

FEEDBACK

SLALOM NEWS AND VIEWS

No. 8

FEBRUARY 1984

PRICE 50p



Racer & Image Tested • Rapid Racing • Profile - Roger Manwaring

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**Official magazine of
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1984.

Front cover photo:

Roger Manwaring
by Milo Duffek

FEEDBACK EDITORIAL

At the Slalom Committee AGM in December the following motion was carried by 49 votes to 38.

— That at Slaloms which are combined Premier/Division one events the paddlers in each division shall be required to assist the organisation of the event by undertaking a certain amount of judging. This judging is to consist of a maximum of one hour and to be so arranged by the organiser of the event that no paddler will be required to judge within two hours of a competitive run. —

The logistics of organising the judging under the new system have yet to be witnessed. However, a number of problems are likely to arise given that some paddlers may attend an event for one day only and that entry levels can vary dramatically, particularly at open events. In addition, it has not yet been made clear what the consequence will be if a paddler fails to complete a judging session.

Whatever the outcome of this season's experiment there is no doubt that the 1984 AGM will see further heated debate on the matter. As for me, well I'm all set to play 'Biggles' on the headphones, until I can find a replacement that is.

We shall be watching with interest the progress of the first Rapid River Racing Championships. Apart from the inconvenience of having to paddle a different boat it could turn out that the nature of the event is just as well suited to slalomists as river racers. Those of you who are anaerobic animals and have difficulty slowing up for slalom gates might consider trying the Lowenbrau 500 (see page 8 for details) who knows you could win some exciting prizes.

Apologies for the lack of photos in this issue. We hope to redress the balance once the season gets underway. Good luck in all your races and remember to keep it fast and clean.

R.F.

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INFO

Executive Notes

Mrs. Susan Wharton has started work as **Slalom Administrator**. Contact her in the first instance for most things. Mrs. S. Wharton, 92 Higher Bank Road, Fulwood, Preston, PR2 4PH. Tel: 0772 71331.

John Liddell has resigned as Treasurer to devote more time to his family. A sad loss to canoe slalom administration but hopefully he is not to break all connections. Searches for a successor, who should be a qualified accountant were still going on as this goes to press — offers of help to Roger Annan Slalom Chairman.

Organisers Packages are being distributed at the Exhibition. Contact Ed Ecclestone in case of non-receipt. Calendar changes will only be approved if all affected clubs agree. Cancellation requires approval of Slalom Chairman or Secretary up to the day before the event, otherwise the Jury Chairman. Package includes publicity material, press release forms, promotion certificates. Please use these — it is for the sport's benefit. Entries to overseas Internationals now go to Susan Wharton. £5 entry fee deposit and undertaking as to good behaviour are now required. Team managers will be fully briefed.

Div. 3 is to have bibs. They will be late. Tolerant letters of application, £5 deposit, membership card to Christine Arrowsmith, 34 Newbold Road, Wellesbourne, Warwick, CV35 9QE, for K1 Men. Mike Carter now does bibs for **all** Ladies (P-3) and Mary Sibley **all** Canadians (1-3), John Stephens K1 Men (p, 1) Les Milam K1 Men (2).

Entry Fees — same as 1983. Yearbook £1, plus 25p postage etc.

Buoyancy Aids — all types which incorporate at least 6kg of buoyancy front and back in a vest/jacket worn about the upper torso and in Div. 4/Novice events BS 3595 Lifejackets are

acceptable at slalom events until 31 December, 1985. Thereafter only BCU/BCMA approved aids will be allowed. Lists of approved aids will be published from time to time.

Judging is one of the major issues of 1984. The AGM approved an SCA proposal that at Premier/Div. 1 events, paddlers must judge for a maximum of one hour. The Judging Sub-Committee has a clear remit to come forward with workable solutions to the quantity and quality problem.

Timing and Timing back-up standards have been clarified, hopefully for the fore-seeable future.

All events from Premier to Div. 3 must be run in **reverse ranking order**.

Keith Sunderland, 7 Meynell Walk, Peterborough, Cambs., is ranking list compiler for a new Veterans (up to Division 2) competition.

Feedback now goes to all registered clubs and ranking event organisers (one copy per address) and to elected and appointed officials. It will therefore include in most issues an 'Executive column'.

Jury Chairman to be named on start sheet. Other Members to be appointed two or three days before the event and all to be on site prior to start of official practice.

Scratch Team Entries — organisers to set time for meeting to sort out all such teams, separate from other entries matters. If one incomplete team then remains, this may be allowed runs, if desirable with one or two non-competitor paddlers. This does **not** apply to teams found at scheduled start time to be incomplete.

Dutch Slalom — the First Open Benelux Slalom Championships will be held on an artificial whitewater course in the Efteling amusement park at Kaatsheuvel. (approx 1 hour from Ostend) on Saturday, 5th May, 1984. Lodging for all participants will be free from May 4th - 6th. competitors travelling more than 350 Km (one way) will receive some expenses.

Further information will be given by the organisers:

Mr. J. Van Engers
Snijderstraat 51
5 345 PC 055
Nederlan. Tel. 31-4120-30889

As this is an ICF event entries must be made through the BCU Slalom Committee.

Following negative negotiations with the Llangollen Anglers the final two races of the Rapid Racing Championship have been transferred from the River Dee to the River Trywern to take place on the Graveyard and Bala Mill sites. For other details see page 8.

R. H. Fox
Slalom Secretary

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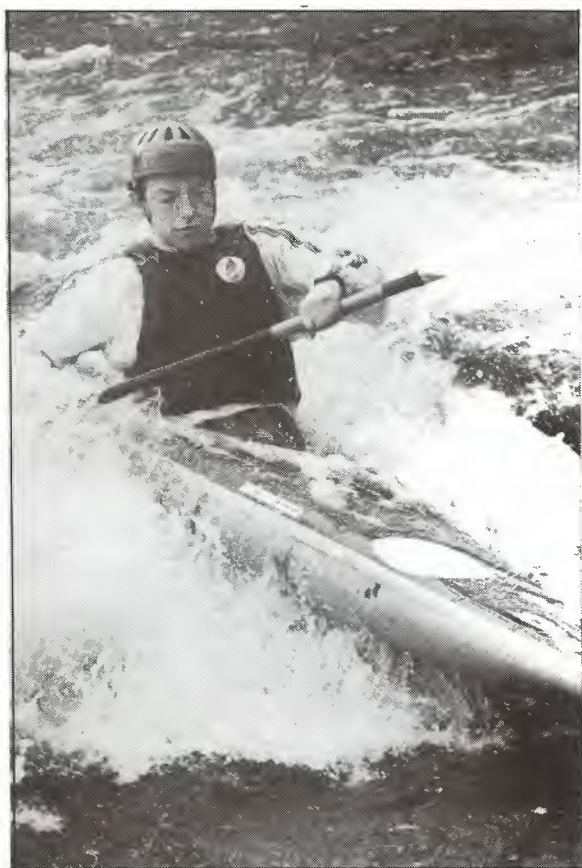
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FEEDBACK

BOAT - TEST

The 'Premier Image' and the 'Racer'



JOE LYONS —

Our new features editor in action on the Tryweryn. Joe was chosen from thousands of applicants for his academic ability and journalistic ability. Renowned in the slalom world for his snappy dress, Joe lists as his hobbies Russian Social-Economic History, writing computer programmes and swimming in the Dee in January.

The Crystal Palace exhibition sees the launch of two new boat designs, both in their own separate ways, radically different from those on the top of the competitive slalom market. The first is the Premier "Image", described by Graham Machereth as "an alternative to the Premier II". The second is the Roger Manwaring designed "Racer", and independent

design to the Blitz 84. Both boats have been designed over the winter, both are looking to the exhibition for their official unveiling.

Over the last few days I have paddled both boats, and talked with the designers. Below I try and outline some of the design features and the strengths and weaknesses of the two, and their availability and prices.

The Premier Image: Design Features

Much time and thought has gone into the design of this boat, which had had 3 prototypes before the final design has been settled. These prototypes and the final design have been paddled on water ranging from Stone to Tryweryn and the Dee in full flood. The end result incorporates most of the original design features, although some of the more extreme points have been toned down.

The major feature is that in a highly successful attempt to improve bow control, the cockpit and seat are some 5 inches closer the bow of the boat than on the Premier II. The resultant increase in the length of boat behind the paddler is counteracted by a more undercut stern though a more rounded deck than the Premier II provides sufficient stern bouyancy. The 'Image' has a more rounded and deeper hull section, with the deepest most rounded section being by the seat, and around the paddler. This gives a wide, forshortened look to the bow and as you sit, a feeling of plenty of space around you. This shifts the bouyancy of the boat forward to counter the weight shift of the paddler to the bow. The side walls at this point are fairly sheer, with a relatively sharp angle on the deck, so that the seam is out of sight as you sit in the boat.

The deck is higher than that of the Premier II over the knees, but falls away to a low point about 2 feet from the top where it narrows down a lot, though it finishes with a solid, snub nose that will be much less vulnerable to damage. The bow is slightly rockered to bring the tip up. The seat was uncomfortable and a little high but this is being modified. There was good thigh support, but the knee grips left a little to be desired. The seat back is high in an effort to eliminate the need for back-straps.

Handling Features

As you are so much nearer the bow it is so much easier to control than the Premier II. Most paddlers have had problems at one time or another with penalties on entry to gates. In the 'Image' this risk is reduced dramatically. Because of your nearness to the front the boat is easily placed and holds its line very well in downstream paddling. Entry to Break outs is greatly facilitated, both by the ease with which the bow goes under poles, and by the fact that you are six inches closer to the gate. The ease with which it does the breakout move (slalom's biggest time waster!) is its strongest point.

It is a little slower than the Premier II in a straight line. Direct comparison on a canal sprint showed the Mark 2 prototype to be half to three-quarters of a second slower over 1 minute. The final design is faster. It spins quickly with good stern control and positive responses so that the bow is under control when the stern is down. Surprisingly there is little or no drag from the extra 5 inches of stern and it is quick out of the gates, though it has a slight tendency to slip on edged approaches in general on the rough.

It handled well and went where I wanted it to, with its bouyant bow helping it to ride the waves and stoppers well. The increased control gives you greater margin for error and the boat is more forgiving of those slight mistakes that would normally cost you a fine on the bow of the boat.

Its lines are different, stylish, with the same deck stripes and end loops as the Pyranha roto-moulded boats, and it is distinctive and easily identifiable as a boat of the future.

Price, including VAT:

Super E	£198. 95
Comp/Kevlar	285. 00
Kevlar/Carbon	299. 00

Available from :

Pyranha Mouldings Limited,
Marine Village,
Preston Brook,
RUNCORN
Cheshire,
WA7 3DW
Tel. Graham Machereth on
0928 716666

Arrowcraft Marine,
112 Newhall Street,
WILLENHALL,
West Midlands,
Tel. Tim Rogers on
0902 634567

Palm Glassfibre,
Unit 12,
Marsh Lane,
Easton in Gardens,
Bristol,
Tel. Andy Knight on
027581 4865

The 'Racer'

Design Features

This boat is by no means just a modified Blitz. As with the 'Image' there are radical design features on the 'Racer' that lead it to handle in equally radical ways. Again the cockpit and seat position are nearer the bows and there is a resultant increase in the length of the stern. To avoid increased drag and to reduce the buoyancy of the stern the last foot narrows rapidly to a fairly thin last six inches and finishes in a point, a feature possibly subject to damage.

The widest point of the boat is behind the paddler with the deck over-hanging the hull so as to give a narrower waterline. The side walls, which start behind the cockpit and run to past the feet, are very sheer at the waterline but round out into the deck very smoothly to give a cross section that is like a slightly ovalled circle at the feet. From the widest point behind the paddler, the boat narrows steadily to a blunt tipped nose, with no rocker on it, so that the water-line is long.

In front of the cockpit the deck is low and runs straight down to the bow, so that the illusion from the seat is that you are looking at a long, thin spear tip. The rounded gunwales and deck give the feeling of fast forward speed. The seat is high and uncomfortable and digs in behind you, but an improved version is under construction. The knee grips are adequate and the long cockpit gives easy entry and exit and adds to the illusion of pointedness of the whole boat. The model I paddled was fitted with a J. and R footrest which, when combined with the relative narrowness of the boat, was perfectly satisfactory.

Handling Features

Straight line speed was definitely quite high. Whilst we had no chance to do comparative speed tests as one could on the 'Image', sprinting felt easy and the long waterline and deep section of the bow meant that it ran smoothly without high planing on flat water.

Again, as on the 'Image' the positioning of the paddler nearer the bow facilitates bow control on entry to gates. Lower than the 'Image' over the knees, it was easy to put the boat under the poles right up to the cockpit. Entry to breakouts was controlled and good timing meant a quick turn and little loss of speed on entry, but it seemed slower out.

The sheer walls and rounded gunwales helped it to edge very well and wide entry to breakouts was fast and good, and the stern followed the bow well. The buoyancy, centred around the paddler gives a fairly dry ride, but the stern, which was fairly rounded rather than sharp edged, was not that easy to control in spins and pirouettes, giving some control problems on bow high exits from reverses.

The high seat made it unstable and in the rougher water I found it hard to put the boat precisely where I wished to, and ended up using more corrective strokes than I liked.

The 'Racer' is a fast boat and showed good bow control and handling and was quite good through the gates. Its arrow-like bow and snub nose make it stand out as something new and different.

Price, including VAT:

"Racer"

Super E	£198. 95
Comp/Kevlar	285. 00
Kevlar/Carbon	299. 00

Available from:

For comparison of the two boats, see the ratings below.

Roger Manwaring,
Rapid Canoes,
131 Beech Avenue,
ALFRETON,
Derbys.
0773 834523

STAR RATING

(1 poor - 5 excellent)

or

P. and H. Fibreglass Limited,
Old Stanley Colliery,
West Hallam,
DERBY,
Tel. Dave Patrick on
0602 320155

	"Image"	"Racer"
Forward speed	***	****
Directional stability	****	***
Row turning	*****	*****
Bow control	*****	****
Stern turning	****	****
Stern control	*****	****
General stability	****	***
Carving	****	*****

Joe Lyons

Two New Slalom Designs for 1984

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For the Lowenbrau Rapid Racing Championship :

There will be four races on four different courses, ranging from just over 400 metres to slightly under 575 metres.

The average time for each single descent will take from minute 15 seconds on the shorter courses to just under 2 minutes for the longest test. The timing will be electronic and will include an 'on screen' mid-point check time. The computer will provide a constant updating of the championship with an instant result service.

The quality of wild water for our 4 courses is arguably the best we have in the United Kingdom. The river Tryweryn at Bala, host for the 1981 World Championships, provides our first two races. The River Dee at Llangollen, with its spectacular finish right in the centre of the town is the site for the final two races of the Men's Championship and the Ladies' unique event.

For the first time the top competitors from the flat water disciplines of Sprint and Marathon Racing will have the opportunity to take on the White Water specialists of Slalom and Wild Water Racing.

Thus the forty competitors for the men's championship will include no less than four reigning world champions.

RICHARD FOX (GBR)
WORLD SLALOM CHAMPION
MARCO PREVIDE MASSARA (ITA)
WORLD WILD-WATER CHAMPION
STEPHEN JACKSON (GBR)
WORLD K2 10000m CHAMPION
ALAN WILLIAMS (GBR)
WORLD K2 10000m CHAMPION

The 12 British ladies who have qualified for their event are equally special and include :

LIZ SHARMAN
WORLD SLALOM CHAMPION
SUE HORNBY
COMMONWEALTH WILD WATER CHAMPION
ANNE PLANT
BRITISH WILD WATER CHAMPION
JANE RODERICK
WORLD SILVER MEDALLIST

Happily to complete the championship S4C - Sianel Pedwar Cymru - for Wales and World of Sport for the full ITV network have agreed to televise the competition.

The event starts with timed practice at Bala on March 25th and finishes with the final at Llangollen on March 29th.

In addition to these championships Lowenbrau and Rapid Racing have also created 'The Lowenbrau 500', a year long programme to encourage participation in canoeing at every level.

It will comprise six nationwide events, which will be open to all canoeists to enter - excepting those competitors who participate in the 1984 Lowenbrau Rapid Racing Championship.

Each event will be a direct down-river test, against the clock and over five hundred metres of average wild water.

Every canoeist, completing their first test, will receive a special Lowenbrau card listing their official time.

Throughout the year an updated ranking of all recorded times will be produced and distributed to every canoe club in the United Kingdom and to the media.

In March 1985 Lowenbrau and the Organising Committee will award two top prizes.

To the canoeist who has recorded the fastest time -

An entire Bavarian evening of music, food and Lawenbrau for his/her canoe club.

To the canoeist who has made the greatest improvement throughout the series

For the winner and his/her guest a weeklong visit to the 1985 World Wild Water Championship in Garmisch-Partenkirchen, West Germany, or to the Augsburg Olympic Course for the slalom.

Awards will also be presented at every individual test :

To the best man
To the best woman
To the best youth (under 16)
To the best junior (under 14)

In addition to the above support and to set a target for the first test, Lowenbrau will host a special Wild Water Coaching weekend during which the national standard for 'The Lowenbrau 500' will be established.

This weekend will take place on Saturday 17th and Sunday 18th March 1984. The national standard for 'The Lowenbrau 500' will be set at 12.00 on Saturday 17th March on the River Wasburn in North Yorkshire. The six nationwide venues for 'The Lowenbrau 500' series will be announced during the weekend of Saturday 18th and Sunday 19th February 1984, at the International Canoe Exhibition, Crystal Palace, London.

David Goldstrom, Director,
Rapid Racing Limited.

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HOW NOT TO 'BLOW IT' ON THE DAY

The expression 'if only ...' permeates competitive sport at all levels. The failure to achieve in competition that which has been achieved in training is something with which we are all too familiar.

The title chosen suggests the underlying problem. It is not - 'how to get it right on the day'. Skilful performance is achieved by months or years of dedication in preparation for the one occasion when the performer will be assessed. All previous performances are irrelevant except as the entry qualification to the event. Therefore, the event is not to find the individual with the best ability but is to find who can produce the most of what he has when asked.

Unfortunately, this fact is generally overlooked and individuals spend most of their time in raising levels of fitness, strength, and skill, and leave to luck the problem of reproducing that skill in the event.

It is hoped to demonstrate that the optimization of performance is in itself a learned skill.

The major problem in a 'one off' event is that of consistency. It is not sufficient to be able to perform a skill correctly ninety-five per cent of the time. The competition performance may be the other five per cent! Skills have to be learnt so that the individual knows his limits on more than a trial and error basis. He must know before he attempts a sequence that his bow will go under a particular pole or that there is room to turn between a rock and a particular gate.

Throughout skill training the individual is assessing his current standard. He is finding his limitations. It is important to remember a Langford quote that - "all slalom skill training is remedial". It has to be. There is no optimum right way of doing a sequence and one concentrates on correcting what goes wrong or eliminating difficulties in performance, strength, speed, etc. The correction of errors demands the acceptance that an error is the difference between intention and performance. This in itself raises two points. Firstly, if there is no plan or intended route, position, or stroke, there can be no quantification of the error and the error is harder to correct. Secondly, the observation of another person performing a skill only demonstrates what is possible. It does not necessarily show how to perform the skill since one can only observe the result and not the intention, e.g. a high breakout in an eddy may have occurred by chance in that the paddler aimed for a low breakout.

All this training is familiar to most people and by proper planned training individuals can improve both the consistency and the level of skill.

The problem of consistency is much more of a problem in relating training situations to the competition itself. Some individuals do better in competition than in training but others cannot reproduce their best when in the competitive arena. This is an indication that there are differences inherent in each situation. The event may have bright coloured poles, large crowds, restricted access to parts of the river and the bank, piped music, flushing toilets, etc; all very different from the usual training

situation. Apart from physical differences there will be added pressure from selectors, promotion contenders, fathers, wives, girlfriends, etc.

The requirement of the slalomist is consequently more complex than is at first apparent. He now has to raise his levels of ability through training. Then he must learn how to perform those skills in the competitive situation which he will experience five or six times each year for less than ten minutes on each occasion. The significant difference between the training and competitive situations means that the paddler will be, through training, better able to perform in training situations.

What is needed is a bridge to link the training and competitive situations so that performance in training is linked to performance in competition. Mohammed had problems with mountains and found it easier to go to them. Slalom paddlers have problems in competition and also need an alternative approach.

To understand the nature of this hypothetical bridge between training and competition one must appreciate the way in which skilled performance is controlled and then the way in which that performance is disrupted.

It is generally accepted that one person can only consciously think of one thing at a time, i.e. he can only consciously make one decision or respond to some 'cue'. He can, of course, respond if someone sticks a pin in him but this is reflex action as opposed to skilled performance. It, therefore, follows that if all skills were performed consciously we would be limited to very basic skills. The concert pianist would play one finger at a time.

While the proverbial doctor's handwriting destroys the myth that 'practice makes perfect', it is true that perfection is only achieved by practice. The result of practising a skill is not that it gets better but that it becomes habitual. It is performed subconsciously. The individual movements are built into sequences and it is possible to perform fairly complex movements, e.g. knitting, while holding a conversation or reading a book. There is a progression in skill is practised more. This means that conscious attention can be given to increasing the complexity of a movement or even doing something completely different while performing the skill proprioceptively.

There is a further continuum appropriate to skilled performance which is the 'level or arousal'. At one end is deep sleep and little activity. At the other end is sheer panic, frozen with fear, unable to move, and also with little activity. In between these extremes are levels of activity appropriate to levels of arousal. The resultant inverted 'U' is one of the cornerstones of our understanding of skilled performance, (Fig.1).

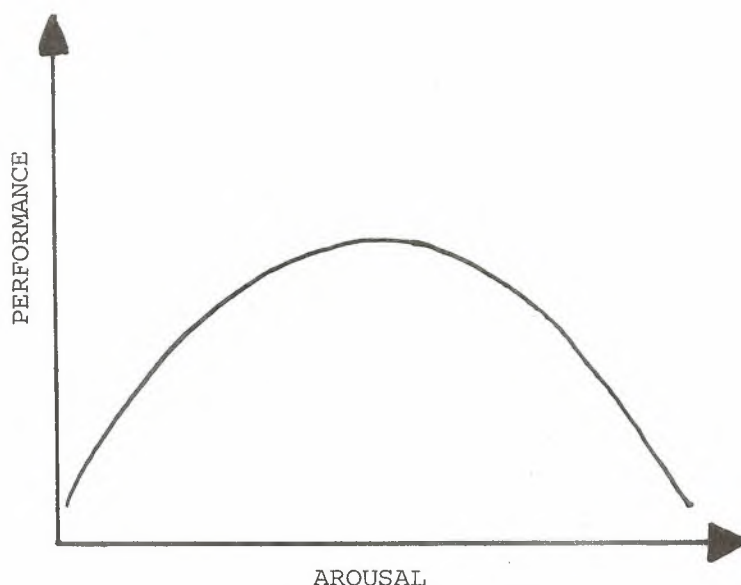


Fig. 1 (adapted from Yerkes Dobson 19 8)

What the diagram purports to show is that for any individual performing any skill, at any time, there is an optimal level or arousal. If the individual is over-aroused or under-aroused the performance will deteriorate. It is necessary to differentiate here between effort and control. Superhuman feats of strength have been performed by persons under stress, in dangerous situations, or who have lost their temper. It may take several people to restrain some institutionalized mental patients. As far as controlled conscious movement is concerned there is an appropriate level or arousal. As this level of arousal is the result of the situation in which the individual finds himself at any time, or the results of thoughts, erotic or otherwise, the different situations will result in differing levels of arousal between training and competition.

Mohammed gave the solution to the rock climbers and can provide the solution for slalomists. Climbers training on a climbing wall can get keyed up when only three feet off the ground by 'pretending' that they are 300 feet up the rock face.

However, the reverse is much more difficult (and more dangerous). One does not pretend to be at ground level when one is learning a skill 300 feet up in the air!

Similarly, it is easier for a slalomist to imagine that a training run is a selection run than to pretend his selection run does not matter; the penalties are more serious, and the level of arousal is critical. One uses practice to prepare for events; not vice versa. Therefore, one should increase the amount of event simulation. Airlines have got it right without writing off Jumbos!

Finally, there is an important relationship between the degree of autonomy in the performance of a skill and the level or arousal of

an individual. One consequence of raising the arousal level is a narrowing of 'perceptual attention' or the events going on around the individual: pressure concentrates the mind. The lady threading a needle is oblivious to the fly on the wall. The worry of the big stopper near gate nineteen focuses attention on it and not on the gate behind it! Therefore the conscious control of skilled movement is restricted to responding to cues from a narrower perceptual field. Expressed more simply, it means that under increased pressure the individual regresses to habitual behaviour (whether that behaviour is good or bad). Consequently, the paddler who has developed his skills to the more habitual stage is able to handle a greater amount of pressure without disrupting the skill, and since the greater adrenalin flow which accompanies this pressure results in greater effort, the performance as a whole may even be better than in training. This is apparent more in the less skilful and more endurance and strength based sports.

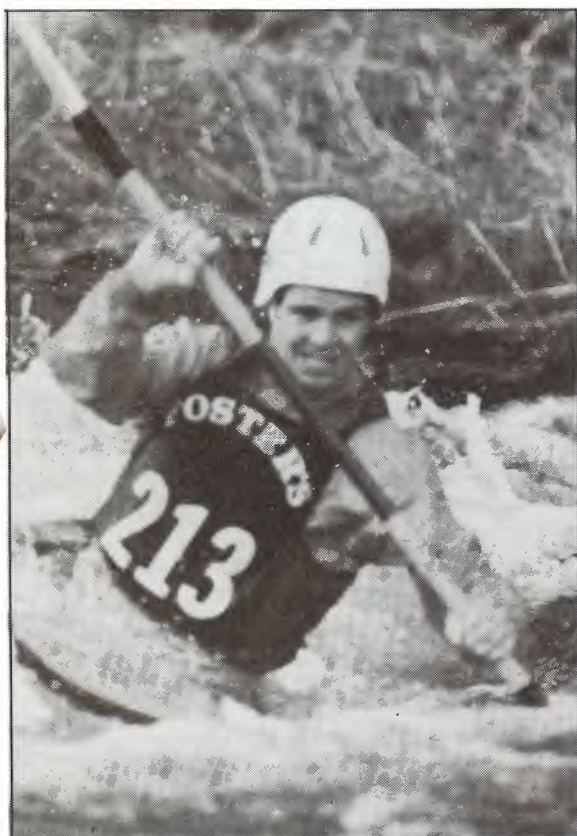
The implications for startline preparation are numerous. However, the fundamental point to be grasped is the need to (a) train to improve abilities of skill, speed and strength and endurance. (b) to acquire the skill to reproduce that ability on demand in the competitive situation by stimulating the competition situation more in training.

Such application will help to avoid 'blowing it' on the day.

Ken Langford —

Coach to North Staffs Canoe Centre.

Profile — Roger Manwaring



ROGER MANWARING

Age : 30

Club : MATLOCK

Best Results : 2nd in National
Championships 80-83

Winner at Tryweryn I and Serpents
Tail 1983.

Best International Result : 1st at
Liptovsky Mikulas 1981.

F.B. You've been paddling quite a
while now, Roger. When did
you first start competing?

R.M. I started competition in '73
and got into Div. I during '75.
Before that I had just messed
around.

F.B. Is there anything you remember
from that time?

R.M. I used to do a lot of judges
events on the Thames Weirs,
and I played polo a couple of
times. My training was much
more spasmodic then although
I did have ambitions of get-
ting into the National Team.

F.B. Was there anyone who coached
you or had an influence on
your paddling?

R.M. Danny Broadhurst, a friend of
Dave Patrick's helped me a bit
during the early days, but
I've never had a coach as
such. I learned new
techniques on my own a lot of
the time and I think I would
have got to the top much
quicker if I'd had someone else
to show me. I'm confident
that what I'm doing now is
right but I think it is good
to have some guidance to make
sure you are doing the right
kind of work.

F.B. You were in the RAF until last
year. Did they support you in
your paddling?

R.M. It was helpful for trips and
expeditions, but basically
being in the RAF meant working
from 8 - 5 which obviously
restricted my training time.
Over the last couple of years
I got more time off and I was
able to train at lunchtimes.

F.B. Can you give us an idea of your
training then?

R.M. It was mainly flat water work.
I was based at Lyneham near
Swindon and there was little
rough water close by. I had

FEEDBACK

15-20 gates with some current and eddies in the winter but in the summer it was completely flat. Basically it meant moving the gates around for as much variety as possible.

F.B. Would you say there are any advantages in doing a lot of flatwater work?

R.M. I think flatwater paddling gives a good gate technique base and is also useful for really hard workouts, but obviously a combination of water conditions is best. Now I'm training at Matlock I find I need less time to acclimatise for rough water paddling and competitions.

F.B. Do you do any other training apart from paddling, weight-training, for instance?

R.M. I used to do heavy weights in the winter up until 1980, but I'm not convinced it did me any good. Now I do more specific exercised in a circuit.

F.B. Is this on your own or with others?

R.M. Usually with Mario Marks and Dave Crosby. I organise the exercises and Dave's Dad does the timing and recording. It works really well. I train a lot more with other people now perhaps 90% of the time, it helps you improve more quickly. Originally I had to train alone; there was no one with the same dedication and keenness to do the sort of work I wanted to do.

F.B. What about training with other top paddlers?

R.M. My feeling is that it is O.K. now and again but it's good to

go away and concentrate on training and getting the work done rather than on winning all the time.

F.B. As far as your competitive career goes, you've had your fair share or disappointments. I'm thinking particularly of you just missing the team for the Worlds in 79 and 81 and then this year going down with appendicitis just before the race at Merano.

R.M. Well, in 79 I never reckoned I had a chance of making the team. It would have been luck because I hadn't done the work. But in '81 I should have got in and I think I could have equalled the results of others. I proved that in Czechoslovakia earlier in the year. What let me down was handling the start line pressure. I didn't know what to do to get over the lethargy I felt. I got harder towards canoeing after that. I was determined to make sure it wouldn't happen again.

F.B. But having made the team last year, you were still unable to paddle.

R.M. It didn't affect me that much at the time, it hit me more when I got home. I felt I had the ability to get a medal if I went well on the day, and I still think I have, so I just wanted to get everything out of the way and start training again.

F.B. You seemed to recover very quickly judging by your result at the Tail.

R.M. Yes, I was paddling again after six weeks and training by the end of the 7th. It was good

to come back with a win but I blew out a bit at the Town. I had a lot of problems at work.

F.B. Yes, if we could re-cap a little. You came out of the RAF in March '83 and started work as a director of Performance Designs more or less straight away. How did you see that developing?

R.M. I envisaged that it was a way of keeping at the top end of the sport with a job I enjoyed doing. At first it was really good, workwise I had never been happier. But after the Worlds things were not going right, I didn't agree with all the decisions and I felt I wanted to be more independent. When the company went under I felt a bit let down but I accept it as a lesson in life and want to put the experience to good use.

F.B. I understand you've started your own business now, Rapid Canoes. Can you tell us something about that?

R.M. Initially we shall just be selling competition boats. We have a new design for this season, the Racer, which we want to promote as much as possible. So I shall be attending a lot of events.

F.B. Do you see the business taking over from your paddling?

R.M. Eventually, yet. I shall want to put more time into it, but at the moment I have no intentions of retiring from competition.

F.B. Do you plan to complete in Rapid Races?

R.M. Yes, I shall fit in some sessions in March to train for it. I think my biggest problem will be knowing the best routes. Fitness-wise I should be pretty good. Slalom training tends to be shorter and more explosive than river racing.

F.B. So do you think it will be a success?

R.M. I think that depends on the following, if it is done like downhill skiing it could be good, but I'm not sure if the water is big enough.

F.B. Thank you for talking to us.



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THE YEAR OF THE LOCAL PRESS

How to make it a success

THE REGIONAL PRESS OFFICER should notify all the regional papers and in particular the regional Sports Council of any major events. Remember that it is important that canoeing takes its place amongst other sports. Publicity in the papers is unlikely to bring the crowds flocking to the slalom sites but it will remind those with an interest in sport that canoeing exists.

CLUB PRESS OFFICERS - Has your club got a Press officer? If not is this a job you/your parents could offer to do? It does not require much time and most of it could be done by telephone. Ask people to help.

ALL CLUBS should send a calendar of their events to their local papers. This should be followed up with a press release prior to the event, giving the place and date and other relevant information. Organisers of ranking events will have received a special press release form in their package.

THE PRESS RELEASE ON EVENTS should be followed up with a telephone call. If the paper is not going to send a reporter arrange to telephone a report through. The paper should be able to make use of the information supplied on the press release so the report need only be brief, giving details of weather, numbers of competitors, the winners of the events, particularly information on any local paddler who has done well.

PHOTOGRAPHS - if the paper is not going to send a photographer perhaps they would print a photo if it was supplied. A photograph is wanted of the slalom site with paddlers and gates up but it need not be taken actually during the slalom. In fact, if time is to be allowed for processing it will need to be taken in advance. A good quality action shot is also required. BLACK AND WHITE PHOTOGRAPHS ARE WANTED. Is this something you/or your father/mother/brother, etc., could do? Think about it and contact your club secretary or the event organiser.

INDIVIDUALS who win or come 2nd or 3rd at a ranking slalom should receive a press release with their trophy. If anyone does not get one please let me know. This is to be sent to the local paper first post Monday morning. If there is more than one local paper the notice could be photocopied. But remember speed is important your paper will not be interested in a month's time.

REMEMBER THAT IF WE ARE TO INCREASE OUR PUBLICITY, thereby increasing our sponsorship and improving the quality of our prizes - each and every one of us has a part to play. Make sure that your club's press officer is kept informed of the events various paddlers attend. Ensure that your, or your friend's/brother's/sister's achievement gets a mention in the paper. It is not the other chap's job - IT IS YOUR JOB TOO!

Jennifer Munro
Tel. (05827) 3583

SLALOM SCHOOLS LIMITED

Introduction

SLALOM SCHOOL aims to provide top level coaching in canoe slalom for all levels of ability. Staffed by coaches and paddlers of World Championship standard our aim is to make coaching of 'National Squad' quality available to the ordinary divisional paddler. Slalom Schools Ltd. is approved by the BCU Slalom Committee.

Location

With the future in mind, **SLALOM SCHOOL** will be based in the Bourg St. Maurice region of the French Alps, venue for the 1987 World Championships. As well as the superb dam-controlled course on the River Isère, the area offers a full range of white-water paddling, with especially good facilities for rough-water gateway. The variety of sites available enable us to tailor coaching to each individual's requirements.

Course Details

Five separate coaching courses will be offered from the end of July to September. Each course will run Mon-Fri inclusive and be open to all divisional paddlers. Courses will be divided into coaching groups of a maximum of 12. The coaching ratio will be approx. one coach to four paddlers. The make-up of each coaching group will be based on current paddling experience.

Video analysis will be used and on leaving, each paddler will receive a written report on their progress along with advice for future training programmes.

General Information

The Bourg St. Maurice region of the 'Haute-Savoie' offers many possibilities for river touring and anyone of our five courses would fit in neatly with a European canoe holiday or tour. Full details of suitable rivers in France, Switzerland and Austria are available on request. Bourg St. Maurice is approx. 12/13 hours drive from Calais.

Fees

The fee for the 5-day course is **£125**. This covers all coaching fees, river access and use of **SLALOM SCHOOL** equipment.

Details of campsites, hotels etc. are available on request.

—Not inclusive in the fee are accommodation, transport, meals, canoes and canoe equipment.

Full board accommodation available in 4 bedded rooms for **£55**. Please inquire for details of cheap rate transport.

Personnel

SLALOM SCHOOL PERSONNEL

John Gosling — School Director

With his experience in expedition and event organisation, and the recent success of 'Paddles Up', John is well set to handle the administration of the school.

Alan Edge — Director of Coaching

World Team Champion in 1979 and current British Ladies Coach, Alan has 10 years experience as a British Team Paddler. He has been involved in coaching the Yorkshire and Humberside Centre of Excellence since 1977 and is in overall control of coaching in **SLALOM SCHOOL**.

Albert Kerr — Senior Coach

Former Individual and Team World Champion, Albert has a vast pool of experience to draw on. He has been involved in coaching British senior and youth teams since 1979.

Jim Dolan — Senior Coach

Current World Team Champion and British Team member since 1975, Jim's experience as a respected teacher and coach will prove invaluable to the school.

In addition to these Senior coaches; Assistant coaches will be drawn from past and present British Team Paddlers.

OUTLINE OF SYLLABUS

- ROUGH WATER GATE TECHNIQUE
- STRENGTH ENDURANCE AND SPEED TRAINING
- COMPETITION STRATEGY
- MENTAL PREPARATION
- RELAXATION TECHNIQUES

The above areas will form the basic framework of each 5-day course, and will be covered in practical, theory and video sessions.

Course Dates

Each date given is for a 5-day period starting on a Monday.

Week 1 **30th July**

Week 2 **6th August**

Week 3 **13th August**

Week 4 **20th August**

Week 5 **27th August**

Application forms are available from Slalom Schools Ltd., Tardis, 2 Birch Hill, Llangollen, Clywd, LL20 8LN.

FEEDBACK

LETTERS

Course Design

Dear Sir,

Two years ago White Water magazine published a series of articles on course design by well known practitioners including Alan Edge and Ken Longford. However, the ideas in them seem to have faded like old Kevlar, as few courses achieve a flowing balanced design which is both testing and fair for all paddlers.

A lot of courses suffer from being designed by Div.I or Premier Kayak paddlers, often with an attitude of "They will have to do that move at div 1. So we will put it in our div. 2". But do some paddlers want to get to Div. 1? The best thing about Slalom is that people can and should be able to enjoy it at any level. People travel long distances and spend a lot of money attending slaloms, to do this to attend a poorly run event with a course which is supposed to be for their standard but which few paddlers can do clean if at all, is asking a lot.

Bad course design can make running an event a lot harder, for example: Inadequate pre-start area leads to complaints about warm up and waiting clinging to the banks. Tight gates lead to presentation problems and protests. Lots of touches due to tight sequences are more likely to cause transmission errors, "All clear" is more easily understood than "Five Five Crackle Five". However a clear run makes adding up the cards easier, and who complains about a clear run?

Is there a need for greater control over who designs courses? Not just at Div I but at all standards. Such that a national divisional standard is maintained, a standard which is fair to ALL paddlers in that division. This might mean not using your biggest jet for your Div. 3, but you will have all paddlers completing all the course.

I see requirements for course designers as follows :

- (1) Have paddled at or above the level for which you are designing.
- (2) Have paddled a Canadian class and realise their advantages and disadvantages.
- (3) Practise course design during training sessions.
- (4) Know well the standard for which you are designing. Talk to paddlers in that division or below, get them to try moves you think simple, then make it easier so a C2 can do it.
- (5) Know the water on which the event is being run and be able to adapt your design to cope with changes in level. For dam controlled rivers this will often mean designing the course at the previous event on the river as it looks totally different when the water's off.
- (6) Think about how the event is going to be judged and how many judges are available. Tight sequences should have a judge on all gate-lines to check presentation. This number of judges may not be available at anything less than Div. I.

A point to note is that one standard of Canadian classes except Div. I varies greatly during the season depending on the progression of the few serious boaters through the divisions, and the

usually small fields, however a good course designer will have designed a course that no matter what the Canadian entry standard they will all be able to complete the full course.

Robin Stonestreet.

Builth Wells Slalom Site, Builth Wells, Powys.

Dear Sir,

As you are no doubt aware, the above site was used for a Div. 3 Slalom during October of last year, after a lapse of approximately two years.

Since the slalom, some canoeists have been gaining access to the river across private property at the slalom site. It has been reported that lorries, cars, trailers, etc., have been on this private property.

One can only assume that since this problem is of a very recent nature, it stems from competition slalom canoeists gaining knowledge of the water conditions, access, etc., as a result of the slalom.

Worcester Canoe Club has a very good relationship with the landowners, etc., associated with this site, and if irresponsible canoeists continue to make a nuisance of themselves they could quite easily cause the loss of an excellent slalom site.

I have also written to Canoe Focus and Canoeing Magazine regarding this, in the hope that the publicity will solve the problem - (copy enclosed).

I accept that this is a difficult problem, however, any assistance would be appreciated.

Yours faithfully,

MICHAEL W. HAWTHORN,

Slalom Captain,
Worcester Canoe Club.

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Regional Pool Slalom Results

The following paddlers are the regional qualifiers for the final round at Crystal Palace.

South West

K1 Men	1	C. Richardson
	2	P. Cox
K1 Ladies	1	C. Ward
C1	1	R. Black
C2	1	Cooper/Cocking

Easter

K1 Men	1	A. Heaume
	2	G. Smale
K1 Ladies	1	P. Read
C1	1	D. Janes
C2	1	Croft/Croft

North West

K1 Men	1	S. Green
	2	B. Melia
K1 Ladies	1	H. Bradshaw
C1	1	M. York

Northern

K1 Men	1	I. Raspin
	2	J. Hansell
K1 Ladies	1	G. Allen
C1	1	R. Aygar
C2	1	Hansell/Aygar

London & South East

K1 Men	1	S. Hardman
	2	T. Harman
K1 Ladies	1	G. Stock
C1	1	P. Anthony
C2	1	Warner/Wheadon

Regional Pool Slalom — Stratford-upon-Avon 14/01/84

Maybe the gales earlier in the day put them off but only 33 paddlers turned up for the West Midlands Regional Pool Slalom. Whilst this meant the event made a large loss financially the paddlers gained as they were able to have 2 practice runs as well as their 2 event runs. There were no Canadian entries as the two entries received earlier had to scratch.

The Mens K1 went true to form with the only 2 Premier paddlers going through to Crystal Palace. Mike Berwick of Stafford and Stone was first in a time of 49.4 secs with Mike Wood of IBM coming second with a time of 52.3

The ladies event was expected to be a fight between the regions 'top' lady paddlers, both promoted to Premier this year, Christine Arrowsmith and Penny Briscoe. They have been battling it out all the 1983 season with Penny pipping Christine by 1 point to win the Division 1 Championship. At this event both were well beaten by the regions most promising Junior paddler Anita Owen from Division 2, a name to

remember. She won, and goes forward to Crystal Palace, with a time of 58.8 secs against Christine's 60.4 secs and Penny's 62.5 secs.

West Midlands

K1 Men	1	M. Wood
	2	K. Campbell
K1 Ladies	1	A. Owen

East Midlands

K1 Men	1	A. Welsh
	2	M. Marks
K1 Ladies		H. Marriot
C1		I. Duncan

South Region

K1 Men	1	B. Noble
	2	D. Howarth
K1 Ladies	1	C. Pallett
C1	1	R. Morgan
C2	1	Morgan/Deacon

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CALENDAR 1984

Date	Prem & Div 1	Div 2	Div 3	Div 4	Novice	Others
Feb 18/19 Feb 26						Int Canoe Exhibition Duck Mill Mini Slalom
Mar 3/4 Mar 10/11 Mar 11 Mar 17/18		Shepperton Appletreewick	Carlisle		Moorland Farm Durngate Mill	
Mar 24/25 Mar 31/ Apr 1	Hambleton P 1	Halton Rapids	Middleton Royal Deeside	Duck Mill Weir* Marple Yalding Weir Dedham Mill Richmond Town	Rockfield N O Denham Court	
Apr 7/8		Symonds Yat		Comrie Dobbs Weir Mersey Valley Ironbridge River Croal		
Apr 14/15		Fairnilee	Hambleton			Southern Region Champs - Hambleton
Apr 21/22 (Easter) Apr 28/29	Grandtully P 1 Tryweryn P O		Ludlow	Head Weir Peterborough	Llangollen Town Middle Mill	University Champs - Tryweryn
May 5/6 (Bank Hol)			Llandyssul	Copley Village Red Locks River Teith Stratford Weir Langham Farm Pulteney Weir Sharnbrook Canford Weir Offenham Myrtle Park Bevere Weir River Leny	Glasshouses	
May 12/13 May 19/20	Washburn P 1	Old Windsor	Easby Abbey			
May 26/27 (Bank Hol)		Linton Locks				
June 2/3 June 9/10	Tryweryn 1 O	Washburn		Stone Festival Ironbridge Teviot Bridge		
June 14 June 16/17 June 23/24		Tryweryn	Tryweryn	Finchale Abbey Peterborough Darley Abbey Middleton	Pulteney Weir + night slalom Shepperton	
June 30/ July 1			Washburn		Hambleton	British Schools Champs - Cardington
July 7/8 July 8 July 14/15 July 21/22 July 28/29			Cardington	Chester Weir Pipebridge	Winchester	
Aug 4/5 Aug 11/12 Aug 18/19			Tryweryn Washburn		Chelmsford	
Aug 25/26 (Bank Hol)	Grandtully (Home Int only)		Cardington*	Stratford Weir Tryweryn		Welsh Champs - Tryweryn
Sept 1/2 (Welsh open + Home Int?)	Tryweryn 1 O		Darley Abbey	Howsham River Tweed		
Sept 8/9 Sept 15/16 Sept 22/23 Sept 29/30		Grandtully	Washburn Elan Valley Shepperton Old Windsor	Hambleton Marple Castlefields Matlock Comrie West Tanfield	Pulteney Weir Winchester	West Midlands Region Champs - Stratford Scottish Champs - Grandtully Eastern Region Champs - Cardington
Oct 6/7 Oct 13/14 Oct 20/21 Oct 27/28		Hambleton River Ave	Middleton Moorland Farm Builth Wells	Holne Park Langham Farm	Durngate Mill	Youth and Junior Squad training weekend - Washburn
	Llangollen Town P 1	Llandyssul			Rockfield N O Seaton Park Yalding Weir	Fosters International - Llangollen

*VKC events

NB This calendar is subject to minor alterations during the season. For addresses for each event see BCU Slalom Yearbook.



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