

away. The smaller competitions in Norway are usually held on Sundays; the jumping commencing about ten o'clock in the morning and the cross-country race at two o'clock or two-thirty in the afternoon. In these competitions some of the best skiers in the district compete, the number of competitors ranging from seventy to one hundred. In order to start the races quickly they are run off every half minute. When you realize that the majority of the competitors very often ski ten or fifteen miles to get to the place where the competition is taking place, participate in the jumping and cross-country races, then ski the same distance home, all with a heavy pack, you can readily understand that ski-ing becomes second nature to these boys.

My first competition is still green in my memory. At the age of nine I skied with several boys about ten miles to witness a competition at a place called Risebrobakken. I had no intention of competing at the time, as my parents did not believe in my ability as a skier and had not provided me with the necessary half krone for entry fee. However, a kind friend paid the fee and I was in my first competition. I don't remember the distance I made, but this I do remember—that I won sixth prize with one fall and you couldn't call the king my uncle! The following Sunday I took part in a competition held at Lysakerbakken where I was third. The Sunday after that I was extremely lucky and won first prize with the longest standing jump. After this competition I am very happy to say that I have nearly always been within the first three places. My last competition in Norway took place in the winter of 1915-1916 at Sarabraaten, Oslo. From

then on I did no ski-ing whatever until I joined the Montreal Ski Club in 1921, from which time my record is an open book.

Timing is the essential thing in all sports and more so, perhaps, in ski jumping. If you have a faulty take-off, the slightest off balance, you will have a faulty flight through the air, a faulty landing, and in nearly every case, a fall. A jumper who has learned to take-off correctly can overcome any difficulty that may arise between the start and the take-off and correct his take-off. When taking off correctly the style will be automatically correct as well as the landing and you have nothing to worry about with the exception of the distance made by your competitors. Always keep that in mind.

The Canadian boys, I notice, would like to walk before they can crawl (to use the old expression); that is to say, after they are graduated from the junior jumps to the intermediate they despise the smaller jumps and immediately go to the hill where competitions are held and practise on this hill continuously. What will happen? They will, after a time, achieve considerable distance, learn how to exploit the course and the air resistance. This, of course, is of great importance, but if the take-off is faulty, the style and landing will be the same. These boys become what is known as "one hill men;" good on their own hill but cannot seem to get anywhere on a strange hill. I would earnestly suggest that the ski clubs in Canada get down to brass tacks; take hold of the young boys and tell them what to do; see that they practice on small jumps and leave the big jumps alone. After all, they are the coming champions.

THE FLYING KILOMETRE

THE 1933 FLYING KILOMETRE was won by F. Huber of Kitzbuehl, who established a new record, covering the course at an average speed of 78.93 miles per hour. Special long heavy skis are used weighing approximately 50 pounds and 6 inches in width. The competitors wear crash helmets, goggles, and streamline stiff rubber attachments to their clothes to minimize wind resistance. In order to withstand the terrific pressure as the skis strike the outrun, they are provided with handles in front of the toe irons to hold on to. The Flying



Kilometre trials are run annually at St. Moritz down a specially prepared course, with the snow packed down hard and absolutely smooth, with a gradient of 35 to 36 degrees, electric timing. The competitors take a flying start of some 150 feet and the length of the course itself is 500 feet. The idea was developed by Dr. Walter Amstutz and has year by year been developed, just to see what speed can be made on skis under perfect conditions. I imagine the next step will be to send these young men down the hill paced by a motor sled.