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LIZ SHARMAN —
BRITISH CHAMPION 1985
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Canoe SLALOM

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EDITORIAL

... And a happy new year. 1986 dawns. (cynics will no doubt point out that the December issue did not arrive till 1986, but nobody's perfect — least of all me!) This is a new year with a vengeance, with the new rules and new boats. We are stuck with at least one of the three (the new rules) and the boats look to be an improvement on the old ones, having given the designers a chance to use some fairly radical new ideas. Our group of boats we don't discuss is the concept designs trio of first, Hi-Flyer and Ziggy but an unfortunate illness to John Day prevented him writing a resumé of the designs. All these new boats are worth a look, as are the buoyancy aids which most people will be having to replace — I understand Pyranha have got a very light weight one out to go with their new premier 3 sprint — it could be worth a look.

Finding the executive stand may pose a problem at this year's exhibition as it is in the cricket school, which needs a map, compass and an Indian guide to locate. If you struggle that far (and I hope you will) you can congratulate Nev Unwin on a well deserved award of merit. Nev has put years of work into this sport, not least the exhibition stand for a number of years and deserves his recognition.

Alan Edge is getting into his coaching job with a large amount of enthusiasm, but a major requirement is people to coach as coaches. There must be many people who would benefit from a weekend course such as he offers in the coming months, so don't just sit there, get up and encourage those club 'helpers' to learn a bit more, and for the more adventurous and involved a career in coaching could be just around the corner. Don't delay, do it today!

Finally, in this short editorial (nothing has happened, so there is nothing to write about!) we look forward to selection 86, and to Bourg St. Maurice. Let's see lots of people enjoying the pre-worlds, because it's a beautiful place for a holiday and you can combine a suntan, scenery, ski-ing, canoeing and supporting in better surroundings than almost anywhere else. If you don't believe it's worth it, ask Alan Bayles, or read his article on the Slalom Schools trip last summer. A good British presence on the bank will do wonders for our paddlers' results — See you there.

JOE LYONS



THREE DIFFERENT APPROACHES TO THE GATE ON THE POT — LLANGOLLEN 85

THE NEW SLALOM RULES

Much publicity has been given to the most recent changes in the slalom rules, and yet those changes are no more radical than any previous set of amendments. On one hand this increased attention reflects the general development of the sport with increased attention to detail, however small, in so far as it affects competitive performance. more significantly though is the underlying changes which have occurred as a result of these rule changes.

Previously, the rules were 'tight' in that they did not give much scope for individual interpretation by course designers, and this enabled competition organisers to produce a course which was acceptable to paddlers even if the designer himself had not been to any other slalom for a couple of years. In short, the rules provided a degree of control over the designers who might have done something completely against the accepted norms of the sport - like upstream reverse gates which, although not specifically banned, did not often appear because suitable alternative demanding sequences were always available. In fact, through the rules, the course designer was more able to order what the paddler did.

Personally, I think the new rules are the best thing to happen to slalom for a long time. Unfortunately, while it is possible for a course designer to have increased freedom to produce a course equally demanding for all classes, the guidance for many and the protection against some which existed under the old rules has now gone. How do you force a person to do gates in reverse without reducing the element of 'flow' on a course? Should reverse gates be relegated to become the easier but slower option for the poorer paddler on a difficult course?

These, and many other questions need to be answered if any coherent code of practice is to exist in course design.

Under the old rules the course had to be approved by a person appointed by the Executive Committee for Championship events. This meant in practice that individual gates could be changed. The new rules require a new philosophy to be accepted and communicated to course designers and answering such questions as what is the purpose of a specific course? Does it provide a fair test of ability? How do I design a course?

If paddlers are to be able to compete successfully they must know what they are going to meet on the course. If paddlers are preparing for internationals they must know how other countries interpret these new course design freedoms.

The requirement is not for an explanation of the rules. Such explanation is more relevant for a judging course. The requirement is for a continuous output from the executive and for active discussion between coaches and course designers to assess what is possible for the paddler and what skills the course design should be assessing in his design.

Previously it sufficed to have slalom defined as a test of a paddler's ability to control his boat in agitated water. Now it is necessary to review the role of slalom courses in the assessment of ability.

The abilities required by a slalomist include speed, endurance, strength, technical skill etc. and each course will put different emphasis on each aspect. A river in flood is more likely to test strength than the same river in low water where skill could be the dominant feature. Each of these factors are understood by slalomists in general. What is less widely understood and

frequently ignored is the requirement of a course to discriminate between paddlers of differing abilities.

If an examination in mathematics was so easy that most people achieved 100% or conversely, if it was so hard that most people failed to get any marks it would not have ranked people in order of ability at mathematics. Similarly in slalom, a sequence which is too easy, too hard, or which depends more on luck than ability cannot be considered fair. Therefore, it is important that the course provides a challenge to all classes and to all ranges of ability from the bottom to the top. A course which fails to allow the better paddler to show his skills is as poor as the course which is too difficult for all but the very best.

Under the old rules it was difficult to achieve the broad range of tests appropriate to all levels of ability in the same course. Under the new rules the problem is largely overcome because they are so flexible.

Perhaps my euphoria is misplaced in anticipating great developments in techniques as a response to new and exciting courses. I hope not.

I believe that the onus is on all-paddler, coach, and organizer to critically examine courses during this next season using criteria such as -

- (a) does a sequence test strength or skill or speed etc?
- (b) does a sequence differentiate for all classes and all levels of ability - i.e. are, the penalties more in time than in hitting poles?
- (c) does the sequence make the paddler think?
- (d) could an alternative sequence have made better use of the water?
- (e) does the course flow?
- (f) is the standard maintained throughout the course?

The analysis can be endless but if it promotes discussion on course design the outcome can only be better courses on which the future of slalom depends.

Ken Langford

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FEEDBACK News & Info

1986 SELECTION POLICY

The Selection Committee has revised and confirmed the policy for 1986 as follows:

1. Europa Cup (Mezzana, 29 June; Seo d'Urgen, 4-6 July)

Three boats per class will be selected.

Selection Events

Trweryn 22 March

Grandtully 29th March

Eligible Paddlers

All members of Premier Division plus members of First Division and others by invitation of the selection committee.

Selection Policy

First two in each class based on aggregate points obtained at the two events. One other per class at the Selection Committee's

2. Pre-World Championships

(Bourg St. Maurice 11-12 July)

Up to six boats per class will be selected

Selection Events:

Trweryn 22 March

Grandtully 29th March

Trweryn 19th April

Eligible Paddlers

As Europa Cup

Selection Policy:

The winner of each selection event in each class.

Any paddlers selected for Europa Cup not winning one of the selection events.

Other paddlers on aggregate results of all three selection events to make up to five per class. One per class at Selection Committee's discretion.

3. Junior World Championships (Spittal - 19-20 July)

Up to three boats per class will be selected

Selection Events

Trweryn 22nd March

Grandtully 29th March

Eligible Paddlers

Those under 18 on 1 January 1986 (proof of birth date will be required from those who selected) are members of Premier Division. Under 18

paddlers in other divisions may apply to the Selection Committee for invitation to events who will consider past paddling record and winter training reports in determining those to invite.

Selection Policy

The winner of each selection event in each class.

One other per class at the Selection Committee's discretion.

4. Intermediate Team

An intermediate team will be selected subject to available finance and management and coaching personnel. Details of selection events and policy will appear in the 1986 Year Book.

5. A youth team and a youth

training tour group will be selected subject to finance and personnel. Details of selection events and policy will appear in the 1986 Year Book.

Selection events are open to all paddlers in Premier Divisions.

Cont. See page 15.



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New Boats for 86

Ed. Joe Lyons

NOMAD's PRO.AM range is headed by
The new EXTRA

The Extra is the latest word in high performance kayaks from Nomad. Designers, Richard Fox and Mike Dalton spent several months on development work at the Deeside factory and appear to be delighted with the end result. As Mike Dalton points out: "It's the first time that we've worked with someone of Richard's calibre and the benefit to us has been enormous". We have sold the design to several other countries and the response in the U.K. market has been overwhelming.

The main feature of the EXTRA design is its streamlined appearance. It actually looks fast. The volume is well balanced around the central section and then it tapers away smoothly behind the cockpit to a lowline back deck. The fast acceleration and straightline speed of the Pro.AM have been retained in the EXTRA and improvements have been made in virtually every other area of performance.

The original PRO AM hull has been modified to improve the handling quality on whitewater and the result is a boat that curves into eddies more fluently. The point of maximum width is situated closer behind the paddler than on most other designs and this makes the central section very stable. It also helps improve the response and control of the back end to the extent that the compulsory vertical end radius of 1 cm is barely noticeable.

Something else different about the EXTRA is the cockpit shape, which is much wider at the front than on other British designs. The alteration has been made to leave room for moulded thigh and knee gaps. This feature, and the addition of a new seat, makes the

EXTRA the most comfortable Nomad design yet.

But perhaps the greatest testimony to the comfort and performance of the new boat is the fact that many of Britain's top paddlers have already changed to the EXTRA. Paddlers like Liz Sharman, Melvyn Jones and Andy Gladman will join Jimmy Jayes and Richard Fox in the Nomad racing team for 1986. A link with Double Dutch Sport in Holland has been confirmed and this will enable the Nomad paddlers to compete in high quality foam sandwich boats at major event.

THE TORNADO by NORTSHORE DESIGNS

The Design Concept

The aim was to develop a slalom kayak which would be paddled at the next World Championships at Bourg St. Maurice in France in 1987, and yet be sufficiently versatile to be competitive at British events.

There were to be three kayaks to cater across the weight spectrum of most paddlers ranging from the lightest to the heavier competitor.

The Tornado was initially developed from Northshores successful Midas range which was used by Russ Smith at Bourg during the autumn of 1985, who returned home with the concept for the new design. Together with the Northshore team and observations and ideas from a number of premier paddlers the Tornado was designed, constructed and launched.

The boat has a long waterline which aids forward and reverse speed, making it exceptionally fast with a remarkable acceleration. The main volume of bouyancy is situated around the cockpit area, with the seating position following the recent trend by being placed forward of centre, thus making the bow very controllable.

Wings located level with the rear of the seat position maintain minimum width dimensions and being placed deliberately high at deck level are conveniently out of the water throughout most manouvers, allowing the boat to be easily spun on its flat tail section and yet still keep its fast forward speed ability.

The wide cross section from the mid bow to the seat area gives the canoe excellent stability, particularly in rough water.

The Tornado introduces the paddler to new techniques which once mastered result in a very

New Boats for 86 Cont...

fast, highly manouverable competition craft, giving the slalom world an opportunity to paddle a kayak which is exiting, new and different.

PREMIER III SPRINT

At Crystal Palace Pyranha are to launch their latest slalom kayak, the Premier III Sprint. As its name suggests it is a development through from the World Championship winning Premier line, and is to be an alternative to '85's success the Image 2.

Designed to take advantage of the new rules, the Sprint is as its name suggests a very fast kayak. This has been achieved by narrowing the cross sections, making the entry finer and increasing the wave length by 12". Manoeverability has been very little effected by making the stern sections more hydro-dynamic. This makes spin turning especially on the stern, exceptional. A paddling technique likely to be developed more in 86.

In addition the seat is well forward and with the even finer bow, breakouts and entry into tight gate sequences should be much easier. Sprint paddles very flat, unless leant, giving balance and a fast response.

The deck styling is much cleaner, and in conjunction with its revised gunnel shape the Sprint is a very effective as well as a very functional boat. Early tests show a big advantage over all previous boats in performance, and the Sprint will of course be available in traditional fibreglass, kevlar and

carbon technology as well as the new Vaclite system. Pyranha expect most boats to be built in the Vaclite Kevlar construction though for training boats the new diolen product is proving very popular. The Vaclite boats are not only durable but are less expensive and pre-season orders, especially from the continent for the new boat are already the highest ever.

After the last World Championship in Augsburg, where more than half the male competitors used Pyranha designed or built boats Pyranha pulled out of sponsoring leading paddlers as their demands would have meant price increases. **Pyranhas 1986 policy of one price for all, gives all paddlers the best possible deal by no compromise in design and technology but at an affordable price.** The season starts early this year so either come to Pyranha or one of your dealers to try the new boats out. Give us as much time as possible to fit your order in and give yourself an edge over the competition.



BOB DOMAN - ENGLAND
Photo: Tony Tickle




SYLVIE ARNAUD
Photo: Tony Tickle

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Aussie Champs — A Special Correspondent

Australian Championships Tineroo Dam, Far North Queensland

Tineroo is not canned Marsupial meat as you might first think, but a superb man-made lake set high in the tropical tablelands which rise 3,000 ft from the coral protected Queensland coast. From the foot of the Tineroo Dam flows the Barron River where the Aussie Champs were held.

The slalom course was relatively easy water with many small long stoppers and rocky shutes. When describing the site Peter Micheler was heard to say "zs is the perfect training site, goot vindsurfing, goot vitevater und goot vimin". Quite a recommendation.

The organisers managed to pack 2 slaloms, a whitewater race and practise time into restricted water releases. Many of the competitors were shell-shocked from driving the mind bending distance to the race - 400 miles from Melbourne, even flying was the equivalent of flying from London to Cairo.

The Pre Australian Championships race was held on an extremely open course and consequently saw many people taking "fatigue Fives" towards the end of the course. This event was valuable, as it helped bring back race awareness after a long break from racing. Peter Micheler won the K.1. Andy Keubler in the C.1. and Danielle Woodward in the L.K.1.

So to the main event. A much improved course was set for the main race and the water released was increased. C.1's had the advantage of the cooler morning and provided a very close, hardfought race. After the first runs Rob McGuinness was leading with a confident clean run. On second runs Peter Eckhardt produced an excellent run to put him ahead only for Andy Keubler with his aggressive second run coming through to win.

In the break between 1st and 2nd runs, many of the C.1's competed in the C.2 event. Kevin Songberg and Gary Nelson were expected to keep their 5 year old unbeaten record but took a five, and C.1 paddlers Peter Eckhardt and Craig Bartlett won the event by 1 second.

The C.2. race was of a high standard, especially as the crews were in their non-specialist event.

The ladies race was dominated by Danielle Woodward with 2 almost identical clear runs. Viv Golding had a fast time, but penalties kept her 2nd.

In the men's K.1. Peter Micheler looked as if he could repeat his win in the Pre Australian slalom but due to penalties he only managed a disappointing 7th place - maybe too much "vindsurfing and vimin".

Lindsey Binning won the race on his 1st run, with the up and coming Paul Beattie in 2nd place. Too many paddlers in the K.1.M. seemed to be plagued by penalties including the afore-mentioned Peter Micheler and Mike Druce, who finished in 4th place.



MELVYN JONES, ENGLAND B TEAM
Photo: Tony Tickle

Aussie Champs Cont...

It is to be expected that many of the early races of 1986 are going to be faced with problems due to the rules of canoe slalom. The Aussie Champs were to be the first with an interesting case in the Men's K.1.

The first run times were displayed and appeared that Lindsey Binning was winning with a clear run. When the 2nd run times were displayed a '5' had been added to Binning's first run score, relegating him to 2nd place. A protest had been lodged claiming that Lindsey had touched 1 on his first run. After Paul Beattie had been congratulated as winner the penalty was removed and Lindsey was made Aussie Champ again.

So why go to Australia to race and train? Firstly there is the obvious attraction of the weather. The idea of escaping the British winter is very inviting, but the pale skinned pommy should be wary of the ultra heat. In tropical Queensland the temperatures are intense with high humidity and overhead sun which will burn you in a very short time. On the other hand New South Wales, Victoria and Tasmania are milder and provide normally reliably good training conditions. Apart from the training advantages there are some superb distractions. No hot blooded slalom racer can fail to be attracted by the surf lifestyle which exists here. Wave skiing can give you an exhilarating insight into the sport of surfing. A slalomist should be able to pick up the basics in a few hours, but be warned, it's harder than it looks.

Australia has much to offer the budding slalomist but it is important to make sure that you are in an area where there is good whitewater and a group of people to train with, as you could find yourself travelling a long way and being very isolated in your training and end up being driven to a life as a surf bum!

From our special correspondent



SPIKE GLADWIN
ENGLAND B TEAM

Photo: Tony Tickle

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WARM UP — IS IT REALLY

For a long time now researchers have been struggling with the question of warming up before competitions. The problem is that no one has ever proved conclusively that a warm up will enhance the performance of an athlete.

At top competitions most paddlers can be seen religiously warming up half-an-hour before the race but there's always one person who's late, jumps straight into his boat, with no warm up and does the best run of his life, so, is there any point in warming up.

Although no one has conclusively proved that a certain intensity and duration of warm up will enhance performance, it has been shown that there are several reasons why a mental and physical warm up is important.

Physical

1. Prevention of injury

Muscle elasticity largely depends on the degree of blood within the muscle. Hence, cold muscles with a low saturation of blood are more susceptible to strains and tears. A short period of warm up before strenuous activity raises the body temperature and reduces the likelihood of muscular injury.

2. Warm Up and Heart Function

There is evidence to prove that sudden strenuous exercises can result in abnormally large increases in blood pressure which can in turn have a harmful effect on the heart of even fit, healthy individuals. These problems were almost eliminated when the individuals concerned were given a gentle warm up prior to strenuous activity.

If only for these two reasons intelligent coaches and athletes should make the most of warm up time.

On theoretical grounds other benefits expected from increasing blood and muscle temperatures are:

- a) muscles relax and contract faster at warmer temperatures.
- b) muscle efficiency increases because of the lower viscous resistance.

The oxygen transporting cells in the blood gives up more oxygen at higher temperatures. This means that the working muscles are supplied with oxygen more readily and can thus work more efficiently.

Mental

Allowing yourself half-an-hour warm up time before an event can, if the time is used efficiently, help you put yourself in the optimal mental state for your event.

1. A warm up period gives you time on your own to focus on the task ahead. This means blocking out all external factors or just concentrating on what you're going to do. Someone well practised at warming up will use this time for the final mental rehearsals and the final stage of "Psyching Up". Someone not so well practised can ruin a whole race because they do not mentally prepare themselves properly.

Given the evidence provided it becomes clear that a good warm up session is a useful part of race preparation. So what is a good warm up?

A physical warm up should, as the name suggests, increase muscle and blood temperatures. A warm up related to the task at hand is more use than a general warm up as this means you can practise skills at the same time i.e. at a slalom do your warm up in your boat rather

NECESSARY

by D. Littlehailes

than going for a run. Replicating basic skills is useful.

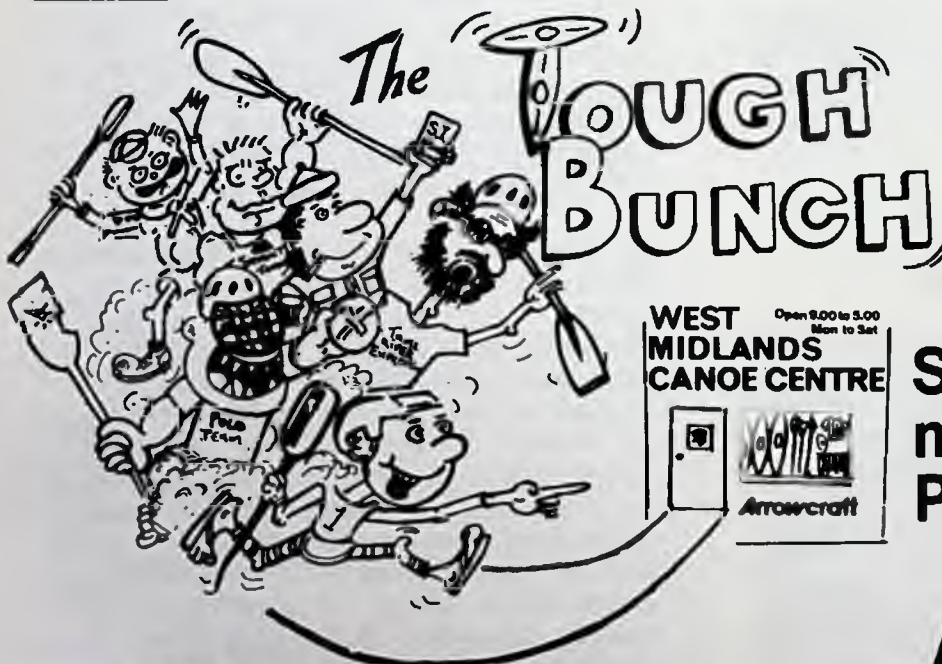
The warm up should be of optimal duration and intensity so that it heats the deep body tissues, but too much of a warm up can cause fatigue, and this is not at all beneficial. Sweating is an indication of increased body temperature but it is only practise that enables you to know the optimum warm up temperature for yourself.

A mental warm up should start taking place long before you get on the water. The mental rehearsals if done well give you a good way of extra practice on the course.

Psyching yourself up to the optimal level is a skill that needs lots of practice. Too much "hype" and you'll perform like a bull in a china shop, not enough and you will probably be bored by the time you get to the finish line.

Finally it is important to realise that warming up is something personal to each competitor so there is no "surefire" warm up routine. Getting a good warm up routine is as important and as worth practising as a good sweep stroke. Many important titles have been lost and many hours of training wasted because of mis-using those 30 minutes before a run.

D. Littlehailes



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What is the Judging Sub-Committee? (and what does it do?)

For those of you who read the information at the beginning of the Slalom Year Book, you will notice that the structure of the Executive is changing this year, for those of you who don't - shame.

The Judging Sub-Committee now reports to the Competition Management Sub-Committee, and consists of Neville Unwin (Chairman) and Peter Jones, who are members of the Competition Management, together with Ian Pendleton (Secretary), Sid Edge, and Peter Denton. Further members may be co-opted if necessary.

The purpose of the Judging Sub-Committee is to provide for the supply of qualified judges, and to administer the Jury system.

To this end our major task for this year is to institute the examination procedure for qualification under the new rules. As you should be aware, it will be our policy to have three grades of Judge:

Gate Judge
Senior Judge
International Judge.

For the 1986 season, judges who hold the current Grade C qualification may continue to be considered as qualified Gate Judges, but must re-qualify before 1987. Section Judges who are on the current list may continue as Senior Judges. Although they are not required to take the Gate Judge examination before taking the Senior Judge examination, they are encouraged to do so. International Judge (ICF) qualifications will remain valid, but current holders are encouraged to try the new examinations.

Meanwhile, Neville and Ian are working flat out to produce the new Gate Judge examination. The format, as before, will be a series of diagrams for which the penalties must be assessed, and a new twist this time, written questions! As always, full marks are required for a pass. Having

passed, you should then send the tear-off section of the answer sheet to me together with a stamped self-addressed envelope, then, when I have checked your BCU membership, I will send you your card.

In the meantime, we are considering ways in which qualified judges may be rewarded. Perhaps in the future it may be that preference will be given to qualified judges when the Officials Event is over-subscribed. Remember, the better the judges; the better the event. Organisers also have a part to play here, it is sometimes difficult to persuade a judge from the lower divisions to compete against Div 1 / Premier paddlers knowing that he or she has no chance of winning the only prize on offer. So please, try to offer at least one prize for each division competing in the Officials Event, and give serious consideration to providing Ladies, Youth, and Junior prizes as well. If anyone has any ideas on incentives or other methods of persuading people (paddlers, parents, friends etc.), please let us know.

So how do you qualify? First and foremost - read the Rules. Seek the advice of experienced judges. Persuade your club to hold a course. And then take the examination. It is hoped to run the first testing sessions at Crystal Palace, and to appoint examiners around the country as soon as possible. These examiners will attend as many events as they can, but obviously, they won't be able to cover all of them. If, having run a course at your club, you have a number of people who are ready to take the examination, let Ian Pendleton know and he will do his best to find an examiner who can come to you.

Finally, please let us know (in writing, our addresses are in the Year Book) if you have any problems interpreting the new rules, judging, or with the Jury system. If we don't know what your problems are, we can't do anything about them.

Peter Denton

FEEDBACK News & Info

Slalom Trainer and Coach Courses 1986

The slalom competition coaching scheme is once again in operation after 2 years demise. As you probably know, 2 levels of training course are on offer. **Trainer** and **Coach**.

SLALOM TRAINER

This is aimed at those wishing to introduce paddlers to the lower levels of slalom competition. It is designed to attract competitors, ex-competitors and **non-competitors**. This last category I would see as including parents, wives, girlfriends, keen helpers etc. If you are keen and would like to know more about what to do and say from the bank, then this is the course for you.

SLALOM COACH

This is aimed at those already involved at some level in competition coaching and is an obvious step up from Trainer level. It concentrates on the problems of improving slalom technique, designing training and fitness programmes, use of video, motivation techniques and other relevant areas that confront a coach as his paddlers or squad progress to the higher divisions. It will also provide some ideas for solving typical 'club coaching' problems.

DURATION OF COURSES

Trainer and Coach courses are normally for 2 days over a weekend. Where daylight, facilities or availability permit however, weekday or evening courses are possible. Write to Alan Edge for more details (address below).

ARE YOU ELIGIBLE?

Trainer

Anyone and everyone considered, an interest and a desire to be usefully involved are the only essentials.

Coach

Applicants must be over 18 and a qualified Senior Instructor. **Unless previous canoeing experience warrants exemption.** Ideally applicants should have completed a Trainer course and be involved in coaching at some level. When applying, send full details of canoeing and coaching experience.

HOW DO YOU APPLY?

Either

Choose one of the listed dates and send full details to Alan Edge. Even if there is not a suitable date, still write, we want to know about you!

or

Get your club or region to apply for a course to be run in your area. This has already been done successfully by several clubs or groups of clubs and carries the following advantages:-

- Less travelling
- Local club paddlers get coached in the process.
- It helps stimulate local interest in coaching.

d. Sports Council Grants may be available. You may even make a profit!

e. If there were 7/8 people then the course would run.

COST

Individuals

Between £15 - £30 for the weekend, depending on board and lodging arrangements.

Clubs

£60 + coaches petrol for the weekend.

Registration Fee

£3.50. This is an optional fee which puts you on the B.C.U. trainer - coach list and entitles you to any technical information in code or coaching bulletins.

YEARBOOK REGISTER

An update of this is long overdue. If you know of any omissions, mistakes, changes of address or retirements! Notify Alan Edge a.s.a.p.

Remember we want to know about you and what you are doing!

COURSES FOR 1986

11-13 April	- Shepperton	- Coach
17-18 May	- Llandyssul	- Trainer
7/8 June	- Washburn	- Trainer/Coach
14/1		
14/15 June	- Scotland (venue to be decided)	- Trainer/Coach
August	- London Area	- Trainer (Date and venue to be decided)
6/7 Sept.	- Washburn	- Trainer/Coach

If you would like to apply for any of these courses or if you want any further details write to:

Alan Edge (Assistant Director of Coaching)
25, Crawshaw Avenue,
Pudsey,
Leeds.
LS28 7BT
Telephone 0532 550054

from page 5...

Paddlers from other divisions who wish to be considered for entry to these events should send a completed entry card, a letter stating their reason(s) for application and a SAE to the Team Administrator, Sue Wharton, 1 Barnacre View, High Street, Garstang, Preston PR3 1EB. (099 52 4579) by 1 MARCH 1986.

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RICHARD FOX
(LISTEN FOR ANNOUNCEMENTS)

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NOMAD CANOES, UNIT 15, DEESIDE INDUSTRIAL PARK, CLWYD. Tel. 0244 811393.

Letters!

Dear Sir,

Your ill-considered remark concerning the age of the opponents to the new rules in your report on the AGM regrettably requires a reply.

I find it difficult to understand how you arrive at an average age of 67 even if you include Maurice Rothwell, who has been involved in Slalom since before most of today's paddlers were born. You quote a 'chorus of Youth Div 3/4 paddlers' of which I remember at most two, and ignore the arguments of John Sturgess who has probably done more for the Youth Div 3/4 paddler than most. You ignore Nick Taylor, who in his mid twenties and MCC's Chairman, has the ear of both young and old, Novice and Prem. You ignore the fact that an order of motions was detailed that meant it was necessary to vote For the New Rules throughout if we didn't want the lower divisional variations proposed by the Exec. This left the MCC alternative, of New Rules for Prem and Div 1 only, facing an apparent large majority in favour of the New Rules. I suggest this more than anything swayed the doubters.

The New Rules, formulated by the ICF, a body known to have little knowledge of Slalom, and opposed by a previous AGM, were introduced:-

- 1/- To remove the Presentation problem. A debatable point.
- 2/- To make the sport more attractive to the Media etc, (Interesting when the only event we have managed to promote consistently is Paddles Up which has more resemblance to the very first Slalom than the proposed idea).
- 3/- To reduce the number of officials. no indication of how we are to do this, apart from reducing the number of gates, which surely could have been done under the old rules, has come from either the ICF or the Exec.

I believe we have been guilty of throwing out the Baby instead of the Bath Water.

Slalom's greatest asset was that it could be a family sport, Brothers and sister could compete together and if parents were willing to have a go they were able to progress up the Divisions though no doubt trailing behind their offspring. Slalom was intended as a Trial of Skill on agitated water, it was disheartening to notice how frequently the term Race was used by the pro New Rules faction. No longer will the occasional paddler be able to rely on past experience to defeat the full time trainer. From views canvassed before the AGM MCC concluded that the New rules were unattractive to the older paddler, i.e. over 21, and also unattractive to the Ladies. You may find that by alienating the older paddler and boring the Ladies you will have to instruct your 'chorus of Div 3/4 paddlers' in the complexities of Tutti and the niceties of cooking a hot dog.

Roy Bradshaw

Dear Editor,

It made quite a change to read someone's comments on my own efforts although Mr. Orledge's comments were, perhaps, rather more vitriolic than my own tend to be. Whilst not wishing to start a feud with Shepperton C.C. members I would like, in turn, to defend my own position before the matter is closed.

I do endeavour to be an investigative reporter at events without being so intrusive as to become even more objectionable than I apparently already am. When writing up an event I try to be constructively critical, if necessary, and to pick-up on any good aspects. (Did Mr. Orledge perhaps overlook the following comments in the review of his event; "Food was ... reasonably

Letters Cont...

priced" "... a generous number of the magnificent medals ..."
 "he(the organiser) remained un-flappable throughout the very difficult conditions. I for one am glad the event wasn't cancelled ...")? The standard of events is increasing all the time and it is no longer justifiable to use superlatives to describe an averagely run event.

Yes, I too would have been surprised if the changing of one gate direction improved the course so drastically; in actual fact it was due to (quote) "the new configuration of sluices and a few minor gate changes". As regards the rescue facilities I too am aware of rule 3.1(d) but as you yourself said the water conditions were "unique" and that alone should justify extra safety cover, which was, incidentally, missing for some time until a complaint was made to the chairman of the jury.

Should I, with my "overflowing enthusiasm", run a slalom? Unfortunately no one individual, however overflowing their enthusiasm, can run an event by themselves, it takes a dedicated team under a competent leader and this the organiser has and as I said at the end of the report "I hope that he allows his arm to be twisted again to run another event."

Yours sincerely,

GDN

CANOE CLUBS BEWARE?

If you belong to a small, long established canoe club affiliated to the BCU, always struggling to attract new members, although having helped a young slalom paddler to reach International/British Squad level, please imagine the following events happening to your club:-

A member of your club (not an elected representative) is approached out of the blue by a BCU representative. The member is asked if your club would be interested in running a canoe

centre for the local authority on a small man-made lake. The lake is known to be used by anglers and not very clean! Your member suggests that your club would not be very interested.

Almost a year later you see a note in your BCU Regional Bulletin asking if anyone is interested in forming a canoe club in a town just 3 miles away from your club's base. The note is written by the BCU representative. Your club writes to the BCU rep suggesting that a new club is not necessary - couldn't your club absorb any new people interested in canoeing? The BCU rep does not reply!

About one month later you see a small advertisement in your local press advertising a meeting in your town for anyone interested in starting a new club. You attend this meeting to find it is the inaugural AGM of the new club. You put forward your club's case for there only being one club in the town. Your arguments are flattened by criticism that a new canoeist wrote to the BCU asking for names of clubs in your area and was told that there were none. At this stage the meeting's chairperson (the BCU rep) smiles and says that he/she does know your club. The meeting overwhelmingly votes to proceed with the new club, as most of the new members for the new club insist they've never heard of your club. Silence from the BCU rep! You leave dejected.

The moral of these events: Tell all club members to always say 'Yes' to a BCU rep, no matter how tenuous the contact. Remember, no matter what requirements the BCU rep would like, these are likely to change considerably as time elapses, so always find out what your BCU rep is doing in your area.

Chairman
 Stourvale Canoe Club

FAC on Tour

Autre Nations, Autre Moeurs

Rennes is a town of 200,000 inhabitants situated in the North West of France - about 3 hours West of Paris and within easy reach of the Channel ports ROGLOFF and ST. MALO. I was invited to spend a week training with members of the Regional training centre under their coach Jean-Yves Prigeut (world team champion 1977 and individual bronze medallist at Bala in 1981).

The Centre d'Entrainement Francais (CEF) at Rennes is one of four throughout France. Its purpose is to provide training for the top level competitors and to develop the potential of promising younger paddlers. Jean-Yves Prigeut is paid by the French Federation to perform two functions. In the Autumn, Winter and early Spring he is based at the CEF where he is responsible for coaching the group of 15 or so paddlers and also for the development of coaching programmes within the region. During the Spring and Summer he is employed as a National Team Coach for the Men's K.1. Team and spends most of this period travelling to training camps or competitions.

The CEF is situated on the River Vilaine in a big Watersports Centre which houses a number of clubs including a course club. The building resembles a big warehouse containing lots of separate units each with a big sliding door leading to the river. The CEF uses the building mainly as a meeting point. Paddlers meet here and then travel by mini bus to train at other sites on the river.

During my stay I paddled on two different sets of gates and on the flat water outside the CEF base. Unfortunately there had not been much rain in the period immediately before my visit and the training courses were below normal level. In Winter and Spring, however, one would normally expect good conditions with bouncy waves, fast flowing water and deep wide eddies at both sites. Most of the

training was done in a group with Jean-Yves and an assistant coaching and timing from the bank.

In addition to Slalom training the paddlers there use Dam river boats once or twice a week for endurance training, they also have two or more land based strength work-out at a University gym and running or swimming two or three times each week. Generally the training is well structured with careful consideration given to physical factors such as the development of paddling endurance or muscular strength.

The paddlers in the CEF come either from the Club at Rennes or from one or other of the other nearby clubs. Most of the top paddlers are registered in physical education programmes either at Rennes or at INSEP in Paris. These programmes give the athletes plenty of time to train while at the same time qualifying them for a career as physical education teachers or sports coaches. In fact this system is ideal since it enables the best paddlers to return to the sport as full time professional coaches or technical directors either in regional centres or with the National team.

The most successful paddler from Rennes has been Marie Françoise Grange, Europa Cup Winner in 1984, Silver Medallist at Augstburg and world team champion 1983 and 1985. She is registered as a student at INSEP in Paris but spends most of her time in Rennes either training, encouraging the younger paddlers or helping to provide the sport. With the next world championships, being held in France at Bourg St. Maurice there is plenty to keep Marie Françoise Grange and the other top paddlers occupied. The Federation expects . . .

Looking ahead to 1992 there appeared to be an air of optimism for the Olympic Games - Paris, they said, was sure to secure its bid to stage the games and Slalom would then be reinstated on a purpose built course in Paris itself. They

Slalom Schools in Bourg Alan Bayles

Slalom Schools in Bourg

February has arrived and the start of the slalom season is in sight. Whilst others talk dismally of Summer holidays, our family looks back on two superb weeks in the French Alps.

Way back in February 1985, after attending a successful weekend with Slalom Schools at The Serpents Town, we finally decided that perhaps it was possible to combine a canoe training course for our two sons, with our summer holiday.

On the evening of July 25th after a day at work, we left home with a well loaded car, plus caravan, canoes, barbeque, and all the gear one usually takes on holiday. For any one who has never ventured across The Channel before, it really is made very easy for 'First timers? On arrival in France, once the First round-an-hour has been successfully negotiated, it really is a piece of a cake.

On arrival in Bourg, with the map Slalom Schools had provided, we found the camp site with ease. We

from page 19...

hadn't heard of Birmingham's bid but I assured them that Paris wouldn't be far behind! An interesting point emerged regarding the possibility of Spain staging a Slalom event should Barcelona be awarded the Games. It was said that Canoe Slalom is mentioned in their presentation document and that a picture of the course at Deo d'urgell appears. One thing is for sure, if the outcome of the IOC Conference is positive for Slalom we will have a lot of catching up to do regarding the organisation and financing of our national teams.

R.F. on tour

were pleased to find our place reserved, and the site immaculate, with plenty of hot water, showers and good old British loos! Electricity hook up was also available, and all for about £1.00 per person per night.

The camp site was about five minutes from the Slalom course or the River Elser, where the course was to be held. We were fortunate to arrive early enough to watch the French Championships, and next year's visitors will be able to see the Pre-Worlds.

The river is dam controlled/assisted, and we had two releases or approximately three hours duration every day, for the two weeks we were there.

The Coaching was of an extremely high standard, Alan Edge being the chief coach, ably assisted by Russ Smith and Len Shackleton. Instruction and tuition was tailored to the individual needs of each paddler in divisions 1 to 4. Every watr session was videod, for analysis and discussion. This was done for about an hour every lunch time, and for somewhat longer sessions each evening. canoeing apart, Bourg is an ideal centre for a holiday, situated twenty minutes drive from Tignes, the only French resort that can boast skiing 365 days a year.

There is a swimming pool and tennis courts next to the camp site, and plenty of shops, good restaurants and bars. Should you wish to venture further afield, the Italian border is only six miles away. Having said this, most evenings we all spent on site, barbequeing and enjoying a few glasses of local wine.

EDITOR'S NOTE

We understand that slalom schools not be operating in Bourg this summer but will be running various courses in Britain over the year-Contact Glan Edge for details - and don't let this stop you going to Bourg St. Maurice.

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JAMESON/WILLIAMS AUGSBURG 85

Photo: Tony Tickle

Canadian Corner — P. Bell

Fittings for Canadian Class boats

Are they safe?

No not absolutely, but with a little care and common sense a C1 (or C2) can be fitted so that it is functional, comfortable and easier to exit from than a kayak.

The rules of slalom racing state that "competitors must be able to free themselves from their boats quickly at all times", only fools intentionally disregard this.

To an observer the startline ritual of the tightening of thigh braces appears to be the competitors tying themselves in. To an experienced paddler adjustability of straps allows him to optimise his control of the boat.

Those with less experience should not confuse these attitudes.

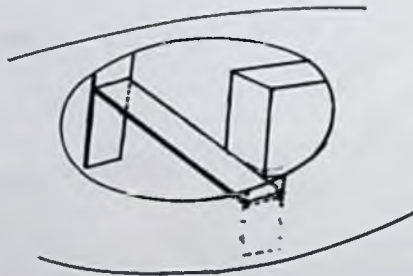
Braces are to give the paddler a grip of the boat not to give the boat a grip of the paddler.

Boats and paddlers come in many shapes and sizes bracing systems vary accordingly and are of many styles. Some sound advice:

- i. Look at the arrangements in the boats of the top racers. (Preferably copy someone of your own size in a similar boat.)
- ii. Talk to other paddlers, get their advice.
- iii. Keep fittings simple.
- iv. IF IN DOUBT, CHECK IT OUT.

P. Bell

A. SLAT SEAT



Basically a plank can be rigid or lifting for ease of access/exit.

A typical seat height in a modern boat is about 5". At this height most people will need the seat to be lifting type in order to get feet thro!

USED BY JOCK and Bluebell, but not generally favoured. Advantages are very positive weight transfer to boat.

B. SADDLE



Narrow seat approximately 5" 2 blocks of ether foam gripped mainly between thighs.

Very common ether foam construction easy for boat suppliers.

Disadvantages are poor weight/lean transfer. Can come adrift quite easily and fall over.

Advantages: A secret which Bob Doman or Goat may tell me one day.

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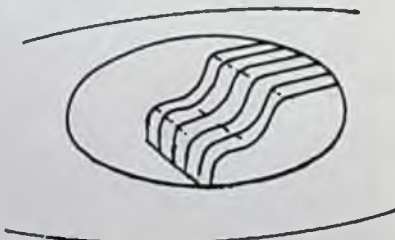
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Canadian Corner cont...



C. PEDESTAL

The most popular seat amongst current top paddlers in the world.

A wide short saddle type approximately 10" wide 3 to 4 blocks ether foam which supports both cheeks of the paddler's rear.
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Advantages: Comfortable, easy entry/exit. Effective lean control by weight shift thro' cheeks.

Tilt seat slightly forward so any creep during paddling is forward into fitting. A back to the seat also helps avoid moving out of fittings.

Calendar 1986

MARCH 1/2

DIV 2 SHEPPERTON:C. Thompson,
35 Mill Lane, Carshalton, SM5
2JY.

DIV 3/4 CARLISLE:P. Jones,
7 Brunton Cres, Carlisle, CA1
2AX.

MARCH 8/9

DIV 2 APPLETREEWICK:J. Davis,
1 Sunfield Dr. Stanningley,
West Yorks.

DIV 3 MATLOCK:C. Mann, The Old
Nursery House, Nottingham Rd,
Tansley, Matlock, Derbyshire
DE4 5GA

DIV 4/N CHURNETT VALLEY:M.
Twitchen, 34 Newport Rd,
Stafford, ST16 1BH

DIV 4/N DUCK MILL WEIR:M. Carter, 5
Clarendon St, bedford, MK41
7SQ

DIV N DURNGATE MILL:S. Manbridge,
129 Springfield Cl, Andover,
Hants, SP10 2QS

MARCH 15/16

DIV 1 HAMBLEDON:T. Cronin, 297
Marlow Bottom, Bucks, SL7 3QF

DIV 2 STANGERTHWAITHE:I. Courtier,
2 The Nook, Crosby, Maryport,
Cumbria

DIV 4/N MARPLE: I. Jackson,
77 Sheerwater Rd, Offerton,
Stockport, Cheshire, SK2 5UZ

DIV 4 YALDING WEIR:R. Pickering,
Flat 5, 2 Hayes Lane,
Bromley, Kent

MARCH 22/23

TRYWERYN SELECTION:R. Annan, 20
Morford Way, Eastcote,
Ruislip (restricted event)
middlx, HA4 8SN. ENTRY FEE
10.00)

DIV 2 HALTON RAPIDS:P. Green, 30
Kennington Rd, Fulwood,
Preston, PR2 4BT

DIV 3/4 MIDDLETON:P. Hannover, 10
Crowland Rd, Hartlepool

DIV4/N DEDHAM MILL: K. Dobson,
"Settlers", Smallwood Green,
Bradfield St. george, Bury St.
Edmunds, Suffolk, IP30 OAJ

DIV 4/N ROCKFIELD: W. Gardner, 50
Victoria Rd, Coleford, Glos,
GL16 8DS

DIV N DENHAM COURT: W. Appleby, 113
Balmoral Rd, Watford, Herts.

SLALOM NEWS

ALL DIVISIONS 4 PADDLERS please
note that in the 1986 season you
will be required to wear bibs for
all ranking competitions.

HOW TO GET A BIB

Send five pounds (cheque or
P.O. payable to BCU Slalom
Committee) (or a valid bib
voucher), your 1986 BCU
membership card and a large
SAE to the relevant bib issuing
officer.

BIB ISSUE OFFICERS

K1 MEN

PREMIER: TERRY WHITE, 7 PITSTONE
CLOSE; STAFFORD ST16 1TT.

DIV 1 :JENNY DAVIS, 1 SUNFIELD DR,
STANNINGLEY, PUDSEY, WEST
YORKS.

DIV 2 :GRAHAM LEDGER, 7 HALL DR,
BURLEY IN WHARFEDALE, LS29
7LR.

DIV 3 :KEITH RATCLIFFE, 53 ANCHOR
WAY RD, GREEN LANE, COVENTRY,
CV3 6JL.

RESULTS

DIV 4 :JEAN MacINNES, 65 DUNSTER RD, WEST BRIDGEFORD, NOTTS. NG2 6JE.

K1 LADIES

PREM TO DIV 3: MIKE CARTER, 5 CLARENDON ST, BEDFORD, MK41 7SQ.

DIV 4 :JIM CROFT, 12 HOLMSCROFT RD, LUTON, BEDS, LU3 2TJ.

CANADIAN

PREM TO DIV 3 :BRIAN FULLER, MANORSIDE, HIGH ST, GRENDON UNDERWOOD, BUCKS. HP18 OSU.

DIV 4 :M. SYKES, 18 COPPICE CLOSE, BANBURY, OXON. OX16 9SW

PLEASE, PLEASE, PLEASE - APPLY FOR YOUR BIB EARLY. The bib issue officers will know your new number and division and start sending out the bibs shortly. There is no need to leave it until the last minute and you don't have to know your number.



MARIE FRANCOISE GRANGE — FRANCE

Photo: Tony Tickle

RESULTS - 1985

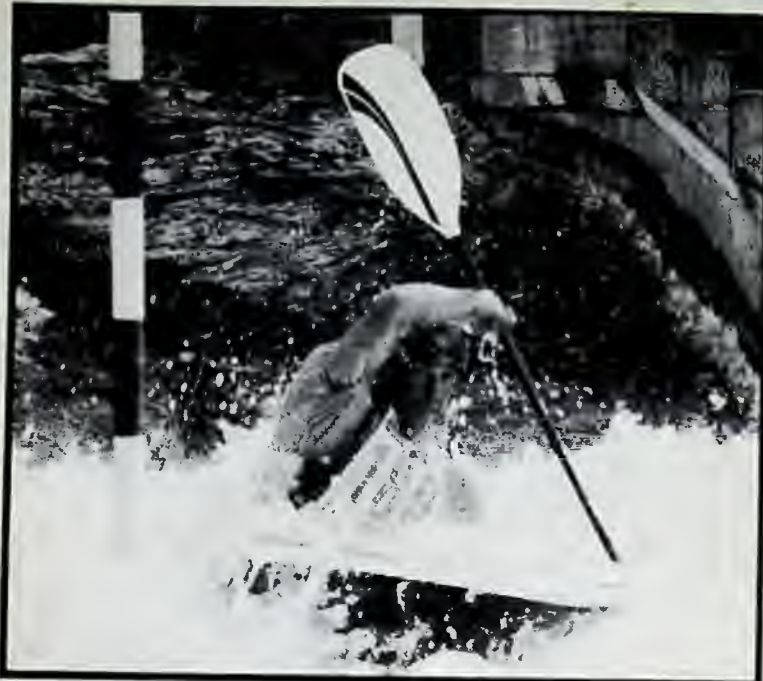
K1 Men Jimmy Jayex
Phillip Hayward Rosebowl
K1 Ladies Liz Sharman
White Water Magazine Trophy
C1 Martyn Hedges
Trustee Savings Bank Trophy
C2 Chris Arrowsmith/
Paul Brain
Streamlyte Trophy

OTHER AWARDS AND TROPHIES

K1 Men Youth Ian Raspin
Colin Ralph Trophy
K1 Ladies Youth Ishbel Grant

K1 Men Junior Shaun Pearce
IBM Trophy
K1 Ladies Junior Heather Corrie
Cheltenham and Gloucester
Building Society Trophy
K1 Men Div 1 Nicholas Barton
Tony Brown Trophy
K1 Ladies Div 1 Carol Jones
St. Pancras Building Society
Trophy
K1 Men Youth George Spittal
Nomad Youth Award (Best
Youth Newcomer to Div 1)
K1 Ladies Youth Joan Cawthray
Splashsport Youth Award (Best
Newcomer to Div 1) C1 Div 1

C2 Division 1 Peter Keane
Alan Meikle/
Colin Brown
K1 Men Premier Smith/Druce/
Team Gladwin
Wilkinson Sword Trophy
K1 Ladies Allan/Sharman/
Premier Team Pallett
Canadian Premier Williams/Doman/
Team Black
K1 Men Div 1 Barton/Howarth/
Team Clough
Mike Jones Memorial Award
K1 Ladies Walker/Gillies/
Div 1 Team Berry
Slalom Masters 1985 Top 10 Men
Premier
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2 Russ Smith 7 Melvyn Jones
3 Andrew Gladwin 8 Tony Leaver
4 Ian Raspin 9 Mike Druce
5 Jim Dolan 10 David Crosbee



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- COMPETITION BUOYANCY AID
- COMPETITION SPRAYCOVER

MI

- 40Z DELUXE CAG
- 20Z DELUXE CAG
- BASIC SPRAYCOVER
- ADJUSTABLE SPRAYCOVER

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

mi
DESIGNS LTD

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