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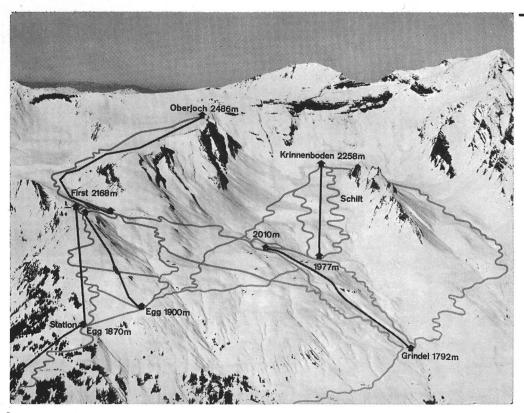
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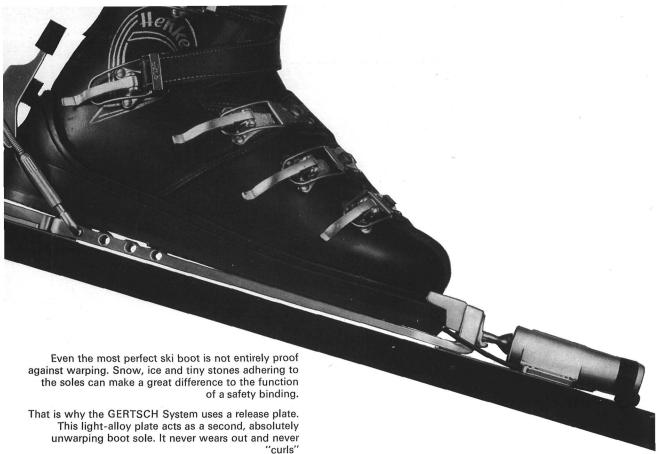
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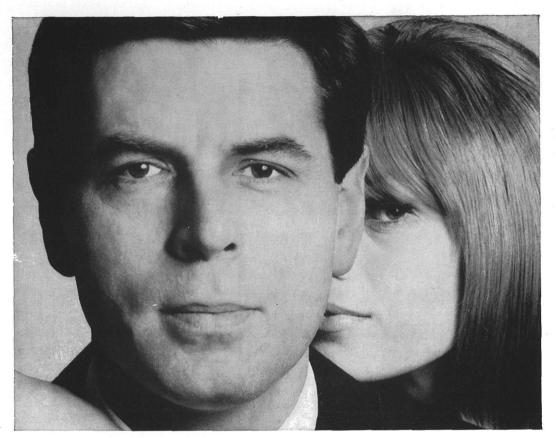
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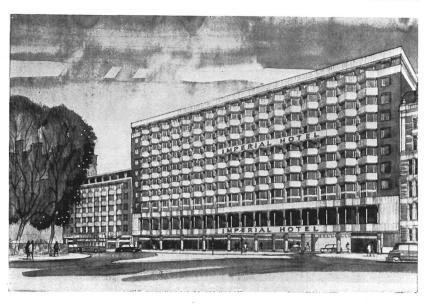
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Page Ten



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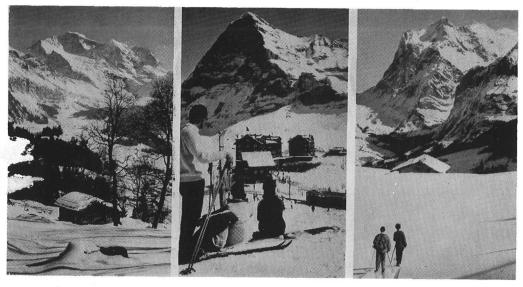


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Page Fourteen

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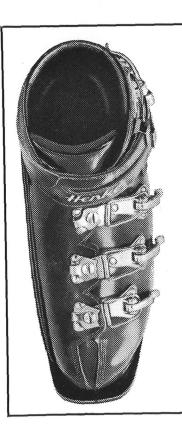


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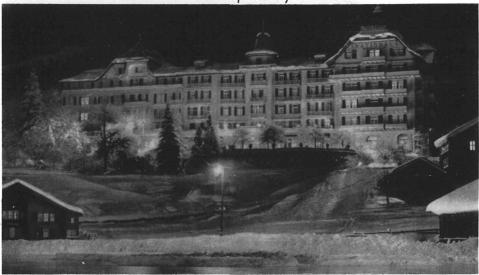
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Photo N. Freund

St. Bernard's Church, Wengen

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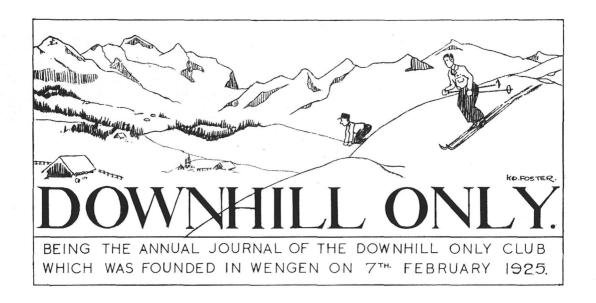
Your letters, articles, photographs and drawings are needed to keep the Editor employed and the D.H.O. Journal in business. If you have something to contribute or complain about, please send it NOT LATER THAN June 15th, 1970, to Hon. Editor, D.H.O. Journal, c/o Bannwald, Ballinger, Great Missenden, Bucks.

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

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

ADVERTISEMENTS: For rates and other details of trade advertisements, please contact the Hon. Advertising Manager, whose address appears on page 55. For personal advertisements, see details on page 53.

Page Seventeen



COMMENT AND CORRESPONDENCE

Come to Wengen

Your editor first came to Wengen as recently as 1962. It became then, and still is to the extent possible with the acquisition of a spouse somewhere along the way, his practice to see some other ski resort each year, as well as spending some time in Wengen.

In the course of these travels, we have found resorts that have bigger ski-ing and more cable cars (and, usually, bigger crowds), resorts laid out more quaintly, cheaper resorts (very few and very grotty), more expensive resorts (many) and some rather hideous places whose fame is hard to justify. Nowhere have we found a combination of good ski-ing, good uphill equipment and enjoyable, reasonable village life which compares with Wengen. That's why we always go back.

Now, it seems to me that many of our members have not been to Wengen for a number of years. One meets them at cocktail parties and dinners, but not in Wengen. The reason seems to be that they don't really know what has happened in Wengen over the past few years, and how much more it has to offer. Just going back over the seven years your Editor has graced the place, we see some really remarkable changes. Bruno Gerber's letter (page 21) tells us what is new in 1969–70. But here is a list of changes we have seen:

The Wixi Chairlift from below Wengernalp to the Lauberhorn

The sleek new trains replacing the quaint but frustratingly slow 'coffee-grinders'

The cinema and the adjacent bowling alley

The Tschuggen Lift linking Scheidegg with the Männlichen

Two discothèques (some of the squarer members may argue that these do not represent improvements, but we'll list them anyway)

New beginners' lifts at Allmend and on the Bumps

The all-weather ice-rink

The larger Männlichen cabins

The greatly improved 'pistendienst' with its piste-making machines.

We've probably forgotten a few things we now take for granted.

What I'm really trying to say is:

If you haven't been to Wengen for a few years, why not come this year?

Page Eighteen

The National Ski Federation Stanley Walduck writes:

There has been a great deal of discussion lately regarding the National Ski Federation, but it is too early to comment at this stage as the results of these discussions will not be apparent until after the Annual General

Meeting of the Federation in the middle of October.

Although this is a Government sponsored body, the Government grant forms only a small fraction of the funds required to carry out the proposed activities. The remainder has to be found from other sources, such as subscriptions from member clubs, which in the case of the D.H.O., in common with others, has been at the rate of a shilling per member, per year, i.e. slightly over £50. The problem is to raise sufficient funds for the necessary organisation and administration on a professional basis. For some years now the Federation has taken over all the racing activities relinquished by the S.C.G.B. and some central authority would seem essential if Class A races are to include British competitors.

Unfortunately ski-ing is not a spectator sport with the money-raising capacities of, say, football, and also of course most of it takes place abroad, so other sources of revenue have to be found. Many people would be astonished if they realised what a large sum would be required for the administration and organisation of the D.H.O. racing training if it were not for the tremendous amount of voluntary work put in by various members of the Committee and others. Over £7,000 was sent out through the Federation last year towards the cost of our junior racing training, mainly, of course, from parents paying for accommodation and cost of training for

their children. We also received a grant from the Federation of about £150.

Hon. Treasurer - K.D.F. writes:

FOURTEEN YEARS HARD LABOUR

Mr. Hedley Gardner retires as Hon. Treasurer of the D.H.O. after fourteen years in office. Those who are familiar with what this entails will be amazed that he has endured the job for so long. Hedley is a professional accountant and, as such, he is accustomed to having his raw material placed on his desk in the form of neatly typed sheets all miraculously adding up to the same total on both pages. Things were very different for the Hon. Treasurer in the early days when he was likely to have to have to obtain his material from old cigarette packs bearing messages such as 'Norman owes 7 francs' or 'I think we owe the Kurverein 10 francs but Susan may have paid it'. However things have become easier recently as Mr. Latimer and Mr. Wheway have come to the rescue by undertaking the duties of Assistant Treasurer and Auditor respectively. This additional help enabled Hedley to give up the struggle of trying to teach D.H.O. workers the mysteries of Double Entry book-keeping. Hedley joined the D.H.O. in 1936 and took over the job of Hon. Treasurer from the late Paul Hepworth.

Hedley joined the D.H.O. in 1936 and took over the job of Hon. Treasurer from the late Paul Hepworth. His son, Dr. Nigel Gardner, is a very distinguished skier. The fact that the affairs of the Club are in such a healthy state is due to a considerable extent to his skill, hard work and imperturbable good humour. The Club

owes him a deep debt of gratitude,

Advertising

Jimmy Gardner and Gilda Lund have, as usual, done an outstanding job in maintaining the level of advertising. The cost of the *Journal* goes up each year, like most things, and, without advertising, the whole

of the membership subscriptions would be swallowed up.

We need more advertisements. Among our members, there must be many who make or sell things other members use. D.H.O. members don't only buy skis and boots; they eat, they travel, they wear clothes, they drink (just poke your head into the Eiger on a Wednesday evening if you don't believe it)—they use every sort of product on sale. The cost of an advertisement is small, the readership influential—and the Journal needs the money! If you have nothing to advertise, do you know someone who has? The Hon. Advertising Manager would like to hear from you.

Incidentally, members can now put in personal advertisements for things like equipment, chalets available.

etc. For details, see page 53.

John Alexander Joannides

John's place in Wengen and the D.H.O. was demonstrated by the fact that several people wrote drawing our attention to notices of his death in late August. The Eiger Restaurant at supporting will seem incomplete without his grey-bearded figure. An obituary appears on page 44. Sir Arnold Lunn also wrote:

I would like to supplement this tribute, necessarily inadequate because of time pressure in the next issue of the British Ski Year Book, and would be grateful for any characteristic anecdotes about this great racer and outstanding personality.

Sir Arnold Lunn

Sir Arnold and Lady Lunn paid a visit to Wengen last March, and we were delighted to see him looking so fit again. Our conversation with him was so absorbing that your Editor was 'kidnapped' by the WAB before he could get off the train. (We were charged the return fare to Lauterbrunnen, too!)

Sir Arnold has, of course, always maintained great interest in the D.H.O. and he was a guest at last

year's dinner.

11 Archery Fields House, Wharton Street, London, WC1 13th November

Dear Fellow-Editor,

It was very good of you to give me a copy of your excellent journal at the dinner. I know what a lot of hard work goes into producing these ski journals and yours is certainly not only very interesting but also very well produced. Congratulations,

Will you allow me to thank the D.H.O. in your next issue for inviting my wife and me to their Dinner? We are both very proud to be honorary members of the D.H.O. We had a wonderful party at Dick Edmonds'

table, at which many of my interests were represented, not only ski-ing.

Yours sincerely,
ARNOLD LUNN



Portrait Gallery

Some (misguided?) member of the club has suggested that we print the President's and the Editor's photos in the *Journal*. We are delighted to oblige, but felt that the editorial staff should be included. Unfortunately, the Chief Proofreader had to take the photo as the Editorial Assistant declined to operate the camera.



The President preparing for a strenuous season.

Editor & Assistant

Photo E. J. Freund

Traffic

Last year, Ken Foster wrote about the pollution of Wengen by the internal combustion engine. Bruno Gerber's reply was reassuring, but one enterprising member has the registration numbers of no less than ten assorted jeeps, landrovers and trucks which were belting about the place incessantly last Easter.

True enough, this past season there were two film companies in the village, and one supposes that special allowances must be made for them. But can we now revert to the doctor's vehicle, the rubbish lorry and

the two jeeps—and no more?

Cartoons

Last year we advertised in the *Journal* for a cartoonist. Our faith in advertising was vindicated when Mr. R. M. S. Curry—not even a member, but the father of one—responded with splendid examples of his artistic work (see page 38 and 39). We promptly put him to work, and there are two of his creations in this year's *Journal*. We certainly appreciate the help!

Incidentally, advertisers (forgive me for harping on this subject), if a D.H.O. Journal ad can attract a

cartoonist, who is not even a member, just think what an ad can do for your products!

Page Twenty

Aygeyemphobia

Every June, a sort of hibernation in reverse brings forth from their various non-Wengen habitations a vast crowd of the D.H.O. to attend the Cocktail Party at the Ski Club. We take a rather jaundiced view of

cocktail parties in general, but this is an exception—a chance to see so many old friends again.

What, however, amazes us is that the AGM, which immediately precedes the party, attracts just about a dozen members in a good year, and most of those are relatives or friends of the Committee. Is it the formidable door of the Committee Room which puts people off? Certainly, a fair number of members arrive before the party starts and talk in subdued voices outside the meeting room; why don't they come in? Are they afraid they might get elected to something?

Club AGMs seem to suffer from this trouble all over. The psychologists probably call it aygeyemphobia.

Bowled Out

One improvement in the Wengen area not referred to earlier was the excellent sign-posting of pistes. Can we, however, make one humble request? The 'Punchbowl' is a bowl not a 'ball', although some may question this after a head-first crash on it. Could we have the signs corrected? The Editor would be delighted personally to provide the red and white paint necessary.

Letter from Wengen

If the 'first leader' hasn't whetted your appetite for a visit to Wengen this Winter, perhaps Kurdirektor

Bruno Gerber's letter will:

FOUR NEW LIFTS READY FOR OPERATION—A STEP TOWARDS A SKIERS' PARADISE. The new chairlift from Innerwengen to Allmend has been built—at last. It's quite an impressive affair—a double chair, like the Wixi-and we hope that it will bring back the former popularity of the Standard Run. The bottom station can now be reached easily.

A real 'Ski Jo-Jo' has been built between Mannlichen and Scheidegg, with no fewer than three new lifts. Two chairlifts and a skilift complete the chain in this region. Pre-season and spring ski-ing get a tremendous boost, as all these new lifts operate at an altitude of 6,000 to 8,000 feet. Moreover, all these new lifts are (of

course!) being added to the general abonnement—with no increase in the price of the ticket.

Bobby Buehlmann, the owner of the Park and Beausite Hotels, will have finished his big construction programme by the beginning of the new season. A new, luxurious section of some 30 beds has been added to the Park itself. On the northern side, a wonderful indoor swimming pool and a modern snack restaurant have been built. These are open to both residents and non-residents.

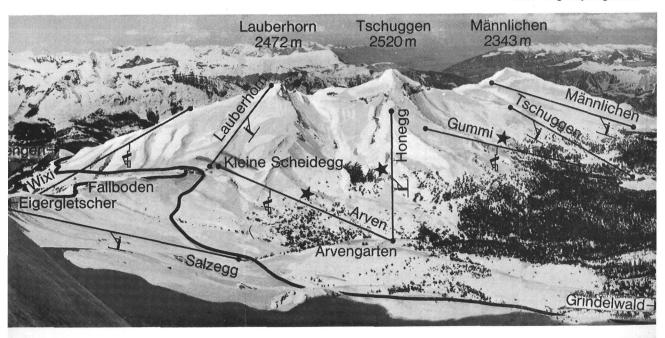
A part of the D.H.O.'s favourite pub, the Eiger Restaurant, has been transformed into a typical Swiss pub. And the headquarters of the D.H.O. Easter Training party, the Hotel Brunner, has been reconstructed from

top to bottom this summer.

On the whole, we think that Wengen has taken a big step forward. We would not mind at all if Mr. Wilson would now take a big step over the £50 allowance (Editor's Note: Amen!). Mr. Stewart, the Foreign Secretary, interviewed on Swiss TV while on holiday in Switzerland this summer, said that he had found the £50 barrier in no way a problem, however . . .

Bruno Gerber

Photo Wengernalp-Jungfraubahn





At Wengen Station Kiosk

Photo A. Baumann

Earplugs Not Needed

Many members who attended the Annual Dinner last November will be glad to hear that they will not this year have to abandon the Ballroom to protect their eardrums against the relief band. Although there were some mutterings of 'Square!', the Committee agreed with John Paxton's suggestion of a steel band in place of the pop group.

We had a letter from Mr. S. Gregson about the dance.

Badger's Holt, Marley Lane, Haslemere, Surrey

How the Swiss See Us

the attention of the Gnomes!

We hope that this resigned reflection on the

reliability of British deliveries doesn't come to

Dear Norman,

At the time of the 1968 D.H.O. Dinner and Dance, I promised you a letter from 'Disgusted' of Tunbridge Wells about it. I am afraid I have only just got round to it, but better late than never.

I should firstly like to express the appreciation and admiration of my family and I am sure many other members, that the dance is held each year at the Savoy, a wonderful venue where one can invariably expect good food, good company and a very pleasant evening, and all at a very reasonable cost.

I would however like to make a formal complaint about the proceedings last year. Two things gained pro-

minence in my memory as unfortunate occurrences.

The first, which defies description apart from being an occurrence, was the so called pop group. Before a similar group is booked this year, I would suggest that they be given elementary lessons in rhythm, harmony and control of electronic monsters. Those latter seemed very much to have gained the upper hand last year. Alternatively, and probably much cheaper, I would suggest the provision of ear plugs, for all the guests.

My second complaint is more in the nature of a question. I was wondering how you think the Queen felt about being toasted with one of those luscious little onions we had with the main course last year (Les Côtelettes d'Agneau Sautées Marie Louise). I would not have toasted the Queen in that way from choice, but the onion was on the way to my mouth at the time, and I had no opportunity to replenish an empty glass.

When I was taught good manners, which was only 10–15 years ago, I was taught that it was bad to smoke

between courses at any meal, let alone a formal dinner, that the loyal toast was a signal that smoking was allowed, and that it occurred with the coffee or later. In 1967 it occurred at the start of the sweet, in 1968 it occurred with the main course. I suppose this year it could easily occur with the soup. Although I am one of the younger generation I strongly feel that this tradition is of value. There is nothing more disgusting than the smell of someone else's cigarette in the middle of a really good meal whilst, being a smoker, I very much enjoy a cigar or cigarette at the end of the meal. But I suppose traditions are dying.

Yours ever.

STEPHEN GREGSON

We rather think that having the Loyal Toast with the soup is preferable to having it during the entree; the soup is at least liquid.

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The Frozen North

Several years ago, your Editor's keenness for the sport led him to try ski-ing in Scotland over Christmas. Good sensible Scots stay close to home at that time of the year, and only the Sassanach ventures out onto the bleak hills over the holiday.

Glencoe had just opened its new chairlift, but there was still an unpleasant, muddy hike ending in a nasty scramble up some rocks before you got to the skilift. (We must add that the worst of this hike has long since been eliminated by another skilift). We were disinclined to cart a heavy pair of Attenhofer Metals up and down each day, so we left them up at the top, in the lift hut.

That was a mistake. The evil spirits who rule over Glencoe weather at Christmas ordained that the rest of the holiday period should consist of rain, hail, sleet and unremitting gales. Going back after the skis was just not on, and we left for home with them still at the top. The director of the chairlift company, D.H.O. member Philip Rankin, promised to send them to us when the weather had let up sufficiently for someone to go up and get them.

Having neither received the skis nor heard yet a word by mid-January, we enquired and in due course

there was related a most woeful tale.

The task of retrieving our skis was given to one Wee Willie Smith. The 'Wee' was applied because of his roughly six-and-a-half foot length. On his way down, with one ski over each shoulder, the wind got into Willie and the skis and poor Willie fell flat on his face. One ski remained with Willie; the other descended the mountain at breakneck speed and to this day has never been seen again.

Recently, we had occasion to write to Philip Rankin, and his reply follows.

Incidentally, does anyone want a single, bright blue Attenhofer A15, 210 cms, in excellent condition?

White Corries Limited, Kyleven, Ballachulish 9th January 1969

The Editor

Lieber Freund, So it's you!

Your errant ski never emerged and is by now probably at the bottom of the Atlantic via one of our well-known Scottish showers, or else full fathom five in a bog, which I suspect must have been what happened at the time.

Congratulations on a first-class job on your magazine. As I know only too well of old, the task of getting anyone to give you anything to edit once skis have been tossed with a curse in the back of the garage at the end of season, is almost hopeless. For my part, writing has been somewhat inhibited by being on the wrong side of the counter, from which position all the interesting things like being rude to the customers and knocking the competition are deemed off-side, not to say bad for the shareholders—poor devils. For anyone uninhibited, truthful and grinding no axe (does such a person exist?) there is a good deal that could be written largely in the vein of the Guru Powell of Manchester (or is it Birmingham?) to the effect that it is time we stopped talking a lot of rubbish like economics don't count and it should all be on the Illfare State. The facts in the wild talk about millions for the Cairngorms and tows for every ben that ever saw snow are that one sees advertised side by side eight days in Scotland at $29\frac{1}{2}$ guineas and Switzerland ten days 30 guineas, and that the percentage of mugs is too low to guarantee a living out of winter tourism in Scotland.

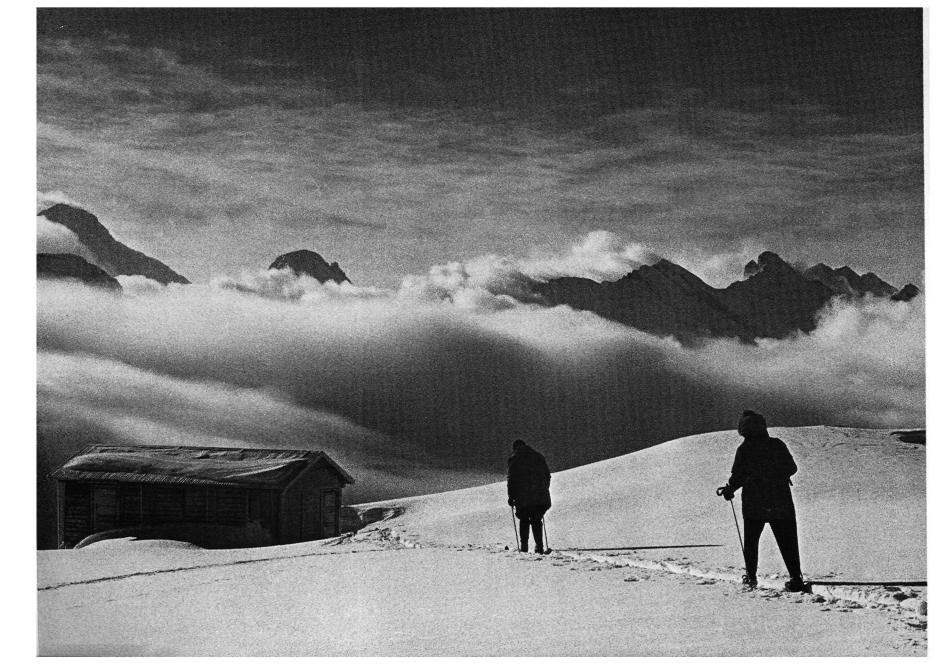
So Glencoe last year cut tourism's throat and set out to be what—willy nilly—we are anyway, viz, a weekend recreational centre for those able to play it like golf according to the day. We thus halved the operating cost and on a highly efficient 2-day week with the other three spent tuning up the works, the impact on returns was precisely nil, if not slightly beneficial. So much so that we have built another (nursery) ski tow and are full of hopes to do better than ever. But paternal pride apart, it is still true that Glencoe remains really the only place in Scotland which faintly resembles ski-ing above the level of a Coggins schuss. It is also the only place left in Scotland fit to ski at all weekends, where not only do you not have to queue to get up but you don't have to queue up to get down as well. Outside of weekends (and the Eastertime 3 weeks) anyone wanting to ski can charter, and this looks like being quite a thing. Pssst! anyone want to hire an alp?

I wish you great joy of your position of undoubted power. Freedom of expression for the editor and all contrary views in the w.p.b. was the formula on which Glencoe was founded: but beware the fate of such as I taking it too much to town. Nowadays I never even know where my skis are let alone use them. Nor, I fear, shall I ever see dear Wengen again, truly the scene of my greatest ski-ing joys.

Yours aye,

PHILIP RANKIN

Page Twenty-three





Edited by Rosamond Hepworth

MANY well-known resorts, in Austria for instance, started late and closed early for lack of snow, but Wengen always had enough. Not a sunny winter, but from the middle of March, it was wonderful. There was a drop of approximately one-third in the numbers of visitors to Wengen during January, French and British being the principal absentees. Final figures were not available, but Herr Gerber did say that these figures were average for Switzerland generally. Against this drop in normal visitors he noted with pleasure the rise in British families visiting Wengen during the holidays, for which he gave the D.H.O. credit.

SKI-STUDY GROUP In conjunction with the National Ski Federation, we have operated a small ski-study group. Several girls have spent the winter with Miss Lansdown at Tahdorf, Interlaken. The D.H.O. engaged René Seiler to train them three days a week and to take them to a regional race each weekend, using the two minivans. In between they studied languages, etc., and kept up their school work. Other young racers lived at Ros's Lauterbrunnen chalet, which she ran all winter for their benefit. René himself, as well as the girls, won cups all over Bernese Oberland. Members will be pleased to hear that he married the New Zealand girl, Vivienne Bowen on 26th April.

SKI-BOBS Ken Foster's article in last year's *Journal* seems to have been prophetic. There were ski-bobs in the shops, for hire, and on the slopes, and many being used by D.H.O. members. There were Ski-bob Championships in Switzerland, a Ski-bob coaches'

course, and a ski-bob for two has been designed. Wengen is one of the resorts where they are neither banned nor controlled as yet, but the Kurverein is planning to restrict them to their own piste next year. It has been suggested that the D.H.O. could add a ski-bob race to the fixture list.

D.H.O. RACES All Training Races had capacity entries and more categories had to be devised with more prizes given. The entry for domestic races was thinner than of late, but all the races were run and all the cups given. The winners included Tony Foster, Rob Ireland, Antoinette Betts, Don Warrington (Kandaher), Hugo Holmes, Julie Molyneux (Kandahar), A. Carver, Tim Ashburner, P. Browning, J. Webster, F. Garnham, J. Turville and Mrs. Hankin.

D.H.O. RUNS The instruction runs with René Seiler were held once a week throughout the season, subsidised by the D.H.O. Club runs with the reps were taken almost daily. There were several letters from members saying how much all runs had been appreciated. Wengen types may be somewhat old-fashioned in their technique compared with, say, St. Anton or Verbier types but our reps and our trainer do keep up the standard.

ACCIDENTS Not many, and still mostly due to the bindings not opening in a slow awkward fall. Nina Cowdy is still in plaster but will get if off on 3rd May. Jaimie Rankin broke his leg at Easter and all his friends will wish him a quick recovery. Piers Browning ran into trouble in the McMillan Cup, and

fractured his skull. He has luckily made a marvellous recovery with no apparent after effects.

CLUB COCKTAIL PARTIES continued at the Eiger as always, and, although avoided by some D.H.O. members because of the crowd, the numbers were often well over a hundred. The occasional parties given privately by D.H.O. members were very welcome.

REPRESENTATIVES The following acted as representatives during the season: Maud Illingworth, Joan Shearing, Patricia Waller, Clive Mitchell, Robert Giddings, Nina Cowdy, Harold Thorp, John Webster, Hedley Gardner, Sue Proctor, Paul Heller, Norman Freund, Martha Ennor, Ingrid Christopherson, and John Latimer. We would like to thank them all for their hard work.

WHAT IT COSTS

HOTEL PRICES, SEASON 1969-70. The rates per day given below include full pension (with three meals), sports tax, heating and service, but not baths or afternoon tea. Minimum booking at these prices is three days. Prices in Francs.

•		•	Number	All-inclusive rates per day		
Hotel	Phone (036)	Proprietor or Manager	of beds	no bath	with bath	
PALACE-HOTEL & NATIONAL	3 46 12	Fritz Borter	190	39-67	48-95	
Parkhotel	3 45 21	Fam. E. Bühlmann	85	39–67	48-95	
Lauberhorn	3 47 41	H. Zoss	110	34-55	42-70	
Métropole & Monopole	3 41 21	P. U. Lehmann	90	34-55	42-70	
REGINA	3 45 12	J. Meyer, Dir	150	34-55	42-70	
Waldrand	3 55 22	Fam. F. Plozza	70	34-55	42-70	
Belvédère & Villa Belvédè	ERE 3 44 12	P. Odermatt	110	32-49	40-65	
Falken	3 44 31	Fam. A. von Allmen	80	32-49	40-65	
Alpenrose	3 46 51	Fam. F. von Allmen	60	31–42	39–56	
Brunner	3 54 94	Fam. U. Brunner	60	31–42	39–56	
Kreuz	3 41 61	F. Brunner	30	31-42	39-56	
SILBERHORN-TERMINUS	3 41 41	Fam. W. Beldi-Lauener	80	31–42	39-56	
Alpenruhe	3 43 51	Frau P. Prevost	45	27-38	34–45	
Bellevue	3 45 71	Frau D. Bertolli-Comte	45	27–38	34–45	
Bernerhof	3 47 21	H. & R. Perler	40	27–38	-	
Eiger	3 41 32	K. Fuchs-Gertsch	40	27-38	34–45	
Schönegg	3 47 25	E. Hofmann-Stirnemann	40	27-38	34-45	
Eden	3 46 34	T. Löliger-Gavelle	35	24-35	_	
Hirschen	3 45 44	F. Marti	20	24-35	_	
Schweizerheim	3 41 12	A. Lauener	40	24-35	_	
Schweizerhof	3 46 71	H. Gertsch	30	24-35	_	
BEAUSITE GARNI (B. & B. only	y) 3 45 21	E. Bühlmann	30	28-38	33-65	
BERGHAUS GARNI (B. & B. on	aly) 3 45 21	E. Bühlmann	30	28–38	33–65	

D.H.O. SPRING TOUR, 1970

There will be a D.H.O. Spring Tour in 1970, for the first time in three years.

DATES: 25th April to 2nd May, 1970.

ROUTE: Bernese Haute Route. Diablerets-Sanetsch Pass-Arpelistock-Gelten Hut-Col de Brotset-Wildhorn Hut-Wildstrubel Hut-Wildstrubel Lammern Hut-Daulbenhorn-Kandersteg.

Cost: Approximately, but no more than, £25 a head.

Further Details: In England, Mrs. A. J. Hollington, Great Hayes, Stow Maries, Chelmsford, Essex. In Switzerland, P. L. Heller, Buristrasse 10, Bern.

D.H.O. Members under 25 are eligible for a club subsidy.

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RACING AND

Photo Sir George Pollock

TRAINING



Photo Sir George Pollock

Compiled by Rosamond Hepworth

The Committee Reports:

There was summer training in St. Moritz from 11th to 25th August, for nine of our top Juniors. The benefit of this seemed clearly noticeable during the following winter season. At Christmas for twenty-three days there were thirty-nine trainees, and at Easter for thirteen days there were fifty-six, in spite of the fact that many of our usual trainees were absent in 'Espoir' groups. The Easter training was the largest we have ever had; the average age was the lowest; and in the opinion of the trainers the technical promise was exceptionally high.

Last year's successful experiment in accommodation was repeated at Christmas when we hired the Schmalz organisation's workmen's hostel in Lauterbrunnen for the boys. Girls were again at Tah-Dorf or Chalet Welti. We thus provide accommodation much more cheaply than we otherwise could and avoid the possibility of problems in hard pressed hotels. At Easter we were again indebted to Frau Brunner for taking the whole party to the Brunner and all went merrily and smoothly. Nevertheless securing accommodation remains a great problem and, especially at Christmas seems likely to impose a restriction on the numbers we could otherwise take.

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Our trainers during the year were René Seiler, Ueli Schwabe, Christa Liewehr, Ken Dickson, Hansjorg Moser, Ingrid Christopherson, Pal Waller, Des Peters, Allan Askings and Jonathan Latimer. There is no doubt that we are fortunate in our trainers and that our standard of training is high. Our trainers take care to keep up with the latest techniques. Our head trainer, René Seiler has a high reputation among the experts as a trainer of Juniors and is himself still a successful racer.

This year for the first time the Junior Championships were organised by the Ski Federation. They selected Brand in the Vorarlberg from 5th to 9th January as the scene of operations. For the first time we had to journey out of Switzerland. This added somewhat to the complexity and cost of travel arrangements, but we had enjoyable if perhaps longish journeys by bus. The bus driver avoided all customs formalities by driving straight through the customs post with a wave of his hand, only shouting through the window what sounded like 'only a cart load of Englanders'.

The Championships were well run; the weather was good; Brand was very friendly; our girls were very successful. Apart from the race results, they gained £180 in training awards between them. For the D.H.O. the affair was marred by no less than three broken legs. No skier can always avoid trouble, but this was an unfortunate run of bad luck. Although we had over thirty entrants in the championships they were all

thoroughly competent to take part. No accident occurred during an actual race.

Turning to the financial aspect of the training and racing the object is of course that they should be sell supporting. I am sure they will be so this year. Nevertheless the grant which the Club makes is most welcome and indeed essential. It is not easy to make an accurate budget. Quite large sums are involved. Our travel bill was nearly a thousand pounds, and our costs in Wengen for the year totalled £7,614. The grant enables us to smooth out our errors from year to year and provides a source for any awards, which it is right should come from the Club as such and not from trainees or their parents.

I would like to offer our best thanks to those who, apart from the actual training, do all the hard work which makes the whole operation possible. This means not only while we are in Wengen but, even more, before we ever get there. It is no doubt needless to mention Mrs. Hepworth, the mainspring and only begetter of these affairs, but we must also thank Miss Christopherson, manager at Easter, Mrs. Latimer, for arranging the travel and dealing out monies, Mrs. Carmichael for managing and catering at the Schmalz, and Mrs. Holmes and Ingrid Christopherson again for keeping control at the Brunner in April.

SUMMER TRAINING, 1968 A 'Non-trainee' writes:

WHAT strikes me most are the differences between the summer and winter training. First of all there is the weather. Obvious, you may think. But it is difficult, until you have done it, to imagine the daily transformation scene from the flowery lakes of St. Moritz to the rocks and snow of the upper Corvatch. Then there is the length of the day. Having (but not always) caught the first bucket by eight, you are down again by one after hours of hard ski-ing. Then lunch, usually in the open, by the D.H.O. tent, pitched in a pleasant and uncrowded campsite at the edge of wooded slopes.

In winter this would be a full programme but in summer it is only half of it. After lunch people are apt to relax and sunbathe, if they don't visit a fine new swimming bath close by. But at five o'clock, all meet at the Hotel Bernina for physical training in the adjoining fields. This consists of running, wood slalom, gymnastics and games, and lasts for an hour and a half, and is perhaps the most important part of the day, because first class ski-ing is impossible

unless you know how to get really fit.

Here we meet another big difference between winter and summer training. In winter the emphasis is on learning to race, and to win if you can. In summer the object is to practice and practice, eliminate old faults, improve technique and acquire the absolutely necessary basic fitness.

But of course there are races—and a ski-swimming combination, something unique for the D.H.O. The results of giant slalom, and slalom races, and a swimming race are added together to find a com-



Sarah Campbell-Preston, Inge Christophersen and Antoinette Betts at Grindelwald, March 1969

bined winner. Jonathan Latimer came first in each of the three events, Chris Vasey was runner up in both the ski-ing events and Stephen Vasey in the swimming. It should not be thought that the swimming is quite secondary to the ski-ing. The standard was high, and the competition keen. In fact, it was an excellent time by Stephen Vasey which enabled him to come second in the combined instead of Chris. The girls raced in the same races as the boys, but in the swimming had only to do one length. The first and second girl in the same three events were Wendy von Allmen and Linda Ballantyne.

This year, as last, our trainer was Uli Schwabe. Uli deserves a special word of thanks not only for his excellent management on and off the ski slopes, but for the trouble he has taken to qualify himself both as a trainer and as an expert in the physical training

now an essential part of ski teaching.

It seems to me also that the D.H.O. Guardian Angels make a special point of attending the summer course. They provide for us our good friends the Chilvers who look after us so well in their hotel in Celerina. They ensure that Ros is there with her eagle eye. They conjure, with Ros's help, splendid picnic lunches out of the air. They inspire Rob Ireland to get the girls to wash up. They must also be fairly good mechanics, as the not unused vehicles of Ros, Uli and Mrs. Latimer provided unfailing transport. On the whole too, they gave us good weather and snow conditions. Finally they have arranged for an excellent camp site not far from the Corvatch lift, whereby keen campers can finance a ski-ing holiday with an unusual measure of equanimity.

COGGINS REPORT Pat Waller and Sarah Myles write:

THE Coggins did not get under way until late December as most of them preferred to spend Christmas at home, but by the New Year, we had

about twenty.

Pat Waller was in charge of the Coggins, with the assistance of Alan Askings, Bridget Mabey and Sarah Myles. There were four classes, Alan taking the top, Pat the second, Sarah the third, and Bridget the fourth. The Coggins were, on the whole, much younger this year and, consequently, the trainers had quite a handful particularly as the classes increased in size.

As usual, it was extremely hectic at the beginning getting the Coggins into correct classes, issuing stripes, sorting lunches, apart from such hazards as two foot high Coggins negotiating three foot snow drifts! Lunch, which was a chaotic performance, took place as usual in a special room behind the Gaststübe of the Scheidegg Hotels. Thanks must go to the trainers who manned their posts in turn.

The races commenced on the 5th January with the Family Race for the McLaren Cup, which was won

by Sir George and David Pollock. The slalom and giant slalom were held on the 6th and 7th January respectively, and there was a practice giant slalom on the 2nd January. Both these races were won by Willie Tulloch, who was outstanding and has shown marked improvement this season, although he did not ski for a week because of an injury at school to his leg. David Griffiths took the second prizes in these races. The girls' slalom was won by Charlotte Leatham, with Cori Fischer second, the latter going on to win the giant slalom with Charlotte second. Cori, in so doing, also won the combined with Charlotte as runner up.

In the under ten class, Andrew Corcoran took the boys' prize, and Cori Fischer the girls'. Congratulations for good ski-ing throughout the season go to Cori Fischer and Willie Tulloch who did so well in the races, and also to David Pollock, David Easdale (who both had to leave before the races), Alan Butchard, Henry Fischer and Diana Macey. The courses were extremely well set by Alan Askings.

At the latter end of the season, another class was formed of younger and not so experienced children,

and this proved to be a great success.

The Gymkhana which was re-introduced this year, was held on the nursery slopes and inspite of missing one morning's training, I think was a great success. The races included musical sticks, a dressing race, and vegetables in the basket. There was one slight diversion—the buns for the obstacle race were rok hard and resulted in thirty irate Coggins pelting their trainers in fury with iron missiles!

The Fancy Dress party took place the same evening as the Gymkhana. The costumes were absolutely excellent including a scarecrow, Asian flu and Twiggy's grandmother. Games took place after a sticky tea and included musical bumps, and rushing from one end of the room to the other to see whose behind could burst a balloon soonest! Thanks must go once again this year to Herr Meyer for laying everything on at such short notice and also to Mrs. Mabey for her advice in both the Gymkhana and the Fancy Dress.

The trainers would like to take this opportunity of thanking the parents very much for their help with gate-keeping etc., during the races. They greatly look forward to next season and hope they

have as much fun this year!

CHRISTMAS TRAINING - 1968-69

Clive Mitchell writes:

THE weather diary of the Christmas training makes pretty grim reading: December 21st: heavy cloud and snow; 22nd: rain; 23rd: rain; 24th: cloudy and snowing; 25th: heavy snow. Parallel slalom cancelled: snow-cats unable to cope, two twisted ankles (one per person). What did we get up to? Somewhere between those long periods of slalom-pole hunting in the snow and innumerable glühwein orgies at Scheidegg, the redoubtable trainers, René Sailer, Ueli Schwabe,

Des Peters, Kenny Dixon and Christa Liewehr managed to find some particles of skiable snow, free from the worst excesses of the elements and other skiers.

Matters were enlivened not to say complicated by a generous sprinkling of children from north of the border. The hardy Scottish element which included a well-equipped servicing department formed by Mrs Carmichael and Mrs Clyde, seemed to relish the conditions and put the pampered English to shame. We could admire but not emulate them. New this season were Jane Allison, Barbara Lonsdale, Annie Ross, David Butchart, Alastair Grant, and David Hilton. Wengen conditions no doubt were excellent training for Scotland and we hope they will return. The training group was completed by Coggins graduates and a sprinkling of welcome newcomers—Emma Easdale, Juliet Mabey, Jill Pollock, Caroline Starkey, Donald Hyams, Tim Lovell and Roddie Seligman. This oldie maintains that the standard of trainee behaviour has risen considerably over the years; and he speaks from experience.

By December 29th, the weather was letting up. A parallel slalom having already been cancelled we were delighted to hear that the Kurverein would prepare us the Bumps and Switchbacks course for what nowadays is called the Western Trials Giant Slalom. This title is due to the entry of the Kandahar from across the valley. Further down this section of the Lauberhorn race course, piste makers were still at work and, through the kind intervention of our Hon. Member, Mr Ernst Gertsch, a fairly short Giant Slalom of 34 gates was set. To the relief of all, the day of December 30th dawned clear, but how cold.

The fastest time for the Sunday Times No-Fall was returned by Tony Foster, a senior Australian racer, closely followed by Peter du Pon, relaxing from British team training in Val d'Isere, and third came Graham Miller. For the Wengen Ladies No-Fall, Antoinette Betts came down first; 0.1 seconds ahead of Sarah Campbell-Preston.

The Kandahar brought over twenty juniors for the race. Don Warrington from Canada took home the Sunday Times Junior Cup (boys under 18). In second place came Hugo Holmes, and then Konrad Bartelski (Kandahar). In the open class for Under 19's, Wendy Von Allmen skied most competently to win the Cova Cup for girls, only 0.1 seconds behind Ricco Molitor who won the men's

In the Schools' Cup, Andrea Cova's fastest time of the day, together with Ricco Moliter's performance, gave the prize to Le Rosey, Gstaad. Not far behind were Harrow represented by Rob Ireland and Graham Miller and then Tah-Dorf, Interlaken (Antoinette Betts and Sarah Campbell-Preston).

The following day, the Slalom was set on the Bumps which now provided a hard piste. The first course of 41 gates was set by René; the upper part providing a deceptive introduction to the steep tight turns towards the finish, where seventeen of the fiftysix starters came to grief.

The overall best time for the first course came from a native of Wengen, M. Niederhauser with a time of 39·1 seconds with which Rob Ireland's time of 39.7 seconds compared most favourably and gave him second place. The next best was Wendy von Allmen. In the under 15s a spirited performance by Helen Carmichael of 44.08 seconds gave her a clear lead over her rivals. For the boys, 13-year-old Martin Panchaud with 44·1 seconds seemed a likely winner.

By the time the first course was finished the sun had risen behind the Jungfrau bringing some relief to all concerned. Hunger and cold could only be temporarily assuaged by alcohol. Packed lunches were seized upon and devoured with relish even

though the sandwiches were frozen solid.

Meanwhile, the second course was being prepared. This course, though shorter, produced slightly longer times overall. Robert Ireland skied steadily down in 40.8 seconds giving him a clear overall lead from Hugo Holmes. Consistent ski-ing by Alistair Grant, squeezed our Martin Panchaud by 0.3 seconds overall to give him the third position in the boys under 18 and also the first prize for boys under 15.

For the girls under 18, Antoinette Betts, greatly improved from last year led on both courses ahead of her rival Sarah Campbell-Preston. Helen Carmichael came to grief on the second run which, enabled another promising young skier, Julie Molyneux, from the Kandahar to come in first in the under 16's as well as the third in the under 18's.

It was most encouraging to find the under 15 boys and girls jostling their elders. Other young ones who deserve mention: Patrick Murray and Barbara Lonsdale both 14-years-old came high up in the final result.

On the combined result Rob Ireland won the Wengen Junior Championships and Antoinette Betts the Elspeth Hankey Cup. In the Hewitt Junior Event, for teams from the Kandahar, the W.S.C. and the D.H.O., the times of Rob Ireland and Wendy von Allmen assured the hosts of a well deserved victory.

The next day was also fine; just as well for the fortunate few who were invited—perhaps coerced for the New Year Slalom on the Brunner Slopes. It was a fast course which Hansrudi Müller, Wengen's hope for the Swiss team, completed in 34.9 seconds. Wendy von Allmen's time gave her third place in the girl's class. For the boys, Donald Hyams clocked up the fastest D.H.O. time with 50.4 seconds to be followed by Hugo Holmes (54.2 seconds) and Rob Ireland (54.5 seconds).

By January 3rd, Wengen and Lauterbrunnen were beginning to recover as packing commenced for our away matches in Mürren and Brand.

We arrived in Mürren for the Kandahar Giant Slalom to find little activity in what seemed at first sight to be the ghostly remains of a lost frontier town. We trudged up from the station, past old and beautiful chalets framed in icicles, to our base camp, the friendly Alpenruhe. It was a grey morning and not until the race was over did the sky clear.

rls' Christmas Training: ft to right, top row, Caroline Starkey, Sarah ampbell-Preston, Jaqueline Macey, aarlotte Pollock,

impoet-Freston, Juquetine Macey, marlotte Pollock, ne Fowler, Carol Blackwood, Antoinette Betts. iddle row, Juliet Mabey, Stella Shields, Edith nearing, Denise Quiblier, Wendy von Allmen. ottom row, Ann Ross, Helen Carmichael, l Pollock,

nma Easdale, Barbara Lonsdale, Jane Allison.





Ladies' B Team at the Lauberhorn lift: Left to right, V. Sturge, K. Winkler, C. Harrocks, I. Mabey, S. Campbell-Preston, Jean Louis Allard (trainer).

ys' Christmas Training:
ft to right, top row, Mark Middletonunds, Tim Lovell,
ter Ethrington-Smith, Rob Ireland,
ugh Clark, Hugo Holmes.
iddle row, Richard Starkey, Alistair Grant,
wid Hilton, Patrick Murray.
ttom row, Allan Stewart, David Butchart,
chard Gates, Andy Holmes, Hugh Dryland,
in Hargreaves.



The soft piste made difficult going for the late numbers and few competitors were lucky to have the clouds lift for those vital few minutes. In the first group of boys only Hugo Holmes and Derek Ballantyne completed the course, Hugo with a time of 1 minute 49·4 seconds was the third British boy. Roddie Seligman who combines potential ski-ing ability with that rare quality of using one's head also finished the course to come second to Derek in the D.H.O. boys under 15. But overall it was a resounding victory for the Kandahar.

The girls were, however, able to show their superiority, taking all but two of the first ten British places. Sarah Campbell-Preston was the first British girl, just beaten by Wendy von Allmen and Barbara Meyer (Mürren) Jennifer Adler (Kandahar) was second, closely followed by Helen Carmichael.

On the following day, the slalom set on steep slopes of hard piste, provided a testing course. Fortunately the weather on the whole was clear and only a few suffered the presence of a tantalising cloud which would suddenly hide everything from view. But the Kandahar boys again showed their strength, In the course of the morning, numerous disqualifications weeded out all but four D.H.O. boys, who were led by the careful and precise ski-ing of Alastair Grant, aged fourteen. Another sad day for the bombers and crashers, but a salutary lesson perhaps. Our reputation was saved once again by the girls, Wendy von Allmen was a clean winner, followed by Helen Carmichael, Sarah Campbell-Preston, Edie Shearing and a most welcome hybrid, Christine Jeanty who was fed by the Kandahar but raced for the D.H.O. The D.H.O. will be in poor straits when the Monopolies Commission begin their inquiry into the activities of a certain Mrs H. R. Hepworth. It has not gone without notice in the corridors of power that the market in nubile women drops severely during certain periods of the year.

EASTER TRAINING - 1969

by Ingrid Christophersen

THIS is my third write up of the Easter Training, and all I can say is it was, like the two others, interesting, instructive and entertaining. It was our biggest and youngest training group. I cannot yet say whether it was our best. Time will show.

There were seven classes under the instruction of Rene, Uli, Hans, Christa, Ingie, Pat and Jonathan. We had days of superb hot sunshine, where everyone would return in the evenings one shade darker, we had snow, fog and rain. The first few days the pistes were skiable down to the Oberland Cafe, where my class's favourite occupation was to watch the skiers toboggan as they hit the mud. Later on during the training we caught the train from Wengernalp. There was however always enough snow and variation to be found.

Our successful novelty, the parallel slalom, was the first of the races, held on the slope below the railway between Fallboden and Scheidegg. A parallel slalom is more fun to watch than any other ski-race, but my heart went out to the poor souls who won their heats and had to walk up the course to race again and again. Some of them must have walked the length of the Lauberhorn. The last heats were run between Morna Ballantyne, Sue Berner, Richard Gates and Peter Greenall, Morna emerging as the winner in front of Sue. Andy Holmes had the best time of everyone, but was beaten in a later heat. The next day, sitting on the Wixi lift one could look over to where the slalom had been held and see the patterns in the snow, like two snakes wriggling their way side by side down the slopes.

The Golden Ski was held on April 12th in the Punchbowl (or Punchball as the signposts now call it) in sunshine and spring snow. The Coggins started first halfway down, and, except for Clive Stanton who won, they were all disqualified for missing gates. Linda King won overall beating Morna Ballantyne by nearly eight seconds, and Sue Berner by nine. What happened to the boys? Andy Holmes was first, two seconds after Sue but five seconds in front of Hugh Bett who was followed by Simon Moores, Tim Hargreaves and Peter Grenall. Peter had an excellent first run, but wrapped himself round a pole in the second run.

The Giant Slalom was held on the following day, also on the Punchbowl. Some snow had fallen during the night and the base was hard. Tim Berner skied the course in 1 minute 7.5 seconds, beating Morna by three seconds. Robin King, and Simon Moores, tied for third place in 1 minute 12.4 seconds.

It is easy when describing races to mention the winners and forget about the rest. Looking at the results we must not forget the difference in age. But to those of you who have not got your name in print: Don't worry. Your time will come, and then you'll show us all.

BRITISH JUNIOR CHAMPIONSHIPS - 1968

Dr John Blackwood and B. G. Mabey write:

BEING a hardened Wengenite the prospect of visiting a small village resort in Austria filled one with misgivings. The British Junior Championships were nearly always held in Switzerland and had never before been held in Austria. Brand was only 3,400 ft. high—was it going to turn out to be the Brand 'X' of the ski-ing world where the snow wasn't quite as white as the proprietary brand and the ski-ing was only second class? There was nothing Brand 'X' about Brand. except that it was brand new. There was a 'Welcome' banner across the main road to greet us and there were slalom, giant slalom and downhill courses ready stamped to practise on.

On the evening of Sunday, January 5th, the peace of the village was rudely shattered by the arrival of the D.H.O. and Kandahar buses, with their bois-

terous contents. Joined by groups from Villars Visitors', C.S.W.A., Mardens, and the White Hare Ski Clubs, and the Boys 'Espoir' team, there was an intrusion of one hundred and ten racers.

Our first practice day in Brand might have been better timed as it happened to coincide with the feast of the Drei Heilige Könige and the ski slopes appeared to be covered with almost every Walter Mitty ski racer south of the Ruhr. Yet we survived this first day with no serious injury.

Beginning sharp at 9.30 a.m. on Tuesday the Boys' Slalom was held on the Miggenkopf Egger slope with courses of 51 and 49 gates over a drop of 150 metres, set by Werner Beck and René Seiler. The race was dominated and extremely closely contested by Alex Mapelli-Mozzi (K) and Royston Varley (K). In the end Alex was the victor by the very narrow margin of 0.04 sec; Royston almost marking up a deficit of 0.69 for the first run. Chris Vasey (D.H.O), put in a very fast second run to finish third, 4 seconds behind. Rob Ireland (D.H.O.) had the second fastest time on the second run but unfortunately had fallen on the first run, as did Iain Blackwood. Ian Finlayson (D.H.O.) and Fraser Clyde (D.H.O.) finished fourth and fifth respectively. This was a most commendable effort by Iain as he had recently undergone an appendectomy.

Competition among the girls in the afternoon was more open, although in the end the race was won by the favourite. The first course was similar to that of the boys but with five gates fewer. Carol Blackwood (D.H.O.) led from Helen Carmichael (D.H.O.) with Kate McKenzie (C.S.W.A.) lying third after the first run. On the second more difficult serpentine course, Kate used all her skill and experience to power her way into first place. Thirteen year-old Helen bravely and skilfully held her second position but Carol went out of the course about six gates from home. Sarah Campbell-Preston (D.H.O.) strung two steady runs together and finished third. Surprisingly Linda Ballantyne (D.H.O.) who has been such a force in recent competitions finished in the unusual position of fifth.

Downhill non-stop practice on Wednesday was marred by accident. Kate and Carol came to grief on the run out after the finish, having very spectacular falls. Kate was thought to have an ankle fracture and Carol escaped with a twisted knee. The non-stop was temporarily stopped while two Ratrac Caterpillars improved and expanded the run out. In addition four controls were added at the top of the final schuss and the start of the race was placed at a lower level than the original starting schuss. Thus some of the tiger's teeth were drawn. The organisers had been faced with the problem of the wide margin in standard between the 'Espoir' boys and the younger competitors.

Thursday morning saw the girls going off first in the Downhill, Sarah Campbell-Preston, No. 1, set a very good time. This was not improved on until Carol Blackwood, racing with her knees strapped, just got in front. Linda Ballantyne finished third, with one second separating the first three. Despite the changes in the course there was keen competition in the Boys' Downhill, with the 'Espoir' team filling the first seven places and the D.H.O., seven of the first eleven places. Alex again took top honours with Royston second and Fraser Clyde third. Konrad Bartelski was equal ninth and again first in the under fifteen section.

The combined result of Slalom and Downhill made Alex and Sarah Campbell-Preston respectively Boy and Girl Champion for 1969. To each, went the

S.C.G.B.s Training Award of £50.

Over all, the Kandahar boys had the edge but

the D.H.O. girls were supreme.

After the races there was a prizegiving in which everyone seemed to be showered with excellent prizes and great credit is due to those who had labouriously gathered them from almost every source imaginable. This led to the D.H.O. bus being a little late leaving Brand and it is rumoured that John Latimer rode through the customs barrier at Feldkirch rather like a coachload of East German refugees facing the Berlin Wall. However, the last pair of skis had only just been registered as the Arlberg Express pulled out—a fitting split second ending to an exciting championship.

RENE'S TEAM

Ingrid Christopherson writes:

How can we as a non-alpine country ever train and race on equal terms with the continental countries? Being a good skier in France gives you honour and glory for the rest of your life. Become a gold medalist and you have made your fortune, and can sit back and enjoy it. But who has heard about Jean Claude Killy in England? Here it's all Bobby Charlton and Manchester United. The only way to rouse the British public is to win races and medals. Up till now we have never stood a chance. Our juniors have to return to England to finish their education, and who blames them.

But there is one way in which to combine ski-ing and education and that is to transfer your schooling out to Switzerland. The last two years Ros has organised a few girls to study at Miss Lansdowne's school, Tah-Dorf, near Interlaken, and to train three times a week with René Seiler.

During the season, the girls trained, raced and went to school—with success in all three endeavours. For example, Sarah Campbell-Preston won the Girls' Junior Championship in Brand only a few days before successfully taking her Maths 'A' Levels.

Credit for the success of the ski-ing end of this ski-and-study plan is due to our excellent trainer, René Seiler. He even enters all the races himself—and usually wins them. He was certainly an inspiration to his team.

TSCHINGEL, THE SUPERDOG

Translated by P.L.H.

THE proof that a dog is more likely to turn to alpinism than alpinism is likely to go to the dogs

was provided by Tschingel.

Tschingel was not only the most famous of more-than-two-legged animals, but he can be called equal to any alpinist and climber of renown. Fifty-three high alpine tours—most of them on the highest peaks of the Alps, among them eleven 'firsts'—are you still competing?

This is no joke but a true story.

During the course of a climb to the Torrenthorn from Leukerbad, a small playful puppy joined a party being led by the famous Christian Almer. Its ancestry could not be exactly defined. In the City it might have been called a promenade mixture, in the Alps—well, anything is good enough. The puppy had long ears, sausage type legs and its colour varied between bright blond and granite grey. It happily joined the party, bouncing up and down the steep firm slopes calling for admiration from the members of the party by it's sure-footedness. Almer promptly bought it for the price of 10 francs from the herdsman to whom it evidently belonged. The barometer was high and the year, 1865.

The puppy could not have had a better tutor in Christian Almer. The Gemmi (2,329 m) was nothing, but the tour to the Tschingel (2,824 m) where the puppy, then six months old, navigated the reputed "Tschingeltritt" without aid was quite something. The puppy was henceforth named Tschingel.

Almer brought the puppy back to Grindelwald where it grew up as a good watch and hunting dog.

Destiny, however, arrived in 1868 in the form of an Englishman, the then 18 year old Reverend W. A. B. Coolidge and his aunt Miss Brevoort. Following an abortive 'first', Almer offered the English couple, whom he knew to be animal lovers, Tschingel as consolation, Tschingel was not consulted and jumped out of a first storey hotel window to return to his native tree stumps and house corners. Five days later, Tschingel, whether voluntarily or not, left Grindelwald for the shores of Albion, leaving behind one son named Bello. From then on Tschingel followed Master and Mistress faithfully each summer across the Channel to the Alps.

The first mountain he tackled was Mont Blanc. Unfortunately the snow was deep and Tschingel was left behind on his master's bed at Grand Mulets. The next mountain was as inhospitable as the first, the Matterhorn, and here things were so bad that Tschingel had to return to Breuil where he did not move from his master's belongings for 72 hours.

1869, however, was Tschingel's first year of successes. It started with the crossing of the Col de Beranger (3,300 m), the Aiguille du Miage (3,688 m) and the Grand Combin (4,317 m), Breithorn (4,171 m) and Monte Rosa (4,638 m) followed. Following this trip Tschingel was granted a very exceptional honour—he was elected an honorary member of the Alpine Club and from then on his master entered his name in all the hut books and peaks with the letters 'A.C.' (in brackets).

Tschingel did this honour justice in every respect. His mountaineering qualities increased and what he did not possess from nature and instinct he learnt from his knowledgeable masters and tutors. But in one aspect he excelled; he could find his way over any glacier; he would not fail to notice the most hidden crevasse and he detoured unsafe bridges and seracs with a sure-footedness beyond the capability of the greatest expert. He knew precisely whether a

snow bridge would hold or not.

In August 1870 the English couple climbed the Diablerets (3,246 m) on the usual route. A local guide had been engaged and he took the couple with the dog safely via the Ormonts valley to the top. On the descent they chose, without knowing it, a route unknown at that time. At an especially steep and broken part of the glacier, the guide lost his nerve and soon he had become completely lost. In his helplessness he groaned 'If the dog cannot find the way, we'll never get out—so, let's follow the dog!'

Tschingel jumped at the opportunity, sensing the eyes of the world upon him and led the party safely through the maze of seracs. Following that he led the way over the, until then, untrodden rocks down to safer and known ground. Tschingel managed this without even once faltering or turning back and never making an unnecessary detour or false step. The guide simply shook his head saying 'He knows his stuff'. The route Tschingel discovered on that day is still the best and most popular route to the Diablerets through the famous seracs of the Creuz de Champs.

Tschingel had made his name. The following years were the proudest of his career. 1870—North face of the Jungfrau (first completed climb), Eiger, Trifthorn and Fusshorn (a first). 1872—Brèche de la Meije, Aletschhorn, Mönch, Finsteraarhorn and Wetterhorn, Doldenhorn, etc. 1873—First ascent of the south peak of the Aiguille d'Arves, Le Râteau first) Grande Ruine (first ascent of the Pointe) Brevoort). On this climb Tschingel excelled in finding his own route and independant of his party was the first to reach the top. A document to this

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effect was deposited on the peak stating 'Tschingel (A.C.) without guide'. Unfortunately his own documentation, which he deposited on the peak, has been eradicated by time, snow and storms.

Two years before Tschingel, had been cheated of one proud peak, the Bietschhorn. Coolidge, Miss Brevoort and Almer had bivouacked at the foot of the mountain and, the conditions being particularly bad, had left Tschingel behind in the tent. On their way back they were caught by a storm and had to spend the night in the niche of a rock above the glacier. It snowed all night and next morning the rocks were completely iced up but finally the party reached the tent safely to find a most unusual sight. In the door of the tent lay Tschingel warm and well behaved. In front of the tent in the open sat two sorry looking men. Two porters who had been previously ordered to bring up food the day before. Their faces were blue, their clothes frozen stiff. Half covered in snow and teeth chattering they squatted in front of the tent out of whose opening Tschingels friendly head appeared but with drawn lips showing a row of very unfriendly white teeth. 'For heavens sake what is the matter? Why are you sitting out here instead of spending the night in the warm tent?' The two men explained that the chance of being frozen to icicles was still better than the certainty of being torn to bits by that wild beast. Tschingel then crawled out of the tent, wagging his tail, but not without an occasional showing of teeth. He was having his own private little laugh. He then went to the porters' wooden carrying crate, had a good look at it and then, with lifted leg, demonstrated that he did not have a high opinion of its owners.

Two great years followed, 1874 and 1875, during which were noted among others Col du Tour, Pic de la Grave (first), Ochsenhorn, Kleines Schreckhorn, Pointe Marguerite (first) and Mont Blanc, after which he was popularly called the 'Mont Blanc Dog'. All his tours and climbs passed without a single mishap and he carried them through as any

other dog would an evening walk. He knew nothing of snowblindness nor did the thin air trouble him, not even when he was eleven years old and was ascending Mont Blanc. The only place where he was bothered by sunburn was on the tip of his snout, and he gladly shared the glacier cream of his masters.

In hewn steps in the ice he climbed with absolute safety always placing both paws in a step together. He liked to lead a party and only when the going became very difficult, with two-legged alpinists using all fours, did he let himself be put in a specially constructed harness and be roped up.

One novelty which he introduced to alpinism, was his system of marking his path. For this he preferred conspicuous rocks or protruding corners. His system put him in a unique position in that, once having gone a certain way, he could return the same way without fail, under any conditions.

He ate the same food as his mistress, drank tea by preference and ate masses of snow to quench his thirst. In his youth he is said to have preferred wine to water. He was a good linguist and understood the dialects of the Valais and the Bernese Oberland. English and high German. Only to French did he not react. Otherwise he was not considered clever; all he could do was give a paw-when he wished. He could not 'say please' or be 'dead dog'. But then two legged alpinists are not perfect either.

In 1876 Miss Brevoort was taken seriously ill and Tschingel did not move from her side until she died. That was also the time for Tschingel. He kept searching the house and soon became ill. He aged rapidly, his coat became white and on June 16th, 1879 his time had come.

Coolidge buried him in Dorking and over his grave stands a granite tombstone from the mountains he and his masters had so dearly loved.

Translated from Grosse Berge Kleine Menschen. Published by Schweizer Druck-und Verlagshaus A.G. Zurich.

FIXTURE LIST—SEASON 1969-70

December 29th–January 5th D.H.O. Race Week and Jumping Competition. Parallel Slalom

January 5th-7th Coggins Championship and Family Race

January 8th Heinz Cup (W, with holiday class)

January 13th onwards Weekly D.H.O. Run with Ski Instructor (subsidised for D.H.O. members)

Odling Cup (DH No-fall, with holiday class)

January 15th January 22nd Polytechnic Cups (WN)

February 5th Finnigan Cup (DH, with holiday class)

February 12th MacMillan Cup (DH), Jarvis Cup (DH40), Bathchair Cup (DH50),

Stretcher Cup (DH60)

February 19th Kurverein Crystal (DH pairs)

March 31st-April 1st D.H.O. Easter Training Races, Parallel Slalom

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

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

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

NORWEGIAN TOURING

Robert Giddings and Harold Thorp

WHEN, in March, we met on Newcastle Station destined for our Norwegian tour, we did not realise what we were in for. Crossing to Bergen in a force nine gale with the majority of the passengers very ill, and Harold 15 hours in his bunk, was not a propitious beginning.

Fortunately, we found the rail journey from Bergen to Finse surprisingly comfortable, with reclining seats, adjustable tables, and foot-rests.

We were intrigued to guess who, of those on the train, would be joining us. Some healthy young men with rucksacks looked obvious. To our surprise, the party was in fact 27 in number; 5 Norwegians, 1 Dane, 1 Belgian, the rest of the party being English and consisting of 8 women and 12 men.

The first night was spent at Finse, which is 3,700 ft. high. We stayed at the chalet of the Norwegian Touring Association, which is a well-appointed building, sleeping about 100 people, with lounges, dining-room, and hot and cold running water. Here we were introduced to our touring skis and boots, etc...

The boots are low-cut, light and flexible; the skis, about half the width of Alpine skis and made entirely of wood with hard-wood edges. The bindings are of the Kandahar type with no clips at the side, so the heel can come right up. Both skis and boots together weigh about the same as one Alpine ski.

Next morning we climbed a gradual incline for about $3\frac{1}{2}$ hours and found the downhill slope hard packed and icy. There had been no real snow-fall



Photo H. Thorp

Robert Waxing Up



Photo H. Thorp

Authors Sunbathing

since mid-February. On a traverse, our skis slipped sideways badly, and these conditions made us feel that we were ski-ing like novices again.

The only time we saw reindeer was on this first day, when a herd of forty moved up the hill. Later, we crossed many tracks made by large herds and noted the rabbit-like droppings, remarkably small for an animal the size of a reindeer. These were evidence of them feeding wherever the moss showed through the snow.

The going was long and hard. We were using muscles we did not know we had, and, after 8 hours slogging, we were happy to see the hut.

The huts we used throughout the tour were all owned by the Norwegian Touring Association. This club has 50,000 members and keeps approximately 60 huts. The larger sleep about 40 people, and are fully staffed during the Spring and Summer season. Bedrooms are of the 4 to 6 bunk type. There is a lounge and a dining-room, drying-room most essential—and a reasonable supply of hot water in the evenings. Food was served in generous quantities and one was expected to have double helpings for all the evening meals, which were always hot. Breakfast is a mixture of fish, meat, cheeses and jams, usually preceded with porridge and glasses of milk. Lunch is eaten on the way, and the sandwiches are self-prepared from the breakfast selection. The huts are supplied with food by 'Weasel' and all the summer stock is brought in before the end of May, while there is still sufficient snow. This is their only means of communication, although one hut did possess a radio-telephone.

Our two leaders, were Norwegian businessmen who had taken this trip as part of their holiday. The dog-team driver was a student from Oslo University. They were all volunteers and were very good representatives of the Norwegian people who love the outdoor life. Without financial gain, they eniov showing their country to those interested in this aspect of Norwegian life. We found them kind, patient, humourous, and very honest.

We were accompanied by a five-dog team sleigh which carried our sleeping-bags and surplus equipment. The dogs were huskies, household pets in Oslo, brought together for this purpose. They were accustomed to living outside in all weathers, were given one meal at the end of the day, and found their drinks from the snow. They made an excellent, friendly team, and travelled faster than we did. They appeared to be enthusiastic, if their tails were

any indication of their spirits!

Growing familiar with the routine, we moved from hut to hut, fortunate in the weather, which was perfect—no wind and a cloudless sky. The trails were all marked so that solitary skiers can use them with



Photo H. Thorp

The Team

confidence. Should the weather close down, the dogs are capable of smelling out the trail to the next hut. On one occasion, they were so far in advance of their driver, that they went over a cornice and the sleigh overturned four times, the dogs becoming entangled in the harness. We congratulated ourselves that our whisky was safe in our rucksacks and not on the

It can be reported that although the members of the D.H.O. were amongst the oldest, they were the first arrivals at their destination. Whether because they had better staying power, better downhill technique, or looked forward to the first choice of

bedroom, it is difficult to judge.

The scenery was never as majestic as the Alps, but the huts were more comfortable than on Alpine tours. The altitude being so much less, breathing did not present a problem. Robert did admit that he had not spent such an energetic holiday before, but he felt much better for it.

Although we made a round trip, there did appear to be much more uphill than downhill. Even the lakes we crossed, had sloping sides, because the



Photo H. Thorp

En Route

water-level had dropped, so we still went uphill! Once one had become accustomed to the long stride which is possible with the touring equipment, distances could be covered quite easily and it was a pleasure to glide across the countryside.

The silence of the mountains has to be felt, and Robert did say he would put some new batteries in his hearing-aid, so that he could hear it better.

The waxes that are rubbed into the skis work well as climbing waxes and skins are not required. When you come to the downhill sections, the same waxes work for downhill! The stem-turn, and side-step are the general method of going round corners, but when we found a little powder-snow, Alpine turns, could be used and those helped us to make a quick descent. A normal day's walk was of about six hours, and this we did as a party usually having an 'up and down' of about 1,200 ft. As the 'down' was at the end of the day, there was a 'free for all' which took you to the hut. Great fun after the work you had put in to gaining the altitude!

As we waited for the train at Finse for our return railway journey, the weather broke, and it started to snow. Our tour had been exactly timed and we returned to England well bronzed and invigorated by

a most successful holiday.



Photo H. Thorp Page Thirty-seven



COME SKI WITH ME

When I was small and learnt to ski
We had no lifts to catch the knee,
Or buckets, funis and the like,
No runs marked green or red or black.
We crawled uphill in zigs and zags,
Our trousers were black and hung like bags.
The mountains were ours if we wanted to go
On skins and haversacks in feet of deep snow.

Downhill runs went dash-dot-dash Before we learnt how not to crash. And then in time by trial and error Tours became a passion, no longer a terror. We learnt our telemarks, christies and jumps To ski almost anywhere among hideous bumps. We skied through the woods, we skied between rocks, We skied on the glaciers amongst icy blocks. We learnt how to parallel, we learnt how to swing We've even tried wedeling to keep up with the thing. We want to be with it and not left behind Like some few exceptions among our kind. We've tried long ski and short, We've tried clip boots and tights, We've even tried grass-ski-ing and ski-ing with lights. But after all this, and admitting it's fun There's nothing like doing a deep snow run. So come ski with me and really have fun.

To start with, an easy one—Shoulder and Cowsheds With steep little slopes to get rid of the cobwebs. After this we'll get going and farther afield We'll ski down the bushes and over the fields; Through trees and round chalets until we're near bust We'll ski in good powder and breakable crust; We'll ski in 'pudding' and lovely spring snow Until one or the other no longer can go. Then we'll stop off for lunch at 'Gletscher or Grund To stoke up with calories for the afternoon's round. Off to White Hare in beautiful powder. As shouts of 'slow down!' become louder and louder. Then back to Scheidegg for a run down Oh God And back home over Shoulder, Hundschopf and Bannwald.

The other alternative is a day's tour With usually ten but preferably fewer, To Faulhorn, Wildgerste or Goppenstein. The weather's occasionally foul but usually fine You'll ski over crevasses and round seracs, Over ridges and by the most awful cracks. You'll suffer from vertigo, squids and the heights, You'll be scared stiff at some of the sights. You'll be consoled, cajoled and told "... lean out from the hill, forget the cold, Keep that rope tight . . . don't stand still If you don't shut up, you'll bring down the hill!' I'll let you down crevasses and get you in slides But put the thrills and scares aside, I'll always bring you safe and sound Back home to pay the umpteenth round! And after all is said and done We've had a good time and some damn good fun, And perhaps some good ski-ing and a day to remember. So maybe you'll come again one day as a member To do something different and off-piste with me, I'd love to have you come ski with me.

Paul L. Heller



VIVE LE CB

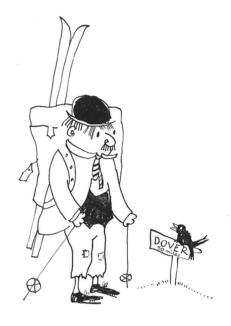
D. G. Mabey

THE CB (Calais-Basle Express), when the weather is favourable, can cover 440 miles from Calais to Basle in 11 hours putting up an average speed of 40 mph! This hardly compares favourably with the 8½ hours taken by the Flying Scotsman in 1895 to cover the 393 mile journey from London to Edinburgh, nor with the latest Japanese 125 mph 'Bullet train' which travels between Tokyo, Kyoto, Nagoy and Osaka. If this train could stay on the rather antiquated permanent way between Basle and Calais it could do the journey in under four hours.

As a small boy I used to think the CB really was an express train. Some of the carriages were marked 'Grandes Expresses Européannes' and in the old days they used to go to all parts of Europe, some even to Prague, Budapest and Belgrade. Almost every European language could be heard on the train as one passed down the corridors. Nowadays the CB only appears to go to Basle or Milan and seems to cater for the Italian workers returning to their native land, and the English. Since Mr Harold Wilson's famous first 100 days and subsequent ones, we are no longer in the same financial bracket as our co-passengers. Most of them have rather more to spend than our devalued £50 of currency reinforced by the precious, but devalued, £15 in notes, not forgetting the 40s, of devalued silver which we are also permitted.

In the age when Japanese trains travel at over 100 mph, most of the other European nations which used the CB have opted out for road travel. Being British however, we accept the CB as part of our life—probably imagining that Basle is 600 miles or more from Calais and we don't feel that we have had a holiday without masochistically suffering a tedious journey. For those who feel this way, I can recommend the CB in perpetuity; though the service may get worse, the heating and lights may be left off more frequently, the hot water may run more intermittently and there is never likely to be a restaurant car again, one thing is certain to remain—those infuriating buff forms for immigration which one had to fill in for every member of ones family.

one had to fill in for every member of ones family. I can strongly recommend the CB for those elderly gentlemen who make a habit of writing to the *Times* about the shortcomings of British Rail. If a small party of peppery old correspondents could be organised to make the Channel crossing preferably on the archaic unstabilised relief boat and on the same day that all the travel agents are taking their package travellers to the Alps (this inevitably happens to me), I would gladly subscribe towards the trip. They would of course have to queue up on the boat to have their passports stamped, queue up at the bar to get their regulation duty free spirits and cigarettes, queue up at the Customs Hall at



Calais carrying their heavy bags, intermittently moving forward a few paces and putting them down. Then they would have to find their own couchettes at the extreme end of the train—from which I would insist they were turned out at Basle in the early morning. Being unable to find a porter for their heavy bags, they could then sit on them preferably in a howling sub-zero blizzard and each compose two letters to the *Times*—one on the virtues of British Rail and one on the CB Express. I am sure this would make for some of the finest composition the *Times* has received for a long while.

In case I have discouraged anyone from using the CB it may be constructive to investigate the following alternative routes to the Alps:

For speed: fly to Paris in the evening and take the midnight sleeper to Interlaken.

For comfort and added expense: take the night sleeper from London to Basle via Dunkirk.

For economy: go by car. For those in the West Country and West Midlands, take the night ferry from Southampton to Le Havre and, after a good night's rest, you have a whole day for driving before you. For those in the East and North of England take the Harwich-Hook of Holland night ferry. Again you have a good night's sleep and a motorway right through to Basle.

DO YOU HAVE A RACER IN THE FAMILY?

Bunny Field

MY ski-ing, contrary to that of most people I believe, started on grass; and what's more, it was organised by the Los Angeles Junior Chamber of Commerce in California. At the age of six, I was practising everything from kick turns to herringbone steps, on practically flat ground. By the time the snow came, my sister and I had joined thousands of other screaming little souls on the 4.30 a.m. bus rides that took at least three hours to reach the snow fields, where we would walk about and usually fall flat on our faces. Not only was my ski-ing very limited in those days but I certainly showed no great talent towards the sport.

Finally the day came when my sister and I were packed off to boarding school in England. This was my parents vain attempt to bring some discipline into our lives; no ski-ing there. However I went out to Austria with a school organised party and loved my first ski-ing holiday so much that our family spent the next one in Zermatt. Apart from my sister nearly getting lost on the Monte Rosa glacier, the holiday was a great success. The decision must have been taken then and there for me to have a third year in England and then complete my schooling in Switzerland. So by 1959 I was there to obtain some foreign languages, healthy air and skiing, while working towards my G.C.E. exams. Since I could not go home for Christmas, I went with the school party to Lenk, so that by the time the Easter and ski-ing term came along I was able to stand quite comfortably on my skis.

My first disappointment in ski-ing came when, during that term, there was a chance for me to compete in a British school girls race at Gstaad, but because of my American passport, I was not allowed to enter. Despite my hasty endeavours to obtain a British passport (at that time I had dual nationality because my father lives in California), it arrived too late and I was unable to compete until the following year. Then, still having only a vague idea of which way to go through the gates, I eagerly competed and completed, I'm proud to say, my first ski race at the age of 14. Unknown to us at the time, Ros, who usually attends these races in search of new talent, had been watching our race with those professional 'Hepbird' eyes (from out of the trees). How she ever considered my unruly style and lack of control anything to go by, I'll never know, but the following school term I received an invitation to join the Downhill Only Club Junior Training in Wengen. My parents were as thrilled as I was, especially my Father who during his pre-war days in Klosters had earned the name of 'Avalanche Harry' for his bold and somewhat rash attempts at ski-ing. Until the war broke out, he had always envisaged himself as a future British racing prospect. He now saw the chance for his daughter to re-live those glorious days.

I continued with the D.H.O. at Christmas and Easter for the next two years. My first attempt at the British Junior Championships was disastrous; I was much too nervous. But at my second attempt, in Lenk, the training began to show its value, and feeling practically on home ground, I came third in the Combined. Later that year I entered for the British Senior Championships at Andermatt, which is where I first saw the British Ladies Team. I seem to remember that this had a most encouraging effect on my growing determination to reach the top. Partly through luck and most certainly through the inspired coaching of Werner Staeger, I reached fourth place in the Combined, and, through this, an opportunity to enter for an international race in Italy with Gina and Divina the following week. The value of this experience showed the following week, when Ros took Diana May and me to compete in the first Vienna Derby at Bad Gastein, and I had my first international victory. From then on I began to gain more confidence, as a cutting from the continental Daily Mail the following day showed. With characteristic exaggeration I was reported as saying 'We were trying for a place in the Olympic Team'.

The following winter I was invited to national training, and, as it was Olympic year, everything was rather serious and one could feel the tension among the older girls, anxious to know who would be chosen for the Olympic team. Four others and I were selected for the B Team and once again I attended D.H.O. training before competing in my last Junior Championships at Wangs Pizol. Luckily I won and this helped to give me confidence for the rest of the season, which we spent racing in Austria, France, Italy, Switzerland and Jugoslavia. What an exhausting year that was, carrying ski bags bulging with four pairs of skis plus heavy suitcases from train to train up and down the Alpine valleys!

After six years of racing continuously through each season, I think that I can define some of the essential ingredients that make up a racer. You must start young and feel something of competitive spirit almost from the start. Training with a racing club, of course, makes a tremendous difference. Beyond the right training (and, of course, the basic aptitude), the individual's make-up and determination will decide what he or she accomplishes. In my case, D.H.O. gave me the opportunity, and, in doing the best I could with it, a new, exciting and unpredictable world was opened up to me. I've never regretted going on with it and, after a year away from the racing scene, I'm going back knowing even better how much I've enjoyed these years.

THE GREAT EQUALIZING MEDIUM

David Anne

AN you picture what it was like for me, a former fifteen stone fattie, desk bound for 50 weeks in the year, waking up one morning to the realisation that fate had seen fit to marry me into a family of ardent skiers. This was no ordinary band of enthusiasts either, in that both my wife, and my brother-in-law had had the honour to ski for Britain. My father-inlaw was (and is) possibly the worst of the whole boiling. So far as I can see he thinks of little else than his beloved mountains and, during the off season, his life centres around his plans to get back to the snows again at the earliest possible moment. Until my wife and I returned from honeymoon. I was spared the needling and persuasion to get me out to Wengen. At first this insidious propaganda took the form of sly remarks about my sports. You know the sort of thing 'flannelled fools on the village green belting (or in my case trying to) bits of leather with pieces of wood' or, when came Autumn, 'Tweeded Twits with nothing better to do than shoot at defenceless birds'. At length seeing that this concerted campaign was having no effect, my dear father-in-law, presumably in desperation, announced to me that his last remaining ambition in life was to get me out to Wengen. But I was equal to this pathetic plea and announced for all to hear that nothing on earth would induce me to risk life or limb in the, to me, ridiculous occupation of going up a mountain just for the sake of sliding down again on two silly little bits of wood, or more likely, on my more than ample posterior! And so it remained—a sort of state of armed neutrality from 1964 until February this

I arrived in Wengen with wife and small son. frozen stiff, in the midst of a blizzard. I was sure that we had been kidnapped and were in fact arriving in Siberia. However Switzerland it was. A gaggle of my in-laws was there on the station to meet us. Now you will wonder what weakness was it that caused me to reverse the seemingly irreversible decision: to make this collossal about face and to travel at vast expense to that place I had no wish to go to. The answer in one short hyphenated word was the Ski-Bob. Billy the Kid of Western fame is reputed to have started on his bullet-scarred career when he learned at the ripe old age of sixteen that the only difference between a big man and a little man was removed by the great equalising medium of the Colt revolver. Now at the age of thirty-eight, I came to realise that the great equalising medium for the winter sports enthusiast and the tyro was, and is, the ski-bob.

Somehow, the reassuring thought of having four bearing surfaces on the ground as well as, wonder of wonders, 'brakes', and something other than snow on which to place my behind, coupled to much reassurance from the family, was enough to persuade me to ignore the nursery slopes and jump straight in at the deep end. So it was that we caught an afternoon train up to Wengernalp. I had every confidence in my ski-bob, having had a hand in the assembly of the first British made machines—the JAFCA. Indeed I had put together this particular one myself with loving care, a month previously back at the works in Andover, Hampshire. I was therefore more than 100 per cent certain that everything from the folding mechanism to the shock absorbing system was absolutely perfect down to the minutest detail.

The first run I did in a somewhat hesitant fashion, though I flatter myself that it was considerably faster than any other 'first timers' with positively no ski-ing experience. Five minor mishaps and much laughter from the family, who buzzed round me on their skies like fighter planes escorting a lumbering great bomber, was the debit score on this first effort. On the second run I managed a faster speed with only two very minor and (dare I say) comfortable spills. On the third effort, I achieved a clear run.

I never like doing things by half measures and with the first ski-bob race only four days ahead, I practised as hard as I could. I was determined to have a go, even if I did make a twit of myself. This race, held under the sponsorship of JAFCA and organised by the D.H.O., attracted an entry of a score or more and though I was hardly in the class to win, I did achieve third place in the 'lowlanders' class.

It is a certainty that a short two week vacation will not be wasted messing about on the nursery slopes and that in an hour the rudiments will be grasped. Before the end of the vacation, a considerable degree of skill will be achieved. That is the advantage for the complete beginner. For the established skier a novel change is provided by ski-bobbing and, because it is so much safer than skiing a new lease of life is offered to those faced with inevitable march of anno domini. With the coming of the ski-bob, not before time, the real family winter sports holiday has arrived. At last the non-ski-ing husband such as I can go off on a run with his ski-ing wife and compete on very nearly equal terms.

Now come off it you dedicated young skiers. Do not scoff at these infernal machines which threaten to invade your slopes in ever increasing numbers. Of course its infuriating to find your free passage blocked by a crouching figure on a ski-bob but then it is equally galling for us 'lesser mortals' to find our

way blocked on the flat, by a horde of shuffling skiers, six or more abreast. On the flat the skibobber, riding his machine 'scooterwise' will leave even the best of skiers standing. Therefore I say live and let live. There is ample room for skis and ski-bobs on the slopes though on the paths and flats in narrow confines we must expect a little patience and a spirit of give and take.

Ski resorts are beginning to realise the enormous financial advantages attendant to the encouragement of ski-bobbing in so far that they bring a far wider public to the slopes. Indeed the Swiss National Ski-bob championships were held in Wengen last season. To crown it all, ski-bobbing is at present in front of the Olympic Committee for probable inclusion in the next winter games.

It has been reported that sales of ski-bobs in Europe alone, are already well into six figures. On the other side of the Atlantic this new sport is still very much in its infancy but the market researchers in the United States predict an enormous mush-rooming up of sales over the next five years with annual demand certainly well over the six figure mark and eventually reaching as many as 200,000 units

Ski-bobbing truly is the great equalising medium. It is for the dare-devil or for the most timid. It is an exhilarating sport with a fascination all of its own. It is certain that as technology in this field advances, speeds in excess of 100 mph will be possible. But for the timid or the elderly or the very young it is a gentle and almost sedate way to enjoy the mountains. When you get tired you simple use the brake claws on the foot skis to stop and then sit on the saddle and relax. It is a truly universal sport and I can think of no better illustration of this point than the sight of my wife riding a ski-bob with our small son aged $3\frac{1}{2}$ years going tandem with her.

CLUB TRAINING SCHEMES

Applications for, and further details about, any of these schemes should be addressed to: The Hon. Racing Secretary, 49 Caversham Street, London, S.W.3, FLAxman 6372, or, AFTER DECEMBER 1st, D.H.O. Office, 3823 Wengen.

CHRISTMAS/NEW YEAR: 1969-70

Those selected last Easter will train for three weeks in Wengen. Leave London 16th December 1969, return London 9th January 1970.

COGGINS GROUP

Also in the Christmas holidays, the Coggins group offers training to children of D.H.O. members and associate members. Coggins this year should be born between 1957 and 1962 (13–7 years old) and must be with their parents. Apply by letter or on arrival in Wengen contact the Coggins Representative, D.H.O. Office, Telephone (036) 3.46.17. Parents and children wishing to travel with the Club group should write at once to the address above.

EASTER 1970

Two weeks training and racing in Wengen. Those competing in the British Junior Championships will then travel to Scotland. Dates: leave London 19th March, return 3rd April. Cost: training, travel, accommodation and ski-lifts, approximately £79. (Parents can also get special rates for travel.)

NR

It may be possible to arrange alternative dates for trainees with different school holidays. New applicants should give date of birth, ski-ing experience (when, where and with whom) and other details likely to help, such as successes in other sports, general health and eyesight. Only skiers prepared to train hard should apply. They must be under 13 at the time of application. These training schemes are for girls and boys in equal numbers. All those selected can apply to the Club for extra currency to cover their training and equipment.

SKI-STUDY COURSE: JANUARY-MARCH 1970

For girls aged 14–17. This course, now in its third year, can be a stepping stone to the British Women's Team. It combines race training and a weekly regional race with serious study designed to maintain the racer's school syllabus, while living under experienced supervision in an Alpine chalet. French, German, typing and shorthand are specialities.

SUMMER TRAINING CAMP 1970

From second week in August for two, or possibly three weeks, at St. Moritz-Corvatsch. Technique and slalom training on the glacier, gymnastics, swimming, climbing, running. Experienced racers only.

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JOHN ALEXANDER JOANNIDES

IN 1921, Joannides had taken part in a Swiss Slalom, which had virtually nothing in common with the modern Slalom, for it was not a pure

race, marks being given for style.

In the early days of Alpine racing, Joannides probably competed in more first class races than any other British racer. He was twice second in the British Championship and was a member of the first British ski team to compete in an international event. He was twice second in the Roberts of Kanda-har race. In 1927, I wrote "He has been second or third in innumerable other events. With the possible exception of Mackintosh, he has thrown away more races than any man I know."

His comments on racing and racers were often entertaining. In the days when the simultaneous start in Downhill races had not been replaced by the interval start, I asked him what he thought of Leonard Dobbs as a racer. "I can't say", he replied, "You see, I've never seen him race; I've only raced

against him."

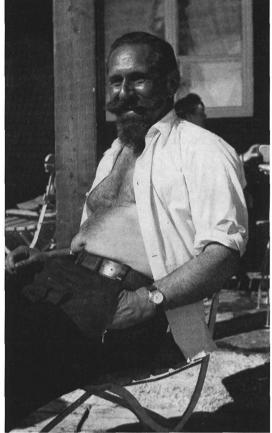
In the winter of 1968, when I was in bed at Mürren recovering from two operations, Joannides came over to see me. "He could not have been more thoughtful," said my wife, "He asked what you would really like him to bring, and turned up with a bottle of wine. You greatly enjoyed his visit, because he did not stay long enough to tire you—about half an hour. He wouldn't stay to lunch". I was touched that old Johann, as we called him, gave up a day's ski-ing to cheer up an old friend.

A.L.

It is with great personal sadness that I refer to the death of John Alexander Joannides. Jo-an, as he was known to so many (though he preferred to be called John), was a great character and although I enjoyed happy times with him yachting and playing golf, his first love was ski-ing and he was dedicated to it.

Almost my earliest recollection of him was in a very early Lauberhorn Race, probably in the twenties. There was, of course, no ski lift in those days so the competitors and officials had to climb up to the starting point near the summit and race with no restrictions to a finishing point somewhere near the bottom of the existing lift. I so well remember that John put his feet together and took a straight line from the top to the bottom. Unfortunately his balance deserted him some 100 yards before the finish and he had the father and mother of a fall. By the time he had pulled himself together, picked some of the snow out of his ears, and maybe other uncomfortable places—he had no beard in those days—his nearest competitor slipped by him more or less under control and beat him at the post. Without any disrespect to the winner—I think it was John Palethorpe-some of us were disappointed that John's great effort just failed.

John did and said the most outrageous things, but he got away with it! His exploits and escapades are



far too numerous to mention—he once took 'Oh God' straight very late in the season, landed in some sog at the bottom and broke both legs. He was in a way a perfectionist—I know of no man who altered his ski-ing style so many times to keep up with modern techniques.

We must content ourselves with the memory of that great bearded monster weaving his way down the mountains, together with his great friend and guide the late Hilte von Allmen, so tragically killed some years ago in an avalanche at St. Moritz. I also remember that great beard attached to the great man wandering down the street at Wengen preparatory to his evening session in the Eiger Bar. He was always an entertainment at the 'Round Table', in the train, on the ski lifts, anywhere in fact where one met up with him. The world and, in particular, Switzerland and Wengen are poorer places without him.

I am sure we would all wish to send kind messages of sympathy and appreciation to his great friend and companion Mabs who spent so much of her life looking after him, particularly during his final illness.

M.O.G.

THE WAB

The Editor

THE newcomer's first glimpse of Wengen comes inevitably from the windows of a WAB train, unless he chooses to walk up from Lauterbrunnen, which few care to do these days. Yet less than eighty years ago, the long climb was the only way to get to Wengen and beyond. Not surprisingly, few people wanted to make the journey.

Tourism in the high alps is a relatively modern pastime. Even so, the Lauterbrunnen valley seems to have been popular even in the middle ages. There are records going back to the 12th century of religious and secular notables visiting both Lauterbrunnen and Grindelwald to attend the dedication of churches. One wonders if it was the churches which drew the dignitaries or if the dignitaries arranged for the churches to be built so that they could have the excuse for a trip to the mountains. Nevertheless, the 16th and 17th centuries saw people come along to study the mountains, but, one gathers, at a distance, However, by the 18th century, guides began to make an appearance, student trips were organized and it became fashionable to attend the 'Gletscherschule'. The tracks across the mountains were, still very poor, and, in fact, there is no written record of the crossing from Lauterbrunnen to Grindelwald before 1776.

In the 19th century, foreigners began to be seen more and more in the valleys. Some of them would spend months on end in Interlaken, and at popular times, accommodation in Interlaken became hard to find. People had to be put up in places like Bönigen and Lauterbrunnen, and this meant the development of a thriving local transport industry.

It is hardly surprising that a plan was first brought out about 1870 to build a railway of sorts up to Wengernalp. The idea was to build a conventional railway to Lauterbrunnen and Grindelwald, and from those places, a combination of waterpowered funiculars and steam-powered cog railways would climb over the Scheidegg. The idea was dropped, though, because of its high cost.

Some twenty years later, however, the BOB was to open up the valleys to Grindelwald and Lauterbrunnen, and the old idea of the mountain railway came under close scrutiny again.

Now, people do not change much. There were loud and numerous protests about the invasion of the mountains. The protests came not only from the local inhabitants, but from mountain and nature lovers all over the world. The local people, however, were more specific in their opposition—and in the fears which led to them. The 'ring of iron' would bring too much change; it would disturb a tranquil life. They preferred life to be quiet and predictable.

Tourism was not yet a real industry in the valleys—in 1889, there were only two hotels in Lauter-brunnen, and four in Wengen. The Mayor of Interlaken protested that the plan was premature—nature would be disturbed. Not surprisingly, the organizers of the local transport facilities were, to a man, against the plan, and they sought to claim compensation if the railways did go up into the mountains.

The outcome was the usual series of promises people get from the authorities, and which the authorities have no intention of keeping. The Oberländer Zeitung put the matter into a nutshell. 'First of all, they wanted to get the communities to contribute to a railway between the lakes—the Brünigbahn. The communities said: Yes, as long as no railways are built into the Valleys! And they were given promises about that. Then came the valley railways, at least in concept, and the people of Lauterbrunnen said: Yes, as long as you don't build a railway to Mürren. Then came the plan to build a railway to Mürren, and the Mürreners said: Yes, as long as you don't later want to build one up to the Schilthorn. And they got that promise too.' Well, the promise about the Schilthornbahn at least seems to have lasted longer than the rest!

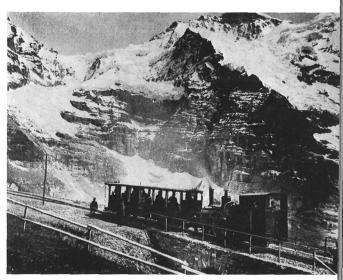


Photo Wengernalpbahn

Steamtrain at Wengernalp Station about 1900.

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THE WAB

The Editor

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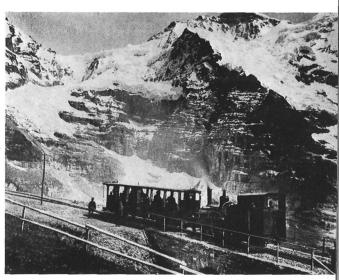


Photo Wengernalpbahn

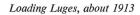
Steamtrain at Wengernalp Station about 1900.

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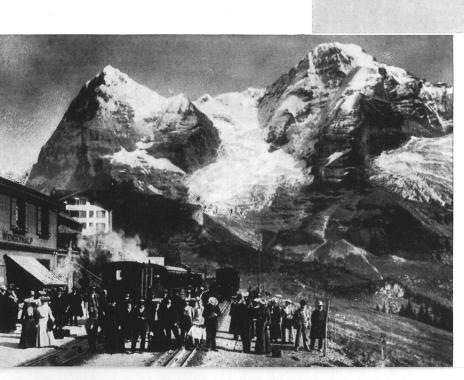


Steam train at the old Wengen Station, about 1900

Photo Wengernalpbahn







Excursion at Wengernalp Station (after its ascent from Wengen) in early 1900s.

Photo Wengernalpbahn

The National Assembly of 1886 was faced with no fewer than 15 applications for concessions, including one from the builder of the Eiffel Tower. Most people seemed preoccupied with the notion of travelling in some fashion or other all the way to the top of the Jungfrau using tunnels, surface systems, funiculars, wagons driven by air pressure and even the notion of a subterranean route all the way from the valley to the summit! Any one who credits the Swiss with little imagination should examine some of these extravagant notions!

The preoccupation with getting to the top of the Jungfrau without climbing left the more practical consideration of the Wengernalpbahn somewhat open, but, in 1889 a concession was finally granted to build what we now know as the WAB. The cost of the system was estimated at some 4½ million francs (surprisingly, it actually cost some thousands less) and the concessionaires foresaw a modest 6% return.

The concession was to stand for 80 years (will we have a celebration in 1970?), but the government had the option of buying the system back anytime after 1915. Among the detailed conditions laid down, were reduced fares for local inhabitants, and widespread insurance against illness, accidents and loss of earnings for construction and operating staff—a welfare state before its time.

Eight hundred workers—mostly Italians even then—started simultaneously from Grindelwald and Lauterbrunnen, and only seven months after work started, in April 1892, the first train went up to Wengen from Lauterbrunnen. Less than four months later, a building materials train made the first trip to Kleine Scheidegg.

The summer of 1893 was the first season for the new railway and, by the beginning of August, extra trains had to be put on to accommodate all the tourists who wanted to make the now familiar summer excursion from Lauterbrunnen to Scheidegg and down again to Grindelwald.

The WAB prospered, especially with the construction of the Jungfraubahn. Initially thought of as purely a summer railway, the WAB was now being looked at afresh, and the connection of Lauterbrunnen with Wengen in Winter became a pressing topic. Some people wanted a totally independent funicular built; others sought to do something about the existing WAB line. This first line ran close to the rocks and had a maximum gradient of 25%. In Winter it was often unusable. The outcome was the new line to Wengen-maximum gradient 18%. I've often wanted to go up the old line, but, even during summer visits the WAB has never obliged. Certainly the line is still there, and it was even electrified when the steam trains disappeared in 1909 on the Wengen side and in 1910 on the Grindelwald side.

The steam trains manage to ascend to Scheidegg at the magnificent rate of $4\frac{1}{2}$ miles an hour. The appeal of the mountains must have been strong for throngs to spend some three hours getting to Scheidegg and back, particularly since one can imagine everyone being covered in a thick layer of cinders at the end of the trip. One sympathizes with those

who came to the Alps for the fresh air, only to find eight locomotives belching forth smoke all day long. The new electric trains came to meet the increasing traffic and speeded up the proceedings to some seven miles per hour. These were the 'coffeegrinders' we still see around today. Just as the coffeegrinders run relief services today (and are avoided by as many people as possible), the steam trains continued for some time to provide relief services for the new, clean electric trains. Nobody seems to have thought much about the poor ticket collector, though. Until the coming of the modern railcars, he still had to climb along the outside of the carriages and demand his tickets either through an open window or by hoisting himself into each compartment.

Today, 18 modern trains make up the fleet. They can reach some 14 mph going up, and some $9\frac{1}{2}$ mph descending. Waterstation is now just an occasional stop at the top of the Bumps for slow trains. Its water supply is no longer in evidence. Most trains still stop at Wengernalp though, and therein lies a story.

If you look carefully at the picture of the old Wengen Station and the current Wengernalp Station, you may come to the same initial conclusion I came to; someone put the wrong title on the picture of Wengen Station. Look more carefully, though, and you will see the familiar background of Wengen, including the Hotel Bluemlisalp (now the Regina). After asking a number of people about this apparent phenomenon, Fritz Borter, Senior, told me that they had, in fact, moved the old Wengen Station up to Wengernalp at some stage. The mind boggles at the thought of carting a whole station up the line, but, the Swiss were never a people for wasting a perfectly good station. I was also told, but unable to confirm, that the old Wengernalp Station in its turn ascended to Eigergletscher.

The WAB is a railway true to the Swiss image clean, punctual and well organized. I sometimes wonder where they get the seemingly inexhaustible supplies of relief trains and crews to ensure that no one gets left behind. I have no trouble thinking of several other mountain railways in Switzerland which can only be boarded after long waits in impatient queues or train-capacity cattle pens (no names mentioned). On the WAB, no one is organized or herded—you are left entirely free to decide which train of four in the station is going first; where to stand with your skis to make sure that the arriving train's ski truck stops right in front of you; and how to time your entry into the carriage promptly when all the second class seats have been occupied and the ticket collector is just letting second class passengers into the first class compartment.

ACKNOWLEDGMENTS:

50 Jahre Wengernalpbahn, 1893–1943, distributed by the Directors of the Wengernalpbahn, 1943.

VST Revue 6, June 1968. Official Organ of the Union of Swiss Public Transport Enterprises.

WINTER IN CANADA

Ian McCormick

 $T^{
m HE}$ countryside around Toronto resembles the fens in elevation except for a steep 1000 foot high ridge conveniently carved out by a Cambrian glacier. Along this slope the faithful congregate to sacrifice their legs and money. The area close to Collingwood offers the best slopes, and is a mere two hours on the studded tyres from Toronto. Public ski areas have been developed as a commercial venture, but to avoid the overcrowding of this popular sport the enthusiasts have formed their own clubs with princely entry fees (if you can get in) and far from modest facilities. Craigleath, the club which kindly employed me as a trainer, had 200 members, a snow cat, a bulldozer, a weasel, a large clubhouse, three T-bars, a childrens lift, and a chairlift in construction. It has a ski patrol (part of the National system) who proudly take no alcohol when on duty. All the trails are cut through dense birch woods, and a few more trees have their bark removed each year by the less precise!

Since that Cambrian glacier carved out the escarpment the climate has been reputed to be cold and icy, with snow a late arriver after Christmas. Chilly it was from the bitter winds that swept off the nearby lake, complete with the sound of surf, but possibly as a result of Premier Trudeau's current flirtation with the Vatican there was thick powder over Christmas and talk of never having it

so good.

So that motels do not take their weekly killing, many skiers build their own cabins, often with their own hands, in and around the ski clubs. They vary from one room pioneer design with accommodation French style, through 'A' frames to edifices on the grand scale complete with owner saying he only uses this little place for a few weekends each winter (too humid for the summer). The local authorities are not too sympathetic to the demands for sanitation and water, so there is competition to get your well or water storage above the others main sewage.

Provincial laws state that you may not drink alcohol under 21 standing up or in a public place, bars excepting. This leaves some interesting or illegal alternatives. Spirits are bought at a Liquor Store, and beer at a separate Brewers Retailer, both owned by the province and with a prohibition atmosphere of gin is sin. Nevertheless they keep their alcohol level tolerable and providing you have a bottle of Rye in your pocket you are acceptable in any strangers' cabin. Once over 21 you can brew up

your own wine legally; this is a widespread occupation so as to beat the heavy rake-off on imported wines by the Provincial Tax Officials. The end products vary from salt and sweet to sour and bitter, and some would be fairly poisonous as a salad dressing, but the best are very palatable. Naturally a competition is held for the top herbalist, and you are not supposed to serve up your best Chambertin '64 in a home made bottle.

Snowmobiles (motorised toboggans) abound; even two- and three-snowmobile families exist. Souped-up ones do 50-60 mph, and races are organised which normally end in a grand carnage. One person was even 'apprehended' for speeding at 50 miles an hour. Further North they have less delinquent uses such as access to remote cottages

and for trapping.

Some kind emigrant cousins had just bought a cabin at Craigleath and invited me to stay the weekends and sleep on anything that was not covered by their four small children, or enormous Pyrrenean sheep dog. This latter animal and the young baby dribbled in a similar manner and were often wiped with the same rag. Through my cousins' good offices, I was put in touch with the local racing organisation and over Christmas, I trained a group of children under the South Ontario Ski Organisation, who were chosen for their results in the previous year. We trained from 9 a.m. until 4 p.m., with an hour off for lunch, to the consequent exhaustion of all. It also had the effect of limiting the more precocious activities of these children. After the Christmas period I was attached to the aforementioned Club, Craigleath, where I had a group of children over 13 years of age to coach at weekends and take to junior races within a radius of 150 miles. Nancy Greene initiated a competition for 13 year olds and under which was very hotly competed for, and was won by Craigleath. This appeared to give the parents and coach, Leo Vogrin, good cause for celebration. The standard and the number of younger skiers was impressive. Over 100 children applied to train in Craigleath alone, from a possible parentage of 200, which reflects the healthy life. Contrary to established tradition Canadian children are no more capable to tearing up carpets and restaurants than their Brittanic equivalents.

I had a few nostalgic thoughts for high mountains; the cry of a D.H.O. trainee at bay and the Eiger bar, but the Canadian enthusiasm, energy and kindness

went a long way to making up for it.

The well-known racer, Helen Jamieson, was married on 4th July, 1969, at Newtyle Church, with Hamish Somerville.



Richard Walduck, a D.H.O. Committee member since 1964, was married on July 4th, 1969 with Pieneke Stibbe, in a traditional Dutch ceremony at Vught Town Hall in Holland.



Rozi Walker, who was a rep for both the Coggins and their elders, was married on 28th December, 1968 with Humphrey Spurway, at Holy Trinity Church, Ayr.





WENGEN CURLING CLUB

INSTITUTED 1911

Affiliated to Royal Caledonian Curling Club 1920

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Results of Competitions, 1968-1969

WINNING TEAMS

Baumann Prizes Holland Cup Otto Lehmann Bonspiel Wyllie Shield Wengen Challenge Cup King's Hoise Trophy Silberhorn Prizes **Presidents Prizes Hewitt Cup** Buhlmann Cup **Bernerhof Crystal** Hotel and Chalet Cup **Molitor Cup** Handwerker Prizes Wright Bowl

Bols Cup

W. Black, O. Ammon, Mrs. Muzzulini, N. F. Ruimschotel H. Frei, Mrs. Muzzulini, Mrs. Di Giovanni, N. F. Ruimshotel

J. E. van Berckel, Mrs. Rupp, H. Brunner, J. H. Mann

F. Gertsch, D. Allin, H. Viglino, W. Roesch F. Iseli, Mrs. Rupp, O. Ammon, Mrs. van Berckel H. Fritschi, F. Iseli, A. Wahli, H. Trachsel

C. Lavers, H. McIlwraith, Guye, Mrs. Moser

K. Goldsmith, Mrs. Rupp, Mrs. Di Giovanni, Mrs. Harper V. Muzzulini, Mrs. Muzzulini, J. Rekoert, F. D. Marshall

E. Nobs, Lord Walpole, Oppliger, Mrs. Curle R. Bossert, M. Zingg, E. Zingg, C. Hunziger M. Zingg, P. Lehmann, S. Zinniker, C. Hunziker F. Iseli, H. Fritschi, A. Wahli, H. Trachsel W. Presser, R. Lotscher, E. Treng, A. Mark

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W. Seeger, Mrs. Rupp, E. Gertsch, Mrs. Piccolini

SKI EQUIPMENT

SKI BOOTS IN THE SIXTIES

THE first ski boot revolution really goes back to the fifties, to the invention of the Martin-Henke clip but it was only in 1964, at the Innsbruck Olympics that clips were first accepted as something more than a gimmick. The speed and comfort of fastening clip boots suddenly made an impact and the Henke slogan 'are you still lacing while others are racing?' finally made it's mark and now, only five years later, lace boots are regarded almost as museum pieces on alpine slopes.

The second revolution—in materials—is taking place now. It began four or five years ago in Germany, with the introduction of plastic soles. The first vulcanisation process was quickly followed by the development of a machine by the firm of Desma, that injected PVC into moulds attached to the uppers, by which process the soles were completely welded to the uppers. In the early stages the process was not entirely trouble free as at first, the original lasts for leather soles were used. The heat needed for the process caused some shrinkage and the early boots were very narrow. This trouble was soon overcome and as the advantages of durability and waterproofness were so obvious, within two years, injection moulding had become more or less

universal. One of the major problems with clip boots has been the stretching and consequent softening of the uppers from the strain on the leather in the areas of the clips. From the start it was found that clip boots need very expensive hard leather if they are to be satisfactory and almost at once, a search began for better materials for the uppers. Continually rising prices for leather added a spur and as could have been expected, the Americans came up with the first alternatives, all plastic boots. The most successful were the Rosemount and the more orthodox Lange. Lange boots were worn by a number of successful racers at Grenoble and soon afterwards,

a number of European manufacturers brought out all plastic models, which although successful with some racers and hard skiers, could not be considered as suitable for holiday skiers. The extreme discomfort of totally hard, non-stretch boots with the condensation from lack of ventilation, the loss of warmth and the difficulty with walking could not be accepted by any but the keenest skier. Recently, a new material of plastic, bonded to leather has been developed, which is finding favour with skiers and manufacturers alike.

As the thickness of the plastic coating can be varied, it is possible to make slightly softer boots for the holiday skier, by reducing the thickness of the coating a little. There remains the problem of accurate fit. This is most essential for boots that do not stretch or mould themselves to the skier's foot. To overcome this difficulty for production line boots, Henke are putting a shock-absorbing, removable and shapable insole into all next season's plastic boots, so that minor adjustments can be made to accommodate such things as high insteps,

There seems to be a general feeling that this new material will tip the balance in favour of plastic boots. ERIC FOLKMAN

GERTSCH BINDINGS

Up to now, the Gertsch binding was not suitable for touring use. This year saw the development of a new device which slots neatly into the binding and which makes unrestricted heel-lift possible.

We did not have a chance to try out the new device, because weather restricted touring while we were in Wengen. However, when the touring device is fitted, the characteristic Gertsch 'plate' remains attached to the boot. The plate is then attached to the binding on the ski. A number of people plan to use the binding this winter, and we hope to hear more about it in time for next year's Journal. D.N.F.

RACING

SEASON 1968-1969



GIANT SLALOM (Wengen Bumps)
1, A. COVA, 1.02.1; 2, T. Foster, 1.04.1; 3, P. du Pon, 1.04.4; 4, R. Molitor, 1.06.8; 5, Miss W. von Allmen, 1.06.9; 6, G. Miller, 1.08.2; 7, D. Warrington, 1.08.4; 8, M. Hunter, 1.08.8; 9, H. Holmes, 1.09.4; 9, K. Bartelski, 1.09.4; 11, R. Ireland, 1.09.8; 11, M. Niederhauser, 1.09.8; 13, Miss A. Betts, 1.11.2; 14, Miss S. Campbell-Preston, 1.11.3; 15, L. Cumberlege, 1.12.1; 16, Miss C. Blackwood, 1.13.0; 17, M. de Giovanni, 1.13.3; 18, P. Murray, 1.13.7; 19, A. Grant, 1.14.2; 20, Miss H. Thomas, 1.14.8; 21, N. Rose, 1.15.0; 22, R. Cohen, 1.16.0; 23, Miss J. Fowler, 1.16.0; 22, Miss B. Lonsdale, 1.16.0; 25, Miss J. Molyneux, 1.16.4; 26, M. Middleton-Hands, 1.17.0; 26, R. Gates, 1.17.0; 28, Carrich, 1.17.2; 28, F. la Live, 1.17.2; 30, M. Panchaud, 1.17.3; 31, H. Russell, 1.17.8; 32, Miss M. Abercromby, 1.18.0; 33, I. Carter, 1.19.1; 34, T. Hargreaves, 1.19.3; 34, D. Aaronson, 1.19.3; 36, D. von Almen, 1.19.4; 37, D. Pownall-Gray, 1.19.8; 38, G. Robb, 1.20.5; 39, Miss E. Shearing, 1.20.8; 40, Miss J. Watt, 1.21.2; 41, Miss J. Allison, 1.21.7; 42, Miss S. Shields, 1.22.2; 43, Miss C. Pollock, 1.22.3; 44, C. Rose, 1.22.8; 45, P. Etherington-Smith, 1.23.0; 46, M. Riley, 1.23.8; 47, D. Hyams, 1.24.2; 48, R. Stewart, 1.24.5; 49, R. Seligman, 1.24.9; 50, A. Stewart, 1.25.8; 51, M. Orbach, 1.27.2; 52, Miss J. Pollock, 1.27.7; 53, R. Starkey, 1.28.7; 54, L. Carter, 1.29.8; 55, J. Carter, 1.31.2; 56, Miss J. Mabey, 1.33.7; 60, D. Butchart, 1.34.1; 61, S. Schwarz, 1.34.7; 62, D. Riley, 1.35.2; 63, Miss A. Ross, 1.37.0; 64, Miss J. Riley, 1.38.1; 65, Miss T. Mabey, 1.42.1; 66, O. Ginon, 1.42.2; 67, Miss C. Starkey, 1.43.8; 68, Miss M. Rose, 1.45.3; 69, C. Carr, 1.45.4; 70, R. Lovell, 1.51.8; 71, Miss J. Mabey, 2.02.1.

SLALOM (Wengen Bumps)
1, M. NIEDERHAUSER, 79.9; 2, Miss W. von Allmen, 80.3; 3, R. Ireland, 80.5; 4, H. Holmes, 84.7; 5, M. de Giovanni, 85.1; 6, Miss A. Betts, 86.8; 7, Miss S. Campbell-Preston, 88.2; 8, A. Grant, 89.6; 9, D. Warrington, 89.7; 10, M. Panchaud, 89.9; 11, K. Bartelski, 90.3; 12, M. Riley, 90.8; 13, H. Russel, 91.2; 14, P. Murray, 91.7; 15, Miss J. Molyneux, 91.9; 16, D. Hyams, 92.0, 17, Miss B. Lonsdale, 92.9; 18, Miss H. Carmichael, 94.0; 19, Miss C. Pollock, 97.7; 20, A. Stewart, 97.9; 20, Miss S. Shields, 97.9; 22, D. Riley, 98.8; 23, H. Clark, 99.0; Miss J. Carter, 99.0; 25, Miss A. Sandeman, 99.2; 26, Miss E. Shearing, 101.2; 27, M. Orbach, 101.7; 28, Miss J. Fowler, 102.8; 29, D. Aaronson, 101.4; 30, D. Pownall-Gray, 106.7; 31, Miss T. Mabey, 119.1.

HALFORD-HEWITT CUP

1, ANDREAS COVA, RICCO MOLITOR, MARTIN PANCHAUD, Le Rosey; 2, Graham Miller, Rob Ireland, H. Russell, Harrow; 3, Antoinette Betts, Sarah Campbell-Preston, Carol Blackwood, Tah-dorf; 4, Alistair Grant, Helen Carmichael, Stella Shields, Kingussie; 5, Nicholas Rose, Tim Hargreaves, C. Rose, Charterhouse; 6, Charlotte Pollock, Jill Pollock, Ancaster House; 7, Martin Riley, Hugh Clark, Grantown; 8, Leigh Carter, Julie Carter, Geneva; 9, Juliet Mabey, Tina Mabey, Roedean; 10, Richard Starkey, Tim Lovell, Sherborne.

DAVID WILKINSON CUPS: FRASER CLYDE, HELEN CARMICHAEL.

COGGINS SLALOM RACE
Boys: 1, W. TULLOCH 70.1; 2, D. H. Griffiths, 92.8; 3, A. Burghes, 101.1; 4, P. Armstrong, 118.9; 5, A. Corcoran, 118.9; 6, P. Corcoran, 154.5; 7, T. Brindley, 156.6.
Girls: 1, C. LEATHAM, 83.6; 2, C. Fischer, 84.3; 7, Alice Burghes, 151.7.

COGGINS GIANT SLALOM
Boys: 1, W. TULLOCH, 1.15.9; 2, D. Griffiths, 1.26.1; 3, A. Butchart, 1.26.2; 4, P. Armstrong, 1.43.8; 4, G. Thornton, 1.43.8; 6, P. Corcoran, 1.51.4; 7, H. Fischer, 1.52.0; 8, T. Brindley, 2.33.9; 9, A. Corcoran, 2.55.1; 10, Arthur Burghes, 4.20.5.

ODLING CUP

1, T. ASHBURNER, 3.35.8; 2, P. B. Browning, 4.09.8; 3, Miss S. Ross Smith, 5.00.0.

POLYTECHNIC CUP 1, A. CARVER, 3.05.4; 2, B. Pettifer, 3.39.8; 3, B. Beylie, 3.11.2; 4, M. Young, 6.16.4.

HEINZ CUP
1, R. BARRON, 2.28.0; 2, J. Turvill, 2.52.0; 3, W. Orr, 3.18.2; 4, S. Myles, 3.33.0; 5, C. Marsham, 3.34.4; 6, P. B. Browning, 3.56.4; 7, A. Smith, 5.01.6; 8, A. Pearson, 5.22.6.

FINNIGAN CUP 1, R. IRELAND, 3.17.6; 2, P. B. Browning, 3.57.0; 3, F. Garnham, 6.14.8; 4, W. Hall, 8.23.6.

McMILLAN CUP
1, R. IRELAND, 6.30; 2, Des Peters, 6.35; 3, S. Campbell-Preston, 7.10; 4, John Webster, 8.34; 5, Harold Thorpe, 9.55; 6, Bill Hall, 10.20; 7, Robin Maris, 12.50; 8, Robert Giddings, 13.05; 9, Sonia Hankin, 14.39; 10, Frank Garnham, 14.56; 11, Graham Hamilton-Sharpe, 15.45; 12, Willie Turner, 15.49; 13, Carol Park, 15.50; 14, Len Gardner, 16.40; 15, Alan Drake, 18.03.

JARVIS CUP: JOHN WEBSTER. BATHCHAIR CUP: ROBERT GIDDINGS. STRETCHER CUP: FRANK GARNHAM.

KURVEREIN CRYSTAL PAIRS RACE
1, J. TURVILLE and Mrs. HANKIN, 0.58; 2, P. Gasson and Mrs. Livingstone-Russell, 1.08; 3, Mr. and Mrs. Anne, 1.10; 4, General Leathes and Mrs. Doran-Webb, 1.15; 5, Mr. and Mrs. R. E. H. Edmonds, 1.25.

Page Fifty-two

EASTER SLALOM

1, L. KING, 112.1; 2, M. Ballantyne, 120.4; 3, S. Berner, 121.8; 4, A. Holmes, 123.7; 5, H. Bett, 129.0; 6, S. Moores, 129.2; 7, T. Hargreaves, 131.8; 8, P. Greenhall, 137.8; 9, N. Scott, 139.3; 10, T. Kay, 140.1; 11, C. Barling, 140.5; 12, D. Butchart, 140.7; 13, Mariann Scott, 141.6; 14, Simon Berner, 148.4; 15, T. Beakbone, 148.6; 16, W. Tulloch, 152.2; 17, J. Wood, 155.9; 18, P. Williams, 160.4; 19, R. Starkey, 160.5; 20, T. White, 171.4; 21, F. Easdale, 174.1; 22, J. Baird, 180.2; 23, L. Holmes, 180.5; 24, P. Moores, 182.2; 25, S. Morgan, 183.6; 26, S. Berner, 195.1; 27, S. Greenhall, 211.5; 28, I. Prideaux, 244.0.

EASTER GIANT SLALOM
1, T. BERNER, 1.7.5; 2, Morna Ballantyne, 1.10.5; 3, R. King, S. Moores, 1.12.4; 5, P. Greenhall, 1.13.3; 6, H. Betts, 1.13.8; 7, D. Butchart, 1.14.2; 8, M. Scott, 1.16.8; 9, C. Barling, 1.19.4; 10, T. Hargreaves, 1.20.5; 11, Sue Berner, 1.21.4; 12, R. Starkey, 1.21.8; 13, T. Beakbone, 1.23.1; 14, R. Gates, 1.24.5; 15, L. James, 1.25.4; 16, Simon Berner, 1.28.6; 17, J. Wood, 1.32.4; 18, C. Starkey, 1.34.5; 19, J. Baird, 1.35.6; 20, N. Scott, 1.36.0; 21, C. Morgan, 1.38.8; 22, Sally Berner, 1.43.5; 23, T. White, 1.45.8; 24, P. Williams, 1.51.0; 25, S. Ingram, 1.52.2; 26, P. Moores, 1.52.6; 27, S. Greenall, 1.56.4; 28, T. Kay, 2.8.6; 29, A. Prideaux, 2.10.2; 30, I. Prideaux, 2.10.2; 31, L. Holmes, 2.22.5.

TO F.G.

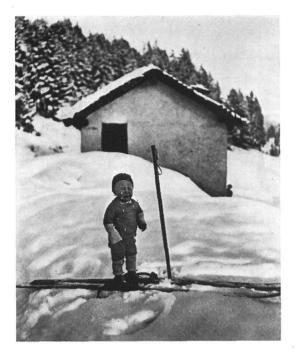
Had you been born a baby premature, You would have won the stretcher race for sure last year.

This year you won it well without a fall A mighty feat that pleases one and all.

What happens next we wonder Bishop dear, For doughty 'youngsters' qualify each year.

Your choice may be—'train hard and win the race' or 'live the Wengen life at 'Garnham Pace'.'

Bill Daggett



All beginnings are difficult

MEMBERS' PERSONAL ADVERTISEMENTS

Private advertisements only (no trade ads). Charges: Is. or Sw. Fr. 0.50 per word. (Minimum Charge: £1 or Sw. Fr. 10.00). Please submit ads to Hon. Editor not later than 15th August 1970 for the 1970 Journal.

ROOMS TO LET in Lauterbrunnen. In new chalet 3 minutes from station. All rooms hot and cold water, full central heating. Fr. 8 per day. Two single only free Christmas/New Year. Mrs. Staeger, Chalet Horner, 3822 Lauter-Brunnen.

To Let Ground floor flat in Wengen, South facing, near Brunner slopes, verandah, two double rooms with twin beds, large living room, kitchen with refrigerator, bathroom and W.C. Including central heating. January 3rd–30th £100, February 1st–28th £140. Telephone 01–352–6372

Club Notes

MARRIAGES

Fiona Ivor Hughes to Bruce Charles Hervey Mark Illingworth to Sarah Dawson Sally Ireland to Helmut Zwergel Helen Jamieson to Hamish Somerville David Panter to Anne Elizabeth Bathe John Paxton to Jane Maude Susan Proctor to Timothy Gordon Keown Diana Tomkinson to David Lewthwaite Richard Walduck to Pieneke Stibbe Rozi Walker to Humphrey Spurway

BIRTHS

To Moira and Dick Bastow, a daughter, Sandra. To Valerie and Nick Sollohub, a daughter, Alexandra.

To Judy and Andrew Griffith, a son, George. To Ro and Kit Braden, a son, Nicholas.

DEATHS

We regret to record the deaths of: Mlle. L. Bergeaud, Count R. Montalto die Fragnito, J. A. Joannides, A. J. MacIntyre, Lady McNair and Major P. Thomson-Glover.

SILVER BADGES

Peter Bullock, Peter Etherington-Smith, Heather Gascoigne, Sarah Myles and Frau Sieber-Fehr.

RACING ARROWS

Antoinette Betts, Sarah Campbell-Preston, Helen Carmichael, Sarah Palmer-Tomkinson, Edith Shearing, Hugo Holmes, Robert Ireland, Richard Lovell.

AWARDS

Scottish National Colours have been awarded to Frazer Clyde, Iain Finlayson, Ian Blackwood, Sarah Campbell-Preston, Helen Carmichael, Jane Fowler, Carol Blackwood and Kate Mackenzie. SCGB Silver Lions were awarded to Christopher Vasey, Richard Lovell, Sarah Campbell-Preston, Sarah Palmer-Tomkinson and Isobel Mabey. The SCGB Junior Scholarship (£50) was awarded to

Sarah Campbell-Preston. The Ambre-Ski Award (£50) went to Divina Galica. The Coca-Cola Award (£200) went to Julian Vasey.

D.H.O. DINNER DANCE

This will be held at the Savoy Hotel on Friday, November 14th, 1969.

AGM AND COCKTAIL PARTY

These will take place at the Ski Club of Great Britain, 118 Eaton Square, London, SW1, on Thursday, June 11th, 1970.

REPRESENTATIVES

Anyone interested in becoming a ski-ing representative in Wengen during the season 1970–71 is asked to get in touch with the Hon. Secretary, preferably this Winter, in Wengen. Preference will be given to those who have passed the S.C.G.B. Representative Course.

CHANGES OF ADDRESS

Members are requested to inform the Hon. Members' Secretary of any changes of address or any errors in the names and addresses shown in the *Journal*.

CLUB SWEATERS

Racers are reminded that these belong to the Club, and, when finished with, must be returned to Mrs. R. Hepworth at 49 Caversham Street, London, SW3, or at the D.H.O. Office in Wengen. £1 will be refunded for clean sweaters in good repair.

DONATIONS	£
S. S. Ferguson (for Ferguson scholarship)	50
Mrs. Pearson	1
C. B. Cawthorne	50
Hon. Mrs. Campbell-Preston	25
Anonymous	50
Anonymous	20
Martini Rossi	100
Mrs. Byam Grounds	5
Anonymous for Stella Shields	20
Mrs. Marx	10
Mrs. H. R. Hepworth	25
Swi	iss Francs
Ananymana	10

Anonymous 10 Mrs. Cova 50 Col. Turner 10 Wengen collections 21

CLUB INSIGNIA PRICE LIST

	Fr.
D.H.O. Ties	*12.00
Badges:	
Silver D.H.O. Square	7.50
Silver D.H.O. Round	6.00
Bronze D.H.O. Square	7.00
Bronze D.H.O. Round	6.00
Associate	3.50
Coggins	4.00
Maps	1.00

*Also available in England from the Hon. Secretary at 23s. 6d.

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Officers and Committee, Season 1969-70

Hon. President: K. D. FOSTER, M.B.E. President: H. S. WALDUCK

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

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Hon. Secretary: Mrs. S. R. HANNIN, Steep Cottage, Fetersheld, Hants.

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

Hon. Treasurer: R. C. WHEWAY, 6 Springwood Drive, Copley, Halifax, Yorks.

Hon. Asst. Treasurer: J. LATIMER

Hon. Editor: D. N. FREUND, "Bannwald", Ballinger, Great Missenden, Bucks.

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

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

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

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A. J. Rigby, Miss I. Christopherson

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

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1925-26	Major S. F. Fisken, M.C.		_
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1928-29	Major C. J. White, M.C.	FltLt. H. R. D. Waghorn	Capt. J. C. Davis
1929-31	FltLt. H. R. D. Waghorn	Capt. J. C. Davis	T. R. Fox
1931-32	T. R. Fox	C. F. S. Taylor	Major C. J. White, M.C.
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1945-46	Col. C. J. Odling, T.D.		and broke supplied the second supplied the second supplied to the se
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1947-48	Col. C. J. Odling, T.D.		
1948-49	K. D. Foster, M.B.E.	A. H. H. Gilligan	A. A. Jarvis
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	H. S. Walduck	R. E. H. Edmonds	M. O. Gill
1968-69	H. S. Walduck	R. E. H. Edmonds	M. O. Gill

Members' List 1969-1970

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

HP HONORARY PRESIDENT P PRESIDENT or PAST PRESIDENT HM HONORARY MEMBER FM FOUNDER MEMBER
G D.H.O. GOLD BADGE
RA D.H.O. RACING ARROW
S D.H.O. SILVER BADGE

GL S.C.G.B. GOLD RACING LION SL S.C.G.B. SILVER RACING LION OT D.H.O. OFFICIAL TRAINER

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

	Will Members a	urise	BLACKWOOD, I. W. K., '66 RA BLACKWOOD, Dr. J., '64 S BLACKWOOD, Dr. J., '64 S BLACKWOOD, Mrs. Y., '63 BLAXLAND, Cdr. R., D.S.C., '39 BLOOM, I., 62 RA BLOOM, Dr. N. H., '62 BLOOM, Miss S., '62 BLUM, R., '59 S BOINVILLE, G. C. de, '67 BOINVILLE, G. C. de, '67 BOLTON-CARTER, J. F., '59 BOLTON-CARTER, J. F., '59 BOLTON-CARTER, Mrs. J. F., '56 S BORNADAILE, Mrs. G. C. de, '67 BOLTON-CARTER, Mrs. J. F., '56 S BORNADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BORRADAILE, Mrs. H., '57 BORRADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BORNADAILE, Mrs. H., '57 BOWRING, A. R., '68 BOWLTON, P., '53 BOWNING, A. R., '68 BOWNING, W. S. B., '68 BOYD, Mrs. J., '25 FM S BOYES, C. R., '58 BOYES, C. R., '58 BOYES, C. R., '67 BRADLEY, Michael, '63 BRADLEY, Michael, '63 BRADLEY, Michael, '63 BRADLEY, M. C. A., '66 BRADLEY, P., '63 BRADLEY, N. C. A., '66 BRADLEY, P., '63 BRADLEY, N. C. S., '65 BRADLEY, B., '69 BRISTOW, Mrs. J. H., '46 BROCK-HOLLINSHEAD, R., '59 HM GL S BROWNE, Miss C. J., '65 BROWNING, P. B., '68 BRUCLE, B., '51 BROWNE, Miss C. J., '65 BROWNING, P. B., '68 BRUCHAN WATT, Mrs., '61 S BUCKE, C., 63 BRUCHAN WATT, Mrs., '61 S BUCKE, G. P., '59 S BULMER, Miss J. A., '66 BURGHES, Mrs. B. A., '67 BURNFORD, Dr. D. W., '56 BURNFORD, Dr. D. W., '56 BURNFORD, Jr. M. M., '60 S BURTON, R. M., '53 BUTLER, Miss J. A., '66 BURNFORD, Jr. D. W., '56 BURNFORD, Jr. M. M., '60 S BURTON, J. B., '61 BYAM-GROUNDS, Mrs. M., '63 CAMPBELL-JOHNSTON, G. F., '58 S CAMPBEL	01	CAVE, W. S., '51 S CAWTHORNE, C. B., '60 S CAWTHORNE, R. S., '63 CECIL, HON. C., '59 S CHADD, C., '68 CHADD, J., '68 CHADD, J., '68 CHADD, J., '68 CHADD, T., '68 CHAMIER, Lady, '57 S SL CHPMAN, MIS. G., '39 CHATELANAT, MIS., '53 CHILD, MISS V., '62 RA CHILVERS, C. B., '62 S CHIVERS, MIS. W. N., '57 CHRISTENSEN, A. P., '60 CHRISTOPHERSON, MISS I., '64 RA CIVVAL, MISS C., '61 CLARABUT, D. S., D.S.C., '56 CLARABUT, Cdt. G. S. C., D.S.O., D.S.C., R.N., '55 CLARE-HUNT, MIS. F. A. R., '39 CLARK, MIS. B., '49 S CLARK, M. M., '69 CLEAVER, G. N. S., '58 S GL CLOUGH, G., '57 S CLOUGH, MISS N., '64 CLOUGH, R. JIII., '56 CLYDE, R. F., '67 RA COCHRANE, H. B., '49 COCHRANE, MIS. D. M., '46 COCHRANE, MIS. M. L., '47 COLBROOK-ROBJENT, MIS., '61 COLLINS, MISS A., '60 COLLIT, A. M., '54 RA COLLETT, N. W., '56 S COLLIET, A. M., '54 RA COLLINS, MISS A., '60 COLLINS, MISS A., '60 COLLINS, MISS A., '60 COLLINS, MIS A., '46 COLLUM, H. R., '58 COLLUM, H. R., '58 COLLUM, H. R., '58 COLLUM, H. R., '56 COOPER, A. G., '68 COLOLUM, MIS. J., '49 CORCRAN, J., '64 COOPER, A. G., '68 COOPER, A. G., '68 CORORAN, J. R., '64 COOPER, A. G., '68 CORORAN, J., '69 COO, MIS. J., '69 CON, MISS D., G., '54 S COPPELND, R. S., '36 CORORAN, J. G., '58 COTTELL, R. P., '61 COUSMAKER, MISS N., '55 COX, MISS V., '61 RA SL CRABBE, C. B., '54 CORTICAL, R. P., '61 COUSMAKER, MISS N., '55 COX, MISS V., '61 RA SL CRABBE, C. B., '54 CROCKER, P. H., '58 S CROTHAN, J. G., '57 S CROOKE, P. H., '58 S CROTHAN, J. G., '57 S CROOKE, A., '68
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2	ADAMS, T. F., '46	82	BLACKWOOD, Dr. J., '64 S	162	CAWTHORNE, C. B., '60 S
3	Adams, J. R. F., '46	83	BLACKWOOD, Mrs. Y., '63	163	CAWTHORNE, R. S., '63
4	ADAMSON, Mrs. M. H. W., '37	84	BLAXLAND, Cdr. R., D.S.C., '39	165	CHARD C '68
5	ADAMSON, R. MCK., 37	85	BLOOM, I., 62 KA	166	CHADD, C., 66
6	AITUEN Sir May DEC '35 S	87	BLOOM, Dr. N. H., 02 BLOOM Miss S. '62	167	CHADD T '68
8	AITKEN Lady '49	88	Brum P '50 C	168	CHAMIER Lady, '57 S SL
9	AITON W Cdr I M '36 S	89	BOINVILLE G. C. de '67	169	CHAPMAN, Mrs. G., '39
10	ALLAN, Mrs. J. R., '54 RA GL	90	BOINVILLE, Mrs. G. C. de. '67	170	CHATELANAT, Mrs., '53
11	ALDERSON, Mrs. S., '69	91	BOLTON-CARTER, J. F., '59	171	CHILD, Miss V., '62 RA
12	ALLEN, J. W. H., '69	92	BOLTON-CARTER, Mrs. J. F., '56 S	172	CHILVERS, C. B., '62 S
13	AMBLER, Mrs. V., '37	93	Boone, Major, F. E., M.C., '49	173	CHIVERS, Mrs. W. N., '57
14	Ancram, Lord, '63 S	94	BOONE, W. R., '65	174	CHRISTENSEN, A. P., '60
15	ANDERSON, Mrs. D., 56 S	95	BORRADAILE, D. A., '59 G	175	CHRISTOPHERSON, MISS 1., 04 KA
16 17	ANDERSON, W. J., 67	90	BORRADAILE, Mrs. H., 57	177	CLABABUT D S DSC '56
18	ANNE Mrs D '50 P 4 CI	08	POSTOCK Mojor N S M C '24	178	CLARABUT Cdr. G. S. C. D.S.O. D.S.C.
19	ARRIS L. W '68	99	BOULTON P '53	1,0	R.N., '55
20	Arbis, L. W., '68 Arbis, C. W., '68 Arengo-Jones, A. P. A., '67 Arengo-Jones, P. A. J., '67 Armstrong, Mrs. J., '68 Armstrong, W. H., '68 Ashburner, T. P. D., '54 G SL Ashburner, T. P. D., '54 G SL Ashcon, Mrs. C. M., '62 Artnin, D. R., '61 Atkinson, D. R., '61 Atkinson, D. M., '65	100	Bown, P. A., '69	179	CLARE-HUNT, Mrs. F. A. R., '39
20 21 22 23 24 25 26	ARENGO-JONES, P. A. J., '67	101	BOWRING, A. R., '68	180	CLARK, Mrs. B., '49 S
22	ARMSTRONG, Mrs. J., '68	102	Bowring, T. A., '68	181	CLARK, D. G., '49 S
23	Armstrong, W. H., '68	103	BOWRING, W. S. B., '68	182	CLARK, H. M., '69
24	ASHBURNER, Miss A., '64 S	104	BOYD, Mrs. J., '25 FM S	183	CLEAVER, G. N. S., 58 S GL
25	ASHBURNER, T. P. D., 54 G SL	105	BOYES, C. R., '58	104	CLOUGH, G., 57 S
27	ASHESHOV, MISS A. M. C., 57 G GL	100	BOYS, MISS H., '03	186	CLOUGH R Inr '56
28	ATVING D P '61	108	BRADIEV Malcolm '63	187	CLYDE, R. F., '67 RA
29	ATKINSON D. M., '65	109	Bradiev Michael '63	188	COCHRANE, H. B., '49
	111MH30N, D. MI, 03	110	BRADLEY, N. C. A., '66	189	COCHRANE, Mrs. D. M., '46
30	BAILEY, C. P., '46	111	BRADLEY, P., '63	190	Cochrane, LtCol. J. D., '46
31 32	Bailey, Mrs. I., '59	112	Brakespear, A. W., '29	191	Coghlan, H. St. J., '46
32	BAIRD, A. N., '66 RA	113	Bramwell, Mrs. E. M., '52	192	COGHLAN, Mrs. M. L., '4/
33	BAIRD, C. R., '66	114	Brandon, M., '57	193	COLE Major I W P '65
34 35	BAIRD, MISS J. C., '69	115	Brasher, C. W., '52	194	COLLETT A M '54 R4
36	BAKER, A., F.I.C., 30	110	BREWERTON, IN., 08	196	COLLETT N. W., '56 S
36	BAKER P H '66	118	RDISTON Mrs I H '46	197	COLLIER, S. C., '68
38	BAKER, E. T., '38 S	119	BROCK-HOLLINSHEAD R '59 HM GL S	198	COLLINS, Miss A., '60
39	BAKER, Mrs. R., '63	118 119 120	BROOKE, E. B., '51	199	COLLINS, B., '67
40	BALLANTYNE, A., '64 RA	121	Browne, Miss C. J., '65	200	Collins, C. D., '59
41	BALLANTYNE, C., '66	122	Browning, P. B., '68	201	Collins, Mrs. E., '46
42	BALLANTYNE, D., '68	123	BRUCE, Mrs. E. M., '53	202	COLLUM, H. R., 58
43 44	BALLANTYNE, MISS L., '00 KA	124	BRYON, Mrs. A. M., '68	204	COLVILLE H '36
45	RANNICTED Dr. M. I. R. '51	125	BUCHAN WATT, MIS., OI S	205	CONGLETON, the Lord, '56 S
46	BARROR D '60	127	BUCKLEY Capt F S '52	206	COOKE, D. R. H., '64
47	BARLING, C. J., '68	128	BULLOCK, G. P., '59 S	207	COOPER, A. G., '68
48	BARLING, Mrs. D. V., '68	129	BULMER, Miss J. A., '66	208	COOPER, J., '61 S
49	BARNARD-HANKEY, H. M. J., '36 RA	130	Burghes, A. H. M., '69	209	COOPER, Capt. P., '46
50	BARNARD-HANKEY, M., '46 G GL	131	Burghes, Mrs. B. A., '67	210	COPELAND, D. R. M., 54 S
50 51 52 53 54 55 56 57	BARR, J. M., '53	132	Burghes, H. M., '67	211	COPPEN G C V '69
53	BARRACLOUGH, G. IV, 03	133	BURN, C. H., 29	213	Coo. Mrs. J. le. '49
54	BARRACLOUGH, Nr., 03	135	RUPNEOPD I M W '56 C	214	CORCORAN, J., '68
55	BASTOW, Mrs. R. G., '59 RA S	136	BURNFORD, Mrs. M. M. '60 S	215	CORCORAN, Mrs. J., '68
56	BAUMANN, K., C.B.E., D.S.C., '36 S	137	BURTON, R. M., '53	216	CORNELIUS, N. R., '65
57	BAYLISS, Mrs. M., '67	138	BUTLER, Miss J. E. R., '61 S	217	CORNELIUS, R. S., '36
58	BEALE, R. A., '58	139	Buxton, J. B., '61	218	CORNWALL-LEGH, MISS J., '59
59 60	BEARD, J. C., '65	140	Byam-Grounds, Mrs. M., '63	219	COTTON Miss R I G '63 S
61	DEARE, S. N., '08	1.41	Company Lada 224 C	221	COTTON P F '58
62	REEVOR, A. R., 56 5	141 142	CAMPBELL, Lady, '34 S CAMPBELL-GRAY, Mrs. I., '52 CAMPBELL-JOHNSTON, G. F., '58 S CAMPBELL-PRESTON, Miss S., '67 RA	222	COTTRELL R. P., '61
63	BELLERRY G D.F.C. '38	143	CAMPBELL-ORAT, WIS. 1., 52	223	COUSSMAKER, Miss N., '55
64	BENN, J., '58	144	CAMPBELL-PRESTON, Miss S., '67 RA	224	COWAN, Cdr. P. B., R.N., '37
65	BENNETT, Miss A., '67	145	CAREY-MORGAN, C., '66	225	COWDY, Miss N., '55 S
66	Berckel, D. M. van, '60	145 146	CAREY-WOOD, C. J., '57 S	226	Cox, N. D., '39
67	Beresford-Peirse, Miss M. S., '67	147	CAREY-WOOD, Miss M., '65	227	Cox, Mrs. T. R., 39
68	BERKELEY-OWEN, Miss A., '65	148	CARMICHAEL, Miss H., '68 RA	228	Cox, Miss V., 61 KA SL
70	BERNER, MISS S., '69	149	CARMICHAEL, MISS M. E., '66	229	CRABBE, C. B., 54
71	BERRY Mrs C I '50 PA SI	151	CARR, J. B., 50	231	CRAGGS P. F. '66
69 70 71 72 73	BETTS Miss A. B., '68 RA	150 151 152	CARR W. R. '63	232	CRIDLAN, A. G., '58 S
73	BEVAN JONES, Dr. H., '54 S	153	CARR. Mrs. W. R., '63	233	CRIDLAN, J. G., '59
74	BEVAN JONES, Miss T., '69	154	CARROLL, Miss B. E. M., '36 GL S	234	CRITCHLEY-WARING, A., '48 S SL
75	BEWERS, J. S. L., '68	155 156	CARTER, Mrs. E., '67	235	CROCKER, P. H., '58 S
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520 J 521 J 522 J 523 J 524 J 525 J 526 J 527 J 528 S 529 J 530 J 531 J	RELAND, Major I. R., '67 RELAND, R., '65 RA RELAND, Miss S., '63 RA RELAND, Miss S., '63 RA RELAND, Miss S., '65 RA REMONGER, W. A., '65 RVINE, Mrs. R., '55 RVINE-FORTESCUE, Miss M. A., '58 RVINE-FORTESCUE, W. A., '58 SKANDER, Mrs. E., '52 RA SL AMES, B. A., '68 AMES, P., '68 AMES, Miss L., '68 AMES, Miss M., '66 AMES, Miss M., '66 AMES, Miss S., '65 AMIESON, D. P. A., M.B.E., '62 IAMES, D. P. A., M.B.E., '66 AMIESON, Mrs. H. M., '56 S IAMIESON, Mrs. H. M., '56 S IAMIESON, Miss S., '56 S IANSON, J. '49 S IARDINE, D. J., '62 IARVINE, F. A., '57 S IERNINSON, J. C., '69 IERNINSON, J. C., '47 G GL	604 605 606 607 608 610 611 612 613 614 615 616 617 618 620 621 622 623 624 625 627	LIGGINS, I. W., '62 LIGHTPOOT, P. M., '68 LILLY, R. P., '51 LINNELI, M. J., '61 LITTMAN, P., '68 LIVINGSTONE-BUSSELL, Major N., '65 LOBEL, Mrs. W. E., '36 LONGE, Miss A., '66 LONSDALE, N., '61 LOVEDAY, M., '67 LOVELL, Miss R., '62 S LOVELL, R. D. E., '62 RA LOVELL, T. S., '69 LOVELL, Mrs. U. L., '62 LUNN, Sir Arnold, '31 HM S LUNN, Lady, '63 HM S LUNN, P. N., '30 HM G GL LYDALL, E. H., '54 LYLE, Dr. T. K., '46 LYON, E. R., '56 MABEY, Miss C., '68 MABEY, Miss S., '63 S MABEY, Miss S., '63 S MABEY, Miss J., '68 MACANDREW, LLCOL, J. C., '36 MACDOUGALL, C. L., '37 S MACEWAN, C. A., '67 MACEY, Dr. A., '67 MACEY, Dr. A., '67 MACKINTOSH, C. E. W., '46 HM PG GL MACKINTOSH, C. E. W., '46 HM PG GL MACKINTOSH, C. E. W., '68 MACKINTOSH, C. E. W., '68 MACKINTOSH, C. E. W., '69 MACLEAN, C. A., '67 MACLEAN, Miss S., '53 MALLINSON, Mrs. W. J., '59 MADDOCKS, Mrs. D., '65 MALCOLM, Miss G., '69 MALKIN, P., '53 MALKIN, Miss S., '54 MARIS, R. W., '60 MARRIOTT, J., '67 MARSHALL, R. H., '67 MARTHEWS, R. B., '66	698 699 700 701 703 704 705 707 708 709 710 711 712 713 714 715 717 718 719 720 721	MITCHELL, C. A. J., '59 RA SL MITCHELL, Col. Sir H., Bart., '36 S MOLLER, Mrs. L., '66 MOLLETT, Miss L., '62 MOLLET, P. C. P., '56 S MONRO, D. D. C., '67 MONRO, D. D. C., '67 MONRO, Miss J. V., '66 MONTEITH, Mrs. M., '61 MOORES, Johnn, '65 MOORES, Johnny, '66 MORANT, S. N. G., '59 MORGAN, S. N. (9) MORGAN, S. A., '69 MORGAN, S. A., '69 MORGAN, Mrs. V. A., '68 MORGAN, E. C., '56 MORRIS, J. H., '59 S MORRISON-SCOTT, Sir Terence, '34 S MORTON, Mrs. J., '33 MORTON, Mrs. J., '33 MORTON, Mrs. J., '33 MORTON, Mrs. J., '33 MORTON, Mrs. D., '59 MULHOLLAND, Mrs. D., '55 MULLIGAN, E. J. I., '66 MURPHY, Miss P., '58 G GL MURPHY, Miss P., '58 MURRAY, A. P., '68 MURRAY, I. A. R., '67 RA MYLES, Mrs. M. L., '65 MYLES, Miss P. J., '68 NEALE, R. K., '38
536 537 538 539 540	EINKINSON, J. C., '69' ERVIS, HOn. Cassandra, '65' IOANNIDES, J. A., '47' G GL IOHNSTON, C. W., '55' IOHNSTON, P., '56' IOHNSTON, W. S., '50 S IONES, G. A. C., '55 S IONES, P. H. I., '54 KAUFMAN, B., '69 KAY, J. C., '68 KAY, T. J., '69 KEDDIE, Mrs. C., '64 S KEDDIE, P. F. M., '54	628 629 630 631 632 633 634 635 636 637 638 639	MABEY, MISS I., '64 RA MABEY, MISS I., '65 S MABEY, MISS J., '65 MACDANDREW, LtCol. J. C., '36 MACDOUGALL, C. L., '37 S MACEWAN, C. A., '64 MACEY, Dr. A., '67 MACEY, MISS J., '68 MACKENZIE-FREEMAN, MIS. H. M., '58 MACKINTOSH, C. E. W., '46 HM P G GL MACKINTOSH, C. R. D., '53 G GL MACKINTOSH, C. R. D., '54 RA GL	716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733	MULLEN, L. E., 50 MULLENS, R. M., '65 MULLIGAN, E. J. I., '66 MURPHY, Miss P., '58 G GL MURPHY, Miss S. M., '55 RA MURRAY, A. P., '68 MURRAY, I. A. R., '67 RA MYLES, Mrs. M. L., '65 MYLES, Miss P. J., '68 MYLES, Miss P. J., '68 MYLES, Miss P. J., '68 MYLES, Miss P. J., '66 MYLES, Miss S. L. B., '65 S
542 543 544 545 546 547 548 550 551 552 553 554 555 556 557 558 559 560 561	KAUFMAN, B., '69 KAY, J. C., '68 KAY, T. J., '69 KEDDIE, Mrs. C., '64 S KEDDIE, P. F. M., '54 KEELING, G., '68 KELLY, H., '69 KELLY, H., '69 KELLY, W. J., '57 KEMBALL-PRICE, A., '57 KEMBALL-PRICE, A., '57 KEMBALL-PRICE, A., '57 KEMBALL-PRICE, A., '57 KEMP, R. H., '69 KEMSIEY, Rt. HON. LORD, '51 HM S KENDRICK-JONES, D. G. O., '63 KENNAWAY, Mrs. S., '67 KENNAWAY, Mrs. S., '67 KENNAWAY, M. A. L., '56 RA KENNEDY, A. M., '61 KENT, MISS A. M. P., '69 KENWARD, Mrs. B., '50 HM S KESSLER, W. D. H., '31 G GL KILLWICK, Mrs. V. M., '36	640 641 642 643 644 645 646 647 648 649 650 651 653 654	MACKINTOSH, Mrs. II. '51 S MACKRILL, A. M., '63 MACLEAN, Cdr. H. C, '59 MADDOCKS, Mrs. D., '65 MALOEM, Miss G., '69 MALKIN, L. S., '53 MALKIN, P., '53 MALKIN, Wiss S., '53 MALKIN, Miss S., '53 MALLINSON, Mrs. W. J., '59 S MAPELLI-MOZZI, A., '67 MARIS, R. W., '60 MARRIOTT, J., '67 MARRIOTT, J., '67 MARRIOTT, Mrs. T. R., '67 MARSHALL, P. F. D. '64	734 735 736 737 738 739 740 741 742 743 744 745 746 747	NEATHERCOAT, I., '62 NEEDHAM, J. G., '30 S NELSON, R., '65 NELSON, Dr. R., '65 NEVILE, Miss M., '54 NEWALL, Miss B., '60 RA SL NEWALL, R., '63 NEWMAN, LtCol. G. C., '36 S NEWMAN, Mrs. J. R., '68 NEWMAN, O., '68 NICHOLSON, J., '66 NICHOLSON, R. R. V., '56 NIEMEYER, A. J. T., '59 NOBLE, Mrs. B. P., '52 S
563 564 565 566 567 568 569 570 571 572 573	KUNZER, Mrs. P. J., '65	657 658 659 660 661 662 663 664 665 666 667	MARSHALL, R. H., '67 S MARSHAM, C. G. B., '67 S MARSHAM, Mrs. S. K., '67 MARN, Mrs. M., '49 S MASON, J., '60 RA MASON, Dr. R. M., D.M., F.R.C.P., '52 RA MATHEWSON, Dr. J. G., '59 MATHEWS, R. B., '66 MAY, Miss D., '63 RA MAYNARD, B. A., '62	749 750 751 752 753 754 755 756 757 758 759	OATES, J. G. ,'66 ODLING, Col. C. J., T.D., '25 PFM HM S OR, G. M., '62 S ORFORD, R. C. L., '62 ORMOND, P. J. B., '69 ORR, G. W. M., '67 ORR, R. G., '33 OWEN, MISS D. A., '66 OWEN, J. A. D., '65 OWEN, Mrs. V., '65
575 576 577 578 579 580 581 582	LAING, Miss J. H. M., '54 \$ GL LAFOSSE, L., '69 LAKEMAN, J. A., '58 \$ S LAKIN, MIS. J., '67 \$ S LAKKIN, MIS. J., '67 \$ S LANCASTER, J. M., '49 LANE, C., '57 \$ RA' LANG, H., '50 \$ S LANG, MIS. L. M., '50 LANG, MIS. L. M., '50 LANG, MIS. L. M., '63 LATIMER, J., '63 \$ RA LATIMER, J., '63 \$ RA LATIMER, J. M., '63 LAVERS, A. G., '55 LAWSON, P. B., '68 LEASHAM, DI. A., '61 LEATHES, Maj. Gen. R. C. de M., '64 \$ S LEATHES, S. W. de M., '68 LEE, P., '68 LEEFE, J. H. A., '68 LEEFE, J. H. A., '68 LEESE, MISS H., '39 LEGARD, LTCol. P., '54 \$ HM \$ S LEGAGATT, MIS. J. M., '65 LEONARD, J. T., '39 LEWIN, J. L. S., '69 LEWIN, J. L. S., '69 LEWIN, Gapt. R. O., '46 LEWIS, MIS. L. A. F., '60 LEWIS, Sq. Ldr. P. H. T., '60 LEWIS, Sq. Ldr. P. H. T., '60 LEWNS, E. P., '30 \$ GL LIDDELL, P. D. O., '39	676 677 678 679 680 681	MCNIEL, G., '66 MERRIFIELD, MI'S. M., '69 MERRIFIELD, MI'S. M., '64 MEW, J. R. C., '69 MIALL, R. A., '67 MICHAEL, P., '66 MICHAEL, P., '76 MILLER, M. J. MCC., '55 MILLER, M. J. MCC., '55 MILLER, M. S. S. M., '59 MILLER, M. S. S. M., '59 MILLER, M. R., '59 MILLER, M. D. T., '49 MILLER, M. D. T., '49 MILLER, MISS S. M. E., '57 S MILLER, MISS P. E., '55 S MILLIGAN, LtCol. J. L., '55 S MILLIGAN, LTCol. J. L., '55 S MILLIGAN, LTCol. J. L., '55 S MILNARD, L. R., '66 MINOPRIO, F. H., '53 MINOPRIO, MISS M., '53 MINOPRIO, MISS M., '53 MITCHELL, A. N., '59 RA	760 761 762 763	PAINE, G. A., '61 PALETHORPE, R. H. I., '49 PALIN, J. C., '68 PALMER-TOMKINSON, MISS S., '67 RA PANCHAUD, M., '68 PANCHAUD, M., '68 PANCHAUD, MISS S., '67 RA PANTER, D., '59 PARKER, A. H., '68 PARKER, Capt. T., '46 PARKS, C. E., '62 S PARKS, D. A., '62 RA PARS, MIS. H. M., '63 PARSONS, MIS. A., '54 PARSONS, MIS. A., '54 PASSONS, C. D., '68 PASSMORE, MIS. J., '53 PASTRONS, C. D., '68 PASSMORE, T. S., '53 PATERSON, R. A., '68 PATERSON, T. R. S., '69 PAUL, K. R., '60 PAXTON, MIS. G. N., '29 S PAXTON, MIS P., '58 S PAXTON, MIS P., '54 PAYNE, G. D., '53 PAYNE, R. H., '52 PAPANSON, MIS. A., '59 S PAYNE, R. H., '52 PAPACOK, D. I., '29 S PAYON, MIS. A., '68 S

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Peebles, Mrs. I., '65
Penman, W. G. S., '56
Pennefather, J. K. K., '33 S
Perrott, R. E., '63
Pershke, M., '61
Pertwee, C. F., '55 S
Pettwee, N. F., '51 S
Pettre, B., '58 S
Pettre, M., '58 S
Phillips, Dr. T. B. W., '51 S
Pickard, A., '68
Pinckney, D., '60 S
Plaut, Dr. G. S., '63
Plaut, Dr. G. S., '63
Plummer, G. D. G., '50
Pollock, Miss C. A., '68
Pollock, Miss C. A., '68
Pollock, Miss D. L. M., '58
Potts, Miss D. L. M., '58
Potts, Miss D. L. M., '58
Potts, Miss D. L. M., '62
Powell, Mrs. G., '50
Powell, Mrs. G., '50
Powell, I. M. D., '62
Powell, I. M. D., '62
Powell, I. M. S., '69
Prideaux, I. R. S., '69
Prideaux, I. R. S., '69
Pring, Miss J., '69
Procter, Miss S., '55 S
Purkhardt, N., '69
Puxley, H. W. L., '37 S
Pyman, M. F., '39
Quilter, T. E. C., '53 S
Quilter, W. P. G. '53 SCOTT, R. W., '68
SCOTT-NOBLE, Lt.-Col. J. R., '39 S
SCRIBBANS, D. H., '62 S
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SECCOMBE, H. L., '67
SECCOMBE, Mrs. J. A. D., '67
SEGER, E., '52
SEIFFERT, Miss B., '59 S
SELIGMAN, R. M., '54 S
SELIGMAN, R., '69
SELWYN, A. P., '54
SEMPLE, Mrs. H., '49
SEMPLE, Mrs. H., '49
SEMPLE, H. B., '54
SEVERNE, Capt. M. M. W., '37
SHAW-HAMILTON, A. J., '61
SHAW-STEWART, MRS. J. W. A., '52 S
GL
SUBARDING, Miss E. L. '65 Turvill, J., '69 Tweedie, Miss A. B., '68 Tynan, M. J., '49 791 UPTON, M. J., '56 Vale, P. G., '69 Vasey, C. M., '66 *RA* Vasey, J. D., '64 *G* Vasey, S. A., '66 *RA* Vaughan, Dr. G. F., 'Vaughan, W. D. N.,' Vevey, Miss V., '65 796 797 798 979 889 800 891 WADDILOVE, Miss S., '53
WADDINGTON, Mrs. A. L., '66
WADDINGTON, Major R. L. O., '66
WADDINGTON, Major R. L. O., '66
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WADHAM, Lt.Col. E., '38
WADLEY, P. J. H., '60
WAGHORN, Mrs. A. L., '60
WAGHORN, J. D. D., '60
WAGHORN, J. D. D., '60
WAGHORN, M., '68
WAGNER, P., '67 S
WAGNER, P. J., '50 S
WAKEFIELD, Rt. Hon. Lord of Kendal, '51 S
WALDMAN, F., '66 SEVERNE, Capt. M. M. W., '37
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SHAW-STEWART, Mrs. J. W. A., '52
GL
SHEARING, Miss E. J., '65
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SHEARING, Miss E. J., '65
SHEARING, Miss S. M., '68
SHON, A. L., '52
SKIPWITH, Mrs. L., '36
SMITH, A. D., '69
SMITH, A. D., '69
SMITH, A. D., '62
SMITH, G. D., '62
SMITH, Mrs. K. C., '37
SMITH, Miss L. M., '58
SMITH, Miss L. M., '58
SMITH, Miss T., '66
SMITHERS, Mrs. A. R. W., '52
SOLLOHUB, COUNTESS, '56
SMITH, ST., '66
SMITHERS, Mrs. A. R. W., '52
SOLLOHUB, COUNTESS, '56
SMITH, Miss T., '66
SMITHERS, Mrs. A., '69
STACE, Miss V., '64
STAGER-FOLLETT, Mrs. T., '58
SYACE, Miss V., '64
STARKEY, Miss P. M., '66
STANNING, J., '64
STANK, A. A. S., '63
STANFEY, Miss P. M., '66
STANNING, J., '64
STARKEY, H. R. C., '67
STEBBING Mrs. P. S., '58
STEED, G. P., '56
STENHOUSE, R. A., '69
STEPHENSON, Miss P. J., '51
STEWART, A. M., '69
STEWART, Miss N. L., '67
STEWART, Miss N. L., '67
STEWART, M. M., '69
STEWART, M., 809 993 995 905 816 "51 S WALDMAN, F., '66
WALDMAN, F., '66
WALDUCK, H. R. H., '58 S
WALDUCK, Mrs. H. S., '49 P S
WALDUCK, Mrs. H. S., '52
WALDUCK, S. H., '65 S
WALDUCK, S. H., '65 S
WALDUCK, S. H., '65 S
WALEV, Mrs. P. J., '63
WALKER, M. R. O., '59
WALLACE, A. M., '55
WALLACE, A. M., '55
WALLACE, R. D., '62
WALLER, Miss P., '64 S
WARD, Lt.-Col. R. E. H., M.C., '37
WARLAND, Lt.-Col. G. E. J., '53
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WATSON, Miss M. D. M., '67 RA
WATT, Mrs. O. M., '67
WAUGH HARRIS, Miss J. W., '60
WEAVER, M. J. H., '63
WEBSTER, J., '53 S
WEINER, J., '53 S
WEINER, J., '53 S
WEINER, Mrs. J. M., '62 S
WELLER, H. C., '62
WESTBY, E. A. C., '46 S
WESTON, H. W., '66
WHEATLEY-PRICE, Dr. M., '65
WHEELER, J. P., '46
WHEERLY, Miss A., '68
WHEWAY, R. C., '66
WHITBREAD, Miss I., '63
WHITE, A. R. M., '58
WHITE, A. R. M., '58
WHITE, J. S., '52 RA SL
WHITLEY, LS., '53
WILLIAMS, N. B. S., '66
WILLIAMS, N. B. S., '66
WILLIAMS, Mrs. P., '60 S
WILLIAMS, N. B. S., '66
WILLIAMSON, D. G., '67
WILLIAMSON, D. F., '65
WILLIAMSON, D. F., '67
WILLIAMSON, D. F., '67
WILLIAMSON, D. F., '67
WILLIAMSON, D. F., '68
WILLIAMSON, D. F., '68
WILLIAMSON, D. F., '69
WILLIAMSON, D. F., '68
WILLIAMSON, D. F., '69
WILLIAMSON, D. F., '76
WILLIAM 998 999 818 909 1,000 1,001 912 1,002 1,003 QUILTER, T. E. C., '53 S QUILTER, W. R. C., '55 914 915 916 917 918 919 920 921 922 923 924 925 RAEBURN, Maj. Gen. W. D. M., '60 G GL
RAEBURN, Mrs. W. D. M., '61 G GL
RAMPTON, J. M., '54 S
RAMSAY, A. G. P., '51 S
RAMSEY, A. W., '61
RANKIN, H. D., '46 S
RANKIN, J. M. N., '49 S
RANKIN, J. M. N., '49 S
RANKIN, J. M. N., '49 S
RANKIN, J. M. S., '51 S
RANKIN, J. M. S., '51 S
RANKIN, J. M. S., '57 S
RATCLIFF, J. G., '59
RAVENSCROFT, G., '30 S
RAWLENCE, M., '68
RAYNSFORD, HON. Mrs. J., '51 S
RAYNSFORD, R. W., '59 S
REEKIE, Miss A., '67
REILLY, A. M., '69
RICHARDS, Mrs. B., '46
RICKABY, W., '61
RICKABY, W., '61
RICKABY, W., '61
RICKABY, Mrs. W., '54
ROBERTSON, T. S., '46
ROBERTS, C. M. D., '63
ROBERTSON, H. F., '52
ROBERTSON, H. F., '52
ROBERTSON, H. F., '52
ROBERTSON, H. F., '52
ROBERTSON, H. S., '46 S
ROGERS, M. S., '46 S
ROGERS, M. S., '46 S
ROGERS, C. R. S., '36 S
ROGERS, M. S., '46 S
ROGERS, M. S., '47 S
ROGERS, M. S., '46 S
ROGERS, M 1,004 1,005 RAEBURN, Maj. Gen. W. D. M., '60 G 1,005 1,006 1,007 1,008 1,009 1,010 1,011 1,012 830 1,013 1,014 1,015 1,016 834 927 1,017 929 1,018 1,020 931 932 933 934 935 936 1,021 1,022 1,023 841 1,024 1,025 1,026 1,027 845 938 1,028 1,029 1,030 1,031 1,032 1,033 1,034 1,035 1,036 1,037 1,038 940 941 942 Sykes, J. H. A., '58 RA'

TATTAM, F. E., '68

TATTAM, Mrs. F. E., '68

TAYLOR, Sir Charles, M.P., '39 S

TAYLOR, J. J. K., '60 G

TAYLOR, J. E. J., '34 S

THOMAS, D. L. C., '69

THOMSON, Miss J. A., '51

THOMSON, F. D., '58

THORNTON, Mrs. B., '54 RA SL

THORNTON, K., '49

THORP, H. M. B., '59 S

THORPE, Mrs. R., '36

TILLETT, M. B., '67

TITE, I. D. C., '54 S SL

TODD, I. T., '62 G

TOLHURST, Miss D., '54

TOLHURST, J. E., '54

TOLHURST, J. E., '54

TOHAMN, A. M. R., '34 S

TRUMPER, P., '52

TUCK, R., '65

TUFNELL, C. J. R., '49 S

TUFNELL, C. J. R., '49 S

TUFNELL, C. J. R., '49 S

TUFNELL, C. J. R., '65

TULLOCH, Mrs. A. M. O., '69

TULLOCH, Mrs. A. M. O., '69

TULLOCH, Mrs. V. M., '66

TURNBULL, L.L-COL. J. H. S., '55 S

TURNER, COL. W. A., '69

TURNER, Miss Z., '63 852 945 946 947 948 854 856 1,039 1,040 950 1,040 1,041 1,042 1,043 1,044 1,045 1,046 1,047 952 954 956 957 1,048 1,049 959 867 1,050 1,051 1,051 1,052 1,053 1,054 1,055 1,056 1,057 963 965 967 969 970 1,059 Sanday, P. D., '48 Saw, Mrs. G., '59 S Schuster, H. L., '69 Scott, Miss M-A., '69 877 1,060 1,061 1,062

1 062	Workstray or Dr. A. C. 267	1 126	Lucas Conserv Francis 1 250 C		ACCOCIATE MEMBERS
1,063 1,064	Wolstenholme, Dr. A. G., '67 Wood, Miss J., '69 Wooddan, G. P. S., '56 S Woolf, M. M., '66 Woolf, S., '66 Worhly, Miss E., '64 S Worhly, Miss S., '68 Wrey, Lady, '59 Wright, R. C., '69 Wyatt, Col. J. D., '54 Wyburd, G. N. F., '66 S	1,137	Jaeger-Steiger, Frau I., '50 S Jaeger-Steiger, J., '63 S Jeanneret, O., '63 Jeanty, Miss C., '69		ASSOCIATE MEMBERS
1,065 1,066	Woolf, M. M., '66	1,138	JEANNERET, O., 163 JEANTY, Miss C., 169	1,209 1,210	Aiton, Mrs. M. E., '55 Alderson, Mrs. L. W., '51 Anderson, G. B., '52 Anne, D., '69 Ashburner, Brig. P. R., '58 Auden, J., '67
1,067 1,068	WOOLF, S., '66 WORRALL, Miss E., '64 S		Kerry, R. J., '56	1,211	ANDERSON, G. B., '52 ANNE. D., '69
	WORTHY, Miss S., '68 WREY, Lady, '59	1,141 1,142	Kerry, R. J., '56 Konzett, B., '48 <i>HM S</i> Koster, J., '63 <i>S</i>	1,213	ASHBURNER, Brig. P. R., '58
1,070 1,071 1,072 1,073	WRIGHT, R. C., '69 WYATT, Col. J. D., '54				
	WYBURD, G. N. F., '66 S	1,143	Lauener, Stephen, '49 HM S Laughlin, J., '50 S Lehmann, P., '46 HM S Lehner, Frau Dr. R., '51 S Liebethal, U., '69 Lukowski, P., '63 S	1,215 1,216	Bagshaw, Mrs. M., '63 Barker, Capt. O. C., '46 Beevor, M., '55 Beevor, Mrs. S., '55 Black, L. B., '63 Bloom, Mrs. N. H., '62 Buchanan, Mrs. S. C., '68 Bulmer, D., '58 Bulmer, D., '58 Buxton, G. H., '60
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1,076	Young, D., '68	$1,147 \\ 1.148$	Liebethal, U., '69 Lukowski. P., '63 S	1,219 1,220	BLACK, L. B., '63 BLOOM, Mrs. N. H., '62
1,074 1,075 1,076 1,077 1,078 1,079	YATES, Dr. J. A., '63 YATES, Mrs. P. M., '63 YOUNG, D., '68 YOUNG, M., '69 YOUNG, MISS P. A., '65 YOUNG, MRS. P. M., '59 YOUNG, MRS. P. M., '59	1 140	MARAGGIA M '63	1,221	BUCHANAN, Mrs. S. C., '68
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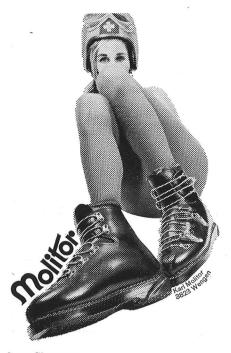
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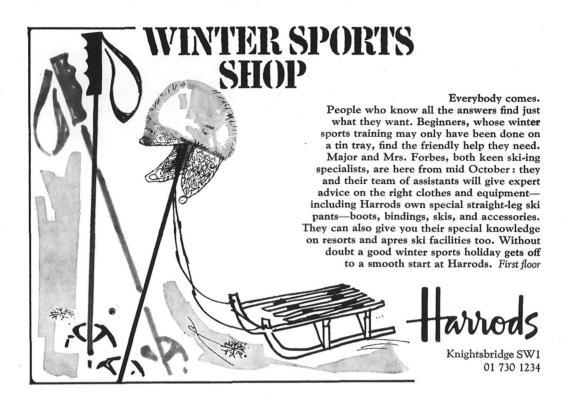
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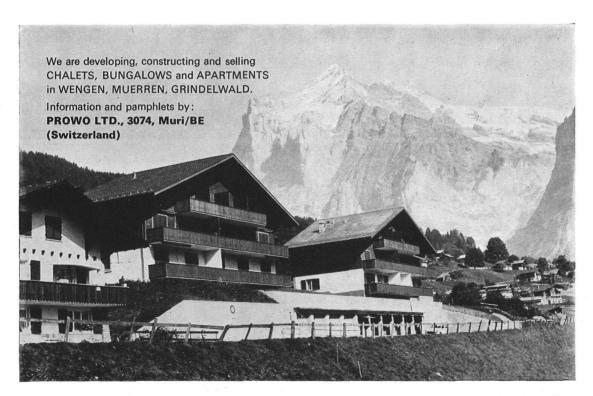


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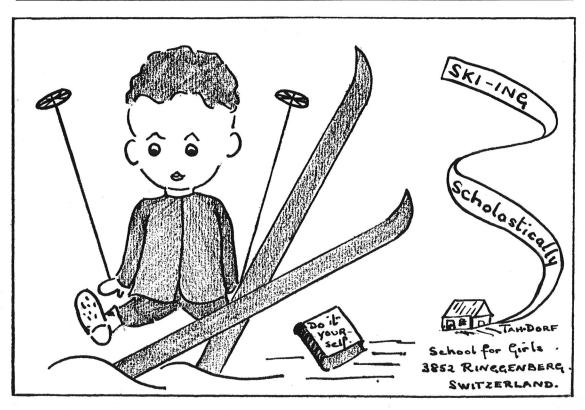
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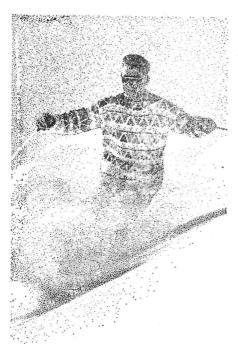
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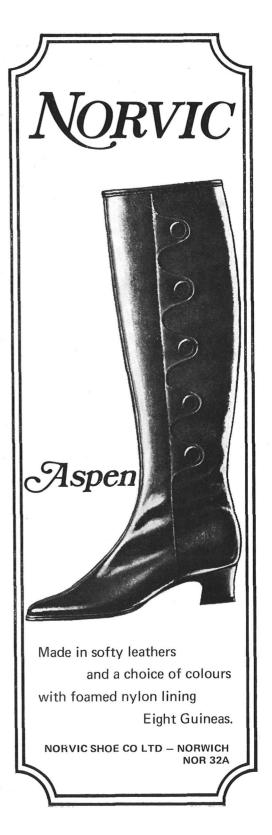
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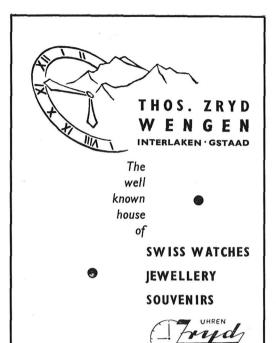
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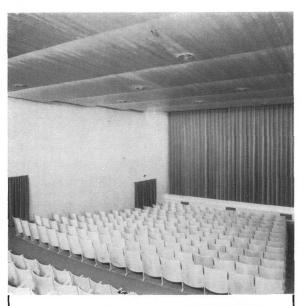
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1130 Gradely, P.O. Box 38, White River, Transvaal, S. Africa.
1131 Groen van Prinstererlaan 13, Wassenaar (Z.H.), Holland.
1132 c/o Mrs. Mary Henderson, Drummonds Bank, 49, Charing Cross, London, S.W.1.
1133 Rietwyckstraat 20, Bad Hoevedorp, Holland.
1134 Mannville, Cottingley Drive, Bingley, Yorks.
1135/1137 Mettlenholzliweg 8, 3074, Muri, Berne, Switzerland.
1138 c/o Union des Banques Suisses, Wengen, Switzerland.
1139 10, Lowndes Square, London, S.W.1.
1140 Address unknown.
1141 Hotel Bellevue, Onnens Vaud, Lac de Neuchatel, Switzerland.
1142 Mozartlaan, Bilthoven, Holland.
1143 Wengen, Switzerland.
1144 Meadow House, Norfolk, Connecticut, U.S.A.
1145 Hotel Metropole, Wengen, Switzerland.
1146 Allewinder 4, Luzern, Switzerland.
1147 c/o Union Bank of Switzerland, 3823 Wengen, Switzerland.
1148 Konylaan 40, Wassenaar, Holland.
1149 c/o Molitor Sport, Wengen, Switzerland.
1150/1152 Dufourstrasse 10, Berne, Switzerland.
1150/1152 Dufourstrasse 10, Berne, Switzerland.
1150/1156 Molenlaan 46, Rotterdam, Holland.
1157 Hotel Regina, Wengen, Switzerland.
1156/1156 Molenlaan 46, Rotterdam, Holland.
1157 Hotel Regina, Wengen, Switzerland.
1168 Palace Hotel, Lausanne, Switzerland.
1169 Viclenweg 11, den Haag, Holland.
1160 Palace Hotel, Wengen, Switzerland.
1161 Wengen, Switzerland.
1162 Ski Club de Paris, 127 avenue des Champs Elysees, Paris, France.
1163 Maison Monod, Morges, Vaud, Switzerland.
1164 Wengen, Switzerland.
1165 Palace Hotel, Wengen, Switzerland.
1166 Palace Hotel, Wengen, Switzerland.
117 Villa Madeleime, Weggen, Luzern, Switzerland.
1180 Viclenweg 11, den Haag, Holland.
1190 Glebe House, Bibury, Glos.
117 Villa Madeleime, Weggen, Luzern, Switzerland.
1181 Le Unr Pent Switzerland.
1182 Postgasse, 3800 Interlaken
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              1122
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Mas de Barbeas, La Roquette s/Siagne, Alpes Maritimes, France.

Ashton, Peterborough, Northants.

Rothon, Peterborough, Northants.

Rothon, Peterborough, Northants.

Rothon, Peterborough, Northants.

Rothon, W.14.

Rothon,
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1279/1280 Elmtree House, West Mersea, Essex.
1281 Broadwindsor House, Beaminster, Dorset.
1282 Woodlands, Church Vale, London, N.2.
1283 Burton Maior House, Petersfield, Hants.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          1281 Broadwindsor House, Beaminster, Dorset.
1282 Woodlands, Church Vale, London, N.2.
1283 Burton Manor House, Petersfield, Hants.
1284 Burgate House, Hascombe, Surrey.
1285 Fritwell Manor, Bicester, Oxon.
1286 Park Head, Wrotham, Kent.
1287/1288 38, Lancaster Avenue, Hadley Wood, Barnet, Herts.
1289 South Eggardon House, Askerswell, Dorchester, Dorset.
1290 Tudor Lodge, Gibbet Hill, Coventry, Warwicks.
1291 318, Brownhill Road, London, S.E.6.
1292 8, Douai Grove, Hampton-on-Thames, Middlesex.
1293 High Linden, Marsh Lane, London, N.W.7.
1294 Altyre House, Gordonstoun, Elgin, Morayshire.
1495 164, Campden Hill Road, London, S.W.1.
1297 Longhurst, Hascombe, Godalming, Surrey.
1298 Glebe House, Bibury, Glos.
1299 50, Western Way, Ponteland, Newcastle-on-Tyne.
1300 Strathallon Castle, Auchterarder, Scotland.
1301 11, Mount Street, London, W.1.
1302 Crogan, Llandrillo, Corwen, Merioneth.
1303 The Ross, Hamilton, Scotland.
1304 44A, Batchworth Lane, Northwood, Middlesex.
1306 Chesfield Park, Graveley, Hitchin, Herts.
1307 149, Old Forest Hill Road, Tornot, Ontario, Canada.
1308 Winloed, Pangbourne, Berks.
1309 Dulargy House, Ravensdale, Co. Louth, Eire.
1310 Corsley Farm, Groombridge, Nr. Tunbridge Wells, Kent.
1311 Grey Gables, Charlton Park Gate, Cheltenham, Glos.
1312 c/o Post Office, Woodlands Park, Maidenhead, Berks.
1313 Whitehouse Farm, Warninglid, Sussex.
1314 Old Blair, Blair Atholl, Perthshire.
1315 Cyo Midland Bank Ltd., Stratford-on-Avon, Warwicks.
1316 Remenham Court, Henley-on-Thames, Oxon.
1317 Stonehurst, Hibbert Lane, Marple, Stockport, Cheshire.
1318 1319 340, West Emd Lane, London, N.W.6.
1319 1320 Endrick Lodge, Stirling, Scotland.
1321 Wolterton Hall, Norwich, Norfolk.
1322 Ruskin Lodge, Tudor Hill, Sutton Coldfield, Warwicks.
1324 1325 The Highlands, Northalletton, Yorks.
1326 3, Genoa Avenue, London, S.W.15.
1327 Greenacres, Keele, Newcastle, Staffs.
                                                                                                                Attisnozbet, Solothuri, Switzerland.
Chalet Horner, Lauterbrunnen, Switzerland.
Muerren, Switzerland.
3823 Wengen, Switzerland.
Le Long Pont, Grand Leez, Bruxelles, Belgium.
Seestrasse 1, Konstanz, Germany.
Zuerichstrasse 27, 8700 Kuesnacht, Zuerich, Switzerland.
                         1189
                     1192
1193
                                                                                      Seestrasse 1, Konstanz, Germany.
Zuerichstrasse 27, 8700 Kuesnacht, Zuerich, Switzerland.
Jehay, Belgium.

196 Hotel de Vogue, Cote d'Or, Dijon, France.

1188 Wengen, Switzerland.

1202 Scheidegg Hotel, Kleine Scheidegg, Switzerland.
Wengernalp-Junfrau Bahn, Interlaken, Switzerland.
29, Impala Road, Chislehurston, Johannesburg, S. Africa.
Address unknown.
Staeffiserweg 8, Solothurn, Switzerland.
67, Atlantic Road, Gloucester, Mass., U.S.A.
P.O. Box 5391, Beirut, Lebanon.
Eaton House, Duffield, Derbyshire.
Silvermere, 35, Harestone Valley Road, Caterham, Surrey.
Millbuies, Gogarbank, Edinburgh, 12.
Bridge Cottage, Amport, Nr. Andover, Hants.
Wamil Hall, Mildenhall, Suffolk.
Habshagstrasse 13, Reinach Bl, Switzerland.
Upper Baulbyes, Whitby, Yorks.
24, Albert Road, Watford, Herts.

(1218 Parkside, Welwyn, Hert.
Compton Chase, Westerham, Kent.
Trianthon House, Benington, Boston, Lincs.
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                     1197/1198
1199/1202
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391/392 Barnclutth, Hamilton, Lanarkshire.
393 Laurel Bank, Aviemore, Inverness-shire.
394 Copperfield, Grey Road, Altringham, Cheshire.
395 The Croft, Stivichall, Coventry, Warwicks.
396 c/o Barclays Bank Ltd., Dudley, Worcs.
397/399 Waltham House, Melton Mowbray, Leics.
400 10, Wynnstay Gardens, Allen Street, London, W.S.
401/403 Badger's Holt, Marley Lane, Haslemere, Surrey.
404 Cumcarven Court, Lydart, Monmouthshire.
405/406 24, Syke Cluan, Richings Park, Iver, Bucks.
407/408 31, Chelsea Park Gardens, London, S.W.3.
409 11, Coulson Street, London, S.W.3.
410 High House, East Ayton, Scarborough, Yorks.
411 28, North Drive, Heathfield Park, Birmingham, 20.
412 4, Hunting Close, Lammas Lane, Esher, Surrey.
413 Barton Cottage, Meonstoke, Hants.
414 32, Amesbury Road, Moseley, Birmingham, 13.
415 Downton Fields, Hordle, Lymington, Hants.
416 The Rookery, Bollington Cross, Cheshire.
417 9, Lancaster Road, Southport, Lancs.
418/419 The Little House, Queens Avenue, Dorchester, Dorset.
420/421 Adbury House, Windlesham, Surrey.
422 Cheniston, Sunningdale, Berks.
423 Chemin St. Marc 19, 1700, Fribourg, Switzerland.
424 2, Stewart's Grove, London, S.W.3.
425 562, Huron Avenue, Cambridge, 38, Mass., U.S.A.
426 Fromans, Kings Sombourne, Hants.
427 Steep Cottage, Petersfield, Hants.
428 Hawks Hill, Bourne End, Bucks.
429/430 Earnshaw Cottage, Copsem Lane, Esher, Surrey.
431 Mariners, West Hayes, Lymington, Hants.
428 Almover Court, Uxbridge Road, London, W.12.
432 Swanington Hall, Swanington, Nr. Norwich, Norfolk.
443 Mkuzi, P.O. Lushoto, Tanzania.
435 Newtown Farm, Canford Magna, Dorset.
436 Mkuzi, P.O. Lushoto, Tanzania.
437 Newtown Farm, Canford Magna, Dorset.
438 Almover Court, Uxbridge Road, London, W.12.
439 Swanington Hall, Swanington, Nr. Norwich, Norfolk.
440/441 Ichham Court, Canterbury, Kent.
441 Lithe Manor, Hasketon, Woodbridge, Suffolk.
442 Sandy Ridge, First Avenue, Frinton-on-Sea, Essex.
454 (Walth Road, Torquay, Devon.
455 Pienar Abershach, Nr. Pethleli, Caernarvon.
456 Cychristchurch Road, London, S.W.3.

16/5th the Queens Royal Lancers, B.F.P.O. 38.
Royle, Shaw Hill Drive, Chorley, Lancs.
Westerings, Milbrook, Arbrook Lane, Esher, Surrey.
1512/514 Bardleden Farm, Smarden, Ashford, Kent.
Iyy Farm, Tunstead, Norwich, Norfolk.
Mulmerby, Hall, Biopa, Vorke

         463/464 S. A. Azamon, Edificio Imperial, Calle de Tuset, Barcelona, 8, Spain.

465 Shrewton House, Shrewton, Nr. Salisbury, Wilts.

Little Wethers, Sandy Lane, Northwood, Middlesex.

467 8, Pembroke Road, London, W.8.

468/469 The Dower House, Dogmersfield, Hants.

470 66, Derby Road, London, S.W.14.

471 2, Upper Harley Street, London, N.W.1.

472 Chalet Herrschaft, Grindelwald, Switzerland.

473 The Hermitage, Shelton Park, Shrewsbury, Shropshire.

474 28, Rivermead Court, London, S.W.6.

475 Archer Hall, Standon, Nr. Ware, Herts.

476/477 Great Hayes, Stow Maries, Chelmsford, Essex.

478 Birnam, Ebford, Nr. Topsham, Devon.

479/482 Devenish Close, Sunninghill, Berks.

483 Stourton House, Nr. Stourbridge, Worcs.

474 17, Isleworth Drive, Chorley, Lancs.

485 37a, Highbury New Park, London, N.5.

471, avenue Champel, Geneva, Switzerland.

478 116, Studland Road, Hanwell, London, W.7.

489 23, Oakwood Road, London, N.W.11.

Cranbourne Lodge, Sutton Scotney, Winchester, Hants.

490 (o Clydesdale & North of Scotland Bank, 88, Princes Street, Edinburgh.

Clamburgh.
Clydesdale & North of Scotland Bank, 88, Princes Edinburgh.
Low Askew Farm, Cropton, Nr. Pickering, Yorks.
Summerfold Cottage, Pitch Hill, Nr. Cranleigh, Surrey.
Timbers, Willingdon, Sussex.
Woodley Road, Maghull, Nr. Liverpool, Lancs.
Breamore House, Breamore, Hants.
Kensington Square, London, W.8.
Coryburn Hospital, Durham City.
Banergaten 48, Stockholm, No., Sweden.
Fugelmere Grange, Fulmer, Slough, Bucks.
Merrifields, Lewes Road, Haywards Heath, Sussex.
Sourland, House, Breamore, Holton, No.
Sough Road, Alaywards Heath, Sussex.
Sough Road, Edinburgh, 9.
Millbrook, West Anstey, South Molton, N. Devon.
Bourchiers Hall, Aldham, Colchester, Essex.
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634 Orchard Gate, Fairmile Lane, Cobham, Surrey.
634/635 Sharrow Lodge, The Avenue, Newark, Notts.
636 Shepherds Close, Cherkley, Leatherhead, Surrey.
637 Sanguhar House, Forres, Morayshire, Scotland.
638 3627 6th Street S.W., Calgary, Alberta, Canada.
639 Ivy Lea, R.R.I., Lansdowne, Ontario, Canada.
630 Leasytown, Tavistock, Devon.
640 Caseytown, Tavistock, Devon.
641 Westfield House, Elgin, Scotland.
642 Westfield House, Elgin, Scotland.
643 Beechwood, 67, Kenilworth Road, Coventry, Warwicks.
644 126, Holland Road, London, W.14.
645/647 Caprice, Hilleroft Avenue, Purley, Surrey.
648 clo Mrs. Hoare, The Dower House, Dogmersfield, Hants.
649 Ballochyle House, by Duncon, Argylshire.
650 Downside School, Stratton-on-the-Foss, Bath.
651 8, Arterial Road, Killara 2071, Australia.
652 The Old Rectory, Alwalton, Nr. Peterborough, Northants.
653 Grange Farm, Sudborough, Kettering, Northants.
654/655 P.O. Box 598, Singapore.
656 Briery Wood, Ilkley, Yorks.
657 Atterton's Farm, Caldecote, Biggleswade, Beds.
658/659 The Forge, Hamptons, Nr. Tonbridge, Kent.
650 37, Sussex Lodge, Sussex Place, London, W.2.
661/662 44, Harley House, Marylebone Road, London, N.W.1.
663 Whirley Hall, Macclesfield, Cheshire.
664 The Oake House, Fleet, Hants.
665 Broome Close, Leek Wootton, Warwicks.
666 Gatwick Brook, East Grinstead, Sussex.
677 34, Smith Street, London, S.W.3.
678 17, Cowley Street, London, S.W.3.
679 181 Strathlene, Rawdon Drive, Rawdon, Nr. Leeds, Yorks.
670 36, Orford Gardens, Twickenham, Middlesex.
671 43, Chelsea Square, London, S.W.3.
672 181 Farm, Great Easton, Dunmow, Essex.
673 43, Chelsea Square, London, S.W.3.
674 Hill Farm, Great Easton, Dunmow, Essex.
675 181 Farside, Eaton Park Road, Cobham, Surrey.
676 181 Farside, Eaton Park Road, Cobham, Surrey.
677 Letts Green, Knockholt, Kent.
678 191 Fording Marsing Marsing M. Russington, Nutbourne, Pulborough, Sussex.
679 192 Farside, Eaton Park Road, Cobham, Surrey.
680 192 Farside, Eaton Park Road, Cobham, Surrey.
681 Cobra. R.C. Engineering (N.S.W.), P.O. Box 25, Home
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            High Linden, Marsh Lane, Mill Hill Village, London, N.W.7.
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754
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            9, Heyington Place, Toorack, Victoria, Australia.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    9, Heyington Place, Toorack, Victoria, Australia.
77 64, Bancroft Avenue, London, N. 2.
89 Lansdowne House, Shipston-on-Stour, Warwicks.
2, South Parade, Summertown, Oxford.
Ashton Cottage, Claverley, Wolverhampton.
58, Rydal Way, South Ruislip, Middlesex.
Dummer Grange, Basingstoke, Hants.
5 Maison Monod, rue Louis de Savoie, Morges, Vaud,
Switzerland.
The Cozel House, 31, Withdow Road, Brighton, Suggest.
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766 The Coach House, 31, Withdean Road, Brighton, Sussex.

95, Sussex Road, Petersfield, Hants.

95, Sussex Road, Petersfield, Hants.

768 A sketl Street, London, S.W.3.

769/771 Grey Tower, Jerbourg, Guernsey, C.I.

772 Applegates Cottage, High Road, Cookham Pike, Berks.

808 Cottage, Moreton Morrell, Warwicks.

775 2, Kingsley Place, Highgate, London, N.6.

776/777 28, Astell Street, London, S.W.3.

778 Flightshott, House, Brenchley, Kent.

779 Flat 6, 105, Cheyne Walk, London, S.W.10.

Whitcombe, Dorchester, Dorset.

781/783 Berry Narbor, Devonshire Avenue, Amersham, Bucks.

784 195, Great Portland Street, London, W.1.

785 Little Hawke, Gangers Hill, Woldingham, Surrey.

Field Barn, Broughton, Kings Lynn, Norfolk.

787 c/o Midland Bank Ltd., 255, Kensington High Street, London,

W.8.

88 Bulcote Lodge, Burton Joyce, Notts.
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                c/o Midland Bank Ltd., 255, Kensington High Street, London, W.8.

Bulcote Lodge, Burton Joyce, Notts.
Chenies, Oakwood Hill, Ockley, Surrey.
c/o Coutts & Co., 440, Strand, London, W.C.2.
Harewood, Chalfont, St. Giles, Bucks.
Springbank, Kirkton, Dumfriesshire.
Penn Lodge, Knotty Green, Beaconsfield, Bucks.
House in the Wood, Danbury, Chelmsford, Essex.
Denesacre, Birdham Pool, Chichester, Sussex.
Redington, Second Avenue, Frinton-on-Sca, Essex.
P879 Westridge, Frinton-on-Sca, Essex.
Vestridge, Frinton-on-Sca, E
c/o A.R.C. Engineering (N.S.W.), P.O. Box 25, Homebush, New South Wales, Australia.
c/o Dr. Med. S. Goldstern, Lazarettgasse 20 1 Vienna IX, Austria.
38, Nassington Road, London, N.W.3.
Broadwindsor House, Beaminster, Dorset.
44/685 61, Rutland Gate, London, S.W.7.
666 c/o Antigua Slipway Ltd., P.O. Box 159, St. John's, Antigua, West Indies.
67 Wates House Farm, Layham, Nr. Hadleigh, Suffolk.
682 43, Percy Gardens, Tynemouth, Northumberland.
683 63, Percy Gardens, Tynemouth, Northumberland.
684 648 65, Rotarder, Sandy, Woking, Surrey.
685 Leacroft, Noctorum, Birkenhead, Cheshire.
685 120, Wigmore Street, London, W.I.
686 120, Wigmore Street, London, W.I.
687 120, Wigmore Street, London, W.I.
688 627 120, Wigmore Street, London, W.I.
689 67 120, Wigmore Street, London, W.I.
689 67 120, Wigmore Street, London, W.I.
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689 126, W.I.
680 127, W.I.
68

Roughetts, Coldharbour Lane, Hildenborough, Kent.
Little Hempstead, Sittingbourne, Kent.
Steeple Shade, 77, Palace Road, East Molesey, Surrey.
Sa, Carrick Court, London, S.E.11.
Flat 3, 94-95, Addison Road, London, W.14.
Hangerfield, Witley, Surrey.
Langley End, Nr. Hitchin, Herts.
Inglewood, Three Mile Bridge, Great North Road, Newcastleon-Tyne, 3.

                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            420 Langley End, Nr. Hitchin, Herts.
421 Inglewood, Three Mile Bridge, Great North Road, Newcastle-
422 on-Tyne, 3.
423 8A, Grosvenor Crescent Mews, London, S.W.1.
424 Conhouse Lodge, Stowmarket, Suffolk.
425 Cor Lloyds Bank Ltd., Pall Mall, London, S.W.1.
426 Con National Provincial Bank Ltd., Hemel Hempstead, Herts.
427 Contended Place, London, W.2.
428 Roecliffe Lodge, Corbridge, Northumberland.
429 Polymer Place, London, W.2.
428 Roecliffe Lodge, Corbridge, Northumberland.
420 Caroline Place, London, W.2.
428 Roecliffe Lodge, Corbridge, Northumberland.
420 Roecliffe Lodge, Corbridge, Northumberland.
421 Roecliffe Lodge, Corbridge, Northumberland.
422 Roecliffe Lodge, Corbridge, Northumberland.
422 Roecliffe Lodge, Corbridge, Northumberland.
423 Roecliffe Lodge, Corbridge, Northumberland.
424 Ryleven, Ballachulish, Argyllshire, Scotland.
425 Roecliffe Lodge, Newmork, Warwicks.
436 Lodgelands, Balcombe, Sussex, Warwicks.
437 Lodgelands, Balcombe, Sussex, Warwicks.
438 Lodgelands, Balcombe, Sussex, Roecliffe, Roecliff
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982 130, High Holborn, London, W.C.1.
983 Barnsley House, Cirencester, Glos.
984 Clos du Ruisseau, Territet, Switzerland.
985/986 Blairfindy Lodge, Glenlivet, Banffshire, Scotland.
987 c/o R. K. Neale, Esq., Fontley Weston, Hitchin, Herts.
988 c/o Midland Bank Ltd., Sevenoaks, Kent.
989 Christ's College, Cambridge.
999/991 Manor Farm, Astwood Bank, Worcs.
992 Fringford Mill, Bicester, Oxon.
993 Viktoriarain 12, 3013 Berne, Switzerland.
994 Toat Farm, Itchingfield, Sussex.
995 32, Upper Brook Street, London, W.1.
996 (o National Provincial Bank Ltd., 197-9, Main Road, Sheffield, Yorks.
                                                                                             1, Ormond Avenue, Richmond, Surrey.
Clovelly, Devonshire Road, Douglas, I.O.M.
46, Mundesley Road, North Walsham, Norfolk.
30, Egerton Crescent, London, S.W.I.
75 H.Q. School of Artillery, Larkhill, Wilts.
The White House, Rotherfield, Sussex.
Greenacres, Farley Green, Albury, Surrey.
91, Iverna Court, London, W.8.
31, ch. Moise Duboule, 1211 Geneva 19, Switzerland.
Saffade, Cherry Close, Prestwood, Bucks.
Wood Norton, Hawick, Roxburghshire.
Verclut Cottage, Fauvic, Grouville, Jersey, C.I.
              870
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              880
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32, Upper Brook Street, London, W.1.
60 National Provincial Bank Ltd., 197-9, Main Road, Sheffield, Yorks.
1003 Marling Glen, Merstham, Surrey.
1004 Newark Castle, Ayr, Scotland.
1005 Endrick Lodge, Stirling, Scotland.
1006 Flat 1, 9, Templewood Avenue, London, N.W.3.
1007 Bel Air, Bille Bagot, St. Ouen, Jersey, C.1.
1008 Coverack, Southmeads Road, Leicester.
1009 39, Chester Row, London, S.W.1.
1010 12 avenue Lowendal, Paris 7e, France.
1011 11, Grovely Avenue, Boscombe, Bournemouth, Hants.
1012/1013 Worthylands, Trebetherick, Cornwall.
1014 2, Picketts Hill House, Salfords, Redhill, Surrey.
1015 Chapelacre, Helensburgh, Dunbartonshire.
1016 Glebe Capel, Newton Mearns, Renfrewshire.
1017 Pontesford House, Shropshire.
1018 72, Warwick Gardens, London, W.14.
1019 Buckstone House, Carnforth, Lanes.
1020 Westwood Farm, Ollerton Road, Tuxford, Newark, Notts.
1021/1022 4, Roedean Crescent, Roehampton Gate, London, S.W.15.
1023 11, Chantry View Road, Guildford, Surrey.
1024 Trehedye, Peterston-super-Ely, Glamorgan.
1025 Well Hill, Duntisbourne, Abbotts, Cirencester, Glos.
1026 Stumper Lea, Stumperlowe Hall Road, Sheffield 10, Yorks.
1027 Bockingfold Manor, Marden, Kent.
1028 Tolgate House, Bourne, Lines.
1029 Nalton Way, Clifton, Yorks.
1030 Warren Mere, Thursley, Surrey.
1031 Stakers Farm, Yapton, Nr. Arundel, Sussex.
1032 High Meadow, Watermillock, Penrith, Cumberland.
1033/1034 Braethorne, Owler Park Road, Middleton, Ilkley, Yorks.
1037 St. Mary's Vicarage, Ware, Herts.
1038 Moorings, Westlands, Birdham, Nr. Chichester, Sussex.
1040 16 Brook, Nr. Godalming, Surrey.
1041 Brook, Nr. Godalming, Surrey.
1042 53, Chesil Court, Chelsea Manor Street, London, S.W.3.
1043 The Old Rectory, Chalfont St. Giles, Bucks.
1051 Waterfields, Snape, Nr. Saxmundham, Suffolk.
1051 Waterfields, Snape, Nr. Saxmundham, Suffolk.
1052 (Deem's Elm Parade, Old Church Street, London, S.W.3.
1040 Avenue Road, Highgate, London, N.6.
1052 (Deem's Elm Parade, Old Church Street, London, S.W.3.
1060 Ascot House, Par
              881
                                                                                                    Wood Norton, Tawiek, Koxburginsine.
Verclut Cottage, Fauvic, Grouville, Jersey, C.I.
Woodlands, Shamley Green, Surrey.

The Paddock, Four Ashes Road, Bentley Heath, Solihull, Warwicks.

62, Cholmley Gardens, London, N.W.6.
Sangers, Fir Tree Lane, West Chiltington Common, Pulborough, Sussex.
              882

62, Cholmley Gardens, London, N.W.6.
887 Sangers, Fir Tree Lane, West Chiltington Common, Pulborough, Sussex.
888/889 Ridge Farm, Capel, Nr. Dorking, Surrey.
891 Halfway Tree, 3, Carlton Close, Seaford, Sussex.
891/892 Glengarrig, Kilmalcolm, Scotland.
893 25, Mulberry Walk, London, S.W.3.
894 Sandstone Hatch, Orchard Drive, Edenbridge, Kent.
895 Limbum House, Nr. Haddington, East Lothian, Scotland.
896/897 Swelfing, Grately, Nr. Andover, Hants.
898 Corrib, 10, Chesterfield Road, Eastbourne, Sussex.
Clune Cottage, Aviemore, Inverness-shire.
901 Hoe Farm, Hascombe, Surrey.
902 The Firs, Carrwood Road, Bramhall, Stockport, Cheshire.
903/904 Crowmallie House, Pitcaple, Aberdeenshire.
905 Parmigan Cottage, Euchanan Castle, Drymen, Stirlingshire.
906 The Old Vicarage, Coldharbour, Dorking, Surrey.
907 92b, Rammoor Road, Sheffield 10, Yorks.
908 18, Woodhall Drive, College Road, London, S.E.21.
909 Warf House, Domum Road, Winchester, Hants.
910 Danaglack, Newtyle, Angus, Scotland.
912 El Carmen, Warren, Ontario, Canada.
913 Strathvithie Maine, St. Anrdew's, Scotland.
914 Apton Hall, Canewdown, Essex.
915 Grey Gables, Charlton Park Gate, Cheltenham, Glos.
Chalet Horner, Lauterbrunnen, Switzerland.
917 Grangingfold Farm, Billingshurst. Sussex.

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315 Grey Gables, Charlton Park Gate, Cheltenham, Glos.
316 Chalet Horner, Lauterbrunnen, Switzerland.
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318 Herons Rest, Langley Upper Green, Saffron Walden, Essex.
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325 Finglesham, Deal, Kent.
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327 17, Hawkswell Gardens, Oxford.
328 Laverockbrae, Balmore, Torrance, Glasgow.
329/930 17, The Chestnuts, Walton-on-Thames, Surrey.
321 Hartwell, Godshill, Fordingbridge, Hants.
322 Normans Hall, Prestbury, Cheshire.
323 Normans Hall, Prestbury, Cheshire.
324 148, Purley Oaks Road, Sanderstead, Surrey.
325 38, Lennox Gardens, London, S.W.1.
326 61, Kenton Court, Kensington High Street, London, W.14.
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344 Holylee, Walkerburn, Peebles-shire.
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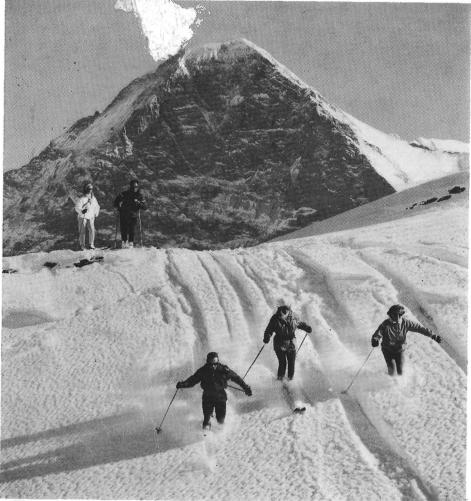
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