



SKI CLUB HOCHGEBIRGE
1931-1981

**SKI CLUB HOCHGEBIRGE
1931-1981**

**COMPILED AS A
FIFTIETH
ANNIVERSARY
COMMEMORATIVE
BY**

Jim Baldwin
Nick Dabney
Pem Drinker, *Chairman*
Frannie Hill
Jerry Hunsaker
Jim Kittredge
Bob Livermore
George Macomber



Printed by
Excelsior Printing Company
North Adams, Massachusetts

In Memoriam

	<i>Elected</i>	<i>Died</i>
Robert S. Balch	1933	1945
Alexander H. Bright	Founder	1980
Winthrop H. Churchill	1952	1960
Alvah Crocker	1946	1978
Frederick G. Crocker, Jr.	1937	1942
Thomas N. Dabney	Founder	1960
Louis C. Farley	1939	1974
George R. Fearing	1932	1981
Robert Harkness, Jr.	1934	1934
Stephen Heard	Founder	1961
Donald T. Hood	1930	1970
J. Peter Hunsaker	1940	1959
Charles C. Lund	1940	1972
R. Colin Maclaurin	1938	1959
W. Rupert Maclaurin	1932	1959
Edward R. Nash	1935	1960
Robert L. Raymond, Jr.	1933	1966
Philip Reynolds	1957	1980
Russell Robb	1931	1957
John H. Sherburne, Jr.	Founder	1934
Daniel Simonds	1931	1974

This history, in a small way, brings them back so we dedicate it to them.

Contents

	Page
Preface	viii
Ancient History	1
Racing	16
Trophies	31
Daisies	42
Traditional Songs.....	48
Bylaws and Former Officers	50
List of Members	55
List of Illustrations	58

Charter Members

One day in December, 1930, these young men gathered in Charlie Peirson's and Franny Hill's apartment at 18 Euston Street, Brookline, Massachusetts, and began the formalities of creating a ski club.

James T. Baldwin
Alexander H. Bright
Thomas N. Dabney
Stephen Heard
Francis S. Hill
Hamilton Lockwood, Jr.
John M. Martin
William F. Morton
Charles L. Peirson
John H. Sherburne, Jr.

All the rest of us are grateful.



Preface

Acting as historian is vexing because no matter what you write it will be shown later to be inaccurate if not incorrect by some new, better source which comes along after you have gone to press.

With this in mind and with apologies in advance for any errata, real or imagined, to those who deserve it, we submit this opus which we fabricated from various sources at hand such as the Club scrapbooks, some press releases from days gone by and most particularly from the recollections of members who have had the thrill and enjoyment of skiing in the good old days when climbing up was much the hardest part.

The Committee is especially grateful to Sam Wakeman and John Martin for their clippings, and to Brad Trafford for some delightful history, a great deal of which we have shamelessly plagiarized. Thanks also to Skip Baldwin for his photo processing.

P.H.D.
5/31/82



Chapter I

Ancient History and Hochgebirgerism

More than fifty years ago no less an authority than the Atlantic Monthly proclaimed "the grace, the courtesy, the silky skill of the members of the Hochgebirge Club," even going so far as to extol the authentic deadpan of the racing Hochie, "his twinkling eye and debonair carriage." Such was the outwardly visible manifestation of early Hochgebirgerism in its fullest bloom.

In those days everybody knew that downhill skiing in New England had begun with two big events: In 1911 when Dr. Carleton of Hanover, N.H., first put his son John on skis, and a few years later when Professor Proctor, also from Hanover, followed suit with his boy Charles.

The origins of downhill skiing in Boston were more obscure. Indeed, by 1930 there was hardly a Boston skier who could not claim to have been first to graduate from toe straps after having tried "sliding down declivities on slender pieces of hardwood, one strapped to each shoe," as the press so enthusiastically described the sport. Such a hero as Arthur Comey was only rarely observed in action, but his tracks winding steeply down through thick woods were the envy of all beholders. Hollis and Leonard Phillips, although born and apparently immovably based in Swampscott, had somehow learned to ski very well indeed. Rupert Maclaurin had skied over the Andes so he said, prudently making use of several long railroad tunnels in the process. James Lawrence, once dining at the Groton Hunt Club, was challenged by his dinner partner, the Marquis D'Albizzi, to visit the latter's newly opened lodge at St. Sauveur, and later had the temerity to accept in behalf of himself and his brother John. Why? Because four years previously, in 1922, his friend Kim Norton, returning from a vacation in Norway, had presented him with the first pair of rigid Huitfield bindings ever seen in Groton School, if not in Massachusetts. In 1927, Bob Balch picked up the rudiments of skiing in the Bavarian Alps, and Brad Trafford did likewise the next year in the Black Forest. Meanwhile, Alec Bright had been ruled off the Cresta bobsled run for speeding and thus, the hockey season having ended, was obliged to take up skiing.

Worthy as all these claims and claimants may have been, data recently published by the University of Nebraska reveals that Bostonian Area downhill skiing had actually begun much earlier, in 1915, when the Lewisohns discovered ruby silver ore underneath a deep lake in Northern Ontario. Getting this ore out required several million dollars plus the engineering services of Robert Livermore, Sr., to drain the water. When the snows came, that dry lake bed became the most expensive private downhill ski area ever developed. There, under the expert tutelage of local Scandinavians, young Robert Jr., age six, disported himself all winter long on skis indulgently whittled for him by the mine carpenter. The balance and skill so acquired has never deserted him in later life, except perhaps under the influence of a tree or avalanche.

For other skiers, young or old, live instruction was pretty much out of the question before 1930. Otto Schniebs had yet to emerge from a Waltham watch factory; Sig Buchmayer was still awaiting his debut on a Borax slide set up in Macy's basement. So they turned to literature, reading everything from Nansen's "First Crossing of Greenland" to Funk and Schneider's "Wunder Des Schneeshuhs." A considerable array in between these included Sir Arnold Lunn's "History of British Skiing," and it was Sir Arnold who is credited with inventing the slalom race. Then there was Ornulf Poulsen's "Skiing With A Chapter On Snowshoeing," besides a challenging work on one-footed turns entitled "Neue Moglichkeiten Im Skilauf." All issues of "Der Winter" and even Ernest Hemingway's two short stories about spring skiing in Senruns were devoured. But these revered authorities more often than not appeared to have been in considerable conflict. Quite literally, nobody knew which way to turn. Or even when to turn.

For example, Nordic tradition insisted that one turned only to avoid obstacles. To be sure, painful experience taught that a dearth of obstacles led surely to a surfeit of speed, thence unavoidably to catastrophe. But according to Mr. Poulsen, the Kristiania turn at high speed required only "a little courage." All one had to do was:

"Advance one ski leaving a distance of about one foot from the heel of the front foot to the toe of the rear . . . remember that the leading ski has to be the inside one on the turn and is the one on which most weight is laid."

Then, with a little reverse shoulder, and having remembered correctly, one made the turn by "weighting both heels and leaning backwards and a trifle in."

On the other hand, a film clip reproduced in "Wunder Des Schneeshuhs" showed the Black Forest virtuoso, Dr. Baeder, executing Mr. Poulsen's Kristiania. He made it, but only just—halfway through he was seemingly in the act of tearing himself limb from limb. According to the German caption, tragedy had been averted only because Dr. Baeder "through decades achieved security of standing." New Englanders, more's the pity, lacked those decades. Besides, the fashionable stem christie was unappealing at normal speed, beginning as it did with a muscular wrench and ending in a wide straddle. So what to do?

Somehow it seemed imprudent to follow the British example. Their great champion of the early twenties, C. E. W. MacIntosh, reputedly schussed every Alp leaving behind him only vertical tracks and a precipice named "Mac's Leap" in his honor. Rather, the New Englanders reasoned timidly and decisively that Alpine skiing was not to be performed in the White Mountains, that is, upon hiking trails three feet wide tunneling sharply down through woods with only an occasional twist or zigzag. If, they concluded, the Great MacIntosh was set loose on, say, the Mowgli Trail on Cardigan Mountain, he, like themselves, would be content—even delighted—to follow Schnieb's immortal advice:

"Schtem Like Hell!"

Among those Europeans who appeared in New England around 1930, Schniebs and Fritz Steuri are of particular interest to us because they became the friends and tutors of three future Hochies, Livermore, Trafford and Balch. Bob Balch knew the Arlberg stem and crouch techniques, and Otto taught them christies and jump turns along with a number of racing subtleties. Together they drove to local golf courses like Groton, or up to North Pack Monadnock and to the snow fields atop Mr. Washington. In 1929 they formed America's first downhill racing ski club, calling it Stem Like Hell. Later it was absorbed into the Ski Club Hochgebirge.

The enthusiasm of this group, including Steuri, was unbounded. During three April vacations they camped for a week at a time on top of Mt. Washington, and Otto guided them down into the Great Gulf and over the Headwall. Just who it was that went over the first time is not clear in the records, but it had to



Fig. 1 Stem Like Club, 1931
L to R, Trafford, Livermore, Balch



Fig. 3 Gilbert's Hill, circa 1935
Franny Hill



Fig. 2 On Mt. Jefferson, 1935
L to R, J. Lawrence, Livermore, Trafford,
Bright, J. Carleton



Fig. 4 Origin of SCH Logo
From British Ski Yearbook, 1930



Fig. 5 On the Sherburne Trail, circa 1935
L to R, Morton, Hill, Peirson



Fig. 6 Getting Ready, circa 1935
Lowell on left, with Trafford

have been one of the Stem Like Hellers if not Carleton, Proctor or Bright. Later, it was those Mt. Washington experiences that led directly to the conception of a grand downhill race from top to bottom, and such a race was indeed staged with the help of Joe Dodge and the Appalachian Mountain Club.

In December, 1930, ten such bachelor skiers, all young men just through college and now Boston Businessmen, notwithstanding the country's financial turmoil, gathered in Charlie Peirson's and Franny Hill's apartment to carry out their earlier resolve to form a racing ski club. They found a name for it in "Wunder Des Schneeshuhs" and John Martin produced a picture from the British Ski Year Book, 1930, to serve as a logo. Thus it came to pass, there in the village of Brookline, just before Christmas, the Club was founded. Very shortly afterwards they elected the first three members, Don Hood, John Lawrence and Laurie Lombard, the latter still boasting today that "anybody can start a club, but we were the first elected."

Hochgebirge determination to be racers is illustrated in one of the bylaws as follows: "There shall be four classes to which members shall be assigned according to skiing ability. . . ." You got yourself rated by Charlie Proctor and that was your class. Happily, many of us are thankful today that the founders did display some tolerance for social pursuits and recreational skiing since they also ruled that "members of insufficient ability shall not be assigned to any class."

For the most part, those early members worked in Boston, and on Saturday morning, too. On a skiing weekend what they loved to do most was gather for lunch after work then take off in one of their motor cars or on a train for the White or Green Mountains, perhaps even to Canada. Bright had a big LaSalle in which he was relentlessly pursued by Fletcher Forsythe, the Boscawen Smokey Bear, and routinely cited for most of the fast moving violations in the New Hampshire Motor Vehicle Code. Only because of the great respect Barrister Carleton had for Alec's skiing potential, and the resulting forbearance of local Magistrates, was John able to keep Gramps from lifetime revocation.

Tom Dabney also had a car, complete with icebox and ski trailer, and not at all behind were the Stem Like Hellers in their open touring car, driven much faster than he thought by Schniebs until somebody pointed out that the speedometer was calibrated in miles an hour not kilometers. It had neither a heater nor curtains.

In the early thirties a downhill run extending more than, say, 250 vertical feet, could be found only on hiking trails, one or two carriage roads, a few brook beds, Vermont pastures and above tree line on Mt. Washington. Accordingly, when the Taft Trail was privately cut in 1933, the legs of supposedly stalwart pioneers first racing down it gave out regularly at the halfway mark and top finishers excelled mostly in rolling down the lower stretches. Standard ski length was seven feet six inches; there were no release bindings nor sharpenable edges. To be sure, neither were there moguls, but breakable crust and unflagged rocks or bare ground prevailed. Fresh manure piles often lurked beneath a light snow cover in the pastures, and neck-level clotheslines spanned some suburban runs. Bushwacking was a way of life and the difference between having to do it when you were lost and when you were not was merely one of degree. Both were torture. Remember too, all this had to be endured along with national prohibition; "Dedham Gin" and coon coats gave scant warmth to the cockles of their sporting hearts.

Yet these difficulties paled in comparison with the utter lack of uphill facilities. Downhill skiers spent all but a tiny fraction of their time not skiing downhill but struggling up, beset as often as not by climbing seal skins strapped to the bottoms of their skis. The old timers have not fond memories of standing on hard-won, wind-whipped peaks trying barehanded to wrap the pelts around their waists for the run down.

Author Poulsen, earlier referenced, may have erred on the fuzzy side when it came to technique, but when it was exposing what made the early downhillers tick emotionally, he hit the literary nail on the head:

"You will find the Kristiania . . . a satisfactory swing and spectacular enough to have the desired effect on those whom it is intended to impress."

This profound observation was written in the early twenties. It certainly proved accurate later in that decade with the appearance of Hannes Schneider's movie "The Chase" which was unabashedly devoted not to ski running, ski mountaineering or touring, but rather to showing off. It proved even more prophetic in the early thirties. By then, the annual production of downhill skiers had begun to increase at an estimated annual rate of several thousand percent, and never before have so few been able to impress so many so easily. For until about 1932, there were hardly a dozen Boston skiers who could be counted

upon to come up with a creditable run down, say, Punkatasset Hill in Concord. The beginners, and especially the press witnessing this phenomenon, obligingly believed it required the utmost in skill and daring. The result was inevitable: Euphoric impressors, notably the early Hochies, strove frantically to maintain their lead, while hordes of envious impressees strove equally hard to catch up.

In the mad race for improvement which followed, the wise and fortunate simply disappeared into the Alps for a winter or two, or three. Those left behind were driven to unsatisfactory expedients for upgrading what snow was left after February's usual icing over. They tried sand dunes, pine needles and even the smooth, round pebbles of a Maine beach. When these bizarre innovations failed, there was always Tuckerman's in June where, blinded by clouds of evil green bugs, you could so easily drop into a torrent if a chunk of the outrun collapsed.

So must it be remembered that downhill skiing, let alone racing, gave scant opportunity for showing off until some wider trails had been cut. Somehow those geschmozzel starts in foggy pastures were hardly the thing to attract spectators craving derring do, so until about 1934, self improvement tended to concentrate on the mastery of a few impressive evolutions.

Beginning with the lifted stem, the double lifted stem and the telemark, the pioneers went on to the inside out kick turn, the inner-outer (inner on one foot, outer on the other), the double pole jump turn, the single pole jump turn and the no pole jump turn. Last but not least, they cultivated the Gelandesprung, or field jump. Reliable photos of the great and daring showed them rising up between their poles like a gymnast on parallel bars so as to plunge off a cornice (Dr. Baeder), or clear a running brook (Hannes Schneider). Needless to add, the Gelandesprung seemed the very thing for gallantry in avoiding collision with a beautiful lady skier suddenly prostrate in one's path. Alas, no such glamorous opportunity ever presented itself. Running brooks, steep cornices and prostate female skiers were just too rare in the White Mountains. Of course, the open slopes of Woodstock and the hills of the Laurentians abounded with barbed wire fences, and it would have been convenient to have jumped them now and again, but no one dared. Try it sometime.

As time went by, the Hochies did gradually improve to a point where they could forego their earlier and cruder techniques of ego-tripping. Instead, they began to nourish a reputation for



Fig. 7 Showing Off, Tuckerman's
Sig Buchmayer, circa 1935



Fig. 8 The Telemark Turn, circa 1935
Steve Heard

meeting any challenge the White Mountains could produce. And to give them their due, they did in fact have a hand in unveiling several quite respectable runs on Mt. Washington since enjoyed by the multitudes, until:

One afternoon an intrepid high mountain party of four led by Bright was coming down the cone, then bore right, making its way along the ridge above the wall of Tuckerman's. They were searching out one particular gully they had always longed to run because it led directly down to the big slope beside the Little Headwall. Just which gully was which, viewing from above, was not at all easy to make out, and suddenly the party froze in awe as below them this particular gully seemed to steepen and narrow, dropping off into an opaque blot of swirling fog. If you happen to have the Doré illustration of Dante's *Inferno* handy, you can get the picture. Did that gully connect as they hoped, or with a cliff? Bright, indecisive for once, studied the situation for a few minutes while hearts pounded in anticipation of being damned fools enough to follow him down into that inferno. Then, jaw clenched, he surged forward on his poles. Good Heavens he was going! But no, without a word he began carefully to sidestep, up. In unspoken and almost craven relief, the party followed him up and back to the familiar Gulf of Slides, their challenge for that day left unmet. But no more than a week later, while still locked in heavy fog, a skier made it down that same gully, and thus did Harry Hillman acquire his palm of valiant enterprise. Debonair carriage indeed!

Throughout the thirties these dauntless high mountain men took refuge from their skiing adventures in various hostelry as near as possible to the best slopes. In those days, that is, the early part of the decade, there were precious few respectable New England hills from which to make a weekend choice: Tenney at New Found Lake, Suicide Six, the Thunderbolt on Mt. Greylock, Gunstock, Bear Mt. in Bartlett, Thorn, Tecumseh, the Taft, plus Hill 70 and Mt. Tremblant in Canada were about it. Later on, Wildcat and Stowe's Nosedive were cut and then, in great measure owing to the perseverance of our own Alec Bright and his arguments before the New Hampshire Legislature, the Tram went in on Cannon in 1938.

Excess Hochie enthusiasm, sometimes failing to get released in mountain snow, was discharged principally on such social occasions as the Annual Meeting, traditionally on the first Tuesday in December, or the party after our race. The record is a little

hazy, but there is evidence confirmed by a few sketchy memories, of being asked not to come back by more than one prestigious New England establishment scowling at such licentious hedonism. While it may or may not have been more than a symbolic phrase that "Dabney broke the window," and while we may never get the real story behind Trafford's entrapment in a Woodstock elevator, some of us definitely remember "Belushi" Valentine crushing all MacKenzie's food cans on his forehead. Somehow, though, in most cases proper restitution was made in a most gentlemanly manner, and most often the Club was invited back.

Besides Annual Meetings and award parties, the most important Hochie event has always been Daisy Day when wives and friends meet members, and prospective members are introduced. More on this delightful tradition later. And not ever to be forgotten have been some hilarious and imaginative Field Day exercises wherein Hochies, otherwise unrated for racing, have had their chance at fame and heroism. There have been obstacle course, three-legged, uphill, night and geschmozzel races in which various members have distinguished themselves. For example, Louis DeJonge's Honorable Mention For Uphill Performance at Pecketts in 1935, and Domie Lowell's stunning victory in the First Annual Co-Educational Downhill Handicap No-Fall Race. For several years Field Days were held at Bromley or Woodstock where we were joined in the festivities by The Amateur Ski Club of New York, a club almost as old as our own.

As the thirties wore on and America emerged from the Great Depression, not to mention the Drought, members began to covet a place of their own where they could gather and play without interference from an intolerant management, cozy up to a fire and "drink a toast to powder snow"; a place to share, a common bond. In 1941 they created The Hochgebirge Trust and bought a little red cottage in Waterville Valley, naming it Osceola, appropriately for the mountain behind. This little house served us well, complete with its tame mice behind the sink, leaky gutters and a line for the head. Tecumseh provided great undeveloped trail smashing and the rope tow at Keeper Bean's Inn gave many a Hochie kid the start needed to show us up later. But in 1959 the Club decided it had outgrown the place, as indeed it had, and formed a House Hunting Committee or whatever it was called, to find something bigger and closer to a first



Fig. 9 The Little Red House, Osceola
Waterville Valley

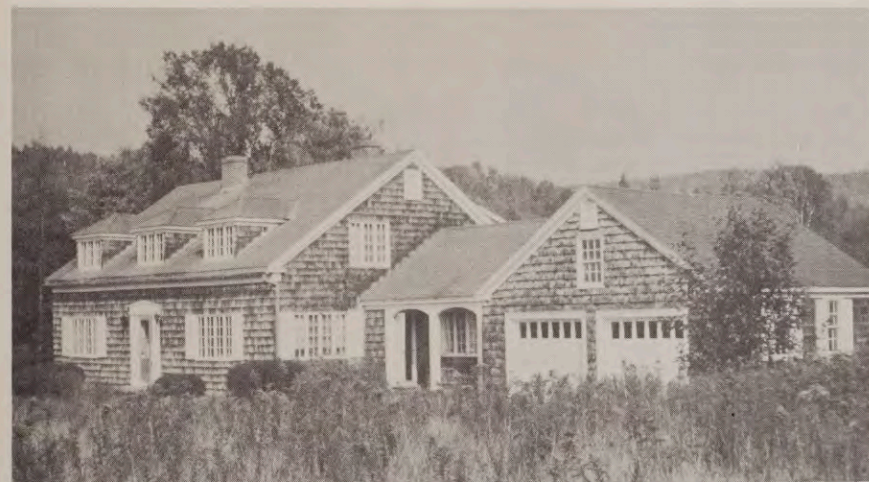


Fig. 10 The Big Brown House, Hochie Hilton
Franconia

class lift and mountain. A vigorous search was enthusiastically conducted over just about the entire White Mountain area, even the Eastern "Slops" perish the thought. However, nothing much better than the Glen House turned up. It had acres of sheets and pillow cases but little else to offer in the proper Hochie traditions. Then Bright, displaying his usual finesse, came up with veritably a Taj Mahal in Franconia: Curt Brockelman's spacious home by the rushing, musical Gale River up Coal Hill Road. Arrangements to buy it were completed in September, 1959, and the next year we bade farewell to Osceola.

To be sure, there were misgivings as to the financial feasibility of this move, but mostly it was keen anticipation of some super skiing on Bright's Glacier; it took no time to feel at home. Depending on whom you believe, either Eph Catlin or Jerry Hunsaker coined a name for the new place, and ever since it has been known as the Hochie Hilton. There have been memorable times, beginning with work weekends to spruce things up befitting Boston Businessmen. Hunsaker had this thing about the fire axe which he wielded indelicately if not savagely to carve doors in walls. In a fit of exuberant house-cleaning, Bungie King and Livermore incinerated most of Esther Brockelman's furniture stored in the garage. Stove explosions, water shortages, leaky roof, falling plaster and blue-cold nights in the "deep freeze" room over the garage have not discouraged us. "Good-night" Irene the cleaning lady, kids in the laundry chute, wild poker games and floor hockey in the basement are fond memories for some and more or less still the program for others. By now there must have been at least twenty after-race parties there, each more crowded and with more stuck cars than the last, each a season highlight. 30 beds for forty eager skiers aged seven to seventy, more or less, with crashers on the floor. Does anybody doubt we did the right thing? Inflation, oil consumption (you know, Winslow's "gals") might be pressing us hard these days, but social events like touring, white water canoeing, hikes and trout fishing help with the income.

Has the Club changed much in its fifty years? Of course, just like everything else, especially skiing. What used to be the obsession of a bunch of bachelors is now a family sport and we are a family club. Our kids ski much better than most of us and prove it in races. Touring has become de rigeuer and just about any weekend when the lifts are running you can see a dozen or more Hochies skipping to the top while the snow bunnies lie

down below, still exhibiting much the same "dash and abandon" about which Domie wrote many years ago and for which they become renowned. Besides that, groups go regularly to Western or European resorts, enjoying the sport as much as they ever did, so they say.

As of 1981, there were 122 members, some of whom are in their seventies and still racing, gracefully out-running a few, with a deadpan as authentic as ever. Whether the Club maintains its reputation and tradition of hot competition in premier Eastern Alpine ski racing is now up to the younger guys; we will all be watching from where ever we are.



Chapter II

Hochgebirge Racing

The essence, the very heart of Hochgebirge clanship since the beginning has been Alpine racing. While other activities more social in nature were, and still are, of secondary importance to club esprit.

Like our history, no one is really sure where it all started as far as individual members are concerned, but the trip to Switzerland in the winter of 1930 by Johnny Martin and Alec Bright is as good a place to start as any. They did very well indeed considering the limited experience they had acquired that early in the game. For example, Bright took second place in a downhill at St. Moritz and Martin distinguished himself also with a second place, according to an account in the British Ski Yearbook of 1930 about the Andrew Irving Challenge Cup Race at Murren: "The surprise of this race was the magnificent performance of Mr. Martin, an American, who had never slalomed before, and who had indeed never skied in Switzerland before this meeting." So when those two got back home there had been a pretty significant background established for the founding of a racing ski club.

Almost immediately after the formalities of chartering and electing members had been completed, the Club staged a race on Moosilauke's Carriage Road. March 29 was the day in 1931, over fifty years ago. It was a downhill Team Race, the first of its kind in the country. Tom Dabney was the starter and six teams competed for the prize soon to become a classic in U.S. skiing: The Hochgebirge Challenge Cup. In order of finish the teams were:

Dartmouth Outing Club Old Timers
Dartmouth Outing Club
Appalachian Mountain Club
Stem Like Hell Club
Katzenjammer Club
Ski Club Hochgebirge

The Montreal Red Birds were there but were not able to field a team for the race. Our's had six members, the best four to count:

John Martin
John Sherburne
Alec Bright
Tom Dabney
Bill Morton
Charlie Peirson

Maybe our gang looked less than sensational in that first race, run in soggy snow, pelting rain with fog, nobody finishing in the top ten, but after that they improved in glory. And it is definitely a tribute to their prevision that they soon elected three Stem Like Hellers and four Katzenjammers to the Club . . . if you can't beat 'em, elect 'em!

Weekend trips to the summit of Mt. Washington and skiing down the snow fields, then over the Headwall, made the Stem Like Hellers, and their friends like John Carleton, John Sherburne, Alec Bright, Charlie Proctor and Joe Dodge spawn the idea for a grand downhill race in conditions as near as possible to Europe's as could be found in the East. Hochgebirges sponsored the first one, calling it The American Inferno, on April 17, 1933. Dodge was the timer, having installed a radio system he and a friend had borrowed from Harvard. Joe's "GO" started the runners from the observatory at the summit and they were timed with just one watch at the bottom, a new technique which had been used in air races but not in skiing. Most of the open parts of the course were marked with direction flags, but really the racers relied on their skill and strength to avoid disaster. They ran the Headwall, down into the ravine, over the Little Headwall, thence down over the brook bed to Crystal Cascade, in all about a 4300 foot vertical drop. Hollis Phillips, AMC, won it with a time of 14:41.3, but Hochies or soon-to-be Hochies (Stem Like Hellers) took second, third, fourth, fifth, sixth and eighth out of nine total finishers. (Carleton started but he got lost in fog on the snow fields and was "delayed from finishing with the rest"). The intrepid six finishing as mentioned were Bright, John Lawrence, Sherburne, Sam Wakeman, Bob Balch and Brad Trafford. Bob Livermore was out west learning the mining game so he had to miss this great race. Six years later, in 1939, Toni Matt set record by schussing almost the entire course on nearly perfect snow in a time of six minutes twenty-nine seconds, a whole minute faster than Dick Durrance, and more than eight minutes faster than Phillips ran it in that first race. In the 1939 race Livermore was fifth, the best Hochgebirge

time, while Hubie Kernan, Ed Bering, Bright and Wakeman also finished in the top fifteen. That was the last Inferno run the whole way from top to bottom, its demise resulting from skiers preference for trails served by lifts, more dependable weather and snow conditions and because sponsoring this race had become too burdensome. Several shortened versions were run after WWII, from the summit to the Ravine's floor and from the Little Headwall to the base.

In the very early days of New England skiing there were really only two decent racing trails, if even they could be so called: The Carriage Road on Moosilauke and the Fire Trail down from Tuckerman's. But in 1933 the Civilian Conservation Corps, Roosevelt's CCC to those too young to remember, came to the rescue and sent out unemployed men to cut ski trails for future recreation and racing. (Can you imagine the hue and cry from such a scheme today?) Charlie Proctor designed the best of them including Wildcat, Bear Mountain in Bartlett and the Thunderbolt on Mt. Greylock. The Taft Race Course had already been cut privately on Cannon and all these new trails turned out to be the favorites for that decade.

Races were sponsored by such clubs as the Schussverein, Woodstock Ski Runners, White Mountain Ski Runners and the Appalachian Mountain Club. Competition in some of the early races came from clubs like the Montreal Red Birds, Dartmouth Outing Clubs, Katzenjammers, Stem Like Hell Club, Newport, Silver Fox, Lebanon Ski Smashers, Moosilauke Hillbillies, Hanover Ski Club and Mt. Greylock just to mention a few. McGill, Dartmouth and Harvard College sent some of the very best racers there were, as did Middlebury and New Hampshire.

By 1933 ski racing fever had become contagious in New England, as illustrated by the number of historically important races in that one year besides that first team race on Moosilauke: The Woodstock Ski Runners put on a combined downhill/slalom on the brand new Taft Trail. Our own Rupert Maclaurin won it, with John Lawrence second. Next week on Moosilauke the DOC put on the first National Ski Association Downhill Championship race. There was a large field of 69 runners in this memorable event, and the winner was H. S. Woods of the DOC. Bright was third, John Lawrence fourth, W. Maclaurin tenth, Sherburne twenty-third and Wakeman thirty-ninth. After that there was our own, and third, invitation Team Race for the SHC Challenge Cup, held for the first time on the Taft

Trail. Our team won it, with Bright, John Lawrence and W. Maclaurin finishing in the top ten. That year the Schuss also put on a team race on Bear Mountain and they beat us, which is what gives the occasion its significant historic value. Woof Hal-lowell was fourth, W. Maclaurin fifth and Hubie Kernan, then unattached, finished eighth. That was not all the races that year either, there being a GS at Tuckerman's and another GS team race, both by Dartmouth College and both of which had our guys finishing in the top twenty.

Thus with the era of realistic downhill and slalom racing seriously begun and flourishing, the Hochies were still ahead in dash and abandon by merely a whisker, but not for long. At first, their team members did not believe John Carleton when he sidled up to them in the stag line at a fashionable dance and announced: "None of you will ever again win an important ski race." It seemed that on the previous weekend he had run Tenney Hill in his usual impeccable, flying style and was not surprised when told he had by far the best time with only a few more racers left to finish. So he went back half-way up the hill to watch. Presently a stocky figure appeared on the course, skiing very solidly and slightly hunched forward. Sweeping up to John he politely inquired about the best route to the finish. Carleton told him, chatting briefly, then the racer thanked him and plunged ahead. It turned out that the stocky figure, despite the stop-over, beat Carleton's time by eleven seconds, that he came to the race via Florida by way of Bavaria, that he kept in shape by doing a hundred squats before breakfast every day and that his name was Durrance.

Such was John's tale. The team only half believed it, but thought it wise to get to work improving their squats. And later, they were not surprised when John's prophecy began to be fulfilled to the letter, for meanwhile trusted scouts had brought back word that Dick Durrance did his squats one hundred on each leg!

As the thirties progressed, both timing methods and ski equipment improved remarkably, as did running times and Hochie reputations. We had more consistently outstanding racers than any other U.S. club, except possibly the Dartmouth Outing Club, as a glance at results in this decade would reveal.

Perhaps the next most significant event in SCH racing worthy of mention were the Olympic Trials on Mt. Rainier, in 1935. Both Livermore and Bright made the team and raced the next year in



Fig. 11 Headwall, 1935
Eastern Downhill Championship Race



Fig. 12 American Men's F.I.S. Team, 1935
L to R, Lowell, Bright, Page, Fearing,
Dabney, Wakeman



Fig. 13 Looking Down
Climbing to 1939 Inferno Race, Headwall
L to R, Don Allen, Toni Matt



Fig. 14 Looking Up, Same Time
Alec Bright In The Lead



Fig. 15 Alec Bright, Snowy But Unbowed
Mt. Moosilauke, 1931
National Downhill Championships



Fig. 16 R. Livermore, Jr.
1935 Olympic Tryouts, Mt. Ranier



Fig. 17 R. Livermore, Jr.
47 Years Later—1982 SCH Challenge Cup Race



Fig. 18 Malcolm McLane, Captain Dartmouth Ski Team, 1948



Fig. 19 George Macomber. "Grace and silky skill."
1950 F.I.S. World Championships



Germany at the Games. In those days they had at most two weeks of training before a race, compared to postwar games only twelve years later when Olympians like George Macomber were in serious training at least six months a year with professional coaching outside college. Such progress was welcome enough, but it makes it hard to remember that the sport of ski racing began as a completely joyous amateur learning experience, strictly to acquire technique and equipment which would further accrue toward happiness, not glory; the scarcity of documentation attests to this. But devotees of the sport since have fostered the growth of an industry displaying immense and grandiose facilities, all the way from Bunny Bertram's rope tow on Hill Six to helicopters in the Bugaboos, saunas, heated pools and fancy restaurants in enormous condo complexes like Sun Valley (which opened, incidentally, in 1937!). With help from European instructors and racers, and fierce competition from mountain men of the Alps, the pressure to excel in national and international competition demanded full time training and heavy financial support for all competitors. This, together with a general relaxing of the pure amateurism previously required, meant that the weekend racer and his ski club had to find competition in keeping with the constraints of time and money, as well as the social problems brought on by such a life.

After WWII, the then new generation of ski runners were endowed with two important assets lacking in their parents: The chance to ski while very young and sensational innovations in equipment, particularly boots and bindings, but also skis. As the western world rebounded with full vigor, sports took off on a protracted trail of specialization, commercialism and technical exactness, with ski racing no exception. For better or worse, the thirty years that followed WWII saw skis change from one piece of hardwood each to highly tuned, single purpose, precisely manufactured systems of fiberglass, plastic and steel. Boots evolved from soft, laced leather to intricate, articulated plastic mouldings. Racer training was to start at age eight and develop into a requirement of year-round dedication. Race management and event promotion also went through technical revolution, calling for ever more attention to details of race course layout and preparation, electronic timing, computerized results, professional officiating and even quasi-judicial jury grievance proceedings.

The days of a ski racing club made up of down-country sportsmen were numbered, but the Hochgebirges and their Challenge Cup Team Race held on to a position of prestige for at least a dozen post-war years if not more. For the first ten years, our race continued as a downhill/slalom combined event in which the win, place and show positions were studded with Olympic stars from the U.S., Austria, Norway, and Japan. Brooks Dodge, Tor Arneberg, Otto Linherr, Bill Beck, Eddie Mull, Colin Stewart, Chick Igaya, Karl Farhner, Ralph Miller, Tom Corcoran and George Macomber were a few such stars.

During this glamorous period there were some especially notable years of Club achievement. The 1946 Challenge Cup Race was, for example, combined with the first post-war United States National Downhill and Slalom Championships, and while some of our members were winners, staging the race as well as it did made a club of amateurs very proud. In 1953, Dodge won our combined downhill/slalom in his sweep of every major title in the East, a feat not repeated for 21 years until Hochie John Macomber did it again in 1974.

Almost all the best racers in this country were invited to our races. On the odd years when they were not away at the Olympic Games, that included all the Eastern National Team members, and in the even years the best of those who had not made the U.S. Team. Between 1947 and 1960, no Hochie team won the Challenge Cup, perhaps in some measure because we had neither collegiates nor "foreigners" on our teams. Certainly though, George Macomber did keep us in the spotlight by winning the first award of the new Bright Trophy for his fastest individual time.

Then, as technical and time demands for preparing and staging a race grew to be more than a full week's work, particularly where a downhill was involved, pressure on our Race Committee became so great as to require changing the Race to just a giant slalom event. In that first year, 1955, we hosted the Olympic Team tryouts. Dodge and Corcoran took the highest honors.

By 1958, the quality of racers coming to our Challenge Cup Team Race began to diminish, or so it seemed. Top racers were going elsewhere for tryouts or those races offering national seeding points, and in the fall annual meeting that year Sam King raised the since musically enshrined question, "What are we going to do?" The answer turned out to be another change in format: In 1960 The Race became an all Veterans' Giant Sla-

lom, Veteran racers at that time being those over the feeble age of 32 years.

Again maintaining our leadership in Eastern racing, the first two Hochie Veterans' races were also National Veterans' Giant Slalom Championships. Then, through the following twenty years, the Race continued successfully as a prominent GS, and competition for the team prize has returned to much of its pre-war prestige, because Veterans are of necessity finished with the technically and professionally demanding National racing circuit.

In 1974, the final change in our race program format came when women were invited to compete, either as a team member with men or on their own team. No trophy has yet been offered for the ladies' efforts.

At this writing the Race Committee has just staged our forty-fifth Challenge Cup Race. Not very many ski clubs in this country, or perhaps even abroad, have put on that many, plus the preparations for four more cancelled by weather, over a span of fifty-one years, all but two on the same mountain! Repeated success of this race has been so great not only because of the racing skills of our members, but because of the dedication and very hard work of forty-five Race Committees, of volunteer officials and by no means to be forgotten, countless gatekeepers. And we can all be proud that a recounting of Hochgebirge ski racing is almost one of ski racing in the East, certainly where team events, pure amateurism and the thrill of having our kids beat our times down the mountain are concerned.

Especially worthy of note are Hochgebirge members who have skied in the Olympic Games or been on a U.S. Olympic Team: Alec Bright and Bob Livermore in 1936, Edgar Bering in 1940 (but the Games were cancelled), George Macomber in 1948 and again in 1952 along with Ralph Miller and Brooks Dodge. Brookie went again in 1956.

Four members, Bright, Livermore, Macomber and Malcolm McLane have been elected to the Skiing Hall of Fame on account of their racing records and many contributions to the sport of skiing.





Fig. 20 The Hochgebirge Challenge Cup

Chapter III

Trophies

The Hochgebirge Challenge Cup Annual Invitation Down Hill Team Race

This prestigious trophy was created and donated by our Club to reward the winning team in the annual team race. Since the first event on Moosilauke in March, 1931, there have been forty-four races with but seven cancellations for war or weather. One year there was too much snow!

Originally, the race was a downhill. Then it became a weekend affair with combined downhill and slalom. Ultimately, it ended up a giant slalom, then in 1960, a Veterans race.

To challenge, a team must have not more than four members, the best three times to count, and all must be sanctioned by the U.S. Amateur Ski Association, although in the early days the rules were less stringent. We have won the trophy eleven times, more than any other club or team. Dartmouth Outing Club has won it ten times and the Black and Blue Trail Smashers have dominated in recent years. The Drifters and Schussverein, although sometimes winning various classes, have yet to field the fastest team; their annual challenges, however, remain strong and fearsome.

Age groups have varied over the years. The Veteran classification, rather than seeding by skiing skill or record, was created around 1945 to encourage fast racers to continue competing after they entered the business world. Any racer over 35 years old was so classified. Subsequently, the youngest Veteran age was reduced to 32, then 28 and now is 25! They are now called Senior Class. What the distinction has come to mean is any ski racer out of college. There are seven classes in all, the oldest being over 68 years.

Winners of the Cup have been:

1931

won by:

D.O.C. Old Timers
Charles N. Proctor
John P. Carleton
T.B. Farwell

1932

won by:

Woodstock Skirunners Club
John P. Carleton
Charles N. Proctor
Fritz Steuri, Jr.
James A. Goodwin

1933

won by:

Ski Club Hochgebirge
Alexander H. Bright
John E. Lawrence
W.R. Maclaurin
John H. Sherburne, Jr.

1934

won by:

Ski Club Hochgebirge
Alexander H. Bright
John E. Lawrence
Robert Livermore
W.B. Trafford

1935

won by:

Dartmouth Outing Club
Richard H. Durrance
Henry S. Woods
Edgar H. Hunter, Jr.
Warren H. Chivers

1936

won by:

Ski Club Hochgebirge
Robert Livermore, Jr.
Samuel Wakeman
John E. Lawrence
W.B. Trafford

1937

won by:

Dartmouth Outing Club
Warren H. Chivers
Edgar H. Hunter, Jr.
Edward B. Meservey
Ray B. Chamberlin

1938

won by:

Dartmouth Outing Club
Edward P. Wells
Edward B. Meservey
David J. Bradley
Robert A. Skinner

1939

won by:

Ski Club Hochgebirge
Alexander H. Bright
Samuel Wakeman
Robert Livermore, Jr.
Hubert D. Kernan

1940

won by:

Dartmouth Outing Club
Robert A. Skinner
Charles McLane
Chapman Wentworth

1941

won by:

Dartmouth Outing Club
Charles McLane
Robert Meservey
Alexander Salon

1942

won by:

Ski Club Hochgebirge
Robert Livermore, Jr.
Edgar A. Bering
Alexander H. Bright
E. Peter Garrett

1943

No Race,
WW II

1944

No Race,
WW II

1945

No Race,
WW II

1946

won by:

Aspen Ski Club
Stephen Knowlton
Abbott Phillips
Dev Jennings

1947

won by:

Ski Club Hochgebirge
Robert Livermore, Jr.
Edgar A. Bering, Jr.
Franklin King, Jr.
David B. Arnold, Jr.

1948

won by:

J.B. Dodge, Jr.
Malcolm McLane
Donald Page
Henry Lumbard

1949

No Race,
no snow.

1950

won by:

University of New Hampshire
James T. Bailey
Fred L. Carter
Edward R. Role
L. Wyman Keen

1951

won by:

Dartmouth Outing Club
J. Brooks Dodge, Jr.
Fred C. Barstow
William L. Beck
Colin C. Stewart

1952

won by:

Dartmouth Outing Club
Peter Johnson
James Porath
Philip Cooke
Wallace Ashnault

1953

won by:

Dartmouth Outing Club
Brooks Dodge
Egil Stigum
William Tibbetts
Ralph Miller

1954
won by:
Middlebury College
Les Streeter
Tommy Burnes
Pete Webber
Marcel Cote

1955
won by:
U.S. Armed Forces
Brooks Dodge
Tom Corcoran
Dick Mitchell

1956
won by:
Middlebury College
John Beattie
Peter Webber
Frank Hurt
Marcel Cote

1957
No Race,
too much snow!

1958
won by:
Eastern Slope Ski Club
Leslie D. Streeter
Edward J. Ashnault
Wallace F. Ashnault
William T. Dionne

1959
won by:
Middlebury College
James Southard
H. Norton Webber
Gordon Eaton
Alan Lamson

1960
won by:
Ski Club Hochgebirge
Joseph C. Jones
John H. Valentine, Jr.
David B. Arnold, Jr.
Peter Courtney

1961
No Race;
no snow

1962
won by:
Franconia Ski Club
Paul Pfosi
Ford Hubbard
Bryan Whitcomb
Jere Peabody

1963
won by:
Ski Club Hochgebirge
George Macomber
Joseph C. Jones
Peter Courtney
Roger P. Nordbloom

1964
won by:
Wildcat Mountain Ski Club
J. Brooks Dodge
Anthony Carleton
William Smith
William Hayes

1965
won by:
Wildcat Mountain Ski Club
J. Brooks Dodge
Anthony Carleton
William Smith
William Hayes

1966
won by:
Ski Club Hochgebirge
George Macomber
Anthony Carleton
William Lingleback
Peter Courtney

1967
won by:
Waterville Valley
Black and Blue Trail Smashers
Thomas Corcoran
Frank Hurt
William Orcutt
Peter Hawks

1968
won by:
Waterville Valley
Black and Blue Trail Smashers
Thomas Corcoran
William Orcutt
Franz Schemmel
Frank Hurt

1969
won by:
Ski Club Hochgebirge
J. Brooks Dodge
William Smith
Anthony Carleton
George Macomber

1970
won by:
Waterville Valley
Black and Blue Trail Smashers
Ned McSherry
Frank Hurt
Bill Orcutt
Franz Schemmel

1971
won by:
Ski Club Hochgebirge
George Macomber
Brooks Dodge
Charlie Gibson
Bill Lingleback

1972
won by:
Waterville Valley
Black and Blue Trail Smashers
Richard Abromeit
Frank Hurt
William Hayes
Franz Schemmel

1973
won by:
Waterville Valley
Black and Blue Trail Smashers
Richard Abromeit
Roger Buchika
Gary Colwell
Jack Armstrong, Jr.

1974
won by:
Waterville Valley
Black and Blue Trail Smashers
Harold Wescott
Phil Cooke
Franz Schemmel
Jack Armstrong, Jr.

1975
won by:
Wildcat Ski Club
Chris McAleer
Bob McKee
Eric Anderson

1976

won by:

Waterville Valley
Black and Blue Trail Smashers
Roger Buchika
Gary Colwell
Peter Carter
Franz Schemmel

1977

won by:

Cambridge Sports Union
Robert Apthorp
James Bunce
Michael Rooney
David Stewart

1978

won by:

Waterville Valley
Black and Blue Trail Smashers
Martin Bovey
Franz Schemmel
Robert McGrath
Harold Wescott

1979

won by:

Waterville Valley
Black and Blue Trail Smashers
Richard Abromeit
Roger Buchika
Gary Colwell
John Van Slyke

1980

won by:

Cambridge Sports Union
Don Marsh
James Bunce
Robert Apthorp
Dave Stewart

1981

No Race,
no snow

1982

won by:

Waterville Valley
Black and Blue Trail Smashers
Peter Carter
Gary Colwell
Robert Gray
Robert McGrath



Alexander H. Bright Trophy

As one of the founders of our Club, Alec was a heavy and dedicated contributor to amateur skiing in this country. Loved by his friends and respected by his peers, Alec's competitive spirit, skill and devotion to the sport of skiing are perpetuated in this trophy. It is presented in his honor to the team member having the fastest time in our Annual Invitational Senior Race. An inscription on the cup reads:

In honor of Alexander H. Bright
Sportsman Extraordinary
Racer and Friend
An Inspiration to
Generations of Skiers

Winners have been:

1956 George Macomber
1957 No race
1958 David D. Britton
1959 Thomas A. Corcoran
1960 J. Brooks Dodge, Jr.
1961 No Race
1962 Paul Pfosi
1963 George Macomber
1964 George Macomber
1965 Rato Schmid
1966 Thomas Corcoran
1967 Thomas Corcoran
1968 Thomas Corcoran
1969 William Smith
1970 Ned McSherry
1971 J. Brooks Dodge, Jr.
1972 Richard H. Abromeit
1973 Roger Buchika
1974 J. Brooks Dodge, Jr.
1975 Peter Carter
1976 Peter Carter
1977 Roger Buchika
1978 Jon Joy
1979 Jeffrey T. Jacobs
1980 Christopher R. McAleer
1981 No race
1982 John Macomber



Fig. 21 The A.H. Bright Trophy

Thomas N. Dabney Memorial Trophy

Tom Dabney was a charter member of The Club and its treasurer for many years. He was very much a contributor to the Club activities, especially in the thirties when he raced on teams and individually here and in Europe. Later he gained renown as Chief Starter for Hokie races. This trophy is awarded each year in his memory to the fastest team member in the most senior age group.

Winners have been:

- 1962 Albert F. Sise
- 1963 Robert Livermore, Jr.
- 1964 John C. Tobin
- 1965 Tony Hyde
- 1966 John C. Tobin
- 1967 Rodney G. Aller
- 1968 Rodney G. Aller
- 1969 Rodney G. Aller
- 1970 Herbert Sise
- 1971 Albert F. Sise
- 1972 Albert F. Sise
- 1973 Rodney G. Aller
- 1974 Robert C. Holcombe
- 1975 John C. Tobin
- 1976 Robert Middleton
- 1977 Robert Livermore, Jr.
- 1978 Robert C. Holcombe
- 1979 Robert C. Holcombe
- 1980 Herbert S. Sise
- 1981 No race
- 1982 Albert F. Sise



Fig. 22 The T.N. Dabney Trophy



Chapter IV

Daisies

The Ski Club Hochgebirge was founded by a group of bachelors as a men's downhill racing club and, in spite of mention in the bylaws of "persons," there are no women members. However, it was and still is easy to recognize value and importance to The Club, so the distaff were given the name Daisies, which, colloquially, means something fine or first rate. Without their cooking, sewing and hoeing in our gardens, and without their selfless support of our egos these many years, as racers and revellers we members would long since have wiped out in the Slalom of Life.

The origin of women's skiing, especially that of Daisies, is even more obscure than ours. Apparently, they began the sport around the turn of the century, and started racing in Europe and Canada in the late twenties. Here in New England, though, few had braved the rigors of that drive to the mountains, the climb up, and the narrow trails down. But when things opened up a little, the ladies became as enamored of the sport as anyone, and began in earnest.

An early mention of women's competition in New England downhill racing was Otto Schnieb's comment after the U.S. National Downhill on Moosilauke in 1933: "Unfortunately there was no women's class" and he "liked to suggest this for the next championship." They were not in the next one, as it turned out, but there was an American Women's Team in the 1936 Olympics. Clarita Heath, the future Mrs. Alec Bright, was on that team. Then, in 1937 the first Women's Eastern Downhill Championship race was held on the Taft Race Course. Norway's Truid Jespersen won it over a field of 19, only one of whom, Livermore's sister Gwendolyn, had a Hochgebirge connection.

In 1940 a group of racing ladies, feeling left out of a men's racing world, formed their own club, calling it "Schneehasserls" (Showhares). They competed seriously for a number of years until the bearing and raising of children interfered and they had to disband. Barbara Livermore was a charter member.

Quite a number of Daisies have made big contributions to Hochie activities on and off the slopes. Take gate keeping, for example, all day long in the teeth of Cannon's worst williwaws,

mostly with no more reward than a cold sandwich, while their men try to get their names on a cup. Consider the vital functions of care and feeding at Osceola and the Hilton when it really is supposed to be their day off. Remember all the days spent on the Banshee with teary, runny-nosed kids (your kids) while Dad went up the mountain with his buddies. Then too, think of all the Daisy Days enjoyed almost entirely because of the ladies' efforts to make events something outstanding, especially the five, ten, twenty-five and fifty year anniversaries which have always been a little more special than the other forty-one annuals. We dove through the hoops, rode the unicycle, blew up balloons, sampled the refreshments, sang with Herbie Sulkin, but they did the work.

In the line of duty to skiing, there have been other notable contributions from Daisies. They have served their time and exerted their influence on committees of the United States Eastern Amateur Ski Association in many categories and at various levels, including race organization and officiating, policy making and general management. They have been, and of course are, instructors and members of the National Ski Patrol. Many a junior racer has had Mother to thank for transportation as well as moral support. When a project like the National Ski Museum comes along, you will see a Daisy right in there working hard to make it successful. When it is just a local Field Day, skating party or white water canoe day, we all know whence cometh the hard part.

From the bottom of our hearts we thank you, girls, and thanks, Liz Courtney, for your Daisy Pin design.



Fig. 23 Daisy Day, 1934



Fig. 24 Evie Hill On Tow
Woodstock, Vt., circa 1934



Fig. 25 Wendy Arnold On The Headwall, 1963



Fig. 26 Daisies Sing With Herb Sulkin, circa 1956



Fig. 27 Annual Rendition Of "Princess Papoolie"
L to R, Fessenden, R. Raymond, J. Baldwin,
Herb Sulkin



Fig. 28 Daisy Day Frolic
" . . . those of insufficient ability . . . "



Fig. 29 50th Anniversary Cake, Quissett

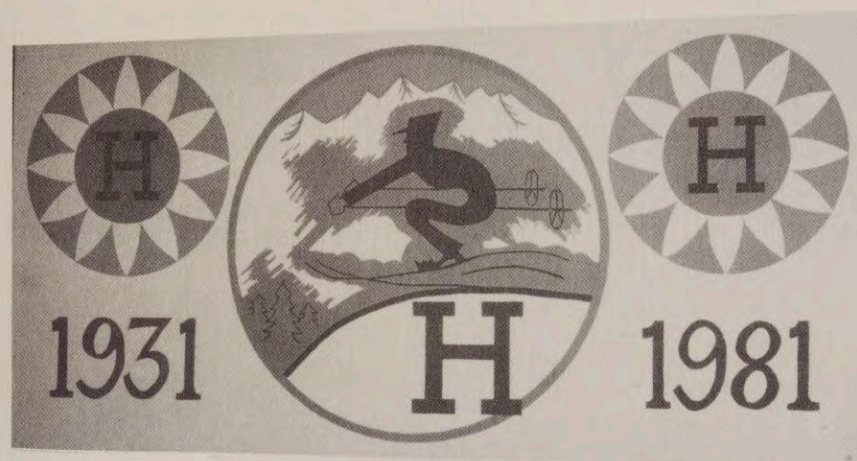


Fig. 30 50th Anniversary Plaque
With Signatures, Quissett

Club Anthem

Sung upon proper occasion to the tune of
Saloon, Saloon, Saloon.

Slalom, Slalom, Slalom,
They'll soon have to carry me home.
I don't like the gates, and I hate all the waits,
I want to go straight where my fancy dictates.
Oh bring back those fond recollections
Of the days when we schussed all the hills;
You could ski as you please without bending ze knees,
Slalom, Slalom, Slalom

Slalom, Slalom, Slalom,
My skies have a longing to roam.
They tear down the course like a runaway horse
And I tag along with the greatest remorse.
Oh bring back those fond recollections
Of the days when stick riding was done.
You could go very slow on the fastest of snow,
Slalom, Slalom, Slalom.

Slalom, Slalom, Slalom,
We Hochies all think you are prone
To wiggle down hills . . . without any spills
Instead of a schuss with its multiple thrills.
Oh bring back those fond recollections
Of the days when a telemark turn
With its wobbly trend made your hair stand on end,
Slalom, Slalom, Slalom.

Slalom, Slalom, Slalom,
We're getting too brittle of bone.
We're too old to race, so let youth take our place,
Our joints are too stiff for a slalom's fast pace.
Oh bring back those fond recollections
Of the days of our glamorous youth;
We could race for five miles and end up wreathed in smiles.
Slalom, Slalom, Slalom.

R & B. L. Jr.
circa 1939



Hochgebirge Song

OSCEOLA

Usually used to be sung after
the annual Challenge Cup Race
to the tune of "Roll Me Over . . ."

The Hochies go to Waterville, for it's the place to be,
Osceola, drink a toast to powder snow!
They take their wives and Daisies, and they teach
them how to ski,
Osceola, drink a toast to powder snow!
Osceola, Osceola, Osceola, drink a toast to powder snow.

They ski upon the practice slope, and schuss it from the top,
Osceola, drink a toast to powder snow!
You schuss into the living room if you don't know how to stop.
Osceola, drink a toast to powder snow,
Osecoal, Osceola, Osceola, drink a toast to powder snow.

They climb up on Tecumseh in powder to their knees,
Osceola, drink a toast to powder snow!
Or they ski up on the tow slope, and geschmozzle
through the trees.
Osceola, drink a toast to powder snow!
Osceola, Osceola, Osceola, drink a toast to powder snow.

And when the day is over and the sun has gone to rest,
Osceola, drink a toast to powder snow!
They gather 'round the fire in the Hochgebirge nest
Osceola, drink a toast to powder snow!
Osceola, Osceola, Osceola, drink a toast to powder snow.

B.B.L. and others,
in the thirties.



By-Laws

I NAME

The name of the Club shall be the Ski Club Hochgebirge.

II MEMBERSHIP

Any person who is proficient in or desirous of becoming proficient in the art of skiing shall be eligible for membership and may become a member when approved in the manner designated.

III OFFICERS

1. The Officers of the Club shall be a President, a Vice-President, a Secretary, a Treasurer and such other officers as the Executive Committee shall appoint.

2. The President, and in his absence or at his request the Vice-President, shall preside at the meetings of the Club and of the Executive Committee, and shall exercise the usual functions of a President.

3. The Treasurer shall collect all revenues of the Club incurred by the Executive Committee or by its authority. He shall keep the Club's accounts.

4. The Secretary shall keep the records of the Club and of the Executive Committee and shall give notice of all meetings.

5. Each officer shall perform such other duties as may be assigned by the Club or by the Executive Committee.

6. All officers shall hold office for one year or until their successors are elected and qualified.

7. Any person may hold two or more offices.

IV COMMITTEES

1. The affairs of the Club shall be managed by an Executive Committee consisting of the President, the Vice-President and the Treasurer. A majority of its members shall constitute a quorum of the Executive Committee.

2. There shall be such other Committees with such personnel, powers and duties as the Executive Committee shall from time to time determine.

3. The Executive Committee shall fill any vacancies which may occur in the offices or committees until the next annual election by the Club.

V MEETINGS

1. The Annual Meeting shall be held on the first Tuesday of December in each year, at which time the officers and Executive Committee of the Club shall be elected for the ensuing year. The fiscal year shall end on the last day of November in each year.

2. The Executive Committee may at any time, and upon the written request of five or more members shall, call a special meeting of the Club. Such request and the notice of every special meeting shall state the purpose for which it is called and no subject not stated in the notice thereof shall be acted on at a special meeting.

3. The Club shall hold an annual dinner at such time and place as shall be determined by the Executive Committee. The Executive Committee may invite such guests as they shall deem proper.

4. Other meetings of the Club and dinners shall be held from time to time as determined by the Executive Committee.

5. Notice of any meeting shall be sent to all members at least seven days before such meeting. Seven members shall constitute a quorum.

6. At any meeting each member shall have one vote. No voting shall be by proxy except in case of voting on an amendment or repeal of the by-laws.

VI ELECTION OF MEMBERS AND DUES

1. New members may be elected to the Club in the following manner:

(a) The name of the proposed member shall be submitted in writing to the Secretary by the member proposing such candidate and by two members seconding such proposal.

(b) The Secretary shall communicate in writing with each member of the Club giving the name, address and other available information concerning the candidate.

(c) If no member has indicated in writing to the Secretary his doubt or disapproval of the candidate within fourteen days after the delivery or mailing of such communication in writing, the name of the candidate shall be submitted to the members of the Executive Committee, who may consider the candidate and by unanimous consent elect him a member.

(d) For the election of members it shall not be necessary for the Executive Committee to hold a meeting but the members may indicate their assent individually.

2. The initiation fee shall be ten dollars, and the annual dues ten dollars.



VII CLASSES OF MEMBERS

1. There shall be four classes to which members may be assigned according to skiing ability. The classes shall be called First, Second, Third and Fourth Class. Requirements of members in other classes shall be respectively difficult. Members of insufficient ability shall not be assigned to any class. The judges may assign any member to such class as they in their sole discretion deem his skiing ability to merit. At any time a member may be assigned to any class other than the one he formerly occupied. At least once each year the Judges shall assign each member to his proper class.

2. The tests and requirements for membership in the various classes shall from time to time be published by the Judges and incorporated in the records of the Club.

3. The decision of the Judges shall at all times be final. They may add such additional qualifications for membership in any class as they deem proper, and may from time to time require the members to pass such tests as they deem proper in order to acquire or retain membership in any class.

VIII RESIGNATION AND EXPULSION

1. All resignations of membership shall be made in writing addressed to the Secretary and, if made after the last day of November in any year, shall not discharge the member from his dues for the succeeding year. Resignations of officers shall be made in writing to the President or Secretary.

2. A member may be suspended or expelled for any cause by vote or approval in writing of a majority of the members. A member may be dropped for non-payment of indebtedness to the Club by the vote of a majority of the Executive Committee.

IX AMENDMENTS

These by-laws may be amended or repealed by a vote of two-thirds of the members of the Club taken at a meeting duly called for the purpose.



Past Officers

Vice Presidents

Francis S. Hill
Alexander H. Bright
Robert Livermore Jr.
John E. Lawrence
Charles L. Peirson
William D. Boardman
Thomas B. Williams
Stephen Heard
James A. Lowell
R. Colin Maclaurin
James T. Baldwin
David B. Arnold Jr.
Franklin King Jr.
Edward P. Harding
Sinclair Weeks Jr.
Edgar A. Bering
Peter Courtney
George Macomber
William S. Malcolm
Paul F. Perkins Jr.
F. Gregg Bemis Jr.
Jerome C. Hunsaker Jr.
Charles J. Kittredge
Joseph F. Robbins
John H. Valentine Jr.
Stephen Little
Pemberton H. Drinker
Thomas D. Meyer
David L. Richardson
John Q. Adams
Sears C. Winslow
Edward Motley Jr.
William C. Badger
Rodger P. Nordblom
Gregory M. Neal
Mark L. Standley
Constantin R. Boden
Thomas N. Dabney Jr.
J. Michael Harding
James G. Page II
Charles E. Baldwin III

Presidents

Charles L. Peirson
Alexander H. Bright
Francis S. Hill
Robert Livermore Jr.
Franklin King Jr.
Thomas B. Williams
Jerome C. Hunsaker Jr.
David B. Arnold Jr.
Edgar A. Bering Jr.
Charles J. Kittredge
George Macomber
Thomas D. Meyer
Sears C. Winslow
Rodger P. Nordblom
William C. Badger
Gregory M. Neal
Thomas N. Dabney Jr.
James G. Page II
Charles E. Baldwin III

Secretaries

Stephen Heard
James A. Lowell
William D. Boardman
Jerome C. Hunsaker Jr.
Louis C. Farley Jr.
Henry Wheeler III
Jackson W. Wright Jr.
Jonathan Strong
John Wylde

Treasurers

Stephen Heard
Thomas N. Dabney
Charles H. Lawrence III
Peter L. Winslow
Constantin R. Boden
Christopher D. Van Curan

Members

ABBOTT, Gordon, Jr.
1950

ABBOTT, Robert G., Jr.
1978

ADAMS, John Q.
1947

ARNOLD, David B., Jr.
1946

BADGER, William C.
1962

BAKER, Robert E., DMD
1978

BALDWIN, Charles E., III
1973

BALDWIN, James Todd
1931

BARSTOW, Frederic C.
1957

BATES, Nathaniel B.
1972

BERING, Edgar A., Jr. MD
1941

BIDDLE, Bruce
1967

BOARDMAN, William D.
1940

BODEN, Constantin R.
1963

BORDEN, Robert R., III
1973

BORUNEUF, Henri
1939

BOVEY, Martin K., Jr.
1958

BRIDE, James H., II
1973

CABOT, Thomas D.
1946

CARLETON, Tony
1946

CHACE, Arthur F., Jr.
1957

CHANDLER, David
1973

CHANDLER, Nathan
1959

CLAFLIN, Thomas M., II
1978

COURTNEY, Peter
1947

COURTNEY, William
1949

COX, Andrew H.
1952

DABNEY, Thomas N.
1961

DANIELS, Grover B., II
1981

DAWSON, John E.
1957

DEJONGE, Louis
1931

DEMPSEY, Justin H.
1931

DRINKER, Pemberton H.
1954

EDMUNDS, Dale C.
1981

FERRIS, Benjamin G., MD
1947

FERRY, John M.
1950

FESSENDEN, Sewall H., Jr.
1932
GOLDTHWAIT, Joel C., MD
1948
HALLETT, Ashton R.
1969
HALLOWELL, Phillips, MD
1947
HALLOWELL, Roger H.
1935
HARDING, J. Michael
1969
HARDING, Edward P.
1946
HIAM, Edwin W.
1956
HIGGINS, Milton P.
1931
HILL, Francis S.
1930
HOBART, A.
1969
HUNSAKER, Jerome C., Jr.
1940
HUNSAKER, Jerome C., III
1978
HUNT, Daniel
1979
JOHNSON, Frederick
1974
JONES, Joe
1954
KELLEY, James M. II
1966
KERNAN, Hubert D., Jr.
1939
KING, Franklin, Jr.
1941

KING, Samuel G.
1949
KITREDGE, Charles J.
1951
KITREDGE, Charles J., III
1979
LAMSON, Thomas J., DMD
1980
LAWRENCE, Charles H., III
1939
LITTLE, Stephen
1953
LIVERMORE, Robert, Jr.
1933
LOCKWOOD, Hamilton DeF.,
1930
LOWELL, James A.
1934
MACOMBER, George
1947
MACOMBER, John
1979
MALCOM, William S.
1947
McLANE, Malcolm
1950
MEYER, Thomas D.
1957
MORTON, William F.
1930
MOTLEY, Edward
1939
MOTLEY, Herbert J.
1950
MOTLEY, Thomas
1938
MOTLEY, Thomas, Jr.
1973

NEAL, Gregory M.
1964
NORDBLOM, Peter
1981
NORDBLOM, Rodger P.
1959
PAGE, James G., II
1971
PEIRSON, Charles L.
1930
PERKINS, Paul F., Jr.
1947
PERKINS, Richard F.
1966
RAYMOND, Edward H.
1968
RICHARDSON, David L., Jr.
1958
RICHARDSON, David L., III
1979
ROBBINS, Joseph F.
1941
ROBBINS, Hanson C.
1978
ROSS, Thorvald S., Jr.
1953
SMITH, David K.
1978
STANDLEY, Mark L.
1969
STRONG, Jonathan
1967
THOMSON, Robert B.
1967
TRAFFORD, William B.
1933
TRAVER, Charles R.
1976

VALENTINE, John H., Jr.
1953
VAN CURAN, Christopher D.
1974
VONCKX, Paul N., Jr.
1979
WAKEMAN, Samuel
1933
WALTON, J. Hunter, Jr.
1969
WARREN, Richard, MD
1932
WEEKS, Sinclair, Jr.
1947
WEEKS, William D.
1947
WELD, Alexander B.
1963
WHEELER, Henry
1953
WIGGLESWORTH, Robert
1973
WILLIAMS, Ben Ames, Jr.
1956
WILLIAMS, Thomas B.
1936
WINSLOW, Peter L.
1958
WINSLOW, Sears C.
1950
WOODARD, Charles F.
1953
WOODWORTH, Alfred S.
1938
WRIGHT, Jackson W., Jr.
1966
WYLDE, John
1965

List of Illustrations

- Fig. 1 Stem Like Club, 1931
L to R, Trafford, Livermore, Balch
From Livermore's scrapbook
- Fig. 2 On Mt. Jefferson, 1935
L to R, J. Lawrence, Livermore, Trafford,
Bright, J. Carleton
W.H. Pote photo
- Fig. 3 Gilbert's Hill, circa 1935
Franny Hill
From Hill's memorabilia
- Fig. 4 Origin of SCH Logo
From British Ski Yearbook, 1930
J. Martin's memorabilia
- Fig. 5 On the Sherburne Trail, circa 1935
L to R, Morton, Hill, Peirson
From Hill's memorabilia
- Fig. 6 Getting Ready, circa 1935
Lowell on left, with Trafford
R. Livermore photo
- Fig. 7 Showing Off, Tuckerman's
Sig Buchmayer, circa 1935
W.H. Pote photo, American
Ski Annual, 1935-6
- Fig. 8 The Telemark Turn, circa 1935
Steve Heard
From Hochie Hilton photos
- Fig. 9 The Little Red House, Osceola
Waterville Valley
Pem Drinker photo
- Fig. 10 The Big Brown House, Hochie Hilton
Franconia
Pril Drinker photo
- Fig. 11 Headwall, 1935
Eastern Downhill Championship Race
From Livermore's scrapbook
- Fig. 12 American Men's F.I.S. Team, 1935
L to R, Lowell, Bright, Page, Fearing,
Dabney, Wakeman
Abbeglen photo, American Ski Annual 1935-6
- Fig. 13 Looking Down
Climbing to 1939 Inferno Race, Headwall
L to R, Don Allen, Toni Matt
Photo by Sam Wakeman, Competitor
- Fig. 14 Looking Up, Same Time
Alec Bright In The Lead
- Fig. 15 Alec Bright, Snowy But Unbowed
Mt. Moosilauke, 1931
National Downhill Championships
From Clarita Bright memorabilia
- Fig. 16 R. Livermore, Jr.
1935 Olympic Tryouts, Mt. Ranier
A.N. Nickols photo,
American Ski Annual, 1935-6
- Fig. 17 R. Livermore, Jr.
47 Years Later—1982 SCH Challenge Cup Race
Longshot Photos photo
- Fig. 18 Malcolm McLane, Captain Dartmouth
Ski Team, 1948
McLane memorabilia
- Fig. 19 George Macomber. "Grace and silky skill."
1950 F.I.S. World Championships
Sun Valley News photo
- Fig. 20 The Hochgebirge Challenge Cup
C. Baldwin photo
- Fig. 21 The A.H. Bright Trophy
C. Baldwin photo
- Fig. 22 The T.N. Dabney Trophy
C. Baldwin photo
- Fig. 23 Daisy Day, 1934
J. Carleton photo
- Fig. 24 Evie Hill On Tow
Woodstock, Vt., circa 1934
From Hill's memorabilia
- Fig. 25 Wendy Arnold On The Headwall, 1963
From Livermore's scrapbook
- Fig. 26 Daisies Sing With Herb Sulkin, circa 1956
From Livermore's scrapbook
- Fig. 27 Annual Rendition Of "Princess Papoolie"
L to R, Fessenden, R. Raymond, J. Baldwin,
Herb Sulkin
From Livermore's scrapbook

Fig. 28 Daisy Day Frolic
“ . . . those of insufficient ability . . . ”
From Livermore’s scrapbook

Fig. 29 50th Anniversary Cake, Quissett
Pem Drinker photo

Fig. 30 50th Anniversary Plaque With Signatures
Quissett
Pem Drinker photo

