

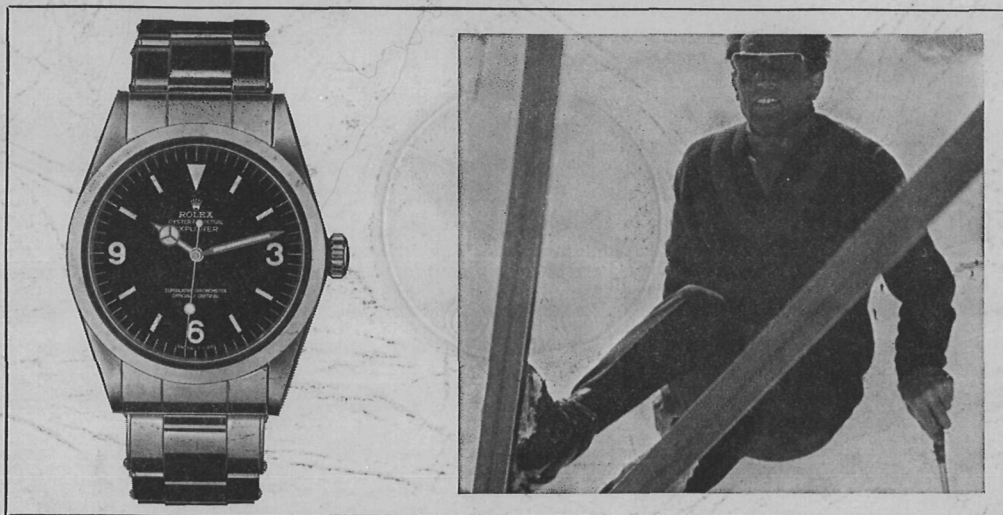
1967



NOVEMBER, 1967

AS MUCH A PART OF SKIING AS YOUR SKIS ...

## the famous waterproof Rolex 'Explorer'



PERPETUAL. A Rolex 'Explorer' is a chronometer with the Red Seal attached; which means that it has obtained the very highest distinction for precision and quality from a Swiss Institute for Official Chronometer Tests: 'Especially Good Results.'

A Rolex 'Explorer' is completely waterproof. Its chronometer movement is enclosed in a unique Oyster case, guaranteed waterproof and resistant to dust, dirt, and damp of every kind down to 330 feet.

The Rolex 'Explorer' is automatically wound by the Rolex 'rotor' which also ensures greater accuracy by keeping an even tension on the mainspring.

Any skier or ski mountaineer will find that the Rolex 'Explorer' will meet his specialized requirements perfectly. It was made for the job.

The Rolex 'Explorer' is an Oyster Perpetual designed to give accuracy under the most extreme conditions; yet it retains the smooth lines of the Oyster case.

The more skilled the skier, the climber, the more he knows the value of the very best in equipment. The more he knows, too, that the watch he wears is a vital part of that equipment and for perfect time in all conditions chooses the Rolex.

Rolex watches are worn by the world's top skiers; they have been on the most important climbs and on countless Himalayan and Arctic expeditions. When a man has a world in his hands you expect to find a Rolex on his wrist.

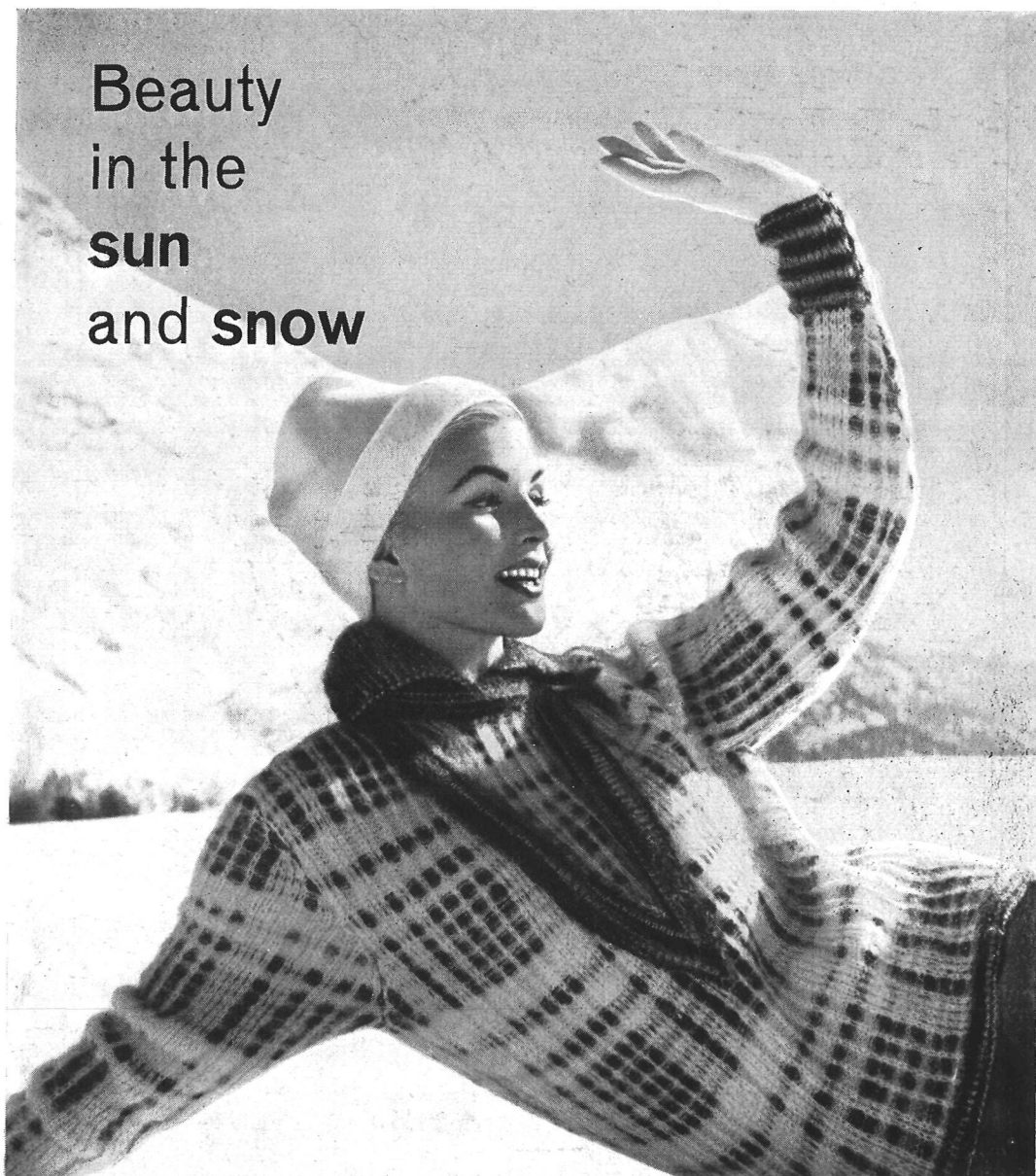


# ROLEX

*A landmark in the history of Time measurement*

THE ROLEX WATCH COMPANY LTD., 1 GREEN STREET, LONDON, W.1 and GENEVA, SWITZERLAND

Beauty  
in the  
sun  
and snow



Safeguard your skin with  
Elizabeth Arden special preparations  
for beauty in the snow



*By Appointment to  
Her Majesty the Queen  
Suppliers of Cosmetics  
Elizabeth Arden Limited*

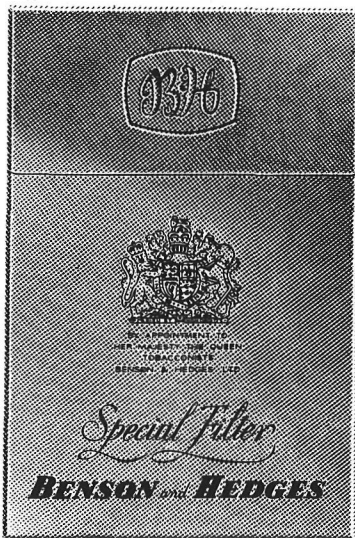
*Elizabeth Arden*  
25 OLD BOND STREET, LONDON W.1.



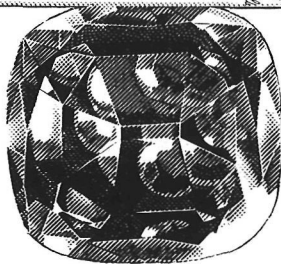
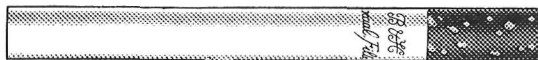
*By Appointment to  
H.M. Queen Elizabeth  
The Queen Mother  
Suppliers of Cosmetics  
Elizabeth Arden Limited*

# ***BENSON and HEDGES***

Could anything  
be more luxurious  
than this  
superb gold box?



Yes. The cigarettes inside



THE BOX IS GOLD — THE PLEASURE PRICELESS

# Doctor's orders

**£44**  
14 days  
at Brand

If your complaint is British Winter  
you'll find a BEA Silver Wing Holiday  
just what the doctor ordered

And anyway what's the point of huddling in the damp, dull and drear when you could be living-it-up where the snow or sun are? Take a BEA Silver Wing Holiday . . . an all-inclusive winter-elusive holiday. Just wing away and ski the wide white slopes – at Arosa perhaps, where 14 days inclusive will cost you from £49. Lillehammer from £52. Short of escape-time? Then take a weekend holiday in Paris or Amsterdam! Silver Wing your way out of winter on a smooth BEA jetliner to wherever sun, fun, sport call you . . . if you're bothered by being thought downright selfish just remember that it's good for you. Very.

Silver Wing holidays are arranged by leading members of the Association of British Travel Agents in conjunction with BEA. *All flights on tourist class.*



## SILVER WING HOLIDAYS





# SLUMBERDOWN

## CONTINENTAL QUILT

Direct by post—from only £7.10.0

You have slept under them on the Continent—down-filled quilts that dispense with the need for blankets. Marvellously warm . . . bedmaking banished! Snuggle up warm in a Slumberland—and sleep like you've never slept before.

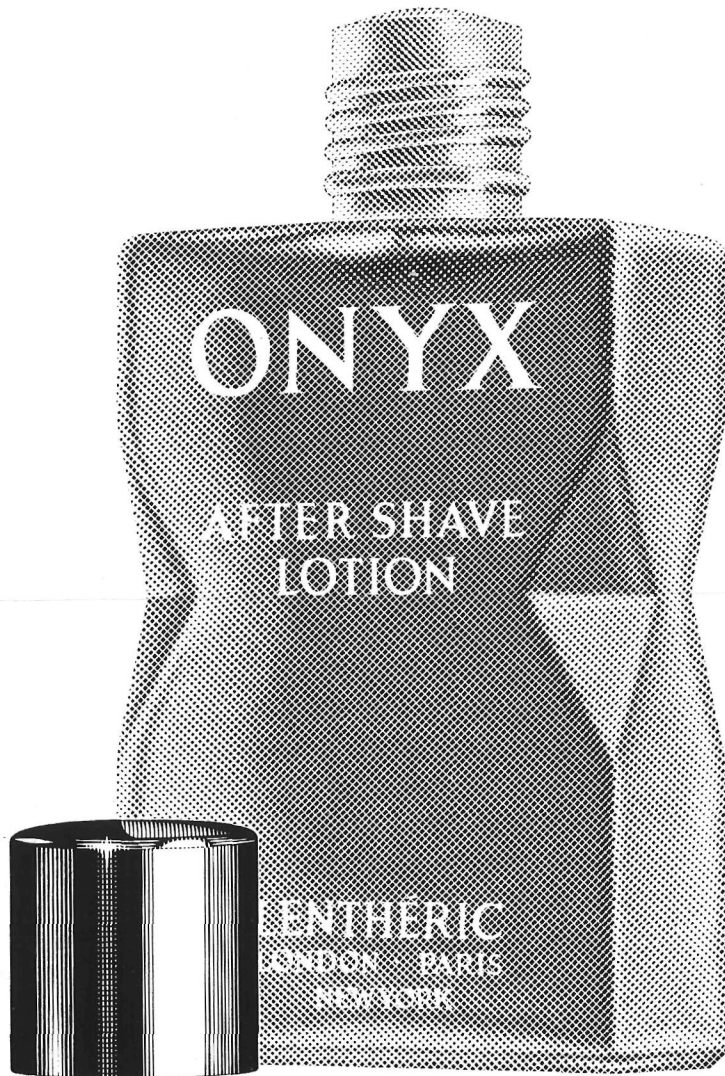
Try one on two weeks approval by writing to:—

**MacUsher Ltd.**

2 MELVILLE STREET, EDINBURGH 3.

“It is impossible,  
in our condition  
of Society,  
not to be  
sometimes a Snob.”

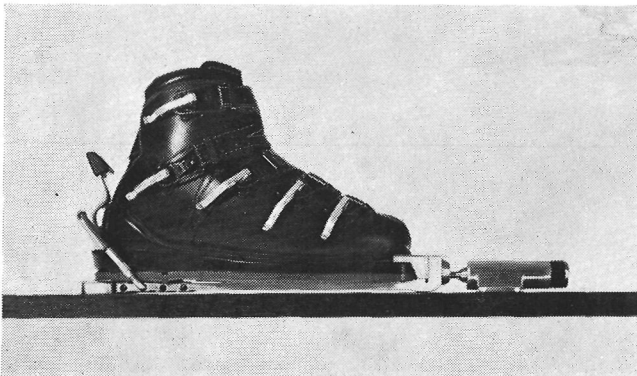
*William Makepeace Thackeray*



ONYX  
IS PART  
OF IT

# SAFEST KIEF

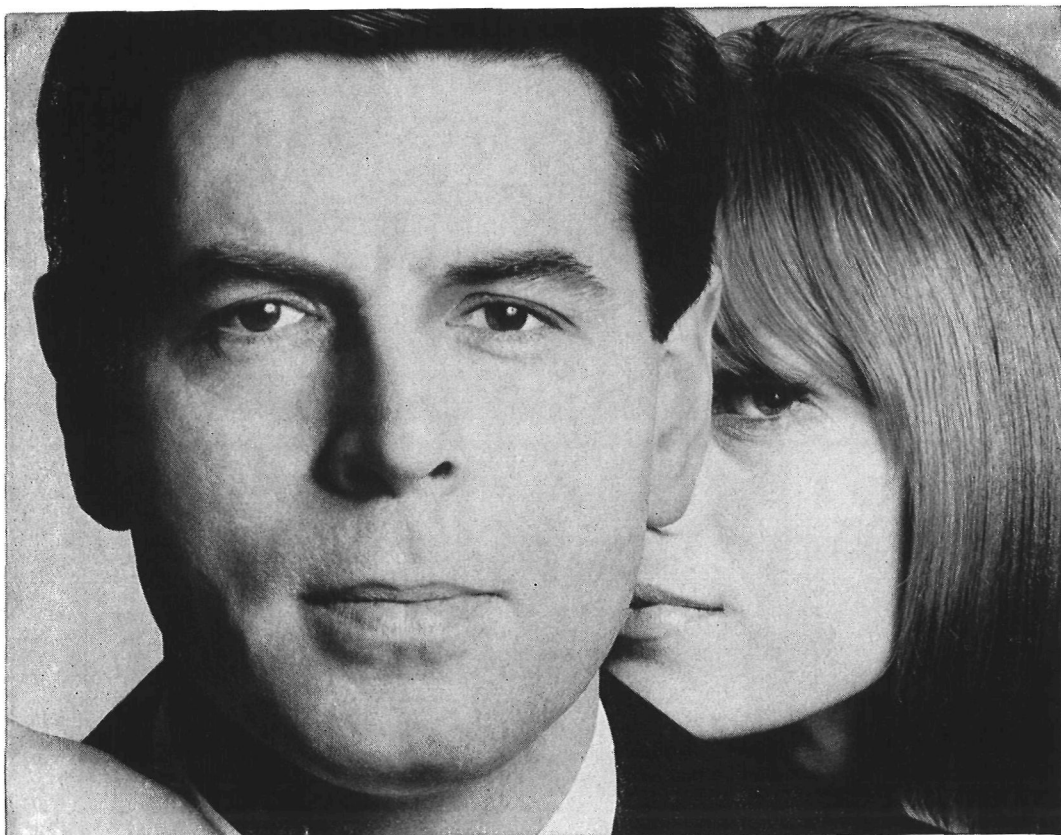
## THE GERTSCH SAFETY BINDING (THE ULTIMATE IN RELEASE BINDINGS)



- ★ six releases with only one adjustment.
- ★ safety straps tighten automatically.
- ★ shock absorbing release mechanism.
- ★ Full safety with long thongs.
- ★ Excellent connection between boot and ski.
- ★ No boot plates needed—no notching.

**General distributor for Great Britain: Lockwood Brown & Co. Ltd., 66 Battersea High Street, London, S.W.11.**





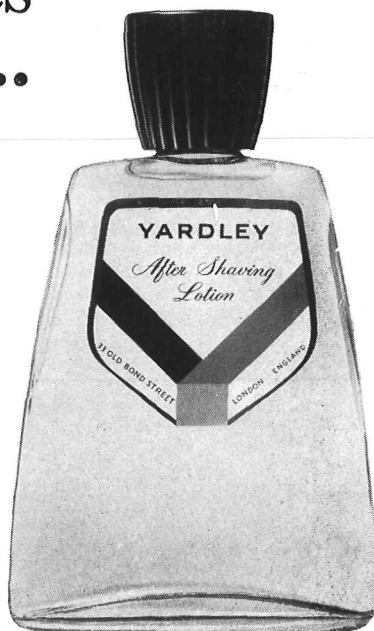
## Ask a man why he uses Yardley After-Shave... Obvious, he'll say

Well, to win a girl like that, a fellow needs every advantage he's got! Of course, he may not admit that Yardley After-Shave has anything to do with it, but she thinks otherwise. *He* likes it because it's cool, bracing, briskly astringent, wakes a man up, complements his shave. *She* likes it for its subtle male fragrance. Obvious really, isn't it?

*Yardley After Shaving Lotion, 7/7 and 12/2*  
*Pre-Electric Shaving Lotion, 6/1 and 8/2*

# Yardley

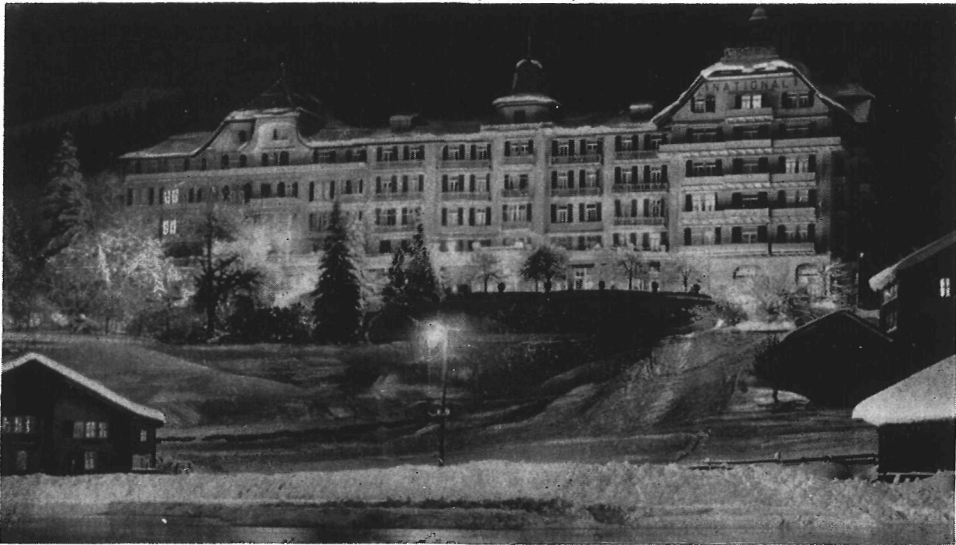
does something for a man



Page Seven

# PALACE HOTEL • WENGEN

Over 60 Years of Family Tradition



Leading in the Jungfrau region.—A first-class Hotel with personal atmosphere where your "Vacation £" buys more!

*Under the same Management:—*

## **BELAIR BAR and TEA ROOM**



GRILL ROOM. THREE FULLY AUTOMATIC BOWLING ALLEYS.  
CINEMA.

# A message to all skiers who go it alone.



## You must be crazy. ■ ■

If you need reasons for handing the whole slippery business of holiday arrangements over to Inghams, fill in the coupon. And we'll send you our 1967-68 brochure.

Meantime, here's a few to ponder while the GPO man's on his way.

An Inghams Holiday takes off at London Airport arriving at your hotel only a few hours later.

And then the slopes are yours.

Where do we take you?

Wherever you like! Austria, Switzerland, Italy or Norway.

Currency worries?

Inghams make allowances for allowances.

Just £35 pays for your return air fare via London Airport, two weeks accommodation, winter sports and accident insurance, and £4 worth of ski-lift tickets.

If you don't like aeroplanes, our brochure will tell you about our Inghams 'Snowsports Special' train, Autoplan-to-Ski and an all time energy saving device called the 'Sleep-Coach' (there was none of that when we started Snowsports holidays back in '34).

***I'm not so crazy. Send brochure immediately.***

NAME \_\_\_\_\_

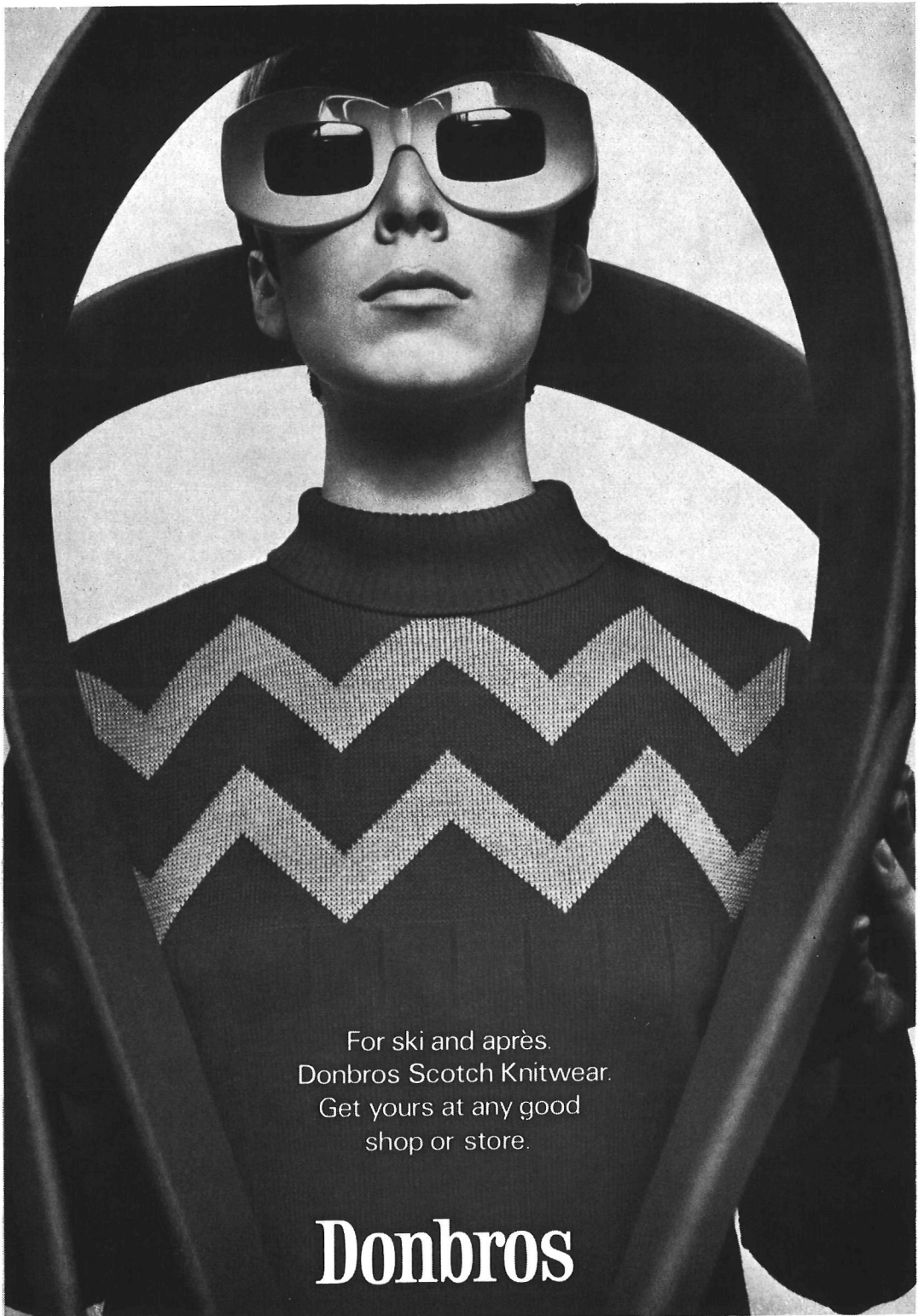
ADDRESS \_\_\_\_\_



44A

# INGHAMS TRAVEL

26 Old Bond Street London W.1. Tel: 01-629 9885

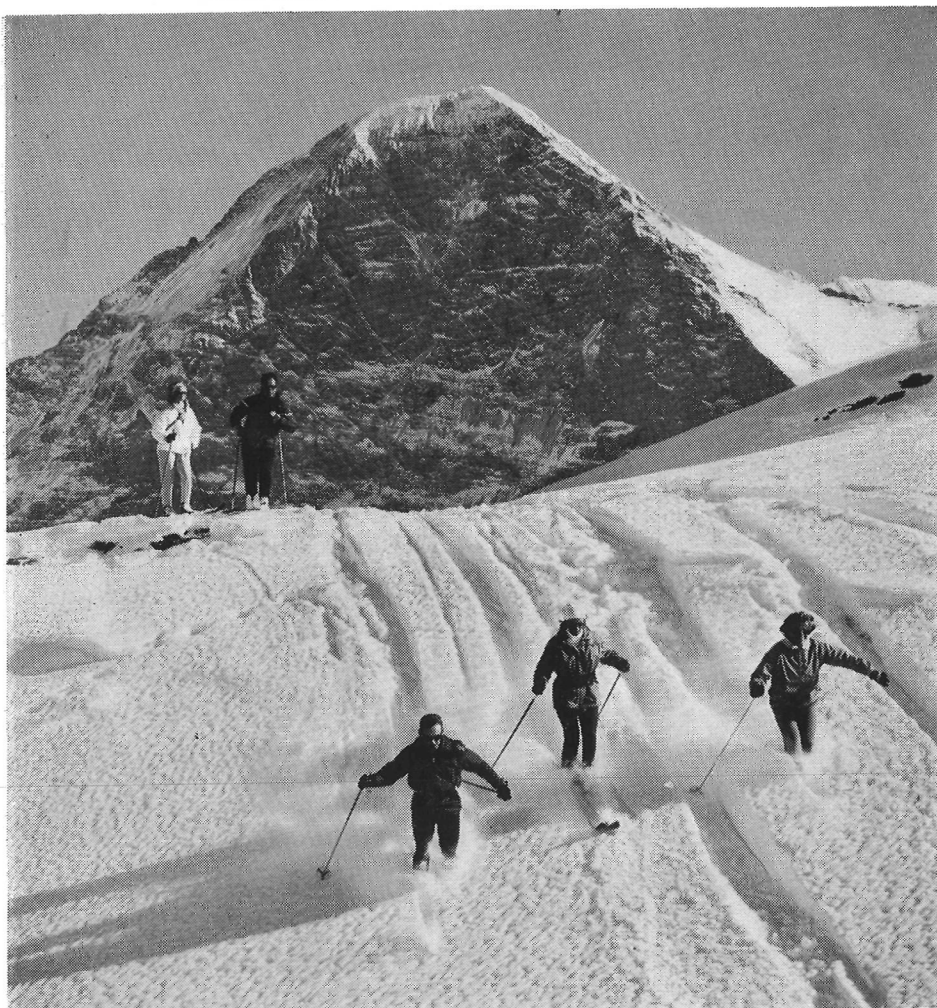


For ski and après.  
Donbros Scotch Knitwear.  
Get yours at any good  
shop or store.

**Donbros**

# Wengen Männlichen

Aerial Ropeway



the starting point of one of the most beautiful ski runs in the Alps and doubtless the most perfect one in the Bernese Oberland is reached from Wengen in 7 minutes.

Beside the easy wide open slopes with plenty of powder snow, well cared runs for courses are always kept open. Drop of altitude 4,500 ft. over a distance of about 7 miles. Ski-lift Laeger-Männlichen, good snow conditions even in April.

## SPECIAL AEROPLANE SERVICE FOR SKI-ING IN THE HIGH MOUNTAINS

Many starting points for the longest and most beautiful ski-runs in the high mountains of the Jungfrau area, which before could only be approached by long and toilsome ascents on ski are reached now with aeroplanes taking off from Männlichen with trained glacier pilots.

*Some of these beautiful glacier runs are:*

Petersgrat-Stechelberg (Lauterbrunnen Valley), Ebnefluh- Hollandia- Hut- Blatten, Fiescherhorn- Finsteraarhorn Hut- Fietsch, Roseneegg- Rosenloui- Meiringen.

# THE **BIG 3** IN SKI-ING

**blizzard  
skis**



Wherever the top skiers are, you'll find them using "Blizzard" skis. Tough flexible and made by Europe's finest craftsmen. "Blizzard" skis always turn in true performance — true value for money too. Put "Blizzard" between you and the snow and you're out there ahead.

**Kastinger**

SKI-BOOTS



Find the Golden K and you've found the quality sign for ski-boots. Available in a wide range of styles and prices, Kastinger boots combine maximum comfort with the right amount of stiffness.

**SCOTT-USA**  
THE WORLD LEADER IN SKI-POLES



SCOTT-U.S.A. is the choice of champions — over 80% of all entrants in the 1966 World Championships used SCOTT-U.S.A. Poles (including the first 12 places!). Why don't you get on the championship trail with the perfectly balanced light yet rigid, SCOTT-U.S.A. Pole?

WRITE FOR FREE LEAFLET AND THE NAME & ADDRESS OF YOUR NEAREST VANGO STOCKIST TO:

**VANGO (SCOTLAND) LTD.**

356 AMULREE STREET . GLASGOW E.2 TEL: 041-778-5461



# HOTEL REGINA WENGEN



*First class*

*Unique situation*

*Cosy modern rooms*

*Completely renovated*

*Personal attention*

Dancing — Bar

---

## LE CARROUSEL

The hot-spot of Wengen with Europe's leading bands

Dec. 27th—Jan. 31st. **The KETTLES**

*Well known from Radio and Television of the NDR*

February **The RED DEVILS**

*One of the few really leading modern bands in Switzerland*

March **The ROY KING QUINTET**

*Well known from German TV and the BBC*

---

(till December 26th, a young Swiss Band will entertain you)

WE SHALL BE PLEASED TO WELCOME YOU

ERIKA and JACK MEYER



# BEDFORD HOTEL

SOUTHAMPTON ROW, LONDON, W.C.1

75/- } Includes Breakfast,  
Private Bathroom,  
Television, Phone and  
Radio.  
TWIN 120/- }

**200 ROOMS**  
10% Service Charge  
Tel: Museum 7822  
Grams: Suave, London,  
W.C.1.

**GARAGE IN HOTEL**  
Mechanic in charge  
Spares, Maps, Routes, etc.  
**Cars: 4/- to 7/6**

### TARIFF

RATES EFFECTIVE 1st APRIL, 1967  
BREAKFAST INCLUDED

	Single Room	Double Room	Twin Bedded Room	Lunch	Dinner
President	75/-	110/-	120/-	15/-	20/-
Bedford Front	75/-	—	120/-	15/-	20/-
Back	80/-	115/-	130/-		
Tavistock	70/-	100/-	110/-	15/-	20/-
County	47/6	70/-	80/-	9/-	12/-
Royal	37/6	65/-	70/-	9/-	12/-
National	37/6	65/-	70/-	9/-	12/-

There is a 10 per cent service charge at the hotels President, Bedford and Tavistock and at all Hotels for parties.

**ENGLAND'S  
OLDEST  
ESTABLISHED  
HOTEL  
KEEPERS  
3,500 ROOMS  
LONDON'S  
FINEST  
VALUE**

**NOW REBUILDING**

**IMPERIAL HOTEL**

**DUE TO OPEN SPRING '69**

**FOR CENTRAL RESERVATIONS RING BRUNSWICK 7871. TELEX: 263951 RUSIMP LONDON**

# PRESIDENT HOTEL

RUSSELL SQUARE, LONDON, W.C.1

75/- } Includes Breakfast,  
Private Bathroom,  
3-channel Television,  
Phone and Radio.  
TWIN 120/- }

**450 ROOMS**  
ONE PRICE ONLY  
10% Service Charge  
Tel: Terminus 8844  
Grams: Hotelpres,  
London, W.C.1.

**GARAGE IN HOTEL**  
Mechanic in charge  
Spares, Maps, Routes, etc.  
**Cars 4/- to 7/6 per night**

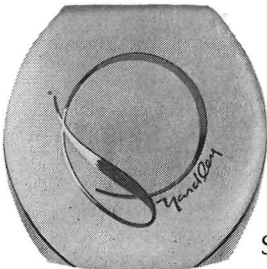




To have the slimmest  
compact in the world is  
one thing...



but to fill it with Yardley  
Cream Powder loveliness,  
for only 5/4



well!..that's the slender  
stroke of genius from

**YARDLEY**

Slimline Compact with mirror and puff too

*Regency Tailored*

RACING

**SKI PANTS**  
IN ACTION



**FULL RACING  
SKI PANTS**

or  
ORDINARY VORLARGE  
*for everyone*

as worn by the British Team for  
the 1966 World Championships

*Please write to us for your nearest stockist*

**HOLLOWAY  
BROTHERS LIMITED**

**Stroud, Gloucestershire, England**  
Telephone Stroud 3637/8

---

*We have been manufacturing ski pants for over 40 years*

*Ski-ing this Year?*



**make sure you take a**

**WATERPROOF RUBBER ARMoured**



**WIDE ANGLE  
BINOCULAR**

**8×30**

**MAGNIFICATION**

**Magnification: 8X**  
**Angle of field at 1,000 yds: 150 yds.**  
**Length: 5 in.**  
**Exit pupil: 3.75 mm.**  
**Light value: 14L**

With this high precision instrument ready at hand, you can see all the action and share in all the fun—even if you're a thousand yards away! Its excellent optical performance ensures clear definition, right up to maximum range. Carry it wherever you go, without fear of damage —it is perfectly protected against moisture and corrosion and designed to give you superlative service for years and years.

**£45-0-0**

*See the Steiner and numerous other world-famous Binoculars and Telescopes at the address given below, or write for Free Brochure.*

**Curry & Paxton Ltd**

**195 GREAT PORTLAND STREET, LONDON, W.1**

**TELEX: 01-580 0123**

*Branches throughout the Country*



## Ski-ing in the Jungfrau Region

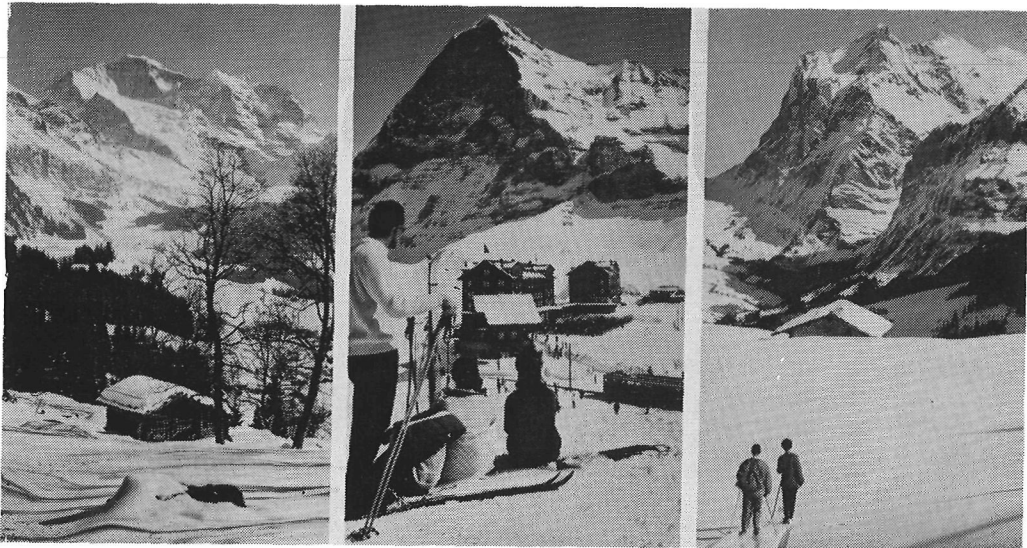


An ideal centre for varied downruns and fine high-alpine tours.  
Favourable season and day-tickets.  
Speedy connections' with

**Grindelwald Wengen Mürren  
Kleine Scheidegg Eigergletscher  
Eismeer Jungfrauoch**

Write for free Information **Kit W/ 51-67/68**

Railways in the Jungfrau Region / 3800 Interlaken / Switzerland



# LONGINES



*The world's most honoured watch*



## **H. SCHERTENLEIB**

WENGEN AND INTERLAKEN

MEMBER D.H.O.

*Frank Smythe*

# SUNSET IN THE LÖTSCHENTAL

---

*Page Twenty*

# CONTENTS

	<i>page</i>
Editorial .. .. .	22
The Season in Wengen, Edited by <i>Rosamond Hepworth</i> , with contributions from <i>Ian McCormick, Rozi Walker, Sarah Edmonds, Sara-Jane Ferguson, and B. G. Mabey</i> ..	27
'Errings Agine, <i>Pauline Sitwell Stebbing</i> .. .. .	35
Brief Encounter, <i>Brian Phillips</i> .. .. .	36
Ski-ing with a Difference in Norway, <i>Patricia Murphy</i> .. .. .	37
Ski-ing Down Under, <i>The Editor</i> .. .. .	39
Obituary .. .. .	42
Fixture List—Season 1967/8 .. .. .	43
D.H.O. Spring Tour, <i>P. L. Heller</i> .. .. .	44
Poland, <i>Virginia Cox</i> .. .. .	47
A Quick Look Back, <i>K. D. Foster</i> .. .. .	49
When the Breezes Blow, <i>Norman Freund</i> .. .. .	50
Armchair Ski Test, <i>G. W. M. Orr</i> .. .. .	51
Fashion Outlook for 1967/8, <i>Diana Dennison</i> .. .. .	52
Observations from Geneva, <i>Campbell Ballantyne</i> .. .. .	54
Club Training Schemes .. .. .	55
Racing Results—Season 1966/7 .. .. .	56
Grenoble, <i>J. B. Watney</i> .. .. .	57
Curlers' Supplement .. .. .	58
Club Notes .. .. .	60
Officers, Committee and Members' List .. .. .	61

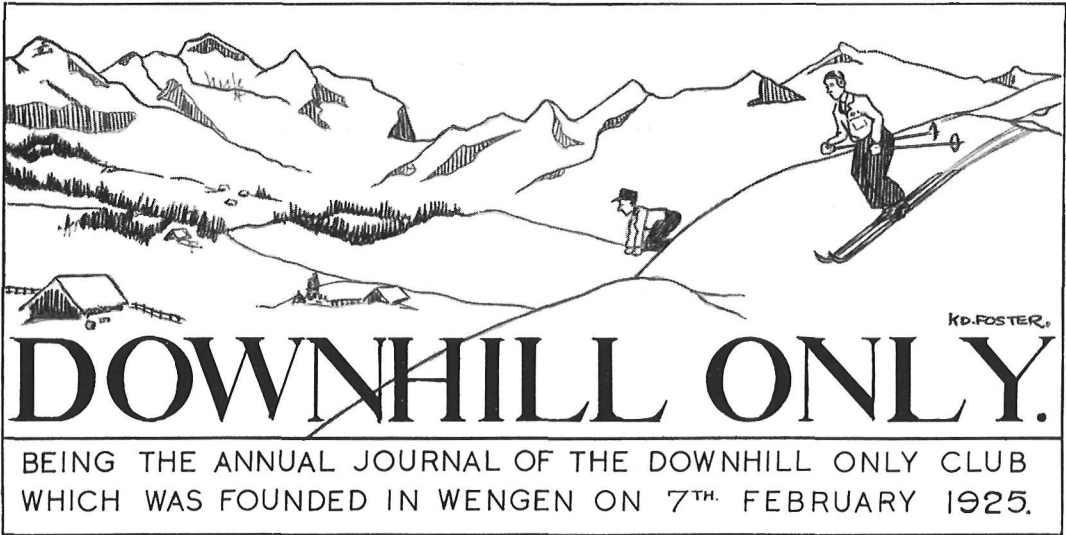
---

## CONTRIBUTIONS

Your letters, articles, photographs and drawings are needed to keep the Editor employed and the *D.H.O. Journal* in business. If you have something to contribute or complain about, please send it NOT LATER THAN June 15th, 1968, to Hon. Editor, *D.H.O. Journal*, c/o Bannwald Ballinger, Great Missenden, Bucks.

**ARTICLES AND LETTERS:** Please type or write on one side of the paper only. Leave a space between lines and a wide margin on the left-hand side. Remember to check all names and places, and attach accents and "umlauts" where needed.

**PHOTOGRAPHS:** Please write in *light pencil (not ink)* the title of the photograph as it should appear in the *Journal*, and show the name of the photographer. Do not fasten the photograph to an article by any form of paper fastener, as this invariably leaves a mark. When sending photos by post, reinforce the envelope with a piece of cardboard.



## EDITORIAL

Editing the Journal by loose and remote control this year from a humble new home in the West Australian bush has produced its anxieties and problems. Thanks to heroic efforts by Norman Freund and the ever active Ros Hepworth the Blue Book does appear once again.

Our Hon. Advertising Manager, Jimmie Gardner and Miss Gilda Lund have once again done a remarkable job. British advertising is actually up on last year. We must also pay tribute to Herr Gerber and the Wengen Tourist Bureau, whose efforts have produced so many Swiss advertisements in this second year of Harold's £50 Horror.

Not the least of the difficulties is the production of an editorial but Committee Reports, the letters of envious friends wilting under Socialism and occasional newspaper clippings have prevented complete loss of contact. Or so your Editor hopefully imagines as he sits on the veranda to seek inspiration under the light of the Southern Moon.

Wherever one may wander, whether to Oslo, Oberaletsch or Oodnadatta, the mind will fill with wonder.

### *Skiers and drinkers clash*

Let the skiers of this club not despise the drinkers in their midst. They are subsidised not, neither do they swear.

The D.H.O. was founded to promote good ski-ing and fellowship in Wengen, and it is rare for a skier after his more active days are past, not to fall into the other basic category. It is regrettable therefore that the feud between the two factions which has been apparent in recent seasons should have come nearer to the boil this year.

The money received from the drinkers' subscriptions helps greatly to keep our ski-ing activities afloat. Yet many skiers, and this applies particularly to self-important young trainees in pretty blue and white sweaters, show a complete disdain for these social members who make up a good proportion of our membership list. Small wonder then that some drinkers in recent seasons have complained of neglect. "The Reps devote their entire time to the skiers," claims their spokesman.

If all skiers could occasionally show themselves concerned with the welfare and happiness of others, peaceful co-existence could easily prevail. And let them realise that should ever these venerable Knights of the Round Table be so moved as to act in unison, the Club may no longer find itself with a pool of potential Vice-Presidents and Presidents as vacancies become available.



*From the President*

Astronauts, we read, are being trained for the 20 year trip to Mars, yet if we want a couple of weeks in Wengen we are still faced with this infuriating travel allowance restriction. A proved failure, over the past 20 years this policy has actually increased the number going abroad by means of cheap package deals, etc. Another result has been to make English tourists the paupers of Europe, which must inevitably lower confidence in sterling, not to mention national prestige.

Perhaps the saddest aspect is that the ones who suffer most are those who have striven hardest all these years to raise standards: the better class hotels, bars and restaurants and the good shops which give a resort glamour and attraction for everyone.

What are so strange are the fantastic anomalies attaching to this exercise. One can usually obtain up to £2,000 to send one's daughter to a Swiss finishing school to learn to smoke. Also there are no restrictions on buying expensive foreign cars. Why pick on holidays which usually bring reciprocal tourist trade?

One can understand the exchequer restricting large-scale property deals overseas during times of adverse trade balance; but badgering the innocent holidaymaker, who is often made to feel like a petty criminal, strikes at one of our basic freedoms—the right to go where we wish as often as we can afford to with the comparatively small portion of our incomes that the exchequer allows us to keep. Only the Iron Curtain countries impose such restrictions on their citizens and it is up to us all to protest in every way possible at this deplorable infringement of our liberty.

Memories are short, but, the table which follows shows how both political parties have been guilty of this stop go policy ever since the war.

I must warn our members, however, not to try unorthodox methods. Last time this happened, about 13 years ago, a chap I know was so fed up when his bank would not give him any more francs, he went down to Soho to a man who used to print rare stamps without the Queen's head and so on, to see if he would help. "Well," he said, "I've never done that sort of thing before, but I suppose if it's foreign money it doesn't matter. I'll do £100 worth." Next day, when he went round to collect, there were a couple of truly magnificent bank notes—for 600 francs each. He was a bit taken aback, but, as he was leaving that day, he had to make the best of it.

The first bar he went into in Wengen, he said to the girl, "Can you change this?"

"Certainly, Sir," she said. "How would you like it, two threes or three twos?"

There is one very good piece of news this year: Ernst Gertsch's wonderful new safety binding described elsewhere in this issue. This, at least, should give us considerable extra freedom from injury. It is a major step forward and, what appeals particularly to me, it may one day lead to a return of those lovely light comfortable ski boots instead of today's clodhoppers.

CURRENCY RESTRICTIONS SINCE 1945

	October 1945	£100
	March 1946	£75
	August 1947	35
	September 1947	Nil
LABOUR GOVERNMENT	April 1948	£35
	May and June 1949	£50
	March 1950	£250
	December 1950	£100

	November 1951	£50
	January 1952	£25
	March 1953	£40
CONSERVATIVE GOVERNMENT	November 1953	£50
until October, 1964	March 1954	£50
	November 1954	£100
	June 1957	£100
	November 1959	£250
	August 1962	£250

LABOUR GOVERNMENT	July 20th, 1966	£50
-------------------	-----------------	-----

### *Club Officers*

Among changes in the Club's Officers, Ros Hepworth has taken over the job of Secretary and has been replaced as Vice-President. This is a great help as we always have to ask Ros about everything, and it is much simpler if she is responsible for routine matters which she knows so much about.

Our other Vice-President, Michael Mason, has also given up his post. Pressure of work now limits both his ski-ing and appearances at Committee Meetings, but we are glad he has consented to continue his long association with the Club by accepting the position of Hon. Medical Officer.

Into their places come Moggy Gill and Richard Edmonds. The first a long time skier and worthy Knight in one. The second an accomplished fellow well versed in glaciers, gaststübes and glühwein who served us so well as Editor for 10 years. Apart from Sir Arnold Lunn and a handful of Swiss, no one has come to know the huge glacial regions of the Bernese Oberland better than Dick Edmonds.

### *Martini and Rossi*

Once again we are indebted to the directors of Martini and Rossi for giving the Club another wonderful cocktail party at the Ski Club of Great Britain. We eagerly look forward each year to these happy pre-season gatherings. The gloom of £50 restrictions vanishes and the morale is uplifted.

Apart from providing these splendid functions, Martini and Rossi have made very generous contributions to our racing fund and have regularly taken valuable advertising space in the Journal.

### *A modest hero*

In last year's Editorial I included some prose which I had found in the pages of the Visitors' Book in the Oberaletsch hut while on the D.H.O. Spring Tour. It was a hut warden's lament as he made his final bow on the occasion of his last visit to that remote refuge. It turns out that the modest writer, M. André Pont, is a most versatile character, and I am grateful to Lady Metcalfe for her following letter.

Elmtree House,  
West Mersea,  
Colchester, Essex.

Dear Editor,

The Editorial in your 1966 Journal mentioned a M. André Pont, quoting a poignant piece of writing in the Climbing Book of the Oberaletsch hut.

You may be interested to know more about M. Pont.

He is a schoolmaster at Sierre, Valais, and was Guardian of the Oberaletsch hut for a great many years. He is a wood-carver of repute in the Valais: much of the carved wood furniture in Alpine Inns is his work: a talented amateur musician and artist and a collector of glacier crystals.

He has been a guide and personal friend to my husband and I (and many mutual friends) for nearly 20 years and we know of no finer companion in the mountains.

We remember with particular pleasure a two-day walk with him from Belalp over the Beich Pass to Fafleralp. We were a mixed party of nine, ranging in age from 20 to 60 and we all had an unforgettable expedition. If the party showed signs of flagging, André Pont would encourage us from the front with an Alpine tune on his recorder which he carried in his rucksack.

We hope to meet him in the Alps each year for many years to come (even if we are too old to walk!), as his loyal friendship and gay, stimulating companionship means a great deal to us, and is indeed the better part of our Alpine memories.

Yours sincerely,  
DOROTHEA METCALFE

### *Heights and Depths*

One of your Editor's companions on that Spring Tour in April 1966 was John Guthrie. Little did he and I realise, as we surveyed the scenery from Sattelücke at 12,200 feet and other lofty passes, that just 10 months later we would descend 3,400 feet down the Central Norseman Gold Mine in Western Australia. John flew into Perth in February this year on a quick sight-seeing and business trip, and together we motored around the south-west. Fitted with helmets and headlamps we crawled into what looked like a battered metal coffin which thundered down steeply inclined tramlines deep into the bowels of Mother Earth. Also on this trip we performed one modest climb—212 ft. to be exact, up the giant Karri tree at Pemberton, to say "hello" to the parakeets who frequent the top of the forest.

Before we parted in Kalgoorlie where John took the eastbound train, we raised our glasses to what we confidently imagined was a world record of some sort for various heights and depths achieved by two companions on opposite sides of the world in less than a year. Any enlightenment on this matter would be appreciated. The Royal Geographical Society in London seem to be baffled and have turned down the request for Honorary Membership from two such distinguished adventurers.

*K. D. Foster writes :*

"Over the last 30 years I have written everything that I know about ski-ing and some time ago, I made a vow that I would not write another word on the subject. However, one of the results of Labour's currency restrictions has been to reduce the flow of 'live' articles from Wengen, and so I have broken my vow and have put together some recollections of the period that my generation will always remember as the Golden Days of Ski-ing."

I suppose every cloud does have a silver lining. Few people, if any, are more welcome in these pages than the former Hon. Editor. His reminiscences appear on page 49.

#### *OLYMPIC APPEAL*

Of 18 racers on the Olympic Teams short list published in July, over half were D.H.O. trained in Wengen until selected for National training. And this is no exception. Every year the club trains over 50 children of all ages in order to help find the British teams of the future. This work will largely be lost if the governing body, the National Ski Federation, cannot deploy sufficient funds. The governing body needs everybody's support if it is properly to discharge its national and international responsibilities. If you would like to help, please mark your contribution "D.H.O. Member" and send it to The Secretary, National Ski Federation of Great Britain, 118 Eaton Square, London, S.W.1.

*WENGEN MAIL. From Herr Bruno Gerber, Kurdirektor, Wengen.*

"NO news is good news." There is, of course, some news, but it concerns mainly the skaters and curlers. After the artificial ice-rink had been built we decided that a new pavilion had to be built, too. It has been put up where the old one was and provides lockers, showers, storage facilities and office space, as well as a new kindergarten and rooms for the staff.

The ski-school has after all been given permission to build its new ski lift by the "bumps". But still no new Innerwengen chairlift. Although the engines of the new lift have already been ordered, one landowner is still withholding his permission. So we have to wait . . . But there is some really good news about abonnements. The local transportation companies have finally agreed to create a new abonnement which covers all the ski-lifts, railways, etc. The ticket is quite costly though. . . .

There is good news also from the hotels. The "Waldrand" finished its construction programme. The "new" hotel remains under the old and good management of Mr. Plozza and his wife. The old, rather shabby Hotel Gertsch is no more. In its place, Mr. Edy Bühlmann is building a modern "Garni" with all the latest comforts. The name of this hotel will be the "Beausite". The Park Hotel itself remains the main interest of capable Edy Bühlmann; he and his wife plan to reconstruct it within the next two years.

All Wengeners do hope to welcome their British friends during the 1967/8 season, despite the continued currency restrictions. The D.H.O. office has not again been moved from its home by the Palace Ice Rink . . .

See you,  
BRUNO GERBER.

Probably the best bit of news is the combined abonnement. This has been mumbled about for years. Only two years ago, our predecessor made yet another plaintive plea in the Journal editorial. "Tickets for this, tickets for that, and our stretch pants bulging in all the wrong places." Mr. Gerber dampens our rapture with warnings about the price. But a few extra francs will be worth it if one no longer has to calculate the relative economy of using two Lauberhorn tickets on the Männlichen lift against buying yet another Männlichen ticket book one day before the end of the holiday.

Less happy is the further delay to the Innerwengen chairlift. Presumably the Compulsory Purchase Order is not one of the ideas we are sharing with our E.F.T.A. partners!

#### *British Racers*

No doubt some racers and some of their mentors will take exception to a few of the views expressed in "Observations from Geneva" (page 54). Perhaps some will even put pen to paper in hot rebuttal, and therewith provide early copy for the 1968 Journal. The opinions expressed in articles are not necessarily those of the editor, of course; but he does admit a liking for contributions which challenge the established order of things--and for the rejoinders that follow.

#### *La Dolce Vita*

In an excellent book recently published called *The European Book of Ski-ing* there appears an article on racing by Tessa Dredge. She concludes that a "racer is not a racer unless completely dedicated". Ouch! We hope sometime to hear how many years it took the author to reach this terrifying conclusion, and to learn what, if anything, can be done about it.

*Divina Galica, British Ladies' Champion.*



*Julian Vasey, British Men's and Junior Champion.  
Photo, R. Vasey.*



*Michael, C. Blackwood, Finlayson, H. Thomas.  
Photo, David Young.*

*W. O. Borters, Vice-President M. O. P., after the Bathchair P.*

*Photo, Baumann*

*Three generations of Borters—Fritz Borters, Marie Louise Abbuhl-Borters, Barbara (8), Thomas (6) and Urs (3 months).  
Photo, Baumann.*





# THE SEASON IN *Wengen*

*Edited by Rosamond Hepworth*

**T**HE Kurverein, like others throughout the Alps, decided that the £50 currency restriction deserved a cut in the Representatives, though they most generously allowed a full complement over Christmas and the New Year. On going to Press we hear that the same arrangements will apply next year. Those who gave their time as representatives were Ian McCormick, Diana May, Rozi Walker, Patricia Waller, Nina Cowdy, Susan Procter, Martha Ennor, Sarah-Jane Ferguson, John Webster, Harold Thorp and Robert Giddings. Because of the cut in representatives, Joan Shearing and Brian Phillips kindly stood down. All would like to thank their hotel hosts, Fritz Borter of the Palace, Karl Fuchs of the Eiger and Jack Meyer of the Regina, for their hospitality. We are also much indebted to Herr Perler and Herr Gerber for their help throughout the season.

The new D.H.O. office in the Palace ice rink changing room proved very suitable, despite the rather precipitous path leading down to it from Molitor's Shop, which required almost constant attention with pick and shovel; very healthy work for the reps. The office is large and sunny with "all mod. cons." dating from 1880 but still in excellent working order. Once they had negotiated the icy path, members also found the Club House to their liking. Unfortunately the Founder President and the President were prevented by illness from visiting us, but the Chairman of the Alpine Committee, General Leathes, often called in to cheer us up and to help with racing problems.

When the currency restrictions got sorted out, it was found that the young racers at least were able to train, owing to an extra allowance through the National Ski Federation from the Bank of England.

Some of the most promising ones got Christ-

mas, Easter and Summer snow training through the D.H.O. and our thanks are due to Mr. John Watney for his skilful handling of the negotiations with the Bank. There was, however, a sad dwindling of familiar faces among the club members in Wengen once the Christmas holidays were over, and no amount of determination to make the best of it could conceal our own or Wengen's disappointment. The ski-ing landscape was, however, livened by the presence of the British Women's Team, who used Wengen as a training base between races, and, responding to the popular mood, our D.H.O. holiday races also seemed specially lively, with members of the team putting in an occasional appearance *hors concours*.

Among the cup winners were: Charlotte Lane, Sarah Palmer-Tomkinson, Sally Ireland, M. Loveday, Enid Philips, P. Heller, Sonia Hankin, J. Morris, W. Hall and R. Barlow.

Apart from the races, which were well attended throughout the season, almost the most successful sessions seemed to be the weekly cocktail parties, which were stuffed to bursting point at the Eiger Restaurant and, as the shops reported feeling the effect of the currency restrictions among their customers, people were obviously saving up for their cocktails.

The D.H.O. diary reveals that the Reps. were able to take a lot of D.H.O. runs in soft snow of varying depth and quality almost the whole winter through, culminating on March 14th with so much snow that it became unskiable until the snow cats got about. That day people had to walk (on skis) down the Lauberhorn beside the ski lift. This meant plenty of snow for April, and once it had consolidated conditions were again good and spring snow appeared on the steep south slopes. On March 20th there was an instructional off-piste run with a ski school instructor for



Photo Baumann

*Christmas Junior Training, Wengen.*



about a dozen members, who much enjoyed the day, and afterwards a party of 20 went with the Reps. to Wengernalp for a cheese fondue, everyone ski-ing or lugging down afterwards.

This was not much of a season for glacier touring, but several did take place and are reported elsewhere. Freddy Fuchs, as always, served the club well as our "Bergführer"—we could not be in better hands. Freddy also built our Christmas jump and brought his small children along to help. Next year we hope they will jump too.

*Easter training* was held on the Scheidegg for a short time under Rene Seiler for the D.H.O. top class. Ingrid Christopherson was the manager, supported by Bunny Field. Most then went off on the long two-night train journey to Scotland, but Linda Ballantyne, Pamela and Linda King, Simon and Julie Carter had to be left behind as they live in Switzerland.

#### *D.H.O. CHRISTMAS TRAINING, 1966-7. Ian McCormick writes :*

**T**HIS year the D.H.O. received a record export of 45 blue and white striped potential junior racers. We welcomed five Scots, wearing patriotic devices in case of mistaken nationality, and three Wengen school children. Our earlier than usual start, December 18th, offered unpopulated slopes and an opportunity to our five trainers to give plenty of downhill ski-ing, but frequent snowfalls made it difficult to maintain a hard slalom slope and consequently there was perhaps too little slalom practice.

Our mainstay, Rene Seiler, headed the trainers. We value greatly his experience with young racers. Ueli Schwabe again joined us from Innsbruck University. We also welcomed Jost Brunner, a Wengener and economics graduate of Basel. Walter Schletti from Interlaken helped with the younger ones, as did Ingrid Christopherson, who most energetically licked the youngest hopefuls into shape while doing her own training as captain of the British B Team.

D.H.O. members of the A Team, staying in Lauterbrunnen for their Christmas break, stole the limelight in the open Christmas and New Year Slaloms, Bunny Field beating two of the best girls in the Swiss Team under their trainer's very eyes. A record number of 15 D.H.O., including several juniors, finished these steep and icy courses, and special praise should be given to our senior and junior men racing in the deep ruts at the end of the race. These included Jonathan Latimer (16) and Ian Finlayson (15).

The D.H.O. Races consisted of the *Sunday Times* Giant Slalom (December 29th), the Martini-Rossi Slalom (December 30th) and the Railway Cups (Downhill on January 3rd).

There are also several cups awarded on the combined result of the giant slalom and slalom, and for these there was fierce competition from the Kandahar, in the person of A Mapelli-Mozzi

(15) who took the principal trophy to foreign parts across the valley. With a consistent second place in each event, Frazer Clyde revenged the D.H.O. eclipse by winning the slalom and the Under Fifteen prize.

The award for the best combined result by a girl, the Ladies Ski Club Salver, was won by Sally Ireland, who skied with the National B Team for much of the season. Wendy von Allmen and Isabel Mabey fought closely for second place and Miranda Watson was just beaten for third place by Viki Stace.

The Downhill proved exciting. The Lauberhorn course, suitably censored for Junior consumption, gave Antony Parks something to demonstrate his St. Anton training on, and he assaulted it so successfully that he put 3½ seconds between himself and Jonathan Latimer. Wendy von Allmen headed the girls, and Pamela King, never lacking in courage, made haste for an excellent second place. The Under Fifteen class Chris Vasey won from his twin brother, Stephen, and Edith Shearing beat Charlotte Pollock for first place. Sina Cova of the Italian "espoirs" racing Hors de Concours, was only beaten by Parks.

A school team race run on Halford-Hewitt lines was won by Chatelard School for girls, with Roedean second and Eton third, proving how strong a challenge on equal terms the ski-ing girls can provide for the boys.

As the Junior Championships were to be held in Scotland at Easter, Switzerland was bisected for East Trials at Davos and West Trials in Murren, where David Tomkinson and the Kandahar put on some excellent racing.

The D.H.O. boys who were expected to do well ruined their chances in a disastrous slalom. Antony Parks, who had won the Downhill, and Jonathan Latimer who was 4th, both fell out. Our honour was saved by a sparkling performance from Chris Vasey who tied with Royston Varley (K) for first place in the Slalom. Both live in Switzerland, and both are under 15. Others who skied well for us were Anthony Iremonger, Ian Finlayson, Stephen Vasey, Hugo Holmes and Peter Ethrington-Smith.

The D.H.O. girls were in form, gaining nine out of the first 10 places in both races. The Villars Visitors, girls, Charlotte Harrocks and Rosemary Bonham-Christie, were placed third in Downhill and Slalom respectively. The over-all winner was Wendy von Allmen, who is American by birth, with Isobel Mabey 2nd and Linda King 3rd.

Julie Carter (8) from Australia gave a remarkable performance to finish 4th in the Combined and 1st Under Fifteen, closely followed by Edith Shearing.

Each year I believe we are getting substantially better skiers, which is showing internationally, obviously with the girls, and less obviously with the men, who statistically often put up performance of equal calibre. It is to the juniors that we must look for higher standards of fitness



*Christmas Coggins Training, Wengen, 1967, with Rick Friar and Rozi Walker.*

Photo Baumann



*Paquita de Zulueta gets her Cup from Mrs. M. Walker.*

Photo Baumann



*D.H.O. Easter Junior Training in Glencoe.*

Photo S. J. Ferguson



and technique. I hope that several of the younger, not-yet mentioned trainees, will continue their interest and keenness.

It remains only to make the oft repeated but none the less heartfelt thanks to parents and friends who kept gates in dreadful weather, and to reps Di May, Jimmy Ferguson and Pat Waller who timed and typed so efficiently and acted as manager's coolies.

*THE COGGINS. Rozi Walker writes:*

**C**HRISTMAS Coggins Training officially started on the 18th December, but it appears that many of them prefer to spend Christmas at home, and we only had four until December 27th. A slow start, but by the New Year there were twenty-three.

Walter Schletti and Ricky Friar were the trainers, and a very excellent job they did. Weather conditions were good and this made a big difference. Congratulations for progress go specially to Paquita de Zulueta, and to all the following; Lucy James, Juliet Mabey, Jane Williams, Jamie Rankin, Simon Moores, Alison Prideaux and Cornelia Fischer.

Walter set two testing and excellent races; the Downhill on the Standard Run and the Slalom on the Brunner Slopes. Despite icy conditions on the Downhill everybody came down very steadily. Competition was keen throughout, which was a great help towards improving the standard of the competitors.

I was glad to see the average age drop this year; the younger the better for us. In future, I look forward to seeing the youngest class made up of four to seven year olds. May I thank the parents for their co-operation and the gatekeepers for all their hard work. I look forward to seeing all the old faces and plenty of new ones next Christmas.

Space forbids me to describe in detail the really successful Easter Coggins session in which no fewer than twenty-four took part, with numberless parents in the background enjoying their own ski-ing. It was very gratifying that so many took part in the first ever Easter Coggins Training, which we hope will be the first of many. Our thanks to the trainers, Ruth von Allmen, Vreni Fuchs, and Desmond Peters, and our gratitude to the Brunner Hotel and all the Brunner family without whom we could not have succeeded. Our everlasting thanks go also to the parents particularly to Sue Holmes, for their help.

*EASTER COGGINS. Sarah Edmonds writes:*

**R**OZI Walker, plus about 15 children arrived from England on April 9th all looking very orderly and calm, despite the fact that the railway had mislaid several pairs of skis, including Rozi's. Nothing daunted, she was prepared to beg, borrow or steal to get the training started the following

day. The next morning training started, all the skis having turned up safely. In all there were about twenty children aged from 13 down to 6. They were divided into four classes, Rozi taking the smaller ones. We were lucky, on the whole, with the weather, and apart from one broken bone, there were no accidents. Most of the children stayed at the Brunner hotel in Wengen with Rozi and obviously had a marvellous time, because she was wonderful to them and yet kept them all in good order; anyone who can organise five or six small children to go up the Eiger-gletscher ski lift and then bring them down again must be something of a genius. My sister-in-law and I took the small ones one morning when Rozi was busy, and found it extremely nerve-racking, despite the fact that there were two of us and that three of the children happened to be ours. In a bid to get the children to remember sun cream, glasses and hats Rozi fined them a franc if any of these were forgotten, and as well as providing substitutes for the forgotten equipment she provided a marvellous fondue party for the children out of the proceeds.

As a parent of two Coggins I was thrilled with the progress they made, and also with the fact that they had such a marvellous time learning. So often at six or seven they get thoroughly bored with real ski school, and this attitude is inclined to persist through the following years. I can't stress how hard Rozi worked to make the training a success, and I am sure the other parents would agree.

*THE BRITISH CHAMPIONSHIPS,  
AVIEMORE APRIL, 1967. Ros Hepworth  
writes:*

**T**HE D.H.O. racers have asked me to devote the space usually reserved for the story of these races to thanking some of the many people who helped to make the championships in Scotland possible; but first I must congratulate one girl, Helen Jamieson, for successfully fighting her way back into international racing after two difficult accidents. I also want to correct a newspaper report that Julian Vasey was the youngest ever winner of the Men's Championship at 16. Twenty years ago, another D.H.O. member, Douglas Mackintosh, became British champion at 15. At that time Jeremy Palmer-Tomkinson's father, generally acknowledged as the best British racer of that time was unable to compete. The girls have a special message of thanks to Richard and Annelyse Waddington for their generous hospitality at Blairfindy Lodge. To the local Scots at Aviemore I would like to say how we admired their patient endurance of such a short, sharp invasion which stretched their resources to the limit. We hope to visit them again in smaller numbers for their own excellent races, and we hope they will welcome us as before. For the organisers no praise is too high. I have never seen

better organisation. Thank you Guy Chilvers-Stainer and Robin Brock-Hollinshead. Thank you P.M.G. for your splendid calculator tables. Thank you Michael Kenneth and Ian de Sales la Terriere, George Scott and Lewis Drysdale. Thank you Frith Finlayson, Steve Stephenson and Bob Clyde, and all your helpers. Thank you Dr. Swanson. Thanks to all gatekeepers, whose names should be written in letters of gold. Thank you to the members of the National Ski Federation. Thank you on behalf of the D.H.O. racers for your help and encouragement. For the story and results of the races please read Sir Arnold Lunn's British Ski Year Book.

#### *EASTER TRAINING IN SCOTLAND.*

*Sarah-Jane Ferguson writes:*

**A**S the British Junior Championships were to be held at Aviemore and because of foreign currency restrictions, it was decided that half the D.H.O. Easter Training should take place in Scotland. Glencoe was the area decided upon.

Ueli Schwabe came from Innsbruck to act as trainer, helped by Ian Murray, Diana May and Jimmy Ferguson were the managers.

The Trainees arrived on March 29th and the looks of apprehension on their faces were a study as the overnight train from London deposited them at Bridge of Orchy railway station.

"Where are we?" "Where is the snow?" "Where are my skis?" were the comments as we hastily tried to organise the luggage, separating it from that belonging to the Kandahar group who had arrived on the same train. At last we were ready and the four car loads of the D.H.O. set off for the Kingshouse.

I must add that if ever the D.H.O. managers have had difficulty in keeping the trainees to the rule of "in bed by ten", here we had no problem. Kingshouse is a very pleasant hotel situated on the Moor of Rannoch and is at least ten miles away from the nearest villages! It does have one bowling alley, a television set, and Mr. McDonald, the Manager, receives films by post which he shows weekly to the guests in the hotel. After an early lunch, we made for the chairlift. No time was to be wasted.

While we were still in the process of ascending the hill a miracle happened, the sun came out—may I add for the first time in many days. Also to our delight, piste conditions were perfect. Thus our first day was spent with technique exercises and everyone finding their legs.

"Verticales" were set up by Kurt, Ian, and Golo Schwabe (Kandahar's trainer) down which the trainees went time and again with the poles frequently being altered. This was to be the routine of the training! The whole day was spent on the slopes, with only a break for lunch. Our packed lunches were supported by sausage rolls and washed down with hot drinks dispensed by Mrs. Carmichael. Within two days the improved

standard of ski-ing was quite unbelievable. Weather and snow conditions were being very kind to us. Sunglasses were essential and slalom was being practised in cotton shirts.

However, come Saturday the weather broke. Nevertheless, the trainees battled their way around the hill and it was not until the end of the day that bad luck struck again. One trainee received a ducking by falling through a snow bridge and into a waterfall. However, he was retrieved, hurried down the hill and, after a hot bath, was none the worse off for his misadventure.

Mr. Philip Rankin, who manages the chairlift and tows was most helpful and I would like to thank him for his kindness to our party. Our thanks also go to the Scottish Ski Club for the use of their Club Hut and the slalom poles for training.

I must also congratulate the trainees on their good behaviour both on the slopes and in the hotel. The only "battle" which took place was that which occurred in the bowling alley on the evening that the Kandahar came over for a friendly match. So it was that we all had a very happy time at Glencoe and it was with few complaints and many regrets that we moved on to Aviemore.

#### *THE BRITISH CHAMPIONSHIPS AT AVIEMORE (MacWENGEN) B. G. Mabey writes:*

**D**URING the currency crisis under the first post-war Socialist regime I seem to recall that Glencoe became MacMürren. This spring it would not have been inappropriate to dub Aviemore "MacWengen". It was full of faces well known in the Lauterbrunnen valley, including our charming trainers, Rene Seiler and Ueli Schwabe with his brother Gollo.

We went to Scotland reluctantly as consultants had estimated 2-4 days possible ski-ing per week, but we skied every day and the last three were so hot that there was a run on dark glasses and sunburn lotion. We went reluctantly thinking the Scots with their local knowledge and experience would seek to avenge Culloden Moor on the skiing fields, but they didn't. We went thinking the food, wine and accommodation would be austere. But they were excellent everywhere, with traditional warm Scottish hospitality thrown in for good measure. Everything was done for the consideration of guests including even the omission of haggis from the menu. The accommodation in Aviemore Centre was, of course, right-up-to-date, most comfortable and reasonable in price, with the Strathspey Hotel offering sauna baths to guests at no extra charge (Swiss readers please note!).

For those who do not know Aviemore Centre, we must dally a moment. It was created by the late Lord Frazer and reputedly cost £3m. One had the feeling that it was his last act—a generous

bequest to those who follow in the path of sport. It is set in the centre of some of the most gorgeous scenery in Scotland, where every imaginable outdoor sport can be pursued—from salmon fishing in the Spey, water-ski-ing on the lochs—yes, to ski-ing on the Cairngorms, and indoor sports include swimming, skating and bowling.

Several of the towns and villages round Aviemore have their own ski schools—often run by Norwegian or Alpine instructors. This makes rather a pleasant cosmopolitan atmosphere in the evenings when many foreign and local dialects can be heard battling with one another over a “wee drappie” of local “macschnapps”. It is rumoured that some of the ski schools forbid the instructors to wear their uniform off duty in order to restrict them to their fair share of the fair sex during this part of the day.

We must now go to the ski slopes rather more quickly than was possible in April: some 12 miles of road must carry more traffic than any other rural road in Scotland. By the time you read this I hope it will have been tarmacadamed from top to bottom! At the ski slopes there is an excellent car park. The lifts and the food vending machines in the only restaurant are all very modern. The lifts never appeared to stop; the vending machines never appeared to start. Consequently the queues at the lifts were as nothing compared with the endless queue leading to the one and only help-yourself counter. It reminded one of the patient but dejected wartime Displaced Persons at a free soup kitchen—only nothing was free, except Maggi. Fortunately Ros had taken up a position in the restaurant strategically placed for issuing like a human vending machine a seemingly inexhaustible supply of free buns to those without the stamina to survive the endless queue.

Thus fortified, one had the choice of chairlift or skilift to take one to the top of the “White Lady” run. The descent was not particularly steep, but without wishing to be accused of vulgar analogy, the White Lady usually obliged with a good tail wind at the top to improve one’s initial acceleration. Unfortunately she has rather a narrow waist which was exaggerated when Alpine skilehrers, accustomed to the vast areas of the Parsenn or Corviglia, set their slalom course all over it—leaving only a narrow mixture of snow, heather and rock for the rest of the day skiers and local wild life to enjoy.

The snow conditions when we first arrived were excellent, especially for April; with the snow fairly hard and flat. We left behind rock, mud, heather and a number of self-rising dough-like MacDougalls (surely) set in a sea of salty Scottish porridge! The early races took part on the good snow but the later ones were rather slushy. There were no serious accidents during training or racing except that Frazer Clyde “kofixed” his fingers when attending to a girl competitor’s skis and spent a few painful days in hospital in Inverness, a town not unlike Interlaken.

Now to the championships: the results are given elsewhere in this journal. As to the performances of the contestants—there are others better qualified than I to comment: excluding a very few spectators who appeared to attribute “faine skier” only to the indigènes. I would like, therefore, to content myself—being unlikely to content anyone else—with mentioning one or two aspects of the championships as I saw them.

They had a rather delightful homely atmosphere half-way between a Sunday afternoon village cricket match—unfortunately without the traditional pints of ale—and a Hunt point-to-point meeting. They did not have the terrain nor thankfully the tension of a serious international skiing event. One got the impression that from far and wide sporting people had come to a sporting occasion to watch other sporting people take part in sporting events in a sporting manner.

First came the Ladies Junior Championships where Charlotte Harrocks, a newcomer to ski-racing seemed as unaffected by winning the combined as she was by losing her skis shortly before one of the races. Julian Vasey won the Mens’ Junior most comfortably and then seemed to be trying to hide from his congratulators—perhaps he has something in common with a contemporary circumnavigator.

In the Senior events Divina Galica won both the ladies races when infected with mumps—possibly her high temperature kept her muscles in good trim? Gina Hathorn risked her ski-ing but not her sporting reputation by racing when still unfit from a virus infection.

The men’s senior races were perhaps the most exciting of all: there was a ding dong contest of hundredths of a second between Jeremy Palmer-Tomkinson and Julian Vasey. Julian won the Giant Slalom but then it looked as though Jeremy had just managed to reverse the tables in the Slalom. His friends were naturally elated. Then came a disqualification from a gate keeper—his friends were disconsolate—“Oh! Never mind,” said Jeremy, “it’s only a game!”. With these words he surely expressed the spirit of the championships. To those who got this message, the credit squeeze which took us all to MacWengen was surely a success—but please, Mr. Callaghan, make it temporary.

*THE BRITISH JUNIOR CHAMPIONSHIPS.*  
*The Referee, Ian McCormick writes:*

**T**HE Universities overlapped the Junior Races and collected all the fury of which Scottish weather is capable. With such an enormous entry for the races (which included the Scottish Junior Championships as well) it was necessary to hold an elimination slalom to sort out the lambs from the kids, and this proved hard on the few who came so far for so little. Two 30-gate courses reduced the entry to a more manageable 75 with, I hope, the minimum of unfairness, after a day’s postponement due to impossible weather. The next day, April 8th, with wind medium and visi-

bility up to three pylons or more, Uli-Kurt Schwabe set a fluid Giant Slalom of 30 gates down the White Lady, using all the bumps that the rather flat landscape allowed, and the Junior Championship had started. The girls went first and the pace was set by Virginia Sturge (D.H.O.) who has learnt to race in one winter. Only Karin Winkler (D.H.O.) could improve on her time until Charlotte Harrocks, who though training with the D.H.O. is by loyalty Villars Visitors, came down almost three seconds ahead. The favourite, Sally Ireland, fell. Isabel Mabey was fifth and Carol Blackwood seventh and first Under Fifteen, so the club did well.

The D.H.O. boys gave few surprises except for the extreme fluency and ease of Julian Vasey who won by the large margin of 4.5 seconds on this very short slope. Rory McLeod of Aviemore was second—he also skis with an excellent style, as does Ian Murray, who was third. Both are very firm on their feet and should do well. Frazer Clyde, son of Bob Clyde, chairman of the ski lifts, was much steadier than usual, without losing any speed, and came 4th. Antony Parks was seventh and Peter Craggs 13th. Scotland won the Baidland schools team cup for Kingussie Secondary Modern. Eton was second.

Next day the Slalom. Two good courses were set by Carlo Muhlbauer of St. Moritz and Pietro Zardini. Sally Ireland made a splendid second run to win decisively from Charlotte Harrocks and Kate Mackenzie of St. Moritz. Over four



## D.H.O. SILK TIES

23/6

Post Free

Obtainable from :

The Honorary Treasurer,  
"Fosseway"  
Tudor Hill,  
Sutton Coldfield,  
Warks.



seconds separated them from the next group, which included Miranda Watson, Helen Carmichael and Edith Shearing, all skiing well. Antoinette Betts won the Under Fifteen Cup.

The boys' slalom was another fine victory for Julian Vasey, who never faltered and finished nearly six seconds in hand, a fantastic lead on this type of course. Ian Finlayson, son of Frith, who is well-known to anyone north (and south!) of the Border, was best of the Scots in second place. Royston Varley from Mürren did well to beat his accomplished team-mate Alex Mapelli for third place. Mention should be made of A. Stewart, aged 11, who, though the youngest, finished in the first half of the race, skiing beautifully. As a Scottish product he does them great credit.

With the exception of Julian Vasey, who has been training with the Men's team for two years, our juniors did not excel. We can console ourselves that, having made great efforts last Christmas to train them thoroughly, especially in downhill running, we then asked them to compete, at Easter, without a Downhill, and with the most unusual snow conditions, weather and landscape.

Our congratulations go to the winners of the championship, Julian Vasey and Charlotte Harrocks and also to Antoinette Betts and Royston Varley, winners of the Under Fifteen Cups, coupled with the name of the Chief of the Organising Committee, Hamish Liddell, without whom nothing would have been possible.

# 'ERRINGS AGINE

by Pauline Sitwell Stebbing

IT all had to be rearranged in a hurry, because it was discovered at the last moment that, for some unknown reason, the Army Cadets would not be allowed their £10 "Outward Bound" grant if the party went to Austria. Their Travel Organiser (and what a desperate job that can be) therefore had to find somewhere in Switzerland, and you can imagine how tricky that was, especially for 31 people.

The only available accommodation was found in Liddes, in the Val d'Entremont, on the left-hand fork after Orsières on the Grand Route to the St. Bernard pass. It was so small and the holiday had been arranged so late that all the ski instructors were fully booked, and this was where I came in. We were told that only one of the majors and, at the most, two or three of the cadets had done any skiing at all, so we would really be starting from scratch.

I went out a few days early to check up on the skis, which we had had terrible trouble finding, and found we had been badly let down over them. A frantically high charge had been substituted for the good skis at Martigny (to conform to a monopoly price ring fixed by Verbier for another party) and in fact the skis provided for us were ribby old pre-war "boards" with pointed "toes" and heel-lifting bindings. They were painted bright blue and red enamel. In all, they were pretty hopeless for learning the modern techniques!

Anyway, bright and early one morning found me, with a special bus laid on, at Martigny station waiting for the party to arrive. The train came and departed without a sign of the two majors and their 29 charges. I ambled about for a while until the stationmaster popped out of his little glass box office to tell me that there had just been a phone call to say that the party had got on the wrong train at Calais and, couchetteless, had gone via Basle instead of Vallorbe! Ah well, I know of an R.A.S.C. convoy that got itself lost for days during the last war and that was in East Anglia! I pacified the bus driver with a noggin of one of the colourless firewaters, phoned the hotel and waited. Some hours later they arrived, looking somewhat crestfallen.

When I first saw them I could hardly believe my eyes. London had informed me that they were mainly 18-year-olds, but what they had not told me that all but three of them were over six feet tall—and their feet . . . ! But that comes later. I finally got them to Liddes, where we had a marvellous meal—every bit home-grown or home-cured; even the pears were home-bottled and beautifully sweet. A gastronomic treat.

Then came the trickiest part of the whole performance for which my six years of coping with the C.C.P.R.-S.C.G.B. Norwegian Expeditions stood me in good stead. Never have I seen so many outsize feet! "Herring boxes without topses" were needed indeed, as hardly any of them had feet smaller than size 10, many were size 12, there were quite seven with size 14, and I even seem to remember one whose feet were even larger. And the shapes! So wide, so high, so squashy, and with such strange bones sticking out in all sorts of odd places! We didn't even have boots for those with normal size 12 feet! To make matters worse, the ski boots we got (after several days and three or more trips to Martigny—the supplier just would not believe that such enormous feet existed) were brand new clip ones, which I find even more excruciatingly stiff than lace boots. Positively the last straw was having to fit them on to the narrow, ratty old skis with their ancient bindings.

The mystic "Outward Bound" grant proved to be from the NAAFI sports fund and gave me the idea that they would be a tough lot. They were, but not quite in the way envisaged. None of them was really fit and several were literally scared stiff. For the most part their idea of a winter sports holiday was "wine, women and song". Fortunately the second category was almost entirely absent in the village, but the other two flowed freely as most of them had some £30 to £40 to spend. The very first night produced a birthday party. Their two exhausted superiors went to bed early, but at about 11.0 p.m. the "skirl" (?) from not one but three sets of pipes was heartening (?) everybody else. Unfortunately, these Scots also decided to sing a bawdy version of the British National Anthem and were screaming with laughter at themselves, unaware that the tune is sacred in Switzerland as well and that the Valaisannes, not surprisingly thought *they* were the ones being parodied. This took a little time to explain to both sides and in fact set the way for a nice series of evening fights throughout the visit. I heard later from Chris Lockie, whom I had arranged to take over from me, that a little group eventually ended up in the Martigny police station . . . savages (?). Still, I can remember a very rowdy moment with our own British team at Grindelwald, and having to calm down situations is one of the hazards of being a rep.

Next morning, late out of bed, bleary eyed and, in some cases, breakfastless, about two-thirds of them made their way to the only practice slope near the hotel. There, about 20 laboriously got themselves into two rows, surrounded by village

children—girls in one group, boys in another. Here was the real test. Have any of you ever taught a class of 50 or more, ranged in three groups and speaking two languages? Again past experience helped me (we used to get a hundred men and women at the Chelsea Barracks) and also the joke of my five-foot-nothing in charge of their average six-foot-something. Anyway, I used the old P.T. adage, "Keep them moving and take the edge off as quickly as you can." Suddenly I found I was enjoying myself and so were they. Even the village children were as quiet as mice and working hard. In fact, I had won!

I was very sad a few days later when I had to hand them all over to Chris though by that time I really needed a holiday (!). There should have been three instructors for that number of people!

Liddes was not really suitable then. There was only one ski-lift on a dark north slope—steep, cold and rutted. Liddes' own slopes are unskiable grass ledges which may have been old potato fields. Now, however, a nearby closed summer village has been bought, its chalets gutted and modernised and new lifts have been built to the glorious slopes above. Liddes should profit enormously as a result.

Twelve of the party slept at the newly con-

verted "Cure"—the priest had gone to great expense putting in central heating, wash basins and close carpeting, and guests had the use of an automatic washing machine in the basement. It was really most attractive and our 12 were the first guests. Unfortunately, they did not appreciate the place, which had some lovely Swiss furniture and landscape paintings. I am sad to say they rather upset him by neglecting either to make the beds or air the rooms, and by squashing cigarettes into the carpet! The hotelkeeper, I'm afraid, was similarly annoyed—also a shame as he had been most helpful lending his own gear. The majors did not enforce much discipline, which was a pity as the true "Outward Bound" approach is something this sort of party should have had instead of the rather boozy holiday it was. But the cadets were volunteers. Despite this, Chris made a very good job of them and several tests were taken.

The recherches menus were not very highly appreciated—at the New Year's Eve party some beautiful trout were served (only the second time in 10 days) and one of the party was overhead remarking:

"Cor, 'errings agine."

Oh, well!

## BRIEF ENCOUNTER

*by Brian Phillips*

**I**T was one of those mismanaged mornings. Waking late, I had missed breakfast, missed the train, and missed my friends.

I found myself alone in the dreary wilderness of the Scheidegg on a cold, grey February day, faced with the disenchanting prospect of a solitary bowl of soup in the Bahnhof Buffet.

Then I remembered. Harold, Jimmy (Jimmy is a girl, by the way) and "all that lot" had gone up the First today. "It'll be bloody marvellous sog up there," I thought. But still, if I hurried, I could catch them up for lunch and tag on. We could still have some fun. Better than a lonely bash up and down the Lauber and, anyhow, it's all on the abonnement.

So I clipped up my boots, strapped on my beautiful new skis, only a week old, with their beautiful new Marker heel releases, adjusted my hat and goggles, and shot off down the Tschuggen, whistling happily, with my feet nicely together.

The pinewoods were at their best, heavy with snow; the silence was broken only by the occasional plop of snow falling from the branches. My heart was young and gay. How wonderful to be alive in these wonderful Alps!

The Tschuggen path was narrow and very icy. Extremely treacherous for a beginner, I thought. Luckily I knew every inch of it and really was

such an expert—for instance, just about here one would ordinarily slow up a bit. But if you just hold this corner there is a run-out, I said to myself, as I shot on down the woodpath, beautifully balanced and under control, with my feet together as always.

"This is the last corner, thank goodness, before the glade—let her go here, a bit careful, but O.K. if you can hold that sharp right turn at the bottom." And then it happened.

"Oh, my God!" Around the blind corner, there it was—not more than five yards away, occupying the whole width of the path, with its feet over the edge; snarling, gnashing its teeth, charging upwards at full throttle, belching fire and smoke from its nostrils—the dreaded Sno-Cat!

Moment of truth again! Rock face on the left, sheer drop on the right, my estimated ground speed about 20 miles per hour, sheet ice underfoot, and about two seconds in which to do something about it.

Summoning every ounce of strength in my highly tuned muscles, I jabbed my razor-sharp edges into the ice in a Stop Christie to end all Stop Christies. I would have made it too, given a fair chance, but it was impossible for skis to hold on that ice. I slipped, and shot over the precipice on my right. This is it, I thought, as I

saw the rocks below.

All this happened too quickly for the Sno-Cat man to reach his controls, and the monster, madly flaying its horrible claws, continued on upwards.

My left ski caught in its steel talons and "went through the cogs"—clackety-clack, three inches from my left foot, as it turned out.

At this moment both my beautiful heel releases released in a way that would have gladdened the hearts of the Technical Committee of the S.C.G.B., and I hung upside down over the abyss, suspended by my left safety strap. (Actually, it seemed like an abyss, even if you say there is no abyss at this place.) My left ski was clamped firmly in the cogs of the infernal machine, which by this time had ground to a halt.

I was completely and unbelievably unhurt.

An anxious face poked out of the cab above me. "You English? You broke?" I assured him I was not broke, at least in the way that he

meant. He set about disentangling me from his fearsome tracks with much delicate shunting. When he had completed the separation of Sno-Cat from Phillips, and assured himself that I was O.K., he reboarded his monster, and disappeared in a clatter of snow spray and diesel fumes. I wondered whether I should have taken his number or something.

I stood up carefully and surveyed the damage. Just one bent ski. That was all.

Shivering a little, I fixed on my twisted skis, and managed to ski down to the Mannlichen-Tschuggen lift. I felt very heroic, and I was bursting to tell someone all about it. But there was no one there except a stout French lady, and I joined her with difficulty on the T-bar. As we were pulled shakily upwards, I started to unburden my heart to her. What a tale I had to tell "Do you know what a Sno-Cat is?" I started, in my perfect French. "No," she replied. That was that. I nearly burst into tears.

## SKI-ING WITH A DIFFERENCE IN NORWAY

*by Patricia Murphy*

**T**HE first thing I asked myself when I got to Aurdal, three hours north of Oslo, was why on earth I hadn't been to ski in Norway before. Although I was in the comparative lowlands, the famous Jotenheimer mountains being many miles away, I was standing on about six feet of perfect snow in blazing sunshine and the time was the end of March.

However, had you been there you would have noticed a few very unusual things about my appearance. I was dressed in knee-length nylon ski trousers, long white ski socks, flexible leather running boots, and was balanced on a pair of delightfully light and narrow wooden touring skis. Finally, I was clutching a pair of what would be termed 'crowy' bamboo ski sticks which reached up to my shoulders. In fact I was suitably kitted up for a day's cross-country ski-ing. My whole outfit cost exactly £26 9s. 0d. This is approximately half the price of one pair of Head downhill skis without bindings! Rod Tuck, who was with me, recommended me to get the Swedish bindings for my skis, as they are a little more strongly built than the Norwegian ones, but as these were unobtainable in Oslo, Rod sold me a pair of his, which he had spare. The bindings don't consist of much. They are merely a light-weight clamp to keep the toe of the boot on the ski, and a little rubber disc which is fitted under the heel to prevent bruising. The whole outfit is simple in design and therefore any unnecessary weight is eliminated and this ensures comfort and freedom of movement. I was lucky enough to have Rod's expert advice in buying what was necessary, and although I did not buy the cheapest equipment, I naturally did not buy the more expensive racing equipment. For those

interested here is the list of prices I paid. The skis, a reasonably light pair with hardwood edges, cost £7 10s. 0d., the long bamboo ski sticks £1 15s. 0d., the ankle height flexible leather boots £5 10s. 0d., two pairs of long socks cost £1 3s. 0d. a pair, the gloves cost £2 8s. 0d. (though there is a cheaper variety to be had), the ski suit cost £6 10s. 0d., and the gaiters 10s.

Aurdal is a small hamlet in the Valdres district about three hours north of Oslo on the main Oslo to Fagernes railway. Their tourist facilities are at present really very limited. There is no hotel, only bed and breakfast at the café, and the possibility of just rooms elsewhere. As it was Easter week-end, we reckoned we were very lucky to get the "rooms elsewhere". I was a little dismayed to find the only heating in our old coach house was provided by a small electric fire in each room; and hot water was to be found only in the downstairs toilet. But we were glad to get rooms at all, and until after the Easter week-end, when we moved into the more modern café, we put up with these slight inconveniences. We were grateful that it wasn't mid-winter, when temperatures in Norway can be as low as -40 deg. C!

We found the smörgasbord breakfasts a very sustaining start to the day, and it was the accepted thing to make one's own sandwiches for lunch there and then. For this we were supplied with greaseproof paper. The Norwegians live almost entirely on "open" sandwiches, that is to say, the sandwich filling is placed on the bread, but instead of covering them with another slice of bread, they are very often coated in aspic or simply left as they are and garnished with tomato or parsley. The lunch sandwiches we noticed

being made all round us at the breakfast table, were just covered with small squares of grease-proof paper and stacked together. We thought this a very good way of eating less bread and more filling, so we did the same.

There is, however, one hotel in this area. This is the hotel which was given to the Danes by the Norwegians after the war, in gratitude for their wartime support against the Germans, and is called Danebu. It is about six miles up a snowy, twisting road from Aurdal, and each day we made it our base. Here we met many very friendly Danes and Norwegians, and also enjoyed the only night life in the district.

I first put some base paint on the soles of my new skis. This helps any subsequent wax to stick well to the plain wood sole of the ski, and should be reapplied about once a week. Then we applied some glue-like substance called "klistur", which had to be smoothed on with the hand and subsequently removed from the hand with petrol. I later learnt that there are other "rub-on" type waxes which can be used for most conditions, and generally holiday skiers steer clear of the atrocious sticky type. However, I was being shown the correct and proper way of waxing for the type of snow conditions that day, and even this messy performance could not extinguish my burning curiosity to try this new form of skiing.

I wasn't given any instruction on technique. After the waxing-up job was over, I was told to put the skis on and "Come on". So I came on. A few strides soon assured me that I could lift my heel off the ski and slide the ski along the ground almost like walking downhill. The skis felt very light on my feet after downhill skis, and seemed to obey my commands with very little effort. We came to a small rise on the path; I continued walking normally, shortening my stride slightly on the hill. I didn't slide backwards! It seemed quite amazing, almost like magic. Then I found myself gliding down the other side. Quite incredible, this glue, I thought. It sticks while going up, and allows one to slide gently going down. Oh dear, I was losing my balance; my heels were moving about in a perilous fashion. I leant forward a fraction to get more control over the matter, and—crash—I lay stretched out the length of my skis, with my ski tips underneath my chest in an alarmingly uncomfortable manner. I stayed there, rolling on the ground with laughter. It seemed so funny to be falling over going at such a ridiculously slow pace. I heard a distant "Are you O.K.?" from Rod, and replied, amidst more laughter, that I was fine. My skis were still attached to my feet, or should I say toes? There had been no wrench or pull, my boots had simply bent the required amount and allowed me to measure my length with complete and utter ease. I struggled up, gathered my enormous sticks by the loops and glided on.

Poleing along across the frozen untracked lakes and up and down the gentle wooded country, I soon managed to get a sort of rhythm which,

rapidly improved as the days went by.

Around Danebu the tracks were mostly well grooved with the double groove of passing skis. These were easy to ski in if they were not too deep or too icy, and one could get up quite a speed along them. But about three miles outside the Danebu radius one tended to have to make one's own tracks, and this meant going a little more slowly, but was more enjoyable.

On the third day the Norwegian locals held a race for the hotel people and themselves. Rod persuaded me to enter. The course was to be the pre-tracked five kilometer course which was marked with red streamers on the trees. The men had to go round twice. There was a geschmozzle start and all 40-odd competitors charged off in a rush towards the single-tracked opening through the woods. It seemed real chaos to me. I hung back, not wanting to get in the way of this surging mass and be knocked over at the start. After the leaders had gone, I hurried forward and even overtook some of the less fit ones on the first hill. However, my lack of technique soon told on the flatter parts, and whilst I was exhausting myself there, a steady stream of skiers glided effortlessly past me. On the downhill bits, now that I remembered to lean backwards and not forwards, I felt more at home than some, and was happily overtaking a few when a fir tree suddenly appeared in the middle of the track, and our course veered slightly to the left. I panicked, leant forward automatically, and fell flat on my face in about two feet of soft powder snow. I was really quite glad of the rest, but what an effort to get up again. No wonder beginners get so tired. I raced on, but at least three-quarters of the crowd were past me now. I staggered along the flat and plodded up the big hill, then down the other side with hardly the strength to balance on my elusive boards. Onwards across a wide expanse of frozen lake, perspiring freely now and aching in every limb. At last, the finish. I was second in the "foreign ladies class", that is to say, second out of two! The other girl was the Danish Ladies Cross-country Champion and had beaten me by 10 minutes on the 30-minute course! However, I felt really proud when they presented me with my minute-sized trophy.

As Rod was due back in England on a certain day, we were obliged to take the boat from Bergen and not wait the extra few days for the one leaving from Oslo. This meant driving over the mountains for the best part of two days on bleak, treacherous, snow-covered roads pitted with mud- and slush-filled holes. We weren't able to take a direct route as this is only open in summer. Our route necessitated putting the car on a boat up one of the fjords where the road did not link up. I would not recommend this journey in winter to anyone, though the trip up the fjord was most impressive with huge snow-capped peaks descending precipitously to the water's edge. It was a spectacular end to a much-enjoyed holiday.



# SKI-ING DOWN UNDER

by *The Editor*

I WAS fortunate this Australian winter to have some ski-ing in the Snowy Mountains. Alex Sykes, who used to figure prominently in British ski-ing circles until he came out five years ago, summoned me over from the other side of the continent for an indefinite stay on the farm he manages 40 miles south of Canberra. Glowing were the prospects. His boss currently away in England had left him the use of his ski lodge at Thredbo, Australia's largest ski resort; two hours drive from the farm.

With that sort of luck, we eagerly looked forward to a merry succession of Alpine week-ends, but the Clerk of the Weather ordained that the snow over the season would be the worst for 10 years.

Thredbo Village is situated at 4,500 feet in a valley running north to south. Ski-ing is on the west side only, the other side being covered in bush and not cleared. The longest of two chair lifts takes one to the top of Mt. Crackenback, 6,500 feet, and there is also a T-bar which serves the excellent nursery slopes up there. Large areas of gum trees have been cleared and all grades of skiers have a good choice of routes to descend, varying from the long and easy to the steep and demanding stretches under the lift lines.

The village has been greatly developed in recent years. Accommodation has increased with a number of lodges and club houses going up, and the main hotel houses a few shops, offices and the main entertainment and drinking establishments under one big roof. In no other resort anywhere have I observed drinking on the same stupefying scale as at Thredbo. So it was our first two week-ends in July (normally the second month of snow) when there was no ski-ing, and little more for the customers to do. Unemployed Swiss and Austrian ski instructors tended to hang around the billiards tables and make do on a beer.

When we returned to Thredbo a third time it was raining. However, conditions at Perisher Valley and Smiggin Holes (adjoining resorts, 30 miles away) were supposed to be better, and what's more we heard the N.S.W. Ski Jumping Championships were due to be held there on the Sunday afternoon. At last we could look forward to some action, but did not reckon for all the trouble that lay in store. Alex's casual assurances to his girl friends had resulted in six of them taking over all the beds in the lodge. We were debating who to throw out when another lodge tenant offered us the use of his sofas so the problem appeared solved. Later that night we walked up the hill and crept quietly into what we thought

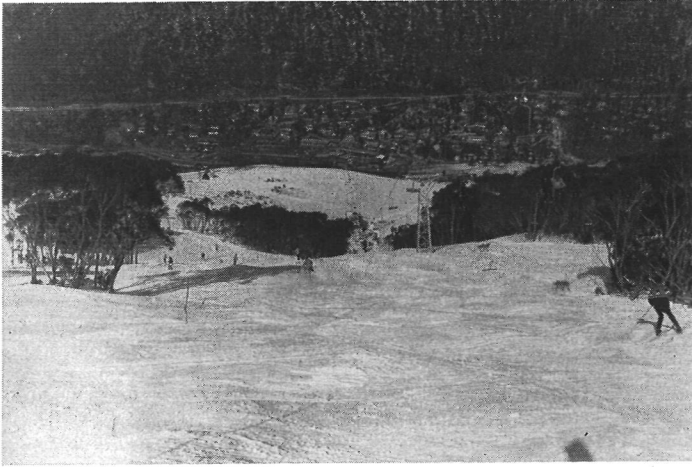
were the right premises, found sofas, and lay down to sleep. But not for long. At 3 a.m. the light came on, and a dishevelled figure staggered out of a bedroom; presumably with the intention of making for the bathroom. Evidently we were most unwelcome, and within a minute were out on the street in the bitter cold; our tired heads dazed with some quite unbelievable language. We repeated a break-in next door and were able to sleep further till 8 a.m. when the owner awoke. A nice chap this time, and we were glad to take him out to breakfast before setting off for Smiggins.

Smiggins is nearly a thousand feet higher than Thredbo and the snow looked good. There was a traffic jam just before reaching it and we got out to join the manpower struggling to shift a bus which had skidded broadside across the road. The road cleared, we went back to the car to find a tyre was flat.

Punctures are outside the scope of the Smiggins garage, so we had to ring up for a new tube to be sent from Cooma by bus. We then set off to walk the short distance to Perisher and the ski jump. The road is barricaded after a snow fall and left uncleared, thus permitting a Snow Cat taxi service to shuttle back and forth charging non-walkers an exorbitant \$1.50 for the half mile trip.

This was to have been a big year marking the beginning of great ambitions for Nordic ski-ing events in Australia. Aided by the sponsorship of W. D. and H. O. Wills a new 45 metre ski jump has been built at Perisher at a cost of over \$12,000. Three of Norway's foremost jumpers Marcus Svendsen, Mikkel Dobloug and Dag Jensvold had been flown all the way from Oslo to show how to do it, but difficulties over snow conditions and technical points have so far, at time of writing (end of August), prevented it from being used at all. However, this was not to be the site of the N.S.W. Championships, for a little farther off much spade work had gone into the construction of a perfectly contoured 30 metre jump.

Our problem now was to find jumping skis, a necessary item of equipment which seemed quite unobtainable. Our frustrating search for these and for bindings occupied the rest of the morning, and we eventually arrived at the jump minutes before the 2 p.m. start, breathless, having had no lunch and with only one pair between us. Because of the delays that would have ensued through sharing skis and continually altering bindings, we had no alternative but to toss up. Alex lost, and therefore retired in disgust to the sidelines. I



*Down the Slopes to Thredbo.*

Photo Ashburner



*Heinz Messner (Austria) makes the snow fly in the Thredbo Cup.*

Photo Ashburner



*The D.H.O. Hon. Medical Officer and Mrs. Mason on Mt. Crackenback with the top station (6,500 ft.) in the background.*

Photo Ashburner

assured the organisers I had not skied for more than a year and they kindly allowed me a practice jump.

After my horizontal impression in the landing slope had been filled in, the N.S.W. Ski Jumping Championships got under way. Seventeen men were to have three jumps each with the best two to count for total distance and style points. Martin Hanser, an Austrian immigrant, who jumped 29 metres was winner. I surprised myself in keeping my feet and finished 12th, with jumps of up to 22. The Norwegians jumping hors-concours reached 35. The standard may have been poor but enthusiasm was great, and the weather was good. Once better equipment is available and the new 45 metre hill comes into use the standard will undoubtedly rise. We asked the Norwegians if we could buy their skis before they went home, but each told us that they had already undertaken to sell them, and that countless people had applied.

Sickened that our jumping come-back could have resulted in such a fiasco, we retreated to Smiggins in search of a meal, and entered the restaurant where the floor was awash with disinfectant and the chairs, apart from one containing a solitary customer, were all up on the tables. A bored assistant lounged on the counter picking her teeth. There wasn't much to offer. This or that with chips. In spite of the stench our noses could still detect that the latter had reached the point of maximum fat impregnation. The prices further put us off, so we settled for a cup of tea—20 cents each. Mercifully it was not long before the bus arrived bringing our new inner tube.

"Smiggin Holes?" I was once asked, "Is that a garbage tip?"

In fairness it should be pointed out that it adjoins nice spacious ski fields well served by lifts. The ski-ing there and at Perisher is easier than at Thredbo and the ski school includes such notable as Rober Staub, the former Olympic Giant Slalom Champion.

As business looks up, the manners of lift personnel often worsen.

Once when the chair lift stopped, a young girl and myself were left suspended in mid-air for a minute in a bitterly cold gale. We were only 20 yards from the top station. The lift restarted and on getting out my frozen companion stumbled. Far from getting an apology, the attendant bellowed at me not to let the something chair swing as it went towards the main turn wheel.

On another occasion Alex and I were in the middle of a lift queue when a young man barged in on us and arragantly forged ahead telling everybody to get a move on. It was the resort's P.R.O.!

Thredbo was lucky to have snow when it did come over the successive August week-ends for which the season's biggest races, the Thredbo Cup and Wills International were scheduled. Both events were given the large-scale sponsorship that

seems to characterise all sport in Australia. This year it was all bigger than ever with about a dozen noted European and American racers all being flown in by Quantas. There were an equal number of bouncy little Japs who never seemed to mess up a slalom run, about 15 Aussies and a handful of swinging, shouting New Zealanders. I felt I could detect the influence of Ruedi Wyrsh among these effervescent Kiwi racers. They went thundering down the courses only to finish up on the disqualification lists. There was also one bearded Pommie, Andrew Baird.

Both events consisted of a slalom and giant slalom down the same slopes and with the same performing cast were virtually identical. Jim Huega (U.S.) and the Frenchmen Bernard Orcel and Roger Rossat Mignod were the various winners. Baird showed good form on rutted pistes and in at least one race beat all the Aussies except for National Champion Malcolm Milne (brother of Ros who was so tragically killed in the Innsbruck Olympics), who is in a class by himself here.

One non-racer, Alex Sykes himself, is the only man who could match Milne. Alex still skis with all the grace, speed and casual brilliance which many of us once knew. He won his only race here years ago by a huge margin, but the trip to Grenoble which would be his for the taking is not even remotely being considered.

A mixed sense of values, monetary and other considerations produce this attitude. Alex points out that there is no money in the Olympics, and that such a trip would mean having to miss the start of the rodeo season! And here we come to another remarkable feature of his life here. For Alex is a champion rough rider, and has been ever since his very first appearance. A cutting headed "A great sense of balance" from the *Brisbane Courier* dated March 16th, 1963, reads as follows: "A 21-year-old English migrant, Alexander Sykes, working on Mr. Barney Joyce's Eidsvol station astonished experienced horsemen by holding his own among the champions on his first appearance in the Eidsvol arena yesterday. It was his first attempt at buck-riding which he had never seen before and he entered to 'give it a go'.

Our errant hero won £25. An insignificant figure compared with the huge but secret takings since, which have baffled the income tax people for years.

The Editor was most happily surprised to discover one night that he was not the only officer of the D.H.O. in the bar at Thredbo. Pushing through the scrum towards the exit door I noticed the Hon. Medical Officer, Michael Mason, who had just arrived with Heather and Lynchie. They were pausing for a couple of days ski-ing half-way through their world tour. I paused too—for further drinks and the merriment that assuredly follows such a chance meeting far from home. We enjoyed some runs together the following day with all of them showing well preserved good form.

## BRIGADIER C. J. WHITE, M.C., R.A.

Brigadier White died last year, when in his late sixties, after a long and distressing illness. "C.J.", as he was known to everyone in Wengen, was the real Founder of our Club, as is shown by the following extract from a *History of the D.H.O.* which I wrote for the 1938 issue of the *British Ski Year Book*:

*"In February, 1925, the newly-formed Kandahar issued a challenge to Wengen, and C. J. White managed to raise a team by taking what amounted to a Press-gang round the bars of Wengen, choosing a time when many people are apt to be a little lighthearted about the plans they make for the morrow. The names of those who so thoughtlessly accepted the responsibility of being the first British team to represent Wengen were C. J. White, Barry Caulfield, Donald Dalrymple, D. S. Stoneham and K. D. Foster, with S. F. Fischen in reserve."*

The D.H.O. was formed at a Dinner held after the race and C.J. was elected the first President. He was also President from 1926-29 and 1932-33.

He won his M.C. as a Gunner in the 1914-18 War. During the greater part of the last war he held the difficult post of Commander Royal Artillery, Malta, and those who know of his record there and, in particular, of the miracles of improvisation by which he kept his guns firing, were surprised that his services did not receive official recognition.

C.J. was not a racer but specialised in "off-piste" ski-ing and in pre-war days he was in the top rank, with a reputation spreading outside Wengen. He was for ever searching for new routes and was the leader of those early pioneers who opened up runs such as Black Rock, Oh God!, the Plum Pudding Wood Run, etc. His visits to Wengen after the war were infrequent as the modern piste ski-ing was not to his taste.

He leaves a wife and two daughters, to whom we extend our deepest sympathy.

K.D.F.



## Dr. C. ZAHND

With the death of Dr. Zahnd the D.H.O. has lost one of its best friends. It was Dr. Zahnd and Herr Fritz Borter who, back in the Club's early days, decided that it was a venture that deserved support. They were responsible for "selling" the Club to the Kurverein, thus laying the foundations for the unfailing support and encouragement that the Club has received from the Kurverein ever since the early 'thirties.

Dr. Zahnd, who was elected an Honorary Member of the D.H.O. in 1932, was appointed Secretary of the Wengen Kurverein in 1929. Prior to that he was in charge of Public Relations and Publicity for the Kurverein in St. Moritz. From 1953 he was also Secretary to the Männlichen Bahn. In 1962 he was forced, through ill health, to go into retirement and he died on February 3rd, 1967, at the age of 72 after a long illness borne with courage.

His unfailing help to the D.H.O. and his services as a Race Organiser and Timekeeper will be remembered with gratitude. I, myself,

was in close touch with him during the years when I was President and Hon. Editor, and I cannot recall a single disagreement between us.

All D.H.O. members will wish to offer sincere condolences to Mrs. Zahnd.

K.D.F.



# FIXTURE LIST—SEASON 1967-68

- Dec. 28-29     **D.H.O. Race Week**  
 43rd "Sunday Times" No-Fall Championships (*GS—DK*)  
 Wengen Ladies' No-Fall Cup (*GS—DK*)  
 "Sunday Times" Junior Cup (*GS—DK19*)  
 Ladies' Ski Club Salver (*GS—DKG19*)  
 Cova Cups (*GS—O19*)  
 Fleas and Flukes (*GS—O16*)  
 Halford Hewitt Cup (*GS—T32*) and Old Boys and Girls
- Dec. 29         Martini-Rossi Trophy (*SI—DK*)
- Dec. 28-29     Wengen Junior Championship (*B18 Combined GS—SI*)  
 Elspeth Hankey Cup (*G18 Combined GS—SI*)  
 Waghorn Cup (*B15 Combined GS—SI*)  
 Oetiker Cup (*G15 Combined GS—SI*)  
 Hewitt Junior Cup (W.S.C. Kandahar and D.H.O. Junior Teams)
- Jan. 1           Mackintosh Jumping Cup (*DH—Grade 3*)
- Jan. 4-6        **D.H.O. Coggins Championships**
- Jan. 4           Family Race for David McLaren Cup (*T2*)
- Jan. 5-6        Giant Slalom and Slalom for:  
 Craft Cups (*BG14*)     Schneehorn Cup (*G10*)  
 Hepworth Cup (*B12*)     Curlers Cup (*B10*)  
 Silberhorn Cup (*G12*)   Fleas and Flukes (*BG12—O*)  
 Coggins Silver Skis (*SI—BG14*)  
 Junior Jarvis and Dowty Cups (*GS—BG14*)
- Jan. 10         Heinz Cup (*W*, with Holiday Class)
- Jan. 15—end  
 of season     Frequent club runs with ski instructor (reduced rates)
- Jan. 25         Odling Cup (*DH* No-Fall, with Holiday Class)
- Jan. 31         Polytechnic Cup (*WN*)  
 Polytechnic Ladies' Cup (*WN*)
- Feb. 7           Finnigan Cup (*DH* with Holiday Class)
- Feb. 14         McMillan Cup (*DH*)
- Feb. 14         Jarvis Cup (*DH40*) Bathchair Cup (*DH50*) Stretcher Cup (*DH60*)
- Feb. 21         Kurverein Crystal (*DH* pairs)
- April 8         Golden Skis Slalom (*DK*)
- April 9         Scalded Cats and Kittens Cups (*GS—DK*)  
 Goya Prize (*N*) W.S.C. Tankard (W.S.C./D.H.O. *Combined*)
- Jan.-Feb.      Martini-Rossi Shield (for 2 best British jumps of season)

**Abbreviations:**

*B15, 17 etc.* Open to British boys under the stated age (15 years, 17 years, etc.) on the advertised day of the race.

*DH* Open to members of the D.H.O. only.

*DH1* Open to members of the D.H.O. who are SCGB 2nd class **standard** and over.

*DH2* Open to members of the D.H.O. who are not SCGB 2nd class **standard**.

*DK.* Open to skiers who are amateurs under British rules and who qualify under the Duke of Kent qualifications set out in the SCGB, "Officials' Handbook."

*G15, 17 etc.* Open to British girls under the specified age (as *B15*).

*O.* Open to all-comers.

*N.* Open to Novices (i.e., those who have never won a ski race and who are below SCGB 2nd class standard).

*T32* For teams of 3 (2 to count). Competitors must be under 18 and either still at a Public School or having left at the end of the Christmas term. They must also be visitors to Wengen, Murren or Grindelwald districts.

*W.* Open to visitors to Wengen district (i.e., Lauterbrunnen to Scheidegg inclusive).

# D-H-O SPRING TOUR



OR



## ROUND TRIP IN THE ALPS

by P. L. Heller

**P**LACE: Wengen, Restaurant Eiger, round table, March 31st, 1967, 6.15 p.m. Five prospective tourers with high hopes of fine weather to come were discussing the ifs and buts of the D.H.O. Spring Tour.

Enter Karl Fuchs with a telegram for Paul:  
"HELLER EIGER HOTEL WEGENSWITZ  
BEST WISHES FOR SUCCESSFUL TOUR—  
EDMONDS"

With a pang of regret I read out the telegram to those present. It was heart-warming to receive the message, but somehow things weren't quite the same. Spring Tour without Dick? Impossible! But yet there it was and we had to face it. Let us hope we shall not have to miss him too long.

A smallish party this year, partly, I suppose, because of the "squeeze" and partly because of unsuitable dates; it's frightfully difficult to suit everyone.

So far, the weather had not been too good; in fact we could count ourselves lucky to have more than two consecutive days of fine weather—but it must settle sometime.

Saturday was fully occupied with getting in some last-minute practice on the slopes and then the usual rush of final shopping. John Burnford decided finally to try to find a pair of skis that could ski and, in the process of trying out the

safety bindings on the shop floor, he promptly tore a ligament! Result: no John for the Tour and more worries for the Tourenleiter, the party now having dwindled to eight—Paddy Hollington, Gordon Cridlan, Bob Eden, Ken Gordon (our "new boy"), Vaughn Gaskell, Johnny Webster, myself and, of course, faithful Fred Fuchs as guide.

In view of the amount of snow which had fallen and the high winds prevailing, I had decided to change our plans for the first day. On Sunday morning, April 2nd, we started off for the Jungfrauoch and, instead of climbing up to the Lauitor we proceeded in the opposite direction to the Mönschsloch. The weather was perfect but a strong wind was blowing in our faces and turning into gusts. The temperature dropped perceptibly as we reached the "Joch". Not being exactly warm, we soon got off our skins and within a few minutes Fred was a small speck in the distance, speeding down the Ewigschneefeld with Paddy a close second. Poor Johnny had been too lazy to get out his wax and suffered bitterly as a result, having to push all the way. I didn't get any warmer waiting for him! What with heavy packs, the wind, etc., we were all pretty tired by the time we had negotiated the interminable ladders and were warmly welcomed by Herr Kaufmann of the Concordia hut, who had a much-appreciated

brew of hot tea ready for us. On this occasion, we learnt that his charming daughter had had enough of hut life and was getting married the following week-end. Congratulations were duly sent. We sat outside the hut for a while, admiring the view, always so rewarding on a fine evening, while we made plans for the following day. Out of the corner of my eye, I was watching a tell-tale wisp of cloud over the Joch, slowly but surely growing and spreading across the whole horizon. To the south a fog bank was building up and slowly encroaching the Aletsch glacier. The faint whisper of the wind was also turning into a whine and purporting no good.

Fred was up early next morning but some of us were already awake listening to a howling gale straining at the rafters of the hut. Sticking my nose out of the hut door at about 7.30 a.m., I saw—nothing!

At 9 a.m. a party of three Swiss left in the direction of the Grünhornlücke, shortly followed by a family of three including a young boy of about 13. The fog was lifting in patches and we, too, decided we had better push on to the next stage of our trip. We left Concordia at 10.30 with a strong west wind blowing at our backs and coming back in gusts to lash our faces as we made our way towards the Grünhornlücke. Fred was in a hurry and we made good time. Vaughn, evidently weighed down by his bottle of Apfelsaft, found the speed a bit too much for him. About three-quarters way up the fog started closing up again and we were joined by the family of three who were beginning to get a bit worried. Visibility on the Lücke was about five yards and getting less every minute. The wind had dropped and it was beginning to snow. Step by step we started groping our way down with our skins still on. After a short while Fred, Johnny and I roped up, and shortly the others were freed of the encumbrances of trying to ski at snail's pace with their skins on. We finally made the Finsteraarhornhut with the wind building up again. Much as we welcomed a warm, foggy hut, we, and especially Gordon, were bitterly disappointed to find that the hut keeper had run out of Dôle and the only beer available was over six months old and slightly "off". We were, however, proudly done in the way of food, as the hut keeper was evidently keen to rid himself of his stocks.

Tuesday morning, and spirits were low. Gale-force winds roared around the hut and even the short trip to the loo became so hazardous that the emergency one was permitted to be used and even that required an effort. During the course of the morning the three tough Swiss arrived, looking rather the worse for wear. They had tried the day before to reach the Oberaarjochhut but lost their way some way up the Studerfirn and had been forced to bivouac on the glacier. Tummy trouble had foiled their efforts to build a proper igloo and they had spent a stormy night walking around in circles trying to keep warm and awake.

After a good breakfast and a sleep they were back to normal, bar slightly frozen ears and frost-bitten fingers. The rest of the morning was spent playing "battleships". After lunch we went for 1½ hours' walk on the glacier. We were grateful to get back into the warm shelter of the hut and passed the time tying knots and freshening up on rope technique.

Wednesday dawned with a ray of hope for better weather. It was still blowing but, by 10 a.m., it began to clear, giving the signal for wild activity to make the best of the day while it lasted. We left the hut at 11 a.m. in the direction of the Weissnollen and by 12.30 were climbing in bright sunshine, accompanied by strong, gusty winds. After 2 hours 45 minutes, we reached the peak of the Weissnollen, climbing the last slope on foot, to be presented with a wonderful view into Central Switzerland in the east.

The snow was windpacked but quite negotiable, and we had a good, if careful, run. We were back at the hut by 4 p.m. to find that we had it to ourselves. The wind was building up again and the weather did not look too promising.

We had by this time got fairly accustomed to being hut-bound and the accepted pastime, at which some members of the party became expert, was cheating at patience, playing any games the hut could provide, and the old favourite, liar dice.

We went to bed early that night all keyed up to tackle the Wannenhorn the following day. But Thursday turned out worse than ever. During the night the wind had really built up and the solid rafters in the dormitory creaked and sighed. For a time we feared that the windows would give. I spent a poor night with a bout of tummy trouble, no doubt from overeating and the increasing worry of getting our party out of this trip in comparative safety. The weather reports were a poor consolation and I only hoped they were inaccurate.

Around lunch-time we went for a scramble behind the hut in an endeavour to find crystals and found a very avalanchy slope instead. Definitely something for the author of "D.H.O. Run" in the 1966 edition of the *Journal*! While waiting to cross this hazard, Bob spent a busy 20 minutes building an igloo and Johnny went off on one of his lone scrambles, closely watched out of the corner of my eye.

Back in the hut, Fred and I went into a huddle and had a "conference". The outcome of our deliberations was, however, pretty clear before we started, although neither wished to admit the fact that the only course was to cut our losses and GET OUT down the Fieschergletscher as soon as possible.

Having run out of games, we pinched bits of wood and tried our hand at whittling. Bob proved to be an expert, and as I write I have before me a charming paper knife made by him out of a bit of kindling and skilfully decorated by Paddy.

That evening the wind dropped and it started

snowing. Heavy-hearted, I packed my rucksack and went to bed. At 4 a.m. I slipped downstairs and opened the hut door to a deep silence. I was faced with a picture similar to a Christmas card. Not a breath of wind, snow falling softly and forming a thick coat on railings, roof and rocks around the hut. Thoroughly depressed, I went back to bed and tried to get ugly pictures of our trip next day out of my mind.

Friday morning, and the final decision must be made. It had cleared to some extent—enough to see the other side of the valley—and we decided to get out while we could. With a promise to ring the hut the moment we arrived in Fiesch, we left at 10.30 a.m. in perfect powder snow with the sun just breaking through over the Finsteraarhorn. We took a line traversing the glacier in the direction of the foot of the Triftgrat. The running was perfect in about five inches soft, light powder, and spirits were high with the prospect of the fleshpots in view. As Bob said, we were getting within smelling distance of Fiesch and there was a distinct Fieschy smell.

We had been running across the Fiescher-gletscher at a fair pace when the light suddenly began to get queer. Light snow was beginning to fall and prick our faces. Quite suddenly, at about the height of the foot of the Triftgrat where it meets the glacier, the snow became deeper. I had caught up with Freddy, a little ahead of the rest of the party. At this point visibility had decreased to about six yards—a blanket of white—the new snow had now increased to a depth of over eight inches. So light, that it put up practically no resistance to forward movement. We were about to enter the area of crevasses where the valley narrows and drops. Fred, Johnny and I roped up and started off very slowly. Within a hundred yards the snow was up to our hips. There was an eerie silence about the place when Fred stopped and said: "It's up to you." I think that, as I untied my rope, the others already knew what was in store for them. Under the circumstances there was really nothing else to do but turn round and get out as quickly as possible. It would have been reckless to continue. No visibility, and masses of unsettled snow are an invitation to suffocation.

Disappointed, we put on our skins and made tracks for the nearest route to the Grünhornlücke. The higher we got the harder the going became. The wind had increased, the temperature dropped and Fred had more than enough to do making a track and keeping out of the way of crevasses. The moral effect of the turn-about plus the after-effects of "Wengen tummy" had totally demoralised the Tourenleiter who had a bad time during the last 20 minutes of that climb and was nearly in tears when Bob turned back and relieved him of his rucksack. The Grünhornlücke was no place to linger. A gale lashing our faces and the temperature getting to a point where the risk of serious frostbite becomes acute, made us hurry to get on. We had not got very far when we saw far

below us a column climbing towards us. This must be the "Eagles". A few minutes later we met. My two young nephews, Robert and Michael, were in the lead. I barely recognised them. We were all so cold and tired and anxious to get to a warm hut that the meeting was short and most formal. I vaguely remember shouting a quick "Hello" to Janie Reid as I hastened to make the best of slightly better visibility. As Paddy said later in the hut: "We were frosted and they were creamed."

The interminable ladders were soon negotiated. Papa Kaufmann had pots of tea on the table, and past tribulations were soon forgotten.

But new worries were soon upon us. Fred and I were worrying about the weather and intimations of climbing back up to the Jungfrauoch were hastily brushed aside by a "wait and see". Last, but not least, the bad weather had also forced the Eagles to spend longer in the Concordia hut than they had planned, which resulted in the following ditty:

*One dozen Eagles ate all the bread  
The D.H.O. had Dôle instead!*

Towards the end of the evening, Papa Kaufmann fished out a bottle of "Bätzi" to go with the coffee, following which Johnny tried to light his cigarette with his flashlight. We were all happy when we finally got to bed.

I was up early on Saturday morning to find a cloudless sky, no wind and not a track in sight—an absolutely perfect day. We started off for the Lötschenlücke at 7.15 a.m. Cameras were busily clicking and, as we went on, the customary striptease followed as the sun got warmer. The climb was long and especially hard for Fred, who had to force a new track. Unfortunately, a Pilatus Porter appeared to find it amusing to buzz us for nearly half an hour before landing a party who wanted to go to the Ebnefluh. Mid-day found us on the "Lücke" with the weather again beginning to turn. It was nice to be buzzed by Ty Rufer with his Piper sounding as if the big ends were gone—like coming home.

The run down to Blatten was nothing to shout about. We kept to the middle of the glacier. The weather behind us was packing up and I, for one, was glad to have got out safe and sound. I felt rather bad for all my friends who had been so patient and in the end had what Johnny aptly called "the most expensive 'Lötschenlücke'" he could remember. All I can say in retrospect is—sorry, but I cannot make the weather.

At Blatten, with a good portion of roesti and fried eggs, accompanied by pints or beer, even Vaughn had to admit that he had quite enjoyed himself, although his Apfelsaft ran out.

#### D.H.O. SPRING TOUR, 1968

Provisional date: Last week April/first week May.  
Diablerets — Sanetschpass — Geltenhut — Col de Brodset — Wildhorn — Wildstrubelhut — Wildstrubel — Lämmernhut — Kandersteg.



# POLAND

by Virginia Cox

IF anyone thinks as I did, they would imagine the Iron Curtain a sort of metal wall behind which barred trains run regularly to Siberia, and a deprived populace yearns to go West. In fact Poland and Czechoslovakia were not at all like that, although the British Team found life there somewhat different from the Bourgeois West.

We gathered we had crossed the border into Poland, from the eight times we were awakened to have our passports examined. One hapless Italian was turned off the train into a blizzard for having an inadequate visa.

After descending, bleary-eyed, from the Trans-Siberian Express, it took us half an hour to "do" Bratislava, before we were escorted to our coach and proceeded to bump, squeak and jolt the 80 or so miles to our destination, Zakopane. So far, I, for one, was not impressed; the stores we had seen were unattractive and filled with out-dated merchandise and with garlic-smelling crowds, who clawed and fought each other for service. The old, attractive architecture contrasted violently with the modern concrete monsters, which were all exactly the same.

Our arrival in Zakopane caused a tremendous uproar. Sinister characters, shrouded in hats and turned up collars, sidled up to one and offered to exchange Zlotys, the Polish currency, for dollars. Elegant women offered vast prices for our Marks and Sparks sweaters. We were in our element; the bazaar blood surged forward strongly in our veins. However, what could we do with all our Zlotys? We had a choice of delicious creamy cakes, vodka and post cards. That was, until someone discovered the furs. Hanging in a shop were lovely hand-embroidered suede coats, lined with fur a la Zhivago. Soon everyone was clamouring for them . . . French, Germans, Italians and British were seen pelting down the streets, Zlotys a la main, while the rest of us, the ones with no money, crunched meringues in envy.

After a rather unusual breakfast of sweet semolina soup, sausages and cottage cheese, all washed down with sweet tea, we headed for the only ski-lift in Zakopane, which swept us high above the wooded foothills of the Vysoke Tatry mountains. Looking down, we could see miles and miles of wooded countryside, with no sign of civilisation. Lovely. . . ! Soon we reached the actual ski-slopes which were shrouded in a thick mist that hid vicious rocks and trees. Lower down, however, the slopes compared with any in the West, and one could only regret the total lack of T-Bars. The ski-run ended with a two mile haul along a very narrow path through the

woods, which, when one was alone, rather brought back memories of bears and wolves, and we all tried to get along it as quickly as possible.

The races went very well for most of the British, especially one. Bunny Field was forced to buy an "Ali-Baba" type laundry basket, in which to store all the crystal, cameras, furs, silver, etc., which she won and which became known collectively as "Bunny's Hoard". We had to help her lug this enormously heavy thing, splitting at the seams, up and down stations and train corridors. It was not a popular piece of baggage on the trains. Fuming people had to clamber precariously over it to reach their couchettes. If "Bunny's Hoard" ever reached its destination intact one can only praise the lasting nature of Polish prizes!

Before we left Zakopane for Czechoslovakia, we were treated to a "folksy" evening. The locals gave a demonstration of Polish National Dancing complete with beautiful National Costume. This, for men, included a kind of embroidered white wool jodhpur and for the women a full, highly coloured skirt. They seemed to enjoy their antics as much as we did. The high spot of the evening came when an old veteran performed a complicated series of movements with great speed and agility only to fall at the end, with a leer, into the arms of a buxom peasant girl.

It was in this sort of mood that we left Poland; having arrived feeling slightly depressed at the general atmosphere of the country, we left feeling that the people were very friendly and amusing.





*THE WENGEN  
GYMKHANA  
(circa 1920) Col.  
Odling, Mrs.  
Paxton, S. Fischen  
and K. D. Foster.*



*N. Paxton, K. D.  
Foster and another  
on the ladders.*



*"Amy having  
barrel trouble".*

# A QUICK LOOK BACK

by Kenneth D. Foster

**V**ISITORS to Wengen in the early 'twenties included a considerable number of pilots (Dick Waghorn, Batchey Atcherley, Soden and Andrew Walser, to name but a few). Probably this was because, in those days, flying and skiing had much in common. A good pilot of those times was said to fly "by the seat of his pants". The instruments in his open cockpit were likely to be restricted to a compass, airspeed indicator and rev. counter. All his piloting and navigation had to be done on the basic information supplied by these instruments, aided by a map tucked in the seat beside him. It is true that with a cruising speed of some 160 m.p.h. he had time for the job, and he was not harassed by radio communications from the ground. Ski-ing in that epoch was equally individualistic: the skier spent most of his time in untracked snow; he had to choose his own line and to be alert for changing snow conditions.

In this day and age speed takes the place of individualism. The skier rushes up and down a narrow piste on which the snow has been flattened to a uniform surface and puts in his turns at the same place every run. Similarly, the jet pilot sits encased in a cramped capsule surrounded by thousands of instruments and switches as he hurtles through the sky at an indecent speed, carrying out the instructions of a controller on the ground.

If a 1967 skier were to get hold of a time machine and project himself back to 1920, he would have many surprises. The ski shop would give him a pair of hickory skis which fastened on with a leather strap tightened by the same sort of device as is used on the stoppers of lemonade bottles. The rule was that these bindings must be adjusted so that the skier could *kneel on the front of his skis*. This was regarded as an essential safeguard against broken bones. It was not such a bad one at that, because I skied from 1920 to 1965 (including quite a lot of racing in pre-war days) on loose bindings and only collected one Pott's fracture. Even that doesn't really count as it was due to a bet with C. J. White that I could introduce a Telemark when running down the slalom course he had set down Sawmills field for the Railway Cup.

Our backwards-projected skier would also be vexed by the absence of metal edges on his skis. The fact that the edges of the hickory skis soon became rounded with use did not matter so much on the powder snow of 1920, but it was an embarrassment if one ran on to ice. I still have a film of the competitors in the 1922 Swiss v. British Universities Race coming through Devil's

Gap on sheet ice. As the competitors reached the steep slope at the bottom of Telegraph Field they attempted a check christy, whereupon their feet went from under them and they slid down helplessly, ending up in an untidy heap against the chalet below. Only one competitor (Bill Bracken, I think) saw the trap and avoided it by hugging the tree-line above the gap.

The lack of metal edges and the absence of prepared pistes made skiers much more choosy of snow conditions and there were many more days reckoned unsuitable for ski-ing. This made it necessary for skiers to find other outlets for their energy. One of these was ski-ing behind a car to Grindelwald or Interlaken. The first time that I tried this the car was driven by a non-skier who failed to realise that the sudden absence of snow on the roofed-over bridges would cause us inconvenience.

Ski gymkhanas on the nursery slopes were another amusement in non-ski-ing weather. These involved ski-ing over see-saw ladders balanced across barrels, crawling under tarpaulin sheets, ski-ing while holding the tips of your skis and pushing your way through an open-ended barrel. I recall that I started my racing career (such as it was) by winning one of these events in 1921. My prize was a string of sausages in a pokerwork box and 25 francs cash.

Lugeing was also popular in bad weather and the Luge Run in those days ran through iced banking from Wengernalp to the Oberland Café. There was also a short bob run on the Grindelwald side.

The 1967 skier will have gathered from these details that we were a simple-minded lot in 1920, but we enjoyed ourselves; also we got 25 francs for our pounds and we did not suffer under Socialist chancellors.



KDF (south aspect); F. Borter standing.

# WHEN THE BREEZES BLOW

by Norman Freund

WHEN the wind gets up at Scheidegg, knowing skiers are wise to emulate Gilbert's Ruler of the Queen's Navee—they go below. We didn't, and this is the tale of our belated descent.

The MacMillan Cup had gone well. There were many entries, and the results are recorded elsewhere in this Journal. After a largely liquid lunch, a few of us decided to go back up from Grund and finish the day with a run over Black Rock. We all got off at Salzegg to take the lift up. Joan and I, quite independently of each other, decided at this point that the wind was getting entirely too strong, so we quickly reboarded the train. Harold was last seen standing high and dry on Salzegg station with Joan's and his own skis, but, of course, no Joan. I never did find out how he and two pairs of skis got back to Wengen.

When I reached Scheidegg, the wind was really menacing. I heard that the Wixi lift had stopped, and felt that the rest of our party would probably not want to climb up to Wengernalp, so I took the next Eigergletscher train in the hope that I would be in time to intercept them before they headed down. I was not too late. The Salzegg lift had stopped so often because of wind gusts that it took them longer to ascend that way than it took me to travel via Scheidegg, including a short wait for the second train. No one needed convincing that Black Rock was not on; it was virtually impossible to stand in an unsheltered position, and the wind was strengthening every minute.

We boarded the Eigergletscher-Scheidegg train for the descent. It was one of the old wooden trains and the gusts made it rattle and squeak even more than it usually does. Eventually, we reached Fallboden Station and stopped. A full gale was now blowing and the track ahead was getting covered with drift snow; we would have to wait for the snowplough.

Suddenly, there was an even more pronounced squeak followed by a resounding crash. I urged my companions to "take it easy" (my Americanisms come out in moments of stress), that "nothing had happened". John, nearest the window looked out and said, "Nothing, my foot. The next carriage has blown over!" It had. The D.H.O. immediately sped to the rescue by diving through the window. The effect was rather spoiled by me, being of somewhat greater girth, getting my bulk stuck half-way and having to be rescued

myself. Our efforts were wholly wasted—the collapsed carriage was empty.

A rather beleaguered collection of travellers filed into the disused Fallboden Station—about 20 of us in all. The D.H.O. detachment squeezed itself into the smallest of the rooms in the station—though now filled with junk, it bore distinct signs of having been the station loo at some time in the past.

About half an hour later, the wind had anything but abated, but the valiant snowplough arrived. I imagine it is difficult to envisage 20 people and 40 skis in one snowplough. I have had more comfortable trips, but no one was complaining—on the contrary, we were all prepared to bless the driver for coming out at all in such weather.

We had coffee in the Bahnhof Buffet at Scheidegg. A confident station official said he thought there would be a train to Wengen in about half an hour. He said it from the shelter of the platform; I doubted it. The thought suddenly struck me that, if we waited the half hour, and the train didn't run, it would be too dark to ski down. My suggestion that we ski down there and then was greeted without enthusiasm and ignored until the thought of being stranded for the night in the Bahnhof Buffet had sunk in. (Don't get me wrong; I like the Bahnhof Buffet, but it does have its place in the scheme of things.)

There were five of us—Sarah Jane (better known as Jimmy), Sarah, Antony, John and myself. The Rat Run that evening became a nightmarish affair; 100 m.p.h. gusts hit us broadside about every half minute. Poor Sarah, who is anything but a heavyweight, got knocked flat time after time. Even I was flattened by one particularly vicious blast and thereafter always stopped at a pistemark and clung on to it like grim death until the next gust ended.

It took us more than half an hour to reach Wengernalp. From there on, the going was easier because we were sheltered from the wind and we reached Wengen shortly after 6 p.m., having spent about an hour on the trip down.

The Eiger Round Table heard the tale that night—several times. After all, high adventure on the Rat Run is an event of a lifetime. And the saga of the blown-over train was worth telling—it was only the second time in 52 years such a thing had happened, I was told.

# ARMCHAIR SKI TEST

by G. W. M. Orr

The D.H.O. tests do not really cater for the social skier, so the following test has been designed to find the people who get the most out of a ski-ing holiday at Wengen—that is those with local knowledge, tact and quick reactions, and who are *au fait* with train timetables.

Five marks for each question.

1. After a heavy night you catch the 0905 from Wengen, but you fall asleep and do not wake up until 1800. How many times will you have passed Wasserstation?
2. You arrange to go ski-ing with a friend but owing to the usual misunderstanding, he is sitting waiting for you in the restaurant at Eigergletscher while you are waiting for him at Männlichen. He drinks 14 beers, you drink 12 glühweins. Who is the highest?
3. You have broken your ski at Alpiglen and you then find you have left your Abonnement in your hotel. What is the cheapest way back to Wengen?
4. You have taken a class of Coggins up the Lauberhorn—at the top of the lift, one of them tells you he has left his sticks in the train. After you have gone 200 metres, one of them breaks his binding. As a thick fog descends one of them breaks his ankle. While you are attending to this the rest of the class disappear in the fog. What do you do?
5. You are out of control going round the corner on Brooklands when you come face to face with a snow cat. What do you say to the driver?
6. How many revolutions in a Grund bun? Alternatively, how many Brandegg doughnuts can you eat in a day if you limit yourself to one between each run?
7. It's a Wednesday night and there is a fancy dress ball at the Carrousel, a D.H.O. prize giving at the Belair and a Ski school party at the Silberhorn. You want to spend a gay evening with this fabulous French boy/girl whom you met on the ski-lift that afternoon. What would you do?
8. You are one of 2,000 people waiting for a train at Grund. Most people want to go back to Scheidegg. There are four trains coming down from Scheidegg of which the last two are going to Grindelwald. There are four trains coming down from Grindelwald all of which are to go to Scheidegg, but the last one must go first of all the trains as it has the snow plough. How many times will empty trains be shunted back and forward in front of angry skiers before they are allowed to get on? (You may draw a plan of Grund junction or hire a model railway set in order to answer this question, but it

is against the rules of the competition to use the I.B.M. computer or write to the station-master at Grund.)

9. You have taken Mac's leap straight and are still schussing. Will you finish nearest to—Rum, Egg or Bort?
10. You are having a quiet drink in the Eiger when you hear Ros Hepworth coming in the door. You suddenly remember she asked you to bring 58 slalom poles and two stop watches down from Scheidegg and you forgot. What do you do?
11. Your friend gave your skis to a ski instructor called Gertsch. You know eight instructors called Gertsch. What's your chance of finding your skis?

(See page 59 for answers)



# FASHION OUTLOOK FOR 1967/8

A KALEIDOSCOPE OF COLOUR!

This year, designers have realised the need for positive colour on the slopes. Gone, from the shops at least, are the sombre clothes that made yesterday's skiers look like figures in a black and white movie. Gone, too, are those delicate pastel anoraks frosted with fur. Here, at last, are clothes to brighten the snow scene, in fuchsia, lime, lemon, burnt orange and vermilion.

Nowhere are these colours more in evidence than at HARRODS. One hot afternoon in August, I went to see their samples for the coming season. Tucked away in a small, locked room off the active sportswear department, I found them: a breathtaking array of jewel-bright, streamlined outfits.

A honeycomb quilted nylon suit by Gold Test gets my vote as best buy of the season (see illustration). Try the suit on, and you will find it extra warm, ultra light and flattering—unlike last year's narrow ribbed quilting which made a wearer with any ski-ing muscles look like a Michelin man! The narrow pants are superbly cut straight down over the boots, and this absence of downpull makes them supremely comfortable.

With the same Swiss label I saw a mini skidress available in green, blue, lilac, fuchsia, red or yellow; very gay, and strictly for show-offs! 13 gns.

An ingenious lift-coat will appeal to the spectators among you. Covered with zips and clips which somehow fasten around the legs to keep them warm on the Wixi lift, it really is long enough to enable a leg-weary gatekeeper to sit down and still keep her bottom dry! In the same bright colours as the skidress, 19 gns.

The myriad-coloured anoraks caught my eye, especially the multi-striped, multi-quilted, narrow-fitting waspish jackets by "V. de V." These are available in pink, yellow, orange and lemon, or brown, orange, ginger and mustard, at a price to match their appearance: 27½ gns. Less expensive, but equally striking, were the multi-coloured anoraks by Gerry Spielman at 14 gns.

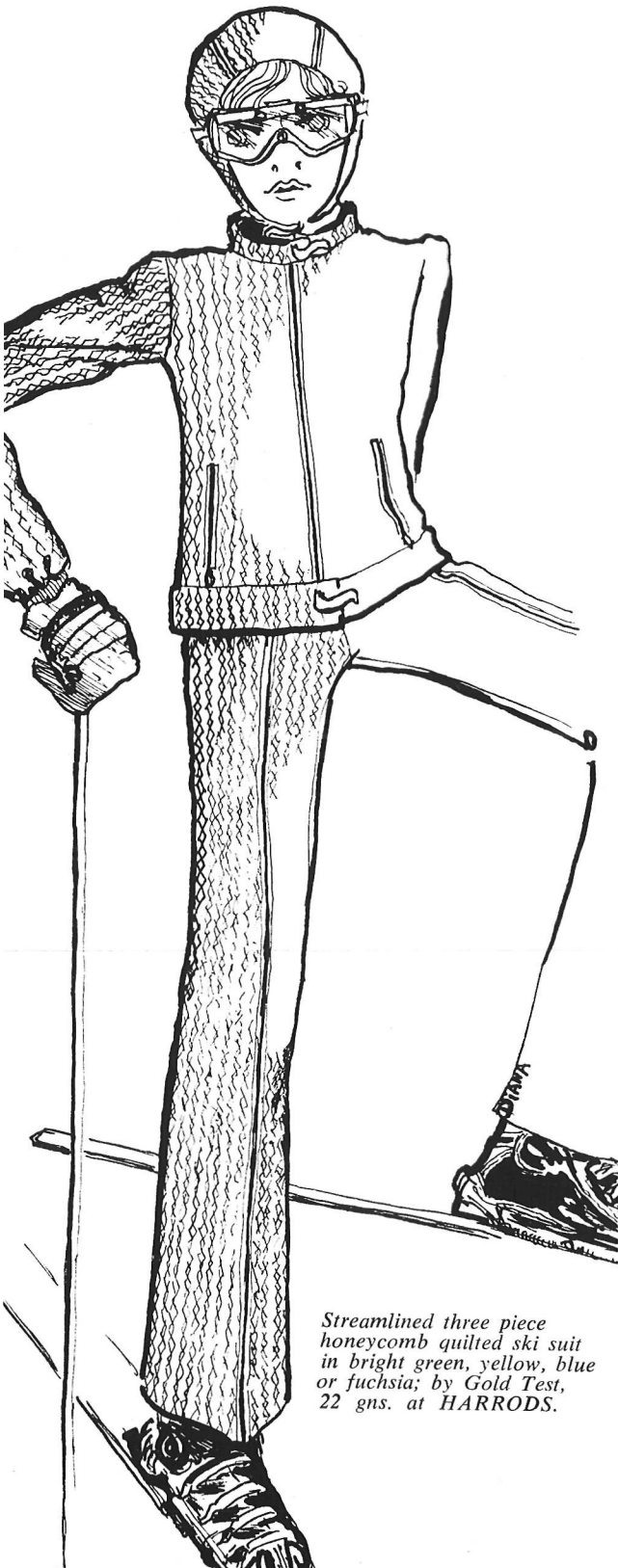
LILLYWHITES showed me an exciting range of "wet look" anoraks for the whole family. The one I liked best has elasticised, ribbed quilting at the sides to give a snug fit. I have illustrated the child's model, but it is also available for men and women.

An unusual ladies' anorak was bright yellow, and cut like a shirt, with a yoke, pointed collar and slight tails curving up to the side seams; three other colours, 15½ gns.

For men, there is a super, sleek, black Bognor jacket at 24 gns.

I found the best buy in the boys' department—a shiny, belted anorak, very similar to the man's jacket I have illustrated. It is available in orange, black, navy, maroon or royal at only 8 gns.

I have featured the man's anorak because of its



*Streamlined three piece honeycomb quilted ski suit in bright green, yellow, blue or fuchsia; by Gold Test, 22 gns. at HARRODS.*



*The 'Wet Look' at LILLYWHITES*

*Child's anorak, in vibrant orange, green, yellow or cyclamen; 10 gns. Also available in adult sizes at 14 gns.*

*Man's anorak, belted and snap-fastened, features a built-in abonnement holder; black or navy, 14 gns. There is a similar model for boys at 8 gns.*

practical idea of having an abonnement holder on a pull tab. No more fumbling in inaccessible pockets, or dangling the card from a string around your neck; just pull the little tape and down comes the abonnement, safe in its little plastic window, then let go and it snaps back up out of sight into its special compartment, disguised like a slit pocket.

I was asked to remind you that LILLYWHITES hire only boots. For a complete hiring service, go to MOSS BROS. Their service is ideal for growing children as well as for those who want the variety of a different outfit each season. Then, if you decide you want to buy it after all, the hire fee will be deducted from the selling price. They have an excellent range of brand-new clothes for hire or for sale, but better value, I thought, were the anoraks, sweaters, etc., which have been hired out once or twice, and are now offered for sale at greatly reduced prices. MOSS BROS. showed me some wool/helanca socks with a towelling pile lining which looked very warm and comfortable. In red, royal, navy, or yellow they cost 16s. 3d. for adults, 12s. for children's sizes.

At GORDON LOWE in Sloane Street, there is a resident Swiss instructor from Andermatt to advise on equipment. In the evenings he will be at the GORDON LOWE'S dry ski school near Sloane Square. Besides their usual range of loden clothes from Norway, Lady Lowe showed me some exciting Spanish apres-ski wear. Designed in Spain by a young American girl the range included tabards and fringed ponchos as well as a catsuit. The vivid colours and tapestry weave patterns are reminiscent of Casa Pupo rugs. I was told the prices would be reasonable and later found the same poncho at LILLYWHITES priced at 6½ gns.

I have restricted my article to the clothes you might expect to find in the shops this autumn; I leave the subject of equipment to the experts, who are on hand in all the shops to advise and help you. In any case, I feel that equipment should not be subject to fashion but rather to progress and development. I hope I have been of some help, and that you will all enjoy a good season's ski-ing. Any ski-ing I do over Christmas will be on water, as we are returning to settle in Sydney in December. I won't say adieu, but hopefully au revoir to Wengen and the D.H.O.

DIANA DENNISON,  
*Fashion Editor*

\* \* \*

FOLKMAN SPORTS, distributors for Kastle Skis, have sent us details of the new CPM 70. This metal and plastic ski (with an okuna wood core) is manufactured by a new, highly efficient method and sounds good value at £34 12s. 6d., including breakage insurance. Tourers might note that the pair weighs only 3.66 kilos, as against 5.27 for the K2000 and 5.89 for the Alusteel.

# OBSERVATIONS FROM GENEVA

by Campbell Ballantyne

Geneva, August 1967

**Y**OUR Geneva correspondent had several opportunities to be associated with British racers and officials in the Alps last season, and as a result came to some conclusions that are set down here as being of possible interest to those concerned with British racing.

I did not have an opportunity to see much of the so-called "A" racers. It is quite evident from the results, however, that Britain has at least three first class girl skiers in Gina Hathorn, Divina Galica and Felicity Field. The men do not have the same relative international stature. Jeremy Palmer-Tomkinson is a very good skier, but he ranks (at this writing) only 117th in the F.I.S. lists in slalom, 118th in downhill and 132nd in giant slalom despite the fact that he has fewer than 50 F.I.S. points in each of these disciplines. None of the other men included in the group of candidates for the Olympic team approach his F.I.S. standing.

The most promising of the men is 17-year-old Julian Vasey, the current junior and men's champion. Vasey made distinct progress during the season, and if he continues to develop at his present rate he may go far. He seems to have the necessary determination, and he has the natural balance of someone who has skied a great deal since he was a small boy.

\* \* \*

I am not familiar in detail with the records of all the British racers last season, but I have the impression that both the men and women got a chance to do as much training and racing as the teams of the Alpine countries. Therefore, if they fail to hold their own with the best, they cannot complain that it was for lack of ski-ing. Most of the top men and women were in the Alps practically without a break from mid-November until Easter, and it would not surprise me if they made more starts in international races than some of the very good Frenchmen, Austrians, Italians, Swiss and Germans.

It should not be overlooked that in some ways British skiers are fortunate. Often they are able to compete in international events for which skiers of Alpine countries of equal skill could never hope to be entered. A member of the French men's national team with an average of, say, 40 F.I.S. points in the Alpine disciplines may count himself lucky if he is selected to represent France in two or three international races during a season. In contrast, a British skier of the same level may compete in a dozen events. This situ-

ation gives rise to some not unnatural jealousy among the Alpine skiers.

\* \* \*

It began to be noticed as the season progressed that the same British men and women were turning up week after week for citadin races on the international calendar, and I heard a suggestion that perhaps those members of the British national team who were devoting their entire winter to ski-ing should no longer be regarded as having citadin qualifications. It was argued that a citadin skier is essentially a weekend skier with a full-time occupation in a town, and that evidently some of the British men and women competing in citadin races did not fall into that category. A suggestion was advanced in the F.I.S. citadin sub-committee at a meeting at Alpe d'Huez in March that citadin skiers be permitted to compete in only a limited number of international citadin races—say five—during the season. I do not know whether this suggestion was pursued when the sub-committee met again at the F.I.S. Congress at Beirut. But it is difficult not to agree that—for example—a Hamburg businessman who works all week and then drives 500 miles for a citadin race on Saturday is not likely to be as fit as a British racer who has been ski-ing daily in the Alps under a trainer and racing every weekend. The citadin races provide British racers with valuable experience, but the N.S.F.G.B. should, I think, be careful to remain within the spirit of the rules.

\* \* \*

British racing continues to be handicapped, it seems to me, by an absence of centralised control. To an outsider, it hardly seems necessary for the N.S.F.G.B. to have separate racing committees for men, women and juniors. This form of organisation may perhaps be not unconnected with the circumstance that the women's team enjoys separate public financial support, but even if this is a contributory reason, one wonders whether separate committees are indispensable. It would seem to me that a number of practical considerations would militate in favour of an integrated direction of the racing effort. For one thing, it would surely enable costs to be reduced. At one international event this year which I attended the British men's and women's teams each had its own trainer. No other national group enjoyed this luxury. Indeed most, if not all, the Alpine countries got along with a single technical com-



mission with responsibility for the entire racing establishment. In France, Honoré Bonnet directs a racing team which totals, I believe, almost 100 men and women.

What is more important, however, is that an integrated direction would result in the same policies being applied in all phases of the British effort. One has the sense that direction is uncoordinated, and that sometimes it does not exist at all. It is not easy, of course, to provide direction from London, but it is equally unsatisfactory to leave command to a captain who is also a racer. (A playing captain may be useful in some sports, but I do not think ski-ing is one of them.) Could not British racing—men, women and juniors of both sexes—be directed by someone who would spend the winter in the Alps and be present at the principal races? I am certain that British performance would benefit if this were done. The country's modest forces could be deployed more rationally, there would be heightened discipline, competitors would have a greater sense of security deriving from continuity of supervision, and there would be more team spirit.

\* \* \*

One has an impression sometimes of a certain slackness among some of the young men and women who carry British colours in international competition. This is evidenced in such things as a tendency to leave waxing until the last minute or to devote less time to study of the course than is

needed. This may be in part the product of a belief that a bad race will escape unnoticed. It would, I think, improve British results if all performances in international races were reported by the Federation in a newsletter or a circular. This might provide a stimulus to the racers to do their best on every occasion. Another such stimulus would be provided by the institution of a classification system based on actual results similar to the system of "séries" which the French Federation operates so successfully.

\* \* \*

I understand that the junior, men's and women's championships will again be held successively during a period extending over 12 days. This strikes an observer as a most leisurely and luxurious way of doing things. And it must be costly too. If 12 championships can be awarded in four days at the Critérium Citadin Mondial, it should not be beyond the power of the N.S.F.G.B. to award the same number in a week. This might mean that junior and senior championships would have to be awarded in the same race, and that in turn might require the raising of the junior age limit, and the addition of a competition for novice juniors to the national calendar. Would it not be useful to consider changes along these lines? As things stand a junior who wishes to compete in the senior events must remain on the scene for eight days in the case of a boy and 12 in the case of a girl. This makes participation costly, and deprives good juniors of the possibility of entering other competitions.

## CLUB TRAINING SCHEMES

Applications for, and further details about, any of these schemes should be addressed to: The Training Manager, 49 Caversham Street, London, S.W.3, or, AFTER DECEMBER 1ST, D.H.O. Office, Wengen.

### CHRISTMAS JUNIOR TRAINING SCHEME, WENGEN, '67-'68

Dates: December 16th-January 11th. From and to Victoria Station. There are no further places for new trainees, but children under 14 years can join Coggins. Applications for places with Coggins should be accompanied by some indication of the child's standard because beginners will have to join Ski School until they are proficient enough to go on the runs. All Coggins must be accompanied by at least one parent.

### EASTER JUNIOR TRAINING SCHEME, WENGEN, 1968

Dates: March 28th-April 12th. From and to Victoria Station. Cost: £65. Applications should be made now, giving date of birth and details of ski-ing experience, etc. First-time applicants under 15 years (on 1.1.69) should be of first-class standard and have had previous racing experience. Parents are welcome and they can travel and stay with the group if they wish.

### SUMMER TRAINING SCHEME, 1968

Coggins Training will take place at the same time. For details, see Christmas Training above. Training will be organised for a smaller group of selected racers at St. Moritz during the first two weeks of September, on the same lines as the course held this summer.

# RACING

SEASON 1966-1967



- 29.12.66 **GIANT SLALOM (Eigergletscher).**  
Boys: 1, ANDREAS COVA, 1.24.3; 2, David Borradaile, 1.25.2; 3, Peter Du Pon, 1.26.0; 4, Luke O'Reilly, 1.26.6; 5, Royston Varley, 1.27.1; 6, Alex Mapelli-Mozzi, 1.27.9; 7, Jonathan Latimer, 1.28.5; 8, Patrice de Maistre, 1.29.3; 9, Rolf Brunner, 1.32.0; 10, Erhard Müller, 1.35.2; 11, Ernst Michel, 1.36.4; 12, Michael Hiltbrunner, 1.38.7; 13, This Huber, 1.43.4; 14, Urs Pfuger, 1.44.5; 15, Peter Craggs, 1.49.0; 16, Anthony Iremonger, 1.50.4; 17, Hugo Holmes, 1.50.9; 18, Michael Bradley, 1.51.0; 19, Rob Ireland, 1.51.8; 20, George Sutherland, 1.52.5; 21, Mauribis Kinsbergen, 1.54.1; 22, Christopher Saunders, 1.56.3; 23, Fraser Clyde, 1.56.5; 24, Jean Hat, 1.57.1; 25, Mark Middleton-Hands, 1.58.0; 26, Thomas Gertsch, 2.00.3; 27, Bruce Seligman, 2.00.5; 28, Zog Ziegler, 2.00.9; 29, Paul Baker, 2.02.3; 30, Dermot Williamson, 2.06.7; 31, Peter Ethrington-Smith, 2.07.8; 32, Christopher Baker, 2.08.2; 33, Anthony Saunders, 2.10.5; 34, Nicky Myles, 2.11.2; 35, Patrick Murray, 2.12.8; 36, Christophe Sieber, 2.22.2; 37, Graham Scott, 2.22.9; 38, Ian Finlayson, 2.23.4; 39, Gordon McNeil, 2.25.1; 40, Simon Carter, 2.29.7; 41, Ian Stewart, 2.40.9.  
Girls: 1, DIVINA GALICA (Hors Concours), 1.24.8; 2, Sina Cova, 1.28.3; 3, Ingrid Christophersen, 1.28.9; 4, Sally Ireland, 1.29.9; 5, Isobel Mabey, 1.32.4; 6, Wendy von Allmen, 1.33.6; 7, Linden Carr, 1.33.7; 8, Vicki Stace, 1.38.5; 9, Mrs. Waddington, 1.38.8; 10, Jennifer Adler, 1.44.8; 11, Edith Shearing, 1.45.6; 12, Miranda Watson, 1.45.8; 13, Helen Carmichael, 1.48.1; 14, Carol Blackwood, 1.48.8; 15, Linda King, 1.49.6; 16, Kathi Graf, 1.49.7; 17, Evelyn Carmichael, 1.50.3; 18, Karin Winkler, 1.54.1; 19, Bridget Mabey, 1.59.5; 20, Sarah Myles, 2.02.5; 21, Charlotte Pollock, 2.06.5; 22, Tina Mabey, 2.08.5; 23, Patricia Murphy, 2.10.1; 24, Heather Thomas, 2.15.8; 25, Deborah Owen, 2.19.3; 26, Vicky von Allmen, 4.00.1.
- 30.12.66 **MARTINI-ROSSI TROPHY. Slalom Race. (Eigergletscher).**  
Boys: 1, CHARLES DE WESTENHOLZ (Hors Concours), 53.7; 2, Peter du Pon, 56.9; 3, Fraser Clyde, 61.8; 4, Alex Mapelli-Mozzi, 63.5; 5, Jean Hat, 68.8; 6, Rolf Brunner, 70.6; 7, Ian Finlayson, 70.8; 8, Anthony Parks, 72.5; 9, George Sutherland, 74.4; 10, Michael Hiltbrunner, 84.4; 11, Gordon McNeil, 88.6; 12, Ernst Michel, 90.3; 13, Christophe Sieber, 90.8; 14, Paul Baker, 94.9; 15, Dermot Williamson, 113.7; 16, Simon Carter, 134.4.  
Girls: 1, INGRID CHRISTOPHERSEN, 55.7; 2, Patricia Murphy, 56.0; 3, Felicity Field (Hors Concours), 56.2; 4, Chloe Varley, 57.1; 5, Sally Ireland, 58.8; 6, Barbara King, 60.2; 7, Wendy von Allmen, 64.1; 8, Karin Winkler, 68.1; 9, Isobel Mabey, 68.2; 10, Vicki Stace, 68.5; 11, Pamela King, 74.2; 12, Miranda Watson, 74.3; 13, Edith Shearing, 75.4; 14, Carol Blackwood, 77.1; 15, Bridget Mabey, 82.4; 16, Helen Carmichael, 82.9; 17, Julie Carter, 84.7; 18, Charlotte Pollock, 95.3; 19, Evelyn Carmichael, 96.6.
- 1.1.67 **MACKINTOSH CUP. New Year Jumping Handicap. (Mary's Cafe).**  
CUP WINNER: JOHN MOORES.  
LADIES' PRIZE: JULIE CARTER.
- 3.1.67 **DOWNHILL. (Above Wengernalp to Sawmills).**  
Boys: 1, ANTHONY PARKS, 2.04.9; 2, Jonathan Latimer, 2.08.3; 3, Rolf Brunner, 2.12.2; 4, Peter Craggs, 2.14.5; 5, Christopher Vasey, 2.15.0; 6, Stephen Vasey, 2.20.2; 7, Michael Bradley, 2.22.5; 8, Patrice de Maistre, 2.24.5; 9, Hugo Holmes, 2.26.9; 10, Anthony Iremonger, 2.28.2; 11, Paul Baker, 2.35.9; 12, John Moores, 2.37.9; 13, R. Heiman, 2.39.5; 14, Zog Ziegler, 2.41.2; 15, Graham Scott, 2.45.4; 16, Christopher Baker, 2.47.3; 17, Gordon McNeil, 2.47.6; 18, Dermot Williamson, 2.50.6; 19, Patrick Murray, 2.52.2; 20, Ian Finlayson, 2.55.9; 21, Simon Carter, 3.00.1; 22, Robin Eva, 3.29.1; 23, Nicky Myles, 4.00.8; 24, Patrick MacSweeney, 8.51.1.  
Girls: 1, SINA COVA, 2.07.9; 2, Wendy von Allmen, 2.19.5; 3, Pamela King, 2.22.1; 4, Isobel Mabey, 2.28.2; 5, Miranda Watson, 2.51.7; 6, Edith Shearing, 2.55.5; 7, Charlotte Pollock, 2.55.8; 8, Bridget Mabey, 3.02.2; 9, Evelyn Carmichael, 3.03.5; 10, Heather Thomas, 3.03.9; 11, Julie Carter, 3.04.5; 12, Linda King, 3.10.6; 13, Helen Carmichael, 3.11.0; 14, Sarah Myles, 3.12.8; 15, Tina Mabey, 3.21.9; 16, Deborah Owen, 3.24.1; 17, Pegotty Eva, 3.28.6.  
CUP WINNERS (D.H.O. RACE WEEK).  
WENGEN JUNIOR CHAMPIONSHIP (Combined Slalom and Giant Slalom): ALEX MAPELLI-MOZZI.  
ELSPETH HANKEY CUP (G18): SALLY IRELAND.  
WAGHORN CUP (B15): FRASER CLYDE.  
OETIKER CUP (G15): EDITH SHEARING.  
HEWITT JUNIOR CUP (D.H.O. v. Wengen Juniors):  
Won by D.H.O. Team  
Sally Ireland Vicki Stace  
Isobel Mabey Fraser Clyde  
W.S.C. Team  
Wendy von Allmen Michael Hiltbrunner  
Rolf Brunner Ernst Michel
- 40TH "SUNDAY TIMES" NO-FALL CHAMPIONSHIPS (DK): PIETER DU PON.  
WENGEN LADIES' NO-FALL CUP (DK): INGRID CHRISTOPHERSEN.  
"SUNDAY TIMES" JUNIOR CUP (DK19): PIETER DU PON  
LADIES' SKI CLUB SALVER (DK19): SALLY IRELAND.  
COVA CUP (Giant Slalom): Boys: ANDREAS COVA. Girls: SINA COVA.  
B.O.B. RAILWAY CUP (St-W): ANTHONY PARKS.  
W.A.B. RAILWAY CUP (St-W Ladies): PAMELA KING.
- 5.1.67 **COGGINS DOWNHILL RACE.**  
Girls: 1, PAQUITA DE ZULUETA, 2.06.0; 2, Juliet Mabey, 2.13.0; 3, Caroline Starky, 2.14.0; 4, Jane Williams, 2.27.0; 5, Lucy James, 2.31.0; 6a, Priscilla Williams, 3.00.0; 6b, Laura Kostoris, 3.00.0; 8, Jill Pollock, 3.30.0; 9, Cornelia Fischer, 3.53.0; 10, Alison Prideaux, 4.40.0.  
Boys: 1, SIMON MOORES, 2.25.0; 2, Richard Starky, 2.32.0; 3, Leigh Carter, 2.43.0; 4, Jamie Rankin, 2.50.0; 5, Gerald Ratcliff, 3.25.0.
- 6.1.67 **COGGINS SLALOM RACE.**  
Junior Girls (Under 10): 1, GILLIAN RATCLIFF, 58.0; 2, Cornelia Fischer, 58.2; 3, Alison Prideaux, 63.0;  
Girls: 1, JANE WILLIAMS, 1.05.0; 2, Lucy James, 1.07.0; 3, Paquita de Zulueta, 1.08.0; 4, Priscilla Williams, 1.10.0; 5, Juliet Mabey, 1.21.0; 6, Jill Pollock, 1.25.0; 7, Caroline Starky, 1.31.0.  
Boys: 1, SIMON MOORES, 1.04.0; 2, Richard Starky, 1.14.0; 3, Leigh Carter, 1.21.0; 4, Charles Roberts, 1.35.0; 5, Ian Prideaux, 1.45.0; 6, Gerald Ratcliff, 1.52.0.  
CUP WINNERS (COGGINS RACES).  
CRAFT CUP (BG 14): Boys: SIMON MOORES. Girls: PAQUITA DE ZULUETA.  
HEPWORTH CUP (B12): SIMON MOORES.  
SILBERHORN CUP (G12): JULIET MABEY.  
CURLERS CUP (B10): LEIGH CARTER.  
SCHNEEHORN CUP (G10): CORNELIA FISCHER.  
JUNIOR JARVIS CUP (GSt): PAQUITA DE ZULUETA.  
DOWTY CUP (BSt): SIMON MOORES.  
COGGINS FAMILY RACE FOR THE DAVID McLAREN CUP.  
SIR GEORGE POLLOCK and JILL POLLOCK.

- 11.1.67 **HEINZ CUP (Holiday Class) (Mannlichen).**  
1, CHARLOTTE LANE, 2.05.0; 2, L. Roberts, 2.16.0; 3, R. Leworthy, 2.20.0; 4, J. Burnford, 2.23.0; 5, C. Thorpe, 2.24.0; 6, M. Burnford, 2.25.0; 7, N. Wilder, 2.30.0; 8, P. Arengo-Jones, 2.36.0; 9, J. Sprott, 2.37.0; 10, R. Rowan, 2.47.0; 11, A. Riddell, 2.50.0; 12, A. Gormley, 3.26.0; 13, A. Prideaux, 3.46.0.
- 26.1.67 **ODDLING CUP (Lauberhorn)**  
1, SARAH PALMER-TOMKINSON, 2.13.6; 2, P. Freestone, 2.22.1 (wins holiday class); 3, Mrs. Moore, 2.23.6; 4, C. Marsham, 2.23.9; 5, Dr. Bevan-Jones, 2.34.0; 6, R. Pilkington, 2.40.1; 7, T. Goldsmith, 2.46.2; 8, D. Campbell, 2.56.5; 9, Colonel Moore, 3.17.9.
- 1.2.67 **POLYTECHNIC CUPS. (Lauberhorn).**  
Ladies: 1, ENID PHILLIPS, 1.39.5; 2, Penny Copple, 2.04.6; 3, Tessa Bevan-Jones, 2.28.5; 4, Sue Worthy, 2.39.0; 5, G. Perrott, 2.43.8; 6, Betty Gregson, 2.51.2.  
Men: 1, MICHAEL LOVEDAY, 1.25.0; 2, J. Gregson, 1.36.9; 3, R. Lewis, 1.37.4; 4, J. Roberts, 1.58.4; 5, B. Speyer, 2.43.8; 6, Mr. Perrott, 3.23.8.
- 9.2.67 **FINNIGAN CUP (Holiday Class). (Lauberhorn).**  
1A, MICHAEL LOVEDAY, 2.53.0; 1B, JOHNNY POWELL, 2.53.0; 3, S.-J. Ferguson, 3.13.7; 4, V. Gaskell, 3.49.2; 5, P. Hunter, 3.55.3; 6, R. Nelson, 5.03.0; 7, M. Delgay, 5.13.2; 8, A. Beevor, 7.53.4.
- 16.2.67 **McMILLAN CUP. (Mannlichen Restaurant to Chinese Gardens).**  
1, PAUL HELLER, 3.53.0; 2, A. Beevor, 3.53.2; 3, S.-J. Ferguson, 3.56.0; 4, R. Nelson, 4.57.0; 5, J. Webster, 4.58.0; 6, W. Hall, 4.59.0; 7, N. Cornelius, 5.04.0; 8, B. Phillips, 5.13.0; 9, V. Gaskell, 5.15.0; 10, S. Hankin, 5.27.0; 11, N. Freund, 5.30.0; 12, P. Hunter, 5.50.0; 13, G. Jones, 6.24.0; 14, B. Myles, 6.33.0; 15, J. Morris, 7.44.0; 16, F. Garnham, 8.54.0; 17, M. Gill, 10.43.0; 18, R. Ireland, 11.00.0.
- JARVIS CUP (Over 40): PAUL HELLER.**  
**BATHCHAIR CUP (Over 50): S. HANKIN.**  
**STRETCHER CUP (Over 60): J. MORRIS.**
- 23.2.67 **KURVEREIN CRYSTAL CUP (Mannlichen Piste to Foot of Tow).**  
1, W. Hall, R. Barlow, 2.02.0; 2, N. Freund, J. Shearing, 3.02.0; 3, R. Edmonds, S. Edmonds, 3.25.0; 4, D. Foster, S. Foster, 3.46.0; 5, S. Ferguson, Mrs. M. Marx, 4.10.0; 6, F. Garnham, M. Mayhiss, 4.25.0; 7, N. Cornelius, M. Myles, 5.26.0.

## GRENOBLE

by J. B. Watney

Cities are like people. Some achieve greatness; others have greatness, somewhat reluctantly, thrust upon them. Such a one is Grenoble, which views the forthcoming Winter Sports Olympic Games in February 1968 with a certain uneasy pride, mixed with trepidation.

The fact is that Grenoble is not designed to stage an international event so large as the Olympics. A busy commercial city of some 162,764 inhabitants, situated in a valley 214 metres above sea level, its nearest ski-ing areas are Chamrousse (altitude 1,620 metres) and Autrans (altitude 1,050 metres) which are respectively 31 km. and 34 km. from Grenoble, while Alpe d'Huez where the bobsleigh events will take place is as much as 63 km. away. In Grenoble itself will take place, in the huge newly constructed ice-rink, events such as ice hockey and skating.

This dispersal of events has created a huge transportation problem. A fleet of 800 official cars and mini-buses will be assembled at the station to take competitors, officials and visitors to the various centres. Once the events begin, no private cars will be allowed on the roads to these centres. Grenoble will, in fact, become the hub of a complex taxi-service.

Then there is the frantic accommodation problem. Grenoble's hotels are designed to cater for commercial travellers and parties of coach-driven tourists, who rarely stay more than a night or two. The hotels are comfortable enough for stop-over parties, but many of them lack the international flavour demanded by the competitors and officials of the 50 nations who will assemble there. It is estimated that there are some 2,000 to 3,000 beds available in Grenoble, and that already there are over 15,000 applicants; which works out at about, so far, five per bed!

It is not surprising, therefore, that the nearest

accommodation available is at places such as Aix-les-Bains (71 km. away); while a number of national bodies (the whole of the American contingent, it is reported, is staying at Geneva, 150 km. away) are even farther away. Special fast trains will bring visitors into Grenoble, where they will be rushed up by the mini-buses to Chamrousse, Autrans and Alpe d'Huez.

Nevertheless, many enthusiastic national supporters will find themselves covering a hundred miles each way, every day; and although the trains will be comfortable and fast and everything done to minimise the tedium of this daily commuting slog, it is, as the French themselves would say, a formidable thought and one likely to deter the staunchest supporter.

The teams themselves will be much better off. Special accommodation has been built for them at the villages in which their disciplines take place (Alpine at Chamrousse, and Nordic at Autrans). In addition, special rest rooms will be reserved for them in the university city on the southern outskirts of the town. Here, team members who are not competing can come down to the valley for a few days, see the skating events, relax or enjoy the many social events which are being organised by the town.

The National Ski Federation of Great Britain is opening its own information centre in the very heart of Grenoble, at 5 Rue Voltaire. This is due to the generosity of the France-Grande Bretagne Society which has placed its club premises at the disposal of the Federation. Anybody needing help in finding their way about Grenoble, looking for accommodation that doesn't exist, or just wanting to give their feet a rest, will be most welcome. A telephone, and a modest bar where prices will not be exorbitant is also planned. The Xth Olympic Winter Sports will be enjoyable yet!

# CURLERS' SUPPLEMENT



## WENGEN CURLING CLUB INSTITUTED 1911

Affiliated to  
Royal Caledonian Curling Club 1920

### OFFICE BEARERS 1966-67

President: J. E. HAWKINS

Vice-President: K. GOLDSMITH

R.C.C.C. Representatives: J. CARMICHAEL, W. MACKENZIE

Hon. Secretary: J. E. VAN BERCKEL

Hon. Treasurer: M. BEEVOR

Hon. Instructor: Mme. ZAHND

Hon. Auditor: L. CIVVAL.

### Honorary Members

N. Hamilton Smith  
N. O. Liddell  
W. Black

G. Carmichael, C.B.E.  
G. B. Anderson  
Mme. Lauener

F. Borter  
P. Lehmann  
F. Molitor

F. von Almen

### Regular Members

J. M. AITON  
MRS. AITON  
R. ADES  
D. ALLIN  
MRS. BEEVOR  
G. CLEIREN  
A. CLEIREN  
G. CURLE  
MRS. CURLE  
MRS. CIVVAL  
D. CAMPBELL  
MRS. COLQUHOUN  
SIR GEORGE DOWTY  
H. DUERR

E. L. ELLIOT  
P. DE VOOYS  
DR. FASSBENDER  
MRS. GOLDSMITH  
H. GREEN  
K. R. GEERING  
MISS B. GOODWIN  
A. GLASER  
R. GIESELER  
DR. H. GROSSE  
T. V. HOLLINGWORTH  
C. K. HARPER  
MRS. HARPER  
E. HARRIS

MRS. HARRIS  
A. HOULDSWORTH  
B. HAMILTON SMITH  
MRS. HAMILTON SMITH  
E. J. IVORY  
MRS. IVORY  
W. E. JOHNSON  
C. N. LAYERS  
R. MARIS  
MRS. MARIS  
E. MILLATT  
F. MILLATT  
J. H. MANN  
J. MADDEN

MME. NIEBERDING-KOLVEY  
R. OBERSCHULTE  
MRS. A. H. PAYNE  
A. T. QUICK  
J. ROZENDAAL  
MRS. ROZENDAAL  
C. RAMUS  
J. REKOERT  
M. SAXON  
W. L. SOUTH  
W. SIMPSON  
J. P. ROSS  
L. STACE  
MRS. STACE

C. STOUT  
MRS. STOUT  
C. STROUD  
F. SVEDJAR  
J. SVEDJAR  
E. SANKEY  
MRS. SANKEY  
J. SCOTT  
DR. C. H. SCHWILL  
MME. SCHWILL  
SIR MILES THOMAS  
J. E. WILLIAMS  
MRS. M. WALKER  
LORD WALPOLE

### Occasional Members

MRS. BLACK  
LADY DOWTY  
M. DUDON  
K. FLICK  
P. FLEMM  
MME. FLEMM  
J. E. HADFIELD  
G. F. HAYWARD

DR. G. KARROW  
S. KILPATRICK  
MRS. McNIEL  
A. MACDONALD  
H. McLELLAND  
W. D. MACKENZIE  
MRS. MACKENZIE  
R. MACGREGGOR

MRS. MACGREGGOR  
MRS. D. MACGREGGOR  
MRS. MOFFATT  
H. McILWRAITH  
W. RODGER  
MME. RIVIERE  
HERR RUPP  
FRAU RUPP

MRS. J. RATCLIFF  
D. J. QUICK  
J. W. SCHOLTEN  
MME. SCHOLTEN  
MME. SCHOEMAKER  
A. D. TAPLEY  
W. WUPPERMANN  
FRAU WUPPERMANN

H. VAN WALT MEYER  
S. WILKINSON  
DR. G. L. THOMSON  
MRS. WEBSTER  
E. ROESSING

From J. E. Van Berckel, Hon. Secretary :

There is no better and more delightful place to come to than Wengen for those who want to curl under ideal conditions and in magnificent surroundings. We hope to see all old members and many new ones during next season. There is a full programme which will be sent to you as soon as possible, but in the meantime you might note the following dates:

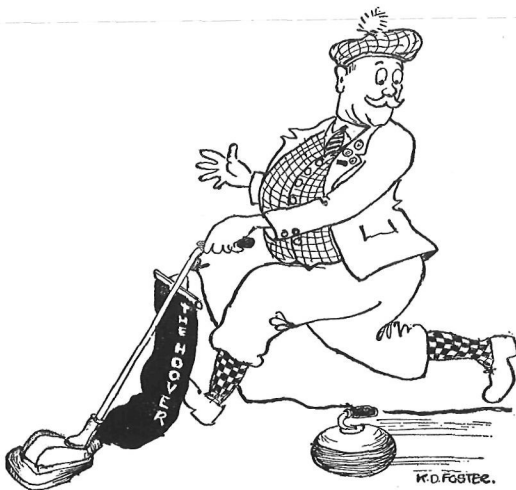
January 15th/16th, Monday and Tuesday:  
January 18th/21st, Thursday to Sunday:  
January 23rd/24th, Tuesday and Wednesday:  
  
January 6th, Saturday, 5 p.m.:

**Hotel Cup**  
**B.O.C.A. CHAMPIONSHIP**  
**W. K. Robertson Tankard and President's Prizes**  
**Annual General Meeting of the Wengen Curling Club**

*John Aiton writes :*

**T**HE old D.H.O. hut has been transferred to other service. In it is housed the machinery needed to service the new artificial sheet of ice. In addition to this machinery, we find underground a large "fridge" and rooms set apart for "Herren" and "Damen". Above all this, and covering some of the ice, is a building which enables something to be done even when it's snowing. There is artificial ice for curlers, hockey players and skaters. At last we can curl on keen ice unshaded from the sun. Oh, lucky we! And the only snag (not a desperate one) is that we have to pay for what has been provided for us.

It is difficult to assess precisely the hours of extra play which we have enjoyed during our holidays. The last year of natural ice was a disaster from the weather point of view. This year, by way of an experiment, three sessions were played in one day, but that proved rather too much for older bones and muscles. Besides, it interfered with drinking and bridge. I congratulate Wengen on its foresight in providing this new amenity for visitors (as well as for themselves!) Long may it be enjoyed by all who know and love Wengen and its people.



### Answers to Armchair Ski Test (page 51)

1. Either ten or eight times.
2. Your answer should be noncommittal.
3. Walking.
4. Resign from the D.H.O. and ski either in Austria or at Murren.
5. Minus five marks if you swore. The practical thing to do is to point out to him that there is an S.O.S. telephone just behind him, therefore five marks for any mention of an S.O.S. telephone. If in doubt, ask Brian Philips (see Page 36).
6. Between four and five revolutions. Fourteen if you only run between Brandegg and Grund and have a doughnut before each run.
7. Minus five for any answer which offends the high moral tone of this test. No marks for the Eiger (who wants to play Bingo). One mark for the bowling alley and full marks for lugging.
8. Fourteen. (The editor refuses to enter into any correspondence with regard to this answer.)
9. Full marks for Egg or Bort. The person who tried to find the exact answer to this one for us is still in hospital.
10. Go out the other door.
11. 50/50. There were 16 on the list at the last count.

### YOUR RATING

- 0-20 You are not getting value for your D.H.O. Membership.  
21-30 Bronze. You are a good social climber.  
31-40 Silver. Try ski-ing as well next year.  
41-50 Gold. You should be bored with Wengen.  
51-55 You have a very odd sense of humour.

# Club Notes

## HONORARY MEMBERSHIP

The Hon. Mrs. Lane (née Miriam Rothschild) has accepted Honorary Membership.

## MARRIAGES

Elizabeth (Tessa Dredge to Christopher James Berry.

Diana Cynthia Jackson to Richard Dennison.

Enid Janet Robertson to Norman Freund.

Vanessa Mountain to Stephen Howard Walduck.

Sara Louise Ruffer to Thomas Henry Walduck.

## DEATHS

We regret to record the deaths of Mrs. E. L. Allen, Frau Asper-Bolleter, K. W. Deacon, Miss E. M. Dobson, J. H. L. Musker, F. J. Newton, H. F. Payne, J. B. Remington, Brig. C. J. White and Dr. C. Zahnd.

A GOLD BADGE was awarded to Miss Felicity Field.

SILVER BADGES were awarded to Miss Sara Jane Ferguson, Mr. Frank Garnham, Mr. John Hollingworth and Mr. Peter Wagner.

RACING ARROWS were awarded to Mr. Frazer Clyde, Mr. Ian Finlayson, Miss Pamela King, Mr. Antony Parks, Miss Virginia Sturge, Mr. Christopher Vasey, Miss Miranda Watson and Mr. Graham Wilkinson.

## AWARDS

S.C.G.B. Awards of £50 each to Karen Winkler and Rory McLeod.

Moss Bros. Awards of £50 each to Charlotte Harrocks and Ian Murray.

The £50 Ferguson Grant goes to Helen Carmichael. (In last year's journal it was wrongly stated that this award went to Helen; in fact, it went to her older sister Evelyn.)

Various awards of £25 will be given from the Racing Fund after the October Racing Committee meeting. Details were not available in time for inclusion in this journal.

THE D.H.O. DINNER DANCE will be held at the Savoy Hotel on Friday, November 10th.

REPRESENTATIVES. Anyone wishing to become a ski-ing representative in Wengen is asked to get in touch with the Hon. Secretary, preferably this winter in Wengen, in order to get on the list for the following winter. Preference will be given to those who have passed the S.C.G.B. Representative Course.

## CLUB SWEATERS

Racers are reminded that these belong to the Club and must be returned to Mrs. R. Hepworth at 49 Caversham Street, London, S.W.3, or to the D.H.O. Office in Wengen.

## DONATIONS

The D.H.O. Racing Fund has once again benefited from many generous donations. Our thanks go to:

Anonymous	£10
Mr. C. P. Bailey	£2
Hon. Mrs. Campbell-Preston	£20
Mr. S. S. Ferguson	£50
Mr. E. R. D. Hampton	£5
Mr. T. Hughes	£2
Mr. P. H. I. Jones	£5
LIAR DICE CLUB	
(President: J. Webster, Esq.)	£2
Mr. B. G. Mabey	£25
Mrs. C. W. McNiel	£3
Martini-Rossi, Ltd.	£50
Nestlé Sports Foundation	£10
Mrs. J. Shearing	£5
Mr. N. Shearing	£5
Mrs. L. Skipworth	1 gn.
Mrs. G. E. Walker	£10
Mr. R. Wyrsh	£8

John Latimer kindly gave a tent for use by the racers for the summer training at St. Moritz.

Moira Bastow (née Scott) again kindly collected newspaper cuttings about racing for the club. Unfortunately, she will be unable to do so again, and we should like to hear of someone else who will undertake to do it next winter, particularly out of *The Times* and *Telegraph*.

Martini-Rossi in Bern sent us a case of Vermouth for our Christmas cocktail party in the D.H.O. Office.

Lady Dowty sent us a silver cup for the Coggins Championship.

Herr Schertenleib again presented brooches, for the winners of the Gold and Silver Skis Slaloms. Martini-Rossi Ltd., London, again presented medals to go with their challenge trophy for the Martini Slalom, and a plaque for the best jump of the season in Wengen by a British jumper, but this could not be awarded. Their cocktail party to the D.H.O. Patrons Committee, Racers and Parents of junior racers in October 1966 was splendidly done, and produced a well-nigh 100 per cent attendance of appreciative guests. Their very generous gift of £50 helped Julian Vasey on his way to the Olympics.

## CLUB INSIGNIA PRICE LIST

	Fr.
Silk ties	14.00*
Silver badges	7.50
Bronze badges	7.00
Associate badges	3.50
Coggins badges	7.50
D.H.O. ski maps	Gratis

\* Also available in England from the Hon. Treasurer at 23s. 6d. (see page xx).

# Officers and Committee, Season 1967-68

**Hon. President:** K. D. FOSTER, M.B.E.

**President:** H. S. WALDUCK

**Vice-Presidents:** R. E. H. EDMONDS . M. O. GILL

**Hon. Secretary:** Mrs. H. R. HEPWORTH, 49 Caversham Street, London, S.W.3.

**Hon. Members' Secretary:** Mrs. M. MARX, 37 Sussex Lodge, Sussex Place, London, W.2.

**Hon. Treasurer:** H. P. GARDNER, Fosseyway, Tudor Hill, Sutton Coldfield, Warwicks.

**Hon. Asst. Treasurer:** J. LATIMER.

**Hon. Editor:** T. P. D. ASHBURNER, c/o "Bannwald" Ballinger, Great Missenden, Bucks.

**Hon. Advertising Manager:** R. E. GARDNER, 200 Sutton Court Road, London, W.4.

**Hon. Medical Officer:** Dr. R. M. MASON, M.D., F.R.C.P., 44 Harley House, Marylebone Road, London, N.W.1.

**Hon. Auditor:** R. WHEWAY.

## Committee

C. Crook (Since 1960)	J. N. Paxton (1960)
D. N. Freund (1967)	Dr. T. B. W. Phillips (1962)
F. Garnham (1967)	C. L. Ramus (1961)
R. Giddings (1957)	H. M. Thorp (1967)
B. G. Mabey (1966)	H. R. H. Walduck (1964)
I. McCormick (1963)	

D.H.O. Representative in Switzerland: P. Heller

## Sub-Committees:

FINANCE: H. P. Gardner (chairman), R. Hoare, J. Latimer

WINTER ARRANGEMENTS: B. G. Mabey (chairman), Mrs. H. R. Hepworth, Mrs. J. Shearing, Dr. T. B. W. Phillips

RACING: J. Latimer (Chairman), Mrs. H. R. Hepworth, J. McCormick, Mrs. B. Latimer, A. J. Rigby, Miss I. Christopherson

ENTERTAINMENTS: J. N. Paxton (Chairman), R. Giddings, H. R. H. Walduck

## Past Presidents and Vice-Presidents:

Presidents:		Vice-Presidents:	
1924-25	Major C. J. White, M.C.	K. D. Foster	—
1925-26	Major S. F. Fiske, M.C.	—	—
1926-28	Major C. J. White, M.C.	—	—
1928-29	Major C. J. White, M.C.	Flt.-Lt. H. R. D. Waghorn	Capt. J. C. Davis
1929-31	Flt.-Lt. H. R. D. Waghorn	Capt. J. C. Davis	T. R. Fox
1931-32	T. R. Fox	C. F. S. Taylor	Major C. J. White, M.C.
1932-33	Major C. J. White, M.C.	T. R. Fox	C. F. S. Taylor
1933-34	Lt.-Cdr. R. B. Gossage, R.N.	Capt. R. A. D. Fullerton	C. E. Gardner
1934-35	K. D. Foster	Capt. R. A. D. Fullerton	Major C. J. White, M.C.
1935-36	Capt. R. A. D. Fullerton	K. D. Foster	T. R. Fox
1936-37	Capt. R. A. D. Fullerton	Major H. W. Hall, M.C.	—
1937-38	Major H. W. Hall, M.C.	J. W. Richardson	—
1938-45	War-time Trustees: Capt. R. A. D. Fullerton, P. M. Hepworth and G. Paxton	—	—
1945-46	Col. C. J. Odling, T.D.	—	—
1946-47	Col. C. J. Odling, T.D.	—	—
1947-48	Col. C. J. Odling, T.D.	—	—
1948-49	K. D. Foster, M.B.E.	A. H. H. Gilligan	A. A. Jarvis
1949-50	K. D. Foster, M.B.E.	A. A. Jarvis	H. H. J. Barnard-Hankey
1950-51	K. D. Foster, M.B.E.	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey
1951-52	K. D. Foster, M.B.E.	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey
1952-53	K. D. Foster, M.B.E.	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey
1953-54	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey	Mrs. P. M. Hepworth
1954-55	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey	Mrs. P. M. Hepworth
1955-56	Sir Adrian Jarvis, Bart.	H. M. J. Barnard-Hankey	Mrs. P. M. Hepworth
1956-57	K. D. Foster, M.B.E.	Mrs. P. M. Hepworth	C. E. W. Mackintosh
1957-58	C. E. W. Mackintosh	Mrs. P. M. Hepworth	The Hon. Max Aitken, D.S.O., D.F.C.
1958-59	C. E. W. Mackintosh	Mrs. P. M. Hepworth	The Hon. Max Aitken, D.S.O., D.F.C.
1959-60	C. E. W. Mackintosh	Mrs. P. M. Hepworth	The Hon. Max Aitken, D.S.O., D.F.C.
1960-61	C. E. W. Mackintosh	Mrs. P. M. Hepworth	Dr. R. M. Mason
1961-62	C. E. W. Mackintosh	Mrs. P. M. Hepworth	Dr. R. M. Mason
1962-63	C. E. W. Mackintosh	Mrs. P. M. Hepworth	Dr. R. M. Mason
1963-64	C. E. W. Mackintosh	Mrs. P. M. Hepworth	Dr. R. M. Mason
1964-65	H. S. Walduck	Mrs. P. M. Hepworth	Dr. R. M. Mason
1965-66	H. S. Walduck	Mrs. P. M. Hepworth	Dr. R. M. Mason
1966-67	H. S. Walduck	Mrs. P. M. Hepworth	Dr. R. M. Mason

# Members' List 1967-1968

The abbreviations used after the figures giving the year of election are:

P	PRESIDENT or PAST PRESIDENT	G	D.H.O. GOLD BADGE	GL	S.C.G.B. GOLD RACING LION
HM	HONORARY MEMBER	RA	D.H.O. RACING ARROW	SL	S.C.G.B. SILVER RACING LION
FM	FOUNDER MEMBER	S	D.H.O. SILVER BADGE		

Will Members advise the Hon. Secretary of any errors or omissions.

1	ADAMS, Mrs. B., '46	82	BORGERHOFF-MULDER, H., '66	162	CLARABUT, Cdr. G. S. C., D.S.O., D.S.C., R.N., '55
2	ADAMS, T. F., '46	83	BORGERHOFF-MULDER, Miss L., '66	163	CLARE-HUNT, Mrs. F. A. R., '39
3	ADAMS, J. R. F., '46	84	BORRADAILE, D. A., '59 RA G	164	CLARK, Mrs. B., '49 S
4	ADAMSON, Mrs. M. H. W., '37	85	BORRADAILE, Mrs. H., '57	165	CLARK, D. G., '49 S
5	ADAMSON, R. McK., '37	86	BORRADAILE, Lt.-Col. R. G., '57 S	166	CLEAVER, G. N. S., '58 S GL
6	AITCHISON, Mrs. N., '54 S	87	BOSTOCK, Major N. S., M.C., '34	167	CLOUGH, G., '57 S
7	AITKEN, Sir Max, D.S.O., D.F.C., '35 S	88	BOULTON, P., '53	168	CLOUGH, Miss N., '64
8	AITKEN, Lady, '49	89	BOURNE, Gen. Sir Alan, K.C.B., D.S.O., M.V.O., '37	169	CLOUGH, R. Jnr., '56
9	AITON, W.-Cdr. J. M., '36 S	90	BOYD, Mrs. J., '25 FM S	170	CLYDE, R. F., '67 RA
10	ALLAN Mrs. J. R., '54 RA GL	91	BOYES, C. R., '58	171	COCHRANE, H. B., '49
11	AMBLER, Mrs. V., '37	92	BOYES, Miss H., '63	172	COCHRANE, Mrs. D. M., '46
12	ANCRAM, Lord, '63 S	93	BRADLEY, Malcolm, '63	173	COCHRANE, Lt.-Col. J. D., '46
13	ANDERSON, Mrs. D., '56 S	94	BRADLEY, Michael, '63	174	COGHLAN, H. St. J., '46
14	ANDERSON, W. J., '67	95	BRADLEY, N. C. A., '66	175	COGHLAN, Mrs. M. L., '47
15	ANNE, Mrs. D., '50 RA SL	96	BRADLEY, P., '63	176	COLBROOK-ROOIJENT, Mrs., '61
16	ARENGO-JONES, A. P. A., '67	97	BRAITHWAITE, H. M., '65	177	COLE, Major J. W. B., '65
17	ARENGO-JONES, P. A. J., '67	98	BRAKESPEAR, A. W., '29	178	COLLETT, A. M., '54 RA
18	ASHBURNER, Miss A., '64 S	99	BRANDON, M., '57	179	COLLETT, N. W., '56 S
19	ASHBURNER, T. P. D., '54 G SL	100	BRASHER, C. W., '52	180	COLLINS, Miss A., '60
20	ASHESHOV, Miss A. M. C., '57 G GL	101	BRISTOW, Mrs. J. H., '46	181	COLLINS, B., '67
21	ASHTON, Miss C., '60	102	BROCK-HOLLINSHEAD, R., '59 GL S	182	COLLINS, C. D., '59
22	ASTON, Mrs. C. M., '62	103	BROOKS, E. B., '51	183	COLLINS, Mrs. E., '46
23	ATKINS, D. R., '61	104	BROWN, C. E., '29	184	COLLUM, H. R., '58
24	ATKINSON, D. M., '65	105	BROWNE, Miss C. J., '65	185	COLMAN, K. R., '46
25	BAILEY, C. P., '46	106	BRUCE, Mrs. E. M., '53	186	COLVIN, A. J. C., '58
26	BAILEY, Mrs. I., '59	107	BRYANT, Miss C., '60	187	COMYN, Major J. A., '62
27	BAIRD, A. N., '66 RA	108	BUCK, C., '63	188	COOKE, D. R. H., '64
28	BAIRD, C. R., '66	109	BUCKLEY, Capt. E. S., '52	189	COOPER, J., '61 S
29	BAKER, A., F.I.C., '36	110	BULLOCK, G. P., '59	190	COOPER, Capt. P., '46
30	BAKER, C. H., '66	111	BULMER, Miss J. A., '66	191	COPELAND, D. R. M., '54 S
31	BAKER, P. H., '66	112	BURGHES, Mrs. B. A., '67	192	COPELAND, R. S. G., '54 S
32	BAKER, E. T., '38 S	113	BURGHES, H. M., '67	193	CORNELIUS, N. R., '65
33	BALLANTYNE, A., '64 RA	114	BURN, C. H., '29	194	CORNELIUS, R. S., '36
34	BALLANTYNE, C., '66	115	BURNFORD, Dr. D. W., '56	195	CORNWALL-LEGH, Miss J., '59
35	BALLANTYNE, Miss L., '66 RA	116	BURNFORD, J. M. W., '56 S	196	CORY, R., '61
36	BANNISTER, Dr. M. J. R., '51	117	BURNFORD, Mrs. M. M., '60 S	197	COTTON, Miss B. J. G., '63 S
37	BARBOR, D., '60	118	BURTON, R. M., '53	198	COTTON, P. E., '58
38	BARLOW, C. S., '38	119	BURTON, Miss S., '55	199	COTTRELL, R. P., '61
39	BARLOW, Miss R., '67	120	BUTLER, Miss J. E. R., '61 S	200	COUSMAKER, Miss N., '55
40	BARNARD-HANKEY, H. M. J., '36 RA	121	BUXTON, J. B., '61	201	COWAN, Cdr. P. B., R.N., '37
41	BARNARD-HANKEY, M., '46 G GL	122	BYAM-GROUNDS, Mrs. M., '63	202	COWDY, Miss N., '55 S
42	BARR, J. M., '53			203	COX, N. D., '39
43	BARRACLOUGH, G. N., '63	123	CAMPBELL, C. W. J., '60	204	COX, Mrs. T. R., '59
44	BARRACLOUGH, N., '63	124	CAMPBELL, Lady, '34 S	205	Cox, Miss V., '61 RA SL
45	BARRACLOUGH, Mrs. M., '55 S	125	CAMPBELL-GRAY, Mrs. I., '52	206	CRABBE, C. B., '54
46	BASTOW, Mrs. R. G., '59 RA SL	126	CAMPBELL-JOHNSTON, G. F., '58 S	207	CRABBE, K. H. M., '59
47	BAUMANN, K., C.B.E., D.S.C., '36 S	127	CAMPBELL-PRESTON, Miss S., '67	208	CRAGGS, P. F., '66
48	BAYLISS, Mrs. M., '67	128	CAREY-MORGAN, C., '66	209	CRIDLAN, A. G., '58 S
49	BEALE, R. A., '58	129	CAREY-WOOD, C. J., '57 S	210	CRIDLAN, J. G., '59
50	BEARD, J. C., '65	130	CAREY-WOOD, Miss M., '65	211	CRITCHLEY-WARING, A., '48 S SL
51	BEEVOR, A. R., '58 S	131	CARMICHAEL, Miss M. E., '66	212	CROCKER, Miss E. A., '60
52	BEEVOR, J. R., '53	132	CARR, J. B., '56	213	CROCKER, P. H., '58 S
53	BELLERBY, G., D.F.C., '38	133	CARR, Miss L., '61 RA	214	CROMPTON, A., '57 RA GL
54	BENN, J., '58	134	CARR, W. R., '63	215	CROOK, C., '56 S
55	BENNETT, Miss A., '67	135	CARR, Mrs. W. R., '63	216	CROOK, Mrs. C., '57 S
56	BERCKEL, D. M. van, '60	136	CARROLL, Miss B. E. M., '36 GL S	217	CROSSLEY, D. F., '66
57	Beresford-Perse, Miss M. S., '67	137	CARTER, Mrs. E., '67	218	CROSSLEY COOKE, Mrs. D., '64 S
58	BERKELEY-OWEN, Miss A., '65	138	CARTER, Dr. I. D., '65	219	CUMBERLEGE, L., '57 RA
59	BEVAN JONES, Dr. H., '54 S	139	CARTER, J., '67		
60	BICKNELL, Mrs. J. C., '52	140	CARTER, Miss J., '67	220	DAGGETT, W. I., '64 S
61	BIRKETT, R., '64	141	CARTER, S., '67	221	DALY, D. M., '61 S
62	BLACKBURN, Miss J., '59	142	CARVER, L., '67	222	DALY, Mrs. D. M., '36
63	BLACKWOOD, Miss C., '67	143	CAUFIELD, B., '25 HM FM S	223	D'AMBRUMENIL, D. P., '50
64	BLACKWOOD, G. R., '66	144	CAVE, W. S., '51 S	224	DANE, Lt.-Cdr. P. P. R., R.N., '37
65	BLACKWOOD, I. W. K., '66	145	CAWTHORNE, C. B., '60 S	225	DANIELS, P. R., '61
66	BLACKWOOD, Dr. J., '64 S	146	CAWTHORNE, R. S., '63	226	DARRAH, N., '50
67	BLACKWOOD, Mrs. Y., '63	147	CECIL, Hon. C., '59 S	227	DARRAH, N. G., '49
68	BLANDY, Miss E., '52	148	CHAMIER, Lady, '57 S SL	228	DAVENPORT, Mrs. G., '56
69	BLAXLAND, Cdr. R., D.S.C., '39	149	CHAPMAN, Miss C. R., '63	229	DAVIDSON, J. G., '50
70	BLENKINSOP, Miss G. R., '54	150	CHAPMAN, Major H. K., '63	230	DAVIES, Miss A., '62
71	BLENKINSOP, R. P., '54 S SL	151	CHAPMAN, Mrs. G., '39	231	DAVIS, J., '62
72	BLOOM, I., '62 RA	152	CHATLANAT, Mrs., '53	232	DAY, J. G., '59
73	BLOOM, Dr. N. H., '62	153	CHAVASSE, Mrs. J., '63	233	DE KLEE, Mrs. M., '51 S SL
74	BLOOM, Miss S., '62	154	CHILD, Miss V., '62 RA	234	DELAPE, J. S., '66
75	BLUM, R., '59 S	155	CHILVERS, C. B., '62 S	235	DENNISON, Mrs. D., '62 S
76	BOINVILLE, G. C. de, '67	156	CHIVERS, Mrs. W. N., '57	236	DENNY, R., '54
77	BOINVILLE, Mrs. G. C. de, '67	157	CHRISTENSEN, A. P., '60	237	DENTON, G. A. E., '55 RA
78	BOLTON-CARTER, J. F., '59	158	CHRISTOPHERSON, Miss I., '64 S	238	DERHAM, Mrs. O. G., '58 G GL
79	BOLTON-CARTER, Mrs. J. F., '56 S	159	CIVVAL, Miss C., '61	239	DERVILLE, P. L. T., '54 S
80	BOONE, F. L., '49	160	CIVVAL, Miss J., '61	240	DESPARD, T., '50 S
81	BOONE, W. R., '65	161	CLARABUT, D. S., D.S.C., '56	241	DE TEISSIER, I. G. D., '61



- 242 DILNOTT-COOPER, K., '56 S  
243 DIXON, Mrs. M. I., '37  
244 DIXON, R. M., '37 *HM S*  
245 DOGGART, Miss A. M., '63  
246 DOGGART, N. A., '36  
247 DOLLAR, D., '56 S  
248 DOMJAN, R. B., '59 S  
249 DONALD, D. A., '52  
250 DONALD, Mrs. S. C. M., '56  
251 DORAN-WEBB, Sq.-Ldr. J. E., R.A.F., '36 S  
252 DORAN-WEBB, F. J., '55 *RA*  
253 DOUGLAS, Dr. C. A., M.D., '36  
254 DOWTY, Sir George '62  
255 DOWTY, Lady '60  
256 DOWTY, G. E., '65  
257 DOWTY, Miss V. A., '65  
258 DRAKE, A. D., '62  
259 DREDGE, Miss E. M. A., '59 *RA SL*  
260 DREW, A. S. G., '57 *RA SL*  
261 DREW, Mrs. A. H., '59  
262 DREW, Col. I. S., '53 S  
263 DRUMMOND-HAY, Miss K., '61 S  
264 DUNCANNON, G. J., '64  
265 DUNLOP, R. F., '63  
266 DURLACHER, R. F., '51  
267 DUTTON-FORSHAW, R. C., '64  
268 EDEN, R. C. F., '63 S  
269 EDGAR, H., '55  
270 EDMONDS, R. E. H., '50 S  
271 EDMONDS, Mrs. R. E. H., '58 S  
272 EDWARDS, S. L., '61  
273 EDWARDES-KER, M., '60 *RA SL*  
274 EDWARDES-KER, R., '64  
275 ELLIOT, E. L., '31 S  
276 ELLIS, Capt. G. R., '39  
277 ENNOR, Mrs. G., '61 S  
278 ETHRINGTON-SMITH, P., '65  
279 EVA, Miss P., '66  
280 EVA, R., '66  
281 EVERED, Major C., '61 S  
282 FANGHANEL, P. F. W., '46 *RA*  
283 FARRINGTON, Miss M. W., '58 *G GL*  
284 FERGUSON, Miss S. J., '66 S  
285 FERGUSON, S. S., '65 S  
286 FERGUSSON, I., '49  
287 FIELD, Miss F. M., '62 *G RA SL*  
288 FIELD, Miss H. G., '62  
289 FIELD, H., '65  
290 FIELDING, M. G. R., '63  
291 FIELDING, Miss S. G., '63 S  
292 FINLAN, J., '62  
293 FINLAYSON, I., '67 *RA*  
294 FINNIGAN, B. W., '29  
295 FIRTH, K., '51  
296 FISHER, Sir John '36  
297 FLEMING, C. R. J., '64  
298 FLETCHER, K., '55  
299 FORBES, Col. Sir J., Bart., D.S.O., D.L., '55  
300 FORBES, Major P. R. A., '65 S  
301 FORBES, W., '64  
302 FOSTER, D. K. D., '46 S  
303 FOSTER, Hon. Mrs. D. K. D., '62  
304 FOSTER, K. D., M.B.E., '25 *HP FM S*  
305 FOSTER, Mrs. K. D., '36 *HM*  
306 FOSTER, N. J. D., '55 S  
307 FOSTER, Mrs. N. J. D., '58  
308 FOX, Mrs. J., '31  
309 FOX, J. W. R., '46 S  
310 FOX, T. R., '26 *P HM G*  
311 FREUND, E. P., '64 S  
312 FREUND, Mrs. J. G., '64 S  
313 GABRIEL, R. P., '57  
314 GALICA, Miss D., '60 *G RA GL*  
315 GALITZINE, Princess A., '66  
316 GARDINER, P. J., '51  
317 GARDNER, C. E., '30  
318 GARDNER, H. P., '36 S  
319 GARDNER, Dr. N. H. N., F.R.C.S., 50 *G GL*  
320 GARDNER, Mrs. N. H. N., M.B., B.S., '54 S  
321 GARDNER, L. L. de P., '55  
322 GARDNER, R. E., D.S.C., '33 *G GL*  
323 GARNHAM, Miss B., '62  
324 GARNHAM, F., '38 S  
325 GARTHWAITE, Sir William Bart., D.S.C., '46  
326 GASKELL, Mrs. G. G., '36  
327 GASKELL, S., '36  
328 GASKELL, V., '57  
329 GAZE, Mrs. S. A., '62  
330 GEORGE, Mrs. N. M., '52  
331 GIBBONS, P. E., '46  
332 GIBBS, Air Marshal Sir Gerald, K.B.E., C.I.E., M.C., '37  
333 GIDDINGS, C. J., '51  
334 GIDDINGS, I. P., '59 S  
335 GIDDINGS, R. F. T., '49 S  
336 GILBERT, R. J., '60 S  
337 GILBERT, Mrs. R., '64  
338 GILL, M. O., '36 S  
339 GILLHAM, H. F., '53 S  
340 GILLIGAN, A. E. R., '29 *HM S*  
341 GILLIGAN, Mrs. A. E. R., '28 *HM S*  
342 GILLIGAN, A. H., H., '27 S  
343 GILLIGAN, Mrs. A. H. H., '36  
344 GILLIGAN, Miss J., '65  
345 GLOVER, H. N., '38  
346 GODFREY, R. H., '38 S  
347 GOLDEN, Miss S., '63  
348 GOLDSMITH, E. J. K., '39 S  
349 GOLDSMITH, Mrs. E. J. K., '51  
350 GOLDSMITH, T. J., '50 S  
351 GOODWIN, R. H., '66  
352 GORDON, Mrs. G. M. N., '58  
353 GORDON, CUMMING, A. R., '59 S  
354 GORDON-LENNOX, G., '56 S  
355 GOWANS, R. F. M. F., '64  
356 GRAHAM, J. O., '61  
357 GRAHAM, Mrs. J. O., '61  
358 GREEN, H. S., '32  
359 GREEN, Mrs. S. E., '51  
360 GREENALL, G., '66  
361 GREENALL, P., '66  
362 GREENALL, Miss S. R., '66  
363 GREENLEES, H. K. S., O.B.E., '52  
364 GREGSON, Mrs. B. M., '65  
365 GREGSON, E. J., '65  
366 GREGSON, J. S., '65  
367 GREGSON, J. M. A., '58  
368 GRIFFITHS, W. H., '56  
369 GRIFFITHS, Mrs. W. H., '56  
370 GUNNING, Mrs. P., '54  
371 GUTHRIE, J., '62  
372 GUY, C. M., '67  
373 HACKETT, R. S., '60 *RA*  
374 HADFIELD, Miss I., '64  
375 HADOW, Major H. R., '36  
376 HAINES, Mrs. J. R. S., '36  
377 HALL, G. R., '67  
378 HALL, W. Cdr. H. W., M. C. '34 *P S*  
379 HALL, M. J., '52  
380 HALL, W. R., '66  
381 HAMILTON-SHARP, G., '55  
382 HAMILTON-SHARP, Mrs. M. I., '66  
383 HAMILTON-SMITH, D. B., '56  
384 HAMILTON-SMITH, N. L., '33  
385 HAMILTON-SMITH, P. L., '30 S  
386 HAMPTON, E. F., '60 S  
387 HAMPTON, E. R. D., '59 *RA GL G*  
388 HANABY, Mrs. R., '57 *RA GL*  
389 HANKEY, Major T. S. d'A., '29  
390 HANKIN, Mrs. S. R., '57 S  
391 HARBEN, G. W., '54  
392 HARGREAVE, J. M., '54 S  
393 HARPER, Lt.-Col. C. G. I., O.B.E., M.C., '64  
394 HARRISON, Mrs. E. M. B., '67  
395 HARRISON, M. J. H., '63  
396 HARRISON, Air V. Marshal R., C.B., C.B.E., '37 S  
397 HARROCKS, Miss C., '67  
398 HART, Miss D. A., '61  
399 HART, Lt.-Col. L. E. O. T., O.B.E., '61 S  
400 HART, O. W., '61 *RA*  
401 HARTNELL-BEAVIS, F. J., '62 S  
402 HAWKER, Mrs. A. R., '51 S  
403 HAYWARD, F. Mcl., '54 *RA*  
404 HAYWARD, Mrs. F. Mcl., '54 *RA GL*  
405 HAZELL, C. W. M., '65  
406 HEAD, Mrs. B., '53  
407 HEALD, S. A., O.B.E., '39 S  
408 HEALD, Mrs. S. A., '39  
409 HEBDEN, M., '59  
410 HELLER, P. L., '60 S  
411 HELLER, Miss S. P., '67  
412 HENSAMAN, P. R. M., '56  
413 HENSAMAN, Hon. Mrs. R. F. B., '51 S  
414 HEPBURN, Mrs. J. A., '51  
415 HEPWORTH, Mrs. H. R., '31 *RA SL*  
416 HEYMAN, T. R., '61  
417 HICKSON, Mrs. L. E., '56  
418 HICHAM, B., '52 S  
419 HILDITCH, Miss A., '66  
420 HILL, Dr. A. C., '66  
421 HILLEARY, Mrs. R., '52 *G GL*  
422 HILLS, Major M. P., '51  
423 HILTON-JONES, Miss D., '60  
424 HILTON-JONES, G., '60  
425 HINDE, Miss V., '59  
426 HOARE, M. R., '59  
427 HOARE, R., '36 *RA*  
428 HOARE, Mrs. R., '49 S  
429 HOARE, Miss R. A., '59  
430 HOGG, J. C., '61  
431 HOGG, Hon. W. N. McG., '62 S  
432 HOLDER, Miss S., '63  
433 HOLE, J. R., '57  
434 HOLLINGSWORTH, R. D., '50 S  
435 HOLLINGTON, A. J., '57 S  
436 HOLLINGTON, Mrs. A. J., '57 S  
437 HOLLINGWORTH, J. M., '62 S  
438 HOLMES, A., '67  
439 HOLMES, H. J., '66  
440 HOLMES, P. E. M., '64  
441 HOLT, Dr. L., '48 S  
442 HOLLIC, Miss C. A., '66  
443 HOULT, F. W., '65  
444 HOULT, Mrs. S. H., '58  
445 HOWARD, Mrs. M. S., '57  
446 HOYLE, Mrs. H., '60  
447 HUGGINS, P. S., '46  
448 HUGHES, Miss F. M. I., '62 S  
449 HUGHES, Mrs. J., '53  
450 HUGHES, T., '64  
451 HULSE, E. S. W., '52 S  
452 HUNT, P. de Vere, '60 S  
453 HUNT, Miss P. G., '64  
454 HUNTER, Dr. P. S., '67  
455 HUNTING, R. H., '66  
456 HUPPERT, T. G., '63  
457 HURST-BROWN, A. D., '55 S  
458 HURST-BROWN, C. N., '65  
459 HUTCHESON, A. D., '49  
460 ILLINGWORTH, Lt.-Col. G. H., M.B.E., '51 S  
461 ILLINGWORTH, Mrs. G. H., '55 S  
462 ILLINGWORTH, M. A., '58 *RA*  
463 ILLINGWORTH, Miss M. M., '59 *RA*  
464 ILLINGWORTH, M. H., '46  
465 IRELAND, Major I. R., '67  
466 IRELAND, R., '65  
467 IRELAND, Miss S., '63 *RA*  
468 IREMONGER, W. A., '65  
469 IRVINE, Mrs. R., '55  
470 IRVINE-FORTESCUE, Major H., '51 *RA GL*  
471 IRVINE-FORTESCUE, Miss M. A., '58  
472 IRVINE-FORTESCUE, W. A., '58  
473 IRWIN, C. F. S., '63  
474 ISKANDER, Mrs. E., '52 *RA SL*  
475 JACKSON, Miss C. E., '62 S  
476 JAMES, Miss M., '66  
477 JAMES, Dr. P. A., M.B.E., '62  
478 JAMES, Miss S., '65  
479 JAMIESON, D., '58 S  
480 JAMIESON, Miss H., '60 *RA SL*  
481 JAMIESON, Mrs. H. M., '56 S  
482 JAMIESON, Miss S., '56 S  
483 JANSON, J., '49 S  
484 JARDINE, D. J., '62  
485 JARVIS, F. A., '57 S  
486 JERVIS, Hon. Cassandra, '65  
487 JOANNIDES, J. A., '47 *G GL*  
488 JOEL, L. G., '39  
489 JOHNSON, W. E., '62  
490 JOHNSON, C. W., '55  
491 JOHNSON, P., '56  
492 JOHNSON, W. S., '50 S  
493 JONES, G. A. C., '55 S  
494 JONES, P. H. I., '54  
495 KEDDIE, Mrs. C., '64 S  
496 KEDDIE, P. F. M., '54  
497 KELLY, W. J., '57  
498 KEMBALL-PRICE, A., '57  
499 KEMSLEY, The Rt. Hon. Lord, '51 *HM S*  
500 KENBER, R. M. J., '64 S  
501 KENDRICK-JONES, D. G. O., '63  
502 KENNAWAY, Mrs. S., '67  
503 KENNAWAY, W. A. L., '56 *RA*  
504 KENNEDY, A. M., '61  
505 KENWARD, Mrs. B., '50 *HM S*  
506 KESSLER, W. D. H., '31 *G GL*  
507 KESSLER, Mrs. W. D. H., '31 *SL GL*  
508 KILLWICK, Mrs. V. M., '36  
509 KING, Miss B., '61 *RA*  
510 KING, Miss P., '64 *RA*

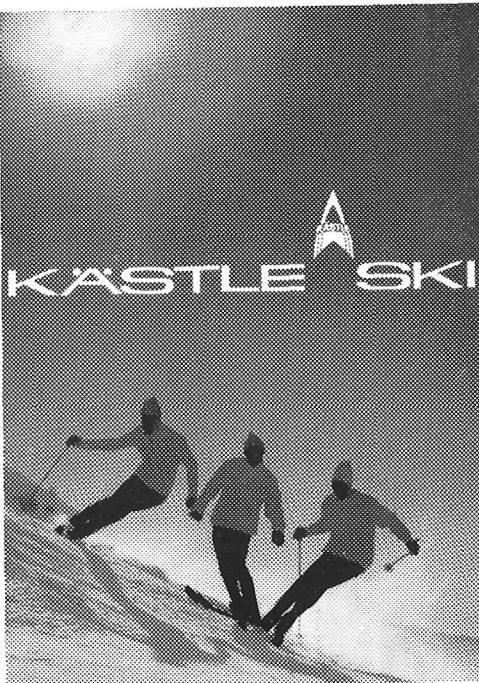
- 511 KING, D. F., '58  
512 KING, Mrs. M. K., '64  
513 KIRBY, Mrs. M., '39  
514 KIRKPATRICK, Y. J., '33 S  
515 KIRWAN-TAYLOR, P., '47 RA GL  
516 KIRWAN-TAYLOR, Miss T., '65  
517 KOECHLIN, Mrs. P., '52 S  
518 KOSTORIS, C., '65  
519 KUNZER, P. J., '65  
520 KUNZER, Mrs. P. J., '65
- 521 LACOSTE, G., '49  
522 LAING, Miss J. H. M., '54 S GL  
523 LAKEMAN, J. A., '58 S  
524 LAKIN, Mrs. J., '67 S  
525 LANCASTER, J. M., '49  
526 LANE, C., '57 RA  
527 LANE, G., '59 S  
528 LANG, H., '50 S  
529 LANG, Mrs. L. M., '50  
530 LANGLANDS, C. J. G., '65  
531 LANGLANDS, Major P. C., '65  
532 LANGLANDS, Mrs. P. C., '65  
533 LATHAM, A. H., '53 S  
534 LATIMER, J., '63 RA  
535 LATIMER, J. M., '63  
536 LAVERS, A. G., '55  
537 LAWRENCE, Miss H., '60  
538 LAWRENCE, T. P., '61  
539 LEATHAM, Dr. A., '61  
540 LEATHES, Maj.-Gen. R. C. de M., '64 S  
541 LEESE, Miss H., '39  
542 LEGARD, Lt.-Col. P., '54 HM S  
543 LEGGATT, Mrs. J. M., '65  
544 LEONARD, J. T., '39  
545 LETTS, Miss S., '67  
546 LEWIN, Capt. R. O., '46  
547 LEWIS, Mrs. L. A. F., '60  
548 LEWIS, Sq.-Ldr. P. H. T., '60  
549 LEWIS, E. P., '30 G GL  
550 LIDDELL, P. D. O., '39  
551 LIGGINS, I. W., '62  
552 LILLY, R. P., '51  
553 LILLY, W. G., '52  
554 LINGNELL, M. J., '61  
555 LIVINGSTONE-BUSSELL, Major N., '65  
556 LOBEL, Mrs. W. E., '36  
557 LONGE, Miss A., '66  
558 LONSDALE, N., '61  
559 LOVEDAY, M., '67  
560 LOVELL, Miss R., '62 S  
561 LOVELL, R. D. E., '62 S  
562 LOVELL, Mrs. U. L., '62  
563 LUNN, Sir Arnold, '31 HM S  
564 LUNN, Lady, '63 HM S  
565 LUNN, Major P. N., '30 HM G GL  
566 LYDALL, E. H., '54  
567 LYLE, Dr. T. K., '46  
568 LYON, E. R., '56
- 569 MABANE, Lord. P. C., '49  
570 MABEY, Miss B., '63 S  
571 MABEY, B. G., '63 S  
572 MABEY, Miss I., '64 RA  
573 MABEY, Mrs. J. P., '65 S  
574 MACANDREW, Lt.-Col. J. C., '36  
575 MACDOUGALL, C. L., '37 S  
576 MAC EWAN, C. A., '64  
577 MACEY, Dr. A., '67  
578 MACKENZIE-FREEMAN, Mrs. H. M., '58  
579 MACKINTOSH, C. E. W., '46 HMP G GL  
580 MACKINTOSH, C. R. D., '53 G GL  
581 MACKINTOSH, D., '46 RA GL  
582 MACKINTOSH, Mrs. I., '51 S  
583 MACKRILL, A. M., '63  
584 MACLEAN, Cdr. H. C., '59  
585 MADDOCKS, Mrs. D., '65  
586 MALKIN, L. S., '53  
587 MALKIN, P., '53  
588 MALKIN, Miss S., '53  
589 MANUEL, J. G., '52 S  
590 MAPELLI-MOZZI, A., '67  
591 MARIS, R. M., '49  
592 MARIS, R. W., '60  
593 MARRIOTT, J., '67  
594 MARRIOTT, Mrs. T. R., '67  
595 MARSHALL, R. F. D., '64  
596 MARSHAM, C. G. B., '67  
597 MARSHAM, Mrs. S. K., '67  
598 MARTINEZ, A. F., '52  
599 MARX, Mrs. M., '49 S  
600 MASON, J., '60 RA  
601 MASON, Dr. R. M., D.M., F.R.C.P., '52 RA  
602 MASON-STYROON, D., '62 S
- 603 MATHER, P. L., '63  
604 MATHEWSON, Dr. J. G., '59  
605 MATTHEWS, R. B., '66  
606 MAY, Miss D., '63 RA  
607 MAYNARD, B. A., '62  
608 MCCARTHY, H. C., '38  
609 MCCORMICK, I. W., '58 G RA GL  
610 MCCORMICK, N. A., '58 S  
611 MCCUTCHEON, S. W., '54 S  
612 MCEWAN, Mrs. C., '54 G GL RA  
613 MCGRATH, B. H., '58  
614 MCKANE, Dr. T. O., '55  
615 MCLAGAN, Miss J. G., '59 S  
616 McMULLEN, F. A., '39  
617 MCNAIR, Sir Douglas, M.B.E., '36  
618 MCNEIL, G., '66  
619 MERRIMAN, Miss M., '64  
620 MIALL, R. A., '57  
621 MICHAEL, P., '66  
622 MICHELL, D. R., '59 S  
623 MIDDLETON-HANDS, M., '66  
624 MILLER, A. J. McC., '55  
625 MILLER, M. R., '59  
626 MILLER, Miss S. M., '59  
627 MILLER, H. D. T., '49  
628 MILLER, Miss M. E., '57 S  
629 MILLER, Mrs. P. E., '55 S  
630 MILLIGAN, Lt.-Col. J. L., '55 S  
631 MILWARD, L. R., '66  
632 MINOPRIO, F. H., '53  
633 MINOPRIO, Miss S. W., '65  
634 MINOPRIO, Miss M., '53  
635 MINTER, J., '59  
636 MITCHELL, A. N., '59 RA  
637 MICHELL, Mrs. B., '55  
638 MITCHELL, C. A. J., '59 RA SL  
639 MITCHELL, Col. Sir H., BART., '36 S  
640 MOLLER, Mrs. L., '66  
641 MOLLET, Miss L., '62  
642 MOLLET, P. C. P., '56 S  
643 MONRO, D. C., '67  
644 MONRO, Miss J. V., '66  
645 MONTEITH, Mrs. M., '61  
646 MOORES, John, '65  
647 MOORES, Johnny, '66  
648 MORANT, S. N. G., '59  
649 MORGAN, E. C., '56  
650 MORRIS, I. G., '64  
651 MORRIS, J. H., '59  
652 MORRISON-BELL, Sir C., '46  
653 MORRISON-SCOTT, Sir Terence, '34 S  
654 MORTON, G. T., '33 S  
655 MORTON, Mrs. J., '33  
656 MURHEAD, Mrs. N., '51 S  
657 MULHOLLAND, Mrs. D., '59  
658 MULHOLLAND, M., '59  
659 MULLEN, L. E., '56  
660 MULLENS, R. M., '65  
661 MULLIGAN, E. J. I., '66  
662 MURPHY, Miss P., '58 G RA GL  
663 MURPHY, Miss S. M., '55 RA  
664 MURRAY, I. A. R., '67  
665 MYLES, Mrs. M. L., '65  
666 MYLES, Major R. B., M.C., '60 S  
667 MYLES, Miss S. L. B., '65
- 668 NEALE, R. K., '38  
669 NEATHERCOAT, T., '62  
670 NEEHDAM, J. G., '30 S  
671 NELSON, P. H. M., '59  
672 NELSON, R., '65  
673 NELSON, Dr. R., '65  
674 NEVILLE, Miss M., '54  
675 NEWALL, Miss B., '60 RA SL  
676 NEWALL, R., '63  
677 NEWMAN, Lt.-Col. G. C., '36 S  
678 NICHOLSON, J., '66  
679 NIELAND, A. R., '65  
680 NIEMEYER, A. J. T., '59  
681 NIX, P. D. A., '66  
682 NOBLE, Mrs. B. P., '52 S
- 683 OATES, J. G., '66  
684 ODLING, Col. C. J., T.D., '25 P FM HM S  
685 OLDHAM, J. G., '65  
686 ORF, G. M., '62 S  
687 ORFORD, R. C. L., '62  
688 ORT, G. W. M., '67  
689 OWEN, Miss D. A., '66  
690 OWEN, K., '66  
691 OWEN, J. A. D., '65  
692 OWEN, Mrs. V., '65
- 693 PAINE, G. A., '61
- 694 PAINE, R. J., '61  
695 PALETHORPE, R. H. I., '49  
696 PALMER, Hon. G. W. N., '65  
697 PALMER-TOMKINSON, Miss S., '67  
698 PANCHAUD, Miss S., '67  
699 PANTER, D., '59  
700 PARKER, Capt. T., '46  
701 PARKS, C. E., '62 S  
702 PARKS, D. A., '62 RA  
703 PARKS, Mrs. H. M., '63  
704 PARNELL, Hon. C. P., '56 S  
705 PARNELL, J. D., '51  
706 PARRINGTON, R. F. C., '37  
707 PARSONS, Mrs. A., '54 RA SL  
708 PASSMORE, Mrs. J., '53  
709 PASSMORE, T. S., '53  
710 PAUL, K. R., '60  
711 PAXTON, Mrs. G. N., '29 S  
712 PAXTON, J. N., '50 S  
713 PAXTON, Miss P., '58 S  
714 PAXTON, P. G., '54  
715 PAYNE, G. D., '53  
716 PAYNE, R. H., '52 S  
717 PEACOCK, D. I., '29 S  
718 PEARCE-SMITH, N., '65  
719 PEARSON, Mrs. S., '67  
720 PECK, Miss B., '66  
721 PEEBLES, Mrs. I., '65  
722 PENMAN, W. G. S., '56  
723 PENNEFATHER, J. K. K., '33 S  
724 PERROTT, R. E., '63  
725 PERSHKE, M., '61  
726 PERTWEE, C. F., '55 S  
727 PERTWEE, N. F., '51 S  
728 PETRE, B., '58 S  
729 PETRE, M., '58 S  
730 PHILLIPS, Dr. T. B. W., '51 S  
731 PINCKNEY, Dr. C. P., '46  
732 PINCKNEY, D., '60 S  
733 PLAUT, Dr. G. S., '63  
734 PLUMMER, G. D. G., '50  
735 POLLOCK, Sir George, '46 RA SL  
736 POPE, Mrs. R., '63  
737 PORTWAY, Miss D. L. M., '58  
738 POTTS, Miss E. T., '62  
739 POWELL, Mrs. G., '50  
740 POWELL, J. M. D., '62  
741 POUILLAUD, D. I., '67  
742 PROCTOR, Miss S., '55 S  
743 PUXLEY, H. W. L., '37 S  
744 PYMAN, M. F., '39
- 745 QUILTER, T. E. C., '53 S  
746 QUILTER, W. R. C., '55
- 747 RAE BURN, Maj.-Gen. W. D. M., '60 G GL  
748 RAE BURN, Mrs. W. D. M., '61 G GL  
749 RAMPTON, J. M., '54 S  
750 RAMSAY, A. G. P., '51 S  
751 RAMSEY, A. W., '61  
752 RANKIN, H. D., '46 S  
753 RANKIN, J. M. N., '49 S  
754 RANKIN, H. P. D., '51  
755 RANKIN, Mrs. H. P. D., '46 S  
756 RANKIN, P. N., '57 S  
757 RATCLIFF, J. G., '59  
758 RAVENSCROFT, G., '30 S  
759 RAYNSFORD, Capt. A. E. M., R.N. (Retd.), '59 S
- 760 RAYNSFORD, Hon. Mrs. J., '51 S  
761 RAYNSFORD, R. W., '59 S  
762 REEKIE, Miss A., '67  
763 RICHARDS, Mrs. B., '46  
764 RICKABY, W., '61  
765 RICKABY, Mrs. W., '61  
766 RIDDELL, Mrs. J., '29 G GL  
767 RIES, Mrs. E. M. B., '38  
768 RIGBY, A. J., '57 G GL  
769 RITCHIE, D. F., '54  
770 ROBERTS, A. L., '66  
771 ROBERTS, C. M. D., '63  
772 ROBERTS, J. A., '64  
773 ROBERTSON, H. F., '52  
774 ROBERTSON, Mrs. S., '52  
775 ROBERTSON, T. P. V., '60  
776 RODGER, Mrs. M., '56 S  
777 ROE, J. W., '59  
778 ROGERS, M. S., '46 S  
779 ROGERS, R. S., '36 S  
780 ROGERS, Mrs. R. S., '36 S  
781 ROGERS, S. S., '37 S  
782 ROGERS, T. S., '49 S  
783 ROGERS, Mrs. T. S., '59  
784 ROSS-SMITH, A. M., '64  
785 ROSTRON, K. W. B., '49

- 786 ROWE, Mrs. V. S., '65  
787 ROWELL, W. A., '36 S  
788 ROYLE-BANTOFF, F. N., '57 S  
789 RUSSELL, D. V., '50 RA  
790 RYAN, Major, D. F., '63  
791 RYAN, Mrs. D. F., '63
- 792 SANDAY, P. D., '48  
793 SAW, Mrs. G., '59 S  
794 SCOTT-NOBLE, Lt.-Col. J. R., '39 S  
795 SCRIBBANS, D. H., '62 S  
796 SECCOMBE, H. D., '62  
797 SECCOMBE, H. L., '67  
798 SECCOMBE, Mrs. J. A. D., '67  
799 SEGER, E., '52  
800 SEIFFERT, Miss B., '59 S  
801 SELWYN, A. P., '54  
802 SEMPLE, Mrs. H., '49  
803 SEMPLE, H. B., '54  
804 SENIOR, J. D., '64  
805 SEVERNE, Capt. M. M. W., '37  
806 SHAW-HAMILTON, A. J., '61  
807 SHAW-STEWART, Mrs. J. W. A., '52 S  
GL  
808 SHEARING, Miss E. J., '65  
809 SHEARING, Mrs. J., '39 G GL  
810 SHEPPARD, C. E., '57  
811 SHEWELL, M. G., '52  
812 SIMON, A. L., '52  
813 SKIPWITH, Mrs. L., '36  
814 SMITH, A., '67  
815 SMITH, R. S., '67  
816 SMITH, C. D., '62  
817 SMITH, Mrs. K. C., '37 S  
818 SMITH, Miss L. M., '58  
819 SMITH, Miss T., '66  
820 SMITHERS, Mrs. A. R. W., '52  
821 SOLLHOUB, Countess, '56 RA  
822 SPAULL, Miss E. A., '54 S  
823 SPAULL, P. A., '54 RA  
824 SPENCE, J. D., '57  
825 SPROT, H., '56  
826 STACE, Miss V., '64  
827 STAEGER-FOLLETT, Mrs. T., '58 S  
828 STAFFORD, H. J. W., '33  
829 STANFORD, Mrs. J. E. O., '64 S  
830 STANLEY, Miss P. M., '66  
831 STANNING, J., '64  
832 STARK, A. A. S., '63  
833 STARKEY, Miss C. E., '67  
834 STARKEY, H. R. C., '67  
835 STEBBING, Mrs. P. S., '58 S  
836 STEED, G. P., '56  
837 STEPHENSON, Miss P. J., '51  
838 STEWART, Miss A. L., '67  
839 STOCKWELL, Mrs. B., '39 S GL  
840 STOKER, K., '26  
841 STRADLING, Gp. Capt. A. H., '49  
842 STROUD, C., '56  
843 STURGE, Miss V. C., '67 RA  
844 STURGUSS, C. M. T. M., '54  
845 SUFFOLK AND BERKSHIRE, Earl of '56 S  
846 SUMMERS, Mrs. S., '37  
847 SUTCLIFFE, I. S., '53 S  
848 SUTCLIFFE, Miss J., '53  
849 SVEJDAR, F. V., '57 S  
850 SVEJDAR, Lady Honor '59  
851 SWINDELLS, C. M. G., '54  
852 SYDNEY-SMITH, M., '64  
853 SYDNEY-SMITH, P., '64  
854 SYKES, J. H. A., '58 RA
- 855 TAYLOR, Sir Charles, M.P., '39 S  
856 TAYLOR, J. J. K., '60 G  
857 TAYLOR, J. E. J., '34 S  
858 TAYLOR, W. R., '36  
859 THOMPSON, Miss J. A., '51  
860 THOMSON, F. D., '58  
861 THOMSON-GLOVER, Major P., M.C., '38  
862 THORNTON, Mrs. B., '54 RA SL  
863 THORNTON, K., '49  
864 THORP, H. M. B., '59 S  
865 THORPE, Mrs. R., '36  
866 TILLET, M. B., '67  
867 TITE, I. D. C., '54 S SL  
868 TODD, I. T., '62 RA  
869 TOLHURST, Miss D., '54  
870 TOLHURST, J. E., '54  
871 TOMKINSON, Miss D. H., '62 RA  
872 TOPHAM, A. M. R., '34 S  
873 TRUMPER, P., '52  
874 TUCK, R., '65  
875 TUFNELL, C. J. R., '49 S  
876 TUFNELL, N. C., '65  
877 TULLOCH, E. A. W., '61
- 878 TULLOCH, Mrs. V. M., '66  
879 TURNBULL, Lt.-Col. J. H. S., '55 S  
880 TURNER, Miss Z., '63  
881 TYNAN, M. J., '49
- 882 UPTON, M. J., '56
- 883 VASEY, C. M., '66 RA  
884 VASEY, J. D., '64 RA  
885 VASEY, S. A., '66  
886 VAUGHAN, Dr. G. F., '62  
887 VELLINO, A. N. S., '66  
888 VEVEY, Miss V., '65
- 889 WADDILOVE, Miss S., '53  
890 WADDINGTON, Mrs. A. L., '66  
891 WADDINGTON, Major R. L. O., '66  
892 WADE, Mrs. A., '53  
893 WADHAM, Lt.-Col. E., '38  
894 WADLEY, P. J. H., '60  
895 WAGHORN, Mrs. A. L., '60  
896 WAGHORN, J. D. D., '60  
897 WAGNER, P., '67 S  
898 WAGNER, P. J., '50 S  
899 WAKEFIELD, Rt. Hon. Lord of Kendal, '51 S
- 900 WALDMAN, F., '66  
901 WALDUCK, H. R. H., '58 S  
902 WALDUCK, H. S., '49 S P  
903 WALDUCK, Mrs. H. S., '52  
904 WALDUCK, R. N., '61  
905 WALDUCK, S. H., '65 S  
906 WALDUCK, T., '58 S  
907 WALEY, Mrs. P. J., '63  
908 WALKER, M. R. O., '59  
909 WALKER, Miss R., '62 S  
910 WALKER, R., '65  
911 WALLACE, A. M., '55  
912 WALLACE, R. D., '62  
913 WALLACE, Miss P., '64 S  
914 WALLROCK, J., '39  
915 WALMSLEY, M. F., '62  
916 WARD, Lt.-Col. R. E. H., M.C., '37  
917 WARLAND, Lt.-Col. G. E. J., '53  
918 WATERKEYN, A. P., '63  
919 WATERWORTH, G. E., '63  
920 WATSON, H. G., '65  
921 WATSON, Mrs. H. G., '65  
922 WATSON, Miss M. D. M., '67 RA  
923 WATT, Mrs. O. M., '67  
924 WAUGH HARRIS, Miss J. W., '60  
925 WEAVER, M. J. H., '63  
926 WEBB, Hon. Mrs. Clarkson, '51 S  
927 WEBSTER, J., '53 S  
928 WEINER, J. M., '51 S  
929 WEINER, Mrs. J. M., '62 S  
930 WELLER, H. C., '62  
931 WELLER, J. R., '63  
932 WELLER, P. H., '61  
933 WESTBY, E. A. C., '46 S  
934 WESTON, H. W., '66  
935 WHEATLEY PRICE, Dr. M., '65  
936 WHEELER, J. P., '46  
937 WHEWY, R. C., '66  
938 WHITBREAD, Miss L., '63  
939 WHITE, A. R. M., '58  
940 WHITE, G. C., '56  
941 WHITE, R. H., '55  
942 WHITE, T. H., '67  
943 WHITLEY, Lt.-Cdr. A. P. C., R.N., '51 S  
944 WHITLEY, Rev. J. D. R., '51  
945 WHITLEY, J. S., '52 RA SL  
946 WHYTE, J., '59  
947 WILDER, N. B. S., '66  
948 WILKINSON, D. G. B., '59 RA  
949 WILKINSON, Sir David, '57 S  
950 WILLES, D. W., '46 S  
951 WILLIAMS, Mrs. P., '60 S  
952 WILLIAMS, S. L., '60 RA  
953 WILLIAMS, S. C. D., '60 S  
954 WILLIAMSON, D. F., '67  
955 WILLIAMSON, I. A., '57  
956 WILLIAMSON R. B., M.B.E., '46  
957 WILLIS, Mrs. J., '38 S  
958 WILLOUGHBY, A. R. V., '65  
959 WILLOUGHBY, Col. M. F. V., '56 S  
960 WILLOUGHBY, Mrs. N. W., '56 S  
961 WILLS, J., '63  
962 WILSON, D. A., '64  
963 WILSON, Major K. P. L., '36  
964 WILSON, Dr. M. A., '57 S  
965 WILSON, O. F., '48 S  
966 WILSON, Dr. T. H., O.B.E., M.B., B.S., F.R.C.S., '51
- 967 WINKLER, Miss K., '64 RA
- 968 WOLFSON, V. H., '38  
969 WOLSTENHOLME, Dr. A. G., '67  
970 WOODWARD, G. P. S., '56 S  
971 WOOLF, M. M., '66  
972 WOOLF, S., '66  
973 WORRALL, Miss E., '64 S  
974 WREY, Lady, '59  
975 WYATT, Col. J. D., '54  
976 WYBURD, G. N. F., '66 S
- 977 YATES, Dr. J. A., '63  
978 YATES, Mrs. P. M., '63
- 979 YOUNG, Miss P. A., '65  
980 YOUNG, Mrs. P. M., '59  
981 YOUNGHUSBAND, Mrs. J. M., '46
- 982 ZIEGLER, J. F. Z., '65

FOREIGN MEMBERS

- 983 ABUHL-BORTER, Frau M. L., '47 HM S  
984 AVER, H., '53 S  
985 BAUMANN, A., '47 HM S  
986 BEETS, Mrs. M., '67 S  
987 BELDI, A., '50 HM S  
988 BERGEAUD, Mlle. L., '58  
989 BIRKHAUSER, Frl. N., '58  
990 BLASKOPF, H., '59  
991 BORGERHOFF-MULDER, Miss M., '62  
992 BORGERHOFF-MULDER, R., '62  
993 BORGERHOFF-MULDER, R. L. G., '51  
994 BORGERHOFF-MULDER, Mrs. R. L. G., '51  
995 BORTER, F., '25 HM FM S  
996 BORTER, F. J., '47 HM S  
997 BORTER-GAILLARD, Mme. M., '55 HM S  
998 BRADFORD, S., '50  
999 BRUNNER, M., '63  
1,000 BUEHLER, Miss K., '64  
1,001 BUHLMANN, E., '50 HM S  
1,002 BURGERHOUT, D., '61 S  
1,003 BURGERHOUT, Miss M. C., '64  
1,004 CEVAT, D. H., '59  
1,005 CONNOR, Mrs. S., '46  
1,006 COVA, A., '57 S  
1,007 COVA, Miss S., '65  
1,008 DELGAY, M., '67  
1,009 DEVOLZ, A., '53  
1,010 DU PON, G. P., '64 RA  
1,011 EWING, Mrs. C. B., '58  
1,012 FISCHER, Cdr. C. F., '67  
1,013 FREI, Hert Dir. G., '48 HM S  
1,014 FREUND, D. N., '63  
1,015 FUCHS, F., '62 HM S  
1,016 FUCHS, K., '46 HM S  
1,017 FUCHS-GERTSCH, Mrs. E., '61 HM S  
1,018 GALLAGHER, C. M., '58 RA  
1,019 GERBER, B., '62 HM S  
1,020 GERTSCH, Edward, '61 HM S  
1,021 GERTSCH, Ernst, '30 HM S  
1,022 GERTSCH, Oskar, '52 HM S  
1,023 GERTSCH, Ulrich, '64 HM S  
1,024 GILTAY, J., '60  
1,025 GILTAY-NYSSSEN, Mrs. L., '60  
1,026 GRAF, F., '61 HM S  
1,027 GRAF, Mark, '64 HM S  
1,028 GUTH, J. H. J., '64  
1,029 HARTLEY, W. R., '67  
1,030 HENDERSON, W. D. A., '63  
1,031 HONORE, A., '62  
1,032 JAEGER-STEIGER, Frau I., '50 S  
1,033 JAEGER-STEIGER, J., '63 S  
1,034 JEANNERET, C., '63  
1,035 KERRY, R. J., '56  
1,036 KONZETT, B., '48 HM S  
1,037 KOSTER, J., '63 S  
1,038 LAUENER, Stephen, '49 HM S  
1,039 LAUGHLIN, J., '50 S  
1,040 LEHMANN, P., '46 HM S  
1,041 LEHNER, Frau Dr. R., '51 S  
1,042 LUKOWSKI, P., '63 S  
1,043 MARAGGIA, M., '63  
1,044 MAUERHOFER, Dr. Med. A., '50 S  
1,045 MAUERHOFER, Dr. Med. H., '51 S  
1,046 MAUERHOFER, R., '50 S  
1,047 MCINTIRE, A. B., '61  
1,048 METSCHIK, N., '50 S  
1,049 METZELAAR, Mrs. L., '66  
1,050 METZELAAR, R., '66

- EYER, H. W., '63 *HM S*  
 1,052 MICHEL, G., '61 *HM S*  
 1,053 MITARACHI, C., '58  
 1,054 MOLITOR, Karl, '46 *HM S*  
 1,055 MOLITOR-MEYER, Frau, '60 *HM S*  
 1,056 MONTALTO DI FRAGNITO, R., '56  
 1,057 MUSSAT, R., '36 *HM S*  
 1,058 OETIKER, Frau Dr., '36 *HM S*  
 1,059 OETIKER, Frau Dr. Zus., '39 *HM S*  
 1,060 PERKINS, J. B., '62  
 1,061 PERLER-GLOOR, H., '56 *HM S*  
 1,062 PLESMAN, J., '64  
 1,063 RAMUS, C. L., '53 *S*  
 1,064 REINERT, Mlle. M., '48 *HM S*  
 1,065 RIDDER, H., '52 *HM S*  
 1,066 ROSS-SMITH, S., '65  
 1,067 ROTHSCHILD, Mme. la Baronne Guy de  
 '55  
 1,068 RUBI, Adolf, '37 *HM S*  
 1,069 RUBI, Frau A., '37 *HM S*  
 1,070 RUBI, C., '30 *HM S*  
 1,071 RUCH, P., '61 *HM S*  
 1,072 SCHERTENLIEB, Frau A., '63  
 1,073 SCHERTENLIEB, H., '63  
 1,074 SHAW, S., '54 *S*  
 1,075 SIEBER-FEHR, Frau U., '52  
 1,076 STAEGER, W., '61 *HM S*  
 1,077 STAEGER-SCHOENBACHER, F., '52 *HM S*  
 1,078 STRATEN-WAILLET, Baroness van der,  
 '36  
 1,079 TERLINDEN-REUTTER, M., '57 *S*  
 1,080 VAN DE STEEN DE JEHAY, G., '55 *S*  
 1,081 VOGUE, Comte G. de, '33 *S*  
 1,082 VOGUE, Comtesse G. de, '33 *S*  
 1,083 VON ALLMEN, O., '64 *HM S*  
 1,084 VON ALLMEN, Fril. W., '64 *RA*  
 1,085 VON ALMEN, Frau F., '36 *HM S*  
 1,086 VON ALMEN, F. Jnr., '49 *HM S*  
 1,087 VON ALMEN, Frau F. Jnr., '49 *HM S*  
 1,088 VON ALMEN, K., '57 *HM S*  
 1,089 VON ARX, Dr., '53 *HM S*  
 1,090 WILEY, J. J., '37 *HM S*  
 1,091 WYRSCH, R., '64 *OT S*  
 1,092 YOUNG, N. J. Jnr., '57  
 1,093 ZULUETA, Miss T., '67
- ASSOCIATE MEMBERS**
- 1,094 AITON, Mrs. M. E., '55  
 1,095 ALDERSON, Mrs. L. W., '51  
 1,096 ALLIN, D., '63  
 1,097 ANDERSON, G. B., '52  
 1,098 ASHBURNER, Brig. P. R., '58  
 1,099 AUDEN, J., '67  
 1,100 BAGSHAW, Mrs. M., '63  
 1,101 BARKER, Capt. O. C., '46  
 1,102 BASSETT, D. I. L., '56  
 1,103 BEEVOR, M., '55  
 1,104 BEEVOR, Mts. S., '55  
 1,105 BLACK, L. B., '63  
 1,106 BLOOM, Mrs. N. H., '62  
 1,107 BULMER, D., '58  
 1,108 BUXTON, G. H., '60  
 1,109 CAHN, S., C.B.E., '51  
 1,110 CARMICHAEL, A., '66  
 1,111 CARMICHAEL, G., '49  
 1,112 CARMICHAEL, Mrs. G., '49  
 1,113 CHAMIER, Miss M. J. M., '60  
 1,114 CHATTEY, R. J. K., '53  
 1,115 CIVVAL, L., '63  
 1,116 CIVVAL, Mrs. L., '63  
 1,117 CLARABUT, Mrs. G. S., '65  
 1,118 CLARKE, D. McK., '63  
 1,119 COLLETT, Mrs. C. R. F., '55  
 1,120 COOPER, Mrs. P., '65  
 1,121 COWAN, R. N., '62  
 1,122 CRAVEN, Mrs. M. A., '63  
 1,123 CURLE, G., '55  
 1,124 CURLE, Mrs. M., '55  
 1,125 DERRY, Miss P., '65  
 1,126 DRAKE, Mrs. J. L., '65  
 1,127 DUERR, H., '62  
 1,128 DUERR, Mrs. H., '62  
 1,129 FITZGERALD, D., '66  
 1,130 FRASER, A., '52  
 1,131 FREUND, Mrs. E. J., '67  
 1,132 GARDNER, A., '63  
 1,133 GARDNER, N. E., '63  
 1,134 GILL, Mrs. M. J., '65  
 1,135 GILLHAM, Mrs. M. J., '55  
 1,136 GLOVER, C. R., '60  
 1,137 GRAY, Sir William BART., '46  
 1,138 GREENALL, Hon. Mrs. E. G., '66  
 1,139 HACKETT, D. F., '56  
 1,140 HALL, Mrs. C. E., '55  
 1,141 HANAFIN, Mrs. M. R., '53  
 1,142 HARRIS, E. O., '60  
 1,143 HAWKINS, J. E., '55  
 1,144 HILL, C. C., '46  
 1,145 HOLLINGWORTH, T. V., '60  
 1,146 JAMES, Mrs. L. E., '66  
 1,147 JOHNSTONE, H. Talbot, '54  
 1,148 KERRISON, Miss S., '52  
 1,149 LANE, Hon. Mrs. G., '55 *HM*  
 1,150 LATIMER, Mrs. B., '66  
 1,151 LIDDELL, N. O., '55  
 1,152 LIGHT, Mrs. B. M., '60  
 1,153 LINES, Mrs. A., '64  
 1,154 LINES, Miss N., '64  
 1,155 LINES, W. G., '64  
 1,156 MACINTYRE, A. J., '50  
 1,157 MACINTYRE, Mrs. A. J., '50  
 1,158 MACKENZIE, P. F., '62  
 1,159 MANN, F. G., '62  
 1,160 MCKELVIE, Mrs. P., '53  
 1,161 MCMMASTER, Mrs. E., '55  
 1,162 MCMMASTER, H. P., '55  
 1,163 MCNAIR, Lady, '47  
 1,164 McNIEL, Mrs. C. W., '63  
 1,165 METCALFE, Sir Ralph, '53  
 1,166 METCALFE, Lady, '53  
 1,167 MIDDLETON-HANDS, Mrs. F., '66  
 1,168 MILLATT, E. C., '52  
 1,169 MORTON, Miss J. V., '51  
 1,170 MURRAY, Mrs. E. N. C., '65  
 1,171 NASH, H. A., '50  
 1,172 NASH, Mrs. H. A., '50  
 1,173 NEWALL, GROUP CAPT. F. L., '61  
 1,174 NICHOLS, C. P., '66  
 1,175 NORMAN, Miss M. J., '65  
 1,176 NORTHAM, P. S., '63  
 1,177 O'COCK, Mrs. M., J.P., '55  
 1,178 ORMOND, R. J., '66  
 1,179 PEARSON, Miss J., '65  
 1,180 PEDDER, Lady, '60  
 1,181 PORTER, Mrs. L., '63  
 1,182 RAMUS, Mrs. H. B. R., '52  
 1,183 REYNOLDS, Miss P. E., '61  
 1,184 RIDLEY, F. F., '53  
 1,185 ROBERTS, Sir James D., BART., '55  
 1,186 ROBERTS, Sir Peter, '66  
 1,187 ROBERTSON, H., '55  
 1,188 ROBERTSON, AIKMAN, W. H., '54  
 1,189 SABATINI, L. J., '67  
 1,190 SAUNDERS, Mrs. E. S., '56  
 1,191 SEEBOHM, Mrs. J., '63  
 1,192 SIMONDS, E. D., '61  
 1,193 SMAIL, G. S., '56  
 1,194 SMITH, Mrs. G., '63  
 1,195 STACE, L. H., '61  
 1,196 STEPHENSON, G. O., '51  
 1,197 STEWART, Mrs. M. C., '60  
 1,198 STEWART, T. P., '59  
 1,199 THOMAS, Sir Miles, '66  
 1,200 THORP, Mrs. K., '65  
 1,201 TOBERT, Mrs. A., '56  
 1,202 TOBERT, G., '56  
 1,203 WALLACE, A., '55  
 1,204 WALLROTH, Mrs. A. F. V., '49  
 1,205 WEBSTER, Mrs. A. V., '63  
 1,206 WILLAN, W. H., '52  
 1,207 WILLAN, Mrs. W. H., '52  
 1,208 WILLIAMS, G. M. J., '63  
 1,209 WYLLIE, Mrs. D. M., '55
- COGGINS**
- 1,210 CARTER, Leigh  
 1,211 EDMONDS, Anna  
 1,212 EDMONDS, Charles  
 1,213 FISCHER, Cornelia  
 1,214 GREENALL, Susan  
 1,215 JAMES, Lucy  
 1,216 KENNAWAY, David  
 1,217 KENNAWAY, Emma  
 1,218 KENNAWAY, Guy  
 1,219 KENNAWAY, Jane  
 1,220 LEATHAM, Charlotte  
 1,221 LEATHAM, Louise  
 1,222 MACEY, Diana  
 1,223 MACEY, Jacqueline  
 1,224 MOORES, Simon  
 1,225 POLLOCK, David  
 1,226 POLLOCK, Jill  
 1,227 PRIDEAUX, Alison  
 1,228 PRIDEAUX, Ian  
 1,229 RANKIN, Henrietta  
 1,230 RANKIN, James  
 1,231 RATCLIFF, Gerald  
 1,232 RATCLIFF, Gillian  
 1,233 RILEY, Alistair  
 1,234 ROBERTS, Charles  
 1,235 SABATINI, Nicola  
 1,236 STARKEY, Caroline  
 1,237 STARKEY, Richard  
 1,238 WHITE, Thomas  
 1,239 WILLIAMS, Jane  
 1,240 WILLIAMS, Priscilla  
 1,241 WOLSTENHOLME, Janet  
 1,242 ZULUETA, Paquita de



# FIVE GOOD REASONS FOR SUCCESS

**Kastle.** Whatever the condition, whatever the experience, these skis are the best. And breakage insurance is now included in the price.

**Henke.** The greatest name in ski boots.

**Nevada Ess.** Recent tests prove that of all mass produced bindings, the Nevada system is the safest.

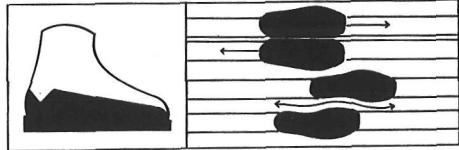
**Kohla.** The well balanced sticks that make ski-ing easier.

**Cold Feet?** Just one pair of ROHNER Socks could be the answer.

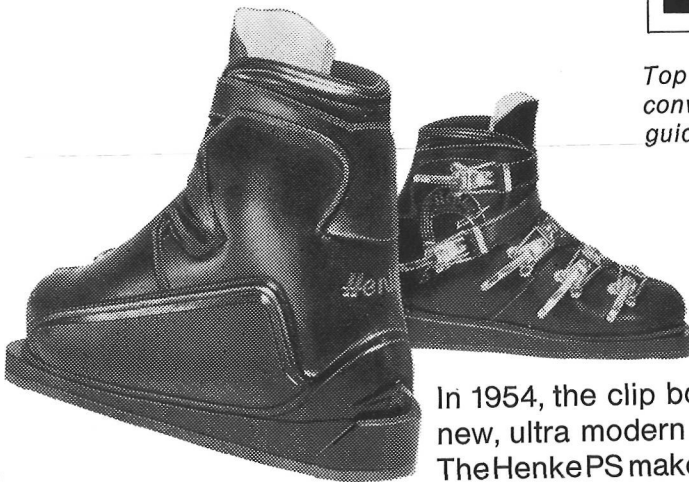
For further information and special test reports write to:—

**FOLKMAN SPORTS LIMITED,**  
6, MILK STREET, LONDON EC2. 01-606 5007

## Henke PS



Top right, the Henke PS. Bottom right, conventional skiboos. Left, the parallel guide.



## Henke SETS THE PACE

In 1954, the clip boot. In 1967, the parallel boot. A new, ultra modern clip boot, with a parallel guide. The Henke PS makes elegant close tracking easier, even for beginners.

For further information and list of stockists write to:

**FOLKMAN SPORTS LIMITED**  
6, Milk Street, London E. C. 2.

**Henke**  
of Switzerland

bi



*A free colour brochure is available from:*  
**MURISON SMALL LTD.,**  
8 Thayer Street, W.I. Telephone 01-486 6633

Most skiers know all about Murison Small Chalet Parties, where good value is the password. Prices for a fortnight's skiing for the 1967/68 season range from 45 to 74 gns.

Murison Small say inclusive and mean it. When you go skiing with Murison Small you don't find little extras coming out of hiding. Murison Small give you a square deal. Their prices include ski-lift abonnements, a healthy breakfast (to set you up), substantial lunch (to keep you going), solid tea and an enterprising dinner which includes free wine (to finish you off).

*Murison Small are running chalet parties this season at: Adelboden, Brand Wengen, Zermatt, Villars, Crans-Montana, Saas Fee, Verbier Andermatt Davos, St. Moritz and Gargellen.*

*can't stop wearing*

**Wolsey**

*You will find sympathetic treatment of any claim for accidental injuries and sickness with quick settlement if you take out a*

## **Winter Sports Policy**

with the

### **EUROPA PRIVATE INSURANCE COMPANY LTD.**

(formerly Private Sickness Insurance Society Ltd.)

**5 & 6 CLEMENT'S INN, STRAND,  
LONDON, W.C.2**

*PLEASE ASK FOR A PROSPECTUS*



*The FOSTER GROUP comprises:*

**FOSTER BROTHERS LIMITED,  
LEA BROOK TUBE WORKS,  
WEDNESBURY.**

Steel Tubes and Fittings, Malleable Iron Pipe Fittings, Flanges and Accessories.

●  
**FOSTER BROTHERS (LONDON) LTD.,  
WINDSOR WORKS, VENN STREET,  
CLAPHAM, LONDON, S.W.4.**

London Stocks of the products of the Parent Company.

●  
**FOSTER BROTHERS PLASTICS LTD.,  
LEA BROOK TUBE WORKS,  
WEDNESBURY.**

Polythene Pipe, Plastic Extrusions, and Injection Mouldings.

●  
**FOSTERS POWER PIPING LTD.,  
LEA BROOK TUBE WORKS,  
WEDNESBURY.**

Flanged and Fabricated Pipework, Expansion Joints, Pipe Bridges and Gantries.

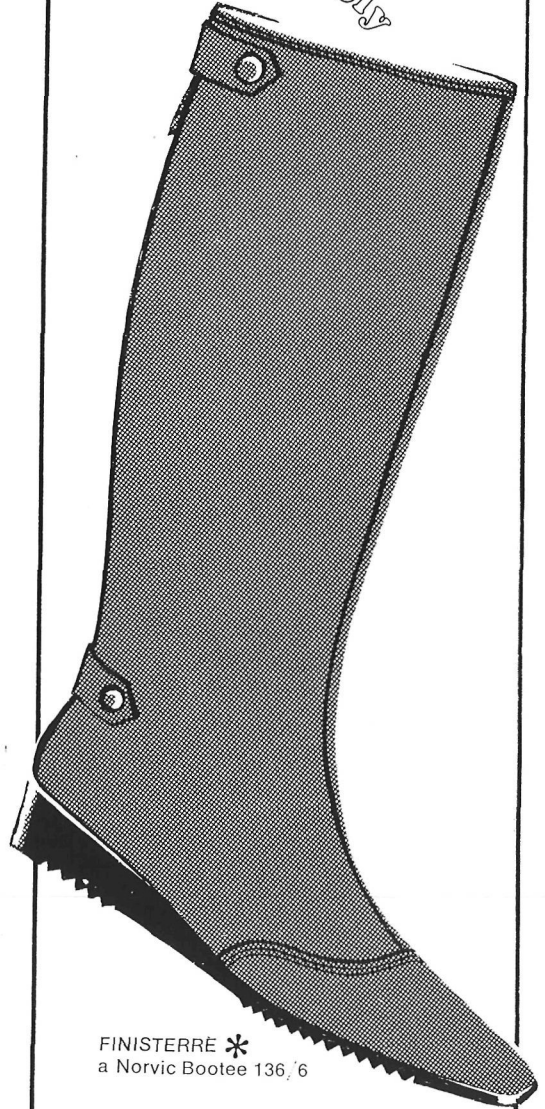


## Snow, sun and fun galore

Switzerland in winter is as close to Heaven as you can get! Whether you're a winter sports champion, or whether you're just there to rest and relax in the health-giving Alpine climate, you'll find joy and fun galore in any of Switzerland's 127 sparkling winter resorts. Hotels to suit every taste and pocket. Further information from your Travel Agent or Swiss National Tourist Office, Swiss Centre, 1 New Coventry Street, London W.1

# Switzerland

*\*unquestionably*



FINISTERRE \*  
a Norvic Bootee 136, '6

# NORVIC

Norvic Shoe Co. Ltd., Norwich, NOR 32A.



## ADVERTISEMENT



*"Surely he's heard of MOSS BROS"*

# SKI

## in the Alps

Supertravel are the acknowledged experts in providing really fine all-inclusive arrangements for the winter holiday enthusiast. That's why their Ski-Chalets in the top Alpine resorts are in so much demand and why their Hotel Holidays have attracted such tremendous support. It's well known in the right circles that with Supertravel you can earn yourself a free ski-ing holiday by collecting together a party of only eight persons and that you can purchase your ski-lift abonnement in sterling before departure. *Are you missing out?*

# SKI

## in the West Indies

Supertravel have specially designed their holidays to the West Indies so that you can water ski in the sun at amazingly good value all-inclusive prices. Translucent blue waters lapping gently at long sandy beaches in Barbados. Yachting opportunities unlimited in Antigua. Deep-sea fishing, skin diving or just complete relaxation on a lovely outer island in the Bahamas. Gently undulating well-kept Bermuda, dotted with pastel-coloured cottages and laden down with flowers, only six hours' flying time from London. *Tempting isn't it?*

Ask for our two brochures at once.

**Supertravel Limited**  
107 Walton Street, London SW3  
Telephone Knightsbridge 2463

*A homely Hotel in a lovely place:*

# TERMINUS HOTEL SILBERHORN ★ WENGEN

Central position with best view  
Next to Station and sports trains  
Modern comfort : : Fine cooking

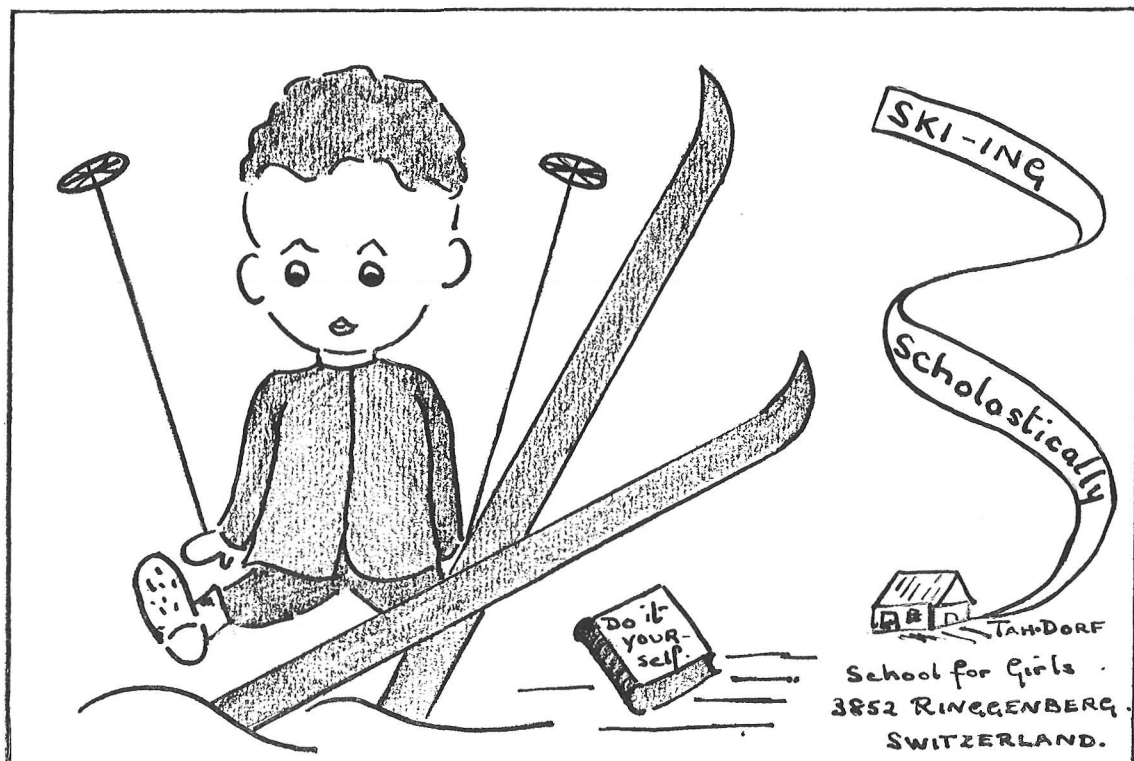
---

---

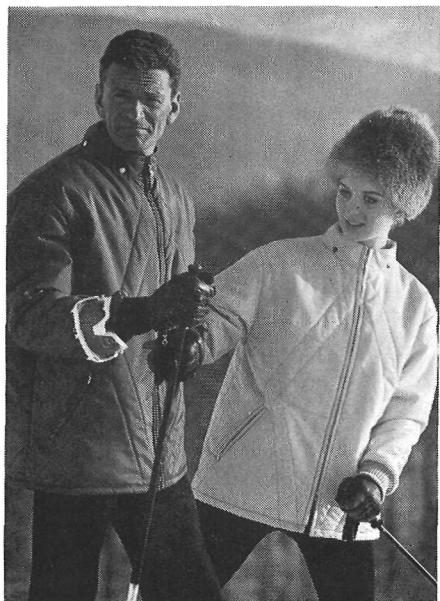
## RESTAURANT SILBERHORN

The Wengen cosy corner  
*Afternoon and evening dances*

★ *Any time is Silberhorn time!*



# GORDON LOWES LTD



## SKIERS SPACIOUS SHOP

WITH THE HELPFUL ADVICE OF  
OUR SKI EXPERT JOE HOHL

These two know a first class Anorak — she has chosen hers in Turquoise and his is Forest Green. Now Duty Free from Austria and reasonable at 8½ gns.

*Women's* Deep Rose, Gentian Blue, Fuchsia, Sun Flower, Turquoise and Navy.

*Men's* Navy, Petrol, Deep Claret, Forest Green, Black.

Write for details of Our Ski School and our Winter Sports Brochure "To the Snows".

*Club reductions given*

Prompt Mail Order Service Late night Wed. 7 p.m.

**173-174 SLOANE STREET, LONDON S.W.1**

Tel: BELgravia 8484/5/6 Cables: GOLOW, LONDON S.W.1

## LEROY

# SKIJET HOLIDAYS

## WINTER SPORTS, ITALY 1967/1968

### MACUGNAGA - A SKIJET EXCLUSIVE

1 week from 29 gns • 2 weeks from 39 gns

**MACUGNAGA -**  
North-West Italy 4,300 ft.

This ideal resort offers excellent facilities for all grades of skiers. A comprehensive uphill transport system, good accommodation and inexpensive evening entertainment make this a skiing holiday we thoroughly recommend.

Travel arrangements: By B.U.A. One-Eleven Jets to Milan and onward by express coach to Macugnaga.

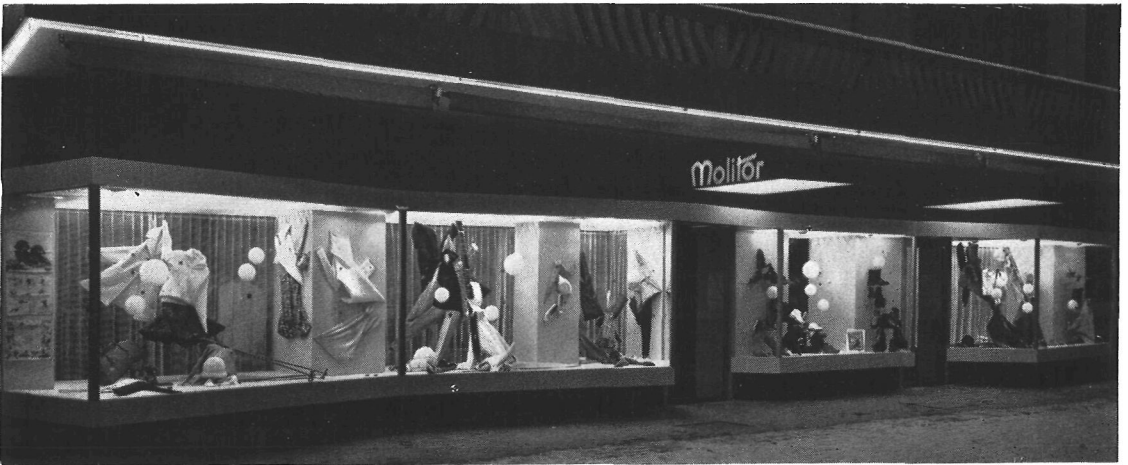
*For your Skijet brochure and  
further details please contact*

### LEROY TOURS

#### World Sport Travel Service Ltd

Member  
A.B.T.A.

Europa House, Church Road  
Tunbridge Wells, Kent  
*Telephone:*  
Tunbridge Wells 24291



***“In a class by itself”***

- ★ The world's most famous skis? We have them.
- ★ Exclusive (or down-to-earth) skiwear? We have it.
- ★ The finest ski boots? We make them ourselves.
- ★ Expert advice? Yours for the asking.
- ★ Repair and hire service? Too. Of course.



THE MEETING PLACE FOR THE  
MEMBERS OF THE D.H.O. CLUB  
AND THE WENGEN SKI CLUB

## HOTEL EIGER

~~~~~  
RESTAURANT NEAR THE RAILWAY STATION  
~~~~~

EXCELLENT LAGER BEER



BY APPOINTMENT  
TO HER MAJESTY THE QUEEN  
OUTFITTERS

# Lillywhites

## THINK SKI

- \* *Winter Sports Information Centre*
- \* *Dry Ski School*
- \* *Ski Repair Workshop*
- \* *Ski Storage*
- \* *Ski Boot Hire*
- \* *Ski Insurance*

Winter Sports catalogue  
sent on request.

PICCADILLY CIRCUS LONDON and EDINBURGH

In Switzerland

# OVALTINE

is called

# OVOMALTINE

DR. A. WANDER S.A., BERNE



# KIMPTONS

*know all about*  
**SKI WEAR!**

We have been making and selling SKI WEAR for over 40 years and carry one of the most extensive selections in Great Britain.

Ladies' S-T-R-E-T-C-H Vorlages from 89/6  
Men's from 5 gns. Boys' from 79/6; Girls' from 69/6  
Ski Socks from 7/11 - Ski Mitts from 18/11  
- - Anoraks, Ski Jackets from 95/- - -

Send for Winter Sports Catalogue and  
Best Ski Boot Hire terms—Post Free

## KIMPTONS LTD

SPORTSWEAR SPECIALISTS FOR  
OVER SIXTY YEARS

( Dept. ) NEWPORT · Mon.  
DH/67  
*Britain's Largest Provincial Winter Sports Outfitters*



## UNION BANK OF SWITZERLAND

### *Wengen Branch*

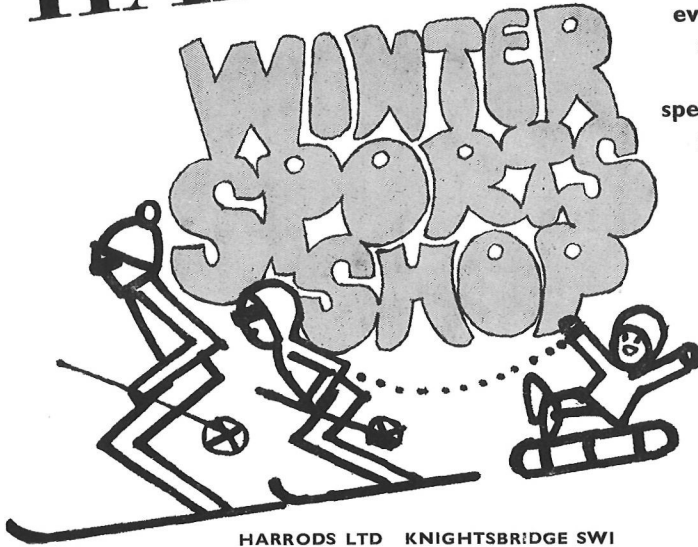


Offers a complete banking service

Encashment of Traveller's Cheques

of all British Banks

# HARRODS



HARRODS LTD KNIGHTSBRIDGE SW1

Experts or beginners, young or grown-up — Harrods have everything you need for winter sports. Major and Mrs. Peter Forbes, themselves ski-ing specialists, are at Harrods from mid-October: they and their team of assistants will gladly advise on the best resorts, the right clothes and equipment, from exclusive ski pants and co-ordinated gear, to boots, bindings and skis . . . you'll find it pays to start your winter sports holiday at Harrods.

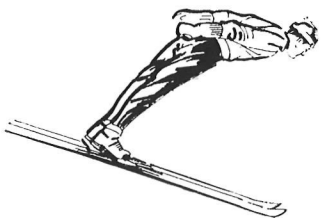
*First floor*

SLOane 1234

## HOTEL METROPOLE & PETER'S RESTAURANT

“High Street” WENGEN

PETER & MARIANNE LEHMANN



## The Molitor of Watford

A nice place to look over anoraks, stretch pants, pullovers, après-ski wear . . . official suppliers of knitting wool for D.H.O. racing sweaters . . . Fully licensed restaurant and 100 departments . . . Car park for 320 cars (only 768 miles from Lauterbrunnen—3 miles from the M.1.) . . . Like we said, a nice place . . . under personal supervision of retired D.H.O. rep.



CLEMENTS · The Parade, Watford · TEL 44222

*Central-Sport*  
**ERNST GERTSCH**  
**WENGEN + INTERLAKEN**

**SKI** for sale and hire  
wear - large selection - exclusive style  
buckle boots from **BALLY-HENKE-RAICHLE**



# Falken Hotel

- Highly recommended to all visitors.
- Every comfort.
- Sunny position in the very centre of all sports.

**FAM. A. VON ALLMEN**  
PROPRIETOR

---

## TO SUN AND SNOW WITH ERNA LOW

Our 967/8 Programmes are as comprehensive, ambitious and tempting as ever with something for every standard, every taste and every pocket.

**New this year:** New Centres include Livigno in the Italian Customs Free Zone, Bormio, Sallent, Anzere, Villard-De-Lans, Lienz, Stuben and Goldegg.

**"Eat as you please" scheme** re-styled. Meal vouchers in units give complete freedom of choice and movement.

**Ski-Air Day Jet Service** to Zurich, Geneva, Munich and Milan. Costs little above Rail Travel with two extra days ski-ing.

**New Look for Ski Special Trains.** Modern French couchettes and Bar/Dancing car on most departures.

**Wedel Courses and Forfait Arrangements** with unlimited use of Ski transport at Obertauern, Gaschuen, Stuben, Lech, St. Anton, Kuehtai, etc.

**Ski Bob Craze Spreading.** New Clubs springing up like mushrooms.

**Old Favourites Repeated.** Family Parties, Teenagers, Children and Student Parties, Ski-ing in Scotland.

Write for our Winter Sports Literature

### ERNA LOW

47 (DHO) Old Brompton Road, London, S.W.7  
Telephone: KEN 0911, 8881-6 or 8881 (night ans.)

---

---

# Holidays out of Income

Whatever your choice of holiday our  
**CONFIDENTIAL**  
facilities will interest you

## TRAVEL CREDIT LTD.

40/41 NORFOLK STREET  
W.C.2

Send coupon below for combined brochure and  
proposal form

Please send form T.C.L.4

NAME .....

(Mr., Mrs. or Miss) .....

ADDRESS .....

D.H.O. ....

# **Hotel Du Lac**

**Interlaken-Ost**  
(Open all the year)

## **ON YOUR WAY OUT**

this is where to break  
your journey for refresh-  
ments.

## **ON YOUR WAY HOME**

don't forget to reserve  
your table for dinner

PETER HOFMANN

# **MESSERLI**

LTD.

**Dispensing Chemists**

Experienced Dispenser for  
ENGLISH AND FOREIGN  
PRESCRIPTIONS

*List prices of all specialities of  
every provenance*

**WENGEN**

•  
*Visit the*

# **Tea Room Schoenegg**

*Recorded Music*



**FRIEDA'S BAR**

*The Quiet and Cosy Corner!*

*Hairdresser*

# **H. BISCHOFF**

*for*

**Ladies and Gentlemen**

*opposite*

**HOTEL MÉTROPOLE**



**THOS. ZRYD  
W E N G E N**  
INTERLAKEN · GSTAAD

The  
well  
known  
house  
of

**SWISS WATCHES  
JEWELLERY  
SOUVENIRS**



**GARAGE YOUR CAR  
AT**

**Giovannini's  
Bahnhofgarage**

**AT  
LAUTERBRUNNEN  
STATION**

Up-to-date Garage at  
entrance to village and  
near Wengen Railway  
Station

**HEATING AND LOCK-UPS**

**GIOVANNINI BROTHERS  
TELEPHONE 3.47.39**

## **PARK HOTEL**

*Best recommended first class hotel  
in ideal position*

*and*

## **NEW HOTEL BERGHAUS**

(BED AND BREAKFAST HOTEL)

*Annex to the Park Hotel*

*Latest comfort – best position*

*and*

**EMBASSY BAR**

*for good music and gay atmosphere*

**E. BÜHLMANN**

*Edward Sports*

**W E N G E N**

Sale and Hire  
of

**SKIS  
SKI BOOTS  
SKATES with BOOTS**

- ★ Skis with safety bindings ★
- ★ Metalskis ★ Skijackets ★
- ★ Vorlages ★ Woollies ★

A hearty welcome at the  
HOTEL-Restaurant

# *Bernerhof*

**W E N G E N**

... to spend a comfortable holiday  
... or an evening in a cosy parlour



PENSION TERMS  
ALL INCLUSIVE  
RATES PER DAY  
frs. 24.— to 34.—



H. & R. PERLER, PROPRIETORS

★ ★ ★ ★ ★ ★ ★

## High Class Provisions

Chocolate Biscuits  
Cocktail Biscuits  
Dried & Tinned Fruits  
Tinned Meats  
Tinned Hams  
Orange, Tomato &  
Grapefruit Juice  
Wines & Spirits

## Theodor Haesler

**W E N G E N**

Telephone 3.42.44

★ ★ ★ ★ ★ ★ ★

For ACCURATE and  
SPEEDY SERVICE



*Photo*

# **A. BAUMANN**

next door to the Union Bank of Switzerland—  
Wengen Branch



— NEW —  
GRAMMO BAR  
RECORD CENTRE  
TRANSISTOR RADIOS

CANTONAL  
**BANK**  
OF BERNE

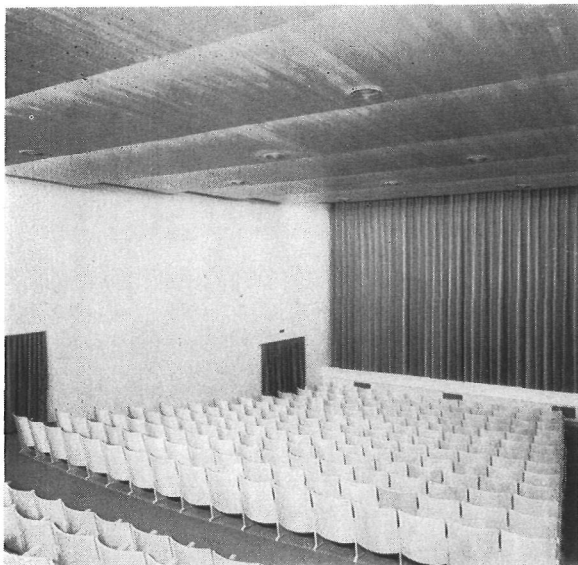


## WENGEN BRANCH

Opposite to METROPOLE HOTEL

RECOMMENDED FOR ALL  
BANKING TRANSACTIONS

CORRESPONDENTS  
ALL OVER THE WORLD



### Cinema-Theatre, WENGEN

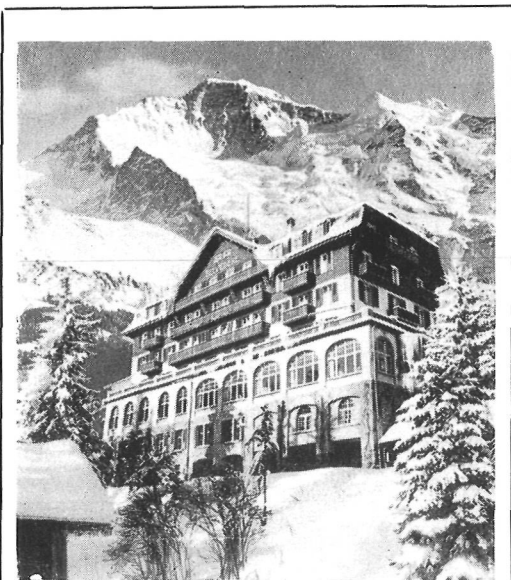
Proprietor: FRITZ GRAF, Arch.  
(HM of the DHO)

For most perfect  
work and prompt  
delivery in all  
kinds of  
**PRINTING**  
**BOOKBINDING**  
**ADVERTISING**

### Otto Schlaefli Press Interlaken

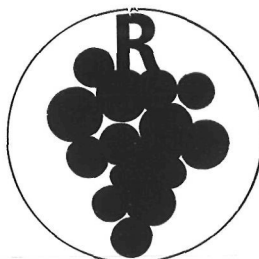
ON THE MAIN ROAD

TELEPHONE 2. 13. 12



### Belvédère Hotel, Wengen

WITH ITS COSY AND CHEERFUL  
ATMOSPHERE P. ODERMATT, Propr.



The  
Wengen Hotels  
are supplied by  
**Ritschard & Cie. S.A.**  
**INTERLAKEN**

*Wines - Champagnes - Spirits - Liqueurs*

GENERAL AGENTS FOR SWITZERLAND:

A. de Luze & fils, Bordeaux, Cognac de Luze, Jarnac-Cognac.

**Agence et Depot:** Hoirs Charles Bonvin fils, Sion; E. Waldvogel, Aigle; L. Bovard S. A., Cully; A. de Montmollin, Auvernier; Piat & Cie., Macon; Bouchard Pere et Fils, Beaune; Jaboulet-Vercherre, Beaune; Langenbach & Co., Worms a/Rh.; Chianti Marchesi Antinori, Firenze; Chianti Giannini; Vermouth Noilly Prat & Cie., Marseille; Cognac J. F. Martell, Cognac; Sherries Pedro Domecq S.A., Jerrez de la Frontera; Dow's Ports, Silva & Cosens, Oporto; Champagne L. Rœderer, Reims; Champagnes Charles Heidsieck, Reims; Henkell, Wiesbaden; Whisky Duncan MacGregor; Whiskies Seagram's Canadian V. O. & Bourbon; Whisky Black & White; Seagram's London dry Gin; Royal Marshall London dry Gin; Liqueurs Wynand Fockink, Amsterdam.

# If it's a question of print the answer is

## **STONE and COX**

We are specialists in preparing all forms of printed matter and can take your brochure or leaflet from the first briefing, to the finished article. Our team of designers, blockmakers and printers combine to give you a first-class service which is essential in the production of a job which has that "extra something".

### **STONE & COX LTD.**

44 FLEET STREET,  
LONDON, E.C.4.

TEL: FLEET ST. 1622-3

ALSO AT BUSHEY MILL LANE,  
WATFORD, HERTS.

## INDEX TO ADVERTISERS

Elizabeth Arden ... ..	1	F. & W. Ingham Ltd. ... ..	9
A. Baumann ... ..	82	Jungfrau Region ... ..	18
Benson & Hedges ... ..	2	Kimptons ... ..	76
H. Bischoff, Hairdresser ... ..	80	Lenthéric ... ..	5
BEA Silverwing Holidays ... ..	3	Lillywhites ... ..	75
Cantonal Bank of Berne ... ..	82	Lockwood Brown & Co. Ltd. ... ..	6
Cinema Wengen ... ..	83	Erna Low ... ..	79
Clements of Watford ... ..	78	Gordon Lowes ... ..	73
Curry & Paxton ... ..	17	MacUsher ... ..	4
Donbros ... ..	10	Martini Ross ... ..	inside back cover
Edward Sport Shop ... ..	81	Messerli, Ltd., Chemists ... ..	80
Europa Private Insurance Co. ... ..	69	Molitor Sport Shop ... ..	74
Folkman Sports Ltd. ... ..	67	Moss Bros. ... ..	71
Foster Bros. ... ..	69	Norvic ... ..	70
Ernst Gertsch, Central Sport Shop ... ..	78	Ritschard & Cie., Wines & Spirits ... ..	83
Giovannini's Bahnhofgarage ... ..	81	Rolex ... ..	inside front cover
Grindelwald First ... ..	back of cover	H. Schertenleib, Watchmaker ... ..	19
Theodor Haesler, Provisions ... ..	82	Otto Schlaefli Press, Interlaken ... ..	83
Harrods ... ..	77	Schoenegg Tea Room ... ..	80
Holloway Bros. Ltd. ... ..	16	Murison Small ... ..	68
<b>HOTELS</b>		Supertravel ... ..	71
Bedford and President ... ..	14	Swiss National Tourist Office ... ..	70
Belvedere ... ..	83	Tah-Dorf School ... ..	72
Bernerhof ... ..	82	Travel Credit ... ..	79
Eiger ... ..	74	Union Bank of Switzerland ... ..	76
Falken ... ..	79	Vango ... ..	12
du Lac, Interlaken ... ..	80	Dr. Wander A.G., Berne ... ..	75
Metropole ... ..	77	Wengen-Männlichen Cable Ropeway ... ..	11
Palace ... ..	8	Wolsey ... ..	68
Park ... ..	81	World Sport Travel Service ... ..	73
Regina ... ..	13	Yardley ... ..	7 and 15
Terminus Hotel Silberhorn ... ..	72	Thos. Zryd ... ..	81



*By Appointment  
to Her Majesty The Queen  
Suppliers of Martini Vermouth  
Martini & Rossi Ltd., Brentford*



*By Appointment  
to Her Majesty Queen Elizabeth  
The Queen Mother  
Suppliers of Martini Vermouth  
Martini & Rossi Ltd., Brentford*

**Join the Martini people  
in the drink that has taste**

**MARTINI**

MARTINI SWEET. MARTINI BIANCO. MARTINI DRY



FIRST (7,200 ft.) with the fourth section of the Chairlift the skilifts Egg - First and First - Oberjoch and their skislopes.

# Grindelwald First

Skilift Egg - First and skilift First - Oberjoch  
*Capacity: Each skilift 700 persons per hour*

**The Grindelwald-FIRST region offers . . .**

- *a full day's ski-ing — no long wait for conveyance*
- *advantageous season tickets for skilifts and chairlift*
- *glorious downhill runs at well above 6,000 feet a.s.l.*
- *snow throughout the winter season*