

Federation of Victorian Ski Clubs

Annual Report

THE history of the events leading to the formation of the Federation of Victorian Ski Clubs, has been adequately described by Mick Hull in the Australian Ski Year Book, 1948—P. 86-90.

The inaugural meeting of the Federation was held on Saturday, 8th November, 1947, when thirty-five representatives from twenty-three clubs and bodies interested in ski-ing were present. The meeting drafted a Constitution from the basis of the convening clubs and decided to refer it for ratification to the various clubs and bodies represented. At the first Annual Meeting of the Federation on 6th December, 1947, the Constitution was ratified and adopted. Twenty-two ski clubs had joined the Federation as foundation members. Several Sub-Committees were appointed, viz.—

Racing, Year Book, Publicity and Equipment.

F.O.V.S.C. Membership.

At the present time, the twenty-four constituent clubs of the Federation have a total individual membership of 1956 skiers.

F.O.V.S.C. Meetings, 1948.

During the year, meetings of F.O.V.S.C. were held on 1st March, 1st May, 26th June, 9th October and the Annual Meeting will be held on the 4th December. The average attendance at F.O.V.S.C. meetings was 22.5 representatives.

ACTIVITIES OF F.O.V.S.C. SUB-COMMITTEES

1. Resorts Planning Sub-Committee.

The Resorts Planning Sub-Committee was appointed to assist in furthering the development of ski resorts, and to confer with Government Departments and other interested bodies. This Sub-Committee includes representatives who, in addition to their general knowledge of snow and winter conditions, possess special technical qualifications in engineering, architecture and science. The Chairman is Mr. Vernon Corr, of the Alpine Club of Victoria.

(a) Upper Murray Alpine Region.

A meeting of the Upper Murray Regional Development Committee was held at Mt. Hotham on 20th January, 1948, and four

F.O.V.S.C. clubs interested in the area were present by invitation.

At the request of the Upper Murray Committee, F.O.V.S.C. prepared a comprehensive report on the development of the Upper Murray Alpine Region, which laid emphasis on the development of Mt. Hotham (Mr. Vernon Corr was Chairman of the Drafting Sub-Committee).

(b) Mt. Hotham.

As twelve F.O.V.S.C. clubs are interested in the Hotham area, the Resorts Planning Sub-Committee has prepared a special report of the Development of Mt. Hotham for presentation to the Lands Department by Mr. T. W. Mitchell, M.L.A. The Report envisages an Alpine Village of Lodges built mainly by ski clubs, and a Committee of Management to control the area is suggested.

Alpine Club and Edelweiss Ski Club have already built lodges on Mt. Hotham; University Ski Club is building on Hotham, and the Australian Women's Ski Club will build a Memorial Lodge on Mt. Loch.

(c) Development of Mt. Buller.

- (i) 16 ski clubs (including 14 F.O.V.S.C. clubs) have applied to the Forests Commission (which controls the area) for permissive occupancies to build ski lodges on Mt. Buller. The Forests Commission has a plan for the development of an alpine village at Mt. Buller, and 14 hut sites have been surveyed in the Cow Camp area. On 12th April, 1948, the Commission sent a questionnaire to all the applicant clubs, dealing with such matters as sewerage, common water supply, dug out, road construction, etc., and asking whether the clubs would be prepared to pay for these amenities, if built by the Commission. A meeting of the applicant clubs was held on 16th April, under the auspices of the Resorts Planning Sub-Committee, and a common line of action was decided on. On 20th April, a letter was sent to the Forests Commission on behalf of the applicant clubs giving their general views, and pointing out "(I) That the clubs must carry out as

much of the necessary work on the projects as is possible, through the labour and efforts of their own members. (II) That the clubs cannot commit themselves or their members to unspecified expenditure of a possibly substantial nature."

(ii) **Mt. Buller Committee of Management.**

The Forests Commission announced on 1st June, that a Mt. Buller Committee of Management would be appointed, to consist of representatives from:—

Public Works Department, Country Roads Board, Shire of Mansfield, Upper Goulburn Regional Committee, Ski Club of Victoria, Federation of Victorian Ski Clubs, and the Forests Commission.

The Forests Commission stated that "the Committee's particular responsibilities would be with matters concerning building standards, sanitation, water supply, fire refuge accommodation, access, and the development of the area as a residential site." After some delay, the Committee of Management has now been officially gazetted, and it has been stated that the hut sites will be allowed by the Committee of Management, probably before Christmas.

Mr. Vernon Corr is the Federation's Representative on the Committee.

(iii) **Report on Mt. Buller.**

The Resorts Planning Sub-Committee has prepared a Report on the Development of Mt. Buller for the benefit of applicant clubs, and for the information of the Committee of Management.

(iv) **Report on Ski Lodge Building.**

Malcolm McColl, prominent snow architect, and a member of the Resorts Planning Sub-Committee, has prepared a Report on Ski Lodge Building, for the benefit of clubs.

(v) **Building Permits for Ski Lodge Building.**

At the present time the Federation has under consideration a plan whereby the Federation may apply (through Mr. T. W. Mitchell, M.L.A.) to the Minister for Housing for building permits for all the applicant clubs.

(d) **Other Areas in which F.O.V.S.C. Clubs are interested.**

Bogong Ski Club (composed of State Electricity Commission personnel) already has a substantial ski lodge in the Falls Creek area, Bogong High Plains (which is controlled by the S.E.C.).

As a result of F.O.V.S.C. representations, Albury Ski Club and Beechworth Ski Club have received permissive occupancies in the Falls Creek area, and Tallangatta Ski Club has received a permissive occupancy on Mt. Wills.

The Victorian Rover Scouts have a hut near Cope Hut on the Bogong High Plains, and Wangaratta Ski Club has a lodge on Mt. St. Bernard. Tanjil Ski Club proposes to build a lodge on Mt. Baw Baw in Gippsland.

(e) **Snow plowing of Alpine Roads.**

As a result of F.O.V.S.C. representations (I) the country Roads Board will improve the Omeo-Mt. Hotham road in preparation for snow plowing; (II) The Country Roads Board has carried out snow plowing experiments on the Harrietteville-Mt. St. Bernard road, using a converted Matador truck; (III) The C.R.B. has kept the Omeo-Tallangatta highway free of snow this winter.

2. Inter-Club Racing.

A Victorian Inter-club Ski Championship was conducted by F.O.V.S.C. Racing Sub-Committee, under the Chairmanship of Ken Taylor. This was the first inter-club ski championship competition held in Victoria, and was open to any Victorian Ski Club. For the purpose of the competition, Victoria was divided into three zones, viz.: Mt. Buller, Mt. Hotham and North-Eastern. Twenty-two ski clubs competed, and each club was represented by a team of three competitors. The two winning clubs from each zone contest competed in the grand final at Mt. Buller on the 19th September. The competition was conducted over slalom courses, and A.N.S.F. Racing Rules were observed. The competition was very successful, and great enthusiasm was shown by competitors. A noticeable feature of the competition was the good fellowship among the competitors of the various clubs.

The results of the final were:—

(1) University Ski Club; (2) Bull Lodge Ski Club; (3) Wangaratta Ski Club.

A trophy was generously donated by Mr. T. W. Mitchell.

3. Year Book.

An official Victorian Section of the 1948 Australian Ski Year Book was produced by F.O.V.S.C. Year Book Sub-Committee, with T. W. Mitchell as Chairman.

4. Publicity Sub-Committee.

The Publicity Sub-Committee (Lynette Walker, Chairman) has done a lot of ground work and prepared the way for publishing a monthly F.O.V.S.C. Magazine, the first issue of which will appear early in 1949.

5. Technical Sub-Committee.

The Technical Sub-Committee (Chairman, Warrand Begg) prepared a report on the possibility of holding the 1956 Olympic Games in Victoria. This report was submitted to the International Olympic Committee in London by the Lord Mayor of Melbourne.

6. Equipment Sub-Committee.

The following is an outline of the proposed activities of the Equipment Sub-Committee.

- (i) Plans for making of skis by individual skiers.
- (ii) To encourage local manufacture of ski equipment.

(iii) Information on availability of materials.

(iv) To endeavour to stop sale of unsuitable equipment which may be dangerous.

(v) Standard specifications for ski equipment.

7. Lecture Teams.

The Federation is organising a panel of expert lecturers, who will be available to give lectures on specialised ski-ing topics.

Conclusion.

The Federation has had a very successful first year, although the effects of long-range planning by the Resorts Planning Sub-Committee may not be felt for some time. It is desired to especially thank the various Government Departments and bodies which have co-operated so well with the Federation in ski-ing matters, and to point out that it is the policy of the Federation to co-operate with all bodies interested in ski-ing affairs.

Victorian Inter Club Ski Championships

K. Taylor

FROM the time of the first Spargo Cup down the Australian Drift in 1920 to the thrilling Interstate Championships of recent years, there had been no adequate attempt to bring together in competition the hundreds who are members of the various thriving clubs, both large and small, throughout the State. They lacked outside competition both to prove and to improve their capabilities. For instance, very few members of metropolitan clubs had any idea about the standard that the Albury Ski Club could produce; or perhaps the Bull Lodge skiers who frequent Mt. Buller often wished they could give those from Bogong a run for their money.

Something had to be done and the F.O.V.S.C. has now filled the breach.

After some preliminary nominations and resignations a racing sub-committee was formed with myself as chairman supported by such able and enthusiastic skiers as R. Arnott, C. Clarke, T. Dunlop, D. Hunter, B. Osborne, M. Selle and M. Wallace.

Preliminary discussions were held and finally a modified version of a plan first

evolved by Marie Dunn (Gardner) and Tom Mitchell was adopted.

This plan consisted of dividing Victoria into three districts or zones, namely Buller zone, Hotham zone and North-Eastern zone. All clubs were then given the option of stating in which zone they would care to compete. All clubs in each zone had to field a team of three to compete in a slalom to decide the first and second clubs in that zone. A Grand Final was then to be held at Mt. Buller between these two teams from each zone for a perpetual trophy generously donated by Tom Mitchell.

Altogether, 22 clubs competed in this competition, North-Eastern zone fielding 8, Hotham 3 and Buller 11.

The first to get going were N.E.D.S.A., who decided to find their two best clubs by a series of races by two clubs at a time, gradually knocking out the weaker teams until only two were left.

The competition was very well received in this zone, a time limit was set on each round, and clubs co-operated very well and had their races completed on time.

and will provide much stiffer opposition in this coming year.

Although this competition is solely a team affair I might mention promising material for future State or even Australian representation in Barry Patten and Frank Gibson. Compliments, too, must be paid to Misses Pat Jones and Lynette Walker who competed with courage in a slalom that was set primarily for men.

Ski Resorts Planning

V. Corr

WHEN the Federation of Victorian Ski Clubs was formed, it was realised that the day-to-day functioning of the organisation must depend to a considerable extent on sub-committees in collaboration with the Executive.

In view of the great interest of the Federation Clubs in establishing their own ski cabins, it was considered essential to establish a Resorts Planning Sub-Committee, which was to have special immediate reference to Mt. Buller, but was also to plan and organise for the development of resorts generally.

The Committee was fortunate in having considerable technical talent amongst its members, including Messrs. Malcolm McColl and Bruce Foster. The latter is an engineer in the service of C.S.I.R., while McColl's standing as a snowland architect is already too well known to need re-stating.

The Committee put a deal of work into producing comprehensive data and suggestions for the public bodies interested in the snow areas, and in establishing friendly relations with those bodies and in encouraging the development of means of access. The Country Roads Board showed great interest in the problem of access to snow areas, and amongst other things obtained and equipped as a snow plow a Matador truck similar to those used at Kosciusko and Kiandra. Owing to fitting out difficulties, tests could not be made till rather too late in the season for positive results, but the Board is not disheartened and will be on the job next season.

Clubs in other State as well as members of Victorian clubs may find something of interest in the following summary of a report prepared by the Resorts Planning Commit-

The success of the Grand Final and all previous events building up to it were only made possible through the excellent work done by my Committee, the generosity of clubs throwing open their lodges and huts to competitors from far afield and all the other co-operative skiers such as Gordon Langridge, who acted wherever possible as timekeeper, carriers and flag keepers and other such burdensome tasks.

tee, which was submitted to the Forests Commission and the Mt. Buller Committee of Management regarding Mt. Buller Alpine Village, to be established at Cow Camp.

1. Site.—In view of the fact that one of the reasons causing people to visit mountains is to enjoy a welcome change from the comparatively crowded atmosphere of suburban life, we would urge that buildings be not erected too close to each other. Also, the aesthetics of the village would be considerably improved by having the buildings widely spaced instead of cramped closely.

There is suitable ground for extension of the area already surveyed in close proximity to that area. It is recommended that without disturbing the present survey, clubs directed to build on the respective sites in places which will give effect to the above principles, and if necessary, a contiguous area containing further sites be surveyed.

2. Club Buildings.—A great proportion of the members of the clubs which have applied for sites on Mt. Buller are young skiers who would not be able to afford great monetary outlay in the erection of buildings and services by employing paid labour. It has been shown that satisfactory club houses can be erected at low expense by voluntary working parties among the members, for example, C.S.I.R. Ski Lodge. It is likely that most of the club houses which would be erected at Cow Camp would be built by this method. This aspect is also of importance in considering the method of water supply and sewerage, and thus should be borne in mind, for if these services could only be constructed by paid labour the project would be made very expensive and perhaps beyond the financial means of club members.

With regard to the design of the buildings, those who have participated in the pride and pleasure of designing and building something of their own firmly believe in leaving to the individual clubs the maximum possible freedom in preparing their own designs, rather than attempting to impose some standard design. The differing requirements of the clubs as to size of building also demand differentiation in design. Aesthetics are also better served by reasonable variety, rather than dull uniformity.

But while wishing to ensure that the maximum possible amount of freedom is given in the design of club houses the Committee is very desirous that the appearance of the mountain be not spoiled by the erection of unsightly and crude buildings. It therefore suggests that no rigid requirements for the construction of club houses be laid down, but that all designs be examined for approval by a qualified advisory or sub-committee appointed by the Mt. Buller Management Committee and where necessary advice be given as to any alterations in design required.

In addition, the Federation will circulate to member clubs and any other clubs who desire it a circular containing advice on design.

3. Disposal of Rubbish.—The Federation does not wish to see the snowfields defaced or unhygienic conditions set up by the accumulation of rubbish round club houses or elsewhere and it therefore suggests that the conditions of permissive occupancy include a clause compelling each establishment to dispose completely of all rubbish by burning or burying.

4. Water Supply.—Water supply is a most important factor in siting a ski lodge. Quality and quantity must both be satisfactory and the building must not be too far from the supply. If it is, the cost of piping the water to the building will be high and the laying of the pipeline will be a big job for the amateur voluntary labour which is all that the clubs can command.

There are three possible sources of supply in the Cow Camp area.

- (a) Rainwater from roofs.
- (b) Melting snow from roofs.
- (c) Local springs and watercourses.

Sources (a) and (b) involve the collection of the water in tanks, which are in short supply. Assuming suitable 1000 gallon tanks

to be available, it is considered that the normal rain and snowfall at Buller would provide a sufficient supply for household and sewerage purposes for buildings accommodating say 8 to 10 persons, if the building is occupied mainly at week-ends. But roof collection alone may not be fully adequate for larger places. For instance, assuming a 48 inch annual precipitation at Buller, the roof of the existing C.S.I.R. Ski Lodge would collect only 14,000 gallons per year. Allowing 20 gallons per person for all purposes, 14,000 gallons would suffice a full hut of 20 persons (the present capacity of C.S.I.R. Lodge) for 35 days. On the other hand, this does not take into account the possibility of the building being only partially occupied on week days. Nevertheless, substantial tank storage, which would be expensive, would be needed to take full advantage of the available precipitation.

In view of the doubtful adequacy of roof collection for larger buildings and the shortage of storage tanks, the best source of supply undoubtedly lies in local springs and watercourses.

Experience, particularly at C.S.I.R. Lodge, has shown that springs which appear to give only a minute flow will yield thousands of gallons per day. At C.S.I.R. Lodge, a flow which appeared to be a mere trickle has been found to give 1400 gallons per day. All that is needed by way of storage is a 70 gallon tank. Any rapid draw off from this by the occupants of the building is soon replenished by the constant flow from the spring.

The figures given below, in the light of the above experience, are therefore believed to be quite conservative.

There is in existence on the Cow Camp site itself a spring which when observed during a wet spell was flowing at the rate of approximately 2000 gallons per day. In winter this flow was found to have diminished to half the above rate, but even so this spring would provide one reliable, though restricted, source of supply. With the addition of small storage tanks this supply would probably provide for the needs of a fair number of people.

The most reliable supply, however, and one which would provide a source of supply which would never be in doubt as to its availability is a spring which is in approximately a westerly direction from the sites, some 300 yards distant, and approximately



Hotham Scene

P. E. Hull

100 feet higher as checked by taking levels. No data exists as to the flow of this spring through the entire summer, but it is known to flow continuously and would provide at a conservative estimate some 20,000 gallons per day—sufficient to provide for a fair sized village with a population say of at least 500. This spring has been observed to maintain its flow during winter.

This spring is in such a position that its damming and piping to the sites is a relatively simple matter and one that would be well within the capabilities and financial means of the combined clubs occupying the sites. It is considered that with a relatively simple and inexpensive dam and a 2in. pipeline, a reliable and lasting supply of water could be obtained at a relatively low cost,

which would provide for all the needs, for a long time to come, of the Buller alpine village.

5. Sewerage.—The question of sewerage schemes is one on which it is more difficult to arrive at a satisfactory conclusion as there are so many unknown factors which have to be resolved before a definite policy can be laid down.

There are four main systems which can be discussed.

- (a) Earth closets.
- (b) Chemical closets.
- (c) Individual septic tanks.
- (d) Collective septic tanks.

Type (a) can be dismissed as an unsatisfactory system on the grounds of being insanitary owing to the difficulty of disposal.

Were there regular means of disposal as in country town there might be something to be said for the system, but in view of the comparative simplicity of other forms of disposal it could almost be said that this system is archaic and not to be considered.

(b) The chemical closet type of disposal system has many merits both on the score of simplicity of installation, relative inexpensiveness and ease of operation.

There are various types of chemical closets which cater for a varying number of people and which require varying degrees of maintenance for satisfactory operation. One well known and proved type sells in Melbourne for about £11.

It is considered that some form or other of this type would be suitable at Buller for the smaller type of building accommodating up to say eight persons. It is considered that over this number the usefulness of this type is limited.

There is also a type of closet operating by electrolysis.

(c) and (d). The septic tank is the ideal form of disposal and provided there is a reliable source of water it is undoubtedly the best of all and in addition it does not present any special problems of installation beyond the capabilities of the average handyman. There are on the market prefabricated concrete tanks for those who do not care to go to the trouble of erecting their own concrete tank. The making of a concrete tank is not very difficult and the disposal of the effluent presents no problem on reasonable ground.

It is considered that the installation of individual septic tank systems would be far more preferable to the provision of a communal tank for the whole village of say up to 500 people, which would be a job of some magnitude and quite beyond the efforts of amateurs. Furthermore, in the event of any failure of a general system, rectification would be a problem, whereas with individual systems, there is no doubt as to who is responsible to correct the failure, which is also likelier to be simpler to rectify.

Summarising, it is considered that adequate sanitation for each building is indispensable, but it is urged that each building have a system for which it alone is responsible. The choice of system would depend on the size of building and the extent to which use was likely on week days. It is

recommended, therefore, that each club submit its own sanitation proposal for approval along with its building design. The Federation will assist its member clubs with advice on the system thought to be most appropriate to the requirements of the individual club.

5. Planting of Trees.—A worthy object and one which might contribute a great deal to the charm and amenities of the mountain would be a proviso in all site permits that a certain number of trees—Australian and deciduous and flowering shrubs such as rhododendrons be planted under the supervision of the Forests Commission. This could be made into a unique feature and with the comparatively large amount of volunteer labour which would be available the carrying out of the work would not present any difficulty.

6. Commercial Ventures.— Consideration might be given to the possibility of commercial ventures such as shops, cafes, etc., being commenced in this area and eventually of accommodation for the general public, whether members of ski clubs or not, while adequate controls are maintained to ensure that no buildings, etc., of this nature are allowed to be erected which will in any way detract from the beauty of the surroundings and diminish its value as a scenic resort. The steady growth of Buller as a tourist resort is certain and every endeavour should be made to see that its development in every aspect is wisely planned and foreseen and that the whole mountain is eventually transformed into the ideal resort, both from a scenic and beauty aspect and the tourist facilities viewpoint.

The Resorts Planning had early in its career given the Upper Murray Regional Development Committee a comprehensive survey of ski terrain in the Upper Murray region, and made suggestions for its development. It also prepared more concrete and detailed plans for Hotham, which are at time of writing subject to further discussion.

Without attempting any further detailed account on the Sub-Committee work it may be said that the development of both long-range and immediate plans for development of ski resorts and access to them proved a most interesting and stimulating activity, and it is desired to express great appreciation of the courtesy and keen co-operation of the public bodies and officials with whom

contact was made, especially the Forests Commission, Country Roads Board, Upper Murray Regional Development Committee, Central Planning Committee, Lands Department and Victorian Railways. It is pleasing also to record that the Mt. Buller

Committee of Management had at time of writing held its first meeting and allotted seven sites, with further sites to be surveyed. Committee members were appreciative of the ideas formulated in the Resorts Planning report.

We Bought a Bus

J. H. Edwards

LAST season we (Albury Ski Club) hired, every fortnight, a bus for which we paid £22 and were permitted to carry only twenty-two passengers. There were various other difficulties and many a time we said, with a hopeful sigh, "If only we had our own bus."

Accordingly, as one of our main objects has been to lessen the cost of ski-ing trips and ski-ing generally, we decided that at the first opportunity we would buy a bus for the club.

One sunny morning near the end of April there was another vehicle towed from a nearby disposals centre to a local garage. A four by four chassis on which was built a steel-framed, plywood-lined, and fabric-covered ambulance body. It was powered by a Ford Mercury motor which had done only 11,000 miles, but through standing neglected in the weather had a couple of valves stuck, needed new gaskets and a battery to be in good running order. The whisper went round like a "willy willy"—by that evening it had been carefully inspected from radiator to tail light by at least a dozen members and every one agreed that at its price of £200 it was a very good buy.

Its size, shape and the fact that it had the additional front-wheel drive; it was just what we required. On first inspection we estimated it would carry sixteen passengers, but when the stretchers were removed we were quite sure that eighteen could be carried. After removing the spare tyre container and the wall screening the driver we found that twenty-two passengers could be seated in comfort. The next morning, with the approval of the committee and the kindness of a member, we paid for the bus, on the bumper bar of which was written one word, "Jackson," the name by which our bus is now familiarly known.

At a general meeting a fortnight later "Jackson," partially converted, was accep-

ted unanimously by the members, as was the mode of repayment of our debt. The estimated cost of Jackson, its conversion, registration and insurance was £251. At that meeting our bank balance was showing a credit of £80. This meant we had to raise £161—as soon as possible. The fare was set at 15/- and the pay-load twenty-two. Of the £16/10/0 taken in fares £6 was set aside for running costs and maintenance and the balance for repayment of the loan. On a minimum of twelve trips we estimated we would show a profit of £126 and the remaining £34 would be raised by the social committee. This committee organised two 2/6 novelty dances which raised £60 and by early September we had the money in hand to pay for Jackson. It was ours—free from debt.

The conversion showed us just how solidly this vehicle was constructed. All parts in the assembly were either bolted or screwed, all wood used was well-seasoned hardwood covered with several coats of hard paint.

The stretchers and their supports were made of angle iron. Some of this iron we made into oblong racks which hold the foot-square padded seats obtained from army disposals. The racks rest in spring-bedded channels which are bolted through red gum blocks to the floor. Eight persons can be seated along each side of the vehicle while four sit behind and two on the left of the driver.

For economy, all screws, nuts and bolts were saved and used again. The dismantling of surplus parts reaped a harvest of fine blisters, sundry skinned knuckles, a very sore head and one black eye for the willing but mostly unskilled workers. We were greatly handicapped by a lack of the correct tools and those we were able to get were not in the best condition. Unable to borrow or beg an oxy torch it was necessary to cut through 8ft. 6in. of $\frac{3}{4}$ in. mild steel with a hacksaw. This job was hard, long and

t tedious as the sawyer was required to work in a very awkward position. As knuckles were skinned the sawyer would utter phrases sacred unto skiers. The two doors on the rear, each weighing about 1½ cwt. were removed and replaced by a masonite wall in which we placed two windows and a canvas-covered entrance. A ski rack which has held thirty-one pairs of skis was built on the sloping roof of the cabin above the driver's seat.

Finally, a coat of paint and several coats of waterproof dope and Jackson was ready for the roads to the snow by King's Birthday week-end.

Care was taken to add such small items as a fog light (home-made, but effective), a trouble light over the engine, spare petrol cans in an outside rack, a good tool kit with a few spares, a tow rope and a set of chains. These items were not costly, but if needed will save a large garage bill.

Our season with Jackson has been a very good one — we find it very powerful — on several occasions has pulled cars and buses out of trouble in the snow in bad weather.

It can climb Mt. Buffalo, except for two short steep grades in double reduction top gear at a speed of 15-20 m.p.h. On the flat can average 40-45 m.p.h. on moderate roads. As it was originally built for ambulance work, its heavy springing makes it most comfortable to travel in.

Jackson is driven and maintained solely by a committee of four members. On each trip two drivers take turns at the wheel to avoid fatigue and lower accident risk.

As a morale builder this bus is "tops." Members take great pride in it helping when ever necessary in its maintenance and cleaning. The trips have now changed from long weary journey last year to fun packed hours as the gang get to singing and joking the miles away. So popular in fact is Jackson that members prefer to travel in it to their own cars.

And what do we intend to do with Jackson during the summer? Why, carry building material for the lodge we are building on our newly acquired Permissive Occupancy, of course. Watch out for next year's article, "We Build a Lodge."

Mt. Buffalo Plans

FROM Mt. Buffalo National Park—one of Australia's outstanding all-the-year holiday resorts in the north-eastern Alpine District of Victoria—comes news that reflects the ever-mounting interest in ski-ing. The popularity of the sport was greatly stimulated by the engagement for the 1948 season of two professional Canadian Ski Instructors, Messrs. Herbert M. Hall and Paul Heikkila, to conduct the Ski School at The Chalet, Mt. Buffalo. They were ably assisted by Mr. William Marriott, of the Chalet staff.

Although the season began late and there were 14 fewer days available for instruction than in 1947, enrolments at the School, together with the number who passed the tests, exceeded all previous records. Here is a comparison between 1947 and 1948:—

	1947	1948
Ski School Members _____	892	1120
(previous highest, 1001 in 1939)		
Passed tests _____	96	499

Average daily number of people carried to the snow-fields by Chalet transport —	78	111
Total number carried _____	5601	6417

Those figures represent the interest manifested by guests at the Chalet. In addition, there was a remarkable number of day visitors to the National Park on Sundays. It was not unusual during the 1948 snow season for up to 1000 people to arrive in buses, motor cars, trucks and on motor cycles. Many travelled over 100 miles from places as far away as Albury, Bendigo, Shepparton and Corowa.

Messrs. Hall and Heikkila are highly qualified ski instructors. They are members of the Canadian Ski Instructors' Alliance, which comprises about 150 of the front-rank Canadians in this field of sport. Both have competed successfully in racing events.

Considerable interest was aroused at Mt. Buffalo in their teaching methods, which showed some differences from those previously taught. In brief, their technique rep-

resents a simplification of the famous Arlberg system which was first revealed at Mt. Buffalo in 1936 by Franz Skardarasy. Contrary to opinions held in several quarters, Messrs. Hall and Heikkila do not eliminate the snow plough and stem turns in their tuition. Their technique is suitable for all snow conditions and is also highly adaptable to racing. It is admirably suited for absolute beginners, enabling them quickly to grasp the fundamentals of the sport and to experience all the exhilaration of downhill running.

Nineteen hundred and forty-nine will see greatly improved ski-ing facilities at Mt. Buffalo. The Dingo Dell Run—the most conveniently situated and widest one in the National Park — has been widened and straightened, and the gradient evened out, the length of the run being increased by about 300 feet. There is a new downhill trail through the bush, cut on the lake side, and another downhill wood run from the top of the run to the head of the lake. The creek drainage at the foot of the run has been covered in. The road surface from the Chalet to the Dingo Dell Run has been improved, and a spacious car-parking area has been cleared in the vicinity of the run.

Skiers on the Dingo Dell Run will appreciate the ski-tow constructed by the Mt. Buffalo National Park Committee of Management, who will own and operate the tow. It is a rope tow, with a safety cut-off device, and the ski instructors will, at the inception of each course, give instruction in the fundamentals of ski-tow technique. Towbelts and clasps will probably be available for hire. Charges for the use of the ski-tow had not been fixed at the time of writing. However, it was expected that they would be moderate and probably on both daily and weekly basis.

For some time the Mt. Buffalo National Park Committee of Management has had in mind big plans for the future development of the area. Intervention of the Second World War prevented the advancement of the scheme and now its full implementation is being retarded by the shortage of labour and materials. It envisages a two-way, all-weather road to a small chalet and cafe in the vicinity of Egg Rock, which is near the foot of the Cresta Run. This building would provide accommodation for the more hardy

skiers, or members of ski clubs who desire to visit the Plateau in parties, as well as refreshments for the many day visitors who would drive there. This Chalet would also be popular with visitors at other seasons of the year. Although the Committee has concentrated its efforts on the further development of the Dingo Dell Run and the provision of a ski-tow, the area which lends itself to future development for winter sports is in the Cresta Basin, where there is room for several excellent ski runs of various grades. It is proposed to deviate the present road which cuts across the area at a spot about half a mile past the Cathedral Hut and to cross the valley at the foot of the Cresta Run.

Messrs. Hall and Heikkila of the Buffalo Ski School



versary. Fifteen happy years with those who love the snow country, fellow clubs, and ourselves. We look forward to the closer fellow-

ship with other clubs through F.O.V.S.C., and the realisation of the alpine community at Hotham.