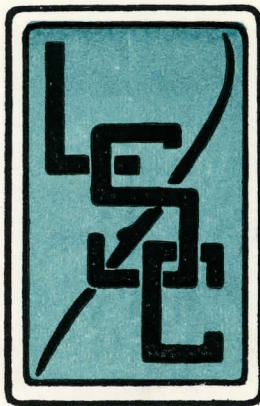


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**LADIES' SKI CLUB BULLETIN**  
**OCTOBER, 1934**

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# THE LADIES' SKI CLUB BULLETIN

No. 9.

OCTOBER, 1934.

## EDITORIAL.

ACCORDING to the rules of the Club the editorship of this "attractive little publication"! (*Ski Notes and Queries*, page 273, par. 4) has again passed on. We owe a great debt of gratitude to the retiring Editor, Miss Enid Fernandes, for so excellently fulfilling the position.

The L.S.C. is glad to welcome five new members: Mrs. Vivian Lloyd, Miss Elizabeth Macfie, Miss Evelyn Pinching, Miss Alex Stephen, and Miss Helen Tomkinson.

We are very proud to record that during last season two of our members won their Gold: Miss A. B. Duthie and Miss E. B. Walter.

This is the first year the BULLETIN has been allowed to take advertisements, and we have had an excellent response from firms asked to advertise. Our circulation is small, and were it not for the fact that our membership includes all the finest British lady ski-runners, who have many friends and whose advice is frequently asked by the novice, it would not be worth while for firms to advertise in this journal. Members are therefore asked to help the Club by advising their friends to support our advertisers, who constitute a comprehensive selection of the best Winter Sport specialists.

We are glad to hear that Miss Mackinnon has returned from India and will be racing again next winter.

We offer our congratulations to Lady Myrtle Balfour on the birth of a son, and our sympathy to her in her long illness; we also congratulate the Hon. Mrs. Gordon Lennox on the birth of a son. We offer our sympathy to Miss Rhona Henniker-Hughan, who had the misfortune to break an ankle in Austria; and to Mrs. C. I. Curteis, who had a nasty riding accident.

As the membership of the Club increases and many members change their names (for one reason or another), the Editor feels that we might unwittingly omit to congratulate some (where congratulation is usual), or condole with others (where condolences are necessary). Future numbers, therefore, will contain no reference to members' private lives. Accidents and mishaps affecting members

ski-ing are frequently of national importance and will receive the publicity they deserve.

We congratulate Miss Fernandes on winning the Ladies' Cup in an Italian No-Fall Race down Sisis (2,000 feet). There was a large entry of men and women, but most of them fell, the course being hard, and icy in patches. Miss Fernandes tied first with Signorina Borghletti in 3 min. 42 sec., so three days later the two worked off the tie and Miss Fernandes won with 3 min. 32 sec.

It seems that the past Editors with their piteous appeals for contributions must have touched the consciences of many of our members, for having been warned to expect nothing except from the "faithful few," imagine our surprise and delight when the first unasked-for article arrived! We then decided to circularise the Club, bought several large packets of postcards and started through the list of members in alphabetical order. The A's fulfilled all gloomy prophecies: some did not answer our appeal, and those who did refused. B's did better, most answered and several promised contributions, but the top marks go to the C's; only a small percentage ignored the request, and the rest responded so gallantly as to make further general appeal unnecessary. Our hearty thanks to all contributors. If we are short of voluntary articles next year, will those whose names begin with D, E, F, and G please note that they are next on the list!

The L.S.C. Challenge Cup Race will be held at Scheidegg on January 20th, 1935.

It is hoped that all racing members will compete, and other members are asked to offer their assistance in helping the organisation.

The Hon. Secretary of the Schweizerischer Damen-Skiklub asks us to state that the fourth Combined Straight Race and Slalom for the Championship of the Swiss Ladies' Ski Club, open to ladies of all nationalities, will be held at Grindelwald on January 12th and 13th, 1935; and she hopes that a representative number of members of the L.S.C. will compete.

### L.S.C. SWEATERS.

Lillywhites, Ltd., Criterion Buildings, Piccadilly Circus, S.W.1, have undertaken to supply the L.S.C. sweaters.

Anyone wishing to purchase Club sweaters must send or take with them some means of identification proving that they are members of the L.S.C.

No. 1. Pullover with sleeves ... .. 19/6

No. 2. Pullover, sleeveless ... .. 16/6

No. 3. Polo neck pullover ... .. 21/-

No. 4. Cardigan with sleeves ... .. 25/-

All these models are complete with monogram in pale blue.

## THE L.S.C. CHALLENGE CUP RACE.

BY N. LAVALLIN-PUXLEY.

The Ladies' Ski Club Championship was held on Tuesday, January 9th, 1934, on Parsenn, just after the British Ski Championships. Weather conditions, although exceptionally cold, were excellent.

There were eight entries, including Miss Binnie Duthie, the winner of the British Ladies' Ski Championship of 1933 and 1934.

The Slalom was held on the Weissfluhjoch, starting from the "Men's Tee" and giving a vertical descent of about 300 feet. Miss Walter's time was two-fifths of a second longer than Miss Duthie's on the first run, but she obtained a good lead on the second run and finished a fairly easy winner.

An excellent course was chosen for the Straight Race, starting from half-way up the Weissfluh, giving fast open running to the Parsenn Hut, and finishing down the steep gully below the hut.

Miss Duthie had an unfortunate fall on the Weissfluh, which lost her some time. Miss Walter won the Combined event, thus avenging her defeat in the British Ski Championship.

The meeting was ably organised by Miss Nell Carroll and Dr. Violet Rendall, assisted by Marden's Club.

### LADIES' SKI CLUB CHALLENGE CUP RACE RESULTS.

		STRAIGHT RACE.				
		Name.	Time.		Points.	
			m.	s.		
1st.	Miss B. Walter	... ..	5	56.6	100	
2nd.	Miss H. Tomkinson	... ..	6	05.2	97.63	
3rd.	Miss B. Duthie	... ..	6	23	93.09	
4th.	Mrs. E. R. Chamier	... ..	6	53	86.32	
5th.	Miss E. Macfie	... ..	7	23.2	30.44	
6th.	Miss W. McConnell	... ..	10	29	56.67	

		SLALOM.							
		Name.	Pt. I.		Pt. II.		Total.		Points.
			m.	s.	m.	s.	m.	s.	
1st.	Miss B. Walter	... ..	1	06.6		48.2	1	54.8	100
2nd.	Miss B. Duthie	... ..	1	06.2		59	2	05.2	91.68
3rd.	Miss P. Sherer	... ..	1	01.4	1	13.4	2	14.8	85.15
4th.	Miss N. Carroll	... ..	1	16.2	1	03.4	2	19.6	82.22
5th.	Miss E. Macfie	... ..	1	10	1	15	2	25	79.16
6th.	Mrs. E. R. Chamier	... ..	1	22.4	1	16.2	2	38.6	72.36
7th.	Miss H. Tomkinson	... ..	2	25.6	1	20.4	3	46	50.79
8th.	Miss W. McConnell	<i>(disqualified)</i> .							

		COMBINED RESULT.					
		Name.			Points.		
1st.	Miss B. Walter	... ..			100		
2nd.	Miss B. Duthie	... ..			92.38		
3rd.	Miss E. Macfie	... ..			79.80		
4th.	Mrs. E. R. Chamier	... ..			79.84		
5th.	Miss H. Tomkinson	... ..			74.21		

## THE LADIES' BRITISH SKI CHAMPIONSHIP.

BY N. LAVALLIN-PUXLEY.

The Ladies' British Ski Championship was held on the Parsenn on January 5th and organised by Marden's Club, Klosters. Unfortunately the entries were very small, only four in the Slalom, and five in the Straight Race. The Slalom was held on the Weissfluh over a descent of 500 feet, and the course was set by Mr. Bracken.

Snow conditions were good. Miss Walter won and ran extremely well. Neither she nor Miss Duthie incurred any penalties on either run.

The Straight Race was run over the same course as the men, except that it was started at Krenzweg, 1,000 feet lower, and finished at the first field below Schwendi on the Serneus run, a vertical height of 2,400 feet. Light snow was falling and the light was poor.

Miss Duthie ran very steadily to win from Miss Walter, who had an unlucky fall on the Derby Schuss. Miss Sherer was third.

### B.S.C. RESULTS.

#### STRAIGHT RACE.

	Name.	Time.		Points.
		m.	s.	
1st.	Miss B. Duthie	10	07.2	100
2nd.	Miss P. Sherer	10	16.6	98.47
3rd.	Miss B. Walter	10	35.8	95.5
4th.	Miss H. Tomkinson	10	56.2	92.53
5th.	Miss E. Macfie	13	00.2	77.82

#### SLALOM.

	Name.	Pt. I.		Pt. II.		Total.		Points.
		m.	s.	m.	s.	m.	s.	
1st.	Miss B. Walter	1	39.6	1	18	2	57.6	100
2nd.	Miss B. Duthie	1	30.2	1	35.4	2	65.6	96.01
3rd.	Miss P. Sherer	2	18	1	30.6	3	48.6	77.94
4th.	Miss E. Macfie	2	15.2	1	56.4	3	71.6	70.82

#### COMBINED RESULT.

	Name.	Points.
1st.	Miss B. Duthie	98
2nd.	Miss B. Walter	97.75
3rd.	Miss P. Sherer	88.20
4th.	Miss E. Macfie	74.32

## THE F.I.S. MEETING AT ST. MORITZ.

BY DOREEN ELLIOTT (*Manager of the Ladies' Team*).

This year the F.I.S. was held under better weather conditions than usual, and though the snow conditions could hardly be called ideal, they might have been infinitely more unpleasant if the wind-swept snow had not been beaten out into a broad track by the hundreds of people who make the Corviglia run their daily constitutional.

The race started about half-an-hour's climb above the Corviglia Hut and began with an alarming *schuss* somewhat similar to the landing hill of a jump. It was really only alarming because of the fact of having to go down it in cold blood after sitting and looking at it for some time; that and the knowledge that if you slipped up on this first steep slope you lost all the impetus for the next gradual bit that contoured away out of sight.

The course selected was an open one, with only two problems, and with the exception of these all the racer had to do was to put her feet together, getting up a tremendous and frightening speed.

The first problem was the crossing of a deep little gully, which, if taken too fast, threw you into the air (and probably on your back) and, if too slowly, entailed a suggestion of *langlauf*.

The second problem was a wood path, which had been especially cut out of the wood, leading down to the road, and on which snow had been plastered. This path was too narrow for overtaking, and the racers had all been given instructions to pull to one side in the event of being shouted at by an overtaking runner. This sounds quite feasible in theory, but in practice it is a different matter; it is very difficult for the racer who is being caught up to slow down sufficiently to pull in to the side without falling and possibly becoming entangled in trees. And there are racers who refuse to move out of your light, a form of cheating which happened again in this F.I.S. in spite of official watchers who were on the look-out to see that there was no blocking.

After the wood path you had to shoot the road (which led from St. Moritz to Suvretta), go down a steep slope, which the last control made it necessary to traverse, then over a bit of a path and along a gradual, wide slope to the finish; a course of practically 3,000 feet.

Good waxing paid hand-over-hand on this course, which consisted chiefly of steep slopes with a gradual run out. There were five controls made necessary by the rocky nature of the country, four of which were admirable and the last but one being unnecessary. The course was only flagged two days before the race, the controls one day before, and only one run down was allowed through the controls.

The start of the race was punctual and the organisation, in spite of being exceedingly complicated, never faltered.

The British team was up against stiff competition. This training business is taken with great seriousness by our rivals, especially the Germans, who are nothing if not thorough.

It was a blow to us that Miss Mackinnon could not come back from India in time to race. Miss Sale-Barker, the Captain, was a doubtful starter owing to a bad injury to her knee. She was able to race, however, and put up the best performance of the team in spite of being unfit.

Miss Kessler is proving herself to be the best of our racers and has covered herself with glory this winter, though she did not do as well as was expected in the F.I.S.

Mrs. Boughton-Leigh had a series of mishaps in the Downhill Race. Her ski came off twice, and after the second time she stood aside, thinking it useless to continue. A spectator, however, urged her to go on in case another member of the team might be unable to finish and eventually she skied on so as not to spoil the team result.

One of our team at least was a victim of a hold-up in the wood path: Miss Binnie Duthie was forced to run into the side so as not to kill a woman she was overtaking, and she was both hurt and delayed by the *contretemps*.

The Slalom course was laid at the top of the Corviglia Railway, with a view to pleasing the spectators. It was not a good slope to have chosen; the gradient was not steep enough and the whole slope was set on a traverse, and once again wax counted tremendously.

Miss Walter was in the running for the team, but she hurt herself and was chosen as reserve, only to hurt herself badly again while practising at St. Moritz. Miss Macfie was the second reserve and slalomed most efficiently in place of Mrs. Boughton-Leigh, who had scratched.

#### F.I.S. RESULTS.

##### LADIES' STRAIGHT RACE.

	Name.	Country.	Time.	
			m.	s.
1st.	Anny Ruegg ... ..	Switzerland	5	38
2nd.	Christel Kranz ... ..	Germany	5	40.6
3rd.	Lisa Resch ... ..	Germany	5	44.6
4th.	Durell Sale-Barker ... ..	Great Britain	6	17
5th.	Jeanette Kessler ... ..	Great Britain	6	17.8
6th.	Rosli Streiff ... ..	Switzerland	6	30.4

The other British competitors finished as follows:—

13th, L. Butler; 19th, B. Duthie; 20th, D. Crewdson;  
22nd, H. Boughton-Leigh.

##### LADIES' SLALOM.

	Name.	Country.	Pt. I.		Pt. II.		Total.
			s.	s.	m.	s.	
1st.	Christel Kranz ... ..	Germany	58.5	58.5	1	57	
2nd.	Lisa Resch ... ..	Germany	59.3	58.2	1	57.5	
3rd.	Rosli Rominger ... ..	Switzerland	58.6	61.0	1	59.6	
4th.	Ilse Adolph ... ..	Germany	61.6	58.7	2	00.3	
5th.	Kathe Grasegger ... ..	Germany	61.5	60.4	2	01.9	
	Paola Wiesinger ... ..	Italy	61.8	60.1	2	01.9	

The other British competitors finished as follows:—

7th, D. Sale-Barker; 9th, J. Kessler; 10th, D. Crewdson;  
12th, L. Butler; 17th, E. Macfie; 18th, B. Duthie.

##### COMBINED RESULT.

	Name.	Country.	Points.		Com- bined.
			Straight.	Slalom.	
1st.	Christel Kranz ... ..	Germany	99.24	100	199.24
2nd.	Lisa Resch ... ..	Germany	98.08	99.58	197.66
3rd.	Anny Ruegg ... ..	Switzerland	100	85.65	185.65
4th.	Durell Sale-Barker ... ..	Great Britain	89.65	95.82	185.47
5th.	Jeanette Kessler ... ..	Great Britain	89.46	93.23	182.69
6th.	Rosli Rominger ... ..	Switzerland	83.79	97.83	181.62
7th.	Rosli Streiff ... ..	Switzerland	86.58	94.74	181.32
8th.	Kathe Grasegger ... ..	Germany	83.74	95.98	179.72
9th.	Ruth Gruendler ... ..	Germany	85.60	91.12	176.72
10th.	Ella Maillart ... ..	Switzerland	83.95	92.71	176.66
11th.	Paola Wiesinger ... ..	Italy	80.48	95.98	176.46
12th.	Ilse Adolph ... ..	Germany	79.12	97.26	176.38
13th.	Lotte Baader ... ..	Germany	85.31	88.17	173.48
14th.	Lois Butler ... ..	Great Britain	79.64	91.84	171.48
15th.	Elvira Osirnig ... ..	Switzerland	77.56	90.21	167.77
16th.	Margrit Bertsch ... ..	Switzerland	77.63	87.71	165.34
17th.	Dorothy Crewdson ... ..	Great Britain	71.07	93	164.07
18th.	Binnie Duthie ... ..	Great Britain	77.56	85.65	163.21
19th.	Grafin M. von Szapary ... ..	Hungary	78.49	81.93	160.42
20th.	Baronin R. Schimmelpen- ninck von der Oyen ... ..	Holland	76.02	78	154.02
21st.	Oda Gadda ... ..	Italy	61.97	77.38	139.35
22nd.	Livia Bertolini ... ..	Italy	49.53	79.48	129.01

##### F.I.S. TEAM RESULT—STRAIGHT RACE.

		Time.	
		m.	s.
1st.	Germany ... ..	31	19.8
2nd.	Switzerland ... ..	32	49.8
3rd.	Great Britain ... ..	35	10
4th.	Italy ... ..	50	54.1

##### F.I.S. TEAM RESULT—SLALOM.

		m. s.	
		m.	s.
1st.	Germany ... ..	10	05.1
2nd.	Switzerland ... ..	10	32.4
3rd.	Great Britain ... ..	10	37.3

## ARLBERG-KANDAHAR MEETING, ST. ANTON, 1934.

BY MARJORIE GREENLAND.

**The Ladies' Straight Race**, held on March 17th, was run down the Galzig on the same course as the men. Due to lack of snow the race was shortened by about 100 metres, finishing at Moser Kreuz instead of St. Anton. Snow and light conditions were good.

The well-known Galzig course is comparatively easy with the exception of the 800 feet after the cornice. This piece is known by various names, of which the Steilhang is in most general local use. It is extremely steep and a great test of technique and courage. The following notes were made from a point of vantage on the Steilhang.

The men ran the course first, Otto Furrer, the well-known champion, doing the astonishing time of 3 min. 39 sec. The first woman to start was Anny Ruegg (Switzerland), who ran fast and in beautiful style. Miss Kessler followed shortly afterwards, running with great determination, but could not hold her high speed on the Steilhang and fell; but she was quickly up again, and running superbly, won the race with a time of 4 min. 45.8 sec.

Miss Sale-Barker, who was handicapped by a bad knee, took a bad fall on the Steilhang and lost too much time to have any chance of winning. Both Miss Helen Blane and Miss Carroll lost time through falls. Miss Pinching ran in excellent style and in spite of falling secured fifth place in the time of 5 min. 10.4 sec. Mrs. Chamier ran with her usual courage and secured fourteenth place with a time of 6 min. 8.6 sec.

Many of the foreign competitors placed undue reliance on the stem (they had an example in Emil Walch, one of the better known of the early Arlberg racers), particularly Baronin Schimmelpenninck (Holland), who, wearing a wide skirt, used an equally wide stem. This use of the stem is in striking contrast to the free and effortless *Vorlage* style of the true racer, such as Furrer or Matt, and it was a great pleasure to watch Miss Kessler and Miss Pinching running in a style so similar to the great champions.

**The Slalom** was run on March 18th down the Maienkopf to St. Christoph. It was set by Hannes Schneider and was made long and flowing according to his theory that turns should be made long and swinging and devoid of *Ecken*. A noticeable feature also was the use of long poles instead of the usual short slalom flags.

The top part of the Slalom included a steep *Schuss* and the lower part a corridor which speeded up the running. The day was perfect and many spectators lined the course in the bright sun to watch this interesting event. It was fortunate that the Slalom finished by 3 p.m., as the weather suddenly broke and a blizzard came on.

Miss Kessler gave a beautiful display in her first slalom in a time of 1 min. 9.2 sec., but as in the Arlberg-Kandahar of last year

she had an unlucky fall on the second run and spoilt her time. Miss Pinching missed a flag and had to go back, but made such a very good second run that she obtained second place in the results.

The winner, Signorina Paula Wiesinger (Italy), ran in excellent style with plenty of *Vorlage*, and Fr. Ruegg, who is a very neat skier to watch, was third.

In the Combined result England secured the first and third places, which is in striking contrast to the Men's Race, in which the first Englishman was thirty-ninth.

### ARLBERG-KANDAHAR RESULTS.

#### STRAIGHT RACE.

	Name.	Club.	Time.		Points.
			m.	s.	
1st.	J. Kessler ...	Kandahar ...	4	45.8	100
2nd.	A. Ruegg ...	S.D.S. Chur ...	4	50.6	98.33
3rd.	R. Schimmelpenninck ...	N.S.V. ...	5	04.4	93.87
4th.	E. Ripper ...	Vienna S.C. ...	5	07.8	92.85
5th.	E. Pinching ...	English S.C. Davos ...	5	10.4	92.04
6th.	K. Lettner ...	S.C. Salzburg ...	5	21.6	88.86
7th.	H. Gustine ...	I.S.V. ...	5	23.0	88.20
8th.	M. Szapary ...	Hungarian S.V. ...	5	25.0	87.92
9th.	P. Wiesinger ...	Italian ...	5	27.0	87.40
10th.	L. Windischbauer ...	Bad Gastein ...	5	42.8	83.37
11th.	J. Szabo ...	Vienna S.C. ...	5	46.6	
12th.	H. Blane ...	Kandahar ...	5	57.4	
13th.	M. Pembauer ...	S.C. Salzburg ...	6	01.4	
14th.	E. Chamier ...	English S.C. Davos ...	6	08.6	
15th.	D. Sale-Barker ...	Kandahar ...	6	08.8	
16th.	N. Carroll ...	Kandahar ...	6	22.0	
17th.	E. Solleder ...	S.C.A. ...	6	42.4	
18th.	K. Venables ...	Kandahar ...	6	46.4	
19th.	D. Martineau ...	F.S.C. ...	7	25.4	
20th.	M. Friedrich ...	S.C. Salzburg ...	8	05.8	

#### SLALOM.

	Name.	Club.	Pt. I.		Pt. II.		Points.
			m.	s.	m.	s.	
1st.	P. Wiesinger ...	Italian ...	1	13.3	1	09.4	100
2nd.	E. Pinching ...	English S.C. Davos ...	1	17.3	1	09.5	97.18
3rd.	A. Ruegg ...	S.D.S. Chur ...	1	15.7	1	13.9	93.37
4th.	J. Kessler ...	Kandahar ...	1	09.2	1	22	94.36
5th.	M. Szapary ...	Hungarian S.V. ...	1	17.2	1	16.2	93.03
6th.	E. Ripper ...	Vienna S.C. ...	1	17.8	1	18.9	91.05

#### COMBINED RESULT.

	Name.	Club.	Points.
1st.	J. Kessler ...	Kandahar ...	97.18
2nd.	A. Ruegg ...	S.D.S. Chur ...	96.85
3rd.	E. Pinching ...	English S.C. Davos ...	94.61
4th.	P. Wiesinger ...	Italian ...	93.70
5th.	E. Ripper ...	Vienna S.C. ...	91.95
6th.	M. Szapary ...	Hungarian S.V. ...	90.47.5

## ADVENTURES IN THE OETZTHAL.

BY URSULA COMING.

Even to-day, when Kitzbuhel, St. Anton, and other resorts in Tyrol are full of English skiers, the Oetzthal district is not as well known in England as it deserves. The Germans discovered it long ago and are responsible for most of the very lordly huts; but now that the frontier ban keeps them out of Austria, there is room everywhere. The Oetzthal is relatively easy to get to: the station of Oetz lies half-way between Landeck and Innsbruck, and there is a regular postal service up the valley; the huts (with one exception) are first-rate, the peaks easy and rarely more than four hours' climb, and the running varied and excellent. I am adding to this account a suggestion for a fortnight's tour, in case anybody would like to follow our example. Mid-February until April is the best time for the Oetzthal; before then snow conditions are rarely good; but ski-ing is sometimes excellent up to the end of May, as it is in the Silvretta Group. This year, in the beginning of March, we struck the worst weather imaginable; but what else could one expect after two months of almost ceaseless sunshine? Even after the worst our bad luck could do, our memories are very happy ones; and we are agreed that the Oetzthal district could not be bettered for ski-touring.

We had a foretaste of things to come in our first evening's trudge in the teeth of a blizzard from the terminus of the post at Zwieselstein to Gurgl; but Mrs. Long and I were full of optimism as we struggled up behind Alex Graven, our invaluable guide, philosopher and friend. Gurgl (6,500 ft.) is every bit as pleasant as its name and is bound to become increasingly popular; the Hotel Edelweiss is inexpensive, clean, well-run, and feeds its guests very well; the only faults we could find being a lack of cushions in the sitting-room, when one came in from a long day, and the necessity of booking a bath twenty-four hours ahead!

Gurgl has a very efficient ski school and a multitude of excellent runs, though unluckily they are all on the same side of the valley, and makes an excellent starting point, where the skier can acclimatise and climb some of the innumerable "Kogels" in the district. We were ambitious and at once sampled a distant one, the Hinterer Seelenkogel; and very long did its  $5\frac{3}{4}$  hours' climb seem to our untrained legs! Here let me mention once and for all that in the matter of waxing of ski Graven reigns as supreme as in the more perilous aspects of mountaineering, for never once on the whole tour did anybody stick; and snow conditions were not always easy. Our run down more than made up for any agonies we had endured on the climb, for there was every variety of slope, including a vertical bit which definitely "outpersed Isola Pers"! The weather still held, and we announced rashly that the fleshpots of Gurgl should see us no more. Next day saw us leaving for the Karlsruhe Hut, four hours' climb, but alas! by the time we arrived, the skies had fallen. I am

told on excellent authority that the Obergurgler Ferner is one of the finest in the Eastern Alps, but we were never to see it. Our plans for climbing Hochwilde and Schalkkogel vanished into space, and for three days our energies were devoted to the arduous task of keeping warm. The Karlsruhe Hut is one of the few in Tyrol which boasts no luxuries; the straw pallets seemed particularly hard, and the wind whistled through cracks in the wall. (A new hut is being built this summer.) Our companions in misfortune were three smugglers: blue-eyed, incredibly ragged boys from Merano, with heavy packs containing tobacco, salt, and saccharine, to be smuggled at great risk over obscure passes into the new Italy. One of the boys promptly developed an attack of appendicitis and lay huddled in blankets, groaning gently, while we each tried different remedies in turn. In spite of this he soon recovered enough to play Fox and Geese with me, and on the second day they all vanished into the storm. We also made a sortie, but were soon driven back by the ominous "wumping" all around and spent the rest of our time learning Jass, under the able guidance of Graven and Adolf Rubi, of Wengen, who with his wife was also weatherbound; and drinking the admirable hot grogs which the picturesque Huttenwart prepared for us. Finally I became mountain-sick, and down we all came to Gurgl, from which my companions had two good days on the Festkogel and the Granatkogel.

Two days later, in brilliant sunshine, we started again for the Samoar Hut above Vent, which we had hoped to reach over the Schalkkogel. After our adventures in the high snows, it was very pleasant to see the pretty valley between Zwieselstein and Vent, and the honey at the little Hotel at Vent is well worth a mention. Two hours of almost continuous side-stepping brought us to the Samoar Hut in the usual blizzard, but it proved so comfortable that we could afford to snap our fingers at the weather. The next day dawned radiant, so we left in high glee for the Hintere Schwarze and climbed joyfully for four hours with the Similaun in front of us like a great white throne. As usual, we had hoped too much, for just below the summit we met the coldest wind in the world, and all our lovely snow surface was cruelly disturbed. Even so a few *Schusses* at the bottom of the glacier showed us what this run must be in normal conditions. Next day, feeling like Arctic explorers, we pushed up through the blizzard to the Similaun Hut across the Italian border, and on the following day had quite an exciting time in the fog finding our way up the Similaun. As it was unknown to all of us, there was the thrill of wondering whether we were on the right mountain, and then of speculating about the summit, but here, as everywhere, Graven found his way with almost miraculous skill. Ski-ing in a dense fog is an art in which we all progressed those days, but it's hardly an opportunity for practising the finer shades of ski-turns!

The Similaun Hut is an experience not to be missed. The main room is unpleasantly steamy while cooking is going on, but apart



from that, it has only advantages. The rooms are excellent, and the people who run it are utterly charming. In the evening, when washing up was finished, we all gathered round the table, and out came guitar and zither, and soon we were all joining in the choruses of the Tyrolese songs. "Darum lasst uns bente froh und frohlich sein." A fat German tourist unexpectedly produced a minute mouth organ, which he played so well that soon the pretty girls who run the hut were spinning round and round with the guides.

It was sad to leave our charming friends and turn our faces to the Finailspitze: an easy hour on ski to the foot, but quite an exciting ridge in wind and weather, requiring a rope and step-cutting. The run from the Hauslabjoch to the Hochjochhospiz is one of the best in the Oetzthal, and it was tantalising not to be able to do full justice to it. We had heard great things of the Hochjochhospiz, but in its present state of emptiness it is not a cheerful sight: a huge barrack of a place, with electric light(!), built in the good old days when every week-end brought a huge batch of people from Bavaria. Now the wind whistles in the empty corridors, and we were glad to leave and head up a place like the side of a house, where Graven found a tiny pass, leading to the Vernagt Hut. This is the most delightful hut we struck at all; no unnecessary space is wasted here as at Hochjoch, and appointments and food are excellent. But where in Tyrol is the food bad? On arriving in the Oetzthal, we had fallen on the traditional Knoedl, but were soon forced to admit that for those who climb, there are better diets! Our only fiasco where food was concerned was with the plain omelette, the one thing poor Mrs. Long craved. At each place she tried hopefully to explain exactly what she wanted; the Huttenwart assured her with a beaming smile that he had completely understood, and in no time a gigantic *Schmarren* would appear, covered with sugar and oozing jam. "That is an omelette," they announced proudly, and nothing would move them.

The Vernagt Hut is a perfect place to spend several days; and there we met our friend Adolf Rubi again, with a party of English friends, all most enthusiastic about the expeditions. Our own time was running short, so it was with delight that we saw the next day dawn fine and headed for the Wildspitze. It was the best day we had had at all, and our spirits rose like mercury. The winter summit is about four hours' climb, and from there a narrow ridge runs to the highest point. In summer this would be a matter of ten minutes, but with no nails in our boots and the whole slope one sheet of solid ice, it might have taken a couple of hours of hard work, so we left it alone and hastened back to our skis. The run down was a breathless delight, after a few crusty slopes at the top: one *Schuss* after another. My companions found this almost too uneventfully easy; but I am no expert in the Arlberg swing and still have a regrettable leaning towards telemarks, even in Tyrol, and to me a *Schuss* still is one of the most heavenly feelings in the world. A little pass and

another perfect glacier brought us to the Braunschweig Hut; and next day our best run of all brought us down the Rettental to Solden, hot baths, and the civilisation we had forgotten. Incidentally, in spite of the lack of sun, we had achieved such a wonderful colour that one of us was seriously mistaken for an Oriental by a fellow-passenger on the way home!

#### SUGGESTION FOR A FORTNIGHT IN THE OETZTHAL.

*Three days at Gurgl, going up Festkogel (3¼ hours).*

*Granatkogel (5 hours) and Hinterer Seelenkogel (5¾ hours).*

*Day IV.—From Gurgl to Karlsruhe Hut (4 hours).*

*Day V.—Hochwilde (3 hours) back to Karlsruhe Hut.*

*Day VI.—Schalfkogel (3½ hours), over Schalfjoch to Samoar Hut.*

*Day VII.—Karlespitze (4 hours) back to Samoar Hut.*

*Day VIII.—Hintere Schwarze (3½ hours) back to Samoar Hut.*

*Day IX.—Similaun (4 hours), down to Similaun Hut.*

*Day X.—Finailspitze (2½ hours), over Hauslabjoch to Hochjochhospiz.*

*Day XI.—Weisskogel (4 hours) back to Hochjochhospiz.*

*Day XII.—To Vernagt Hut (2½ hours). Run from there.*

*Day XIII.—Tour from Vernagt Hut.*

*Day XIV.—Wildspitze (3½ hours) and down to Braunschweig Hut.*

*Day XV.—Rettental to Solden (2 hours).*

#### TRAINING FOR RACING.

BY VIOLET RENDALL.

*This article is inserted by the courtesy of the Schweizerischer Damen-Skiklub, for whom it was written.*

THE subject of training for racing interests most skiers, as, even if they do not race themselves, they nearly all have relatives or friends who do.

Opinions vary very considerably on the best methods of getting the body fit to stand up to the strain of a big event, and these methods must necessarily be varied according to whether we are dealing with men or women.

I have no practical experience of the methods employed for training the English F.I.S. team, or that of any other nation, and am writing only from the medical point of view, bearing in mind that it is women with whom we are dealing.

The modern race of the championship class always includes a straight race and a slalom.

The former puts a strain on the competitor equivalent to that of a quarter-mile foot race, at the end of which even the highly trained athlete is completely exhausted.

The latter, whilst not calling for the same stamina, is a tremendous test of nerve control.

As it is easier to deal with a concrete case I propose to take the training of a team for the F.I.S. as an example :—

The meeting is usually held in early February, and so the first of November is a good day to start. This gives three clear months in which to try to get the body 100 per cent. efficient.

Naturally those who work hard physically all through the summer need not begin to train quite so early, and also there are a number of people who always eat the right food and do not smoke or drink too much, so much of this will not apply to them.

The ideal thing would be for the Captain to meet her team and any likely candidates at the beginning of November to investigate their present state of health and to find out what they are proposing to do until the time of the race. The idea behind this would be to encourage them to work hard to improve their weaker points early in the season.

For instance, if one member of the team were weak at slaloms she could be persuaded to go somewhere where she could get good slalom practice at Christmas, and not wait to have her slaloming improved in the last two weeks.

However, as it is impossible for the Captain to have the members under her eye all the time, I propose to outline a programme for the individual member.

#### NOVEMBER.

The first thing to do is to go over all last year's injuries and see if they are completely healed.

If a joint has been damaged it should be inspected to see that it is now working efficiently and that the muscles above it are equal to those of the other limb.

If, for example, it is found that there is slight stiffness in an ankle from adhesions, it is better to have them broken down straight away before ski-ing is begun.

Secondly, adopt the following diet and continue with it throughout the training :—

*Breakfast.* Tea or coffee. Brown bread and butter and marmalade or honey. Plenty of fruit.

*Luncheon.* Fish or eggs. Plenty of vegetables, especially spinach and carrots. Salad. Fruit. Biscuits and cheese.

*Tea.* Wholemeal biscuits or brown bread and butter and jam. *No cakes.*

*Dinner.* Soup. Fish. Chicken. Vegetables. Salad. Meat (twice a week). *No puddings.* Cheese and biscuits. Fruit.

Thirdly, start to strengthen the leg muscles by bicycling, walking uphill, rowing, or skipping every day.

If none of these is possible, ordinary exercises for the legs must be done morning and evening.

Cut down alcohol, and even the most hardened smoker must limit herself to not more than ten cigarettes a day.

#### DECEMBER.

As soon as it is possible, of course, start ski-ing. It is very important not to do too much at the beginning. Long slow non-stop runs, or short high-speed ones, but at the end of the day there should be no feeling of exhaustion. A day, or a half-day's rest should be taken if at all tired. Every day should include at least one hour's climbing uphill on ski.

Opinions differ as to whether regular climbing improves downhill running, but in this month of December physical fitness of the whole body is being aimed at and slow, regular exercise is necessary.

Be in bed before 11 o'clock; take very little alcohol; and not more than six cigarettes a day.

#### JANUARY 1ST—15TH.

Gradually increase speed and number of hours of ski-ing. After twenty-eight daily climbs these can be stopped in favour of slalom practice or extra runs.

#### JANUARY 15TH—OR FOUR WEEKS BEFORE THE RACE.

This is the time when the team usually meets together for serious training, and the responsibility is shifted from the individual to the Captain or trainer.

This is the most difficult time, as not only has the physical aspect to be considered, but also the mental and the psychological. When eight or ten people are working together for three weeks at a sport like ski-ing, which is very trying to the nerves, there is great risk of exhibitions of nervous strain.

To avoid these if possible is the most important task the trainer will have to face. An emotional scene or an attack of temper upsets the individual member physically, and also affects the nerves of the rest of the team.

With the above in mind I make the following suggestions to the trainer:—

Do not cut the regular smokers off their cigarettes entirely—allow them four a day.

One cocktail per day, or one glass of wine, or two glasses of beer, may be allowed.

The exact programme for the following day's training should be put up the night before with no previous discussions, and carried out punctually with no argument.

Three hours' ski-ing in the morning, a light lunch, and two hours in the afternoon. A hot bath and rest in bed until dinner.

Everyone should be in bed at eleven.

Almost the most important of all rules should be that after 4 o'clock no mention of ski-ing or anything to do with ski-ing, such as boots or wax, should be allowed, and in no circumstances should there be any discussion of ailments.

One complete day's rest should be taken each week.

This last point I consider very necessary in order to give the muscles a rest and to prevent them from getting stale.

Massage every evening and on the day of rest would be very beneficial to those members who can afford it.

On the morning of the race itself extra sugar should be taken about an hour before the race.

I will conclude with two pieces of medical advice:—

- (1) A course of iron taken a fortnight before going up to heights is often a great help; and
- (2) Violent exercise should never be taken on a full stomach. A very light lunch should be eaten if going to ski in the afternoon, but as much as liked may be eaten after the day's work is over.

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## SKI-ING IN 1904.

BY HELEN CAULFIELD.

I WONDER if the present-day skier ever realises how recently ski-ing became a popular sport? Thirty years ago the mountains of Switzerland were entirely untracked.

The first time I ever heard ski-ing mentioned was at Chateau d'Oex at the end of 1903. G. C. Dobbs came in one morning with a pair of ski, saying disgustedly that it was too late in the day for ski-ing *as the crust had melted!* The field where he had been practising was such a gentle slope that, I suppose, without a crust on the

snow it was not steep enough to slide on. Later, during that winter I put on ski myself at Adelboden and had some nursery-slope practice, under difficulties. To begin with, ski-boots such as we now wear were unknown. I wore thick and fairly solid mountain boots that, however, were far too narrow for me to be able to keep warm feet, or to keep them in the bindings of the ski, except when going down-hill. I used to take off my ski for walking uphill on the nursery slope, unless I had previously fallen down at the bottom, in which case the ski had already come off.

I remember my joy on finding, later, at Adelboden, a pair of Lilienfeld ski that could be adjusted to fit the boot. They were very short and grooveless, with a hinged metal sole-plate. On the strength of this discovery, I and my husband (who had cane bindings) went for our first ski-tour, from Adelboden to Lenk. We were alone, had been told nothing about the route, and had only an old Baedaker map to guide us, and the faint track of someone who had gone to the top of the pass (but no farther) a week previously on snow-shoes. We neither of us knew how to do any turn, so we ran straight when possible, or across and across the slope, if too steep, until we could go no farther and then fell. It was wonderful, at the top of the pass, finding untracked powder snow, with big crystals, to run on. We had never seen such snow before, as we had never been off the practice slope. I used a long single stick with a small wooden fixed disc, which we usually held in both hands at the side dragging in the snow.

It was this small tour that started our enthusiasm for ski-ing, and the next winter (1904-5) we armed ourselves with Richardson and Rickmers' first ski-book and set to work to learn some method of turning. We actually got quite skilful at a stem-turn, as taught by Rickmers, helped out with the stick. We also used to practise telemarks—of a sort—on the nursery slopes; but these were only considered as "fancy work."

Our clothes in 1904 were as bad as could be. Ankle-length skirts—full, of course—were worn. If one wanted to be very smart one had the skirt lined for some 8 inches at the hem with check sponge-bag material; but, in spite of that, one got very wet. In 1905 puttees began to be worn by women as well as men, and the skirts became a *little* shorter. It was not until 1907 that I ventured to wear a really short skirt, and in 1908 a pleated kilt (very neat, I thought), the length of which was promptly copied by all the girls who skied. During these years there arose the awful fashion of wearing white peaked hoods, lined with colours, and with long side-flaps that were wound round the neck. They were very hot and uncomfortable. No really sensible ski-ing clothes were worn by women until after the war.

Present-day beginners may think themselves lucky.

## NATURE NOTES.

BY "AGNES CHURER."

### *Feathered Friends and Flowers of our Alpine Haunts.*

Among those of us who regularly leave our sordid homes for the glorious effervescent atmosphere of the Alpine wonderland, how many give a thought to Nature? How many of us try to find and understand the myriads of tiny insignificant creatures we meet with there? I do not refer to those less fortunate ski-runners who have not attained membership of our august club, but to the beasts of the field, the birds, the flowers, the snow formations, and other phenomena of all kinds which we can see if we will but use our eyes.

Let us make a beginning with the Fauna and Flora of the Bernese Oberland. If we look above us we are at once struck by one of our best known feathered friends :

#### THE GREATER DAPPER DURREL. (*Schneewehe*.)

This graceful bird is very strong on the wing and migrates to enormous distances, emitting a peculiar whirring buzzing sound whilst in flight. It is celebrated in the Alps for the speed at which it can travel, being able to outdistance its pursuers without appearing to exert itself at all. Even when wounded the bird is very difficult to catch. It prefers, however, very sheltered places for its domicile.

#### THE CRESTED CREWD. (*Kneebosen Vogel*.)

This bird is known to us by its distinctive legs. It can be recognised from long distances owing to the curious bags of a dark colour hanging from its body to a point midway down the delicate white shanks. In addition to this strange feature, the flamboyant plumage of the back and neck make the bird an easy mark for the hunter. Thus, in self protection, it is usually found among coveys of other equally decorative species. It can be seen near the haunts of man in many parts of Switzerland, but has recently been reported in the Italian Alps. It is uncertain, however, whether it intends to make its permanent home there or not. Feeds principally on salted nuts and shavings of potato. When sitting makes a piercing gurgling cry not unlike a yodel.

#### MACKINNON'S SCOTCH WOODCOCK, or Bombay Duck.

This small bird, although originally a Scottish fowl, has hitherto occurred often in the Swiss Alps, though this year, strangely enough, it has been seen there by no one. It is suggested that it may have migrated to warmer climes, but hopes are entertained that it may reappear next year. It is a small compact bird, which develops an extraordinary turn of speed at an early age. It has a Jackdaw-like propensity for picking up silverware ; in fact, most of our Alpine

birds have this peculiar trait, though in some it appears to be more strongly developed than in others. This bird roosts early, whereas the DURREL and CRESTED CREWD are often seen about after nightfall.

We will now come down to earth and consider the Flora of the region. Let us take first that humble flower THE COMMON OR GARDEN TORREAN, or *Gletscher Gottlin*, to give it its local name. This is among the best known of our Alpine flora. It is a deeply-rooted hardy annual occurring nowadays usually on a rocky ledge above the Lauterbrunnen Valley. Enthusiastic searchers, however, report having seen it last Spring in both the Grisons and Engadine. It is also found in this country on the edge of common land. It can easily be recognised by its upright and stately carriage and almost swallow-like curves. It flourishes in soft ground and can also be cultivated indoors. The plant has one strange feature which should be mentioned here. It has a habit of changing the colour of its lower foliage each year, sometimes blooming a dark blue colour, but last year producing a mottled or checkered effect on its stem. It will be interesting to see what form will be taken in the coming season. Sow in December, thin out in April and May.

#### THE GOLDEN BURN DOOTY and THE LESSER SHEARED MARGUERITE.

We will consider these two vulgar flowers of the snow together, as they are often confused. Both species occur all over the Alps of Switzerland and the Tyrol, but although often found together the one belongs to the Daisy family, as one would expect from its name, whereas the other, curiously enough, belongs to the Pansy class. The Dooty has recently blossomed prominently, but is of the two the less sturdy plant. The Sheared Marguerite is very sturdy and has a thicker stem with a tightly fitting sheath. The Dooty, when reared in the home, usually grows in a peculiar curled up position with the head sunk on to the stem. If grown for cultivated enclosures the Marguerite should be sown very sparsely and continually thinned throughout the year.

If the characteristics described above are observed confusion of the two species should never occur.

In our next issue I will tell you more about our bird and plant friends.

[No, you won't, the next number will be confined to pure technicalities.—ED.]

## SKY SKI-ING FOR LADIES.

By E. R. CHAMIER.

SINCE ski-ing appeals to the more adventurous type of mind, it is natural that lady skiers should be interested in aviation. Already experts like Lois Butler and Durell Sale-Barker have shown the way and won fame at higher altitudes than those to which the ski-runner usually climbs.

But aeroplane flying is not, perhaps, really akin to ski-ing. That it will become common can hardly be doubted, but it is certainly losing some of its character as a sport. Early flying, like early motoring, was a purely sporting affair—a contest between man on the one side and the machine and the elements on the other—a sport and an adventure but not of great practical utility as a means of transportation, but, as the machine grew towards perfection, both motoring and flying became widely used as a means of “going places.”

Let us use another parallel. Those who have tried it will agree that motor boating, other than motor boat racing, is a rather slow and dull means of travel; not comparable as a sport with yachting. The enthusiast in the water uses a motor boat to get from A to B; he sails a yacht for the sport of the thing. He likes the rush of the wind, the swish of the water, the feeling that his success depends on delicacy of control and is not dictated by the power of his motor.

But there is a yachting in the air which is too little known, and it has the advantage of being cheap, for not all of us are over-blessed with this world's goods—gliding is sky ski-ing, and the comparison is a close one.

Inspired by an ambition to master this quiet but exciting sport, the novice joins a gliding club (the B.G.A., of 19, Berkeley Street, will help in the selection) and is taken out to the “nursery slopes.” Her equipment is rather elementary, as is the novice skier's; no Amstutz springs or steel edges—just the simplest form of glider. On this the pupil is given a verbal lesson on how to handle the controls, corresponding to the elementary rules of “keep your feet together” and “bend your knees,” and is then sent off on short straights. On these gentle slopes, the glider is never far from the ground and mistakes can have no serious consequences; “runs” are very short and are followed by the climb back uphill, so well known to the ski-ing novice. When steady straight gliding has been achieved, the pupil is taught to make her turns in order to proceed in the desired direction, and her landings, which correspond to stop turns.

The mastery of these elements will give the learner much healthy exercise and enjoyment in the open air. Gliding must be conducted on open slopes, and after each flight the pupils stagger up the hill, lifting and hauling the machine as they climb. Each takes her turn

under the kindly eyes of the instructor and scoffing ones of her fellows.

But now that some technique has been acquired she aspires to higher things—a more ambitious “run” can be undertaken, and better equipment can be utilised. Launching is now done from the top of the hill and the glider is a secondary type. Flights are prolonged and under favourable wind conditions “soaring” is achieved.

Here comes the real thrill. Seek for the invisible upward wind currents and fly in them so that no height is lost. Compared with power flying there is no racket or harsh bumps; the glider rides the invisible air waves like a cork with nothing but the rush of air past one's ears. Control has to be delicate, and the expert in technique defeats those who can only command brute force.

At this stage progress is rapid—flights may be for an hour or more and height gained till the flyer is looking down on the starting point from several hundred feet. Cross-country journeys are now tried, and every one is an adventure and a test of skill. British glider pilots have flown 155 miles “non-stop” and attained a height of 6,000 feet—all this without a motor.

Here is something which, at the cost of much patience and a few shillings of expense, will give all the thrills and exercise that anyone can demand, that will harden the nerve, and will fit one for quick decision in emergencies, and will enable one to enjoy in the summer the camaraderie formed on the snows of Switzerland. Airmen are a pleasant race, always ready to extend a welcome and a helping hand to the novice, and glider pilots are real airmen and airwomen.

Those skiers who want a new thrill and new worlds to conquer are advised to try their hand at the most interesting sport.

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Henderson, Miss I. S., '28.  
Henniker-Hughan, Miss Rhona, '30.  
Hollins, Mrs. (*née* Dixon), '24.  
Holt, Mrs. Geoffrey (*née* Samuel), '23.  
Hughes, Miss Violet, '24.  
Hunting, Mrs. (*née* Pyman), '24.  
Jackson, Mrs. A. H., '30.  
Kessler, Miss J. A., '31.  
Kilroy, Miss A., '30.  
King, Miss L. P., '28.  
Kirkpatrick, Miss E., '30.  
Lavallin-Puxley, Mrs., '30.  
Leverson, Miss E., '30.  
Long, Mrs. E. R. D. (*née* Starkley), '25.  
Lloyd, Mrs. V., '33.  
Lunn, The Lady Mabel, '23.  
Macfie, Miss E., '33.  
Mackinnon, Miss E., '26.  
Marty-Smith, Miss A. M., '29.  
Major, Miss Olga, '23.

LIST OF MEMBERS (continued).

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| Mavrogordato, Miss Julia, '27.                           | Samuelson, Miss E., '24.                    |
| Maxwell, The Hon. Verena, '28.                           | Sargent, Miss M., '33.                      |
| McConnell, Miss W., '33.                                 | Scott, Miss B., '30.                        |
| Newton, Mrs. T. C. ( <i>née</i> Thorne), '23.            | Sherer, Miss M. C., '31.                    |
| Paxton, Mrs. N. ( <i>née</i> Waldeck), '28.              | Somerville, Mrs., '29.                      |
| Peech, Miss P., '26.                                     | Spring-Rice, Miss E., '23.                  |
| Penderel, Miss A. M., '33.                               | Stephens, Miss A. L., '33.                  |
| Pinching, Miss E. A., '33.                               | Stockwell, Miss B., '30.                    |
| Powell, Miss M. E., '27.                                 | Stroud, Mrs. W. ( <i>née</i> Gossage), '28. |
| Pugh, Miss M. R., '28.                                   | Tarbutt, Miss Wanda, '31.                   |
| Raeburn, The Lady, '23.                                  | Tomkinson, Miss H. B., '33.                 |
| Raeburn, Miss P. M., '29.                                | Topham, Miss P., '31.                       |
| Rendall, Mrs., '23.                                      | Turner, Mrs. ( <i>née</i> Schuster), '23.   |
| Robertson, Mrs. C. A. A. ( <i>née</i><br>Campbell), '28. | Upton, The Hon. Mrs., '29.                  |
| Sale-Barker, Miss A. D., '26.                            | Vansittart-Neale, Miss P. M., '31.          |
|  | Walter, Miss E. B., '31.                    |

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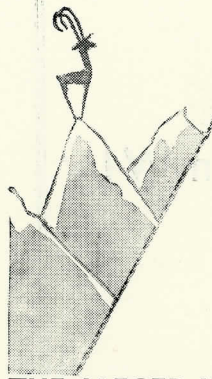
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