

NEWSLETTER

Foreword

1. Throughout this short lived season with only limited numbers of skiers and snowboarders carving up the mountain, and with snow grooming operations living up to their usual excellent standards, there was some great skiing to be had. On 14th August due to the NSW regional lockdown Thredbo Alpine Museum closed, and KT were forced to cease operations and thus the ski-season came to an abrupt halt. Reports from our local resident members indicate that once the lifts closed that ski and snowboard touring, skinning, without lift-access was the main ‘exercise’ activity whenever the conditions were favourable. Often on weekends there were up to 50 or so touring-enthusiasts skinning or snowshoeing uphill to reach their ultimate goal - Crackenback! The car park at Dead Horse Gap was often packed with vehicles and overflowing as well. The pandemic has now economically impacted KT and their staff, lodge owners and numerous small businesses in the village and in the Snowy region over two consecutive winters: we extend our heartfelt sympathy to all, and we sincerely hope that conditions return to some semblance of normality and prosperity in season 2022.

2. TAM Visitor numbers - Thank you to our volunteers, we had strong support from locals in Thredbo and Jindabyne. In 2020 we recorded 2605 visitors, and considering we closed on 14th August visitation numbers increased quite dramatically in 2021 to 3898 - with our international borders still closed obviously the pandemic has had an impact.

With an overwhelming number of alpine skiers represented in our TAM membership base we have paid scant attention (inadvertently) in our Newsletters to our conjoint major snow-sport, snowboarding. Showcasing a formidable historical range of snow-boards (part of our world class snow-sports collection) perhaps it is timely that the inspiring feature article will help to readdress this oversight. Featuring a World Snow-boarding Speed Record! The two articles in this issue represent two diverse aspects of ski-history; and paint an interesting contrast, the international vs the local. The Frank Hussey article reminisces about certain events - and well known characters - from the 70’s who some of you may even remember!

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Become A Thredbo Alpine Museum Member



July Membership Draw

Are you interested in celebrating Thredbo's history and heritage? Become a member of the Thredbo Alpine Museum and be part of sharing the Snowy Mountains story. Better yet, sign up by 31 July to receive a bonus book on Thredbo's history and go into the draw to win a case of wine.

Sign Up Today

Darren Powell - World Snowboarding Speed Record

Speed skiers and snowboarders are a special breed of person that inhabit a rarely visited and sanctified zone that few of us will ever know or experience. Les Herstik the film-maker was a skiing version once. World Champion snowboard speed record holder Darren Powell was another.

Darren was at one time the World's Fastest Snowboarder and perhaps also the most obscure, considering his remarkable and terrifying achievements. Darren set a world speed record on a snowboard back in 1999 when he hit an incredible 201.937 km/h at Les Arcs in France tackling the infamous Flying K where others have died or been seriously maimed and injured in their attempts.

However, this wasn't DP's first dance at the exclusive club. In April 1996, he set a world record of 188km/h, then he bettered it in 1997 with a run of 196km/h. Alternating the records constantly with other French speed boarders he vied with at the time in contention for that important recognition.

The "need for speed bug" bit him back in Australia when he entered an Australian speed skiing event held at Perisher down the Olympic Run in 1995. He set an Australian record of 126.4 km/h and it got him really curious about what was possible. A year later, he hooked up in Austria with a guy called Nick Kirschner who was preparing for Olympic speed skiing. They started training together in the gym and doing lots of running. Powell got prepped and pumped. Game on.

Darren was desperately looking for a way to stay in the snowboarding industry and was keen to com-

pete in the next world pro speed championships to be held in Les Arcs, France. He had recently started his own snowboard school in Austria with his Dutch mate Bobby Roos. Avoiding having to get a real job in the outside world being his main motivation behind everything he then did.

He had a career plan. Master the most dangerous element of snowboarding known. Set a world speed record that wouldn't be beaten for many years. Finally sit back, let the fame start and watch the money roll in. Unfortunately for Darren, things didn't quite work out according to plan. He managed to do the hard work and achieve the first two parts; however, the final piece has always remained significantly more evasive.



The title says it all after achieving over 201 km/h at Les Arcs.

Today, despite him becoming the fastest human to have strapped on a snowboard back in '99 and hold the title for almost two decades, hardly anyone remembers his feat nor has really even heard of him in the wider world of international snowboarding.

Speed-boarding is a sport where one error could kill

Part I

or cripple you or provide the rush of your life. Darren Powell, a man who is slightly better known in snowboarding than you, sat atop this world for quite a while as King of the Mountain. Writing his name on his race helmet to be recognized in his publicity photos and/or perhaps rather to aid in the body identification process should things go horribly wrong during a death defying run which happened to some during the course of events.

The speeds and acceleration these riders achieve are almost beyond comprehension. They rocket from 0 to 100 km/h in 3 seconds and after just 6 seconds they're topping well over 190 km/h. That's the sort of acceleration you get from a Formula One race car, except that speed-boarders are flying down a near vertical snow chute with no brakes nor bailout spot possible if things go wayward and they do at times quickly and with very little warning.

The sport itself appears pretty straightforward. Head up a long, steep and icy slope on foot, risking much even in the ascent (some have died during just this phase after slipping and falling), point yourself straight down it, heart pumping wildly and do everything you can to keep in control, stay calm and streamlined then avoid getting airborne or crashing. Sounds simple enough right?

It's possible Darren chose this side of the sport badly if money and celebrity were his only goal. But you've got to respect what he did and the courage and faith it took and others like him to attempt it. He must have had cajoles the size of basketballs at the time. It's a wonder that they fitted at all into his skin tight speed suit and didn't create drag or wind resistance during his runs.

His boards were made by Volkl, 216 cm long, with a flat camber and really stiff flex. Special air stream helmets were conceived in Switzerland from carbon fiber and the air-tight latex speed suits were made in France. Both were always very expensive and difficult to attain on a limited budget. Failure and crashing were simply not an option.

Only two tracks in the world exist of note where it's considered possible to set world speed records. One is in Les Arcs and the other is at Vars, a 1,400-metre-long natural couloir. Both are located appropriately in the French Alps, the traditional home of all speed records for skiing, mountain bikes, Mono skis or whatever takes ya fancy. If you got the grit to go up and come down on any vehicle of choice, they'll clock it for you. There are no restrictions on the weapon chosen. Speed racing events are more about the personal challenge on every level imaginable than anything else.



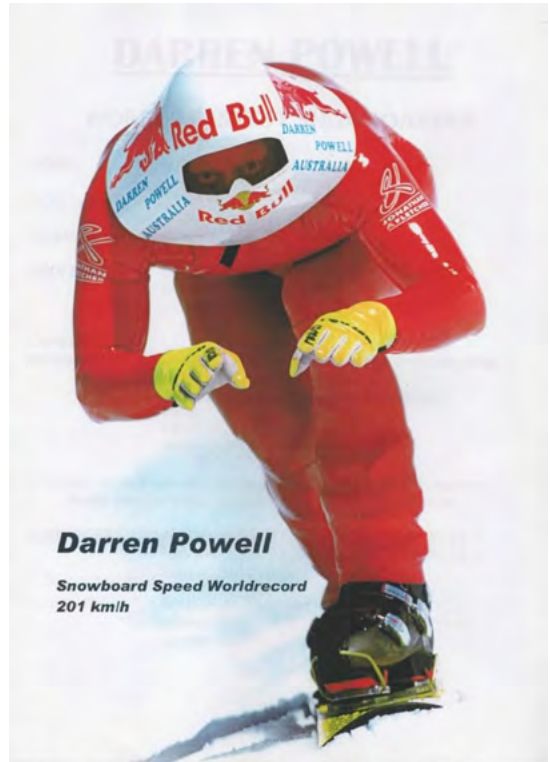
Vars is a shorter and much steeper run whilst the couloir at Les Arcs is longer and more consistent. These pistes have an average incline angle in excess of 52 degrees and in parts are much steeper than that. The outrun for racers to slow down at the end of the Flying K is over 500 meters long, should you be fortunate enough to make it that far. Most were, some weren't.

A long standing see-sawing rivalry had developed over the years between Darren Powell and a Frenchman called Edmond Plawczyk for the title of fastest man on a snowboard. Edmond held the record for a week back in '97 of 192 km/h beating Darren's record of 188 km/h set previously back in '96. A week later DP regained the title in Les Arcs with a descent timed at 196 km/h displacing Edmond from the crown yet again. An uneasy tension commenced and continued between them over the years following whilst in the pursuit of becoming the fastest snowboarder in the world.

Article and photos courtesy of: First Tracks – Australian Snowboarding Origins



Darren aboard his sole partner through all of this - his beloved handmade factory Volkl speed board that's 216 cm long, flat and very stiff designed to cope with the enormous duress it's put through on each pass into the awaiting inferno.



An unmistakable persona and love the intensity of the eyes shown through the helmet visor.



The one and only Flying K (kilometre) at Les Arcs in the French Alps where names and careers have been made or destroyed for over 30 years.

My Winter with Uncle Frank Accumulated wisdom from living with a centenarian

To be clear, being Frank's live-in carer, at this stage, requires only the externals to be attended to, household tasks, some driving and help with heavy objects, and so forth. Frank is independent and attentive to all his daily personal needs. This independence is a strong trait; it shines through other aspects of his character. As to home support, this was kindly provided by Jane St Catherine for the almost two years, partly due to Covid, she gave of her time to care for Frank. In anticipation, Andrea Bishop has accepted this mantle of care from when I return to Melbourne. To Avril, who provides home help each Wednesday morning. Frank looks forward to Avril coming each week. To Michelle and Heinz, Frank's guardian neighbours for nearly 50 years, the neighbours from Heaven.

Living with Frank, one learns many things, a bit about him but ultimately mostly about oneself. I quickly learnt that Frank is in charge. Initiatives I brought quietly vaporized. If someone asked me if Frank might 'something or other', and I approached him naively with their request, he always responded, "Tell them to ask me!" I soon learned I was not a go-between. I have known Frank since the day I was born. However, this is the first time I have lived with him, just the two of us. In doing so, I often see his sister, Sasha, my mother in him, his expressions, his movements, the gesture of a hand. I understand more now how close they were, as siblings, and in their common experience of leaving their beloved homeland and of finding their beloved new land, together, with my father, Karel. And much more.

Another thing I have learnt about myself is that I don't have such a good memory for details. I'm a bit woolly, I let things go. I may remember an incident clearly, but not necessarily its context. Frank, eyes closed,

can locate events both geographically and historically, often to fine detail: "Was it March 1936? No, I think it was April." It is awe-some to listen as he recalls events. He is a masterful storyteller. Further, and impressively, he uses the English language exquisitely. I wish I had compiled a glossary of some of the less common words that he uses so consciously and appropriately. I am relieved that I started to learn to cook over the past five years, in a belated attempt to return the favour to my wife, Cheryl, who cooked all my working life. Had I come to cook for Frank as a novice, it might not have gone well. Our food tastes are different, but I have had a wonderful time trying to understand and satisfy his palette, often under specific and detailed instructions. Ah, the details. I have learned that Frank is meticulous in how he conducts his life, both in the minutiae of his day-to-day responsibilities, and in the way he conducts himself in relationship with others.



These days, standing and walking require great effort for him, but no matter who the visitor is, Frank will always stand and walk them to his front door. I see that courtesy to others overrides his own discomfort. Through many discussions, no doubt prompted by my love of imagination as required and developed in the life of school teaching, Frank has explained to me that he approaches the riddles and demands of everyday life, 'from the ground up.' This has been a revelation. It has helped me to realise that I have always intentionally and committedly conducted my life from the sky down. Two ways of being and doing; opposites attract.

Families have been told, while in lockdown, the importance of maintaining a routine; that it acts as a support for well-being, particularly, but not only, for children. Routine is a powerful rhythm which supports life. I know this from my teaching, but each day I appreciate it again by observing how Frank's routine so powerfully carries him from day to day in life. Despite routines being at times restrictive, I have, on the other hand, living with my uncle, learnt to be ready for surprises, out of the blue. Usually following periods of silence, Frank might begin to recite some verses from his childhood. One evening he sang a song, in Czech, from an American cowboy movie, a film he remembered, a scene which touched him deeply, from his youth. And following a meal of spinach, he launched into "Popeye, the sailor man", again in Czech. He can be surprisingly spontaneous, and the twinkle in his eye!

From Frank, I have further learnt the efficacy of perseverance, watching him wrestle with gravity, with the full teapot, with his dentures, and his relatively new hearing aids. He continues to book-keep by hand, again meticulously, and to not let the computer defeat him. Frank has said that old age has nothing

to recommend it. And yet, each day he perseveres into the future, knowing well the way to live. There's more, but not for here. And there will still be more.

Quite humbling really.

Michael Nekvapil



Thredbo ‘Good Times’ in the 70s

This story starts a little over 50 years ago - so some of the details may be a little sketchy especially around the dates. The names have not been changed to protect the innocent. Not that I recall anyone being innocent at Thredbo.

I wasn't born with skis on; my mother would vouch for that. But I did start early as Canadian winters, especially in Ontario are long and cold with heaps of snow. In my mid-twenties I was working at Grouse Mountain

in Vancouver and spent weekends at Whistler and later Whistler/Blackcomb. Skiing on the coast you learn to ski in some very trying conditions and working as a ski patroller you need to ski regardless of the conditions. The worst being what they call ‘Sierra Cement’.

One year I was hiring for the pro patrol at Grouse Mountain and had an application from an Australian ski patroller. I thought that would be like a Canadian surfer! Honestly, I

didn't know they had snow in Australia let alone resorts. My curiosity was peaked and his CV was interesting so I arranged for him to come up for a test run. That is how I met Ed Cross. The conditions were terrible with a foot of fresh wet snow, so I needed a steep slope to even get moving. I chose a steep gully and said follow me. To my surprise he did and was right behind me making figure 8s.

I hired Ed and we became friends



Ed Cross skiing



David Pohl, George Weiss, Ivana Borsky & Ed Cross



Ed Cross skiing nude for a movie



John Olsen



John Olsen explosive snow control on the bluff



Merritt's Creek Cross

and he regaled me with tales of skiing at Thredbo which at times had similar conditions to Canada's west coast. Sometime around 1970 we had terrible snow year so Ed and I went south to Arapahoe Basin in Colorado. A-Basin is a little over 13,000 feet in elevation and the snow was dry and deep and the mountain steep. We were hired as professional ski patrollers and reveled in the steep and the deep.

At the end of July, we were driving back to Vancouver and stopped at the Los Angeles airport to see the new train that serviced the airport and surrounds as I thought it might have an application in ski resorts. Ed was talking to one of the agents at Qantas who was raving about the season at Thredbo. To make it a short story we grabbed our ski bags and luggage, pooled our money and bought tickets to Sydney. After a few weeks working in Sydney, we had enough money for a flight to Cooma. I think we arrived at Thredbo with about 12 dollars between us.

Ed was taken back on the volunteer ski patrol and went skiing and I got a job washing dishes for my dinner. Sadly, I only lasted one night and decided I would rather starve. But I had a lift ticket and next day went skiing on a perfect snow day. Half way through the day I was on the Crackenback chair sharing my seat with Lifts Manager John Olsen. On the way up I shared a short version on my CV and how I got to Thredbo. John said why don't you follow me around

as I may have a job for you on the mountain. What followed was the craziest afternoon of skiing I have ever had.

Bear in mind that I did not know my way around the mountain. At the top station we were joined by five 'liffies' who were moving around doing relief and fixing ramps etc. John took off left down the bluff and as we picked up speed he shouted, "Don't slow down"! I stayed at his side as we went over a ridge that was scoured by wind like a crevasse. The liffies hesitated and ended in a heap in the wind scour. We crossed under the chair and over to Kareela and John took me straight over the roof of Kareela. Fortunately, I did not slow down and the other side was very steep so the landing was gentle. I did have my heart in my mouth the whole time. Next was the crossing to Merritts and we had to swing off a tree branch to get across the creek. Happily, the rest of the afternoon was a mountain tour in ideal conditions. The next day I started working for John as a relief operator and spent a month skiing from station to station.

By mid-season I knew my way around and had met most of the characters at Thredbo. I was asked to a meeting with Mike Matthews of Lend Lease to discuss setting up a Professional Ski Patrol to supplement the Volunteer Ski Patrol. This was to provide a reliable mid-week coverage complimenting the volunteer patrollers available during weekends and holidays. The starters



Frank Hussey Jumping Kareela



Frank Hussey skiing



'Liffies' skiing



Arnold Konrad, Leonhard Erharter & John Olsen

were Ed Cross and I plus two local lads who worked on the volunteer patrol Tony Weaver and his mate Bob Rogers. Sadly, Tony perished in the 1997 landslide. Later we were joined by Californian Jerry Shirley a very experienced skier and patroller. I returned to Thredbo for another 8 seasons alternating the Canadian (Grouse Mountain) and Australian (Thredbo) winters skiing 11 months of the year.

There are a couple of Thredbo “characters” that really made an impression on me. John Olsen that I mentioned, Leonard Erharter and Arnold Konrad. I was going up the Merritts chair one morning and could see a skier coming down through the deep crud like it was a foot of dry powder. I knew how deplorable the snow was having hardened overnight on a slope that few ventured on. It was Lenny as Leonard was affectionately known or at least referred to. I must admit I struggled to follow in his tracks and immediately developed a healthy respect for his skiing abilities. There after I tried continually to emulate his style which seemed totally effortless in the worst conditions. Lenny was Mt Supervisor among other things, and he was hard to work for. I learned a lot from him about keeping the mountain in top shape. Filling in holes with branches and covering with snow, shifting snow from drifts to runs and lift lines and slope grooming – manually. With only one old Nodwell Trackmaster for slope grooming we did a lot of ski-packing the slopes – day after day! Lenny was also keen on the trips to Dead Horse Gap that started with

the old Trackmaster. I remember skiing down through the trees with Lenny, Arnold and John looking for new runs on what is now the Bluff and Cannonball.

I think Arnold provided a level of calm to the slopes and the ski school. Not much flustered Arnold. He was like Lenny, a beautiful skier and set a benchmark for other instructors. Eventually I started teaching on weekends under Arnold’s direction. I was lucky to be given mostly private lessons with capable skiers. My future wife Susan was working for Arnold on the NASTAR ski racing program. Susan and I were later married on Vancouver Island and returned for one final season at Thredbo around 1979.

The other person who influenced my skiing was Tommy Tomasi. Tommy was at one time I believe the fastest man on skis. Skiing with Tommy and conversations about the mechanics of skiing started me thinking and a book called How the Racers Ski was an epiphany. In hindsight the Austrians were way ahead and this was probably why Lenny and Arnold skied so well.

There are many others that conjure up fond memories of Thredbo including Ron Finneran (now that is another great story), Wayne Stinson, Erol Hanlon, Ludwig Rabina, George Weiss and George Freuden, Peter Wright and Gary (the Difel) Bergman, Jimmy Rose, Jerry Shirley and Horst Hutchhausen. I might have to do another article or two.

Frank Hussey



Tommy Tomasi & Frank Hussey



Helmet Stein, Heinz Muckenschnabl, Arnold Konrad



Peter Wright in the Thiokol



Wayne Stinson & ‘Lifties’

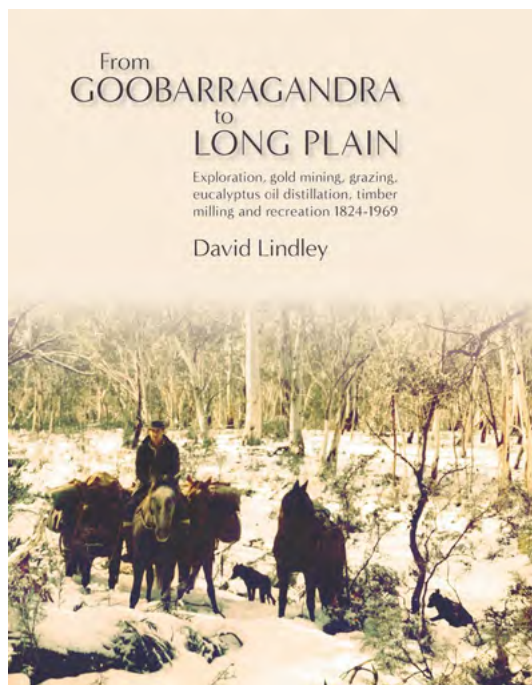


Book Reviews

From Long Plain to Goobarragandra (2 volumes) by David Lindley (2021) David Lindley BSC (Hons), PhD launched these self-published volumes on 24th June, 2021. They cover in-depth and well researched history of exploration, gold mining, grazing, timber milling, eucalyptus oil distillation and recreation between 1824 and 1969.

Previous 5-term KHA president Graeme Scully in his review of the two volumes wrote “David Lindley has chosen to focus on the historical period ranging from the first European explorers in 1824 through to the declaration of Kosciuszko National Park in 1969, when commercial grazing was phased out. Historical themes in Australia include the gold rush, the seasonal movement of stock into and out of higher altitude pastures, the Great Depression and two world wars....”

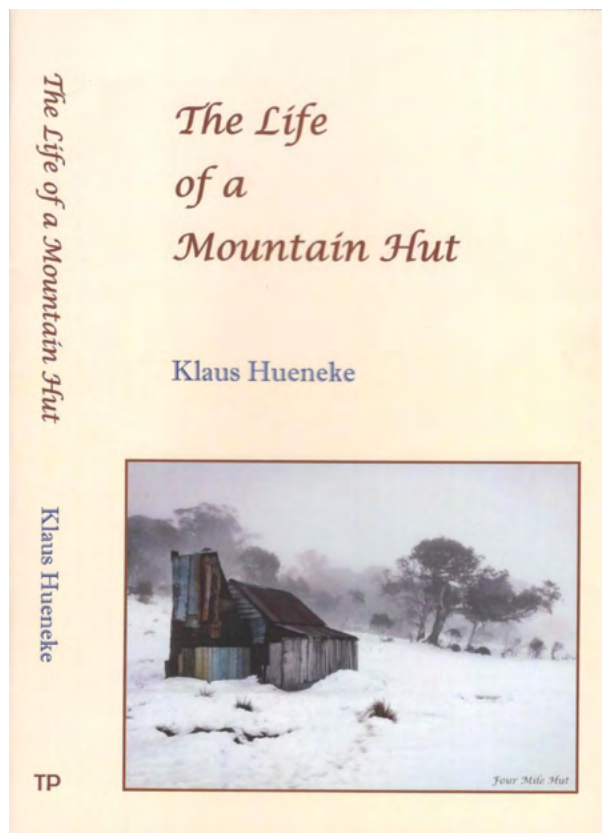
From Long Plain to Goobarragandra: 2 volumes & 426 pp with 240 photos, 24 half page map and 6 full page maps. RRP is \$60. Packaging and handling: \$15. The book can be purchased online at www.plesyumi.com or purchased at Visitor Centres at Khancoban, Yarrangobilly Caves, Tumut and Gundagai as well as the Tumut Newsagency and Foodworks, Gundagai.



The Life of a Mountain Hut by Klaus Hueneke (2020)

If these walls could talk, what stories would they tell? I often ask myself that when visiting one of the many huts in dot our beautiful high Country. Klaus Hueneke M Sc. AM, has managed to bring one of those alive in his new book *The Life of a Mountain Hut*. The reader is taken on a journey from the very first moments to the very last, of one of the most iconic huts in the mountains – Four Mile Hut.

The Life of a Mountain Hut: Klaus Hueneke (2020), Tabletop Press, 2 Lambell Close, Palmerston ACT, 2913, 232 pp, RRP \$30. Phone 02 6242 0995, email tabletoppress@bigpond.com.



Museum Book & DVD Price List



Andrew, Roger: **Thredbo – My Story**

Soft Cover, 156 pages, 29.5x21cm. colour photos

Cost \$40 Postage & Packaging \$13.40

[PURCHASE ONLINE](#)

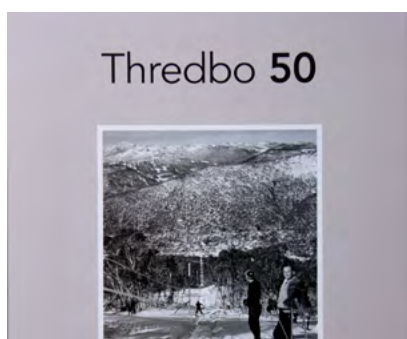


Clarke, Norman W Clarke (2006): **Kiandra – Gold Fields to Snow Fields**

Hard cover, 178 pages 22x29cm, b&w photos

Cost \$30 Postage & packaging \$13.40

[PURCHASE ONLINE](#)



Darby, Jim (2006): **Thredbo 50 – a commemorative book**

Hard cover, 123 pages, 22x28cm, colour photos

Cost \$20 Postage & packaging \$13.40

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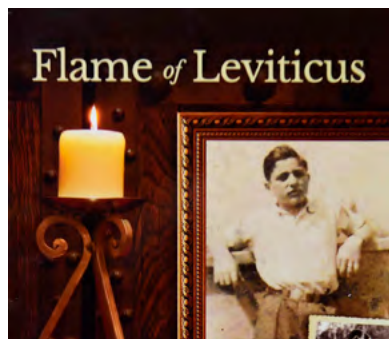
Freuden, George: **Off Piste – My Way: A Memoir**

Soft copy, 132 pages. 15 cm x 21 cm B&W photos,

Cost \$20, Postage & packaging

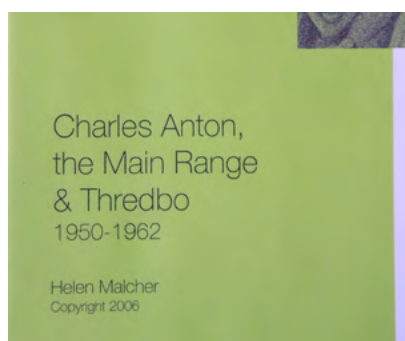
\$8.25. Limited number of copies left

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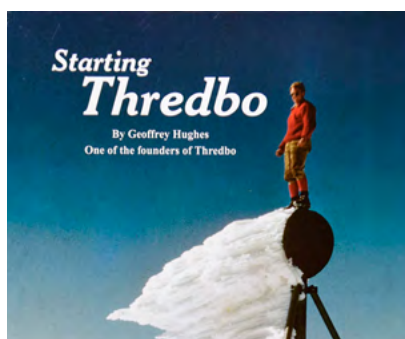
Sonia Howard (2013): **Flame of Leviticus – a biography of Kurt Lance**
Soft cover, 302 pages 30 colour plates
Cost \$15 Postage & packaging \$8.25

[PURCHASE ONLINE](#)



Helen Malcher/Philip Lewis: **Charles Anton, the Main Range & Thredbo 1950-1962**, DVD, PG rating, Duration 32 minutes
Cost \$25 Postage & packing \$3.20

[PURCHASE ONLINE](#)



Hughes, Geoffrey (one of the founders of Thredbo) (2007): **Starting Thredbo**
Soft cover, 44 pages, 21x31cm, colour & b&w photos
Cost \$20 Postage & packaging \$8.25

[PURCHASE ONLINE](#)



Johnston, Donald A (2020) **Hotel Kosciusko**
Hard cover, 310 pages, rare images and colour photos
Cost \$65, Postage & packaging \$13.40

[PURCHASE ONLINE](#)



Keys, Charles (2017): **Thredbo: Pioneers, Legends, Community**
Hard cover: 29 cm x 21 cm, 176 pages, b&w and colour photos.
Cost \$25 Postage and packing \$13.40

[PURCHASE ONLINE](#)



Southwell-Keely, Peter (2009)
Out on the Tops – The Centenary of Kosciusko Alpine Club
Hard cover 28 cm x 21 cm, 320 pages colour & b&w photos.
Cost \$25, Postage & packaging \$13.40

[PURCHASE ONLINE](#)



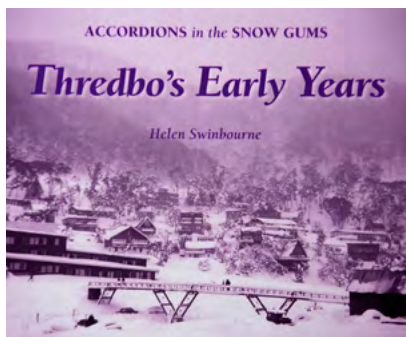
Southwell-Keely, Peter (2012): **Highway to Heaven: A History of Perisher and Ski Resorts Along the Kosciuszko Road**
Hard Cover, 256 pages, b&w & colour photos.
Cost \$45 Postage & packaging \$13.40

[PURCHASE ONLINE](#)



Sponar, Tony (1995): **Snow in Australia – that's news to me**
Hard cover, 362 pages, 15.5x23.5cm, photos
Cost \$20 Postage & packaging \$13.40

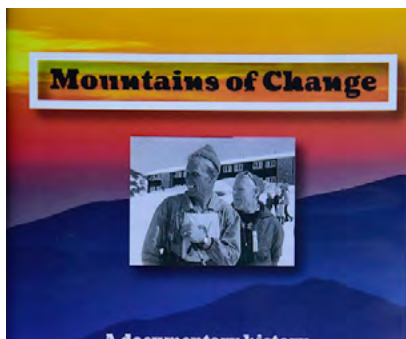
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Swinbourne, Helen (2006): **Accordions in the Snow gums – Thredbo's Early Years**

Soft cover, 128 Pages, 29.5x21cm b&W photos,
Cost \$20 incl. post & packaging \$13.40

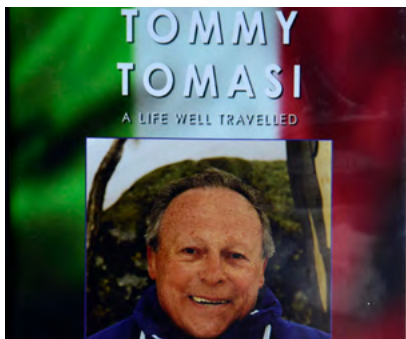
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Entertainment Media, (1986) **Mountains of Change**

DVD, PG rating, Duration 32 minutes
Cost \$25 Postage & packing \$3.20

[PURCHASE ONLINE](#)



Russell, Rebel Penfold: **Tommy Tomasi – a life well travelled**

DVD, PG rating, Duration 44 minutes
Cost \$25 Postage & packing \$3.20

[PURCHASE ONLINE](#)



Russell, Rebel Penfold: **Thredbo 50 Years**

DVD, PG rating, Duration 32 minutes Cost \$25 Postage & packing \$3.20

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Wieman, Randy: **One Man Alone – Malcolm Milne Val d’Isere 1969**
DVD, Cost \$25 Postage & packing \$3.20

PURCHASE ONLINE



Wieman, Randy: **Kurt Lance - Last time on the Main Range**
DVD, Cost \$10 Postage & packing \$3.20

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Book & DVD Order Enquiries

Mail: Thredbo Alpine Museum, PO Box 6, THREDBO 2625

Phone/Fax: 02 6456 2279 (Museum Administrator)

Email: chrissi.wikner@outlook.com

Cheques payable to: Thredbo Alpine Museum Inc.

Direct Payment: Thredbo Alpine Museum BSB 032- 728 Acct 106314 with details: surname & book title

www.thredboalpinemuseum.org.au

This year 21/22
THREDBO ALPINE MUSEUM
 pays tribute to

Frank Prihoda's century



Opening daily 12 noon to 4 pm
 Winter & Summer peak months & weekends
 Closed Mondays & Fridays and all of May & November
 (times subject to change – operated by volunteers)
 Located half-way down Village Square steps
www.thredboalpinemuseum.org.au



From the Editor

Faces of Thredbo Logo

Our Faces of Thredbo awardees have made major and lasting contributions in areas of organization, promotion or development of the sports of skiing and snowboarding. Therefore we wish to create a new logo so the public recognizes the significance of the award: and that it is highly valued and prized. The new Faces of Thredbo logo needs to be inclusive of Skiing and Snowboarding and contemporary in design. We would like the membership to submit their creative ideas about the particulars of the design.

Snowy Monaro ski resorts reopened for visitors from those areas in regional NSW that are not currently in lockdown, with Thredbo Resort up and running on Saturday 18th September. We hope this helped to partially lift the spirits of the local business stakeholders and locals alike. The **Thredbo Alpine Museum** reopened too, thanks to the diligence by some of our volunteers. Unfortunately with reduced visitor numbers Thredbo Resort decided to close down soon thereafter on Sunday 26th September: before the official October closing date.

With the possibility of ongoing Covid restrictions to do with crowded indoor meetings, it is quite likely that our annual AGM will be virtual, a Zoom event: and electronic voting will be permissible prior to the meeting. The meeting is to be held during the last week of November.

We value your contribution and feedback!

Whether you submit a story of 'alpine historical consequence', or simply share your thoughts to do with the Newsletter, or any other related matter.

For queries and suggestions.

Write to: Letters to the Editor - editortam@sdbge.com

Jerry Krezar

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Kerri Koczanowski

Web Master: Andrew Koczanowski

THREDBO ALPINE MUSEUM

Opening Hours: 12 – 4 pm

Subject to the availability of volunteers

during COVID 19 restrictions

Closed Mondays & Fridays

Closed May & November

Peak: July – September 2021

December 26 – January 27

Other: Weekends only

Spring: October, November

Autumn: Feb, March, April, June

Plus public holidays and special events



THREDBO ALPINE MUSEUM

PASSIONATE ABOUT ALPINE HERITAGE



www.thredboalpinemuseum.org.au