

FEEDBACK

SLALOM NEWS AND VIEWS

No.10

July 1984

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NOTES FOR NOVICES • AUGSBURG '84 • HOW TO RACE HARD

FEEDBACK

Official magazine of the British Canoe Union Slalom Committee

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1st September, 1984.

Front cover —

Melvyn Janes taking the
Zoom Flume at Augsburg.
- Tony Tickle.

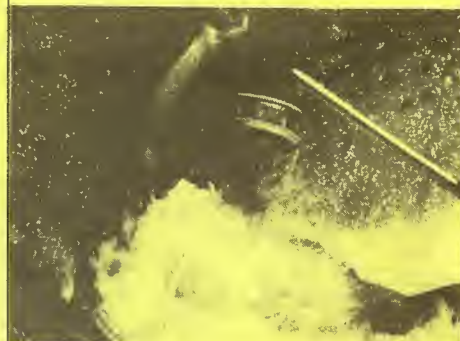
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PETE ANSTEL
Youth Selection
Gate 21R Tully.
Photo by Tony Tickle

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FEEDBACK

INFO

'Paddles up' will be 'on the air' on 28/29/30 Aug. on BBC 1 at 6.40 p.m. The Publicity Committee asks that all clubs nationwide take advantage of the programme to boost local publicity with a view to obtaining event sponsors by organising a 'have a go' day/session during Sep/Oct on as simple a basis as possible in a lake/swimming pool/river. Further details will be circulated to all clubs by the end of July.

Drug Testing - Paddlers are reminded that they must declare info. on personal consumption of medication. A list of prohibited substances may be obtained by Doctors from the Slalom Administrator.

Holme Pierrepont - Pledges will be called in shortly.

Royal Deeside Slalom 3/4 Advertised in Slalom yearbook as Mar 31/ Apr 1 will now take place on 6/7 Oct. 1984.

Tryweryn Events - At the next AGM, the Exec. proposes an additional levy of 50p for future events which do not have a guaranteed release, this amount to cover the cost of payment of overtime rates to the Welsh Water Authority. In the meantime, paddlers are invited to contribute 50p at such events - the alternative being cancellation or running the individual events only on Saturday and abandoning the Sunday programme. (At the last event, £78 was collected towards the £100 needed to cover cost of overtime.

Electrical Equipment As much more electrical equipment at mains voltages is being used at events with the introduction of Computers, there are extra risks. Cables are used in damp conditions or laid on hard ground or stone where they can be walked upon

etc. Computers only take a small current and it can take up to 4 seconds for an ordinary fuse to blow in the event of a fault - much longer than it takes to kill.

The Slalom Exec. insists that if using electrical equipment at Slaloms, Organisers must ensure that

1. Correct cables and sockets are used.
2. Equipment must be protected by residual current earth leakage circuit breaker
3. All users of mains equipment must be aware that should an electrical accident take place, they may be liable for prosecution if the correct protection has not been used.

Insecure Loads

A Senior Instructor is due to appear in court after a boat came off his roof rack and struck a cyclist. He faces a fine, which can be as high as £300 for having an insecure load.

Given the more serious consideration that a boat flying off a roof rack or trailer could easily cause a fatal accident, it is vital that drivers thoroughly check the fastenings every time.

National Coach

APPLICATIONS ARE INVITED FOR THE FOLLOWING POSITION:

A NATIONAL COACH to develop the Coaching of Slalom Competitors

The method by which the National Coach carries out a policy aimed at training persons to coach slalom paddlers at all levels, will be left very much in his/her hands, although being responsible to the BCU Council through the Director of Coaching and the National Coaching Committee in co-operation with the BCU Slalom Committee.

The successful candidate will be employed part-time at a remuneration of £500 per annum against which expenses may be placed from the point of view of income tax. Any further increments which may be earned as a result of the appointment will in no way affect the above arrangement.

Hugh Mantle, the previous National Coach is willing - if requested - to advise and assist the new appointee initially.

APPLICATIONS

No application forms are being issued. Letters of application, which should include a summary of relevant experience and qualifications, together with the names and addresses of two persons to whom reference may be made, should be sent to:

The Chairman, BCU National Coaching Committee, Flexel House, 45/47 High Street, Addlestone, Surrey, KT15 1JV, to reach him not later than 1 September 1984.

Slalom Organisers

Clarification on certain aspects of the completion of Slalom Summary sheets follows:

Levies are calculated on the number of Starters at the event.

Veterans - remember to include in Levies.

Under 18 'refund' applies to number of Starters

Essential to indicate Youth and Junior paddlers on Result sheet - (for competitor and Administrator information).

It's not really like an Income Tax Return!

Susan E. Wharton
Slalom Administrator

West Midlands Slalom

West Midland Region Slalom Series
One Day Event
Sunday 23rd September
Jackfield Rapid, R. Severn, Ironbridge

The slalom is run on a handicap basis so it is ideal for an introduction to

slalom, as well as a keen competition for the Regional Trophies.

Entries to:

M.F. Callow,
11 Sycamore Close,
Wellington,
Telford, Shrops

or enter by 11 am on the day,
Individuals £1, Teams £1.80. BCU membership is not necessary.

Austrian Guide

A reminder to those about to leave for European tours that Dave Roland is acting as a river adviser for river around Landeck until August 17. If you are in the area look him out for advice and the latest information on river levels.

A little further down the river Inn, at Haiming lurk the 'gruesome twosome' Neil Baxter and Jes Taylor. If you have an afternoon to spare they would be pleased to take you for a guided tour of the river Inn in rubber rafts. An exhilarating experience to say the least and far less exhausting than a kayak or canoe.

For further details contact:

Feelfree Rafting
Gasthaus Zum
Iowen
Magerback 1
A-6425 Haiming Tirol Austria
Tel: 0526 661 or 6401

B. & R. Provide Electrical Safety Protection at Canoeing Championships

Safety is always a prime consideration at any event organised by the British Schools Canoeing Association and the electrical equipment at this year's British Schools Canoe Slalom Championships will be fitted with PowerBreaker 13A plugs. Manufactured in Britain by B&R Electrical Products Ltd, the plugs protect against electrocution or serious injury in the event of an electrical accident.

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Rapid Racing

The Lowenbrau 500 Series got off to a flying start at Bala on 19 May 1984. The organisers were delighted with the entry - 89 competitors but also a little overwhelmed. For future races they intend to start the entry procedure earlier in the day 10.00 or 11.00 depending on locations; have enough bibs for all without repeating, and have a faster and more comprehensive result service.

The dates for the remaining few races are as follows:

20 October 1984	River Washburn, Blubberhouses, North Yorkshire Division B and C/Open
17 November 1984	River Teifi, Llandyssul Dyfed Division B and C/Open
8 December 1984	River Terne, Ludlow, Shropshire Division B and C/Open
19 January 1985	River Dart, New Bridge, Devon Division B and C/Open
9 March 1985	River Tay, Grantully, Perthshire Division A and B/Open

Success in Slalom

3 one week courses offering coaching in slalom skills - training techniques and event preparation.

July 30 - Aug 3rd

Aug 13 - Aug 17

Aug 27 - Aug 31

Places still available. For further information contact:

Jim Dolan
28 High View
Simmondley
Glossop
Derbys. JK13 9LR
Tel: 04574 65607

Roger Manwaring
131 Beech Ave
Alfreton
Derbys
Tel: 0773 834523

Sponsorship

Liz Sharman has been sponsored by HOFELS PURE FOODS because she already uses their garlic to control her catarrrh. Please note that by supporting HOFELS Pure Foods you will be supporting our world champion.

The executive is to consider in September a draft AGM Motion permitting advertising by sponsors on equipment in use in competition in the UK only but not Internationals

Judging

There have been some continued disqualifications arising from failure to judge at Premier/Division 1 events - this is where there has been either a refusal to judge or no notice given of inability to be present when required.

J.C.F. Rule Changes

The Executive invites club representatives and interested competitors to an

OPEN CONSULTATION MEETING

to consider the terms of voting advice to BCU delegates at the October 1984 ICF Congress.

On Saturday, 15 September, 1984 at 2.30 pm at Derbyshire College of Higher Education, Matlock.

The current proposals of the ICF Slalom and Wildwater Committee may be summarised as:

Boat Design Restrictions - None at present

1.1 Minimum Weight

K1	9 Kg
C1	10 Kg
C2	15 Kg

1.2 End Radius - minimum

2 cm	horizontal
1 cm	vertical

Course

2.1 Length - 600 metres maximum start-finish lines - at present 800 metres through the gates.

2.2 Gates - Maximum 25, Minimum 20; at least 6 must be upstream - at present Maximum 30, Minimum 25.

N.B. No reverse gates in ICF proposals. Gates are designated downstream or upstream. Reverse manoeuvres to be included ideally.

2.3 Gate Marking - Downstream: green/white; Upstream: red/white.

2.4 Team Gate - abolished but team must cross finish line within 15 seconds.

2.5 Pole Height - approximately 15 cm (six inches) above water; at present minimum of 10 cm.

2.6 Gate Width - as now, no change.



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Negotiation

- 3.1 Direction is upstream or downstream as indicated by pole colours and number panels. Any presentation acceptable.
- 3.2 Negotiation of gate ends when negotiation of next gate has begun or body crosses any subsequent gate line or finish is crossed.

N.B. This with other (unchanged) rules means that the next gate after the one being negotiated is "live", that body crossing gate line of any subsequent gate leads to 50 penalty on preceding gate(s) not completed, that a pole touch on a gate counts even after clearing the gate line if the next gate has not been started, that a pole touch only on a subsequent gate (not the next gate) has

no effect unless it becomes the next gate completed by virtue of body crossing gate line.

- 3.3 The complete head and part of the boat at the least must pass between the poles.

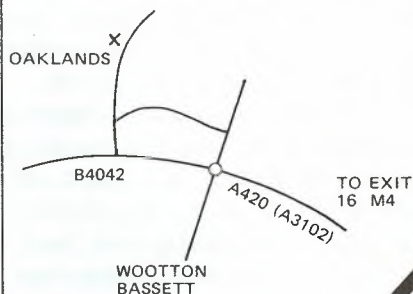
Penalties

- 4.1 Pole touch, one or both poles, 5 points.
- 4.2 Body upside down (totally under water) while crossing gate line, 50 points - present rule specifies eskimo roll in gate line.

Team Sizes - Number of Runs - Practice Run - no change from present rules.

NOTE - These proposals relate to International Competition - 1986 onwards.

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NOTES FOR NOVICES

So you have entered your first event on time and have now received the start list. What happens now? Your preparation starts here, at home, several days before the event. I will assume you have arranged the travelling within the family or with a club friend and merely deal with what happens during the weekend to come, so that you can get the best possible enjoyment out of your weekend.

EQUIPMENT - make sure that your canoe is in good order with the buoyancy firmly fixed and may be a sponge tied on a length of string to the seat and wedged under the seat so as to bail out the last of the water. Are the end loops/toggles sound? You need a 230mm circle and 230mm square in white Fablon/Contac on the right front and rear left of the deck (these materials are available in small rolls in DIY/Woolworths type shops). Affix your event numbers using black 12mm/18mm insulation tape, using computer style digits large enough to be read from a short distance. The circle bears your individual number and the square is for your team number.

CLOTHING - in this we can include cag, helmet and buoyancy aid if you wish, but I am more concerned with what goes on in closer contact with your body. You may well capsize during the practice or event, but even if you do not you will get wet whilst getting in/being in/getting out of the canoe, and it is not wise to stand around in wet clothing. Unfortunately many slaloms are held on days when the weather is not ideal for drying and having to put wet clothing back on is even less enjoyable than keeping it on. You need as many sets of canoeing clothing as you can find: old tee shirts, several pairs of swimwear/shorts/track-suit trousers and plimsolls if you haven't yet gone into wetsuit boots.

Even if you can dry some of the wet clothing you need to keep it separate from your dry/clean clothes and so at least two dustbin liner bags or

preferably some stronger plastics material bags are useful and will last for some time.

We must not forget night time for even on summer days the nights may become very cold and a thick pullover may be needed during the night. It may well rain during the weekend and a cag for wearing about the site may be worth having.

WEEKEND BASE - If you are staying at the event throughout the weekend you will have a tent or caravan as your base. If you are travelling DAILY you will still need a base to leave your dry clothing/food and a place to have some rest/relax. If you haven't a car as a base do make arrangements with friends/club members before the event if you want to leave belongings somewhere. Don't just dump yourself on people as they may not have room, are already looking after 3 other waifs and strays. There is also the question of food to be cooked/shared or whatever.

FOOD - If you are going along for the weekend then you will need to take some food with you, and only you know what you like to eat/drink especially if you are in a tense mood. There is usually a limited range of refreshments on site, but most of the wurstbürgers do live up to their name, are only available for part of the day (that means early morning and late evening there is nothing), and for the whole family can come a little expensive over the two days. You will be able to go into the nearby village/town on the Friday/Saturday evenings for a chippy if you wish.

However you will probably need some food/hot drinks and many people prepare their own. Slalom stew is the usual with a hotch potch of tinned food put into one billy. Soup is often a favourite, especially the thicker tinned soups which can be a meal in themselves.

Don't forget that glass bottles and Thermos flasks do not have a place in a tent, maybe a caravan.

EATING - Well its up to you when you feel hungry, and don't be surprised to find that your eating times change from normal because your activity/energy levels are a lot different to being at home/work or school. Do accept that you should not go in your canoe for practice or your timed runs with a full stomach. Best to have had your food an hour or more beforehand.

WEEKEND PROGRAMME - Let's consider the 3 days and see how we can best use the time.

1. Friday - if you can, travel to the event on the Friday evening. Pitch your tent away from the main thoroughfare so that you will not be disturbed by everyone coming past, especially in the early hours of the morning, but not so far as it makes carrying the canoe difficult. If you can leave unpacking and moving in for a while, it is worthwhile having a look at the course, whilst it is still light, walking along the bank noting the break-outs, eddies etc., and trying to see which might be the best way to turn out of gates ready to approach the next gate. Do pay attention to the gate sequences. If possible find a more experienced paddler from the Club to point out some of the tricks in the course, and perhaps he/she will go on the water with you and take you round the course, before you attempt any full practice. If there is time to get on the water and have a few practice runs do so, for this is one of the few occasions during the weekend that there will be so few paddlers.

2. Saturday - Try and be up early ie. 6 am and get straight onto the water for 30 - 45 minutes practice, and see if you can tidy up on the difficult bits you found last night. There will be others around at this time, but if you are the first don't get on until some others come along, in case you capsize and need help. If you

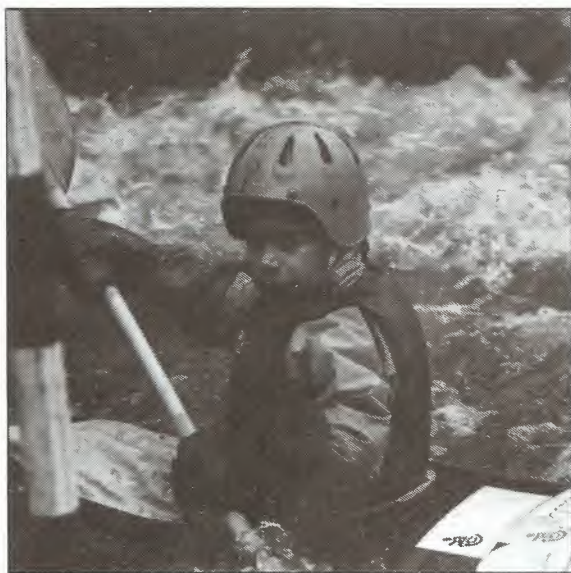
find a sequence hard sit to one side out of the way and watch others trying out different approaches, and see how they use the current to their best advantage. Do talk to others and ask someone's advice, they can see you're a beginner novice and will give you a little of their time.

Don't practice for too long as you can over do it and get very tired and muscles will ache later in the day. Don't stay on the water once it starts to get crowded as you will not be able to do more than 2 or 3 gates as people queue up on the tiddly bit. You will not be able to put sequences together, you will be pushed out by the more confident paddlers/posers and you will get cold sitting and waiting.

Do bear in mind that on the majority of Div 4/N courses the tiddly water is not necessarily the hard part of the course in terms of gate sequences. The tiddly bit will give a little excitement, probable capsize and a bit of hard paddling, but do look at the rest of the course where the organisers will have laid out a few tight sections. These often occur around gates 3 - 7 and again towards the end of the course at gates 14 - 17. Whilst everyone likes to play on the tiddly bit, many are likely to pick up careless 5/10s, even a 50, on these sections.

Having had your short, early morning practice come off the water and park your canoe and paddle out of the way so that others can get on/off the water. Then go and get changed into dry clothing, may be the next change of canoeing gear ready for when you go on again. Now is the time to have some food and a hot drink, and it is very unlikely that you will find the refreshment tent open at 7 - 7.30 am. Go over to the course and watch others practising and see if you can learn anything, maybe talk it over with someone. Go on again for your official practice at the time allocated, although this run is not compulsory it does give you a chance to do a complete run through the course. If you have entered a team, either scratch or a Club team, do try and have at least one practice

run together, taking care to work out your positions at the cross-overs and at the team gate. Remember not to get too close to each other. Don't get uptight, you won't win, it is another couple of practices with time and penalties assessed and will give you a good indication of your weak parts of the course.



Administration starts sometime during Saturday, sometimes during the morning, but very often not until the afternoon, the organisers will want to see your BCU card (or you might have to join at the event) before you start your second individual timed run on the Sunday. Let's get it over with as whilst everyone else is practising you can nip in quick. Better still leave it to an adult to stand in the queue (unless you are joining BCU). Following the afternoon team runs and Canadians there will usually be free practice until dark. Don't get on straight away. If you do wish to practice wait until later when many people will start to drift off for food etc. and the water is clear. Better still, don't practice but rest and relax and go off to the local village/town for your fish and chips. Early to bed is best for youngsters, so don't be afraid to turn in at about 8.30 - 9 pm.

3. Sunday - Now you know why you went to bed early. The river conditions

may have changed overnight, and there is a couple of hours free practice before the timed runs start at either 8 or 9 am. So up at 6 am and go and have a look at the water, yes the poles are in the water due to overnight sag, but you can get in 30 - 45 mins useful practice before too many people wake up. Just a couple of complete runs to adjust to any changes in the water flow, and that is enough for now. Again do not go on the water unless others are there, and don't go on at all if its raging - there may have been overnight rain which changes the character of the event, and the organisers may have to make a few changes, but have regard to your own safety.

You have had a short practice, so off and get changed. You may well wish to have a hot drink and go back to bed. By all means do so, but do get yourself ready in plenty of time for your run.

YOUR RUN - It is your first event, or you haven't done many, so you may be a little worried. You are expected to be on the water a few minutes before your due start time and ready beside the starter when he calls your number. However, the event might be running a little early and whilst you need not be ready until the time allotted it would be nice to help the organiser keep the event running smoothly. More likely is that the event will be running late, and so keep an eye open for the numbers lined up at the start, and listen for loud-speaker announcements. There is no point getting on too early, sitting there to get cold and cramped.

In the couple of minutes before you start do a few warm up exercises with the paddles across the shoulders, behind the neck, arms outstretched and turn one way and then the other to bring the paddle along the centre line of the boat. Put your paddle across the cockpit and leave them, put your arms out and reach forward to touch your toes. There are several simple exercises that you will see people doing. Do warm up, without straining yourself, as sudden strenuous activity will damage muscles, especially on a cold day.

Your number is called, the starter wants you. It is your first event, unsure, but the organiser wants you to enjoy it and go to other events. You don't want to be caught, you may be a little slow. Tell the starter - please give me extra time as it is my first event, I don't want to be caught. He will understand, it has been done for many others. This will save the organiser's time in the end by avoiding re-runs so he will give you an extra 20 - 30 seconds. You're off, take it steady and think about the strokes and manoeuvres you are doing. Your aim is to complete the course without a 50 penalty on your card. Don't worry about the speed, that will come next year after the experience of several events.

If by chance you are caught up by the next paddler the judge on that section is required to give short blasts on a whistle, but it often tends to be a long, loud blast. If you hear it pull off to the side, out of the way of the next paddler and let him/her go through. Then you can carry on with your run, you have lost a lot of time but it is more important for you to get your run in.

We have a little point here as you may have been pulled off or even touched by the next competitor. If so he will possibly be able to protest and try and get a re-run. Hint - go and look at his scorecard when it is displayed and see if he has collected any 50 penalties for missing gates higher up the course. If he has he has caught you unfairly and the person entitled to the re-run is you, not him. Ask advice of a friend, you might get a re-run. If you do take it, within your own time which of course must fit in with the organiser's timetable, so have a word with the starter when he is not too busy, see when he can suggest you fit in again. Leave it for at least ½ hour after your original run and try again. It is an extra practice and follow the same procedure as before, warm up, ask the starter for extra time and take it steady.

If you capsize, come out of your canoe and get hold of your paddles and canoe if you can. Certainly grab the canoe put your arm over it for support and float for a few seconds and calm yourself, then go to the end of your canoe and take the loop. If you can collect your paddle get that into the hand with the loop and swim to the side. The chances are that another canoeist will come to your aid and will expect you to take hold of the end of his canoe so that he can pull you into the side. Do not let go of your canoe and paddle unless someone who is helping you tells you to, as a second canoe might be there to look after them. Get the boat out and empty it. Go and get changed and dry and put an extra pullover on for a while. Have a hot drink and try and work out what you did wrong, plenty of people will tell you, but work it out from your own viewpoint and learn from the experience.

Always have a look at your scorecard, what penalties did you get, at which gates. You should give these some thought and try to work out how they occurred and see if you can learn from your efforts. Even with your limited experience/ability can you do it differently next time? Well have a go. And, Dad, don't forget they are doing it for fun and enjoyment, they have had a go, we can all do better, it looks so easy - just try it! Whatever the beginners do they have done their best, and with encouragement they will get better with a few more events. Most people do some 5 - 10 novice events before gaining promotion to Div 4, above all let them enjoy it.

So that is the runs over with and the event is coming to the finish. Everything now has to be carried back to the car, please do leave your bit of the campsite tidy, take your rubbish with you or put it into the organisers receptacle.

If you can stay for the awards presentation, please do so, I am sure you would like other competitors to cheer you when you collect your first award.

DOUG CASTLE
Viking Newsletter

PUBLICITY

Some of us have been having problems with telecommunications. This has nothing to do with Busby and even less to do with Andrew and Mike Smith who both work for British Telecom. The problem boils down to what number one should ring and when. The following is designed to be helpful:

Sue Wharton - The Slalom Administrator is very industrious and has a day which begins at 09 hours and ends at 21.30 hours. Her telephone number is 0772 713 311. Having worked a twelve and a half hour day Sue would appreciate it if no one phoned her after 21.30 hours. I am sure you will all agree she deserves some time off.

Being a sleepy sort of person Jennifer Munro is only available when she is awake or not walking the dog. If you do get a reply from 05827 3583 there is the remote chance that you might be able to speak to the Slalom Secretary, Roger Fox if you would rather not speak to Jennifer. But again, please, remember that this number is for the hours of daylight only. Those

who live at No 3 Moreton Avenue like to sleep undisturbed between 21.30 hours and 09 hours (noon on Saturdays and Sundays).

Those who live by night take heart. The system caters even for you. BCU in their wisdom have installed a telephone answering service and all calls are dealt with promptly and efficiently the following day. This most useful of systems works between 16.30 hours (or just as some lucky ones come in to tea) and goes on till 09.30 (which is just after breakfast). Any of you who have been having problems trying to reach members of the administration remember to phone 0932 41341 during the evening or the night. Its an excellent system - try it.

Jennifer Munro



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AUGSBURG PRE WORLDS '84

The first thing to strike the British team as they arrived, tired, from Czechoslovakia was the lack of water in the river — a drought having reduced it to near dryness. This meant limits on the availability of the course for practice, and therefor crowded water when it was on! The other pre worlds team members arrived by bus as Wednesday and Thursday saw the whole team on the course for a hour each day. The course was available on Friday, but most of the British decided to give it a miss which was a good decision as half way through the session all the gates were swung off the course by the German course designer. Overnight rain had swelled the river as it was now running all the time — just when practice finished!

The initial course had some impossible moves on it, but after discussion it was changed, although there were still some difficult moves and some difficult route descisions. Practice was hard work for the coaches, taking splits to find the quickest and best routes. Tricky moves included a forward down to a reverse (4 - 5) that was too tight to spin, needing either a reverse ferry, or a break out followed by ferrying out, reverse 17 below the zoom flume would prove to be a gate many would 50, as would reverse 20, by Moby Dick. 29R was also a tight forward/reverse move late in the course. Decisions revolved around gate 8 as an S, or a break out, and gate 11 as a Merano or a break out, and also whether you had the confidence to reverse ferry out to gate 5.

The last thing on Friday was boat-measuring, and most of the day was spent lengthening boats — full marks to Pyrahna for the Images were all up to length and width, which couldn't be said for any other boats. About the only notable event on Saturdays practice was Richard hitting the front of his boat on the wall below the Zoom Flume, joining the elite ranks of those who have knocked the bow of the Image. Lunch time saw F.A.C. stitching the nose back on his boat and tryng to get it dry for his runs in the afternoon — not the usual cool approach!

Frist British man down was Paul McConkey, followed soon after by Jim Jayes. Both handled the top section ok, but had 50's farther down the course. Jims time was fairly good, though as a



Toni Prijon — West Germany

Photo by Tony Tickle



Pete Bell
Photo by Tony Tickle

clear second run would place him well. Next was Melvin Jones, who took it slowly and carefully, and was rewarded with a clear run, in a steady time. It was nice to see his number on the top of the leader board, where it stayed for some time. After a gap came Jim Dolan, who again went slow, steady and was one of the handful of clear runs. It was all set for both of them to go all out on second runs.

Russ Smith, by virtue of his excellent 3rd place at Liptovsky Mikulas was due off almost at the end, but first though all eyes were on the recognised master of this course, the German Peter Micheler. His command of the vagaries of the water showed as he cruised down the course, apparently fast and clear, in a time of 221.42. The gauntlet was down and it was up to the top two British paddlers to reply. Russ off 3rd from last had a disastrous 50 and a slow time, leaving the work to be done on his 2nd run. Back to the start for Richard. The run seemed smooth and controlled, and no slower than Micheler, until disaster struck at gate 17. Richard was sideways and the judge waved the 50 baton. The

time was ok though, 221.84, marginally down on Micheler, and there was hope for the 2nd run.

Second runs started and it was back to Paul McConkey. A fifty put him out of contention early on, as he was struggling a bit, eventually finishing 52nd. Jim Jayes flew down in a very respectable time of 228 seconds, but a 50 pushed him from the top ten down to 44th. Melvin was next, with a clear run in the bag and all to play for, but he copped a 50, leaving his first run to count and in 22nd place. The same story was told by Jim, whose first run score left him 33rd. All eyes again turned to Peter Micheler, the current leader, with massed German support. He was flying, up on the splits, until he fell yet another victim to gate 17R. The fast time, 213.8 showed what could be done. By this time most of the top paddlers were warming up. Prijon, Deppe, Kremslehner, Sattler, all would be a danger, but most eyes were on Fox. First though came Russ Smith who stormed off the start, but collected 160 penalties to push him well down the results, a disappointment after the week before. Then a buzz ran through the crowd -

Fox on the course, and fast, and clean. Through the bogey gate 17, and every inch a champion, up on the splits as he came to gate 30, an awkward break out where the surging could cost you a lot of time. Richard two-stroked it and stormed for the line. The bridge was swarming with grinning British team members as the result went up — 211.59 clear — officially 10 seconds ahead of Micheler, then in second place. A protest by the Czech Lubos Hilgert against a 5 which turned out to be a transmission error, lifted him from fourth to second, with 217 clear, but still some 6 seconds behind Richard.

Meanwhile the C2's were on the course. First runs had been after the Kayak first runs and were dominated by the Czechoslovaks. First down, though, and highest placed British crew were Keane and Wolkenstein. Jamieson and Williams were next off, but Eric was in trouble with a shoulder injury, having hardly paddled before the event. Yet another 50 pushed them out of the top 10. Next had come the Smiths who had gathered a cricket score of penalties. Chris Arrowsmith and Paul Brain, top placed British crew at Liptovsky were having trouble too, with a 50 and a slow time.

Very few C2's improved on second runs, leaving Mohout and Benes of Czechoslovakia 1st in 277.5. A 50 on their second run meant Pk and Wolfies 1st run was best, leaving them 11th overall, 60 seconds behind. The Smith brothers rectified their penalties but were slow on time, to finish 13th. Eric and Rob were faster, but a 50 pushed them to 14th, whilst Paul and Chris's second run disintegrated, leaving them a disappointed 20th.

Sunday — with the C1 ladies and team events, it promised to be exciting, with British paddlers well set in all classes. All five C1's were to finish in the top 30, showing the increasing strength of the British C1. First down, Dave Janes had an awful 1st run, as did most of the others, the only British C1 not to get at least one 50 was Martyn Hedges who was 5th after 1st runs. Surprise of the event though, was a German, Juergen Schnitzerling, lying 1st, ahead of the Americans, Hearn and Lugbill. For everyone, 2nd runs would be crucial. Dave Janes, after a rerun, went well, with only 30 penalties to finish 28th. Rob Black too, managed 23rd. Next down was Bob Doman, and he was going well. By the finish he had just two 5's and a fast time of



Walling/Ambridge
Posing for the camera
Photo by Tony Tickle

261.6, pushing him well up the leader board. Bushy improved his time but two 50's meant his 1st run stood leaving him 20th. Pete Bell looked better on his second run, and had no 50's with his total of 297.9 putting him 16th. By now the Americans were on the course. First Davey Hearn, then Jon Lugbill. Both got 10 penalties, but Lugbill, whilst not up to his full potential went 10 seconds faster winning in 249.45. Bob Domen finished a very creditable 6th place.

Meanwhile the ladies event was in full swing. First runs had been interesting, with most of our girls well up the order, though Liz Sharman and Jane Roderick had 50's to push them down the results, but a pleasant sight on the leaderboard was our own Gail Allen, on top with 257.7 and 15 penalties. Second runs then, were at fever pitch. First British girl down was Sue Ward. A careful 1st run had got her only 20 penalties and 8th place, but a 50 on her second run ensured that she would slip down, to finish 14th. Karen Davies too had a run in the bag, and this was the one to count, as she too got 50's on her second run. An excellent placing for her, finishing 16th. Clare Pallett never really mastered the surging water and both runs were marred by many 50's.

Gail then, was next down, defending her lead still. But three 50's and a slow time meant she would have to bite her nails through the last competitors. Finally came Jane and Liz. Both of them had the same problem — a slow Czechoslovakian girl in front causing impedence. In Jane's case the rerun was certain, but had supposedly got a 50 before being impeded, and would thus not get a re-run. Then the result went up — no 50, — but no re-run either! A disappointing result for Liz, leaving her 7th overall. While Jane walked back up the course for her re-run, the new French revelation Marie-Francoise Grange was on the course. A breathtaking second run, with only 5 penalties and a time of 250 boosted her ahead of Gail into 1st place. It was all down to Jane, who, tired after her run, missed gate 14 and her first run was her best, leaving her 17th. Gail remained 2nd.

Just the team event to go. In the mens Kayaks the Poles led after first runs with an amazing clear run, but by the time GBI was off the Yugoslavs led with 257.79. Could they go faster? They were, but a stray 5 on gate 8 pushed them down to 3rd behind the Germans and Yugoslavs. The B team came 11th. C2 teams were

dominated by the Czechs, although every team got a 50. The British team finished 5th. The C1's had had a good set of results in the morning, but 50's pushed them down to seventh, with the second team paddling with Gordon Walling of C2 fame coming 12th. The Americans after a disastrous 1st run, cruised to victory with 45 seconds to spare. The ladies event showed our strength in depth, internationally. With the B team 7th, and GB 1 finishing 1st, winning on both runs, some 37 seconds up on the French.

JOE LYONS



Big Jon Lugbill
Master of the art.
Photo by Tony Tickle

HISTORY OF SLALOM PART 2 1959-1983

PART I of the history of slalom traced the early development of the sport and the emergence of Paul Farrant as the first British competitor to train seriously.

After Farrant came out of National Service with the Royal Marines small boats section, he moved to live with Oliver Cock and took a job with Thames Conservancy. His intention was to win the F1 class at Geneva in 1959. Writing of Farrant's victory in Geneva, Horsman 1979 writes:

"This was an incredible achievement, especially against those from behind the Iron Curtain. More than that, we could now set our sights at the top, whereas we had never hoped to be better than the top twenty or so."

The change in attitude which is apparent, in Horsman's words, was important and carried forward into the 1960s.

Unfortunately Paul Farrant was lost to the Slalom World as he died in a motor bike accident in the Easter following his win at Geneva. The current trophy for the men's K1 class at World Championships is dedicated to his memory.

The 1960s signified a new era in Slalom canoeing, the reason was the advent of the glass enforced plastic canoes and Kayaks. This material produced boats which were lighter, stronger and cheaper to make. At first, these craft were banned from competition but as their advantages became clear, whether to permit their use in Slalom was discussed.

The argument for their use in Slalom was that they were cheap to make and would therefore open up the sport to more people. The argument against was that the rigid canoes could not be carried on trains as could the folding canoes. The B.C.U. Slalom

Committee finally gave its approval to the use of fibre glass canoes in 1961, although a R1 class (rigid) had been proposed by the I.C.F. in 1959.

The first time R1s were used in a World Championships was in 1965 at Spittal in Austria.

As the standard of competitors, and their expectations increased, more demanding sites for competition were needed. It was during the 1950s that sites such as Grandtully on the Tay in Scotland, and the Serpents Tail on the Welsh Dee, were first used. These two sites are currently used for top class British competition. The 1960s also saw the start of Canadian paddling in Great Britain which had, until this time, been considered as a novelty and not to be taken seriously. Many top European nations, however, treated it as equal to the Kayak. This attitude of treating the Canadian Classes as a novelty still plagues the sport today with lack of depth of participation in the C1 and C2 competition.

On the international scene, the British team were beginning to establish themselves as a world class nation taking the bronze medal in the 1963 team event. The first ladies team since 1957 was entered for the 1965 World Championships and 1967 saw the first Canadian entry at an international with the Witter Brothers in the C2. The Witter Brothers along with ex Czechoslovakian team coach Karel Knapp, in Britain for the late 1960s, did much to boost the early development of the Canadian Classes. The high point of the late 1960s as far as international success is concerned was Dave Mitchell of Chester winning the Silver Medal at the 1967 World Championships. Britain, now, was a strong nation in international competition, partly as a result of the establishment of the British Team Training Squad and a more professional approach. Internationally the 1960s ended on a sour note with political problems interfering with the running of the 1969 World Championships in France.

Endicott (1979) states:

"The charge has been made that the French rigged things so they could win."

He goes on to write that:

"The biggest coup was getting the East Germans to withdraw from the race in a dispute over how the name of their country would appear in the program and results."

The French are also reported to have manipulated the river levels to their advantage, all of which have led to the 1969 World Championships being regarded as an unrepresentative competition.

The beginning of the 1970s was to see a Slalom boom in popularity as a result of its inclusion in the Munich Olympic Games. Writing of the effect of the inclusion of the Slalom in the Olympics,

Ken Langford (1979) states:

"Money was available for boats, for training camps, for coaching, for equipment etc. and the sport bulged at the seams with people intent on raising this sport to Olympic standard in both organisation and paddling."

The results of the Olympic competition were disappointing for the British Team, and further disappointment followed with the announcement that Slalom was not to be included at the 1976 Olympics.

After the Olympic Slalom, many people who had postponed retirement in order to compete at the Olympics, finally left the sport.

This exodus coincided with Britain's Slalomists lagging behind the top European nations again.

This trend was reversed when the job of British Team Coach was offered to Ken Langford who had been in the team himself from 1965. Langford made the conclusion that the team was to be restricted to medal possibilities. This could be seen as the turning point. The policy seemed to work and the team for 1975 consisted of only six competitors, with two K1s in the top ten and the only C1 in 13th place.

The 1975 World Championships were also significant for boat construction, seeing the introduction of a material called Kevlar. This meant that extremely light racing boats could be manufactured. This lightweight material, combined with much lower volumed boats, which had evolved since the Olympic Games, meant that competitors were able to have much more speed and control over the course.

The extra speed afforded by new boats, combined with the decreasing amount of penalty seconds awarded for touching a gate, meant that speed over the course became more important. Langford's coaching policy encouraged speed above all else. The result of this new policy, along with one individual's incredible personal drive and commitment, meant that in 1977 in Spittal, Austria, Britain again won the men's K1 event. Albert Kerr, a printer from Carlisle had taken three months unpaid leave in order to train for the World Championships and surprised the Slalom World by winning against the full time East Europeans.

It was clear that Kerr's victory in Austria inspired the slalom fraternity in Great Britain and led the way for Great Britain becoming one of the world's few top Slalom nations.

A further innovation which occurred at the 1977 World Championships was the C2 design used by the American Team. Up until this time the two paddlers had been seated at each end of the boat, but the Americans brought the seats into the centre of the boat to enable faster turning and the ability of 'dipping' the ends of the boats under the gates, a skill, already adopted by the Kayaks.

The momentum created by Albert Kerr's win continued, and organisation was improved. Langford in 1979 proposed that:

"The introduction of photo electric timing, section judges, official practice times, and pressure to run to time are largely the responses to an almost professional approach by today's

top paddlers, many of whom are on Sports Aid Grants and some of whom are full time training."

This 'professional' approach resulted in a very high standard of performance at Jonquiere for the 1979 World Championships. In 1979 the British Team won three medals, compared with five in the preceding thirty years.

The 1979 World Championships also saw the rise of the American Team, in particular in the C1 class the Americans had a clear sweep of the medals.

This was the start of a new era in Canadian Paddling in which the Canadian classes are coming ever closer to the times of the Kayaks. This new era has been dominated by Jon Luggbill and Davey Hearn who have been world Gold and Silver Medalists respectively from 1979-1983. Their coach, Bill Endicott and other world class C1 and C2 crews all based in Washington D.C. have set a new level in the Canadian class which the rest of the world is still trying to reach.

In 1981 the World Championships were held in Bala, North Wales. This was a chance to show the canoeing world that after forty years of development in Britain, the B.C.U. were capable of running a world class event well, and of producing world champions. The Bala competition represents a mile stone in British Slalom both organisationally and in competition performance.

The event represented a huge commitment of man power and time,


with a restricted budget. The funding was split between the B.C.U., the sports council and the Welsh Water Authority.

1981 also saw the introduction of the five second penalty for touching a single pole, which up until this time had been ten seconds. This change in the rules meant that speed over the course became even more important.

The Bala World Championships proved to be successful with three gold medals for the British team, including Richard Fox, Britain's third individual world champion and a C2 team gold medal, the first medal for the Canadian class in the history of British Slalom.


The high level of organisation and performance displayed at Bala was a great achievement for the sport in Britain. Progress continued with Richard Fox and Liz Sharman becoming European and World Champions in 1982 and 1983 respectively. In 1983 at the World Championships, Britain took six medals, including 3 gold, the best performance ever by a British team and Britain able to claim to be top nation in the world in Kayak Slalom.

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LEARNING TO RACE HARD

Learning to race hard is in one sense really quite simple; you must practice it a lot -- more than your rivals do. Being able to race hard consists of 2 main elements: getting used to going really fast in practice sessions; then daring to race exactly the way you practice rather than backing way off when something important is at stake. For me, competitive group training is the most efficient way to achieve this.

It is both a physical and mental thing. It is physical in the sense that your body has to be in phenomenal paddling shape so you can sustain a torrid pace over the race course. It is also physical in that you have to train your nervous system to react quicker because things are happening faster to you than they are to other people. It is mental in that you have to be able to develop great mental intensity yet, paradoxically, play down the importance of the race in your mind, so as not to allow race day anxieties to disrupt your concentration.

Learning to race hard is a matter of getting very familiar with these phenomena so that on the day there are no surprises.

Getting Psyched

Before we look into the technicalities of racing hard, I think it's important to explore the motivation behind wanting to race hard -- as opposed to just winning. It's really a basic attitude about life. It has to do with being the best you can be, of knowing you did as well as you possibly could. It is, in short, about great passion, intensity, -- about people feeling very strongly about things.

I believe that what really makes life worth living is that people have purposes, things they want to do, things they're psyched about. Those that do are generally happy people; those that do not are generally unhappy.

And for me, working intensely towards an objective is even better than working at a moderate pace towards it: the more you put into pursuing the goal, the more you get out of it. When people get really worked up about pursuing a goal, they live life with an extra zest, which is great. But I have found in my careers in academe, politics, the military or sports that most people don't really understand this and as a consequence, never realize how intensely someone can pursue something -- and consequently how much it is possible to get out of life.]

Learning Where the Demon Lives

So you've decided that for the time being canoe slalom is your project, your goal. Why not get intense about it?

In that case, it's "hammer down", as Fritz and Lecky Haller would say! To win at the top in modern slalom, you have to be fast, really fast. You can only be so clean -- beyond a certain point you can't get any more advantage from being cleaner. But you can always get faster. So for me, and the people I have coached, speed is the most important thing. I think the epigram by Lubos Hilgert, Senior, in this regard is just classic: "It's easier to make a fast boater clean than a clean boater fast."

To race fast, you have to discover in practice sessions what that feels like -- you have to "learn where the demon lives", as they say in the book "The Right Stuff." He lives out there in the region of lactic acid, pain, swimming images and maximum efforts. Where he lives, fatigue threatens to ruin good technique. So go visit him in your training sessions -- often. This means recyclable whitewater gate courses, timed, against competition. Samples:

- * "5 on 5": 5 x (15-30-second courses with long rest).

* 2-3 x (10 x 30-40-second courses with 10 seconds rest).
3-4 minutes rest between sets.

* 3 x (7 x 70-90-second courses with long rest).

* 8 x 120-second courses with moderate paddle right back to start.

When you come calling, the demon generally answers your knock about three quarters of the way through the workout. He may be a bit rude to you at first, may make you hit a lot of gates and hurt a lot, so watch out: give yourself enough rest between visits. But be persistent, keep coming back, you'll learn to deal with him. Someday, you may even become his friend.

The Essence of Slalom

When you're out there, visiting with the demon, you need to try to duplicate the things you've seen the top boaters do when they go really fast. Maybe you're fortunate enough to have a bunch of good boaters with you on your visit. If not then you have to try to remember what they looked like when you last saw them. Notice that the best boaters generally do the following:

* They stay on "the track". The gates on a slalom course are mere way stations on an invisible track that runs down the river. There is only one track and the object of the game is to go as fast as you can without falling off the track. Running a slalom course means more than running 30 gates clean, it's more like 90 gates because what goes on in between the gates is every bit as important as what goes on in them.

* They are really at home in white-water. If you are unsure of yourself in whitewater, it will be difficult to concentrate on proper gate technique and race strategy. Make sure you don't get so caught up in gate training

that you miss out on opportunities to go river running. Learn to be very aggressive in whitewater: handsrolls, enders and general playing are extremely important.

* They have really good blade control. They can slice the blade fore and aft very quickly, cutting within milimeters of the gates and even changing the direction of the slice in mid-slice. Many slalom moves require a series of strokes blended together through some kind of feathering. If you can do the feathering, the rest will come quickly to you. Watch a top C1 for this. Richard Fox, Cathy Hearn and the Haller brothers made a point of watching top C1s

* They are fastest on the turning moves. Upstreams and reverses is where they make up the most time, not in straight ahead paddling. Only after you have gotten really good at the turning moves should you seek to make up the most time between the gates.

* They keep paddling forward more than the others. In training for speed, try to discover where you're stopping paddling forward. Where you stop or slow down ask why. There might be a good reason for it, but more than likely, these are the places you can pick up speed.

* They are particularly fast on the exits from gates.

* They avoid backstrokes and static strokes, replacing them with forward strokes.

* They eliminate unnecessary strokes.

* They have quick acceleration. The best boaters are fast often because they can accelerate the boat either through one or two strokes (in the case of a tight course) or through a high stroke rate (in the case of a wide-open

course). In other words, key bursts of power are more important than even pacing.

- * They get extension on their strokes. Top boaters get tremendous extension on many of their strokes because they have the confidence to do it and can exert great strength from awkward body positions. If you can do this, you will often be able to achieve with one stroke what it takes others two or three to achieve.

Racing Hard

If you've gone to visit the demon often enough, it won't take more than a year or two before you're capable of some fairly fast times in practice sessions, particularly on a course that you can repeat many times. The next step is to get fast running times in races and for this you have to risk taking penalties. I think you need to accept the fact that in the short term you might place higher by going slower, but in the long term, the more familiarity

you get at high speed the better your chances of some day reaching the top. It takes a special type of person to race all-out, knowing that for a year or two he is likely to "bomb" on many runs, but I think this is the fastest path to ultimate success.

So in races, go first for fast times, and don't be overly concerned with penalties. As a rule of thumb, if your penalties are inside touches, or even wrong direction 50s, it's ok. If you've missed the gate entirely, then that's another matter and you probably do need to slow down a bit. The important thing at this point is that you are fast enough to win, subtracting the penalties. Probably it won't take very long before your running times are among the fastest. Then, it's a matter of cleaning it up at the high speed.

WILLIAM T. ENDICOTT
U.S. Team Coach

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The course was 91 secs. for Kayaks (men), 98 secs. K1L 102 secs, C2 and 98 secs. for C1.

The event started on Friday at 10.00 a.m. runs being about 4 minutes apart due to T.V. interviews and commercials.

This also allowed paddlers borrowing boats to get to the start in time.

After the first runs Chris. Doughty of the U.S. led the K1L with the four top racers within 1 sec. of each other.

In the ladies class Dona Chaladek led the way, ahead of Gabi Schmid of West Germany.

In the C2 class Calori/Calori took the lead with both the American teams being disqualified for missing a gate.

Davy Hearn stormed down the course in an impressive 1.38.43. two seconds clear of Jon Lugbill. Gerald Moos looked hot but was disqualified thus leaving everything to the second runs.

The second runs ...

Doughty went slower and this seemed to set a trend as many after him also slowed down; until the last 3 paddlers.

Suddenly Jurg Gotz of Switzerland took the lead with an impressive 1.31.99, four seconds faster than his first run.

Next paddler, Russ Smith 1.31.83 took the lead from Gotz. Was this final surge by the final three paddlers going to stay for Stephen URen of the U.S. Could he take the lead? 1.32.67 ... third place for URen.

In the ladies, Gabi Schmid went into first place in 1.47.18. Clare Palett, who after a disqualification on the first runs made a finish time of 1.48.38 ... second place for Clare, who pushed Chaladek back to 3rd, but she still had her final run to pull back the lead. Chaladek went for it, but failed to catch the European girls.

In the C2's the Calori brothers went faster and Moos/Werner took second. Gordon Walling and Tony Ambridge, suffering from jet lag, loss of paddles at airport and paddling a boat with seats on the wrong sides, took 3rd place. Again the U.S. pairs were disqualified on their home water.

In C1 Gerald Moo's cleared all the gates in 1.41.14 to take 3rd. Jon Lugbill tried to get back on terms with Davy Hearn with an aggressive approach, but failed with a 1.39.78. The final man on the course was Hearn, knowing that he had already won, but could he go faster? Hearn gave his all, but could not repeat his first run.

In all, the trip was an experience to say the least, and great fun was had by all.

Warm weather, Hamburgers, Coke, and great American hospitality.

RUSS SMITH

FEEDBACK

LETTERS

Dear Feedback,

I feel that the main reason prompting my recent decision to sever my links with canoeing after more than a decade of gradually increasing involvement should be more widely known than just to a handful of my former club colleagues in the hope not that others will take the same decision but that paddlers will start to realise that even the most dedicated can eventually become completely disillusioned and put their sport, at least in its present form, in jeopardy.

My decision was taken at the recent Tryweryn slalom which my club co-organised with Midland C.C. where one of my duties was to share judging organisation with a Midland C.C. colleague. Because the Div 1 event was non-ranking the requirement for paddlers to assist as detailed in the Slalom Year Book p.42 para 3.1 (f) was not applicable. We had to rely on the goodwill of paddlers, their parents and their friends.

With two notable exceptions (significantly both the sons of parents who have been, and in one case still are, heavily involved in slalom organisation) there was no response from Premier Div. paddlers. For all practical purposes, as far as I am aware, there was no response from Div 1 paddlers either despite repeated appeals over the P.A. System. I say "as far as I am aware" because finally, in desperation, to relieve someone who had already done more than a reasonable judging stint, I took over a judging position from around 1 pm and was there to the end of the competition on Saturday without relief.

On Sunday for the team events we had the familiar pattern. More judges are required than for the individual events. Plenty of support from the previous days Section judges but a continual battle to keep judging positions manned frequently below acceptable minimum standards and with most volunteers being overworked.

Whilst the organisers were having all these difficulties on both Saturday and Sunday many groups of paddlers and others who could have helped at least as scribes were just standing and in some cases lying around seemingly engaged in little more than idle chit-chat or sunbathing.

Whilst the social aspect of events is very important it must be remembered that slaloms are primarily sporting events and cannot be satisfactorily organised without the cooperation of all concerned.

Since so very little of this co-operation was around I had a thoroughly depressing weekend, relieved only a little by the success of my club's paddlers. I decided that I had had enough. I shall now be able to devote more of my time to other pursuits, I might even be able to visit slaloms and watch some canoeing.

As far as I see it lack of assistance will end in the sport of canoe slalom degenerating into a 'Grand Prix' type sport requiring fewer helpers and however well it might be received by the media and public requiring less of the traditional slalom skills. I and I'm sure many others believe that this would be regrettable.

With the hope that a new spirit will emerge, that many more will examine their consciences and volunteer their services before it is too late, and wishing the sport in its present form every success

I remain,
Yours sincerely

GEORGE F. CLOUGH

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**The World Champion Paddling
A Premier Image at Grandtully 1984**

Middle Mill Novice Slalom 21st/22nd April, 1984

Once the course was set up and the fabulous weather ordered there was very little else for us to do. All the paddlers duly arrived equipped with sun glasses, anti sun burn cream, and hot cross buns and checked into Uncle Toms Cabin. Marvels upon marvels all went well. . . . so well in fact that the only mishap of the weekend was when the organiser fell fully clothed into the river whilst setting the course up well it was so hot and he had to rescue this duck. . . .

The Judges event was won by Graham Cornes who was incognito for his winning run having no numbers on his boat.

The prize of the weekend was won by Steve - call me Grand-Priz - Bushnell who did extremely well to beat the other competitors in the field.

All in all it was a pleasant weekend. I must thank all those competitors who entered and everyone

who helped to make this new slalom a success.

COLCHESTER CANOE CLUB MIDDLE MILL NOVICE 21st/22nd April, 1984

K1 MEN NOVICE

- 1 W. Gardiner
- 2 N. McLaren
- 3 J. Hawling

Bristol Univ.
Isleworth
Soton Univ.

K1 LADIES

- 1 T. Lawton
- 2 F. Bowen
- 3 C. Morgon

Basildon
Colchester
Ipswich

C1

- 1 A. Broadbent
- 2 N. Martin
- 3 A. Runnegar

Soton Univ.
ACU
Basildon

C2

- 1 Waterhouse/Page
- 2 Toser/Scrivener
- 3 Runnegar/Fraser

ACU
MAD
Basildon

NOVICE TEAMS

- 1 Luxton/Hawling/Broadbent

JUDGES

- 1 G. Cornes

Colchester

Linton Locks.

Report and photo by Tony Tickle

York Canoe Club's Linton Locks Slalom was a difficult Div. 2. It was a tight course as those that have visited Linton before will know. The organisation and rescue services were the best seen this year. The results service masterminded by Graham Helsby on his computer gave an up to the minute print out of time, pen, total and position. Howard Storey did a fine piece of publicity by getting Radio York to do a live broadcast from a C2, at the face of the weir. He also managed front page coverage on the same day, including photograph in the Yorkshire Evening Post Sports Paper. Linton Slalom was difficult. Every team got at least one fifty on each run, but don't be put off by that! It was great fun!

TONY TICKLE

YORK CANOE CLUB LINTON DIV. 2 26th/27th May, 1984

K1 MEN DIV. 2

- | | |
|--------------------|------------|
| 1. F. Shervey (Y) | Telford |
| 2. L. Halliday (Y) | Calisle |
| 3. R. Lindsay | Birmingham |

K1 LADIES

- | | |
|--------------|------------------|
| 1. A. Eyere | |
| 2. L. Tipper | |
| 3. K. Heeley | Stafford & Stone |

C1

- | | |
|----------------|------------|
| 1. J. Hall | |
| 2. S. Agar | |
| 3. C. Marfleet | Manchester |

C2

- | | |
|---------------|------------|
| 1. Ward/Green | Colchester |
|---------------|------------|

TEAM

- | | |
|----------------------|-----------------|
| 1. Tick/Green/Massei | Bolton/Bradford |
|----------------------|-----------------|

JUDGES

- | | |
|--------------|-------|
| 1. G. Carter | Leeds |
|--------------|-------|

WASHBURN ENGLISH OPEN SLALOM

K1 MEN PREMIER

- | | |
|--------------|------------------|
| 1. R. Fox | Stafford & Stone |
| 2. J. Jayes | Shepperton |
| 3. T. Leaver | Rainbow |

TEAM

Gladwin/Leaver/Brain

K1 LADIES

- | | |
|------------------|--------|
| 1. S. Garriock | Ribble |
| 2. K. Davies (Y) | |
| 3. J. Wilson | Forth |

TEAM

Wilson/Garriock/Davies

C1

- | | |
|-------------|------------------|
| 1. P. Bell | Central Paddlers |
| 2. R. Damon | Chalfont Park |
| 3. D. Jones | Luton |

C2

- | | |
|----------------------|-----------------|
| 1. Arrowsmith/Brain | Stratford |
| 2. Smith/Smith | Urchins |
| 3. Wolkenstein/Keane | Pacifists Disq. |
| 4. Hargreaves/Kevane | Leeds |

CANADIAN TEAM

Williams/Black/Doman

K1 MEN DIVISION ONE

- | | |
|-------------------|--|
| 1. D. Crosbee (J) | |
| 2. P. Bowles | |
| 3. M. Reynolds | |

Notts Kayak
Manchester
Chelmsford

TEAM

Haworth/Murray/Barton

Windsor

K1 LADIES

- | | |
|--------------|--|
| 1. A. Hall | |
| 2. J. Fryers | |
| 3. K. Turner | |

Chester
Adlington
Man. Univ.

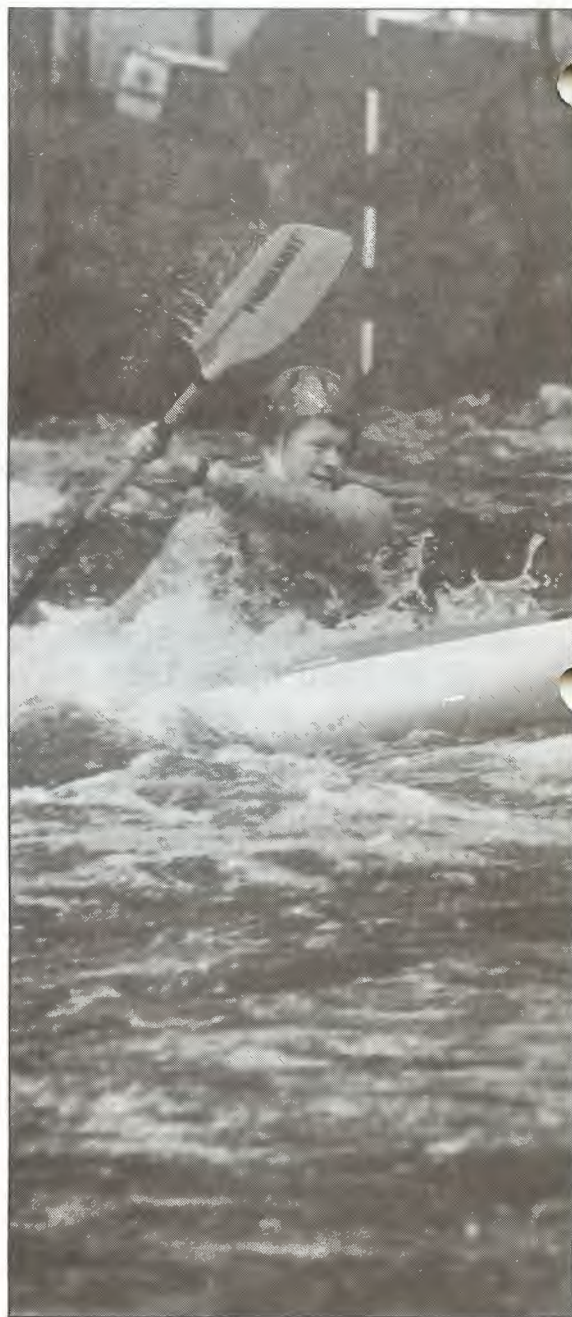
TEAM

Fryers/Hall/Killip

JUDGES

- | | |
|--------------|--|
| 1. A. Raspin | |
|--------------|--|

Tees



Alan Heaume at the Washburn.

FEEDBACK

CARDINGTON DIVISION 3 19th/20th May, 1984

K1 MEN

- | | |
|----------------|-------------|
| 1 D. Jones | Viking |
| 2 M. Gibbs (J) | Viking |
| 3 C. Millins | C.Y.P./Bath |

K1 LADIES

- | | |
|-----------------|--------------|
| 1 J. BEAGLE (Y) | Luton/Viking |
| 2 S. Manley (J) | Maldstone |
| 3 R. Fox (J) | St. Albans |

C1

- | | |
|--------------|-------------|
| 1 B. Geddes | bus |
| 2 D. Patrick | Perivale C4 |
| 3 R. Spanner | W.Y.M. |

C2

- | | |
|------------------|----------|
| 1 Tyndall/Hansel | NSP/Tees |
|------------------|----------|

TEAM

- | |
|----------------------------|
| 1 Greaves/Nerhams/Hamilton |
|----------------------------|

JUDGES

- | | |
|------------|------------|
| 1 J. Jayes | Shepperton |
|------------|------------|

TRYWERYN DIVISION ONE 2nd/3rd June, 1984

K1 MEN DIVISION ONE

- | | |
|--------------|------------------|
| 1 J. Lyons | Central Paddlers |
| 2 J. Mansell | Tees |
| 3 J. Crooks | Chester |

K1 LADIES

- | | |
|-------------|---------------|
| 1 J. Fryers | Adlington |
| 2 L. Badger | Chalfont Park |
| 3 K. Turner | Man. Univ. |

Premier Open Events

K1 MEN

- | | |
|------------|------------------|
| 1 R. Fox | Stafford & Stone |
| 2 J. Dolan | Manchester |
| 3 M. Druce | Stafford & Stone |

K1 LADIES

- | | |
|---------------|------------------|
| 1 J. Roderick | Stafford & Stone |
| 2 L. Sharman | Bury St. Edmunds |
| 3 I. Grant | Ambleside |

C1

- | | |
|------------|------------------|
| 1 R. Doman | Chalfont Park |
| 2 P. Bell | Central Paddlers |
| 3 R. Black | Swindon |

C2

- | | |
|---------------------|-----------|
| 1 Brain/Arrowsmith | Stratford |
| 2 Wolkenstein/Keane | Pacifists |
| 3 Saunders/Terry | Reigate |

TEAM

- | |
|-----------------------|
| 1 Morgan/Price/Davies |
|-----------------------|

JUDGES

- | |
|-------------|
| 1 R. Wright |
|-------------|

Gloucester Canoe Club Offenham Slalom 1984

Gloucester Canoe Club ran Offenham Div. 4 and Novice this year. It was the first time venue used and a complete success — covered by local press and picture in admag and results of local canoeists. Locals turned out to spectate, the Fish and Anchor pub whose campsite we used right next to the river Avon was packed on Saturday.

River low — 3" below normal levels we had to put scaffold planks on the ford to get a shute through.

The course consisted of 18 gates, 6 on flat water and 6 on fast water with waves and 6 on medium flow, enough to sort out the paddlers — most commented it was an interesting course, the best novice most had been to. Gate 11 reverse between 2 waves caused most 50's, especially for Novices.

The weather was good all weekend but it rained all day Monday after the event — typical! The water came up 9"

GLOUCESTER CANOE CLUB OFFENHAM SLALOM 1984

K1 MEN NOVICE

- | | |
|------------------|---------|
| 1 A. Bennett (Y) | Mercia |
| 2 C. Law | Viking |
| 3 P. Collins | Tainton |

K1 LADIES

- | | |
|--------------|-----------|
| 1 S. Pike | BCCC |
| 2 L. Burgess | Loughbro' |
| 3 T. Berry | Banbury |

C1

- | | |
|----------------|------------|
| 1 E. MacGregor | Gloucester |
| 2 D. Howarth | Windsor |
| 3 J. Bird | Worcester |

C2

- | | |
|--------------------|------------|
| 1 Green/Greenway | Swindon |
| 2 Greenaway/Lennon | SOAK |
| 3 Kearsley/Crozier | Gloucester |

NOVICE TEAM

- | |
|-------------------------|
| 1 Herritage/White/Scott |
|-------------------------|

K1 MEN DIVISION 4

- | | |
|--------------|-----------|
| 1 J. Goodey | Tainton |
| 2 S. Bird | Worcester |
| 3 S. Bennett | Dudley |

K1 LADIES

- | | |
|--------------|------------|
| 1 D. Skinner | Work Univ. |
| 2 N. Bevan | Rugby |
| 3 J. Badger | |

C1

- | | |
|-------------|------------------|
| 1 K. Woods | Eyot |
| 2 J. Crooks | Loughbro |
| 3 I. White | Central Paddlers |

C2

- | | |
|-------------------|---------------|
| 1 Mitchell/Davies | Glos. C.C. |
| 2 Powell/Howells | Hatfield Poly |

DIV. 4 TEAMS

- | |
|--------------------------|
| 1 Bennett/Bennett/Powell |
|--------------------------|

TRYWERYN DIVISION 2 16th/17th June 1984

K1 MEN DIV. 2

- | | |
|-----------------|------------|
| 1 P. Riley | Manchester |
| 2 J. Barnes (Y) | Viking |
| 3 M. Sanderson | Surrey |

K1 LADIES

- | | |
|---------------|--------------|
| 1 J. Beagle | Luton/Viking |
| 2 A. Fletcher | Stourvale |
| 3 G. Johnson | J.W.C. |

C1

- | | |
|--------------|--------------|
| 1 R. King | Sheff. Univ. |
| 2 B. Tyndall | Tees |
| 3 G. Longman | Willenhall |

C2

- | | |
|------------------|-----------|
| 1 Parritt/Peters | Avonolops |
| 2 Cooper/Cocking | Bristol |
| 3 Fray/Ellis | Leicester |

TEAM

- | |
|--------------------|
| 1 Lee/Davis/Davies |
|--------------------|

JUDGES

- | | |
|-------------|-------|
| 1 B. Horton | Hemel |
|-------------|-------|

Shepperton Novice

Jimmy Jayes course was in position by Friday mid-afternoon, the sun was shining but competitors there were none. Whilst two crosses were probably more testing than experienced by most novices the few who practiced are probably in Div. 4 now.

Some overnight rain dampened down the pollen and the team gate was repositioned in slacker water. A selfish minority, and a plugged boat brought in organised practice. 'More reminiscent of the marshalls at Monaco, safety boats effectively swept the course of swimmers and no re-runs of the team event were necessary. Previous experience of similar conditions paid handsomely for the Windsor team with Albany a good second.

S.P.O. Noble (Saturday Performer Only - something about exams) was seen acting as starter before going on to win the Judges event. First non P/I judge was Sean O'Regan.

Worthy Mens K1 winners was Eric Chitty who put in two very good runs whilst 13 year old

Rachel Burt shed all her first run 50's to win the Ladies prize by a wide margin. Without his regular partner, who in fact organized the Judges, Russell Wheadon had a successful afternoon with his C1 and picked up a third place with Clare Russell in the C2. Martin Deacon and Alison Eyre of Windsor were always in contention but were pipped by Jimmy Jayes and Kay Longrigg despite the latter being forced to take a trip home between launch and start of their second run (money and BCU card in yonder houseboat.)

With the home enjoying themselves the number of independent judges was stretched to the limit and the efforts of the valiant few were much appreciated.

Late Sunday afternoon a competitor popped into Control to say 'thank you'... a nice touch.

SHEPPERTON NOVICE 23rd/24th June, 1984

K1 MEN NOVICE

- | | |
|------------------|------------|
| 1 E. Chitty (Y) | Shepperton |
| 2 C. Baughan (Y) | Windsor |
| 3 A. Orr (Y) | Mallow |

K1 LADIES

- | | |
|-------------------|------------|
| 1 R. Bort (Y) | OKCC |
| 2 R. Gostling (Y) | St. Albans |
| 3 L. Briscoe | Richmond |

C1

- | | |
|--------------|------------|
| 1 R. Wheadon | Shepperton |
| 2 K. Hardy | Shepperton |
| 3 J. Carroll | Marlin |

C2

- | | |
|-------------------|------------|
| 1 Jayes/Lougrigg | Shepperton |
| 2 Eyre/Deacon | Windsor |
| 3 Pallett/Wheadon | Shepperton |

TEAM

- | | |
|-------------------------------|---------|
| 1 Eyre & Dowling/Murray/Tames | Windsor |
|-------------------------------|---------|

JUDGES

- | | |
|------------|------------|
| 1 B. Noble | Shepperton |
|------------|------------|

MIDLAND CANOE CLUB DORLEY ABBEY SLALOM 23rd/24th June, 1984

K1 MEN NOVICE

- | | |
|-----------------|-------------|
| 1 G. Bailey (Y) | Hockey Port |
| 2 M. Haughton | Leeds CC |
| 3 M. Allen | Loughbro' |

K1 LADIES

- | | |
|----------------|------------------|
| 1 M. Love | Nottingham Kayak |
| 2 P. Tyrer (Y) | Telford |
| 3 K. J. Nadal | Nottingham Kayak |

C1

- | | |
|-----------------|-------|
| 1 R. Dean | ACU |
| 2 A. Clough (J) | |
| 3 G. Hammond | Rugby |

C2

- | | |
|--------------------------|-------------------|
| 1 Attenborough/Copestake | Midland |
| 2 Phillips/Eddy | Man. Univ. |
| 3 Carpenter/Tyndall | 3rd Can. Yak Club |

NOVICE TEAM

- | | |
|-------------------------|---------|
| 1 Bishop/Weston/Jenkins | Midland |
|-------------------------|---------|

K1 MEN DIVISION 4

- | | |
|------------------|-------------|
| 1 T. Morgan (Y) | |
| 2 S. Hobday (Y) | Midland |
| 3 A. Pearson (J) | Northampton |

K1 LADIES

- | | |
|-----------------|-------------|
| 1 H. Tatem | Cobra |
| 2 N. Bevan (Y) | Rugby |
| 3 M. Castle (J) | Viking K.C. |

C1

- | | |
|------------------|-------------------|
| 1 M. Twitchen | 3R Can. Yak. Club |
| 2 I. Clough | Camb Univ. |
| 3 R. Osborne (Y) | |

C2

- | | |
|-------------------|--------------------|
| 1 Rance/Harsman | Northampton Exiles |
| 2 Wright/Wilson | Dudley |
| 3 Leggott/Johnson | Bromley |

DIV. 4 TEAMS

- | |
|------------------------|
| 1 Hobday/Vibart/Clough |
|------------------------|

JUDGES

- | | |
|---------------|---------------|
| 1 J. Rennocks | Chalfont Park |
|---------------|---------------|

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