

Unfortunately the weather was so bad that the annual Slalom Race had to be called off, much to the regret of all those present.

It is interesting to mention here that the first official 50-Kilometre Race held in Eastern Canada was run over the Shawbridge-St. Margaret's country on March 2. The course was closely 32 miles over very stiff country with two control stations. Penttila won, this being his fifth straight victory of the season in five hours thirteen minutes, finishing as fresh as if just in from a short afternoon's workout. C. Wright of the Cliffside Club was nine minutes behind. The score was as follows:

		Hrs.	Min.	Sec.
1.	E Penttila - - - - -	5	13	15
2.	C. Wright - - - - -	5	32	05
3.	Cave-Brown-Cave - - - - -	6	11	05
4.	A. Kelly - - - - -	6	26	15
5.	H. Pangman - - - - -	7	03	13
6.	P. Sheppard - - - - -	7	05	53
7.	T. Sinclair - - - - -	7	38	10

H. P. D.

## LONDON LETTER

THE chief event of last season from the point of view of the Ski Club of Great Britain was the official recognition of the rules for downhill and slalom races by the International Ski Congress which met at Oslo in February, 1930. The Congress further decided that the Ski Club of Great Britain should have the honour of organizing the first official downhill racing meeting to be held under the auspices of the International Ski Federation. This meeting will open at Murren next winter on February 19. Each country will be entitled to be represented by six competitors in the open events and by six ladies in the events open to ladies.

I represented the Ski Club of Great Britain at Oslo and was naturally delighted by this happy issue to a long campaign, a campaign which was initiated by the Ski Club of Great Britain. The various resolutions were carried unanimously, thanks very largely to the open-minded and generous attitude of Captain Oestgaard, the chief representative of Norway at the Congress.

A full account of the Congress appears in the current issue of the "British Ski Year Book."

I was very interested to learn from the Canadian representative at that Congress of the growing popularity of slalom racing in Canada.

Mr. d'Egville contributes to the current issue of the "British Ski Year Book" a very appreciative account of his visit to Canada. I saw him on his return to England, and he was deeply grateful for the most hospitable welcome which he received in Canada.

Our members were very successful last winter in international competitions. The British University Ski Club beat the Swiss University Ski Club, and the Ladies' Ski Club beat the Swiss Ladies' Ski Club, and two of our local clubs at Wengen and Villars respectively defeated the local Swiss clubs.

Miss Doreen Elliott won the Swiss Ladies Championship at Engelberg, and Mr. Bracken, the British Ski Champion, won the Lauberhorn Cup against a very strong international field which included the famous downhill runner Gustav Lantschner of Innsbruck, who won the Davos Winter Games and the Flying Kilometre at St. Moritz, and a great many famous German, Austrian and Swiss runners.

The Arlberg-Kandahar Race brought together the finest collection of downhill racing experts that have ever competed against each other in the same event.

112 of the best downhill racers of Central Europe and 25 ladies entered for this event.

Mr. C. E. W. Mackintosh flew out from England to compete, and in spite of being out of training he succeeded in being fifth out of 112, less than ten seconds behind the winner. The standard of the competition may be gauged from the fact that the thirty-fifth competitor was less than thirty seconds after the winner.

Mr. W. R. Bracken finished fourth in the slalom race.

Mr. Mackintosh's first slalom was a fiasco, but on the second run down he tied for the best time of the day. Given a bit more luck and a bit more training and Mr. Mackintosh might well have won this event. I still consider him to be the finest downhill racer that I have ever seen, at his best, that is, for he is erratic and when he starts racing you never feel quite confident that he will end up in the right valley.

There was an interesting innovation last winter, the so-called "Flying Kilometre Races," which are in effect races of about 200 metres in length down a specially prepared course. It is less a race than an experiment and a speed test. The first of these Flying Kilometre races was held at St. Moritz, where the highest speed attained was attained by Gustav Lantschner at the rate of 65.4 miles an hour. An Adelboden Zyrd won at a speed of 69.9 miles an hour.

There were a great many interesting equipment novelties last winter. I have described these fully in a book which I have just completed, "The Complete Ski-Runner." Among others, may be mentioned steel edged ski which proved invaluable on hard snow slaloms. The Austrians, in the Davos University Winter Games, were the only ski-runners provided with steel edges and they simply ran away from all the other competitors in the slalom race.

So far as technique is concerned, the telemark may be said to be coming back into favour again for heavy snow work. Some of the great downhill racers of the day firmly believe in the telemark, amongst others David Zogg of Arosa and Mr. Mackintosh.

ARNOLD LUNN.

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## STEEL EDGES FOR SKI

*From "Ski Notes and Queries"*

These consist of strips of ordinary mild steel  $\frac{5}{16}$  in. wide and approximately 18 gauge ( $\frac{3}{32}$  in.) thick, drilled and countersunk to take small screws. The edges of the ski are planed and the strips screwed flush. They begin near the toe of the ski with small lengths of 5 in. On the flat they measure over 2 ft. long. The weight is just under 1 lb. per ski. The holes are 2 in. apart in the short strips and farther apart according to the strip length. Care, skill, time and patience with proper tools are necessary.



We first saw these ski during the University Winter Sports in Davos in January. They proved such an advantage that many immediately adopted them.

I consider these steel edges to be the greatest improvement I have known. On icy traverses they are marvellous. Control is easier. At least one avalanche accident I know of would have been avoided had they been in use at the time. I think, however, there is plenty of room for improvement. The mild steel now used will rust and crystallize, and such small screws as No. 2 are, in my opinion, too fragile. I propose to find a rustless steel with a little spring in it and increase the width from  $\frac{5}{16}$  in. to  $\frac{3}{8}$  in. This will add, maybe, another 3 ozs. to the weight, but, of course, will prove a very much stronger job.

F. EDLIN.