



Ibis Hut, Kosciusko.

Kosciusko Alpine Club

THE Kosciusko Alpine Club has had one of the most successful years in its long history dating back to 1908. Club activities have been extended, membership has increased beyond the 500 mark and with it an overall improvement in the standard of skiing.

The Club is now in a very enviable position with its spacious club room and its living accommodation increased to 36 in two-bedded rooms making the Lodge the largest ski club building in Australia. The Club has also assisted the sport generally by allowing non-members to take up any accommodation not required by club members.

A coke-fired hot water system reticulating hot water throughout the Lodge both for room heating and showers has also been another heavy capital expendi-

ture. However, this installation should minimise all fire risk in the future.

In the meantime Club interest bearing debentures have been regularly reduced—surely a remarkable and unique achievement among ski clubs.

The Club was also the successful tenderer in April last for the Ibis (Adams) Hut on the slopes of Mount Guthrie on the Summit Road about a mile from the Chalet. Constructed of hewn granite this is the most solidly constructed hut on Kosciusko and will be operated on self service lines with the object of making a holiday less expensive for family or small unit parties.

Unfortunately it would appear that ski-touring is not popular with the present generation as our Whites River Hut situated in some of the best snow country,

has not been very well patronised either by Club members or outsiders.

Various social functions held during the year and a quarterly magazine have aimed at keeping the Club together during the off season. A further activity which is an innovation for an alpine club is the obtaining of a license to water ski on Narrabeen Lakes where the Club has commenced to operate and a number of members have already become competent water-skiers.

Two official periods were held during the season—the main Club period in the middle of July and a second period for families during the August school holidays.

Club races held during the main July season resulted in Paul Reader winning the 1956 Championship, and the other results as under:—

JAMIESON CUP.

	m.	s.
1. Sperling	1	15.6
2. Studley	1	19.6
3. Breakspear	1	23.4
4. Holmes	1	26.6
5. Reader	1	27.4
6. Maclurcan	1	28.6
7. Swain	1	28.6
8. Illingworth	1	29.6
9. Hudson	1	38.4
10. Bruce	1	39.4

RICHARDS CUP (Over two runs).

	m.	s.
1. Kallang	1	49.4
2. Willis Bruce		1.54
3. Constance Hughes		1.56

CHAMPIONSHIP SLALOM (Over two runs).

MEN.

	m.	s.
1. Bob Studley	2	44.8
2. Hadkins	3	04
3. Maclurcan	3	23.4
4. Sperling	3	23.8
5. Reader	3	33
6. Holmes	4	06

WOMEN.

	m.	s.
1. Constance Hughes	3	23
2. Rigney	5	04
3. Ann Roarty	6	58.2

CHAMPIONSHIP DOWNHILL.

	m.	s.
1. Sperling		49.6
2. Reader		54.4
3. Andrews		55.6
4. Hadkins	1	01.4
5. Bob Studley	1	03.6
6. Gibson	1	03.6

CHAMPIONSHIP LANGLAUF.

	h.	m.
1. P. Reader	1	12
2. A. Andrews	1	19
3. T. Hadkins	1	33

CHAMPIONSHIP JUMP.

1. A. Andrews.
2. T. Hadkins.
3. P. Reader.

FOUR EVENT CHAMPIONSHIP AND CLUB CHAMPIONSHIP.

1. P. Reader.
2. A. Andrews.
3. T. Hadkins.

Kosciusko Snow Revellers

THE Club Lodge on the Perisher Range, was once again the centre of the year's activities. The addition of a slow combustion stove and the provision of a well stocked food store, were the main improvements made during the summer of 1955-56.

The stove provided additional hot water and cooking facilities which were greatly appreciated. The food store, with storage facilities for non-perishable food supplies, eased the transport position, particularly in view of the fact that the road was closed, from the old Hotel site, for a large part of the year.

The Lodge was used by an average of 18 club members for a total of 14 weeks and is almost a home from home for some.

Membership of the club remained closed at 500 and a large waiting list promises well for the future.

An outstanding event in the club year, was the success of the Snow Revellers' No. 1 Team, consisting of Rudi Wurth, Jean Ecuyer, Bruce Hetherington and Len Harrison, in winning the Perisher Cup, which was held on Back Perisher on Six Hour Week-end.

Various off the snow activities were organised during the year; the most important being the Annual Ball and a Club Xmas Party, both of which were successful.

Ski Tourers' Association

BEFORE the 1956 snow season a great deal of attention had been given to safety measures, and after three years of experimenting, effective wireless contact from the Tow House with the Chalet and other points was established. Albina, Kunama, and the Tow House were linked by telephone line, and a snowpole line from the Tow House to Albina completed the pole circuit—Charlotte's Pass, Seaman's, Albina, Tow House, Kunama, Foreman's, Charlotte's Pass. Tow installations had been repaired, and strengthened, and the top "A" frame re-sited.

The conversion of the old Pounds' Creek Hut had been started by the sponsors of the new Illawong Lodge project giving promise of another link in the chain of main range huts envisaged when in 1950 the building of the first lodge at Lake Albina was commenced.

After a slow start with a paucity of snow at Queen's Birthday week-end, the season was in full swing by the beginning of July. Three of the Austrian sledges had finally arrived, and I took them up the first week-end in July. Little did I realise how soon and for what sad purpose our sledge would have to be used.

On Thursday, July 12, an avalanche destroyed Kunama Huette. Readers are likely to have seen the press reports at the time of the tragedy, and only a brief excerpt from our emergency bulletin of July 18 is quoted:

"It is with deep regret that we have to record in this bulletin the death of one of our youngest and most enthusiastic members, Roslyn Wesche, who was killed when Kunama was destroyed by an avalanche on July 12. What was commenced with such high hopes has ended in tragedy and disaster. Our deep-felt sympathy goes to Roslyn's parents, Mr. and Mrs. Venn Wesche.

"Unprecedented weather conditions caused the calamity in an area which

hitherto was regarded completely safe from avalanches. The impact tore the building from its foundations, and it was crushed under tons of snow. Several of the other ten occupants had almost miraculous escapes, and luckily no one else was injured. Our own wireless and inter-hut telephone communication worked well, and help was quickly summoned from Albina, the Chalet, and the S.M.A. The occupants of the Tow House and Albina, the Chalet Management, the Ski Patrol, the Snowy Mountain Authority, and the Cooma ambulance all did a splendid job. For Roslyn all help was too late, as she was killed instantly. Our thanks go to all who participated in the rescue and salvage operations."

Following the loss of Kunama, a Kunama rebuilding fund was started, and it was decided to continue operating the Tow. However, our full measure of defeat had not yet been tasted. On Thursday, August 2, exactly three weeks after the Kunama avalanche, the Tow House was destroyed by fire. From reports by the three occupants of the Tow House (Ginelle Heine, Peter Kelly and Paul Kenealy), it appears that the fire started about 5 p.m. when a kerosene heater caught alight, spraying burning kerosene up the wall of the living room. Efforts to drag the flaming heater from the building failed (it was dropped in the airlock). A foam extinguisher and a CO2 extinguisher were used but without success. A telephone call from the burning airlock, although unintelligible to the people at Albina, alerted them that something was wrong and a party set out for the Tow House. In the meantime the Tow House occupants, being unable to reach any of their personal belongings in the cut-off living room and having decided that nothing further could be done to fight the fire, shut all outside



Over the Top, summer style.

Photo, D. H. Baglin.

doors in an effort to deprive the blaze of oxygen. As they were lightly clad (only one had proper boots), and as it was bitterly cold and getting dark, they set off up the icy tow slope towards Albina. They were met when halfway up the slope by members of the rescue party from Albina. Leon Smith was the first to reach the Tow House and he frantically dug out the entrance to the Kunama basement to reach the fire extinguishers and the big water tank. (The Tow water supply had frozen up previously, and efforts to re-connect the water had failed owing to bad weather.) By the time he and other members of the Albina party (Bill and Christine Davy, Mike and Pat Osborne, John and Ross Allen) had some fire-fighting equipment ready, the fire was beyond any control and they had to watch the Tow House burn down to the ground.

With only Albina left, we decided to keep it open, and were able to accommodate many members who had lost their bookings in Kunama and the Tow House. We finished the season with no other mishap except a rather narrow escape of a party from carbon monoxide poisoning when an exhaust coupling worked loose and fumes discharged in the hut—a warning to clubs operating generating plants inside their lodges!

The unprecedented winter of 1956, which robbed us of so much of our efforts, also left a kinder legacy of tremendous snow covering on the main range, and good drift skiing could be enjoyed as late as the middle of February. Our annual midsummer races, the fifth since the Association was founded in 1950, were by far the best ever, although there were initially some doubts as to whether they could be held at all.

ALBINA SUMMER SLALOM (2 runs).

	m.	s.
1. Jean Ecuyer	1	43.5
2. Frank Prihoda	1	51.9
3. Billy Day	1	52.9
4. Geoffrey Hughes	2	12.8
5. Hellmutt Deider	2	25.3

HANS NEERING MEMORIAL DOWNHILL

	s.
1. Jean Ecuyer	32.9
2. Les Perko	37.6
3. Geoffrey Hughes	41.2
4. Cees Koeman	43.4
5. Hellmutt Deider	44.3

JUMP.

1. Paul Reader.
2. Jean Ecuyer.
3. Hellmutt Deider.
4. Kurt Lance.
5. Cees Koeman.

ALPINE COMBINATION.

1. Jean Ecuyer.
2. Geoffrey Hughes.

Another interesting Association ski event during 1956 was the breaking of Tony Sponar's Northcote Eagle record of 32.2 seconds by Austrian ski instructor, Helmut Tschaeffert. Helmut's time was 29.3 seconds for the Eagle course from Mt. Northcote to Kunama which is slightly over half a mile long, with a vertical drop of 800 feet. Had the Longines timing equipment been again available, a top speed of close to 100 miles per hour would have been recorded. The record run was made on a very fast icy course. The Golden Eagle Book, salvaged from Kunama, was destroyed in the Tow House fire.

Regarding the immediate plans of the Association, the following brief summary can be given. For this winter we will have a semi-portable Gam tow at Albina. A similar lift will be installed this season at Illawong.

Illawong Lodge will be completed and ready for use this winter, and the spon-



On top of Townsend.

Photo. D. H. Baglin

sors will shortly apply to the Association for affiliation.

Due to severe soil erosion on the Seamans/Albina bulldozer and jeep track, vehicles are now barred from leaving the main road. We hope to overcome this serious transport problem with the help of a snow vehicle. One of our members has generously agreed to lend us a small bulldozer (an Oliver OC3) for the winter season. Similar machines are in use at Falls Creek and Hotham, and the bulk of our supplies for our lodges could be brought in in winter. If this tractor, equipped with snow and ice tracks, proves successful, it might also be used at a later date for rebuilding operations in the Kunama Valley (if we decide to build there), and to carry provisions and tow skiers from the Thredbo Lift terminal on Crackenback Peak.

A shelter on Muellers saddle, near Albina, will be built this summer to cope with any possible emergency at Albina, and to house the snow vehicle. In the Kunama Valley, salvage operations only have been carried out. The stone basement of Kunama, which was under snow when the avalanche struck, is almost intact, and a working party

led by Bill Hawkins succeeded in putting the roof back over the basement, thus providing an emergency shelter. The salvageable parts of the Northcote Ski Tow were hired to the Crackenback Ski Club, which is building a lodge at Friday Flat in the new Thredbo area. Crackenback Ski Club plans to re-erect the ropeway on Crackenback Peak so as to provide uphill transportation in this area until the proposed chair lift comes into operation.

We were compensated for both losses by our Insurers, and have a sizeable amount of money in hand, although we could of course not be reimbursed for the thousands of hours of members' voluntary labour. At present we are investigating the advisability of rebuilding in the Kunama valley as well as in the new Thredbo area.

In spite of our two terrific setbacks, we are determined to carry on, to provide for our members reasonably priced, high standard accommodation in the best skiing areas, and to keep alive the spirit of touring which is one of the finest aspects of our sport.

C.W.A.

Sydney Ski Club

SINCE the last appearance of the Sydney Ski Club notes, in the 1954 Ski Year Book, several very important events have taken place in the affairs of the Club, the most satisfactory of which has been the completion of our Lodge in the Perisher area, on the site selected by the Club in 1954, with the advice of Mr. Ray Ainsworth. The Lodge was completed in time for the 1955 snow season and during both the 1955 and the 1956 season it was occupied to capacity by members and their friends. We are all quite sure that it is the best Lodge anywhere in the snow country!

The Lodge, which has a most attractive varnished wood exterior, has been designed to accommodate eight people in four two-bed rooms, with emergency accommodation for another two people. One of the main features is the living-dining area on the upper floor in the north-west corner. It has large windows trapping all the sun that shines and a glass door on the western side opens from the living area onto a small sun deck, an ideal place to sit and relax before lunch.

Our Building Sub-committee, with Frank Thorp, the designer of the Lodge, in the chair, has more than earned the thanks of all the members of this Club.

The most important event in this Club's history was the invitation of the Ski Council of New South Wales asking the Club to be host to the New South Wales Championships and to be responsible for organising the events. It was a great privilege for a Club of our small membership to have the honour of conducting the running of these races and it is very pleasing to think that we were able to do it successfully, in spite of ex-

tremely bad weather conditions. The conditions were so bad that, although we were able to hold the Langlauf, Jump and Slalom, it was impossible to hold the Downhill and it was decided to hold this event during the Six Hour Day Weekend in late September. The full report and results of these races has been given elsewhere in this Year Book, but special mention must be made here of the fine effort of Sydney Ski Club member, Hal Dalheim, who won the Langlauf by a margin of 4m. 58s., came second in the Jump, 1.3 points behind the winner, and who won the Nordic Combination (the combined result of the Langlauf, Jump and Slalom calculated on a points basis) with a total of 465 points and a margin of 43.8.

The Club's races were held in conjunction with the N.S.W. Championship Races and the Club's results were as follows (the N.S.W. Championship places are shown in brackets):

Langlauf: 1, H. Dalheim (1).

Jump: 1, H. Dalheim (2); 2, J. Hart (7).

Slalom: 1, J. Hart (6); 2, H. Dalheim (10); 3, A. Hart (13).

It was most unfortunate that we were unable to run the Downhill Memorial Trophy as this is the first time that this race has had to be abandoned since the trophy was first presented.

The social side of our activities as Host Club was quite extensive and several parties were held during the two weeks of our stay, culminating in the Annual Club Dinner for approximately



Sydney Ski Club Hut.

Photo. J. Slingo

80 members and guests. Our guests included race officials, competitors in the N.S.W. Championship Races and Chalet guests who had assisted the Race Committee in various ways.

The thanks of the Club are extended to those members of other clubs who gave such valuable assistance as members of the Race Committee, in particular the Chairman, Donald Maclurcan.

The Club's team which competed in the Perisher Cup races this year during the October long week-end did particularly well and finished in second place to the Snow Revellers' team. Hal Dalheim again

excelled by recording the fastest time for the Langlauf and the longest Jump.

The New York City Ski Council Trophy presented by the Sydney Ski Club for competition between members of the Perisher Area Club was won for the second time by Rudi Wurth. In 1955 a Giant Slalom was held to decide the winner of this trophy, who was Rudi. This year the trophy was presented to the winner of the N.S.W. Championship Downhill Race, Rudi again. They were two very fine performances, and it is a pleasure for this Club to be able to present its trophy to such an excellent skier.

The Southern Alps Ski Club

THE Southern Alps Ski Club officially opened the main skiing season in July, and unlike season 1955, the Club suffered no broken bones. For season 1956 there was snow right down to Cooma, and what a season it was. The main topic was not as said in 1955, "When will it snow?" but "When do you think it will stop snowing?"

Open events were held by the Club during its official season and many splendid times were recorded. The youngsters of to-day are Australia's champions of to-morrow and all major ski clubs should bear this in mind—that their strength only lies with the novices who should be encouraged during their first snow season.

Vice-captain John Duval and Social Secretary Brownie Duval should indeed feel proud that their daughter Kaleena at the age of 10 passed her Preliminary Test and that their younger daughter, Toni, won an open downhill race for juniors, during their first visit to the snow.

The Third Class Running Test was conducted and the Club's congratulations are extended to Adam Zapenski, Pamela Hamilton and Stan O'Malley who passed in all five departments in the one season.

It is felt that the Ski Council of N.S.W. should accept more recommendations for 2nd Class judges as this Test has not been conducted and passed in the same season at Kosciusko for many years.

It is apparent as when there are no 2nd Class judges available many 3rd Class skiers of outstanding ability are not eligible to win their Blue and White A.N.S.F. Test Badge.

This is quite apparent as the position is an honorary one and in most cases can take away from the judges many days of their skiing time.

In our opinion any judge who has the honour of being appointed to this position, should put the advancement of skiing as a number one priority and sacrifice himself for the benefit of the youngsters who will eventually take his place.

The Club's races were held and results are as follow:—

SLALOM, MEN'S SECTION (First 6 only).

1. Adam Zapenski	5.
2. Rex Cox	94.4
3. John Noblet	103.4
4. Robert Williams	107.4
5. Allen Moore	110.1
6. Stan O'Malley	120.8
	120.9

SLALOM, WOMEN'S SECTION (First 3 only).

1. Brownie Duval	146.8
2. Toni Ogilvy	146.9
3. Marie McGuinn	147.5

DOWNHILL, MEN'S SECTION (First 6 only).

1. Adam Zapenski	78.3
2. Leon Smith	81.9
3. Rex Cox	82.8
4. Stan O'Malley	91.7
5. John Noblet	93.6
6. Robert Williams	94.2

DOWNHILL, LADIES' SECTION (First 3 only).

1. Toni Ogilvy	120.3
2. Brownie Duval	120.5
3. Marie McGuinn	120.9

A new star appeared and Adam Zapenski was acclaimed as the new Club champion. Adam, from Whyalla, South Australia, won the James Smith Trophy for Club Championship, and was second in the open downhill championship, which he lost by .9 of a second to Australian representative Toni Mandlik.

MEN'S OPEN DOWNHILL (First 6 only).

1. Tony Mandlik	5.
2. Adam Zapenski	29.9
3. Case Koeman	30.8
4. George Sperling	34
5. Jerry Pokorny	34.2
6. Brian Studley	35
	36.5

LADIES' OPEN DOWNHILL (First 3 only).

1. Kay Muldoon	46.5
2. Jenny Rigney	55.8
3. Jenny L'pmann	56.1

Barry Brown won the George Nicoll Trophy for the most advanced skier.

The Club's social activities were left in the capable hands of Brownie Duval.

A cocktail party at the Hotel Australia with Dr. Ashleigh Davey and Miss Olive Lambie as honoured guests was one of the social highlights of 1956.

G.W.N.N.



Y.M.C.A. Ski Club Lodge, Guthega, N.S.W.

Y.M.C.A. Ski Club of Canberra

THE Y.M.C.A. Ski Club was formed in 1951 by Canberra skiers who were attracted from the convenient but uncertain snow conditions of Mt. Franklin to the copious delights of Kosciusko. It is, of course, co-educational. Our first move was to buy a bus, a large blue affair with a long and honourable life behind it, which soon became familiar to week-end travellers on the Kosciusko road.

This was the heroic period in the Club's history. The bus's internal processes, as well as its onward progress, were often in need of manual assistance; we stopped when we must and camped where we could. However, before the bus committed a kind of final mechanical hari-kari at The Creel in 1955, we had entered, so far as accommodation was concerned, on easier times. When the Guthega Project of the Snowy Mountains Scheme was completed, certain staff cottages above the dam were vacated by the Norwegian contractors and we leased

one from the Snowy Mountains Authority.

The Norwegians, it seems, though toiling regardless of ice and blizzard, were not beyond a bit of sybaritic comfort when they knocked off. Our cottage is a well sealed pre-fab. It is all electric and typically the smallest room in the house is equipped with a little heater of its own plus a red light over the door to indicate occupancy. (Incidentally, we shall shortly be able to say—the second smallest room.) Since taking it over we have added a ski room, woodshed, porch and bunks, and further accommodation to prevent the Club being co-educational in every sense is now under construction.

Our transport now consists of a relatively modern white bus which was acquired by the Y.M.C.A. at the end of 1955. Though it has not so far a blameless record and despite appearances to the contrary we do **not** camp in it. Our position now is also strengthened to the

extent that repairs can usually be effected inside the bus which is comparatively weatherproof; and by our acquisition of a professional mechanic as an enthusiastic member.

Guthega is, of course, a good touring base. The Main Range is accessible by two ridges opposite the cottage, Tate East Ridge and the "Trig Point" or Mt. Guthega Ridge, both of which provide about 1,500 feet of downhill running of various degrees of steepness. Last year we had no difficulty in finding an excellent downhill course and an adequate slalom for the Balmain Cup within easy distance of the cottage. The distance to Pound's Creek is nearly two miles and the summit of Twynam is in range of a fair day's tour.

Access is good except at the peak of the season since the Snowy Mountains Authority keep the road cleared to the dam whenever they can. After heavy falls and for a good deal of last year's

bumper season we had to ski in about three miles from Perisher Creek. However, from September onwards we had four excellent months with the road open and big drifts which still gave a good 500 feet descent at New Year. A gully near Mt. Guthega and other drifts have, in fact, still been skiable during the February working parties.

The Guthega road is soundly built; it is the northernmost of the three-pronged Thredbo - Charlotte's Pass - Guthega approach routes and in normal winter conditions gives the nearest access to the Main Range. There may shortly be two ski tows in the area—the Illawong project near Pound's Creek and one that is being considered for Guthega itself—and the Perisher tow is not much farther from us than from Smiggins Holes. We feel that Guthega must play a part in the long-term development of the Kosciusko area.

D.L.A.

The Kandahar Ski Club

THE idea of forming this Club was conceived in London by several Australians who had skied on the Continent and were aware of the skiing potential of the Kosciusko area but realised its lack of accommodation. The initial meeting for the formation of the Club was held in Sydney in November, 1954. Once the Lodge was designed, members of the Club were rostered and spent many week-ends working on front lawns and vacant allotments in Sydney suburbs prefabricating this structure which was then transported to its site on the Back Perisher Range and assembled. It was occupied for skiing for the whole of the 1955 season.

The Hut was designed by architect members, Gordon Robson, John Watts and Robert Powell. Built to hold ten members, it has two dormitories each with its own shower, wash basin and toilet. The dormitories open off the Common Room a feature of which is

the large sun window facing north. There is no open fireplace, but the hut is heated by a Warmray, whilst cooking and heating of water are done by a Rayburn slow-combustion stove. At present the Hut lacks its granite wall which when completed will merge it more into the surroundings.

The Club is planning extensions this year. These include extra drying and storage space and a new entrance which will be more accessible in heavy snow.

The Club entered members in the Perisher Cup Competition in 1955 and 1956 and hopes to give a better account of itself in 1957 with some newly acquired talent.

Present membership of the Club is approximately 100.

There is an energetic Social Committee which keeps members in contact during the off season by functions such as barbecues, cocktail parties and a Christmas party.

Cabramurra Ski Club

It was not long after the Snow Mountains Hydro-Electric Authority commenced construction of a Regional Centre and township at Cabramurra in 1953, that an enthusiastic group of skiers led by Bill Harris formed the Cabramurra Ski Club with the idea of taking full advantage of the excellent opportunities for skiing in and around the township. Cabramurra quickly developed into a busy centre with a growing population of Authority personnel and their families. Kiandra, ten miles to the north, had been a flourishing township some fifty years ago so we cannot say we were entirely unique by working and setting up houses in the snow country in this area. Cabramurra is situated on a prominent hill high above the Tumut River at an elevation of 4,900 feet and for three to four months of the year is covered by snow which is generally heavy compared to the Main Range snow but at times it is good powder snow.

The activities of the club in the first two seasons continued modestly due mainly to the amount of thick timber surrounding the town and rather poor snow cover. However, following the clearing of a wide fire break around the slopes of Cabramurra, the opportunities for better and more interesting skiing became fully evident. A site for a ski tow was selected and work began prior to the 1955 season to make full use of the very good southern slopes below the housing area. After a great deal of hard work by the club members and with the ready assistance of the Authority, an improvised tow was in operation in the latter half of that season, and the club enjoyed a very active and enlightening season's skiing.

However, last season proved particularly active and the season was highlighted by the development of a very

efficient ski tow and some interesting ski runs, and by the holding of a carnival week-end culminating in the competition for the Snowy Mountains Cup on Sunday, September 9, 1956. A few words on these features may be appropriate.

The Ski Tow is of the Hamilton type with a vertical lift of over 250 feet and 850 feet in length. The tow is powered by a 15 h.p. electric motor with a 7:1 reduction drive. This unit was purchased from the Authority and functioned without faltering once during the entire season. However, some "bugs" were present in the general arrangement but these should be ironed out by next season. The tow was officially opened on July 28, 1956, by the Commissioner of the Snowy Mountains Hydro-Electric Authority, Sir William Hudson, who has been a most enthusiastic and interested patron of the Club.

The Snowy Mountains Cup will be held at Cabramurra again next season and it is hoped that it will attract as many, if not more, of the expert skiers in Australia. We also hope that more of our own townfolk will be capable of entering next time.

In conclusion it must be mentioned that although our snowfields are fairly limited, all classes of skiers can be offered certain facilities such as a well cleared road (mostly paved), to the Township, limited comfortable hostel accommodation and an electrically driven ski tow. Skiers are always welcome to visit Cabramurra and enjoy these facilities because it is felt that a township, such as ours, is in a particularly good position to assist in the development of skiing in the Snowy Mountains area.

The skiing conditions may not always compare with skiing on the Main Range, but still—it is at our backdoor!

H.T.



Crackenback Ski Club working party with tow 400 feet up on Crackenback Peak. l. to r. G. Hughes, J. Minter, J. McCallum, M. Mathews, T. van Dugtren, I. Curlewis, R. Minter, J. de Vries, D. Cassidy, T. Bell, Mrs. Mick Kater, M. Kater. Photo. P. Blaxland.

Crackenback Ski Club

THE Club was officially formed on 17th December, 1956, and now has over 90 members.

At an unofficial inaugural meeting last August a majority of those present were persuaded by Jimmy Walker to vote in favour of calling the Club The Dead Horse Ski Club. However an interim committee appointed at that meeting contained five lawyers who proved to their own entire satisfaction that Walker had put up both hands when Dead Horse won by one vote. A protest by the Crackenback faction was therefore upheld. The Dead Horsemen have appealed and a referendum will be held at the next annual general meeting to decide finally what we will call ourselves. Apparently the Dead Horsemen do not yet realise that the lawyers have so

drafted the Constitution that any change of name must be proved by one hundred per cent. of the members. Between battles on the name question the committee has found time to let a contract for the construction of a ten-bunk hut at Friday Flat for a contract price of £5,600. The hut site has an excellent view of the Thredbo River and Ramshead Range and is only fifty yards from the proposed bottom station of the Crackenback Peak Chair Lift. It has been designed by Jenkins & Maclurean with Constance Hughes in association. The ground floor is 1,200 square feet and contains five double bedrooms plus two bathrooms, a kitchen, living room, air lock and store. Upstairs there is an 800 square foot attic which is to provide emergency accommodation for club



Top of Northcote Canyon.

Photo. Brian Rumble.

members plus locker and storage space. We have hired the salvageable parts of Northcote Ski tow and plan to build a Hamilton type tow rising from 4,900 feet to 5,850 feet along the second survey line cut up Crackenback Peak by Kosciusko Chairlift and Thredbo Syndicate. The Syndicate has agreed to purchase the tow when its Chairlift goes into operation. A large working party is being organised to build the tow at Easter time. The drive unit is mounted on a sled which (it is hoped) will pull itself up the mountain under its own power in order to reach the site on which it is to operate.

The Ski Council has given us the formidable task of running the State Cham-

pionship Alpine events to be held at Crackenback Peak on August Bank Holiday week-end this year. These will be the first races to be held at Crackenback Peak and we expect that in addition to the beds available at our hut and Tony Sponar's lodge, the Snowy Mountain's Authority will allow competitors and officials to stay at Friday Flat Camp, one mile by road from the foot of Crackenback Peak. We hope that the downhill course will be cleared down as far as 5,000 feet so that a descent of over 2,000 feet should be available. With Tony Sponar setting the courses for both slalom and downhill this year's State Championship should be really interesting.

THREDBO VALLEY

CLUB HUT SITES

Kosciusko Chairlift and Thredbo Hotel Syndicate has pleasure in announcing that its access road from the Alpine Way to the Thredbo Hotel site has been completed.

- Club hut sites will be available for selection from and after the 1st August, 1957. All sites are on land over which the Syndicate has been granted an option to take up a long term lease upon completion of the Thredbo Hotel and Chairlift on Crackenback Peak.

- All sites have frontages to the Alpine Way or to the Syndicates access road and it is the intention of the Syndicate to provide water, sewerage, electricity and garbage collection services to club huts in its area.

- Plans of Subdivision and full particulars of tenure may be obtained from Mr. E. M. Nicholls, Architect, Caltex House, Kent Street, Sydney, on 15th July, 1957. All applications for sites must be accompanied by an Undertaking to complete a building of a design approved by the Kosciusko State Park Trust and the Syndicate within two years from date of allocation of site.

- Competing applications received on or before 1st August, 1957, will be subject to a ballot.

- The Syndicate has carried out clearing operations on Crackenback Peak to enable skiers to inspect the skiing grounds during the winter of 1957.