

June 1985

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Canoe SALLOM

INCORPORATING **FEEDBACK**



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• PROFILES -
LIZ SHARMAN
BILL ENDICOTT

• SENSATIONAL **NEW**
COMPETITION



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Ian Raspin: Britain's top youth paddler

Photo: T Tickle

Canoe SLALOM

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COPY

The next issue will be published on August 16th. Copy to reach the Editor 14 days before publication date.

Cover photo: Richard Fox at Tacen, Yugoslavia

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EDITORIAL

The third issue of 'Slalom Magazine' greets the new British K1 mens slalom champion, Jimmy Jayes, who in the absence of Richard Fox from the early season events, now has three premier wins. Statistically he can still be equaled on points by Russ Smith, if Russ wins Serpents Tail and Llangollen town, but to all intents and purposes, Jimmy's winning second run at Washburn gives him this year's title, a reward for hard graft and commitment that is an inspiration to every paddler over the age of 23! With four premier events gone no one else has shown consistent form in mens kayak, while in the other disciplines the current leaders will have to wait until September to confirm their rankings.

Not that for most of these people the ranking list matters too much at the moment, for their minds are centered on the Augsburg Worlds, as is this magazine, for this issue is primarily devoted to this, the climax of the canoeing year. No prophecies can be made, it's just good luck to those who represent us, and I hope they acquit themselves to the best of their ability, as well as enjoying themselves.

The absence of Richard Fox from the ranking list this year is easily explained. Apart from the Rapid Racing week, Richard has been conducting his campaign for a third gold in foreign parts. Most encouraging was his victory in the South German Championships, held on Augsburg in the same week as Washburn in which he defeated world rival and Augsburg resident Peter Micheler by some six seconds. In addition to his victory in Rapid Racing, against a top class international field, his results abroad this season put him securely on top of the canoeing world. All we can hope is that he gets his just reward in June and brings the Paul Farrant trophy home again.

Domestically the season is now well under way. Division one has had three ranking events and the current leader is Nick Barton of Windsor, with Britain's top black slalomist, Kev Campbell, close behind. Promotions and entries from the lower divisions show that the sport thrives and grows at all levels. The number of events, the number of participants, and the number of represented clubs has increased again, with the atmosphere at all the events that I have attended being friendly and enjoyable. Many unsolicited reports from people unconnected with the organisation have been received and all have been complimentary of the rising standards of organisation and presentation of events. We will pass what we can on to the clubs concerned.

This is the last season of the operation of the current rules for slalom. The new rules have been imposed from without, but like it or not they are there and we are stuck with them. The time has come to stop griping about what is being done to 'our sport' and to get on with the game, whatever the rules. If you haven't been to a new rules event then you should go to one and experience it at first hand, to learn how your approach to events will need to change. Let's be positive - we are the best slalom nation in the world, and we will remain so if we get out there and give it a fair go - but if we isolate ourselves from the mainstream of slalom by self imposed differences we are doomed to fade into ordinariness and inconspicuousness internationally. To all the merchants of doom who say that all the skill will go out of the sport, and to all the cynics who talk about putting the poles on the bank and running down the course, and other witticisms, I would suggest that the course for the April premier event at Bala would have been an excellent new rules course. It would have been a very skilful paddler who negotiated 13, 14, 15 as three forward downs, and the scope for thought and planning, and the reward for skill in pulling off a difficult move, which will be up to you to try, will be greater, not less. In the 13 years I have been in this sport, every time the rules have changed the 'less skill' chorus has gone up, often from the bank and from past 'masters'. We, the paddlers, have to race these rules. Let's give them our best shot!



Joe Lyons

FEEDBACK

NOMAD INTER-CLUB CHAMPS UPDATE

The following rules have been agreed:

The clubs that compete must be both B.C.U. and slalom registered. The event will be run under the proposed 1986 div. 2 - novice rules. Each club may enter a team of three premier/division 1 paddlers, one from each of the lower divisions to div. 4, and a C1, C2 and a lady, who must all be at least division 3. There can be no doubling up in different classes. A team event will be held with the teams made up of the three premier/div. 1 paddlers, the three lower division men and the lady and Canadians. Each club must provide at least two judges who may enter the judges event. A team leader must be nominated, who may or may not be a paddling member. Prizes — 1, 2, 3, in each class. The top club, worked out on a points system, will each win cash prizes for the club as well as medals. Entries to J. Croft, 12 Holmcroft Road, Luton Beds, LU3 2TJ. Telephone 0582 571841. Entry fee £3.00 individual, £3.00 team, cheques payable to St. Augustines Scouts Canoeing account.

NATIONAL COACHING FOUNDATION PROJECTS

Alan Edge the National Slalom Team coach has been awarded a NCF grant to help him carry out a study of a delayed Feedback VTR System to assist the coaching of canoeing and other sports. The project will be based at Bangor under the supervision of former Olympic Coach John Fazey.

John Handyside has also been successful in his application for a NCF grant. His project will focus on the development and calibration of a Canoe Ergometer which will be used for fitness testing members of the national teams.

B TEAM PROGRAMME

When the team minibus arrives back in Britain after the World Championships there will be just enough time to refuel before the Great Britain B team sets off to compete at Merano and Tacen on the 23rd and 29th of June respectively. Three members of the team will not stop there, however. Following the event at Tacen in Yugoslavia, Dave Crosbee, Ian Raspin and Ishbel Grant have to make the 600 mile trip to Thonon-les-Bains in France to join up with the rest of the British Youth Team for yet another International Event. The French competition is being used by the Youth Team as a preparation for the European Youth Championships which will take place at Spittal in Austria on July 14/15.

BRITISH TEAM WARMS UP

In preparation for the World Championships the British Canoe Slalom team has undertaken several trips to the continent for training and competition. A week long training camp at Augsburg after Easter was followed at the beginning of May by another spell of training on the Eiskanal and two competitions at Lofer. More recently the team has been involved in the Tatra Cup, a series of three competitions held on the artificial courses at Liptovsky Mikulas in Czechoslovakia. In addition to the wins of Fox and Sharman in their respective events Les Williams showed his best form in the C1 class, taking third place in the Tatra Cup.

The final warm-up event for the team will be the Commonwealth Championships at Bala on June 1/2.

SPONSOR ANGRY

Imagine the dismay of Washburn Slalom sponsor Chris Hawksworth when he found out that his original donation of £800 worth of equipment for prizes at the May event had turned into £1200 after goods had been exchanged following the prize giving. Leeds Canoe Club spokesman, Norah Small, suggested that the unfortunate incident has probably cost the event any chance of a further sponsorship from the Wild Water Centre.

AMERICANS WARM UP ON MINI AUGSBURG

The American slalom team has been making good use of its own artificial course at South Bend Indiana as preparation for facing the real thing at Augsburg in June. The Old East Race utilises a filled-in industrial canal in the middle of the city and although it was constructed as long ago as 1972 few paddlers had heard about it until the late Summer of 1984. Since that time a few alterations have been made to improve the water flow and at the end of April it was the site for the 1985 US team trials. Thus, in the space of a few months the East Race Course had come from relative obscurity to be the centre of attention in US slalom. It could only happen in America!

CRASH HELMETS

Rule 23b in the year book outlines the rules and recommendations for crash hats. A number of crash hats currently in use do not comply. It is the responsibility of the competitor to ensure that their equipment complies with the rules, and the organisers and the Executive have a duty to ensure the rules are obeyed. The provision of these rules is for the benefit of competitors - do not take unnecessary risk - make sure you are protected!

NEW WAVE

Andrew Ainsworth GmbH
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 0 30/3 32 71 72
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 Ontario L9H 5E7
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HYDRO

Robust paddle suitable for all general purpose kayaking. Incorporating a peripheral aluminium "U" section around blade, and a 30mm dia. high tensile alloy loom.
 Manufactured in lengths from 180-220cm. Wt. 1250 gm.

HYDRO CARBON

Lightweight competition paddles with fine cross section at tip for the least resistance on entry and efficient shed of water after stroke. 28mm dia. loom in high tensile alloy or Carbon/Kevlar hybrid, with flexible hand grips, giving the ultimate in positive control. Manufactured in lengths from 180-210 cm. Wt. 950-1050 gm.

HYDRO EXTREME

Robust paddle suitable for heavy white water and general purpose kayaking. Peripheral aluminium "U" section around blade, heavy gauge loom and extra insulated hand grips.
 Manufactured in lengths from 180-220 cm. Wt. 1450 gm.

HYDRO POLO

Regulation 5mm. thick blade without metal edge, heavy gauge loom, 30mm dia, ovaled at hand grip.
 Manufactured in lengths from 180-220 cm. Wt. 1200 gm.

MISTRAL

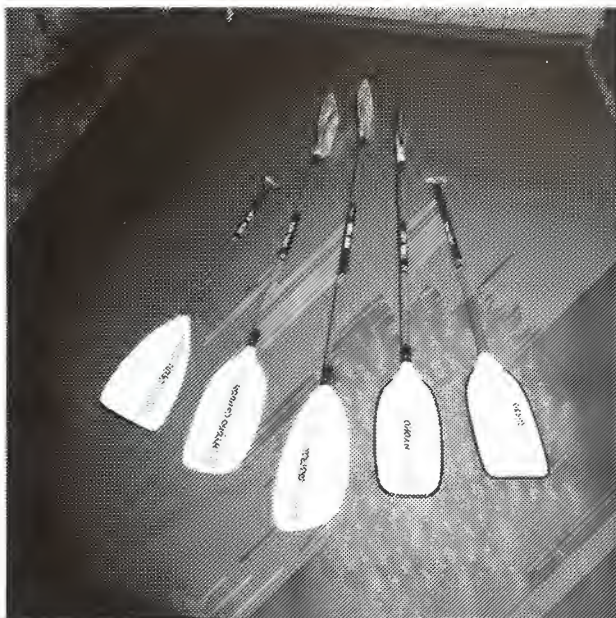
Asymetric sprint, LD, sea touring and surfing paddle, with deep spoon and stabilising rib. The high tensile alloy loom running through to the tip, makes it strong enough for river racing and surfing, with the blade area cut to customer requirements.
 Manufactured in lengths from 180-250 cm. Wt. 950-1200 gm.

TURBO. Canadian Paddle

Slalom Canadian paddle, with a reinforced tip, and a blade area that can be cut to customer requirements.
 Manufactured in an uncut length of 165 cm and supplied with "T" grip handle. Wt. 800 gm.

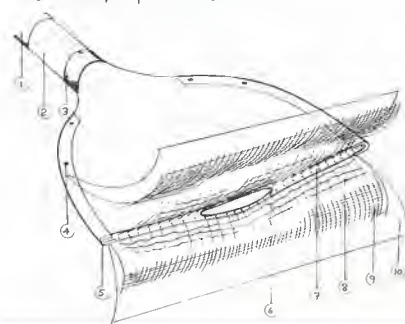
TURBO BENT SHAFT. Canadian Paddle.

Lightweight racing and touring paddle with "Pomel" grip. Angle of bend 14 deg. Manufactured in lengths from 48" - 54". Wt. 520 - 600 gm.



PADDLE CONSTRUCTION

- 1 PVC grip over oval loom or flexible hand grip.
- 2 High Tensile alloy loom. 350 N/mm², corrosion free.
- 3 Shrink PVC.
- 4 Aluminium periphery, pressed and riveted onto blade.
- 5 Half hard aluminium "U" section for edge wear.
- 6 Alloy loom profiled and continued through to blade tip without a break in the structure.
- 7 High density structural foam.
- 8 Foam reinforced with Diolene/Glass composite weave.
- 9 Glass fibre/Carbon/Kevlar/epoxy based resin laminates (Different mixes depending on model)
- 10 Surface finish coat, impervious to water.



TRADE NEWS - PADDLES

A REVIEW OF THE VARIOUS TOP COMPETITION PADDLES NOW AVAILABLE

Until this year, Freeblades had an effective monopoly of the competition paddle market. Now both MI and New Wave have come up with alternate products. Below we investigate the construction and the variations offered by these manufactures, with a personal consideration of the pros and cons of each type, and the price.

New Wave HydroCarbon

The major feature of these blades is that, unlike the others, there is no join at the neck of the blade - the shaft runs all the way to the tip of the blade and the blade is moulded directly to it. This is possible even with carbon shafts - clever eh! The alloy shafted version as well as the carbon are equipped with a firm foam grip that fits neatly into your hand, available on one or both ends, according to preference. The construction is based on a high density structural foam which is then reinforced with a diolen/glass chainweave and surrounded by glass/kevlar laminates and a gelcoat finish. The overall weight of 1050 gms makes it slightly heavier than the other makes, but it repays this weight by being much better wearing - frequent use on shallow water didn't appear to do much damage with the ends retaining their cleanness and sharpness throughout the test. The edge is fairly thin and feathers through the water ok, but the thickness of the spine on the back of the blade does resist the water a little. The blade itself is very rigid and remained so, and gives a good feeling of power in forward paddling.

Available in lengths from 180 cms to 208 cms, and with various blade areas. Alloy shafted from £29.90, and Carbon shafted from £45.00.

MI Slalom Competition

A revolutionary design from Ian Freestone, manufactured and sold by Martin Spencer. The major design feature is the central rib on the face of the blade - long an element of rowing blade design, and used in LD blades. This provides a better bite on the water for forward

paddling and the effect was immediately noticeable. It has a slightly thicker blade section which initially made feathering through more awkward, but they take some getting used to and it is worth persevering. After a few sessions they feel very comfortable. The slightly rounded corners didn't suffer as much on the shallow waters of Stone, and the thicker section means they maintain their rigidity for longer despite heavy use, although the ends are subject to chipping and fraying as a result of hitting rocks.

Two grips are provided, with various angles of feather available on demand as the blades are separate from the shaft. Constructed around a shaped alloy centre, a polyurethane core is strengthened by a series of laminates of kevlar and glass. These combine to give very good stiffness and good power in forward strokes. The carbon shafted set weighs in at about 1020 gms.

Available in lengths from 198 to 208 cms, various blade areas. Alloy shafted from £29.90, Carbon shafted from £47.00.

Freeblades Competition Epoxy

In a sport where paddle control, feathering and slicing is paramount, these thin section blades are the cream of the market. The incredibly thin edge section gives minimal resistance to slicing and superb control over the whole blade. Unfortunately the thickness (or thinness) of the blade leads to problems with wear and damage, although the construction of these blades in epoxy reduces the wear somewhat. The weakness of these blades is that they are not designed to be anything but the best competition shape, and this rules out an extended life for the ends. They are not rigid in flat out sprinting - but then you rarely get to sprint flat out in top level slalom. The blades are square cornered, and for the first few weeks at least, and longer with epoxy, retain rigidity. Excessive use in shallow water will weaken the bottom corner and soften it. A spare pair is a must for racing. The smooth large blade area with its square soulders means maximum water leverage. They are constructed around an alloy tube, with a

foam sandwich injection between a layup of kevlar carbon and now epoxy resin, and then inserted into a high quality alloy or carbon shaft. For the top racer these are still the blades to use, but be prepared to have at least two sets.

Available from 198 to 208 cms with many blade areas and feathers. Alloy shafted from £38.00 Carbon shafted from £55.00 + VAT

General Conclusions

All these blades are more than adequate for competitive slalom, and in the long run personal preference will play a major part in selection of make. Points to consider are how much you can afford, the shallowness of your training site against your level of commitment to top flight racing. My advice to the rising paddler is that the New Wave and MI paddles are worth trying, but that for the top end the advantages of freeblades outweigh the constructional problems.

CENTRAL PADDLERS



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Further details S.A.E. to: D. Hennessy, Our Lady of Fatima School House, Winchfield Drive, Harborne, BIRMINGHAM B17 8TR

New rules

New rule slalom to be held at Eyemore Rapids 11th August 1985. (Nr. Bewdley, W. Midlands)



In the hands of champions ...

PADDLES

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mi

BY DESIGNS LTD

The MI range of paddles are produced using the latest machinery and technology available. All the paddles except the All Round are a composite construction using glassfibre, kevlar, polyester and vinylesters, surrounding a polyurethane core with an aluminium insert for extra stiffness. This solid construction technique avoids all the problems that have been associated with hollow composite paddles as well as adding to the tremendous overall strength of the blades. The standard range of blades are set in an aircraft alloy loom which is completely coated for added comfort.

MI SLALOM COMPETITION

A light weight competition slalom paddle with a unique shape which has been developed to give a very good grip and feel without sacrificing slicing and feathering ability. Designed specifically for slalom competition.

Average weight: 1020g Available: Right or Left 198cms – 208 cms

MI SLALOM WHITEWATER

The same blade shape as the competition paddle in a slightly heavier construction including aluminium end protection. The perfect whitewater touring or slalom training paddle.

Average weight: 1100g Available: Right or Left 198cms – 212cms

MI DOWN RIVER

A new racing shape for wild water racing with a unique profile ensuring the paddle remains balanced even when it is being used in the flat paddling style necessary on shallow rocky rivers or in heavy waves. Designed specifically for rough water racing.

Average weight: 990g Available: Right or Left 210cms – 216cms

MI SPRINT

A very popular blade shape for sprint racing and marathon, based on the latest ideas from Scandinavia.

Average weight: 1050g Available: Right or Left 216cms – 222cms

MI REGATTA

The most popular and versatile blade shape which is widely used for marathon, wild water racing, sea canoeing or just general touring.

Average weight: 1000g Available: Right or Left 210cms – 220cms

MI ALL ROUND

Blades injection moulded in ABS set on an aluminium loom gives a very durable all round general purpose paddle. The blades are available either flat or curved helping to make this versatile paddle the ideal beginners choice.

Average weight: 1350g Available: Right or Left 202cms, 206cms & 212cms

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P.O. BOX 6, NEWARK, NOTTS, NG24 4TB.

WM85KANU

AUGSBURG

Mecca of International slalom

Founded by the Romans in 15 BC and named after the Emperor Augustus, Augsburg is a city where much history has been written. Munich was founded from here, and it was and is a town of craftsmen and merchants, the Fuggers Holbein Mozart and Brecht have lived in this town of 250,000 people. As a canoeing site the first German slalom Championships were held here on the Ice Canal in 1956 - not the first event on the river, but the prelude to the 1957 World Championships. These the 5th Worlds, were attended by some 15 Nations. Events continued on the Ice Canal through the next ten years, until probably the most important event in canoe slalom history, the acceptance of slalom as an Olympic sport at the 1972 Munich olympics. With no suitable site near Munich, it was decided to build an artificial course at Augsburg next to the Ice Canal that had already seen so much international slalom.

In 1972 the course was put to the test and the result was a spectacular and highly successful Olympic competition staged in front of 25,000 spectators and millions of television viewers. The home crowd had little to cheer about however, as the East Germans swept the board with gold medals in every category. Notable among the results was the win by Siegbert Horn in the K1 event, he was to dominate this class until 1976, and the second place of Norbert Sattler, who 13 years later is still a force to be reckoned with.

Since 1972 five German championship events and three Europa Cup competitions have been staged on the Eiskanal indicating that Augsburg has lost none of its attraction neither nationally nor internationally. Indeed, there is much more on offer than a competition site to attract paddlers to Augsburg. There are three training canals, a swimming pool, sauna, weight training centre, conference rooms and overnight accommodation with 52 beds.

In addition the two canoe clubs AKV and Schwaben Augsburg have facilities alongside the course. Between them the two clubs make up over a third of the West German team for the championships.

The 19th world championships are likely to be the biggest and best yet. In 1985 the city of Augsburg celebrates 2000 years of history and the organisers assure us that the canoe slalom

events will be very much a part of the celebrations. The mascot for the event is 'Kanu Augustus', a replica of the Roman Emperor Augustus in a plastic canoe and throughout the week of the championships the Augsburg anniversary committee will be providing volunteers in the traditional costume to help with the running of the event.

The task of organising this competition rests with a team of administrators from the Augsburg Sport and Recreation department backed up by representatives from the two canoe clubs. The overall budget for the event is 550 000 Dm (approximately £142,000) which includes major sponsorship from Mercedes Benz.

Over the three day period 14th - 16th June 1983 competitors from 20 countries will test their skill and fitness on the thirty gate course. To give you some idea of the nature of the water at Augsburg we sent Joe Lyons down for a paddle.

Over the years various parts of the course have acquired names and reputations, not least the first major obstacle, a large boulder in the centre of the flow, known as Avery Brundage, in deference to the German Olympic organiser, who, legend has it, was a major obstacle to the introduction of slalom to the Olympics. The eddy and stopper behind it are particularly vicious, and the first requirement for any move around it is boat speed. The best testimony to this stopper is the reluctance of the rescue divers, who will otherwise jump straight in anywhere else on the course, to go into Avery Brundage - here they prefer to throw you a life buoy. After a stretch of relatively calm water (by which I mean there are only 6 or 7 nasty boils and stoppers) the new course diverts right from the Ice Canal and plunges down a 3 to 4 foot drop into the Washing Machine stopper. Immediately below this stopper the German designer thoughtfully placed a large rock against which the water surges to form a cushion. The gap either side is less than a boat's width, which is an unnerving thought to those who get the stopper wrong and approach it upside down. In the eddies to either side of the stopper the water rises and falls in tremendous surges by a foot to 18 inches. Here even the best can struggle.

Under an arched footbridge is the Zoom Flume, a large drop angled to accelerate the water into an exploding stopper, that has but one route through it. In my more lunatic moments I have jumped from this footbridge into the stopper, an alternative to paddling that sets the heart pounding, on a hot sunny day. The series of standing waves after the flume often contain a tricky gate, whilst the eddy to the left is one of the weirdest in the world. In this eddy I have seen World Champion C2s struggle to roll after being washed against the side, and then end up swimming after being flipped 5 or 6 times. This is no eddy to take a rest in!

Having coped with the Zoom Flume, Moby Dick looms. As the name suggests this is a large, whale shaped rock, where the

water runs up to form a giant cushion. To the right is a 'commitment' breakout - especially as the exit takes you across the face of Moby Dick and its good odds that he'll Eat you up. From here there are choppy waves and tight little stoppers leading to the last major feature on the course, the Spin Dryer, an eddy which defies belief in terms of the speed of the upstream flow, and the height difference between the eddy and the flow. Get the exit wrong and there is a stopper 2/3rds the width of the canal just below the eddy, probably with an American C1 posing in it, drinking coke. From there to the finish the odd boil and stopper are all that prevent you from completing yet another heart stopping run down the most exciting slalom course in the world.

J.L.

The Zoom Flume

Photo: Tony Tickle



Programme

Wednesday 12 June

Opening ceremony

Thursday 13 June

16.00 - 19.00 non-stop training

Friday 14 June

15.00 C1 & K1 women

Saturday 15 June

14.00 K1 men & C2

Sunday 16 June

14.00 Team events

Prize giving and closing ceremony

Results Service

People interested in learning the results from the world championships before they appear in the papers can make use of the Slalom Committee Results Service.

Friday & Sunday results

C1, ladies and team events

Telephone 0582 571841 after 6.00 pm

Saturday results

K1 men & C2

Telephone 05827 3583 after 6.00 pm



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2 EUROSTYLE CAGS

- SHORT SLEEVED
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3rd Prize

1 EUROSTYLE CAG

- SHORT SLEEVED

PLUS

All Winners also receive a years free subscription to Slalom Magazine.Plus full colour Slalom Magazine Poster.

QUESTIONS:

- 1) In which year was the first Europa Cup Competition for Slalom Canoeing
(a) 1970 (b) 1974 (c) 1976 (d) 1969
- 2) What is the maximum penalty it is possible to incur on a team gate
(a) 100 (b) 50 (c) 200 (d) 150
- 3) Where is the 1987 World Championships to be held
(a) U.S.A. (b) Czechoslovakia (c) France (d) Australia
- 4) Which current individual World Slalom Champion has also finished last in a World Championship Event.
(a) R. Fox (b) F. Haller/
L. Haller (c) L. Sharman (d) J. Lugbill

Answers on a postcard to Eurostyle (Summer Comp.) P.O. Box 17, Stone, Staffs. ST15 8SP.
The first three correct entries out of the Editors hat (it's big enough - don't worry) will be the lucky winners. All entries must arrive no later than first post on 31st July, 1985.
PLEASE DO NOT FORGET TO PRINT YOUR ANSWERS AND ADDRESS CLEARLY.

TRADE NEWS - ABS SLALOM BOAT

VACLITE TEST REPORT

After some problems in introducing the first production model of the new ABS boats, which are called 'Vaclite', caused in the main by supplier problems with the material, Pyranha are now producing the new boats in Image 75 form, and the test to destruction team have been doing their best to reduce the 'Vaclite' boats to fragments, with rather limited success.

Those who saw the boats in 3mm ABS on display at the Exhibition will have been impressed with the rigidity and strength that they showed. The 2mm version more than lives up to expectations. We have tested the material on water and on land with total disregard for the normal conventions of boat treatment, doing the kind of things you see beginners doing to plastic rotoboats. The production model 2mm ABS skin is reinforced by a layer of kevlar and epoxy, kevlar carbon having been found to be a more brittle combination (relatively speaking!). Our first set of tests were done in a kevlar carbon boat, and after we finished they strengthened the area around the paddler, so as to avoid the kind of damage that did occur.

THE TEST

The first boat weighed in at 9½ kg. We tested this over two days on the Tryweryn international site, with little regard for rocks. The most impressive moment was undoubtedly when Wally got the drop on Mrs Davis's bridge wrong and ploughed into the big rock in the stopper at speed. The resulting damage from a move which would have taken the front off any other boat (and I know because I've done it more than once) left a slight split in the seam some 2 feet from the tip. More serious damage was achieved by Wally reversing over a rock, when he managed to crack the skin and the kevlar carbon underneath his left thigh. A strip of tape kept the water out while we pondered the damage - it would be interesting to see if Pyranha could

restore it and what it would look like after. The rest of the 6 sessions on the river left just cosmetic damage, which is put into perspective when you consider that 4 premier paddlers training for 4 sessions over the weekend had between them knocked off 2 bows, 2 sterns and a large amount of gelcoat. The boat was returned to Pyranha with the challenge to repair it. The result was most impressive. An epoxy patch and the ABS was sealed and, apart from the line of the crack there was no way to tell where the damage had been. A coat of white spray paint and I'd have challenged anybody to find it.

Meanwhile the second boat was being put through some more extreme testing. Unable to get this onto really rough water, I got Corrinne Helm to dance on it instead, after which I paddled around the pool with her standing on the aft deck. We sank it a few times, then tried dragging it out over the side of the pool half full of water - a classic way of bending glass boats. After 1½ hours of this maltreatment I couldn't find a mark on it. A session at Stone doing forward downs by the direct route led to some minor scaring of the hull on moves that would have gutted any other construction of boat.

All in all I think we put these boats through some pretty extreme tests and, with the one exception, the structural integrity of the boat was totally sound. The repair of the one break was so easily done and so rigid after that it was worth the effort to damage it. The development of this material is a major step forward in the sport, which in the long run will reduce the amount you have to spend on boats, because they will retain their water imperviousness and rigidity for so much longer. The only remaining problem is to reduce the weight, and I gather Pyranha are now investigating the 1.8mm ABS skin. On the evidence of the 2mm version they will find a 9 kg boat fairly easy to produce.

Joe Lyons

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WORLDS PREVIEW



WM85KANU

K1 MEN

The German Press are already billing the Kayak event as a big showdown between reigning World Champion Richard Fox and the local hero, Peter Micheler, third in the last world Championships. Micheler lives in Augsburg and has trained almost daily on the course since he watched the Olympics in 1972. His tremendous power and supreme confidence on the Eiskanal make him hard to match for speed, but he has a record of hitting poles in major events.

The stage was set for an exciting world championship when, in May, Fox just pipped Micheler for speed and produced a clean run to win the Bavarian championship 187.2 to Micheler's 188.9+5. Just behind Micheler in third place was his Schwaben Augsburg clubmate Jurgen Kuebler, who turned in two clean runs, a show of consistency which could well earn him a top ten position in June.

Toni Prijon is an unknown quantity this season after spending most of his training time preparing for the whitewater race at Garmisch. Other serious contenders include the flying Czech, Libos Hilgert who was second at the pre-world championship last year. He has changed boats from a Prijon to the higher volume Pyranha Image specifically for this year and has finally shrugged off the illness and injury which hampered him last year. Hilgert's recent form in Czechoslovakia, where he beat Fox in one race and finished a close second in two others, suggests that he will be aiming to better his Silver Medal from the 1981 world championships.

Watch out also for the young team of Yugoslavs, particularly Skok and Cizman. Cizman placed fourth at Marano when aged only 17 and after a year off from paddling in the army he is approaching his form of two years ago. While Skok, delighted by his new lightweight boat, paddled confidently to a fourth place, behind Kiwi hot-shot Donald Johnstone at Liptovsky Mikulos. Together with Abramic they are a tip for a team medal.



*Peter Micheler - The German Speed Machine
Photo: Jurgen Gerlach*

The French have produced a mixed bag of results this year. They dominated the British Kayaks at Grandtully in April taking three out of the first four places but have since had little to shout about. Christophe Prigent is again their top paddler and a consistent high performer in big events, last year he was placed third overall in the European Cup.

The British challenge is completed by Jim Jayes, Russ Smith and Mervyn Jones. Jayes is the man on form at present, riding high on a wave of confidence generated by three convincing wins at home this season, a win at Lofer and an equal fourth place in Czechoslovakia with Skok. The team event is wide open of course with the biggest threats coming from the Germans, Czechs, Yugos, French and the Brits who won handsomely in Liptovsky by 18 seconds.

It is hard to judge the strength of the American team this year since they will not race in Europe before the worlds. Chris Doughty is likely to be their leading paddler, he was placed third at Bourg St. Marice last year and will be looking to better Chris McCormick's fifth place at Jonquiere in 1979.



W/M85KANU

C1 MEN

The Canadian singles event is open to two questions: firstly, which American will win? Lugbill, the champion since 1979 and holder of six gold medals, or Hearn the challenger, three times silver medalist and the man on form during the early season. Secondly, how close will they get to the Kayaks?

In no other category has such domination been achieved as in the C1 class and above all Hearn and Lugbill start with a tremendous psychological advantage over their European rivals. Whatever the outcome, spectators at the Eiskanal will be able to witness the two greatest exponents of canoeing skill turning, powering and carving their way towards the 'ultimate run'.

Nor should one forget the other American C1s. Kent Ford, the guitar playing stuntman from the movie 'Fast and Clean' and Jamie MeEwan, the bronze medal winning survivor from the 1972 Olympics.

Against this strength of opposition the European paddlers will have to produce their very best. One man who has the strength and skill necessary to perform well at Augsburg is Briton Martyn Hedges. Although he has a poor record in world championship events it would be foolish to assume this is a permanent trend. Jean Sennelier is the best of the French, a good performer in important races but he appears to lack the necessary speed this year to challenge for a medal.

Potentially the fastest of the Europeans is Ontko, the small Czech, from Liptovsky Mikulas. He displays an almost Kamikaze technique on crunch moves which works 80% of the time. When it works he goes fast! This year he was at his most consistent with convincing wins on his home course in Czechoslovakia.

Other challengers include Jozse Vidmar of Yugoslavia, bronze medal winner at Merano and the 'Italian Express', Renato de Monti, a paddler who has modelled himself on the Americans.

We have in the British team the promise of good performances from Les Williams, Bob Domen and Switcher Pete Bell. In Czechoslovakia during May it was Williams who showed the best form with an excellent third place behind two home grown Czechs.



Hedges and Vidmar: can they catch the Yanks?



W/M 85 KANU

KI LADIES

This is set to be the most exciting ladies competition for some time. Liz Sharman must start as favourite by defending her title. She is already in impressive form this season, but there is no doubt about the seriousness of the challenge from other quarters.

Marie-Françoise Grange of France stole the show at Augsburg last year, and the Europa Cup, with some confident paddling under pressure. She lacks the raw speed and power of Sharman but makes up for this by putting the boat in the right place at the right time. Like the other French girls she has the habit of delivering the goods on the day.

In a race where clean runs are likely to be at a premium local girl, Gabi Schmid, could be a strong contender. She has a smooth flowing style and a familiarity with the course and a confidence which few can match.

There are several unknown quantities in this year's event. One must respect the challenge of former champion Cathy Hearn on this the most difficult of courses. She has enormous strength and confidence on whitewater and the experience of having done it all before. Together with teammate Yuri Kusuda, who won the Llangoilen International last year, she could well be a match for the European girls. Likewise Viv Golding the 'bubbling dynamo' from Down Under could be a force to be reckoned with. If she can cure her reckless disregard for penalties she has the speed to win a medal.

Of the remaining British girls Gail Allen is the most consistent high performer, and despite some disappointing results in Czechoslovakia in May she could well better her sixth place at the last world championships. Karen Davies and Sue Ward will both experience their first worlds at Augsburg. Go for it girls!

In the team event I would tip the West Germans, the French and the British for medals, closely followed by the Americans.



Sylvia Arnaud, France and Gail Allen chasing Grange and Sharman.

Photo: Tony Tickle



WM85 KANU

C2 MEN

If Augsburg is a difficult course for a kayak at the best of times then it can be an absolute nightmare for a C2!

Here, more than anywhere else, familiarity with the course is crucial. The top West German crew Hemmel/Loose must therefore start with a distinct advantage over others since they both live and train in Augsburg. At the final C2 selection event for the German team all three of the German crews looked strong and positive. One would expect at least one of their boats to be among the medals.

Outside of Germany there is likely to be a strong challenge from the Eastern bloc. In Liptovsky Mikulas the first four places were occupied by Czech or Polish crews. The winners Simek/Jiri were by far the most dynamic on the course and could be hard to match for speed on Augsburg. The top Western crew in Czechoslovakia was Jamieson/Williams who were placed just in front

of 1983 silver medallists the Calori brothers. But the 1984 Europa Cup winners Saidi/Duval of France have struggled to find last season's form after Saidi broke a leg during a post race party in February.

The reigning champions, the Haller brothers from the USA are an unknown quantity in Europe this season. Last year they produced disappointing results in the Europa Cup, largely because Fritz Haller was suffering from a virus. But when Americans go for the worlds they do it in a big way. So watch out for a repeat performance from the Hallers!

The four British crews are all capable of good performances at Augsburg, particularly the young partnership of Arrowsmith and Brain and the 'Dynamic Duo' of Eric Jamieson and Rob Williams. The Scottish pair Meikle/Brown suprised many by making the team and together with fellow countrymen Young/Munro they are determined to prove their worth.

R.F.

Below: The Dynamic Duo in action

Photo: Tony Tickle



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THE ENDICOTT FACTOR:

One Key to America's Slalom Success

Article and photos supplied by
Whitewater '84, USA

by Kent Ford III

Bill Endicott, U.S. whitewater slalom team coach, makes extensive contributions to whitewater sport. His influence on competitive paddling has steadily grown from the time, thirteen years ago, when as an athlete he finished as the top U.S. C-2 (19th) at the World Championships. Today Bill has a much greater impact on the sport, coaching U.S. athletes to world domination. In addition, he monitors the progress (and history) of the sport, writes books on whitewater racing, and serves as personal advisor to many of his athletes. His life revolves almost entirely around whitewater.

Bill's time commitment to his athletes is remarkable. A typical day starts at 5:30 a.m., when Bill walks down to Washington's slalom training course for a session with paddlers holding daytime jobs. This wasn't possible several years ago when Bill's main commitment was as a congressional aide, and commuting to the feeder canal gates took 45 minutes. Now, to match Bill's increased commitment to whitewater, the Endicotts live in Brookmont, Maryland, a short walk to the 50 gate practice slalom. Their move sparked an influx of paddlers to the neighborhood. Bill has since reduced the time spent on Capitol Hill to allow himself more time for working with athletes who postpone school or quit work in the spring racing season.

Not having a regular job allows Bill to stay at the river to lead an 8:00 a.m. workout for the paddlers without daytime commitments. Before the Jonquièr World Championships these Endicott workouts were fairly relaxed, with lots of rest in between timed runs. But that '79 season changed Bill's understanding of training to prepare for competition. To pass new insights on to athletes and other coaches, Bill writes memos, collectively nicknamed the "Endicott files." One typical memo noted the correlation between runs taken under his stopwatch to world championship results. The brilliant effect of this revelation was the paddlers' revision of their training methods to capitalize on this correlation. They began sprinting back up river to take more runs, and attending more workouts.

This thorough, analytical approach is characteristic of Bill's coaching style. Yet the D.C. paddlers aren't the only ones to benefit from his observations. Edited versions of these memos make up his books *To Win the Worlds* and *The Ultimate Run*. Both books are exhaustive descriptions of technical and psychological aspects of whitewater slalom at the highest levels and are read widely by slalom paddlers world-wide.

When Bill isn't compiling or analyzing workout times and penalties, he is likely to be tuning-up an athlete's training program. Sometimes this involves strictly technical

problems which may be solved by a mid-day video session. However, at times, personal problems may emerge. Bill believes that personal problems are as critical to performance as training time, so he works to solve them. As one example, Bill contacted friends in admissions offices of Harvard and Yale Universities to get advice on planning post paddling careers for athletes. Noting that few world level racers compete for more than ten years, Bill actively encourages the athletes to set goals for the future, and to build on the excellence that one learns to achieve through racing. Much of Bill's perspective is revealed in his first book, *The River Masters*, an historical look at whitewater sport for the athletes and managers.



A congressional advisor

Many leaders in whitewater slalom are houseguests at the Endicotts' home. When paddlers of international stature (like British K-1 World Champion Richard Fox) visit, Bill grills them on training, coaching and racing in their countries. Bill wants as much information as possible for his athletes and books. His style is the same tough methodology he used as a pentalingual interrogator for the Marine Reserves, where in ten years he earned a Captain's rank.

Interrogation sessions of international paddling stars are endless and intense, prompting American paddlers to make rescue missions. Rescuers find elite paddlers, turned "wartime" prisoners, squirming under repeated questions.

Rescuer — "Can Richard (Fox) join us for pizza and a movie?"

Bill to wife — "Abbie, we have dinner for Richard, don't we? Now, Richard, which shoulder do you look over in a slam dunk, whoosh bang, reverse gate?"

Unsuccessful rescue missions result in dinner at the interrogation table.

At the dinner table one gains an appreciation for Bill's wife Abbie. She is his personal secretary, handling correspondence, editing and distributing books. Happily, she doesn't let these responsibilities

catch her in Bill's wake. Abbie is very social and perceptive of everyone's moods, an ideal complement to Bill's racing focus. This is most evident to paddlers after a tough race when her sympathy and intimacy are in sharp contrast to Bill's analysis and critique of the results. Abbie isn't excited by complex analysis, instead she is energized by her interactions with people. Occasionally, this leaves her to smooth over unintentional rebuffs caused by Bill's stoic, clipped style.

Abbie's social slant shines in whitewater activities like her pet project, the U.S. Team Gala, a fund raising evening of dinner and entertainment. This winter, Abbie kept her performing skills active with a lead role in "A Musical Revue of the 20s" which she choreographed. Abbie radiates warmth to everyone around her, a talent that makes her a great hostess in providing dinner for interrogator, interogatee, rescuer, son Sam, and any other visitors.

Dinner talk may turn from paddling to politics, an area in which Bill is equally well-versed. Bill's last job was as Social Security and defense analyst for the Democratic Study Group, a Washington, DC think-tank. Remember the many recent Democratic party rebuttals to Republican theories for the Social Security bailout? Many of those ideas were Bill's. In addition to that job, Bill has worked for the Social Security Commission, and for three different congressmen over the last ten years. Reading his résumé, one quickly realizes his intensity is the same whether it be focused on whitewater sport or Social Security benefits.

To obtain Bill's résumé I played the role of retiring racer, requesting his résumé as a format to follow for my own, not that his résumé could be as extensive as his. His paddling and coaching achievements occupy 1/8th of two pages, hidden in with degrees from Harvard (BA-dean's list and Masters in Public Administration) and Phillips Exeter Academy.

Bill started his athletic career as captain of a high school football team. Later, at Exeter, crew replaced football as Bill's sport. A varsity letter encouraged him to compete at Harvard, where he rowed under the legendary Harry Parker. Crew excited Bill's urge to compete internationally, but the highest levels of the sport seemed beyond his grasp. Bill turned his efforts toward flatwater kayak, training for a spot on the 1972 Olympic Team. Friend Brad Hager interrupted the pursuit of that goal by introducing him to whitewater slalom, a sport which quickly re-directed Bill's Olympic fever. Soon Brad and Bill were competing C-2 in the 1971 Worlds, placing an American best (at the time) of 19th. Their strong finish in '71



Bill with C2 partner

energized their training for the two-boat Olympic Team, which they narrowly missed. Partner Brad notes, "We did everything wrong — no training log, no peaking plan, all-night drives before races, everything."

In Munich, Bill had to settle for assisting the team as a non-paddler, and then watching the East Germans dominate the Olympic slalom event. This proved to be a torture that sparked his frustrations with U.S. inabilities in the sport.

In January 1977 at a Washington pool slalom, Bill found an opportunity to ease his frustrations. Young local paddlers were actively seeking leadership. Bill stepped in just in time to save their privileges at the Navy's model testing basin, where U.S. team members and aspirants have high-security passes for after hours use of the half-mile long indoor pool. The twenty paddlers training there littered one end of the building with shirts, swimsuits, socks and underwear. A Navy Commodore on a spot inspection threatened to evict the paddlers, but fortunately Bill was able to resolve the problem.

Bill encouraged training by using the regimented system of his mentors, the East Germans. The young D.C. racers resisted his ideas, at first preferring to continue with nothing but high speed, high penalty workouts. Gradually, Bill developed a coaching program with a lot of flexibility. Perhaps this was the key to great results — catering to a wide range of individuals and encouraging technical breakthroughs in the fast-changing sport.

Bill doesn't focus strictly on training paddlers. Often he attends to matters of sport politics and logistics. This fascination with different aspects of the sport has led Bill right into the middle of international debate on changing slalom rules. The International Canoe Federation wants to simplify slalom and reduce the program length at world level races, changes aimed at getting whitewater back into the Olympics. Bill loves slalom as is,

arguing that competitors and spectators enjoy the complexity. He fiercely opposes proposals that reduce the number of competitors, number of runs, or the number of gates — as these reduce paddling time for the athletes.

Occasionally, Bill's devotion to the athlete gets him in trouble. Some paddlers from other parts of the country perceive him as favoring the wishes of Washington-area paddlers when dealing with the U.S. team or other national concerns. Some bias, even if unintentional, might be expected, since he deals with the Washington paddlers on a daily basis. The problem has grown as more team hopefuls move to the D.C. area to get in on the action, leaving those remaining elsewhere feeling even more isolated. To counter this trend, Bill has worked to establish more training sites across the nation. New additions to the "Endicott file" are sent to contacts in nearly every region, and Bill's book *To Win the Worlds* describes the essential elements of developing training sites.



The coach in action

Recent files concentrate on the psychology of winning, an area Bill recognizes as paramount to success, probably as important as hard physical work. This appreciation for sports psychology gives Bill the potential to be an even more successful coach. The limiting factor is time — before team trials Bill often helps 25 athletes daily, and over 100 on an occasional basis. Bill hasn't limited his thoughts to any single group of paddlers, so U.S. team members often don't get enough of his uninterrupted attention.

After the trials though, Bill focuses his energies considerably. For instance, right after the '81 Team Trials Bill put together a training camp in Canada which was attended by most of the team. Bill spent 20 hours a day either running workouts or fine-tuning attitudes and goals. His preoccupation even precluded putting soap in to do the dishes, or pre-arranging a ride home from Canada.

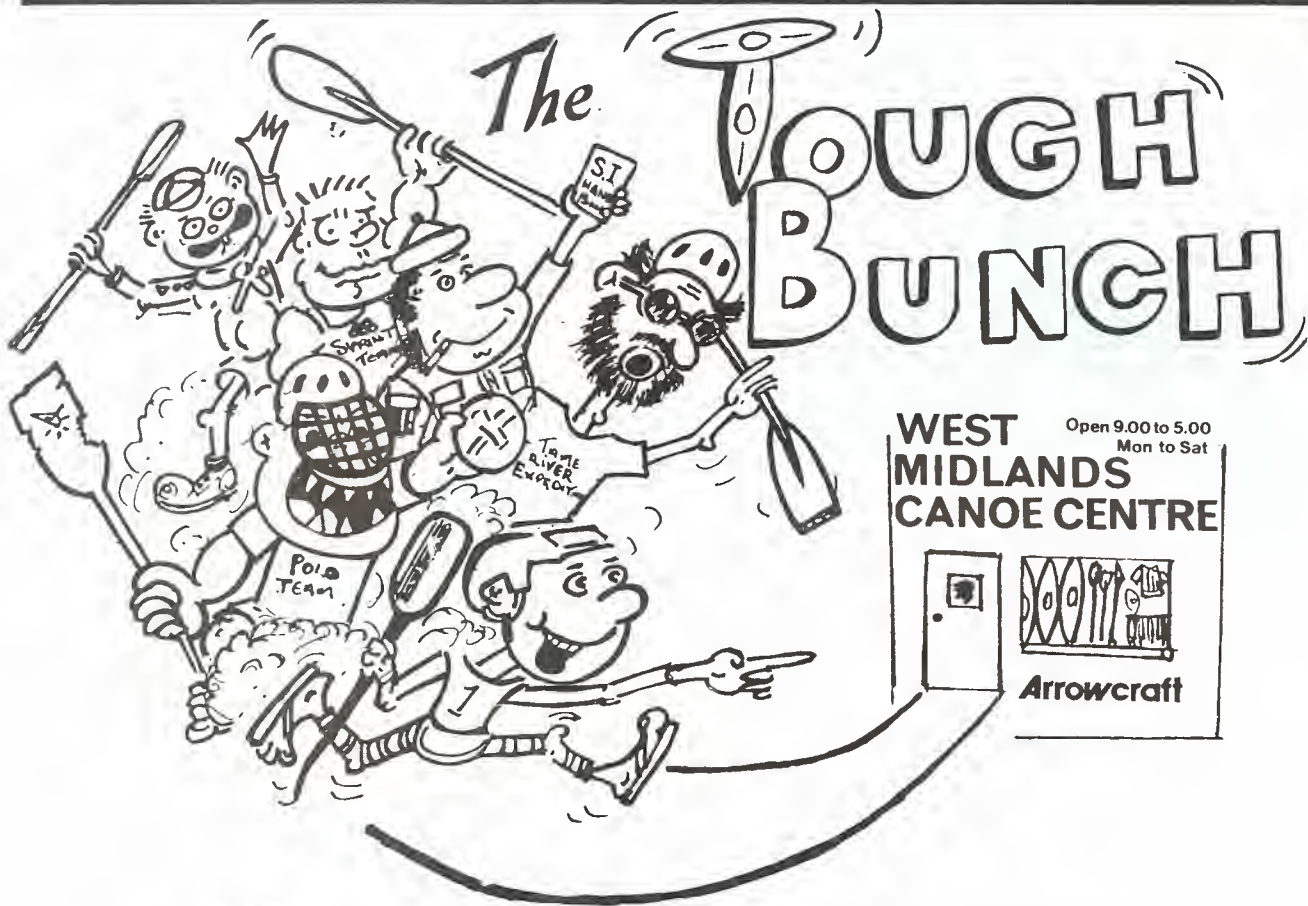
Fortunately for the U.S. Team, Bill did find a ride home and to the World Championships in Bala, Wales, Great Britain. At Bala Bill stayed busy promoting and selling his new book, coordinating athletes and support people for timing and video. After the race Bill quickly analyzed the minds of winning paddlers, gaining information to spread worldwide through his books and information network.

The results of recent world championships are in themselves a tribute. Before Bill started coaching in January 1977, our top finishers were 6th in C-1, 7th in K-1W, 8th in C-2, 10th in K-1, and 1st in C-2M (a class only lightly contested internationally). Since then the U.S. team has placed 1st in every class at least once, with the exception of K-1 where our best showing has improved to 5th place. Perhaps even more impressive than these top finishers is the dramatic increase in depth that is evident. Beginning with the C-1 medals sweep of the '79 World Championships, U.S. team members have placed more consistently in the top of their classes, winning

numerous silver or bronze medals in C-1, K-1W, C-2, and C-2M in addition to the gold medal performances. Many of these top paddlers were Bill's athletes.

Now Bill is respected as perhaps the world's best whitewater coach. The days of Bill and Brad "doing everything wrong" in training for the World Championships have given way to current day racers referring to Endicott's books as their "Bibles."

Bill's own career in sports was frustrating, firing his strong admiration for elite paddlers. Hence, Bill would want credit for the improvement of U.S. paddlers to go to the athletes themselves, but considering the progress of the U.S. team during his coaching career the conclusion is inescapable. Bill's contribution has undoubtedly brought about the emergence of the U.S. as the best nation in whitewater slalom.



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LIZ SHARMAN

PROFILE OF A CHAMPION

PERSONAL DATA

Age 26

Height 175 cm

Weight 63 kg

Club Bury St. Edmunds

Coach George Radford

Boat Prijon '83

Best Results

British champion 1978-1985

Europa cup winner 1982

World champion 1983

Rapid racing champion 1984

Paddles Freeblades epoxy 206



Photo: Frank Tewkesbury

When Liz Sharman's parents moved from Denton in Manchester to the quiet market town of Bury St. Edmunds the future of their 15 year old daughter in the tough world of competitive slalom could not have been further from their minds. Yet it was in this new environment, with few friends and barely a drop of moving water that Liz Sharman prospered to win National, European and World titles. She now starts as favourite to retain her world championship at Augsburg in June.

The memories of the early days come freshly to the mind of Liz as she recalls learning to paddle on the meandering River Ouse at Thetford, rolling in the local swimming pool and, of course, meeting her husband and coach, George Radford.

Her first real taste of rough water came on a surfing weekend at West Ranton on the east coast. 'The waves were a good three to four feet which appeared enormous to me and the lads in the club just pushed me out saying, "See what you can do". The inevitable happened. I capsized and swam trying to surf back in!' Fortunately for Liz the lads who pushed her out also dragged her in from the old tin cans and toilet paper, covered in oil and suffering from exposure.

The initiation was over, the tall skinny 16 year old had guts - she could make it as a slalom paddler!

With a new Olymp V bought for £45 by her parents and a few weekends of training Liz was set to embark on her slalom career. Even at that early stage she knew exactly what she wanted to do. 'I had looked at the Slalom Yearbook and

seen Julia Harling's name at the top of the ranking list, it seems silly now but I wrote my name in above hers. In my mind I had a feeling I could do pretty well'.

Inspired by a win in her first novice event at Dedham Mill one Saturday in March, Liz entered the Division 4 event the following day and suddenly found herself in the dizzy heights of Division 3. It is a strange coincidence that I performed the same feat in the mens events and that some years later we were both to become world champion. I must admit I don't remember seeing Liz that weekend although she reminds me of a skinny 14 year old boy with red cheeks cruising around in his new lightweight Phazer!

Progress was quick and by the following summer Liz was eligible for the British Youth Team tour of Austria and Germany. She now strongly regrets the fact that she was unable to go because of an important course related to her job in Long Term Benefits with the DHSS. The lack of international experience in 1976 probably did hold her back from selection for the Spittal world championships in 1977. But in retrospect this spurred Liz onto greater things - a fourth place in the 1978 Europa Cup and a silver medal at the Jonquiere world championships in 1978.

Quite often it takes an early setback such as this to prevent complacency and bring out the very best in people.

LIZ SHARMAN

This period was crucial in Liz's development as a world class paddler. The big water at Spindlerov Mlyn, Augsburg and Bourg St. Maurice gave her confidence to tackle the toughest moves on white water while overcoming the intense competitive experience of the world championships reinforced her belief that she could eventually come out on top.

At Jonquiere the confident and aggressive paddling of Cathy Hearn outclassed the other girls and this made a lasting impression on Liz. 'Cathy was strong, positive and determined. She coped with the pressure well and she fully deserved to win. The silver medal did a lot for me, as soon as I got back I started training again. I had more confidence because I had actually done something'.

Another important factor at this time was the influence of Ken Langford. Together with John Court he encouraged Liz to travel up to Stone, Bala or Matlock for training sessions with the West Midlands Centre of Excellence. Although husband George was crucial in providing support and advice Langford had great technical ability as a coach based on his vast experience as a paddler. It was this technical expertise that Liz needed most.

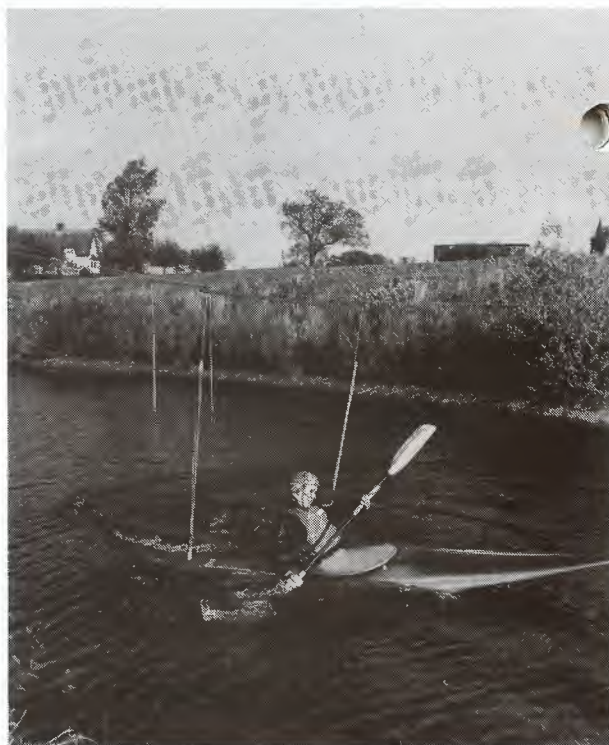
The sense of achievement Liz felt from winning a silver medal was short lived. In 1980 she finished second in every Europa Cup race to Ulrike Deppe something which earned her the nickname 'Second Hand Rose'. The frustration created by constantly finishing second was highlighted by an incident at the pre-world championship at Bala when, in the heat of the moment during a TV interview, Liz blamed the judges for a thirty penalty run which cost her first place. The desire to succeed had become too intense and the fuse finally blew in the 1981 worlds at Bala. 'I had a mental block. I couldn't understand how Ulrike Deppe just kept pipping me. Now I can see that she had tremendous experience and was coming up to a peak at Bala'. In that event Liz finished 15th behind Deppe, her worst ever result, but typically her defeat is the hallmark of a true champion. It up.

It is often said that the ability to recover from defeat is the hallmark of a true champion. It implies both the learning from mistakes and an unwavering self-belief that one can eventually come out on top. And come out on top is exactly what Liz Sharman did in 1982. After a spell of successful training and racing in the USA Liz

returned to Europe to win the Europa Cup series convincingly. The confidence generated by winning every major race that year carried over to 1983 and the world championship at Merano where nature played into Liz's hands. The relatively low water and a fast easy course allowed Liz to wind up those long arms and power herself to victory on both runs. 'I could have paddled better but everything went to plan and it was pretty satisfying to think that I had eventually managed to do it'.

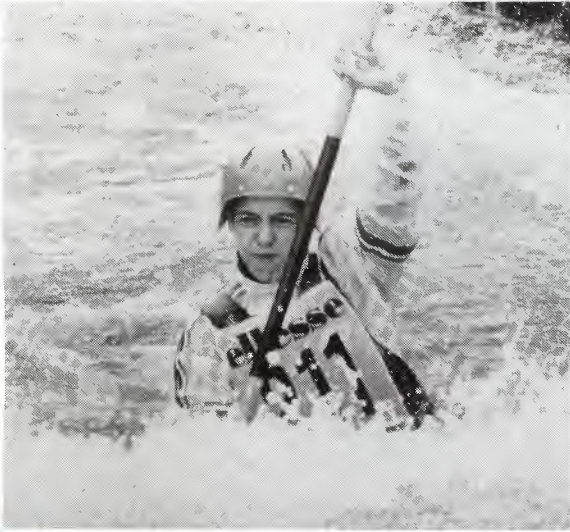
The reward for being world champion in a sport like canoe slalom remains a personal thing, and one senses that Liz Sharman has enjoyed being the best in the world, even though it is a fact which is little recognised outside the world of canoeing. The generous support of the Sport Aid Foundation and Hofels Wholefoods, however, are both by-products of success which have enabled Liz to maintain a high level of commitment to the sport.

But the role of husband George is perhaps the most crucial factor in the Sharman success story. George fills the support role to perfection; timing workouts on the now legendary duckpond and driving thousands of miles each year to be with Liz at events. In his position as C1 National Team Coach George is also on hand at major internationals to provide a sympathetic ear and a strong voice of encouragement.



The legendary Duck pond

Photo: Frank Tewkesbury



action at Augsburg

Photo: Tony Tickle

Coping with the pressure of being world champion, Liz admits, was hard to handle at first and after a mixed bag of performances last year she finished second in the Europa Cup to Marie-Francoise Grange of France. So how does she view the world championships at Augsburg?

'I feel much better prepared this year. My skill has improved after spending more time in the boat and I've performed better earlier in the season than before. I think I would rather race at somewhere like Bourg or Merano than at Augsburg, but the training camps we've had in Germany this year have improved my confidence and I don't see any reason why I can't perform as well at Augsburg as anywhere else'.

Performing well means more to Liz than winning medals. She admits to a greater sense of achievement from placing fifth overall at Llangollen last year behind paddlers like Lugbill, Fox and Jim Dolan than from her performances in major events. Despite impressive results like this and a third place in the men's event at Hambleden Liz doesn't think she'll ever fulfill her potential.

'I suffer a lot because of the environment I live in, a lot is done on my own and I could do with a more competitive training situation. But because of George and his job and my father not being too well I have to make the most of the Duckpond. There is still room for improvement but I feel that time is running out'.

Time is running out for the other girls too. On June 14th they have to face the daunting task of racing against Liz Sharman whose form and confidence this year suggest that she could be the first woman since Ludmilla Polesia to retain a world championship title.

How Liz trains

Liz Sharman attributes much of her success to a detailed flatwater training programme carried out under the watchful eye of coach and husband, George Radford. This is supplemented by intensive isokinetic workouts and some steady running. Because there is no adequate moving water within easy reach Liz travels frequently to gain the benefit of training on white water. Recently this has involved training trips to California (six weeks) and Augsburg (three weeks). Her training is characterised by great attention to detail. The yearly programme is planned out in phases well in advance and then specifically every two weeks. Each workout is recorded in an A4 size training log - a page a day - and backed up with diagrams of any technical problems. This planning, recording and thinking about training may well occupy up to an hour per day.



Below are summaries of two typical training weeks at home.

Winter 84/85 Duck pond iced up - forced onto river

	Morning	Afternoon	Evening
Mon	Distance sprints racer	Endurance gates	Jog
Tues	Power circuit gates	Pyramid sprints (long)	Isokinetics
Wed	Rest		
Thur	Distance sprints	Endurance gates	Jog
Fri	Speed gates	Pyramid sprints long	
Sat	Power circuit gates	Pyramid sprints short	Isokinetics
Sun	Distance paddle Time trial		Jog

Spring 85

Mon	Endurance circuit pyramid	Short course explosive speed	Jog
Tues	Full course repeats 200 - 260 seconds	6 x 5 x 10-30 seconds gates	Isokinetics
Wed	Flatwater pyramid sprints	6 x 5 sets power endurance gates	Jog
Thur	Short course explosive speed	Full course repeats	Isokinetics
Fri	Rest		
Sat	Pyramid sprints	Endurance circuit pyramid	Jog
Sun	Isokinetics	6 x 5 x 10-30 seconds gates	

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FAST AND CLEAN

BOOST YOUR CONFIDENCE & FEEL GOOD!

Are you the type of paddler who revels in the competitive situation; one who brings out the best in oneself to the constant frustration of hard training friends? Or do you lie with the majority of athletes across all sports who never seem to meet their own and others' expectations in competition?

In my experience the difference between the two types of performer rests with confidence and a positive attitude to competition.

The peak performer is characterised by a strong positive approach, a hunger for challenge and the knowledge that he has the ability to perform well when it matters. At the top level this means he can easily switch to the clean run syndrome (See April's issue) while others might have the speed but can not go clean.

A good example of this is the recent form of Jimmy Jayes. At the beginning of the season he was just another paddler in the pack chasing for selection. Now, however, in the space of two months, he is British Champion and has several high international placings under his belt. His paddling this year has been characterised by supreme confidence in his ability to perform, brought on by a convincing win at the Grandtully selection event. It is, of course a lot easier to be confident with a win in a major event behind you, but there are other ways to make yourself feel good about your paddling as you approach a competition.

In the weeks leading up to an event you can improve the quality of your training by doing some short, sharp workouts on easy courses - preferably on fairly fast flowing water with a few waves and eddies. Warm up well and do a series of power sprints - 5-8 x 15-20 seconds with about 60 seconds recovery. These can be mixture of upstream and downstream sprints for variety. Their purpose is to sharpen you up and generate that powerful feeling in your arms. Follow this with some short courses of 30-40 seconds. Put in your favourite moves and keep the poles a little high!

I usually do five or six runs on two different courses - or, for variety, I change the course after three runs and do three or four sets of different courses.

The purpose of this type of workout is to make you feel good about your paddling. You can boost this feeling by choosing a sunny day, travelling to your favourite training spot, using your best equipment, training with a partner and by psyching up for the session.

Don't do too much. In the last two weeks before a race it is best not to paddle if you have not fully recovered from the previous workout. The hard slog should be behind you and it is just a question of fine tuning for that optimum performance. During this pre-race period keep well rested and eat well. You don't want to arrive at the race looking and feeling a wreck. So stay relaxed and organise yourself in advance. Check over your equipment, arrange transport and accommodation for the race before Friday night and stock up with provisions for the race days. **ABOVE ALL AVOID STRESSFUL SITUATIONS IF YOU CAN:** Remember, the point of all this is that you actually enjoy paddling in slalom competitions. So just relax and let the pressures of work and domestic life float by! If you have to confront them again - and most people do! - pick them up after the weekend.



Jim Jayes: Full of confidence

Photo: T Tickle

There is no substitute for PMA (positive mental attitude) at this stage.

If you have any negative thoughts about the race and your ability to perform FORGET THEM and immediately channel them into something positive. Whatever happens it is good. Have faith in your skill and fitness and ooze confidence!

This is particularly important when you are looking at the course or practising prior to the event. Tell yourself the course is not impossible - it is just an exciting challenge.

Plenty of rest the before the race and a good meal will keep your batteries topped up and to provide that extra positive charge an race day try the following tips:

- Wake up slowly and take a body check. Feel the power in every muscle. Get some fresh air in your lungs by going for a short walk or easy run and follow this with some stretching exercises. Stretching first thing in the morning on race day is useful because it means you need to do less when you are rushed for time before paddling. Instead you can feel loose and ready when looking at the course.
- Don't eat too much for breakfast. A meal high in carbohydrates, like cereals, fruit and wholemeal bread is much better on race day than a greasy fry up. Beware of too much fibre, though, if there are no toilets near the start!
- Leave enough time before your run to go through the course in your mind. Your mental rehearsal should be FAST & CLEAN with no negative images.
- If you feel tense just before your runs take another body check. Breathe in deeply, hold your breath and tense your whole body for ten seconds, close your eyes and breathe out for ten seconds - feel the tension drain away.
- The most important point of all is to look forward to your runs. This is something that you really want to do. So feel good and enjoy it!

F.A.C.



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N. Yorkshire
Wild Water Racing -
Division B/Open |
| 9 November | 11 a.m. | River Dee (Serpents Tail)
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Wild Water Racing -
Division A/Open |
| 16 November | 11 a.m. | River Dart, Ashburton, Devon
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RESULTS

Monschau International Canoe Slalom

MONSCHAU — West Germany - 5th May 1985

Sunday morning saw us travel from Holland to West Germany for the 30th International Canoe Slalom to be held in Manschau.

The event was held on the dam controlled River Rosenthal, which runs through the centre of the town. The course itself was quite long (about 800m) with 30 gates and two weirs to negotiate. Gate 1, 17 and 18 were in the usual positions for gates on the weirs at Monschau. Gate 1 was a right hand breakout at the bottom of the first weir, this gate caused problems for some! Gate 17 was a left hand breakout at the bottom of the second weir then across to upstream 18.

The event attracted quite a large entry, many of the paddlers travelling from the Dutch event. The practice runs were at 11.30 with the event starting at 12.30. However, late arrival of the water meant that a number of the K1 men did not see the river at Slalom level before they had to take their practice runs.

The ladies practice runs caused a problem for Jane Wilson who had a bad capsized at Gate 2. It was thought she had broken her ankle and so was despatched to hospital.

After the first runs C2 pair, Young/Munro were in the lead. Their time however was slower than a number of the other crews.

The second run for the C2 resulted in the German crew Zimmerman/Wolkenauer producing a fast and clear time. Jamieson/Williams managed to improve the time by five seconds and also reduce their penalties.

Jane Wilson arrived back from hospital with a bruised not broken ankle, just before the ladies second runs. She took her second run and gained second place to A. Hildesheim. (Not bad considering it was her first run on the river).

In the K1 men the best result was produced by Len Shakleton who was placed 8th.

D. Morgan

The Efteling International Canoe Slalom

Kaatsheuvel, Holland, 4th May 1985

The event was a one day class C international which included the Benelux Open Championships. It was held in the 'De Efteling Theme Park', on an artificial river, the Pirana. The Pirana is described in the parks brochure as 'an exciting voyage of discovery along a swirling river. A fantastic spectacle which literally makes a big splash. Waterfalls, rapids and steep rocks'.

From the canoeist's point of view the Pirana provided a very interesting 26 gate 600m course. The river was circular with water being pumped round. The start was inside a castle - with about a 70 yard paddle through a tunnel to the first gate. The course continued through a series of rapids and narrow sections. An additional point to note of this artificial course was that it is almost totally constructed of fibreglass, therefore sparring of the bank resulted in a hole - no not the boat but the bank! After the first runs C2 crew Young/Munro were in first place, they had a fast time but also 35 penalties. However, the French crew had a faster time with one 50. Could they maintain the lead?

Their second run was faster and fewer penalties. The French were still faster but had a number of penalties. Therefore Young/Munro took first place, the French being pushed into third place by Germany.

In the K1 ladies Jane Wilson has the fastest time by nine seconds but 15 penalties put her in second place to G. Radermacher of Germany. With a 50 on her second run her faster time did not allow her to take first place.

In the K1 men the best British results came from Nigel Nicholson (12th) and Steve Hardman (13th). In the C1 John Edwards was placed 5th.

Many considered the course to be quite easy however there were only nine clear runs in the K1 mens event.

The team event went very well - the mens team Brown/Leaver/Welsh taking first place and the ladies team Badger/Fryers/Wilson also being placed first.

In the Nations Cup we were placed second.

It was a very well organised event the Dutch being very hospitable - providing accommodation from Friday to Sunday.

The event was completed by 1.30 pm, this meant that the paddlers could return to their second childhood and enjoy the 'thrills' of the park, i.e. the Python - one Europe's largest rollercoasters including the double corkscrew; the Bob-Europe's first Bob sled that can be used in the summer. Plus, the Fairytale Forest/the Galleon/the Ghost House and many more attractions.

Finally, for the people who hate the 'carry back' of boats from the finish to the start - your dream is ensured. At this site a conveyor belt operates to carry the boats from the finish to the start.

D. Morgan

Tatra Cup

Liptovsky Mikulas - Czechoslovakia 17-18 May

Ladies K1

1	Sharman	GBR
2	Grange	FRA
3	Boixel	FRA

C1

1	Ontko	TCH
2	Hatducik	TCH
3	Williams	GBR

Mens K1

1	Fox	GBR
2	Hilgert	TCH
3	Johnstone	NZL
4	Jayes	GBR
6	Smith	GBR

C2

1	Simek/Jiri	TCH
2	Jerzy/Kudlik	POL
3	Hatducik/Kucera	TCH
5	Jamieson/Williams	GBR



Ontko - C1 winner

Photo: T Tickle

Tacen

Yugoslavia 20/21 April 1985

It can all be over in 30 seconds, you either make it or you don't. That's the feeling most paddlers have on the start line as they wait to descend the top part of what must be the most intimidating slalom course in the world.

A short sprint to the sluice gate is followed quickly by a steep 'rooster tail' wave, big enough to blur the vision of the paddler as he then reaches high on his right to instinctively brace against a big diagonal stopper, curling back off the concrete wall. A split second later another diagonal wave catches the boat and pummels it through a surging hole - sometimes to the right, sometimes to the left and, more often than not, up in the air!

What a great feeling, though, to find yourself thrust into gate 4 with only a blurred memory of what happened through the last three gates. The rest of the course is fairly easy as the concrete channel gradually levels out before joining the main flow of the River Sava.

Glorious sunshine, a packed bank of spectators and the adrenalin surge as one hits that first wave helped to make Tacen into an enjoyable event.

K1 Men

Course 1

1	R Fox	GBR
2	P Micheler	BRD
3	Caldera	ITA

Course 2

1	R Fox	GBR
2	Abramic	YUG
3	Cizman	YUG



Albin Cizman - Yugoslavia

Richmond Town Slalom

Nov/Div 4

Richmond School Yorks Canoe Club 4/5 May

This was without doubt our most successful event to date. A remarkable fact when one considers that on the closing date for entries we had less than 40 paddlers entered.

Though we were very loathe to do so we had to consider cancelling as we stood to lose money with so few competitors. However some money has been committed and a lot of effort and planning had already gone into the organisation so we decided to press on. A trip to Glasshouses slalom and some tent to tent canvassing, (excuse the pun), phone calls to other clubs and organisers, bribery and downright intimidation saw us with 163 entries by the start of the event. Sighs of relief - but new headaches for the hardworked secretary. While she reorganised the start list and programme the rest of the club set about making the Swale go where we wanted it.

Dams were built, rocks moved - seemed like tons - and most of the water was pushed through a five foot gap to create a fast shoot. By Friday night a challenging course had been built and set.

On a flowing course five novice men managed a clear run, nine Div 4 men. No novice ladies and in the Div 4 ladies event there were two clear runs, both by H Stobart of the AAAA club. We understand that she has gone from novice to Div 3 in two slaloms - have the 4A's found another star?

The event went smoothly with not a single judging protest - well done judges!

On Saturday evening 86 paddlers entered the 'Grand Prix' and carries off a fair amount of swag in the form of prizes donated by SILVER Screen and local shopkeepers and stores, the best of which was a set of six lead crystal glasses. Later Saturday evening a video of the day's proceedings was shown in Swaledale Outdoor Club's clubhouse. This had been shot by Chris Williams who had done a creative and very humorous job with the film and had dubbed some very appropriate music onto it. It caused great hilarity and rounded off Saturday nicely. To round off Sunday and the whole event we had decided to respond to the BCU's suggestion that organisers should make prize givings 'more dignified, should organise them better and give them a bit more razzamataz'. I'd seen last summer, how the Austrians did their prize giving at Lofer and we decided to follow their pattern. During the last half hour of the event our brass band played such apposite tunes as 'Lass of Richmond Hill' and 'Ilkly Moor Ba' Tat'.

We couldn't persuade them to wear little leather trousers though.

We had a winners rostrum - big enough to take three teams - and when the winners stepped up to receive their medals they were greeted by a fanfare - written specially for the occasion by our band leader Richard Jones and called 'Fanfare for Slalom' - a world premier no less. The medals were presented by our guest for the day - Norah Small - British Youth Team Manager.

Each year we try to improve the event and do something new and next year we have already decided to give the computer whiz kids the job of computerizing the results. We intend to have an even more lavish Grand Prix and better and more varied food in the café.

Enter EARLY and avoid disappointment.

John Hatton
Organiser



G Kirkbride - Winner Mens Div. 4.

Presented by Norah Small

Photo: K Biggs

Mens Div. 4

- 1 G Kirkbride
- 2 M Bluerman
- 3 P March

Copeland
Tees Kayak
Matlock

Ladies Div. 4

- 1 H Stobart
- 2 C Mackenzie
- 3 A Stobart

AAAA
SUCC (Sheffield Univ)
AAAA

Mens Novice

- 1 M Tointon
- 2 N Holcombe
- 3 R Arden

Newcastle Univ
Dales
Grimsby & Cleethorpes

Ladies Novice

- 1 C Willay
- 2 C Harlow
- 3 J East

Garstang
Newcastle Univ
Flatbog

C2 Div. 4

- 1 Rigby/Kinnear

Mold

C2 Novice

- 1 Agar/Tointon
- 2 Wignall/Wignall

Newcastle Univ
Garstang

C1 Novice

- 1 J Kinnear
- 2 K Butler

Mold
KWSA

Div. 4 Team

- 1 Tees Kayak

Novice Team

- 1 Grimsby

Judges

- 1 I MaKay
- 2 P Senior
- 3 A Pratt

Garstang
Leeds

Old Windsor

Div. 2 11/12 May

Those who arrived early on the Friday evening had an almost empty course to paddle and quite warm weather. Some were up early on the Saturday, judging by the noises, but most were put off by the cold day. The wind was NE and so the weir pool was generally sheltered for those on the water. A well planned course of 18 gates, all in the weir pool, required skill and aggression to paddle fast and clean, any error of line causing irretrievable time losses. Some adjustment to the water lost the good eddies and flow for gates 13-15 that had existed on the Friday evening and some found difficulties on the two reverses 14 and 15, but other gates were easier. A grand Prix has been scheduled for the Saturday evening, but was canceled due to the apathetic response and so plenty of free practice was available, with little crowding. Despite a hopeful weather forecast Sunday was also cloudy and cold and the good hot snacks from the food tent were much appreciated. Individual times were close in the Mens K1, the course testing all aspects of skilful weir paddling, and those who won one of the many attractive prizes deserved them.

Throughout the weekend the event ran to time, judging stints were short with coffee brought round and I am sure that everyone's appreciated the friendly, efficient way that the event was run.

G. D. N.

Dobbs Weir 4/N

13/14 April

This is a weir slalom on a compact site very handy to the A 10. The course of 18 gates was ingeniously arranged on an area often occupied by three gates at some events, but set up to prevent obstruction to following competitors. Control of the water was out of the hands of the organiser (something which is, I understand, soon to be rectified) and clearly defined currents weren't possible so hesitating in gate-lines wasn't to be recommended!

The weather on the Saturday was cool and cloudy with sunny periods and occasional showers. A chance to help behind the scenes gave me an insight into the difficulties of running a slalom event. What for example does one do with a dripping Div. 4 paddler (who should know better) who complains that his run is in 30 seconds and his numbers won't stick to his wet boat? Personally if I was an organiser with four clocks running, paddlers to get to the start and keep away from the finish and cards to complete and display, I would have booted him out

through the door. However, with remarkable calm he was loaned a marker pen (but please don't try it at your next event as you probably will be booted out!). It does illustrate the unnecessary difficulties of running an event. Needless to say the event ran smoothly during the day and in the evening it was nice to find a pub with good food, a keg of brew on the counter and very friendly and professional service within crawling distance of the camp-site - sadly most paddlers were too young to take advantage of it. Sunday's weather was much the same but with more wind causing swinging poles and almost no clear runs on the tight course. Despite a large entry the day's runs ran on time due to good advance planning and the well known and very efficient gentleman in control, who was seen to be visibly upset when starts ere 45 seconds late! Inexpensive and good food was served all weekend on site and the loo tents far better maintained than the local council one! Surprisingly only two judges prizes were offered on the start-sheet, but it was an enjoyable weekend at a well-run and friendly event.

G. D. N.

Dedham Mill

Div. 4/N 30/31 March

I admit to some reservations about this event as soon as we received the start sheet as the prize giving was ten minutes after the course was dismantled, food was only available at a neighbouring restaurant (busy mealtimes and no canoeing gear!) and prizes subject to late entries, but all other information required was there. We found the site despite the absence of slalom signs and got on the water for practice before the event. Then and during the Saturday runs, poles varied in height between eighteen inches above the water and two inches below. It was during the afternoon that I learned something new. Namely, that if you wish to enter an incomplete team you should pay for a full team and try to hawk the remaining places in the car-park before your run, as control has more important things to do than arrange stretch teams for you! Isn't it fortunate that other slalom organisers apparently aren't aware of this. The weir in the centre of the course was a challenge for Div. 4 and novice alike, and was good experience for all. A rescue boat was kept on the water throughout the runs, but was rarely needed. Campsite and parking were very handy for the slalom site and generous six loo tents were provided. In the evening a quick survey of the old and attractive village of Dedham produced a pub serving inexpensive meals and reasonable beer. Unlike Saturday, Sunday was dry and sunny and a bit windy on second runs. The water has changed around the weir jet and those, like us, who had forgotten that the clocks had gone forward were caught out by missing practice. Although we had started home before prize-giving, a quick peep into control revealed some very attractive and large trophies, I just hope that there was still someone there to receive them.

G. D. N.

Canford Weir

Div. 4 5/6 May

This is a sadly neglected Div. 4 slalom, always fun and, after heavy rain, spectacular. Hot water showers and flush toilets are available on the site which is located in the stately grounds of Canford School and the event is run by the friendly Worthies C.C. The course includes two levels of water joined by salmon steps with two right-angle bends and three holding stoppers. This year there were 18 gates on a generally open and flowing sprinters course, with 4 gates on the upper level, one half way down under the bridge and the remainder in the weir pool. Sluice gates on the lower section can give an impressive standing wave, but this year water levels were low so posing was out! Saturday started with a bang as the timing gear, which had been used so successfully at Durrigate slalom, blew a fuse and gave up the

ghost. Volunteers soon provided manual timing and the event was under way in generally sunny weather. Graham Birch kept judging stints short and coffee was regularly provided. After the day's runs there was plenty of time for free practice.

Sunda also started with a bang as the headsets and communications came out in sympathy and followed the timing gear into oblivion, due no doubt to the steady rain (which in previous years had missed this weekend) that continued during the morning. However, it was again hot and sunny for the prize-giving when the many attractive prizes (including 1st, 2nd, and 3rd judge) were presented and this was the first event this year we have been to where the promotion certificates were given out.

The last run of the event was Adrian Jones, the course designer, who with an impressive display of raw speed showed how to paddle the course in 152 seconds..... I expect he is still recovering!

G. D. N.

Fairnilee Div. 2/3 13/14 April

Div. 3	C1	K1 Lady
1 R Webster	1 K Heely	
K1 Men	C2	C1
1 T Brown (J)	1 Green/Smith	1 J Moffat
2 A Howells (Y)		
3 P Senior (J)	Div. 2	C2
		1 Davey/Short
K1 Lady	K1 Men	Judge
1 P Wignall	1 M Lord	1 T Leaver
	2 D Coghill (Y)	
	3 A Corrie (J)	

Copley Village Div. 4/N 4/5 May

This excellent event was run by Halifax C.C. There wasn't much water, but the club had managed to build a good course - by sheer brute force they had moved rocks and riverbed to provide the impossible. The organisation was great, the event well run, and the facilities superb - flushing loos, showers, cooked meals and a bar. There were plenty of prizes to go round and I would like to say thank you to Halifax C.C.

Mrs B Smith Leeds C.C.

Div. 4	Novice
K1 Men	K1 Men
1 C Pinder	1 M Goodall
2 J Ford	2 A Hanson
K1 Lady	K1 Lady
1 S Marriot (J)	1 K Smith
C1	C1
1 G Caseley	1 J Carroll (Y)
C2	C2
1 Price/Pickup	1 Buckley/Shepherd

Cardington

Div. 3 27/28 April

Despite the ominous snow showers on Saturday, Sunday stayed fine for the largest ranking event held at this site. Saturday's team event saw each of the winning teams containing a C1 or Lady paddler, benefitting from the new rule. Sunday's event proceeded smoothly with the result in the balance until virtually the last paddler in each class. One outstanding result was from Jackie Marlow, who would have beaten all the men but for a couple of fives. Jim Jayes showed his technique and power in winning the judges event from Vikings Alan Heaume.

Mike Carter V.K.C.

K1 Men	C2
1 T Griffiths	1 Ford/Longrigg
2 A Pearson	
3 J Parkes	Team
	1 Cambridge Univ.
K1 Lady	
1 J Marlow (J)	
C1	
1 C Thompson	

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