

17th Year of Publication

June 1975



VOL. 17

NO. 1

DIRECTORS FOR 1975

At the Annual General Meeting held at the Royal Automobile Club on Friday, 7th March, 1975, Messrs. Bram van der Kaag and Robert Tobias tendered their resignations. Applications were received from Messrs. Ron Sim and Elton Squires, and the two vacancies were filled.

The first meeting of the new Board assigned the positions of the Board Members as follows:-

President	George Failes
Vice President	Ron Sim
Secretary	Myrna Burke
Treasurer	John Bible
Booking Officer	Jim Brennan
Building Director	Elton Squires
Social Director	Kaye Mahler
Sports Director	Kaye Mahler
Magazine Editor	Elton Squires
Club Captain	John Williamson

M. F. Burke
Hon. Secretary

S P E C I A L N O T I C E - - - - -

We are planning a special issue of the magazine to celebrate our 21st birthday. Contributions of interest are requested from as many members as possible.

LETS MAKE THIS CELEBRATION ISSUE FULL OF INTERESTING TOPICS FROM BOTH PAST AND PRESENT.
Please forward articles to the Editor before 31/8/75.

'GANSTERS GET-TOGETHER

SATURDAY - 28th JUNE

8.00 p.m.

40 Townson Street, Blakehurst

(Entry from Princes Highway
via Church Street)

Supper, wine and punch provided

\$3.00 per head

Unfortunately due to the limitation of space
the number of persons attending must be limited
to 50 - "first in, first served" - please
return your booking form early to ensure a
place.

Kaye Mahler
Social Director
Tel: 546.2934

.

Miss Kaye Mahler,
Social Director,
Warrugang Ski Club Limited,
G.P.O. Box 1075,
SYDNEY. N.S.W. 2001

Please reserve for me places at the "Gangsters
Get-Together" to be held on Saturday, 28 June.

I am enclosing my cheque for \$.....

The names of those people accompanying me are

.....

.....

NAME:

ADDRESS:

PHONE NUMBER:

S P O R T S E V E N T SWARRUGANG ANNUAL RACES - 1975

This year's races are on the week-end, 2/3 August.
Let's have an excellent line-up for our 21ST YEAR. Don't
forget the party on Saturday evening - it really makes
the week-end.

1974 PERISHER CUP

We fielded two teams this year - thanks to the
Wilkinson's and the Keating's. Having won the Plate in 1972,
we were compelled to field at least a Cup Team.

The teams were:-

CUP (Warrugang I)	PLATE (Warrugang II)
Tony Wilkinson	Bruce Keating
Mike Wilkinson	Clair Keating
Geoff Wilkinson	Ross Keating
Elton Squires	Brian Willis

The Cup Team finished overall 7th out of 9 and the Plate
Team finished overall 10th out of 20.

W.O.M.B. CUP 1975

We are the host club this year, as the competition
was cancelled last year due to poor snow conditions on the
weekend in question.

The date set is Saturday, 12 July - and the sole
event, the giant slalom is due to commence at 11.00 a.m.
Four runners will comprise each club team. No official
langlauf will be held, but if there are sufficient starters
interested in having a run - a course will be set "the 1974
Warrugang course" on the Sunday.

CALENDAR OF MAJOR EVENTS

For those interested in a little serious competition,
or spectating, the dates for the major ski events in Perisher
Valley are:-

July 12	Kiandra Pioneer Invitation (Alpine)
July 26/27	N.S.W. Nordic Championships
Aug. 3	K.A.C. Martini & Rossi Cross Country
Aug. 10	Perisher Stampede (Nordic)
Aug. 16/17	Paddy Pallin Classic (Cross Country)
Sept. 13	Tour de Kosciusko (Thredbo top station to Perisher Valley)
Oct. 5/6/7	Perisher Cup

WARRUGANG ANNUAL CHAMPIONSHIP - 1974

Warrugang held its Annual Championships on Saturday, August 3rd. A moderate number of competitors lined up at the starting gates for the slalom. The weather was uninspiring with poor visibility; and the temperature slightly above 0°C. The snow was wet and the going heavy.

We didn't have a downhill course this year. All courses are now set by Kosciusko Alpine Resorts (for a fee) hence we opted for slalom only.

The course, set on the chair-side of the poma, was a challenging one.

The langlauf course was a short course from outside the lodge across to the chairlift and around the top side of Technology, then the quickest way back to Warrugang!

Our thanks to the race officials who once again did a magnificent job. Another first was the party that night to specially celebrate the races. It was an excellent evening.

R E S U L T S

Men's Slalom	Robert Tobias
Ladies' Slalom	Barbie Graham
Men's Langlauf	Elton Squires
Ladies' Langlauf	Kaye Mahler
Two Scorers Trophy	Barbie Graham and John Bible

F O O T N O T E:

The langlauf participants were suitably impressed with Barbie Graham as starter, complete with clock - and comfortably perched, with score-pad in hand, on a table in front of the common room window. We couldn't discern her assistant dutifully wiping the mist from the glass, as we stood awaiting our two minute send-offs.

NEWS IN BRIEFVALLEY IMPROVEMENTS:

The Poma, has been extensively overhauled during the summer and we understand it will operate at a faster speed this season.

BUS SERVICE:

At this stage, we hear that the shuttle service (?) will still operate from Sawpit Creek to the Perisher terminals. Ansett will continue to operate the service from Cooma airport and Cooma Railway Station.

INSTRUCTORS:

Our spy informs us that due to a tightening of Immigration rules, there will be very few Austrian instructors this season in Australia. And would you believe - the well-known Adam Zapenski has just recently become a naturalised Australian!!

MEDICAL:

There will be no automatic ambulance cover provided by the club this season. IT IS THE INDIVIDUAL'S RESPONSIBILITY TO MAKE HIS OR HER OWN ARRANGEMENTS. The annual subscription to the N.S.W. Ambulance is \$15 per family, or \$7.50 for a single person per annum.

The use of an ambulance to non-members is \$40 for the first 16 km. and \$1 a km. thereafter. That makes a trip from Perisher to Cooma \$200 plus. As a matter of statistical interest, it is expected that there will be some 300 fractures in the snowfields this year. A separate sheet included with this magazine offers financial club members a variety of insurance packages for both skier and equipment, through the New South Wales Ski Association.

The N.S.W. Ski Federation's package does cover both ambulance and medical expenses to a maximum of \$500. As you can see, ambulance expenses may absorb \$200 plus, so we strongly recommend separate ambulance subscription.

Under a recent Government Grant, funds have been provided to cover the rental of premises and provision for a full time nurse at each of the major ski centres this year.

GENERAL:

Lift tickets this year have not missed the inflationary hike and will be \$8.50 per day.

At the recent SNOWEXPO 75 held at the Opera House on 3 and 4 May, some ever-keen langlaufers were seen trying out their latest summer training equipment - three-wheeled roller skating devices about 4 inches wide and 2 feet long. Apparently, the group dressed in training suits, caught the eye of television news cameramen as they dashed up and down the western side plaza of the Opera House. Did anyone see them on the box?

LODGE — IMPROVED FACILITIES:

(1) As advised on a previous newssheet the club will be providing sheets, towels and pillowcases to all WEEKLY guests. Week-enders will only be provided with a cocoon-type sheet for sleeping bags. Weekenders please bring your own sleeping bag, towel and pillowcases.

(2) An additional hot water service has been installed to replace the oil fired system.

P E O P L E

STORK:

* Margaret (nee Emery) and Geoff Knight report the birth of a son in early May.

* Ann and Jim Brennan have another son, born in March this year.

* Marion and Brian Willis have become the parents of a son born in March of this year.

Congratulations to the proud parents and their children.

WEDDING:

Whilst many of the club members were enjoying themselves at the Pickwick Club, one of our well known club members and ex-director, was absent and preparing for the big event. Yes, Robert Tobias, one of the last of Warrugang's bachelor diehards, was married to Norma Ackerman in October last year. Congratulations and best wishes to you both.

BEREAVEMENTS:

We have learned of the deaths of the following members. John Dickin and Vic Boulton. Dawn Vozab, wife of a previous lodge manager passed away recently.

Our sympathies are extended to the various families and relatives.

WORKING IN THE SNOWFIELDS:

Mike Wilkinson will be managing Fleets shop in Smiggin Holes this season. Congratulations Mike on your appointment. For those of you who have looked closely at the ski gear being modelled on the back pages of this year's Fleets catalogue, you will have noticed Mike excelling in another of his talents - modelling.

Tony Wilkinson, we believe, will be instructing in the Valley this year.

* * * * *

S O C I A L
- - - - -

This year Warrugang celebrates its 21ST ANNIVERSARY and to mark the occasion we are holding our Annual Dinner Dance/Presentation of Prizes, at a really magnificent venue:- the Queen Elizabeth Pavilion, Randwick Racecourse.

The date to set aside is SATURDAY, 8 NOVEMBER, 1975 It is planned to commence the function with pre-dinner drinks at 6.30 p.m. and dinner will be served at 7.30 p.m.

We have been lucky in being able, once more, to book "The Daltons" to provide the music for us. This will be the third year this popular band has entertained us, with great acclaim from all those present.

To give you a few advance details:- There is ample free parking available in the Paddock Area within the Course. All liquor can be purchased on the night at normal hotel prices. The cost of the tickets will be \$10 per head.

We will be sending out invitations to attend this function to many former members and friends of the Club spanning its 21 year history. If you know of anyone to whom you feel an invitation to attend should be extended could you please advise me, or any Board member, and we will ensure that this is done.

As this is such an important event in the Club's History we are most anxious that we have a first-class attendance by Warrugang members and their friends. Could you please start planning towards this date now and in the next issue of the magazine I will enclose booking forms for the function.

Kaye Mahler
Social Director

CENTRAL AUSTRALIA - NULLARBOR SAFARI JANUARY 1975

What did you do last summer ?

Erwin and Gerda Feecken organised and led a five weeks car safari across Southern and Central Australia. They have been making these trips for many years now and have a wealth of experience which attracts many of their friends to join them on trips off the beaten track. Ian Kershaw and I saved our Annual Leave so that we could go this time and take my daughters, Anne and Jane. Altogether there were 32 people and 2 dogs, travelling in 8 cars with 5 box trailers for supplies and camping equipment. Total distance covered on the trip was just over 10,000 Kilometres. The entire group camped out all the time, mostly under the stars without putting up the tents.

We left Canberra on 28th December 1974 and headed out through Balranald, Mildura and Renmark to the Flinders Ranges. There was considerable evidence of recent bush fires along the roads in South Western New South Wales. Travelling along the Eastern side of the Wilpena Pound we took a track through the Bunyerroo Gorge that for much of the way was a creek bed full of stones. Beautiful scenery, but a bit hard on our conventional cars. It was originally our intention to continue North through Marree and Oodnadatta into the Northern Territory. Reports of flooded roads on the road ahead turned us back to Port Augusta where we suffered another set back. Because of the large numbers of Darwin refugees travelling South on the Stuart Highway, the Police in Port Augusta refused to let our group head North on that road. Apparently they were doubtful of food and petrol supplies in the small communities en route. We agreed that there was merit in their decision and proceeded with the Nullarbor section of our safari instead.

Across the Eyre Peninsular to Ceduna, on the coastal edge of the Great Australian Bight, where we camped in a Caravan Park after 6 days on the road. From there we followed what is jokingly called the Eyre Highway across the Nullarbor to Eucla in Western Australia. We diverted along the way to explore underground caves located near the rugged cliffs of the 'Bight'. The sandy tracks to the coast were actually a relief from the 'Highway', even though a few of the party lost parts of their cars exhaust systems along the way. Our purpose in travelling to Eucla was to visit several unusual caves in the plains of the Nullarbor about 60 miles north of the Highway. On the track out to the cave area we drove through the 'front' of a scrub fire and camped that night on burnt out ground with fires all round us. These caves would be impossible to find without very detailed maps and prior knowledge that Erwin had. They are entered through holes in the ground located in the otherwise flat landscape, sometimes the immediate area is depressed by cave-ins and one in particular was entered by climbing down a fallen tree in the entrance.

CENTRAL AUSTRALIA - NULLARBOR SAFARI CONTINUED

These caves were very large, one in particular was so big we felt as though we were in Sydney Opera House. Another had an underground lake that we explored in an inflatable boat Erwin brought along for the purpose, having to carry it down an iron ladder and rope guide to the lake. Bit spooky floating about in the dark when all the torches were turned out.

Spent one of our worst nights at Eucla camped in the sand dunes. We were invaded by a plague of mice, in our food trailers and in our sleeping bags while we slept. The girls had a marvellous time next morning, screaming and carrying on, trying to get mice out of their sleeping bags and clothes.

Re-crossing the Nullarbor we broke five springs on the trailer Brian Budden lent Ian and me for the trip. We used a couple of tyre levers and 'U' bolts to hold the mess together and limped into Fowlers Bay, an abandoned fishing village on the Eastern edge of the 'Bight'. We camped at this lovely seaside spot for a few days fishing and swimming to get the Nullarbor dust out of our systems before tackling the Central Australia section. At Fowlers Bay Ian and I managed to 'souvenir' a complete spring section to fit the trailer from an old wrecked Anglia sedan. From here we returned to civilisation at Ceduna for a wash and brush up after a further 6 days camping out in the open.

From Ceduna this time we headed north past two rather large dry salt pans named Lake Everard and Lake Gairdner. We walked around on a smaller salt lake, finding that receding water had encrusted twigs and bottles in a hard covering of salt. The Stuart Highway was joined at Kingoonya where another trailer had to have a mainspring welded. On to Coober Pedy, where apart from having a trailer spring section rebuilt at a wrecking yard, we fossicked about and generally acted like tourists. Some of the party had a quick look in the underground church and through an opal mine open for display. Some of the younger members of the party found pieces of potch with a show of opal lying about the dirt on the town's footpath. In the heat though it wasn't long before we gathered at the local pub to wait for those still exploring. Heading north we travelled through very sparsely populated country where extreme heat and rough road conditions make travel hazardous. No full garage facilities are available between Port Augusta and Alice Springs and our cars were already a bit travel weary anyway.

The country of the far North of South Australia and the Northern Territory south of Alice Springs, whilst consisting mostly of sand or stony desert country can surprise you with a sudden burst of grass and flowers or a line of trees along a dry river populated by flocks of beautifully coloured parrots. It is harsh but beautiful country.

CENTRAL AUSTRALIA - NULARBOR SAFARI CONTINUED

Once in the Northern territory we headed off the main road out through Mulga Park and Curtin Springs to Ayers Rock. On this back track to the 'Rock' Erwin lost a trailer wheel when the bearing collapsed about 80 kilometres from the camping area at sunset. We stuffed the wheel hub with pieces of fan belt and he limped in to Ayers Rock camping ground about midnight.

Ayers Rock is terrific. It rises 1143 feet straight out of the plain, and is $5\frac{1}{2}$ miles round the base. Most of us climbed the 'Rock', a climb of just on a mile taking about an hour and a half for the climb and descent depending on how fit you are. It is no cinch, I got up the first third, steepest part, and thought it was as far as I was going but a short rest got my wind back and I was able to complete the climb and sign the visitors book. Strangely, there is some vegetation on top of Ayers Rock, some stunted trees and bushes. By far the most explored part of the Ayers Rock National Park is the Hotel Beer Garden, we all spent a considerable part of each day there. Their counter lunch was a meat pie, with or without sauce.

Naturally we visited Mount Olga as it is only about 20 miles from Ayers Rock and is quite spectacular, consisting of many large rock domes that change colour as the sun changes angle during the day. The Olgas cover 13 square miles, we drove right around them and did some climbing and exploring.

After 3 days at Ayers Rock we went north again off the beaten track through Wallera Ranch and on to Kings Canyon. This final section of 50 miles or so is a 4 wheel drive track, we covered it in conventional cars in 40 degree temperatures. All our manpower was needed here to push the cars out of clinging fine sand on the track and out of the numerous sandy creek crossings (dry of course). We returned to Wallera Ranch where the owner was kind enough to allow us to swim in his pool, and camp in the vicinity. On to Alice Springs, stopping on the way to have a look at some meteorite craters. We camped in a caravan park in Alice Springs with hot showers and washing machines, sheer luxury after a further 9 days roughing it. We even managed to swim every day in the Olympic Pool. aaahh! Temperatures were in the 40's all the time we were in Alice Springs.

To get back to Kings Canyon, it is a marvellous place to see, huge walls of sandstone beautifully marked and on top of the walls a miniature Grand Canyon effect in the weathered rock formations. One of our party remarked that he expected to see a group of mounted cowboys and Indians come rushing round a corner at any minute.

We visited many interesting places along the MacDonnell Ranges, Standley Chasm, Simpsons Gap, Ellery Gorge, and even Hermannsburg Mission. This is where Albert Namatjira lived, we saw his house and the store where some of his earlier works were displayed. Not much going on there now, most of the Aborigines seemed to just sit about, or drive about until the car broke down, then they just abandoned them to the weather.

CENTRAL AUSTRALIA - NULARBOR SAFARI CONTINUED

On our last evening in Alice Springs we had a barbeque at the National Park just out of town which contains the original spring after which the town is named and also the original Overland Telegraph Station and some equipment. When we were ready to cook the Ranger came down, chopped wood and lit our barbeque fire!

With a week to return home we headed back down the Stuart Highway back into South Australia to Mt Willoughby Homestead and across country to Oodnadatta. I might explain that a lot (most) of these places named on this part of the trip consisted of a large homestead with a petrol bowser. Mount Willoughby's claim to fame was that it had a bowser that needed to be filled by pumping by hand five gallons of petrol at a time into a glass bowl atop the bowser then drained into the car. They also sported an antique meat house of adobe bricks and thatched roof. On the run to Oodnadatta (population 31) one of the cars holed its sump rather badly, we beat it out as best we could and stuck a tin lid over the hole with Araldite. Thanks to Erwin's planning, both the Araldite and a supply of fresh engine oil was available. This temporary repair lasted the rest of the trip. We continued on south to Marree over roads to equal the infamous Birdsville Track, which does in fact start from Marree heading further east of Lake Eyre. Lake Eyre was the sight of a lifetime, being full of water for the first time in 20 years. We saw only the smaller southern section and it was like standing on the shore of a vast inland sea, the far shore invisible somewhere beyond the horizon. Our journey then took us through Leigh Creek and back to the Flinders Ranges where we again enjoyed the spectacular scenery of these Ranges and camped by a running stream for the first time in 3 days. We then continued on through Parachilna to Yunta and Broken Hill. It was then a comparatively easy drive home to Sydney, for us, and Canberra for the rest of the party.

During the 5 weeks safari the 8 cars and 5 trailers suffered 17 punctures, 10 broken spring leaves, 3 broken shock absorbers, 5 broken or fallen off exhaust pipes, 2 holed petrol tanks, 1 broken fuel line, 1 holed sump, 1 broken windscreen, 2 engine failure, 2 collapsed wheel bearings, 1 leaking fuel pump, 2 collapsed universal joints --- and 1 car hit a cow on the road that let out an awful squawk and was last seen headed east across the plain.

It is a tribute to Erwin's planning that, with a bit of bush mechanics we were never really stuck or in serious danger at any time during the entire trip. We saw country and off the track places most people only read about, and all the party and vehicles returned safely. If Erwin organises another Safari, I for one would be only too pleased to go should I be invited.

JOHN BIBLE

SKIING and SAFETY

(Courtesy of "Time" magazine of 6/1/75)

Of an estimated 5 million skiers in the United States, 250,000 will probably be injured on the slopes this winter. Can the risks of skiing be reduced? Ski-school directors and designers of ski equipment have long argued that better instruction and improved equipment could cut the injury rate considerably. Three doctors from the Boston School of Medicine question this. Drs. Joshua Gutman, Jonathan Weisbuch and Milton Wolf write in the A.M.A. Journal that despite better equipment and training, the injury rate for skiers has changed little, if at all, in twelve years. What has changed is the nature of ski injuries.

The Boston physicians base their conclusion on a study of 792 skiers injured at Vermont's Mount Snow during 1972-3 season. The current rate of 3.4 injuries per 1,000 skier-days was virtually the same as that observed at the same mountain in 1960-61. But the pattern of ski injuries was greatly changed. In the past, the classic ski injury, the broken ankle, accounted for nearly half of all ski fractures. Now, because of stiff plastic boots that protect the ankles, and bindings that release under bone-breaking tensions, such injuries make up only 16% of the total. "The reduction in leg injuries has been bought at the expense of the arm and torso", the doctors say. Twelve years ago, sprained and broken ribs, arms and shoulders were relatively rare among skiers. Since then, sprains have increased fourfold. Arm and shoulder breaks have gone up by a factor of three, rib breaks by a factor of ten. Obviously, the force of a fall once absorbed by the legs is now being taken by the trunk, arms and shoulders.

The Boston physicians also dispute earlier surveys which indicated that beginners were the ones most likely to fall and hurt themselves, and the implication that ski lessons could help prevent injuries. The new study suggests that skilled skiers, who move faster and on more challenging slopes, fall harder. Of the 792 casualties, no fewer than two-thirds classed themselves as either intermediate or expert skiers.

* * * * *

Thanks to Graham Keir for sending in this article.

* * * * *

CROSS COUNTRY SKI RACING IN THE TWILIGHT YEARS

by Peter Roberts

The recent boom in cross country skiing has attracted recruits from all classes of downhill skiers and all age groups and family groups. Many new to the ranks have never skied before and like newcomers to any sport, are fascinated by the style and grace of the experts and infected with the enthusiasm of the devotees.

In the Perisher Valley area of N.S.W., alone there are about eight races around the month of August, and if you are young and fit you will have tried your skill in some of these after several weeks on langlauf skis and a lesson or two.

But if you are not so young and fit, what then? Wipe the mist from your bifocals and read on

At least three of the races at Perisher cater for all age groups. These are the Paddy Pallin Classic (20 km.), and the K.A.C. Martini and Rossi (8 km.) each with 6 age groups and the Perisher Stampede, 2, 5, 10 km. (Prize for the oldest finisher).

These are tour races and generally less gruelling than the 3 lap track structure of the State and National titles and the more Spartan club open races (no names!),

If you have ever played competition sport at whatever grade or age, you inevitably feel that old urge to race, but as you take another sip from the mug you won for the 880 in 1937 and rub that stiff knee where you had the cartilage operation in '38 you begin to have second thoughts.

Many of us can look back on many years in varied types of sport even if only as mediocre performers. Don't hang up your guns and vegetate, join the dozens of over 40's (and ranging up to 69!) who have come into cross country racing in the past five years. Writing as one of them it is felt that a few points can be offered on the subject of race training for the not so young.

Firstly, remember that the actions in Cross country skiing though strenuous are fluid and not violent or conducive to torn muscles. You are not training for a body contact sport, though like all skiers you will have falls. Injuries however are uncommon in falls on cross country skis, and you are more likely to break a ski than a leg.

Secondly there is no royal road to fitness and you must look forward to many hours and kilometres of hard work.

..(cont..)

(cont ...)

In the 1930's a total of two miles made up of warm-up laps, sprints, starts and run-throughs was a good days training but modern training methods have shown that you must increase training work to 6 or 7 km. per day on at least one day a week in the final month to be able to cope with a 10 or 20 km tour race.

Having decided to become involved you must give attention to these factors:-

Joints
Muscles
Stamina and Wind
Equipment
Technique
Diet

Joints:

Many of us have a stiff joint or two which may have eliminated us from more vigorous sports like squash, cricket, tennis. It is surprising how knees, hips, ankles, shoulders can be improved by non weight bearing exercises every morning and before each training session. For the legs this is best done lying on your back "riding the bicycle" and for the back, neck and shoulders try trunk twisting, arm swinging and swimming movements while standing and leaning forwards.

Your doctor can help with anti-rheumatic drugs - there are non toxic ones - and physiotherapy is a great help to get the stiff members working.

Muscles:

Remember where you got sore and cramped on your first try at hill climbing. Thighs (quadriceps), outer side of hips (abductors) and the backs of your arms (triceps). These muscle groups need extra work and a simple method is to have a stool 50 cm. high and a pair of long stocks with rubber tips. Placing the stocks next to your feet step on and off the stool in a 4 step cycle, up, up-down, down, pushing down on the stocks as you step up. Do 60 to 100 cycles each day at 30 per minute.

Also for the triceps pull on two bicycle tubes attached to the wall at chest height or a rope through a fixed pulley with an end in each hand.

Squats are an additional leg strengthener and swimming with flippers develops all groups.

Running, of course, is the basic leg training. You are fortunate if you live in a hilly area because endless jogging on flat roads is inadequate. If you are out of condition at the start you will need at least three months. Work

up the running till you are doing 6 km. in 35 minutes once a week and 4 km. on several other days. Every few weeks do a 10 to 12 km. steady jog.

Stamina:

A simple word, but only to be had at the price of a steady increase in work per session as the weeks go on. Don't train hard every day but 3 to 5 days a week with alternate hard and light days. Training with a group adds interest and introduces the competitive element.

Wind:

The fifth decade finds most of us short of breath with this kind of work, so cultivate deeper breathing and empty the lungs completely when you breath out.

All the training at home falls short of the real thing, and skiing itself is the complete conditioner. It is not just coincidence that the top three or four racers in the "oldies" division live or work in or near the snowfields. And don't throw away your downhill skis: the occasional half days hard skiing on the chair toughens up your legs a bit more.

Don't be afraid of the workouts suggested. With graded increases the process is painless.

Equipment:

Treat yourself to a set of light racing skis and boots. Racing on heavier touring skis is a killer - keep them for training and touring in the rough country. For the price of 7 day tickets you can have a light windproof knickerbocker racing suit - dress light for racing.

Technique:

An easy style is not enough - like the self taught typist you can become perfect at bad techniques. The cross country instructors at Perisher will make all the difference - you save energy with an improved technique.

Diet:

Eat well and ski lightly the day before a race. And on the day - have breakfast $2\frac{1}{2}$ to 3 hours before the race of cereal or porridge, toast with honey or jam chewed thoroughly and eaten slowly then tea, coffee or fruit juice. Have no protein or fat in this breakfast. Don't eat glucose or chocolate just before or during the race and drink only staminade as provided along the way if the race goes for more than an hour and a half. This advice is based on the findings of a Scandinavian research group presented at a recent sports medicine conference. It is hoped that the enthusiasm of young ski racers will keep up and swell the ranks of the over 50s in the years to come.

There was an old man who said why
Can't I look in my ear with my eye
I'm sure I could do it if I put my mind to it
You never can tell till you try.

'TIS A LONG WAY FROM GUTHEGAby Elton Squires

On Sunday, 4th August, last year a small team of Warrugangsters decided to do a leisurely run over to Guthega and back before lunch.

The party consisted of George Failes, John Bible, Myrna Burke, Brian and Marion Willis and Elton and Elizabeth Squires. Having noted particulars in the club's trip book, we set out.

Our original intentions were to travel via Cooma Hut and across the Blue Calf Pass on to Guthega. In view of the glorious sunshine we decided to take a variation route via North Perisher, along Perisher Creek to the Smiggin Holes/Guthega road. The snow was fresh with plenty of "tooth". Blue stick with purple kicher or fish scales seemed to be the popular waxing choices.

This langlaufer seemed to recall the distance between the Island Bend junction and Guthega as being relatively short. After making assurances of "it's just around the next corner" and ducking snowballs and other miscellaneous flying debris from a couple of tiring members of the group, the leader showed much relief on reaching Guthega.

After wending our way up the hill and through the bushes we came to the Poma-T-bar track about 3 stanchions up the hill from the operator. We each proceeded to hitch a lift from one of the many swinging unemployed T-bars. All but the Willis' had reached the top of the hill, when the operator, tired of all the freeloading, stopped the lift. He refused to start again until the uninvited toothpickers had gone along their way.

Meanwhile the Willis' had proceeded to a point about 200 metres south of the creek crossing. By this time the weather had changed and was closing in fast. The rest of us after staggering down the hill and crossing Blue Cow Creek in near "whiteout" conditions were soon reunited. Brian had by this stage outlined details given by one of the Guthega people of a "super-quick newly marked trail - definitely the shortest way back to Perisher".

After trudging up a long valley which we later identified as Farm Creek, we noticed on our right a trig structure and by this stage had become suspicious of the "shortcut" so eagerly volunteered.

Although no-one would admit to being lost, the consensus of opinion was that John should check our position on his compass. After some manipulation and calculation with George's assistance, he decided our position was somewhere west of Mount Perisher and south-west of the Paralyser. At this point we headed east and began descending. Later we heard the roar of a bombardier on its way to Charlottes Pass and in a clearing of a few seconds we could see the poles which lead to the Chalet. Spencer's Creek crossing was also visible in the distance.

We joined the road close to Betts Creek crossing and finally arrived, tired and hungry, at Warrugang, 3 hours late for lunch.

I guess the moral of this story is if you take free lifts, don't rely on free advice.

Perhaps the board should institute an "executive travel type" policy whereby no more than two board members travel together!

WARRUGANG SKI CLUB LIMITEDServices Page

CORRESPONDENCE: Warrugang Ski Club Ltd.,
G.P.O. Box 1075,
SYDNEY, N.S.W. 2001

Kindly make all cheques payable to WARRUGANG SKI CLUB LIMITED.

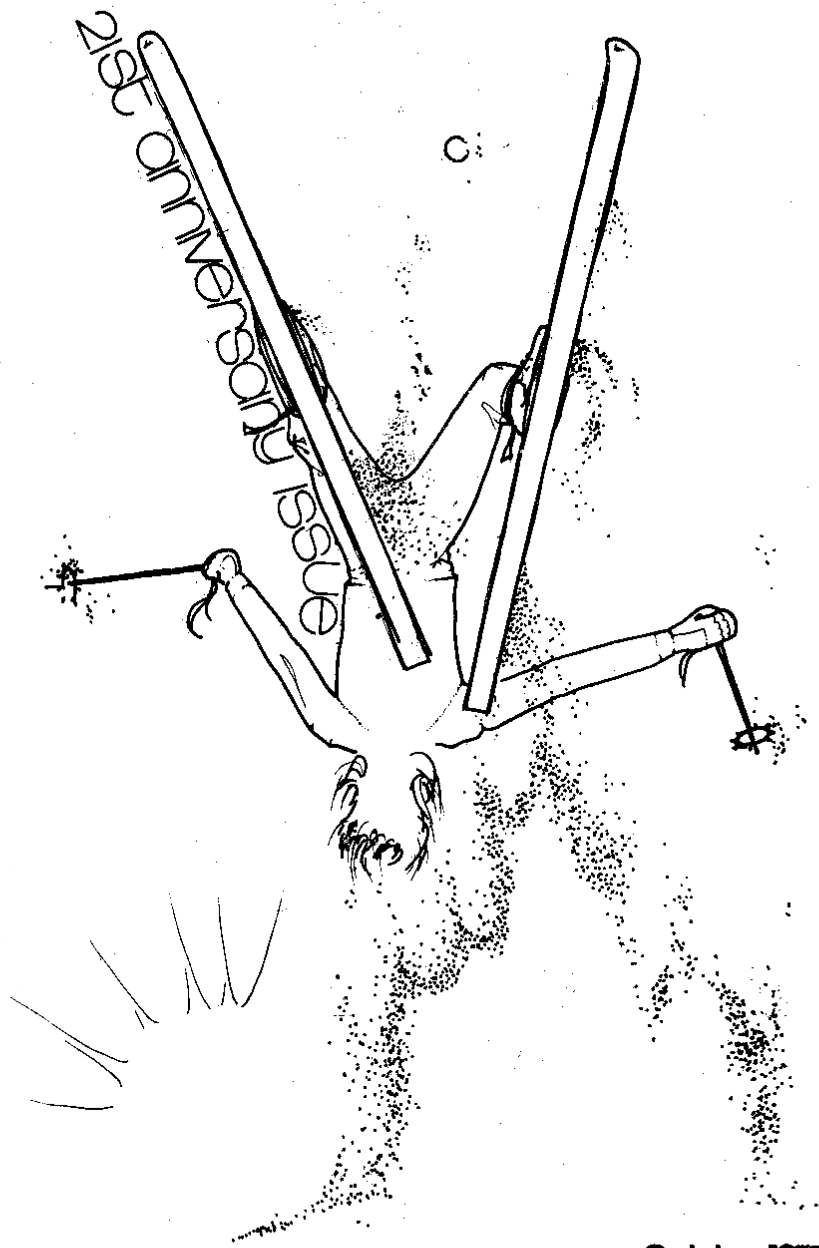
LODGE ADDRESS: Warrugang Ski Club Ltd.,
Post Office,
PERISHER VALLEY, N.S.W. 2630

TELEPHONE: Inwards - local calls - 75.215
Inwards - Sydney etc. - (0648) 75.215

DIRECTORS FOR 1975

President	George Failes	412.2771
Vice President	Ron Sim	34.6025
Secretary	Myrna Burke	631.9479
Treasurer	John Bible	451.7332
Bookings	Jim Brennan	406.4086
Building	Elton Squires	827.1483
Social	Kaye Mahler	546.2934
Magazine	Elton Squires	827.1483
Sports	Kaye Mahler	546.2934
Club Captain	John Williamson	949.2124
Lodge Management	Peter & Carol Grant	Cooma 75.215

* * * * *



October 1975

WARRUGANG SKI CLUB

WARRUGANG NEWS MAGAZINE

17th Year of Publication

VOL 17 : No. 2

SPECIAL 21ST ANNIVERSARY ISSUE - OCTOBER, 1975

C O N T E N T S

- - - - -

Page 2	Editorial
3	Warrugang is Born
6	The Warrugang Badge
7	Skiing - Rocky Mountains High
12	Sports Events
13	What Happened During Your Week at Warrugang?
15	Skiing a Live Volcano
17	People and Events
18	Do You Remember?
20	Cross Country Skiing
21	Service Page

- - - - -

E D I T O R I A L

- - - - -

It is with great pride that we present this special 21st celebration issue and hope you derive as much enjoyment reading it as we did compiling it.

The lodge itself has undergone many changes which are depicted in these two pictures taken fourteen years apart - the two major changes being the family rooms extension in 1966 and the addition of the second storey in 1972, thus converting the lodge to two-bedded room accommodation.

1960



1974



More importantly members of Warrugang have not changed their ideals of ensuring over the years a friendly convivial atmosphere in the lodge and a lively enthusiasm for the greatest sport of all.

The editor of our first issue in 1960 was Mr. R. Illingworth. The longest standing editor was John Bible who held the post from 1970 to 1974.

There have been numerous contributors to the magazine over the years. Thank you for your efforts. Some of the names include George Failes, Cindy Brew, Bob Neil, Raja Davenport, Ann Sefton and Barbie Graham.

We would wish you good health, good snow and good skiing and hope that your support for the club will enable it to go from strength to strength over the next 21 years.

(Thanks to Myrna Burke and Phil Tracy for the photos).

WARRUGANG IS BORN

By George Failes.

The actual decision date to start our Warrugang Ski Club can be reasonably identified. But the real history starts before this. Skiing had not become as popular then as it is today. Even when Warrugang was built there was only a handful of club lodges in the whole valley - and there were no commercial lodges or hotels and no T-bars or chairlifts.

So I take you back to the early '50s and the Students Geological Society. It was this society of geology students from the University of Sydney which laid the foundation for the events which followed.

The first excursions of this group to Kosciusko were summer walking trips. No doubt there were keen bushwalkers in the Society who provided the initial enthusiasm. So far as can be remembered the principal organiser of the two summer excursion to Kosciusko was one, Cliff McElroy. The years were 1950 and 1951.

Who could fail to be impressed by the grandeur of the mountains and the potential for winter sports? Who indeed! Certainly not geology students. It was inevitable that bushwalking should give way to skiing - for a tryout at least. So the next year, 1952, it was a winter trip for the Society rather than a summer one. On this occasion the ringleaders were Harry Mladek, Don Pinkstone and John Barrie. They collected together a party of 27 comprising two who had skied before, and 25 who hadn't.

The group had hired Harry Pemble's mother's truck which they filled with mattresses, straw, food, grog and people. They left Sydney on 9th August, 1952 and arrived back at Central Station at 8.00 a.m. on 16th August. Headquarters for this "first truck trip" was Smiggin Holes - for no better reason than they could not go any further with the truck.

The group adopted the "lovely old tumbledown" Smiggin's Cafe as their own. Its pot bellied stove was a real treat when temperatures got down below freezing. Across the road were two derelict Norwegian pre-fabricated huts left there by the Snowy Mountains Authority. They weren't particularly habitable as they were inches deep in water and ice all the time - but they did have hooks for hanging things.

The nights were cold - it got down to 12°F at the Chalet. But many times through a night someone would wipe a sweaty brow, throw back the tarpaulin and cry - "hell, it's hot in here". With 27 packed into the communal bed it was a case of "when one rolled over, we all rolled over" and that many bodies generate a lot of heat.

Skiing was hard work in those days, without tows. chairlifts, or over snow transport. So it was quite a feat that a touring party of 12 set out for the Chalet. They arrived about 3.30 in the afternoon and were delighted to find they had tows. It wasn't long before all remnants of wax were gone (who can remember pre-plastic sole days?), and with it getting dark there was little chance of the party making it safely back to Smiggins. So they went to see the Manager - "You shouldn't have come", he said, "the Ski Council wouldn't like it". But those were the days when the spirit of the mountains really meant something and they stayed.

One of the party knew someone who was staying there and so they took over the bathroom and wallowed in luxury. Can you imagine the dust that billowed into the back of a truck all the way over unsealed roads from Canberra to Smiggins - and this compounded by a further five days without bath or shower!

That was really the year that started it all. Without the enthusiasm that was built up that year there might not have been a second trip. But there was. The "second truck trip" left Sydney at 4.00 p.m. on Friday, 28th August, 1953 (and returned on 6th September). The party arrived in Cooma at 3.00 a.m. Saturday and not one petrol station was open! The temperature 30°F. What with waiting for petrol and a two hour wait for skis it was 10.30 a.m. before the truck reached Smiggin Holes. Alas, the huts had all fallen down so the party retreated down to the old Hotel site - the remains, as it was then, of the fire and which is now Sponars. Naturally they met the Manager in the bar! After a few ales he said they could stay so up went mattresses etc. to the third floor where conditions were very liveable. Luxuries there were too - on the ground floor one cold tap worked and one toot.

Memory hath it that the party included John Barrie, Paul Hoelscher, Jan Horder, Laureen Horder, Bob Cater, Peter O'Halloran, (and his now wife Marge), Betty Bruncker, Bill Richards, "Hank the Plank" and five Med students including Dave Prosser, Ron Elmsley and Brian Purser. Barbie Graham had to be there as well otherwise I wouldn't

have all this. (There must have been others as well whom I haven't yet identified).

The party stayed at the Hotel that year and skied the Grand Slam - they didn't get back to Smiggins. It was fun - and there was courting. Marge was doing a ballet dance through the bare concrete - bashed her toe and bled profusely, Peter came to the rescue and carried her off. Later she was seen cosily in his arms while he combed her hair.

It is believed that John Barrie spoke the magic words, "let's build a ski hut". Certainly that night was spent arguing colour schemes for the roof and inside the hut. And there is no question that John was a real enthusiast - one who organised people and money.

1954 was the founding year for Warrugang. Easter of that year was the hut site selection party. It was easier in those days - you picked your site and you built.

No truck trip this year - people made their own way to Kosciusko. Barbie Graham went down with Harry Mladek in his bike and sidecar. They left Sydney at 5 p.m. on Thursday 15th April 1954 and stayed overnight at Gorman House, Canberra, with Lois Nasmith (now Humphrey). There were several hell stretches on the Cooma Road - totally unsealed it was in those days. Bits of bike kept falling off - Barbie says they put the chain back 29 times between Canberra and Kosciusko. Barbie and Harry spent the morning fixing the bike. The rest of the party went off and they found the site. It was Saturday, 17th April, 1954. There was quite a party that night!

It was obvious that water would be needed so out went the diviners with fencing wire divining rods. The real success was Lois Nasmith. Even blindfolded and taken backwards and forwards across Mount Wheatley her rod always dipped at the same spot. The dam was built on Sunday, 18th April.

The return trip to Sydney was as hellish as the forward - a broken spring, innumerable punctures and finally no lights on the bike. But despite it all - we had a site.

The Club was officially registered as the Company "Warrugang Ski Club Limited" on 23rd December 1954.

Author's Note: For information for this short introduction to the History of Warrugang I am indebted to Barbie

Graham, Jenny and Garth Wilson and Greta and Keith Dutton. There is much, much more history to be recorded. I can only hope that people will write and tell me what they know of the early years of Warrugang. Then we can put together, for posterity and all our enjoyment, the history of this wonderful Club.

THE WARRUGANG BADGE

The club badge is the result of long discussions during a series of board meetings in 1960 and 61. Suggestions had been invited from club members and the few received were conventional ones which could belong to any ski club - a skier on a slope, crossed skis, part of a stock - but no one idea which was distinctively Warrugang. The final idea emerged from a board meeting in the common room of the lodge, Ken Wood, Ron Sim and Manager, Lou Vozab hammering out a scheme based on Ron's idea and a shield with a snow gum.

The badge as subsequently designed by Ron is a stylised representation of the view from the common room window, a snow gum - Warrugang to the local aborigines - in front of Perisher and Back Perisher. The snow gum used as the "model" is a prominent one in front of the lodge, typical in its shape but distinctive with its broken stump. Look for it next time you are sitting at the western windows admiring the view.

NOTE:

According to the Australian Museum, Warrugang means Snow Gum. The word was used by the Ngarigo tribe who were supposed to inhabit the Snowy Mountains area.

Ron Sim

SKIING - ROCKY MOUNTAINS HIGH!

"Welcarm to Denver the m-a-r-l high city and gateway to the Rockies" .. With those words the plane touched down at Denver, Colorado, altitude 5,300 ft. I've never seen so much blue denim in my life and everyone seemed to be bow-legged and all wore high-heeled riding boots - real cowboy country!

The transfer from Denver to Aspen is a 4½ hour drive, or 40 minutes by plane, and what a flight! The Aspen Airways Convair - 16 seater - took only 3 passengers that day and a very chatty pilot every so often popped his head around the cockpit door to draw our attention to a point of interest below us. The Rockies are spectacular, rising to 14,000 ft. and a noticeable feature being the mass of trees, unknown in Europe at altitudes above 8,000 ft. The Rockies being located 10 or so degrees closer to the equator the tree line is therefore higher with trees dotting the highest peaks of 12 and 13,000 ft. This makes for interesting slalom skiing through the trees, an added challenge.

Aspen is quite a place, where to start to describe it? It is located at an altitude of 8,000 ft with lifts rising to 11,300 ft. Aspen started its life as a silver mining centre and on being mined out reverted to a ghost town until the discovery of winter sports! Its wild west mining past gives it a fabulous character with much of its original architecture restored ... hitching rails for the horses and all! The old Crystal Saloon, its full length mirror behind the bar, swinging doors and all conjures visions of the wild west version of a good old bar room brawl with the gunfighter being hurled across the bar and into the mirror ... ouch!!

Fabulous eating/aprèsing spots abound ranging from Pinocchio's for pizzas - to Mother Lode for Italian food - to Captains Anchorage for mouth-watering Alaska king crab to Jakes for steaks and burgers - to the Shaft (recreated mining shaft, menus on the bottoms of old mining pans) for barbequed prime ribs - to the Corner Drug Store for snacks and sodas. You would run out of time before you ever ran out of different places to go!

Aspen is really four different mountains in one! The main mountain - Aspen Mountain - (or Ajax as the locals call it) has the most challenging skiing. All runs (trails) are graded "easiest", "more difficult" and "most difficult" and are clearly signposted with the most interesting names - Show-off Alley, Point of No Return,

Niagara, Sheer Bliss, Lazy-8 Gully, Pussyfoot, Corkscrew, etc ... Seven double chairlifts provide Aspen Mountain with an uphill capacity of 6,600 per hour.

Next door, a short ten-minute bus ride away, is Aspen Highlands. Here 7 double chairs and 5 T-bars whisk 8,600 skiers per hour up from a base altitude of 8,000 ft. to a summit of 11,800 ft. There's an unforgettable run there called The Moment of Truth. It begins with a downhill ramp leading to a poma lift which you lunge for and launch yourself onto as you ski past ... I thought that in itself was how it had earned its name until I saw the shoulder high moguls in a field a mile long:

The connecting shuttle buses which run continuously between Aspen, Aspen Highlands, Buttermilk and Snowmass are FREE and your lift ticket is interchangeable between these 4 resorts. How's that for variety and service in fact in Aspen itself there is even a little bus that runs continuously around the village picking up anyone who hails it and dropping them off at the Ski lifts or at the bus stop.

Buttermilk is a beginners mountain and it is here that the main ski school activity takes place. But Snowmass is a very highly developed resort and only about 5 years old. It has a vertical rise of 3,500 feet to an altitude of 11,750 ft and 11 double chairlifts provide it with an uphill capacity of 11,500 skiers an hour!

These resorts average an annual snowfall of 150" at the base and 300" at the summit. The efficiency with which these resorts are run is what is the most noticeable feature to an Australian. The queues are orderly, and not long, it is forbidden for singles to proceed beyond a marked point and therefore people form pairs at the end of the queue thus making for quick loading. Maps of the trails and lift locations etc. are provided at the base of all chairlifts, on the mountain there are numerous telephones for emergency use in reporting accidents and their locations are also marked on the trail maps, at the top of the various mountains there are blackboards and chalk available so skiers can leave messages for friends! Notice boards at the base of the lifts announce if snow cats are working grooming any particular run and draw skiers attention to the fact ... in fact my bewilderment at a sign which said "Beware, cats on Pussyfoot" caused great amusement to the locals who explained that the snowcats were grooming a run known as "Pussyfoot"!!

The following Rules of the Road are printed on the back of the trail maps and I feel it mightn't be a bad idea if something like this were handed to all skiers entering the Kosciusko National Park

RULES OF THE ROAD

For your information, nine of these rules make up the National Skiers' Courtesy Code. Please read and observe them.

1. All skiers must ski under control. Control means skiing in such a manner that a skier can avoid other skiers or objects on the slopes.
2. When skiing downhill and overtaking another skier, the overtaking skier is responsible for avoiding the skier below him.
3. Skiers approaching each other from opposite directions must always pass to the right.
4. Skiers must not stop in a location which obstructs a trail, or stop where they are not visible from above, or impede the normal passage of other skiers when loading or unloading from lifts.
5. A skier entering a trail or slope from a side or intersecting trail must first check for approaching downhill skiers.
6. A standing skier must look uphill for approaching downhill skiers before starting.
7. When walking or climbing in a ski area, skis should be worn. Keep to the side of the trail or slope.
8. All skiers must wear safety straps or other devices to prevent runaway skis.
9. Skiers must keep off closed trails and posted areas and observe all traffic signs and other regulations as prescribed by the ski area.

Please ski with caution and consideration for others. Aspen Skiing Corporation reserves the right to revoke any ticket for reckless or out-of-control skiing, or failure of the holder to observe its rules and regulations.

Then on to ALTA, Utah. And the most unbelievable powder snow a base depth of over 200". This is a small resort which too started its life as a silver mining boom town, it now has 6 lodges which average about 100 guests each. This is the Powder-Hound's paradise ... less than half the mountain is trail marked and that 45% is graded as follows: 5% beginner, 10% intermediate and 30% expert ... and the rest is left in its natural state ... and heaven help anyone who tried to change that! The area is serviced by 6 double chair lifts, the summit altitude is 10,500' and the longest run has a vertical drop of 2,500 ft. The base is 8,500 ft, so it's pretty cold with a daytime average temperature of 20 degrees (I remember one morning when it was -1° at 10.00 a.m.). The average snowfall here, by the way, is 400-500". Overnight once we had a fall of 20" of new snow - was there a scramble to be on the first lift that day! Wowee in snow up to your waist, and once you've conquered that restraint that kept you from pointing your skis straight down the fall line, you've got it licked - you just seem to float through it, great billows of powdery snow fluffing up behind. In and out of the tree tops, the top 2-3 feet of great 60-70 ft pines! What an experience - not to be missed.

I could go on for ever, but I doubt if the Editor - or the typist - would approve! It was certainly enough though to whet my appetite and already we have plans well in hand for a Warrugangsters return trip in February March 1977.

For the information of any Warrugangsters who may like to join our group (at this point of time the starters include Greg, Neville and Aileen Fulthorpe, Greg Brookes Mike and Janet Shearer, Don Widdicombe, Elton and Liz Squires, Ewan Morrison and a couple of neighbours from Maranatha).

Our itinerary and costing to date is: Depart Sydney on a Wednesday via Honolulu to San Francisco staying over there until the Saturday morning when we fly via Boise to SUN VALLEY, Idaho, a week there, then to JACKSON HOLE, Wyoming, for a week, then to ALTA, Utah, for the next week and finally to ASPEN, Colorado for a week. From Aspen to Los Angeles for a couple of days sightseeing then home.

Greg Fulthorpe has done all the costing for us and included in the total cost of \$1950 is, of course, the

return international flight, the domestic flights from San Francisco to Boise to Sun Valley to Jackson Hole to Alta to Aspen to Los Angeles, accommodation in the cities and the resorts and all lift tickets.

We will be placing our deposits on our accommodation bookings in January/February coming and any Warrugangster interested in joining us is more than welcome, needless to say.

For further information you could either phone me on 546.2934 (home) or Greg Fulthorpe on 523.5688 (home) and we would be happy to provide further details.

Kaye Mahler

SPORTS EVENTS

1975 Annual Championships:

The club's 21st birthday annual races were held on Saturday, August 2nd. The weather was fine and snow conditions good. Some 20 people lined up for the slalom race, being the best turn-up in years.

The course was set on the chair side of the poma by Club Captain, John Williamson, whose organisation was meticulous. Our thanks also to those who assisted with course marshalling and radio operation - John Bible, Stan Williams, Greg Fulthorpe and Ian Kershaw. Thanks also to Peter Grant for providing pole transport services.

The results are:-

SLALOM - Overall placing

1st - Chris Williams	Aggregate Time:	66.2 secs.
2nd - John Williamson	" "	66.7 secs.
3rd - Elton Squires	" "	67.4 secs.
- <u>Men's Champion:</u>	Chris Williams	
- <u>Ladies' Champion:</u>	Kaye Mahler	69.2 secs.
- <u>Two Scorers Trophy:</u>	Don Widdicombe	73.2 sees.
	Barbie Graham	119.2 sees.

LANGLAUF -

- Men's Champion: Elton Squires 9 mins. 57 secs.
- Ladies' Champion: Kaye Mahler 12 mins. 50 secs.

Thanks to Aileen Fulthorpe and Myrna Burke who braved the rain and officiated for the langlauf competitors.

The races were celebrated with a very enjoyable party at the Lodge in the evening.

1975 W.O.M.B. Cup:

The race was held on July 12th in slightly hazy conditions. The course was set by the Perisher Ski School Manager between No. 6 T-bar and the Poma. Warrugang's team included John Williamson (Captain), Len Reed, Kaye Mahler and Elton Squires. The event was won by Boonoona to whom we've loaned the shield for 12 months!!!

Warrugang as host club arranged the celebration party which was very successful.

The Committee is in the final stages of setting next year's date which will be circularised in the near future.

1975 Perisher Cup:

On Thursday night, 2nd October, the grim news was phoned through that the cup was cancelled due to fast disappearing snow conditions.

We are always keen to hear from members who are interested in racing for the club. Please call our club Captain or Sports Director.

* * * * *

WHAT HAPPENED DURING YOUR WEEK AT WARRUGANG?!

During the week 26 July to 2 August we found a few gems to report.

* There was Flash Nick from Jindivick and the Man from the Snowy River but none could match our very own home-grown "Blue Streak" - Greg Brookes. Yes, terrorising the ladies on the slopes, 'shortening' the queues, or aprèsing, Greg makes his mark. Congratulations on obtaining your 2nd Class A.N.S.F. Greg.

* One of our well known members was seen of an evening sitting in front of the fire diligently knitting away. No-one could identify the object being created!! There were suggestions that it looked like a quadriplegic hedgehog rainbow porcupine boot bag or a baby wombat cover. Yes, Alison has now produced another fine ski-bonnet.

* It was a very hectic week. So hectic that Graham Brown retreated to the quiet of Canberra for 2 days during the week, but Barbara stayed on!

* Brian Mazlin has acquired the newly conferred title of Waxmaster. Brian ever so eager to try out his new langlaufs produced his new bag of waxes. Tremendous variety, but alas mostly green and blue stick waxes. Nevertheless, with a good coating of purple klister he managed to run up to Spencers Creek crossing and back.

* Another convert to the "Jetties" club. Nev. Fulthorpe under the watchful eye and skilful tuition of Barbie Williamson is now an expert in jet turns and says they're the greatest!

* There once was a lovely lady who about mid-day began to wonder why her boots weren't quite right!? Charm Formby must have the distinct honour of wearing the left boot on the right foot and vice versa for at least half a day.

* We must not forget those two faultless stylists. Always looking beautiful on the mountain and not a muscle out of place - John Williamson and Greg Fulthorpe.

* Many members I'm sure have benefited from the patient and willing technical advice of John Bible. John spends considerable time checking and adjusting other peoples bindings. Your contribution to our safety is highly appreciated John.

* New Warrugang proverb - He who leaps across fireplace with langlauf strides may hit something hard.

Yeah folks Hedley Stephenson carefully practised for hours the langlauf stride. In his enthusiastic efforts demonstrating his technique to the gallery, Hedley hadn't counted on the door jumping out in front of him. (Both Hedley and door suffered no apparent disfigurement).

SKIING A LIVE VOLCANO

You've heard it's terrific skiing!

Meanwhile having parted with \$6.00 for your day ticket, you wait patiently in the chair queue. As you ride the chair and subsequent lifts you read these prominent signs:

W A R N I N G

This is a laher area.
In the event of an
eruption please move
immediately to higher
ground.



Skiers pause above the Te Heu Valley,
Mt. Ruapehu

I recently spent a week-end skiing on the live volcano. Mt. Ruapehu in the north island of New Zealand. The mountain is some 2800 m. high and has 3 chair lifts, 2 T-bars, 4 pomas and several rope tows. The lift network offers a variety of skiing from easy to advanced. The skier has a vertical drop of some 1800 feet and a run of 3 miles down. Hazards including 50 ft. cliffs are plentiful but well marked.

This incredible mountain situated in a volcanic environment seems to create its own weather patterns. White-outs and strong winds would, on occasions, make any Perisher skier feel at home. Weather conditions in Wellington or Auckland, some 200 miles to the south and north respectively, often bear no similarity.

Ruapehu is in Tongariro National Park. Private club lodges only are built within the resort. Most operate on a self-catering basis. The tranquillity of the resort is enhanced by a complete absence of Skidoos. The only oversnow transport is a Nodwell snow bus (10/12 seater). It operates from a kiosk at the top lift and weather permitting, takes skiers, hikers or tourists to the top of the mountain and crater of the volcano. Some years ago it was common for skiers to have a leisurely dip in the warm waters of the crater lake. After an exhilarating schuss covering a vertical drop of 1700 feet one may rejoin the not-so-adventurous on the piste below.

An interesting feature is that regular skiers can become members of the Ruapehu Alpine Lifts Company. This entitles preference over the general public in lift queues on the lower slopes. Queue jumpers on the higher slopes are, needless to mention, up to world class standard.

A bus park is situated about half a mile before the entrance to the park and below the average snow line. Day passengers are transported via "Mountain Goats" to the Top O' the Bruce, the bottom chair station. "Mountain Goats" are similar to ex-army trucks with closed-in canopy and seat about 30 people. There is a private car park within the national park.

Mt. Ruapehu does erupt!!

So far it hasn't erupted in winter time but last March it became a little violent. Lava knocked over the top station cafeteria and demolished a couple of stanchions. It is estimated that skiers, to avoid possible injury, would have to clear the slope within 15 minutes if an eruption alarm were sounded. Mt. Ngauruhoe standing between Mt. Tongariro and Mt. Ruapehu is also snow capped and represents the almost perfect cone shape of a volcano. It permanently billows from the crater.

Notables like J.C. Kilby have been lowered on to the top of the crater by helicopter. To the onlooker the skier seems like a dot zigzagging down the cone. A great experience

but certainly one for the expert.

Undoubtedly Mt. Ruapehu is a unique resort. For those passing through the North Island in winter, a visit should prove most rewarding.

Elton Squires

* * * * *

* ALAN HOWARD would like to express his sincere thanks to Peter and Carol Grant for their assistance during his untimely illness in August.

* THE BOARD has decided to redecorate the common room and rooms 5 and 6. We would welcome ideas from members with regard to colour schemes etc. in the common room. We will be pleased to discuss your ideas at the Dinner Dance, otherwise post them to arrive no later than 14th November.

* AN OLD IRON with thermostat for waxing skis is wanted. If you are about to throw one out, please ring Elton Squires on 827.1483 (private).

PEOPLE:

* Congratulations to Phillip and Sally Tracy who have another addition to the family.

* Witold Wajntraub married Jola Zelicki on 4th October in Melbourne. Congratulations and best wishes to you both.

DO YOU REMEMBER?

Everyone has a favourite anecdote from Warrugang's 21 years, and these can certainly enliven the Common Room dinner tables.

What about ?

- the pressure lamps that had to be filled each night with kerosene, and the night the floor at the head of the stairs was ablaze with free-floating kero that had spilled during the filling operation;

- the snow that drifted into the girls' dorm from a gap beside the kitchen door. With no wall lining to deflect it, and mattresses on the floor, the S.W. corner was a snowy place to sleep;

- stopping at the park at Cooma in the early morning darkness, and being assailed by mouth-watering smells of bread baking next door;

- the stormy Annual General Meeting at which it was proposed that the sub. be raised from 5/- to 10/-. As Brian Smith told us so eloquently, "Even Life Saving Clubs can afford 10/-";

- the evening the snowmobile misjudged the bridge over Perisher Creek, and deposited boxes of food orders into the ice-cold water; and they had to be fished out by their owners;

- digging out the septic - as told in innumerable episodes;

- the year of the big blizzard when seemingly everyone in the mountains was stranded at the Old Hotel (now Sponar's Lakeside Inn) at the one time. All day Saturday and throughout Saturday night bodies huddled together in the bar, while snowmobiles kept breaking down on the deep snow. It was a case of food sold to Chalet people only; the rest of us either starved or turned impostor, and then camped for the night on the snow-covered floors of the derelict servants' quarters, as far as possible away from the glassless windows. We walked from Diggers Creek into the hut on the Sunday, carrying skis and packs;

- the weather station men from Spencer's Creek who used to run uphill past Warrugang in the days when langlaufing was something unknown;

- the nutcracker tow at the Perisher Tow Hut, especially the top section where the slope was so steep and the rope terrifyingly high up;
- the day trip to Guthega that people ritually made once each holiday;
- Adam's tracks beautifully herringboning up Perisher in the early morning sunlight, while we were still eating our breakfast;
- 'Arry, the little Yorkshire manager with his song "My Old Black Billy" and his "comboostibles" burned late at night on the Common Room fire;
- Lou, Merv and Dawn and their superb hot chocolate;
- the member who pranged alongside Perisher Creek down below the hut, found one foot 180° out of alignment, and while waiting for help decided to straighten it. He had turned it through 90° before realising he was turning it the wrong way. Naturally (!) he then turned it back the right way. He later wrote an article for the journal on the importance of adjusting bindings;
- and while on accidents, what about Merv skiing home from Smiggin Holes with a guest's suitcase strapped to a Yukon pack. He went over an unexpected cornice, fell and hurt his ankle. When he had picked up himself and his pack, and viewed the cornice again, he wondered at his inability to handle this obstacle - so skied over to the nearest T-bar and tried again, with more success. Later in the hut he undid his boot - and as he said, his foot fell to pieces. Next stop, Cooma Hospital, x-ray showed a broken ankle;
- and of course the Warrugang story to end all stories: the time we gave a party one school holidays. and one visitor from another club really make her mark - on the boot cupboard under the stairs where the chicken wire shelf got such a bashing that the boots all slid together in a heap for the rest of the season. She gained attention quite early in the evening by a kissing marathon with her boyfriend which had one Warrugangster so intrigued that he stood by, pipe in hand, counting the seconds to see just how long they could kiss without coming up for breath! When later the couple disappeared, everyone assumed they had gone home - until one departing guest, going to retrieve his ski-boots, opened the door of the boot cupboard. Wow!!

Margaret Sim.

CROSS COUNTRY SKIING

Oh to escape the 20 minute queues on the chairlift or the agony of trying to ski with 200 cm skis over the moguls chopped up by the shorties - strap on the "tooth-picks" and presto you can be at Perisher Gap while your counterpart is waiting, ears pricked for a single. The difference is subtly typified below (courtesy of Michael Brady's book - Nordic Skiing).

THE DIFFERENCE

... there is a difference



In the 1973 season, dare it be mentioned, the snow conditions for Nordic skiing were very good. By combining alpine skiing with langlaufing one is able to fine tune skiing activities to gain maximum enjoyment. It is estimated that after the expensive and traumatic rush to get on the slopes, two out of every five first time skiers never try it again. Were Nordic skiing made the introduction to all skiing it would not be surprising if more skiers stayed with the sport.

And for those who will never really like Alpine downhill skiing, here is a chance to avoid becoming a non-skier, that most dreadful of all fates.

Elton Squires

WARRUGANG SKI CLUB LIMITED

Services Page

CORRESPONDENCE: Warrugang Ski Club Limited,
G.P.O. Box 1075.
Sydney. N.S.W. 2001

Kindly make all cheques payable to WARRUGANG SKI CLUB LIMITED.

LODGE ADDRESS: Warrugang Ski Club Limited,
Post Office,
PERISHER VALLEY. N.S.W. 2630

TELEPHONE: Inwards - local calls - 75.215
Inwards - Sydney etc. - (0648) 75.215

DIRECTORS FOR 1975

President	George Failes	412.2771
Vice President	Ron Sim	84.6025
Secretary	Myrna Burke	631.9479
Treasurer	John Bible	451.7332
Bookings	Jim Brennan	406.4086
Building	Elton Squires	827.1483
Social	Kaye Mahler	546.2934
Magazine	Elton Squires	827.1483
Sports	Kaye Mahler	546.2934
Club Captain	John Williamson	949.2124
Lodge Management	Peter & Carol Grant (Cooma)	75.215
	Tony Cornally (Summer)• "	75.215

* * * * *