINGTON'S BIRTHDAY
Feb. 15—21, 1977 **\$348.00**

JOYCE SERANT, Trip Chairman
Office: 526-4247 Home: 783-6918
FRANK W. RIESENBERG, Assistant Trip Chairman
Office: 676-4423 Home: 667-7067

TAHOE

CHARTER TO SAN FRANCISCO

Feb. 25—Mar. 6, 1977 **\$399.00**

KEITH EASTIN, Trip Chairman
Office: 529-5711 Home: 522-2268
SHIRLEY ANDRIES, Assistant Trip Chairman
Office: 789-9600, Ext. 2234 Home: 774-3505

WINTER PARK

March 5—12, 1977 **\$306.00**

KEN DOMINY, Trip Chairman
Office: 656-2063 / 443-0700 Home: 443-3810
BEVERLY UNDERWOOD, Assistant Trip Chairman
Office: 461-6855 Home: 780-7979

COPPER MOUNTAIN

March 15—20, 1977 **\$279.00**

WILL GREEN, Trip Chairman
Office: 627-7180 Home: 444-2754
MAUREEN WEBB, Assistant Trip Chairman
Office: 792-3237 Home: 777-9644

MT. HOOD — EASTER

April 3—10, 1977 **LIFTS INCLUDED! \$411.00**

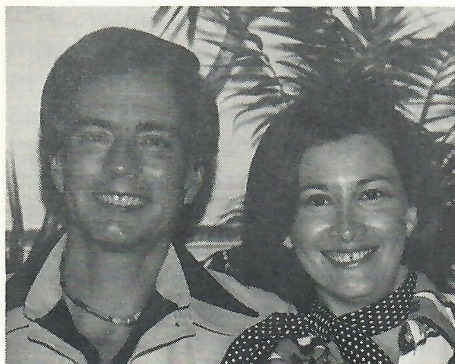
LINDA A. MacFARLAND, Trip Chairman
Office: 792-4759 Home: 665-7088
GREG THOMPSON, Assistant Trip Chairman
Office: 983-3301, Ext. 2115 Home: 727-6116

TAOS, NEW MEXICO BUS TRIP

Date to be Announced

SUSAN REHDER, Trip Chairman
Office: 658-8140 Home: 621-4686

COPPER MOUNTAIN



Will Green and Maureen Webb

MARCH 15-20

On March 15, only 44 Space City members will begin a really fun 5-day ski trip to **Copper Mountain, Colorado**, the first ever for SCSC. This is the trip designed to make maximum use of your time and money because you can ski 5 days on only 3 days' vacation. We depart Houston about 4:30 P.M. Tuesday, March 15 via Continental

Airlines non-stop jet to Denver, where a chartered Continental Trailways bus will whisk us 80 miles to our condos at **Copper Mountain**. We will arrive in plenty of time to continue the party we started on the bus or to get a good night's rest in our comfortable 2-bedroom/2-bath condominiums. Don't forget to bring your swim suits for the heated outdoor pool and the co-ed sauna at Copper Valley condos.

Wednesday morning we walk 200 yards or ride the free shuttle to the lifts and begin a great skiing experience on Copper's 40 miles of trails (20% beginner, 60% intermediate, 20% expert) served by 7 double chairlifts, one of which is new this year and another is an enclosed "bubble" chair. I skied Copper in mid-April, 1975, and snow conditions were excellent, including fresh powder one day. Snow conditions at Copper are enhanced relative to other Colorado ski areas due to high elevations - 9600 feet at the base and 12,050 feet at the summit.

For those wishing to develop or sharpen their skiing ability, the

ski school offers lessons for all ability levels plus instruction for racing and freestyle skiing. NASTAR races are held each Wednesday, Saturday and Sunday. For those wishing to try **Keystone or Breckenridge**, a free shuttle bus will take you to these areas. A four-day "ski the summit" lift ticket, good at Copper, Keystone, and Breckenridge, may be purchased for \$36.

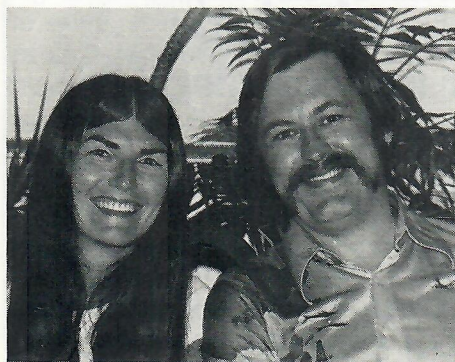
Wednesday night is the date for our first party at Copper, a champagne blast. Later in the week we'll have a super cocktail party, a group dinner at one of the six restaurants in Copper Village, and a wine and cheese party. We plan to leave **Copper Mountain** about 3 P.M. Sunday, March 20 for the return bus trip to Denver and non-stop flight to Houston where arrival time will be about 9:30 P.M.

Be sure to sign up for **Copper Mountain** at the November meeting. Space is limited to 44 persons!

Will Green, Trip Chairperson
Hm.: 444-2754 Off.: 627-7180

Maureen Webb
Assistant Trip Chairperson
Hm.: 668-9028 Off.: 792-3237

MT. HOOD



Linda MacFarland and Greg Thompson

Why not spend your Easter Holiday skiing the Oregon Cascades? We will be staying at the historical Timberline Lodge located midway up majestic **Mt. Hood**.

Here a skier can find the most

vertical drop on serviced ski runs. While the beginners find delight at the easier slopes which lie near the lodge, the advanced skier may take the Sno-Cat ride to the 10,000 ft. level for an unforgettable experience. On the upper reaches of the mountain you will find the more difficult and challenging terrain, as well as nearby precipitous canyons. From here the downhiller may begin the 5-mile run, 5,000 ft. drop to Government Camp, but if you are trying some cross country, you may just take a look around the other side of the mountain. Either way, back-packing your lunch may be a good idea. There are also three other ski areas within 10 miles with shuttle service. Timberline and the adjacent areas accommodate all types of skiers.

The Timberline Lodge is a U.S. Historical Landmark, an outstanding example of American mountain architecture. It deserves a special appreciation of its massive

timbers, fireplaces, wood carvings, and stonework. It is self-sufficient, offering a variety of activities during the week, anything from wine and cocktail parties to a video-taped fun race. It also offers both seated and fast-food service. For apres ski, you may find yourself in the intimate and often crowded Blue Ox Bar or in the unique atmosphere of the Ram's Head Bar. There is also an open-air 86 degree pool for swimming anytime of the day or night.

The cost of the trip is just \$411.00, including all lifts for both day and night for a full seven days of skiing. Why not join us for some unique skiing!

Linda MacFarland, Trip Chairperson
6666 Chetwood, No. 270, 77081
Hm.: 665-7088 Off.: 792-4759

Greg Thompson
Assistant Trip Chairperson
3168 Matterhorn, Pt. Neches 77651
Hm.: 1-727-6116 Off.: 1-983-3301
Ext. 591

so you want to build a ski chalet



by John H. Boynton

Discover your very favorite ski area, pick out an ideal location with a spectacular view, throw down a few shekles on a half-acre lot, and hammer a bunch of two-by-fours together. To the uninitiated, that's all it seems is required to fashion one's own ski chalet and save thousands of dollars in the process. Oh,

you might have to labor a few evenings sketching plans for a simple A-frame or for a box-design, but with "personality." And you'd need to buy some lumber and hire a few bearded ski bums to help you with the hammering, but, just think you could rent it out when it's all finished and actually make money when you can't be up there yourself to drink in the view.

That's exactly how I was thinking five years ago when I bought a lot just below Snowmass Village in the Aspen skiing complex. In April, 1971, I closed the deal on the property; in May and June I designed a 1400 square foot two-story house; in July and August I corresponded frequently with the Snowmass Architectural Control Committee, and in September and October I feuded face to face with the same committee plus the vaunted Homeowner's Association in my chosen area. Finally, with approvals

in hand, and after certain trivial concessions, I and two husky friends framed the first level and erected roof posts atop the second floor. A return trip two weeks later, with needed help from some professional roofers, permitted final framing and "weathering in" for winter.

In the year following that framing, while watching thousands of dollars trickle away, I laid sewer pipe to fictitious sewer mains, buried water pipe of the wrong material and painfully replaced it with the proper type, installed siding in almost square patterns, and wedged large sheets of thermal glass into undersize window frames. With the exterior finished, you might think I was "home free," so to speak. Not so! Just as I was about to begin my assault on the interior, a non-engineering official of Snowmass Development Corp. decided my basic building structure was unsound for Aspen snow loads and laid this

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yourself?

speculation on the Country Building Inspector (a non-engineering type, too). Thus began a series of meetings, design modification proposals, outside engineering consultations, and shouting contests that lasted nearly two years. I really don't know who really won, but it cost everyone considerable time and energy, me lots of money and neurotic suffering, and my benefactors a lengthy delay in being able to enjoy my dream chalet. Four-inch steel beams, composit structures in the roof, double reinforcements in critical walls, and several minor alterations, all of which were completed, mind you, in situ, produced a stronger house certainly. Whether or not such were required is open to lengthy debate.

With these modifications completed, the second assault on the interior began. Laying subfloors, carpets, and tiles, installing paneling, building in furniture, erecting a fireplace, hooking up appliances, dropping in heaters, plumbing, and wiring, and finishing the cabinetry have added another two years to the building process. But, alas, the first floor is now habitable, and this success marks a hard-earned milestone in the five-year battle between me, my pocketbook, the various governing factions in the area, the building department, the raw elements, sheer distance, materials availability, and of course the availability of my own time. You see, I have performed over 90 percent of the actual labor, including all plumbing and electrical work. Several members of our fine ski club have graciously assisted during assorted personal ski trips, however. Did I do most of the work because I have those skills when I started? Because I am the last of the rugged individualists? Because I enjoy "tinkering" with my hands? Not on your life. . . it's because I couldn't afford the exorbitant prices charged by skilled craftsmen in the isolated Aspen valley.

Twenty-five-hundred hours and untold investments later, what do I have? How close to my original dream did I get? Was it worth all the sacrifices? Well, I now have a safe and habitable first floor. I have a house that closely "resembles" my original design. I have splinters from finger-tips to elbows, not to mention several purple thumbs. I have a stock of receipts for materials (for the IRS, bless their hearts, when and if I ever sell the place) that occupies an entire file drawer. And I have the most original, most customized, and, by God, the most beautiful house in all of Aspen! I also have premature arthritis and boxes and boxes of wood scraps (want some?).

Would I do it again? Not without the knowledge I now have that was gained from bitter-hard lessons. Yet, when I set on my plush sofa and look east across the Snowmass range toward Aspen, when I watch the hundreds of cars far below me carrying countless people to tinderbox condominiums in Snowmass Village, and when I look at every

bent nail in that glorious structure of mine (even the ones you can't see), I realize the rewards somehow outnumber the losses. So now I'm renting it out, but I have also since learned that lease receipts can't begin to cover utilities, taxes, insurance, the cost of money, and pro-rata building expense. That is, unless you keep it rented at exorbitant fees for fifty weeks a year, and even then the lease-management and maid-service charges can eat you alive. But I'm proud of it, and it's all mine!

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back-to-nature campout

By Tom Mercer

From what the survivors of the Back-To-Nature-Campout have related to me, it must have been fun. Hopefully, the rest of you can read what you missed

The sun shone brightly on Saturday morning after a dismal week, and the Back-to-Nature-Campout was on. The number of crazy SCSC-ers and friends who made it up to Chappell Hill is debatable; anywhere from 23 to 40 but through this reporter's eyes it could have been a 100.

The early arrivals, Russ Coffman, Bob Copple and several others were treated to quiche and french onion soup provided by Evelyn Tschiede. When Sy Liebergot arrived to take command, he chose the site where Tent City would be raised. Following 'El Presidente's' lead, Bob Marwin and Gene Holland put their equally large tents with Russ Coffman's smaller one, but not to be outdone, Coffman's was smack in the middle - and Tent City was born. Dan Sebesta and Carl Leatherwood showed up with bikes on their cars, and that's where the wheels remained all week-end.

Jim Plummer, doing his own style of camping, arrived with his living room in back of his truck. Who knows, maybe he was moving that weekend. Ever see a fancy couch by a campfire?

We enjoyed a beautiful afternoon with beer, wine and good people. Gene Holland set up a volleyball net and got a hotly contested game going with Jackie Mullis, Don Green, Jeff Hooton, Janet Pickell, and Easy Thayer spiking, setting and falling among the huisache thorns.

With Kermit Tschiedel as chief barbecuer, the Chappel Hill steaks were popping on and off the pit to order. Of course, there was Sy and Judy Allen enjoying their own personal dinner wine over potato (chic, chic). Once again, Jim Plummer "doing his own thing" lost his steak to "Smiley", a large four-footed friend on the farm.

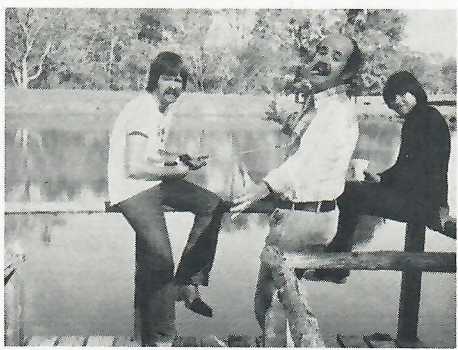
Need we say that Sunday morning was "The Red Eyed Special." I'm not sure what Russ Coffman and a cow were doing that morning, but they came eyeball to eyeball at his tent, much to the surprise of both involved. With Bob Marwin, Marcia McElravy turning out "ski cabin eggs", with Easy and Kermit on the sausage, everyone was trying to find his head.

After breakfast, a group headed out to find an old settler's camp with Mercer guiding. Ann Cornish, Janet Pickell, Bob Marwin, Cliff Toppel and others trudged through the brush, and you guessed it; they couldn't find it. We also created a new and painful sport, the Great Cockerburr Pull. This is something that should be experienced, right, Anne?

The "crazies" began to disappear around noon, and Chappel Hill began to breath again. I'd like to thank Beth Nolen, now of Columbus, for the long distance arrangements and everyone who made the Campout one "laid back weekend." And, if you don't think it was hard trying to remember what happened that weekend, you should have been there!



Plummer, sofa and friends





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BOYNTON
11/76

THE FOLLOWING IS AN INDEPENDENT PROPOSAL TO AMEND THE EXISTING SPACE CITY SKI CLUB BY-LAWS AS SUBMITTED BY MEMBERS BOB MARWIN AND JIM BENEFIELD:

6. **MEMBERSHIP LIMITATION.** The membership of the Club shall be limited to 1400 members, except, when a Club ski trip has not been filled by the Club membership at final payment date, additional Club memberships can be issued to those persons who meet all other membership qualifications and who become trip participants by payment in full.
7. **MEMBERSHIP WAITING LIST.** When the limit of 1400 members is reached, a waiting list shall be established annually, for future new members.
8. **MEMBERSHIP RENEWAL.** Two ski seasons (a ski season runs from the first ski trip of a Club membership year until the last ski trip of that Club year) after the membership limit is reached, any membership renewal requires that the applicant have participated on a Club ski trip within the preceding two ski seasons. All membership applications after Aug. 1 will be processed sequentially from the waiting list, and then on a first-come, first-served basis.
9. **RENEWALS DATES.** (the old By-law no. 7).

The following are pro and con arguments submitted for your consideration by two committees consisting of present and past Space City Ski Club officers. This proposal will be discussed and voted on at the December regular meeting.

PRO

Space City Ski Club was originally founded on the ideals of introducing skiing to new skiers, helping beginners, and promoting the interest in the sport. Because of rapid growth and time constraints on volunteers, it was decided three years ago to restrict the membership to 1400 people. As any person who has worked on trips or activities knows, the limitation was a welcome change. The proposed by-law change was not, and is not designed to create further growth of the Club. It is instead proposed to enable members to continue the original ideals of the Club in a manner which promotes skiing in SCSC (not through other clubs) and protects sound fiscal policies.

Let me explain that all trips are budgeted to break even based on hoped for participation. The decisions and commensurate deposits are made in May of the preceding ski season. If the trips do not go full as desired, the strong possibility of losses exist from cancellation costs which must be borne by someone, either the participants or the club treasury. The proposal allows a method to help eliminate this possible loss due to cancellations and allows us to continue to promote skiing. If Club members, up to the membership limit, fill all places on all trips prior to final payment date for each trip, then this section would have no effect.

Some persons have already realized that the simplest process is to simply join another club of the Texas Ski Council and then go on SCSC trips. This is allowed and currently happening. My opinion is that to entice skiers to other clubs does not promote SCSC as a ski club but only a closed clique wishing to perpetuate itself.

As of this writing should *no* more SCSC members sign up for trips and should all spots be filled by this provision, conceivably we could take in 160 more members. Remember, however, the trips can only be filled by this proposal after final payment date. My opinion of the effect in numbers is instead 20 to 40 because current members have first option.

The already existing provisions for taking a ski trip every two years to retain membership is unchanged. That is the provision which will continue to hold down membership in the long run and create more interest in the sport among members. The proposal allows a way for persons who were unable to meet the two year criteria for physical, financial, or timing problems to get back in, but only then by participation.

In conclusion, let me state that my thoughts, though they include fiscal concern, are predominately towards continuing a Club which promotes skiing and skiers whenever possible, not limiting it and sending them down the street. Bigger may not be better, but, 1400 plus a few bonafide skiers seems to better elucidate the Club ideas.

CON

1) The present by-laws which limit the membership to 1400 is the result of a lengthy organizational committee study that was overwhelmingly approved by the membership by a 7-1 margin three years ago.

2) We are now squarely faced with a decision to allow the present by-laws to work which will result in an improvement of the *quality* of the present membership. Presently, less than one-half of the membership skis each year. The existing by-laws require all members to ski once every two years, after 1400 is reached, thus providing for upgrading of SCSC to more of a ski club. Also, if more members ski, more trips can be safely offered.

3) A SIMILAR PROPOSAL THAT WOULD HAVE AFFECTED THE MEMBERSHIP LIMIT (IN ORDER TO FILL TRIPS) WAS DISAPPROVED BY THE CURRENT BOARD OF DIRECTORS EARLIER THIS YEAR.

4) The proposal before you provides for unlimited membership, and it's quite likely that next year more than 1600 people will be vying (renewing) for the 1400 spaces available, prohibiting 200 from joining. You may be one of these if you're not prompt in renewing. Judging from the high rate of membership increase this year, it's conceivable that the 1400 limit may be reached at the May meeting.

5) SCSC has been successful for the past thirteen years because of the "personal touch" generated for the membership. We are close to the point where the strain of the total membership will become too great for the few volunteer officers. When this happens, a permanent, paid staff may be necessitated at added expense resulting in a significant dues increase. The temptation surely then follows to utilize a travel agency to book trips; all this results in loss of the personal touch and control of the Club. BIGGER IS NOT BETTER.

6) The central intent of this proposal is merely to guarantee filling the present trip slate. Adequate safeguards exist to cut back the size or cancel a trip with minimum cost to the club. Keep in mind that SCSC is a non-profit organization whose treasury is healthy and can absorb losses as well as profits. Trips this year are filling similar to past years and no major financial problems with trips are anticipated.

7) Be advised that *anyone* interested in skiing with SCSC this year, *including your friends*, who did not join before the membership closed, still may through another Texas Ski Council Club. Our rules provide for members of other Texas Ski Council Clubs to participate on our trips.