

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.

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 ($\frac{1}{32}$ 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.