

The beginning of the season was marred by the terrible accident in the Arlberg (Austria) in which seven victims, including three British runners, lost their lives. The Ski Club of Great Britain sent a commission to investigate the accident on the spot, and the report is published in the current issue of the Year Book.

At the next International Ski Congress, which will be held at St. Moritz after the Winter Olympic Games, the British representative will propose that downhill races and Slalom races be officially recognised and included in the programme of all forthcoming winter Olympic Games. The Norwegians, Swedes and Finns have had a meeting in Stockholm and have decided not to oppose this motion, a generous gesture on their part, as they stand to gain far less than the Swiss, Germans or British by the official recognition of downhill races and Slalom races.

An interesting innovation in ski racing was tried out last winter at Wengen. A race was held under the condition that a single fall disqualified. This race was won by Barry Caulfield, who defeated both Walter Amstutz and C. E. W. Mackintosh. Barry is, of course, the son of the famous ski-runner, Vivian Caulfield, and he is perhaps the most graceful and accomplished ski-runner that I have ever seen. He is not in the same class as Mackintosh as far as ordinary racing is concerned. The no-fall race is an admirable education in safe running. Every ski-runner should aim at increasing not only his normal speed, but also his absolute safety no-fall speed. No-fall races are particularly useful for second class runners and for young people.

We tried out at Murren another interesting type of race, the so-called controlled cross-country race. This race includes a stiff climb within a controlled time limit. Those who exceed this time limit are handicapped by losing time, those who finish within the time limit enjoy a longer rest. If the time limit is sufficiently short a good hill climber has every opportunity of profiting by his technique, but the climbing element does not dominate the race to the detriment of downhill running technique. The man who completes his time in 30 minutes does not score against the man who completes it in thirty-five, provided the thirty-five minutes does not exceed the official time limit for this controlled ascent.

The current issue of the British Ski Year Book contains a review of various racing innovations that have been tried out since the war.

We are all delighted to hear of the introduction of Slalom racing into Canada. We have found it a magnificent education in technique, and the present high standard of British ski-ing is not a little due to the cult of the Slalom. We thank our Canadian friends for the compliment they have paid to British ski-ing by trying out our Slaloms.

Among forthcoming books I might mention "Modern Ski-ing and its Mastery," by A. H. d'Egville, one of our leading ski-runners. The present writer's "History of Ski-ing" will also be published this autumn by the Oxford University Press.

ARNOLD LUNN.

THE SKI CLUB OF GREAT BRITAIN

THE Ski Club of Great Britain has appointed H. P. Douglas, 507 McGill Building, Montreal, their representative for Canada. All ski enthusiasts are invited to become members of this Club that has done so much to advance the interests of ski-ing. Their annual publication, The British Ski Year Book, should be read by every follower of the sport, and is issued only to Club members. Edited by Arnold Lunn, the great ski expert and authority, it is by far the leading ski publication, and contains most interesting articles on all phases of ski-ing and splendid photographs. A membership in this Club is of particular value to all those contemplating a ski trip on the continent. The cost of a yearly membership, including The Year Book and club badge, is \$2.50. Send in your subscriptions and receive a copy of the last edition just published.