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FEATURES: RICHARD FOX

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# Taking on The World

## Some ideas for the International Development of Canoe Slalom. —

Richard Fox.

Over the past ten years there has been little change in the International programme of Slalom competition. The World Championships and Europa Cup events continue to be the only meaningful measure of performance for International paddlers. The standard of organisation and level of competition in most other events does not do justice to the degree of commitment now shown by the representatives of many countries. The inclusion of Slalom in the 1992 Olympic programme could dramatically improve the International status of Slalom as a competitive sport, but this promise still appears a little distant. If Canoe Slalom is to gain a higher profile around the world it needs to look closely at the present structure of International organisation, and the programme of competition and ask itself several questions.

The purpose of this article is to stimulate discussion and to propose a new system for International competition which could operate within the existing ICF programme of events.

### Objectives for International Slalom

1. To secure the Inclusion of Slalom in the Olympic programme.
2. To review the present structure of administration for slalom with a view to giving an elected International Slalom Committee greater independence and autonomy within the ICF hierarchy.
3. To adopt a more professional approach to the organisation and promotion of International Slalom competitions, in order to achieve the following:-
  - i) Increase in event sponsorship.
  - ii) Increase in International television and media coverage.
  - iii) A higher level of participation and competition at non championship events.
  - iv) A higher profile for Slalom within International sporting organisations, Government agencies etc.
4. To increase the number of countries participating in Slalom competition through the organisation and funding of an International Slalom development programme.
5. To promote International communication on all matters relating to: event organisation;

television and sponsorship; training and coaching.

6. To establish an International Paddlers Association to assist in the development of Slalom around the world.

The initiation of change is inevitably a lengthy process in a sport which is structured with a multitude of committees. It is important that the feelings of the International Slalom community are made clear to the members of the ICF so that the sport develops to the benefit of its participants.

### World Ranking System for Slalom

The following proposal for a World Ranking List is presented within the existing structure of ICF Slalom competition. It is designed to complement rather than replace major championship events. The prime objective is to aid the international development of Slalom in line with the points outlined in 3. above.

### How It Works

Events are selected into the following categories:

- Category 1 World Championship  
 2 Europa Cup Pre World,  
 North America Cup  
 A Other International events  
 B  
 C

The classification of events A B C would be based on the following:

- i) location
- ii) standard of water
- iii) level of past organisation
- iv) level of past competition
- v) The need for future development and promotion.

The classification would be made at the end of the preceding season.

### An example of Event Classification for 1987 for an International Season April - August incl.

BOVEC	YUG	B
TACEN	YUG	A
KUPA	YUG	C
MONSCHAU	FRG	C
EFTELING	HOL	C
ERLAUF	AUT	C
LIPTOVSKY MIKULAS	TCH	A

ZAKOPANE	POL	C
ZELINE	TCH	C
MERANO	ITA	A
TACEN	YUG	C
MAZZANA	ITA	B
BOURG ST MAURICE	FRA	1
AUGSBURG	FRG	A
NOWY SACZ	POL	C
WAUSAU	USA	B
SJOA	NOR	C
NIAGARA	USA	C
NOTTINGHAM	GBR	B
ALVKARLEBY	SWE	C
SOUTH BEND	USA	C
SAVAGE	USA	B
PRAHA	TCH	B
CATEGORY C	12 EVENTS	
CATEGORY B	6 EVENTS	
CATEGORY A	4 EVENTS	
CATEGORY 1	1 EVENT	

TOTAL 23

### Points System

Subject to there being sufficient representation in an event points would be awarded for the top placings.

The example is given of a points system for K1 Men:

FINISH POS.	EVENT CATEGORY				
	1	2	A	B	C
1	150	100	75	50	25
2	120	80	60	40	20
3	90	60	45	30	15
4	60	40	30	20	10
5	59	39	29	19	9
6	58	38	28	18	8

### Ranking List Winners

The winner would be the person with the highest points total from **5 events**.

### Notes

This proposal is based on the representation of K1 men at International events. A points system for other categories would be different.

No junior events are included. It is suggested

that the Junior World Championship be staged EVERY YEAR in late July or August.

The World Ranking List should promote attendance at minor Internationals, but it does not require competitors to enter a large number of events in order to gain a ranking position.

It is hoped that event organisers would be motivated to organise bigger and better events to attract the top paddlers and gain a high classification in future seasons.

### Future Development

1988 Season 5 Category 2 Events

Made up of Pre World Championship

2 North America Cup Races

2 Europa Cup races.

4 Category A Events

3 in Europe.

1989 Season

World Championship

Plus 5 Category A races in Europe.

3 Category A races in North America.

International Series in Australia, New Zealand.

1990 Season —

First World Cup Circuit -

10 events 6 to count for ranking position.

### Recommendations to the ICF

— Assess the response of competing nations to the concept of a world ranking list and future world cup.

— Adopt a provisional system for world ranking during the 1988 season.

— Appoint an International Co-ordinator responsible for the administration and communication of a world ranking list.

— Pursue International sponsorship and television coverage for a 1990 World Cup circuit.

There is no doubt that International Slalom needs to look ahead and raise its status within the sporting world. A World ranking list and a future World Cup Circuit could well be the stimulus needed for greater International development. A more professional approach is required to promote the sport and there is a need for an Improvement in International Communication.


We all know it is a great sport. Now let's sell Slalom to the world!

RICHARD FOX

NOTTINGHAM, GREAT BRITAIN JULY 1987



Fast but not clean, Fox takes 4th place - Photo P. Astles



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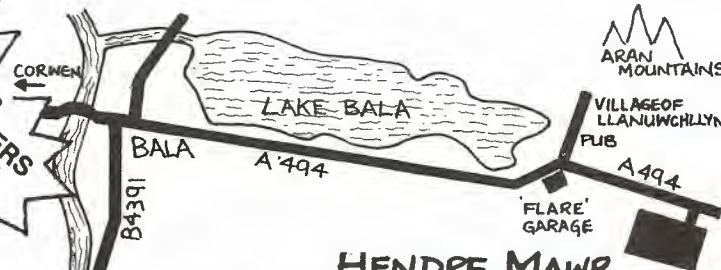
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## NEWS & INFO

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- Canoe Sport have agreed to sponsor the team with a donation for every World Championship supporters T-shirt sold. Canoe Sport also provided a vehicle, driver and fuel to assist the intermediate tour.

### HEINEKEN WHITE WATER CHALLENGE

News has reached me of a white water rafting racing competition being organised by the Rapid Racing team and by Jez Taylor of Feelfree. Towns and cities such as Birmingham, Chester, Edinburgh, Leeds, Manchester, Nottingham and others, will be racing over various courses, such as the Dee, Holme Pierrepont and Tryweryn. With the involvement of local sporting superstars and by money sponsorships from Heineken, this could make good entertainment and be attractive for television.

### BRITISH UNIVERSITIES CLEAN-UP. U16's ON THE RAMPAGE

The recent tour of Norway by the British Universities team, and by the U16 GB team saw a lot of trophies brought home. A well organised WWR team put 4 into the top 6 places, whilst the Slalom saw Russ Smith well clear in Mens K1 with Richard Luke just 3rd. Penny Briscoe won the ladies event and U16 paddlers Sue Marriot and Kim Gaster winning their respective events. Simon Warden won the C1, and after some confusion GB teams won most of the available team prizes. The real story of this trip is just too horifying to print.

### PADDLES UP

will be filmed in Wales during the Canoeing week at Llangollen and shown on BBC Daytime during December. A sponsor is still being sought!

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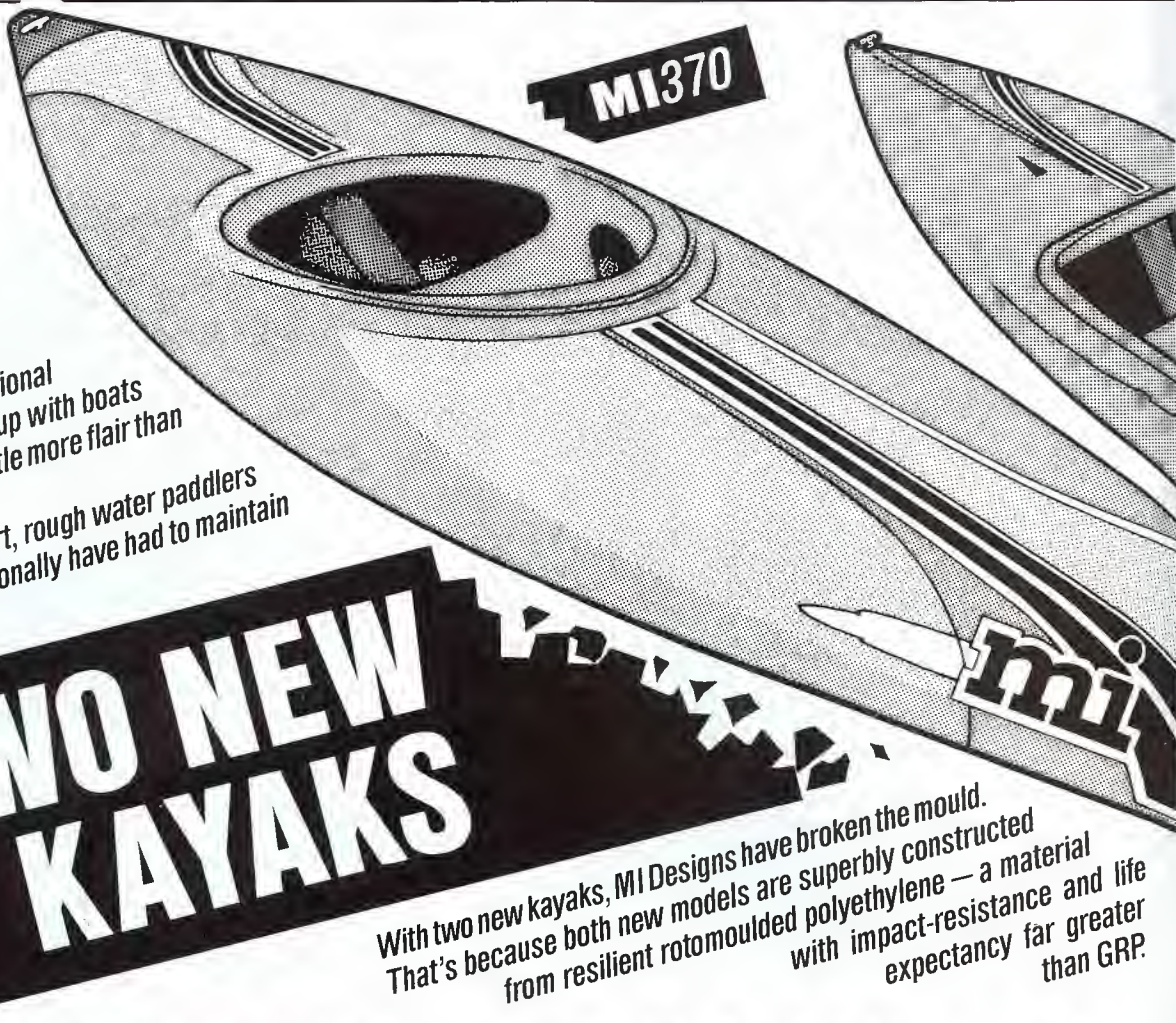
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For years, recreational paddlers have had to put up with boats designed and built with little more flair than the average bath tub. Whilst for their part, rough water paddlers who only compete occasionally have had to maintain a fragile GRP kayak.

## TWO NEW KAYAKS

With two new kayaks, MI Designs have broken the mould. That's because both new models are superbly constructed from resilient rotomoulded polyethylene — a material with impact-resistance and life expectancy far greater than GRP.

# The Savage River — A Brief History

by Bernice Kepple

Just over 250 years ago, a group of men, sent by the King of England and Virginia's Lord Fairfax to survey the Potomac River, camped, cold and starving, at the mouth of a savage, raging river. It was November 29, 1736, and the group of 17 surveyors and assistants had been measuring and mapping the North Branch of the Potomac River since leaving Harpers Ferry early in October.

The tenth month was late in the year to start a journey into the mountains. However, the surveyors had hoped that by leaving late, the dangerous snakes which lived among the river rocks would be in hibernation. Delayed by many problems, and experiencing extremely difficult travel conditions through weather that was hard on both men and horses, the group moved on into the mountains to become the first white men ever to visit present-day Garrett County.

Representing the king were surveyors Major William Mayo and Robert Brooke; working for Lord Fairfax were Captain Benjamin Winslow and John Savage. The goal of this surveying team was to establish Lord Fairfax's estate with the King of England. After enduring the bitter cold, rain, sleet, and snow (two snowstorms hit during the month of October alone), the

surveyors gave up horse travel and built a "cornue." That first canoe was completed and launched on October 16. A second and a third was completed by October 22, and the party put all their provisions in the canoes and proceeded to survey.

Upon reaching the mouth of the "raging river," their food supplies were exhausted and they were faced with starvation. According to a journal entry by one member of the party, they decided from necessity to kill and eat one of their own surveyors, John Savage, he being "the most worthless member of their party" as a result of failing eyesight.

But providence prevented that from hapening, and supplies came just in the nick of time to save Savage. The "raging river" by which they were encamped was named in his honor, and the Savage River was therefore the first geographic feature in Garrett County to receive a white man's name. Furthermore, the Savage River is the only tributary of the Potomac to keep the name given it by the original surveying party.

The Savage River, though named by circumstance after a mere human, is still a savage, raging river today. And to see the river as it is, and was, gives even more credit to those surveyors who struggled to map the river and open the area to civilization.



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Mark Delaney stopperblasting at the Chapel Fall on the Tryweryn, Bala - Photo Mark Richards

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SUN 1 NOVEMBER	10.00	RIVER WHARFE, APPLETREEWICK, N. YORKS. WILD WATER RACING - DIVISION C/OPEN.
SAT 7 NOVEMBER	10.00	RIVER DEE, TOWN FALLS, LLANGOLLEN, N. WALES. WILD WATER RACING - DIVISION A/OPEN.
SAT 14 NOVEMBER	11.00	RIVER TEES, BARNARD CASTLE, DURHAM. WILD WATER RACING - DIVISION A/OPEN.

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# Championnats du Monde 1987 Bourg St. Maurice

This is a hard report to write. This was a World of triumph, but also one of defeat. A world of general success, but with individual results that hurt both at the top end and for those at their first worlds. But whatever the results the French put on a good world championships — one the Americans will have to work hard at to live up to in 1989.

The first gold medal of the championships went to a British paddler — Paul Brain - who won the coaches competition early in the week, beating some famous names on the way. Tuesday and Wednesday saw a Rapid Racing Competition with Tuesday's race being on the slalom site, which made an interesting race course — the sight of Natalie Beaurain, bronze medal river racer, and Grobischer Maste, silver medal C2, struggling to stay in their boats gives some idea of how powerful the water was on the slalom site at 35 cumecs, just 10 cumecs up on the slalom level. At this first race your humble correspondent did a 'fox' on a rock, finishing second last, but honour was restored on the 2nd race with a 7th place, on the last main rapid of the river race course, and 50 cumecs running down. Having thus wasted the time between river race competition on the Saturday/Sunday before (in which, incidentally Gay Goldsmith of Gaybo fame won a team bronze after 20 years of racing) we arrived back at Bourg on the Wednesday night to find them putting up the course.

A major problem confronting the course designer was the excess of water running down the river overnight — Large amounts of snow melt meant that in order to maintain 25 cumecs during the day for slalom practice, some 60 - 70 cms was being run overnight. As a result, rocks were moving down the river, and your first job before getting on was to check where everything was compared with the day before.

As the course went up it became obvious that the major moves were going to be in the middle of the course, gates 11, 12, 13 and 14. A pair of mean breakouts in the top section, and some severe offsets down to gate 10 breakout, then 11 a downstream deep in an eddy, below a 3ft. drop. In the nonstop attempts to 'jump' the rock drop got more and more extreme, and one or two boats suffered from over ambitious routes. The good guys did 11 forwards, but any loss of

control on the jump meant doing it in reverse and losing 4 - 5 seconds. From there 12 was a left hand upstream, with 13 just upstream in the fastest flow as a downstream gate. Just behind it was the biggest stopper on the course, and 14 was a forward gate back on the left hand side of the river, 5 or 6ft. below the stopper. Options here were many and varied — with a large eddy beside 13, most of the C1s Ladies and C2s chose to blast out to 13 drop through sideways, and breakout on the far side, paddle back to the top of the eddy above 13 to ride the wave to 14. The fast men though, chose to try and spin in 13 and surf the wave back to 14 with the stopper just behind them. This was a tricky move, needing excellent boat control and timing. The final alternative was to reverse 13 and then drop below the stopper and attempt to run the back of it to 14, a slower route with a risk of ending up in the stopper.

The bottom half of the course was fast and fairly open, though a number of 'forced' reverses meant hard work upstream from breakout to get to gates further back upstream — a draining of already strained resources. The last move was one of these, and a number of people touched the last (reverse) gate as a direct result of exhaustion. Even the sprint to the finish had its problems with a stopper to start, and a wave to catch in the chest just to make a tired paddler even slower.

Non stops, as usual, provided some entertainment as people tried various 'alternatives', and some top paddlers ended up parked on rocks, or missed gates by large amounts. Sue Ward did her run of the championship to finish 2nd in the non stop, whilst most others just took it steady. Nobody was disastrous and we went to bed on Thursday night quietly confident for Friday.

We were not disappointed. The ladies event came alive with number 59, Elizabeth Micheler of West Germany, at her first world's, putting on electric run together, following Karen Davies down to go into a 30 second lead. She was to stay on top until number 70 went down the course. Liz Sharman took the first 10 gates steadily and then flew through the complex 11 - 14 set, doing 11 forwards, and losing no time on the 13 - 14 move. Fast on the next 5 gates, then steadily clear to the end, Liz recorded a 216.64 clear to take a 6 second lead.

A well placed tree by gate 17 allowed you to watch the whole course (assuming your eyesight is better than the average gate judge) and we rushed back to watch the major opposition down the course. Reigning champion Messel Hauser picked up 2 '5s' up the course, but French threat Grange was clear — but too slow, going into 3rd place, 7 seconds adrift. Gail Allen, coming next, blew the 12 - 14 move, as had Karen and Sue, and we were down to the last competitor, Fox trained Myriam Jerusalmi. The wave of French cheering followed her down the course, getting more intense as she got further down, still clear. A little time lost on 12 - 14 (about 5 seconds on Liz) but driven by the crowd she was like an express train from 17 to 25, pulling back some 3 seconds. The volume of cheering rising at each clear gate. Hearts in mouth we watched the score board, until it flicked up 218.92 - 2 seconds behind Liz. Close enough that second runs still mattered.

They certainly mattered for the rest of the British girls, though Sue Ward couldn't repeat her non stop performance finally finishing 21st, however Karen Davies flowed down the course, attacking the last 10 gates aggressively and up flicked the result with 228.97 clear — 5th place. Gail, too, strung it together, 229 + 5 giving her 8th place,



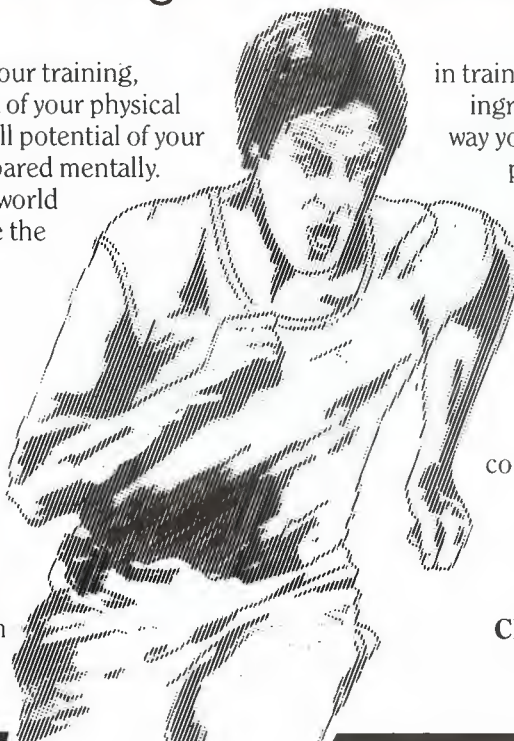
Melvyn Jones - Photo P. Astles

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and with 3 in the top 10 a definite chance of a team gold — only the French had better results with 2nd, 4th and 7th.

C1 has been dominated by the yanks for 10 years now, and this year was to be no different. All four Americans were medal hopes, with rising star Jed Prentice looking to threaten the Lugbill/Hearn axis. With such strength arrayed the Europeans were fighting for the minor honours, if any, and with some good European C1s around, any top 10 place would be a very good result. First runs were predictable — Hearn 205 + 5, Lugbill 205 clear, and the German Keubler 3rd in 214.64. Bushy Hedges took a 5 to put him 5th — in with a medal chance if he could clean up.

Second runs improved the British situation substantially. Gareth Marriot had been reasonably placed after the first runs, but he really turned it on for the second run. A time of 214.63 and a very unlucky 5 (I didn't see it!!) meant a final 11th place — if he'd been clear 5th place would have been his — this boy has got a future if all goes right in the next couple of years. Mark Delaney had a nightmare 1st run — 3 rolls in about 30 seconds had slowed him down, but a steady 2nd run, in 221.28 put him 13th — but amazingly he was last Brit — Bob Doman digging his way down .15 seconds faster to go into 12th place. Bushy set off with blood in his eye and stormed his way down the course. A little time lost at 12 - 14 but the rest flowed and we watched hopefully at the finish clock. A final time of 215.84, only 3 seconds off a medal, and a 7th place for Bushy — perhaps a disappointment after Augsburg — but the standard was high and the results very close between 3rd and 13th — less than 10 seconds separating them. A gap as large separated 1st from 2nd. Big Jon Lugbill smashed his way down the course to finish in 200.87 clear, to win by more than 9 seconds from compatriot Davy Hearn, who failed to go clear on his 2nd run. Bronze went to Bruce Lessels, with Jed Prentice 6th on a 'bad' run — all the yanks in the top 6, leaving little room for the Europeans, and surely a certainty for the team gold! Although with all 4 Brits in the top 13 we had a chance of a medal, along with France and Germany.

And so to bed, with things off to a good start. But next morning we got up to a steady rainfall, and a dreary, miserable day reminiscent of Bala 81.

The mens event with over 80 starters, would be a long one, and nobody could predict a clear favourite, though Richard Fox was obviously the man they all had to beat. We were waiting for the 2nd British paddler, Ian Raspin, when the Yugoslavs went berserk — No. 122 Strukelj had



*P. Micheler, West Germany - Photo T. Tickle*

gone into a clear lead with 192.92 clear, and everyone sensed that this was the target time. Ian Raspin came down the bottom half of the course looking good but a 50 further up meant his reasonably fast time was wasted — but he looked good for 2nd runs. Russ Smith had already come down in 198.25 + 5, putting him about 10 seconds off the pace and he could clean up and maintain his speed a top 10 result was on. Donald Johnstone of Paddles-up fame whipped down the course smoothly and positively, but losing a couple of seconds on the bottom half to slot in 1.5 seconds behind the leader. Melvyn Jones was next Brit down, and he too picked up a 5 on the bottom half, giving him a total of 206.25, 3 seconds behind Russ. The tension began to mount, and we all picked our vantage points for the top paddlers to come down. The fast Yugoslav, Skok slipped into the results about 5 seconds down. Then we were all at the bridge to watch Richard. Fast and Clean, and well through the move at gate 11, then out from 12 to 13 where as he moved back past the gate, riding the wave back to 14, he hit the left hand pole with his paddle — But he was still fast — and we raced down the bank to watch the finish clock: 188.42 fastest by 4.5 seconds, but a 5 on 13, and second place. Other top paddlers filled the order behind, with Micheler the only man to break 190 (189.92). By the end of the 1st runs the order was Strukelj, Fox and then Donald Johnstone, with Smith and Jones close to the top 10, and Ian Raspin looking to lose his 50.

We needed the C2 event to settle our nerves. Confidence was high — Richard was fast enough, and all he had to do was go clear.

The C2 event unravelled in front of us. Our relatively inexperienced crews were up against some old, wise heads from France and

Tony Prijon, World Champion - Photo P. Astles

Jones, Fox

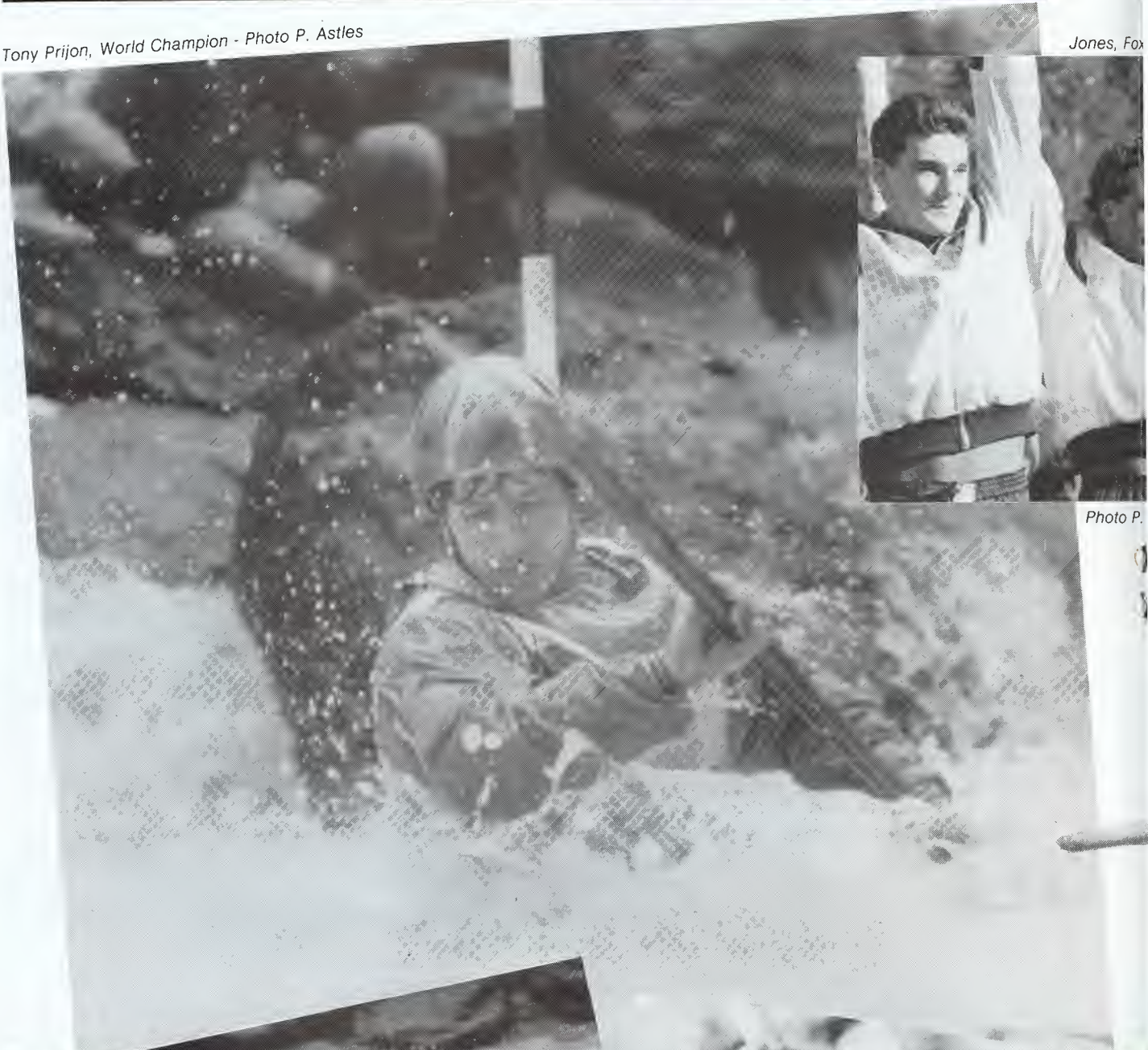


Photo P.



Melvyn Jones - Photo P. Astles



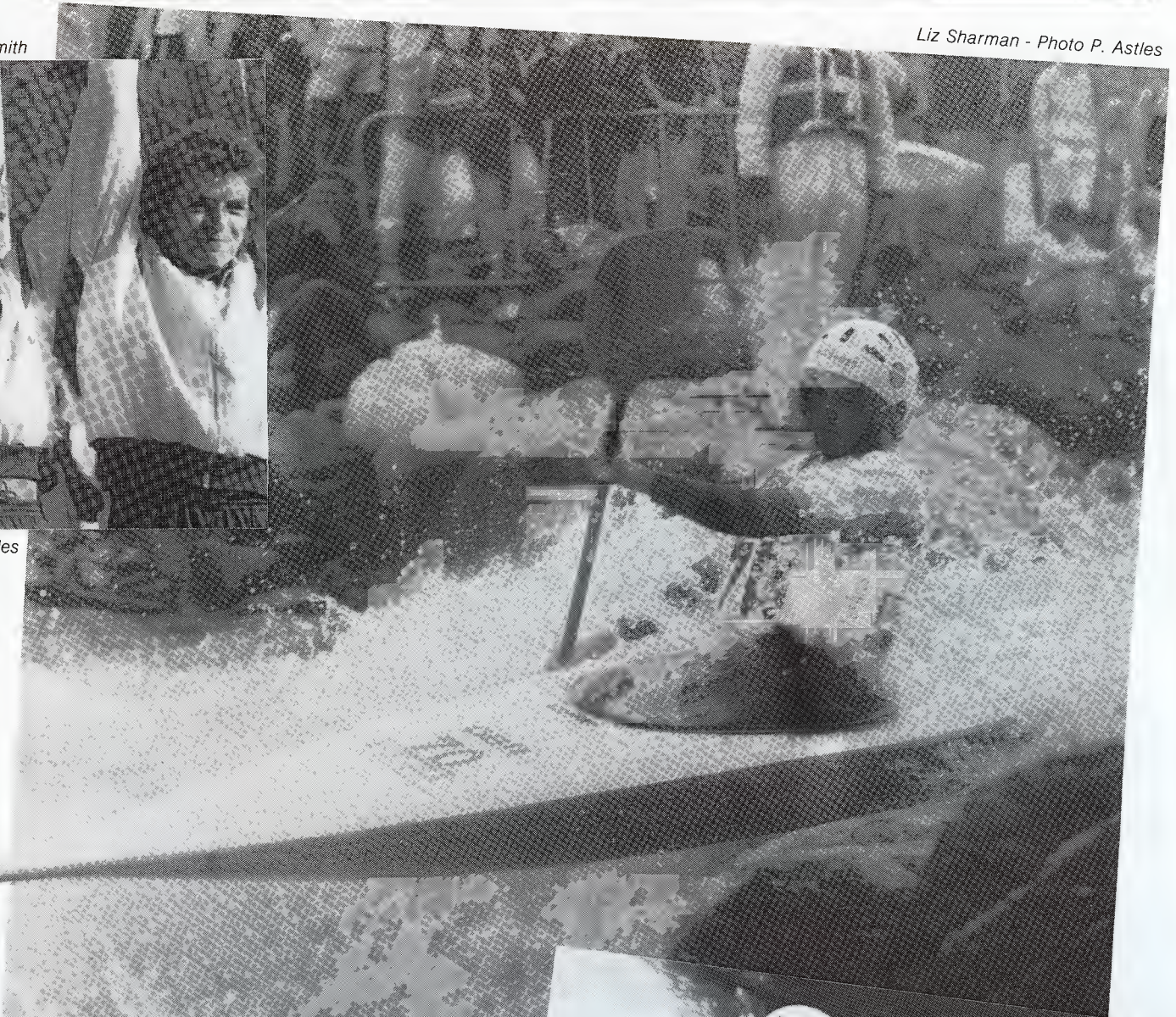
Russ Smith - Photo P. Astles

, Smith

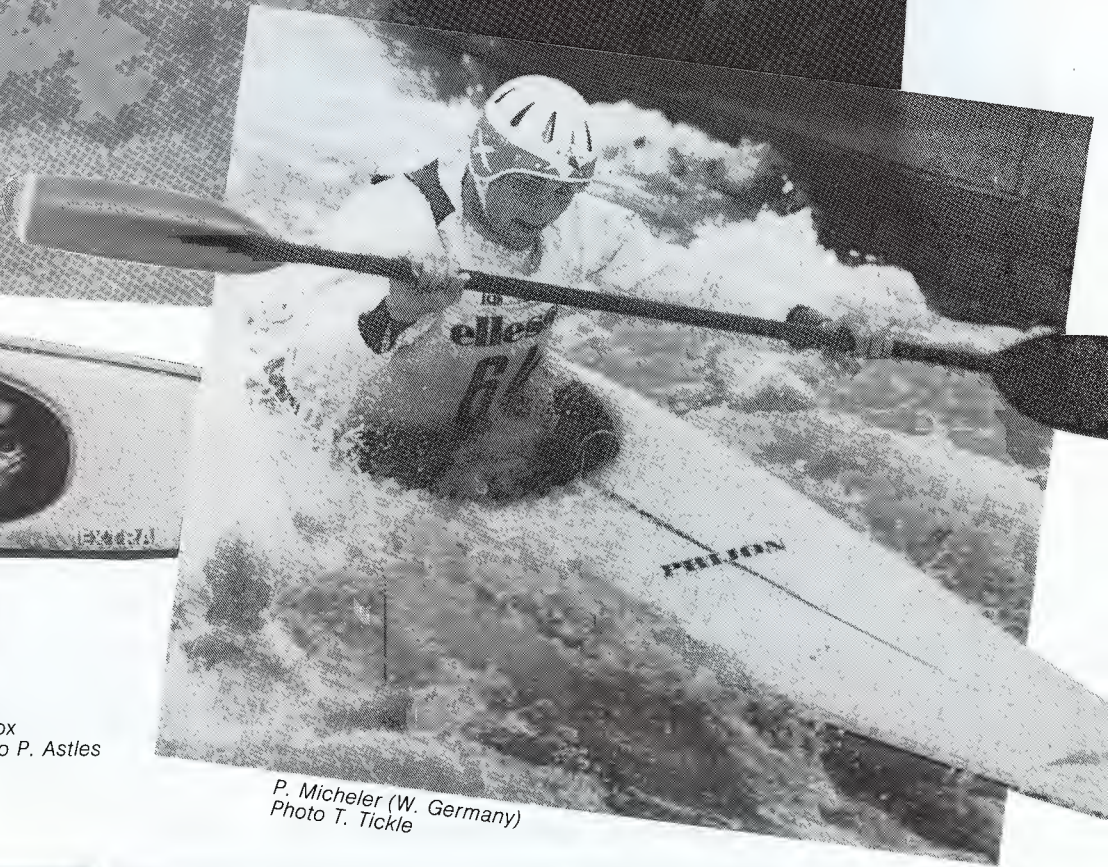
Liz Sharman - Photo P. Astles



Astles



R. Fox  
Photo P. Astles



P. Micheler (W. Germany)  
Photo T. Tickle

Czechoslovakia. Some of these pairs have 10 years of international racing behind them, where our boys have 2 or 3 — Despite this it was good to see Meikle/Brown up on the leader board for a long period, finishing 1st runs at 8th place, with 15 penalties, and room to improve. Penalties dogged Richardson/Thompson and Rance/Horsman too, while Keane/Wolkenstein collected 2 50's to push them well down.

Second runs began, and we watched the early Brits, Russ and Ian, as they came down. Losing time at 13, Russ improved his result by 2 seconds but this was not enough as he began to slip down to finish 22nd. Ian was unlucky, clipping a pole with his paddle, it swung round his head, and he was adjudged to have 50'd the gate, and with a poor first run, he slipped way down the list, though his speed was well up there, and he can produce better than this. Before Melvyn came down there was a movement on the leader board — fast Yugo Abramic, 2nd at the pre-worlds burned down the course in 192.81 — only .11 faster than his compatriot — into 1st place. But he was still 4½ seconds slower than Fox. We turned back for

Melvyn who lost time on 13, then caught a 5 to be slower than his 1st run, about 5 seconds behind Russ in 28th. Still no change at the top as Richard set off. a little slower to 13 but still fast enough. Mindful of not clipping the gate with his paddle he dropped back, only to touch it with his bow. The race was now on, and he stormed the last half of the course, recording a time only just slower than his 1st run — but not enough to improve. But while our attention has been on Fox, the paddler in front, Toni Prijon had produced the run of his life — nobody saw it except the Germans but with 191.77 he had taken the lead. And so Richard was now 4th — fastest but not cleanest! Two touches on gate 13 separated Richard from his title — losing is making the same mistake twice! No-one else could go clean and that's how the K1 men finished Prijon, Abramic, Stakelj, Fox, Johnstone.

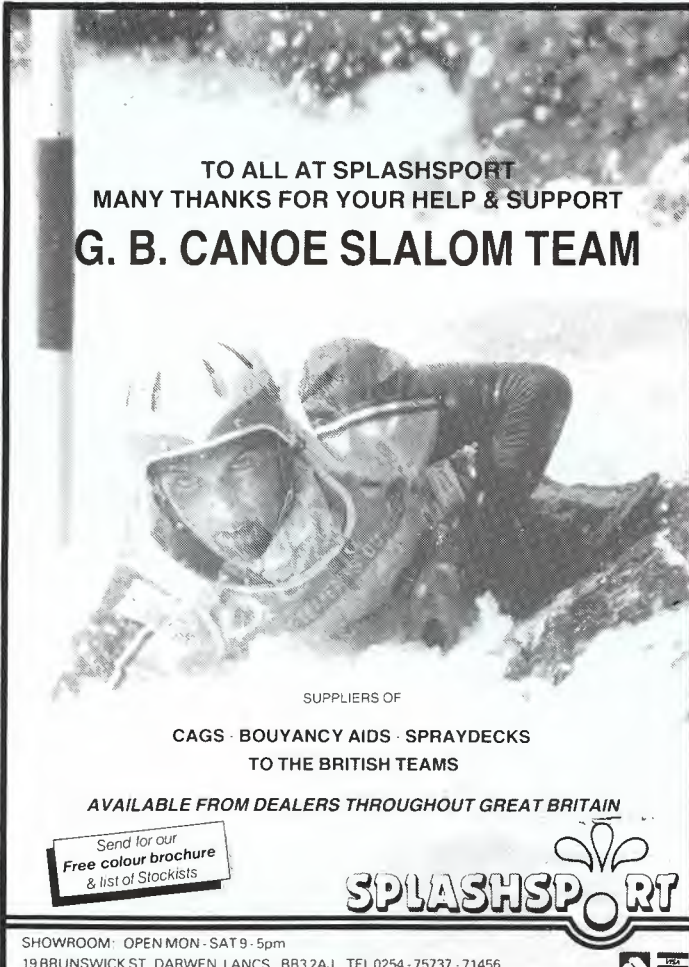
The C2 event had developed into a France versus Czechoslovakia affair, with the Calori brothers just in front of 2 Czech crews. The crowd suddenly came to life as the USA crew of McEwan/Haller leapt into the lead — Haller being a gold medalist in C2 from 81, and McEwan being a C1 paddler from the 1972 olympics. It looked like a dream victory for the USA until the last boat down, the Caloris stole first place by 3½ seconds to give the French something to cheer about. Best British crew were Meikle and Brown at 7th place — about 10 seconds down with a 5.

Team events looked interesting. We knew that despite their individual performance the men were capable of winning. The ladies were well placed as were the C1s. C2 always has possibilities as the class is small and a couple of blow outs can produce an unexpected medal.

With mens K1 first, excitement was high, but the GB men took a 50, though their time was in touch. The Czechs led after 1st runs, with France 2nd, fastest but with 15 penalties. The Yugos were quick, too, and could threaten on 2nd runs.

The ladies too, caught a 50 that pulled them from 1st to 3rd — they too could win if they could clean up. The French were predictably winning, but their time wasn't fast, and they were vulnerable.

C1 produced a surprise of sorts. The Americans were winning — but by only 6 seconds, and the French were electric — they felt they could win it. GB were 4th by .19 and with 10 penalties to get rid off a bronze was on. Only in C2 were we not in the hunt — but still anything could happen.



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*Jones/Fox/Smith, World Team Champions - Photo P. Astles*

The Mens K1 pulled their chestnuts out of the fire on the 2nd run. Fast and clean and into a 4 second lead — but the Yugos were still to come! We hung on tenterhooks — watching the monitor as they came, then agonising as the finish clock ticked away, until with a cheer it clicked past 214, and GB were safe. World Team Champions again.

An unfortunate slip in the ladies gave another 50 and we finished 4th, and a holed boat in C1 saw the end of their attempt. C2's were unable to improve, so that the end results were perhaps a

little disappointing. The final medal tally does not flatter what was otherwise a good team, but most of them will be there in 1989, when things could improve. Bourg was always going to be a hard place to win medals, with the French so high, and with the fast open course allowing no room for error. But we can't assume that just because our men are closing on Richard, the rest of the world haven't closed up too, and whilst he remains the best K1 in the world in anybody's estimation, the rest of our men need to be right with him if they are going to get the results they need, at the big event.

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# TX1

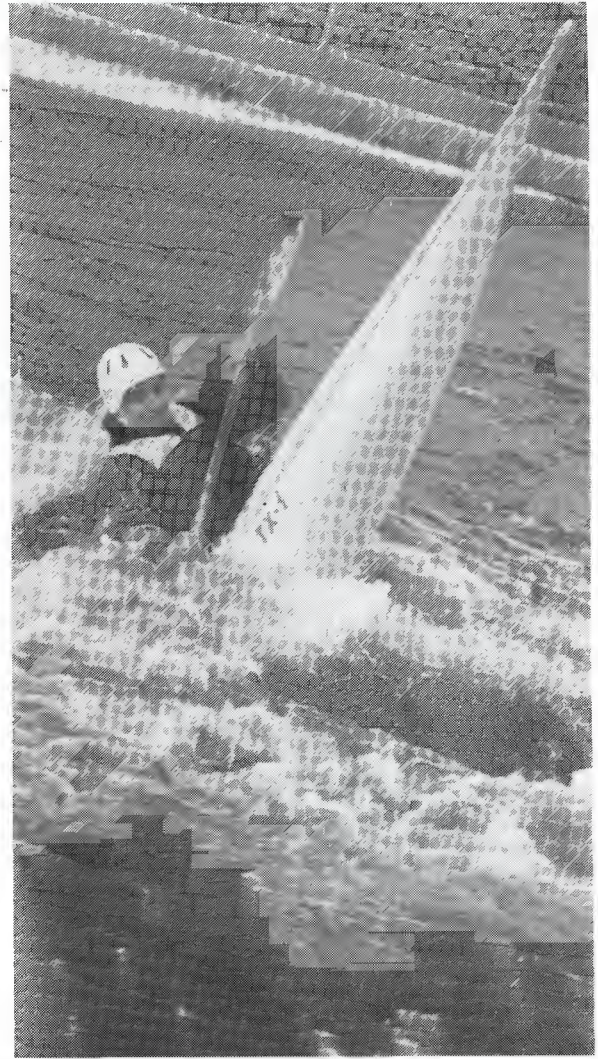
The beginning of the 1987 season saw the launch of a new slalom boat from P & H, the TX1. This slalom boat is P & H's first design for sometime and also it's most competitive and radical. P & H spent the winter developing this boat from completely new and original design ideas with the aim of providing a competitive alternative for the slalom paddler.

The TX1 gives a new look to slalom boats with its sleek straight lines. This makes the boat very responsive and reacts quickly to your strokes and to the water. The seat positioning is quite well forward to give exceptional control on breakouts and on tight staggers. The shorter bow is coupled with deep rails (front hull cross section) to make the boat react well on edge (the rail) for such manouvers as carving breakouts and surfing waves. The long stern has been narrowed down by taking a straight line on the stream line back from level with the seat to the

tip of the stern. This gives less resistance on the stern therefore making turning more responsive. The main bouyancy in the hull is situated forward of the seat to just past the foot rest area. This gives more control in white water. The volume tapers away quickly at each end giving more response to the turning.

The front hull section has quite a strong rounded square shape to it. This linked with the long water line gives the boat a lot of speed in a straight line over both flat and white water.

The TX-1 requires a little time to adapt to as slightly different paddling techniques are required for some manouvers, but worth the effort in the end. This first generation boat should attract paddlers looking for something different and who are looking to the future with a new breed of kayak. As further development of TX-1's must surely carry on from the potential already shown.



# EASTER GRANDTULLY 1987

7.55 a.m. Monday 6th April, the phone rang. It was Keith Brown.

"Hello Jim, have you heard about Holme Pierrepont?"

"No, what about it?"

"Well, it didn't go very well (my words, not Keith's) and was de-ranked, so there were no selection event results either"

"So?" (horrible feeling of foreboding)

"The B.C.U. want us to run both selection events"

.... short pause ....

"You mean one on Sunday as well as Saturday?"

"Yes"

"Oh \*\$!%"

How a phone call can destroy what should have been a nice quiet Monday morning, the first of the school Holidays. such was the warning that the Easter Grandtully event for 1987 was going to be a bit more serious than originally intended. The Start List was almost complete on Friday, with a few spaces left for the inevitable late entries. There was the first job to be done then, taking a big chunk of entries from Saturdays competition and adding them to Sundays list, re-organise the times and we had a 6.30 finish. O.K. scrap the team event, re-organise the times again and we might just get home on Sunday night. Also a first ever for Grandtully, late entries were sent back (sorry lads). What else could go wrong, well we only had 12 Judges. Let's make up a nice! letter to all the Premier paddlers, explaining to them that we needed their help and that they would need to judge. Re-organise the Start list yet again (Thank God for Word Processors). So finally the Start Lists were ready and posted, take a deep breath and get ready for the weekend; never heed, we were running a Division One Event at Grandtully in the intervening weekend to practice on!!

Good Friday . . head north to Grandtully, grateful to find that Graham Gladwin, with a lot of help, has the course building well under control, so the rest of us can get on with other matters.

Saturday Morning . . Competition due to start at 10.45, Timing, communications and course all checked and we were ready to start at 8.00 a.m., but didn't think the paddlers would be too impressed by this idea, so we left it until the judges had arrived and were in place and then started almost a minute and a half early, another unprecedented achievement at Grandtully.

The next worry was at the time when we were due to have a judging change over and the Premier paddlers who had been 'persuaded' to help out were due to arrive. Would they cooperate or not? We needn't have worried, they all arrived at the right time and did a superb job.

In all, Saturday's event ran almost exactly on time, the only hassle being caused by a group of trainee coaches, deciding to exert their right of navigation down the middle of the Slalom Course. When the competition finished, we left the Team Management group altering the course and went to Aberfeldy for meal.

Sunday . . Again we were ready to start early, and again the event ran to time. It even finished a wee bit early, but we'll keep quiet about that. The Prize giving went well, except for a member of the management group thanking the W.C.A. for running the competition. The results service provided by Tony Arrowsmith and his Computer was greatly appreciated by Organisers and paddlers alike. We hope they like the Sèlkirk Glass Paperweight they got as a small memento. Seriously though, there were an awful lot of folk who put in many hours of work before, during and after the competition to make it work and they have all to be thanked for their time and effort. Are we asking too much of them though? We managed O.K. this time, but it wasn't too difficult to see problems that could have caused us the same amount of bother as happened at Holme Pierrepont. What kind of motions will be put forward to this years A.G.M. as a result, it should be interesting to see what happens.

Jim McPherson  
Organiser



Andy Fuller Open Youth K1 Champion  
Bolton June 1987

# Basic Slalom Technique by Alan Edge

The following is an extract from the forthcoming Part 2 of the Slalom Committee's new coaching booklet.

The diagrams in this chapter are CORRECT MODELS showing boat and paddle positions for the basic moves in slalom.

They are not a guide for every possible slalom situation. However they are invaluable in the initial introduction to stroke sequence and boat position and provide a correct starting point which can then be adapted to the requirements of most slalom situations.

Here are some terms that will help you use the following model diagrams.

**GATELINE.** - An imaginary line drawn across the water between the two poles.

**ENTRY POLE.** - The pole nearest to the boat on entry to a breakout.









**BANK POLE.** - The pole nearest the bank on a breakout.

**APPROACH GATE.** - The gate before the one(s) being attempted.

**EXIT GATE.** - The next gate in the sequence.

**EXIT ANGLE.** - The angle of the boat as it crosses the gateline on exit.

## Key to model symbols

Canoe: arrow points to bows		<b>Paddle strokes</b>
Direction of boat		Number denotes position in sequence
Slalom gate		Power stroke 
Cue or target point		Sweep stroke 
		Bow rudder 
		Combination of two strokes with a slicing of the blade. 

NB  
All model diagrams 'flow' from the top of the page to the bottom of the page

**Slice Thru' Stagger Method** - This involves much more turn in the gateline but care must be taken to leave room for the paddle blade to be sliced between pole and boat.

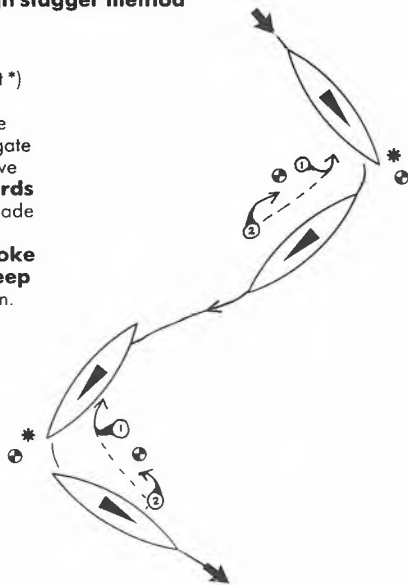
- This is the best method for tight, close staggers which require less boatspeed.

- It is also best for preventing over-rotation after the gate.

## Model 2: Slice through stagger method

### Turning in the gate

- ① **Bow rudder** (bows at \*) putting bows on the gateline and turning the boat towards the next gate
- Drop the wrist, turn the drive face of the blade **in towards the boat and slice** the blade across the gateline.
- ② **Forward power stroke** turning into **stern sweep** to prevent over-rotation.



To summarise on staggers:-

- MAKE SURE THE TURN IS SET UP BEFORE EACH GATE
- Try and anticipate where over-rotation may occur. Be ready for it!
- Aim to incorporate the strokes sequence into the RHYTHM OF FORWARD PADDLING.

Slalom technique can be split into 3 areas:-

### FORWARDS DOWNSTREAM TECHNIQUES

These gates will always have 2 green poles and be negotiated paddling forwards downstream. They can often be out of line in a zig-zag formation. These are called **STAGGERS OR OFFSET** gates.

**3 Stroke Stagger Method** - The approach must be wide with the turn done BEFORE the gate.

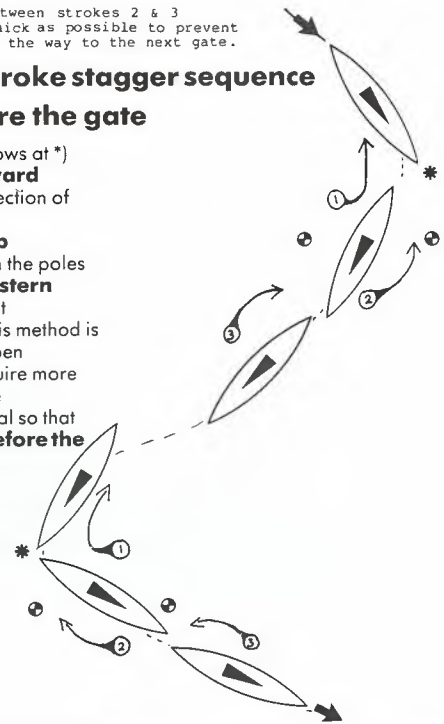
- This method maintains the highest boat speed and is therefore best for wider and more open staggers.

- The transfers between strokes 2 & 3 must be as quick as possible to prevent over-rotation on the way to the next gate.

## Model 1: 3 stroke stagger sequence

### Turning before the gate

- ① **Bow rudder** (bows at \*) followed by **forward power** in the direction of the next gate.
- ② **Forward sweep** reaching between the poles
- ③ **Quick transfer to stern sweep** to prevent over-rotation. This method is better for wide open staggers that require more boat speed. Wide approach essential so that the turn is done **before the gate**



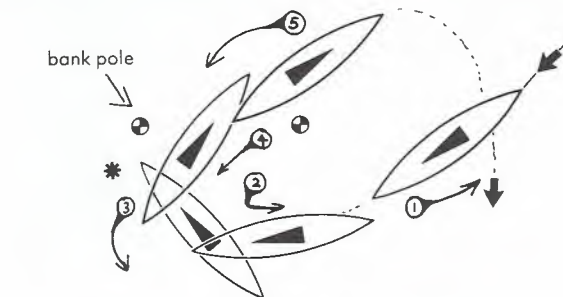
### Forwards upstream moves

These gates will have 2 red poles and usually be situated in an eddy or slack water. They are normally passed in a forwards direction facing upstream and are called **BREAKOUT OR UPSTREAM** gates.

**5 Stroke Breakout** - This is the best breakout for maintaining boatspeed and therefore physically easier to do so. (Especially for the Ladies and Juniors)

- As most of the turn is done before the gateline it is safer penalty-wise.
- This is the best breakout for maximum speed out of the gate.
- Make sure there is room to turn in the eddy below the gate.

## Model 3: 5 Stroke breakout



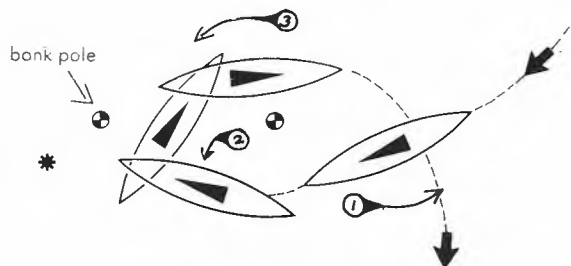
- ① **Early forward sweep** as 'initiation stroke' the aim is to get behind the bank pole
- ② **Bow rudder/forward power** leaving bows short of the gateline at \*
- ③ **Forward sweep** putting bows on the gateline.
- ④ **Forward power and exit angle adjustment**
- ⑤ **Forward sweep** to exit, reaching across the gateline. The boat should be angled so that the next stroke can be a forward power taking the boat **downstream**

This adjustment will only be necessary if there has been no drive behind the bank pole on stroke 1

**3 Stroke Breakout** - This involves fewer strokes, a tighter turn and therefore more strength is required especially on the 2nd stroke.

- It is usually the **fastest breakout** on flat water.
- It also suits breakouts in strong, well-defined eddies, wide approaches and high entry poles.

**Model 4: 3 Stroke breakout**



- 1 Entry sweep stroke** leaving bows pointing at \*
- 2 Strong bow rudder or bow draw** (depending on the strength of the eddy) this puts the bows onto the gateline and sets up the exit angle. It may also pull the bows under the bank pole if necessary.

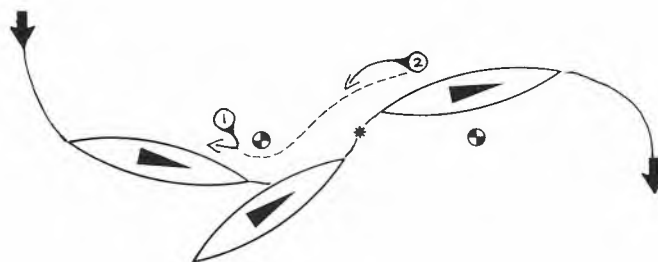
NB 'A double pump' (a second pull on the bow rudder/draw) can be useful if ground has been lost below the gate. This can retrieve a low breakout and set up the desired exit angle.

- 3 Forward sweep** reaching across the gateline to exit tightly There should be no more than 6 inches between shoulder and exit pole.

'S' GATES. These are upstream gates which involve an exit from the opposite side to the entry.

**Slice Thru' 'S' Upstream** - This is best used when the eddy is narrow and there is fast current close to the entry pole. It suits a tight approach gate.

**Model 5: Slice through 'S' upstream**

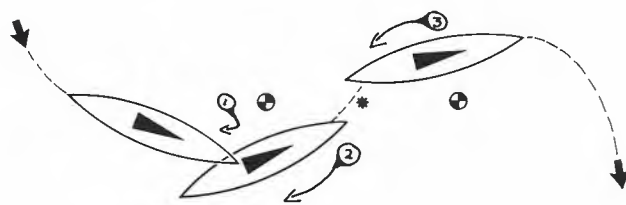


- 1 Early bow rudder stroke.** This puts the bows into the near half of the gateline (centrepoint\*)
- 2 Stern sweep** with the same blade. This must be taken to the stern to maintain a good exit angle.

This is followed by a **very quick slicing forward of the blade** across the gateline. (Drive face to the boat)

**3 stroke 'S' Upstream** - This is best when the eddy is wide and there is some slack water by the entry pole. It suits a fast, wide approach and a gateline angled towards the exit side which 'S' gates often have.

**Model 6: 3 Stroke 'S' upstream**



- 1 Early bow rudder** holding the bows around the entry pole and leaving them just short of the gateline.
- 2 Forward sweep** onto the near half of the gateline. (centreline\*).
- 3 Reach through the gate for stern sweep** to exit. This must travel well to the stern to maintain a good exit angle.

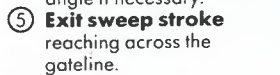
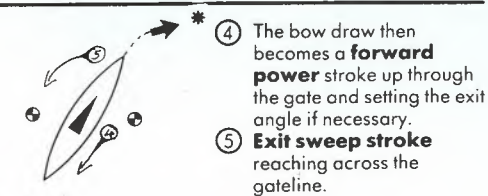
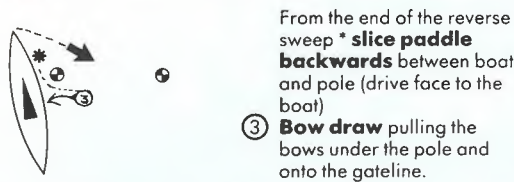
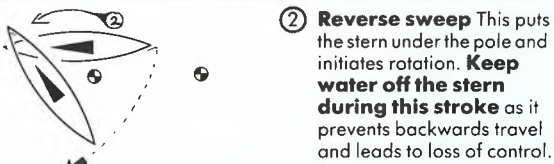
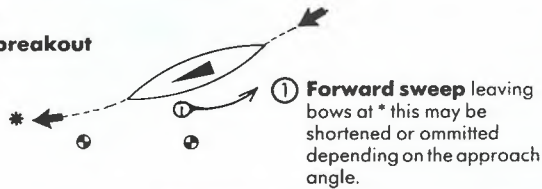
The switch between strokes 2 & 3 should be as fast as possible so as to prevent upstream presentation in the gate.

**The aim on 'S' gates should be to stay as close as possible to the entry pole. Do not drive in behind the gate. This leads to a slow upstream-facing exit.**

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**Merano Breakout** - Always look for the space between the gate and the bank coupled with a difficult conventional breakout.  
 - A Merano will nearly always be physically easier to do.  
 - How fast it is depends on the severity of the normal breakout.  
 Check the difference with a stopwatch.

**Model 7  
Merano breakout**



**REVERSE FERRY GLIDE between 2 downstream gates.**

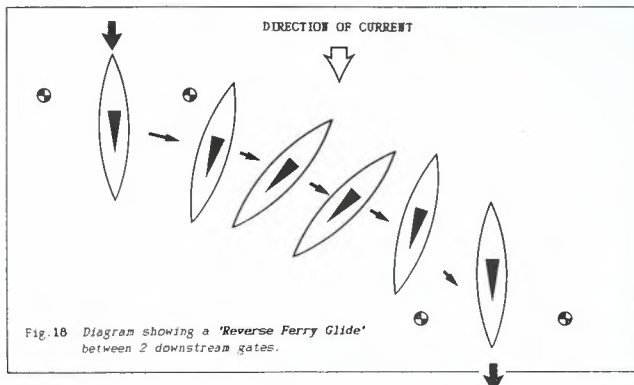
This is a reverse move BETWEEN 2 downstream gates on moving water and therefore has not been included in the technique diagrams. It involves the use of the current to push the angled boat sideways across the river. No turn is involved and the boat remains pointing downstream at all times. (fig 18) -Ferry gliding will be covered at greater length in the next chapter but the following points should be noted on the use of the reverse ferry between 2 downstream gates:-

- Full control of boat speed and angle is needed BEFORE the boat is started on the reverse ferry glide.

- An even, reverse paddling action should be used with the head always looking towards the next gate. There should be slight downstream lean on the boat to prevent water piling up on the upstream edge.

- This move is often physically easier than the direct route but it requires confidence and, therefore, practice.

- The reverse ferry is often used when the downstream gates are well out of the line and virtually level with each other.



**BACKING OFF between 2 downstream gates.**

This again is a reverse move BETWEEN 2 downstream gates. The difference here is that the movement is backwards instead of sideways. (fig19)

- The 'back off' is most useful when the gates are tight but with no real current to ferry across.

- The second gate in the sequence is often passed either in reverse or sideways as the turn to downstream is completed.

**Reverse downstream moves.**

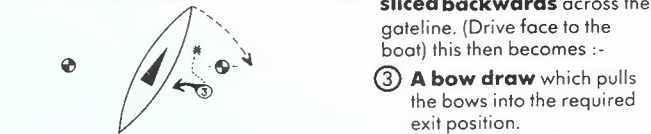
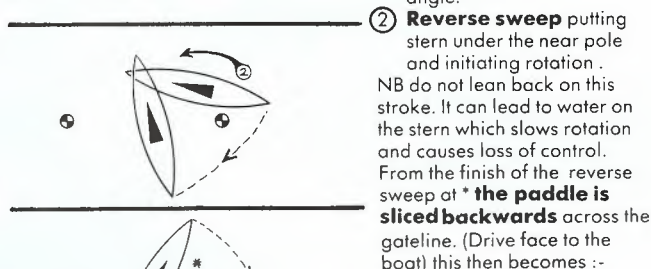
These moves will normally be used on downstream gates (2 green poles) in situations where a normal stagger sequence is impossible.

The main techniques are:-

- 360 degree spin --- Reverse ferry glide --- Backing off ---
- 360 degree Spin Reverse

- This is often the best way to ensure MAXIMUM CONTROL. Decide in advance where you are going to spin. Do not put the stern under water as it can make passage through the gate difficult. Try to maintain rotation. Above all make sure you are **in control on the exit** otherwise it defeats the object of using a reverse move in the first place.

**Model 8: 360 Degree spin reverse**



NB This stroke can if need be pull the bows under the pole and out of the gate. This helps to slow the boat and gives more control for the next move.

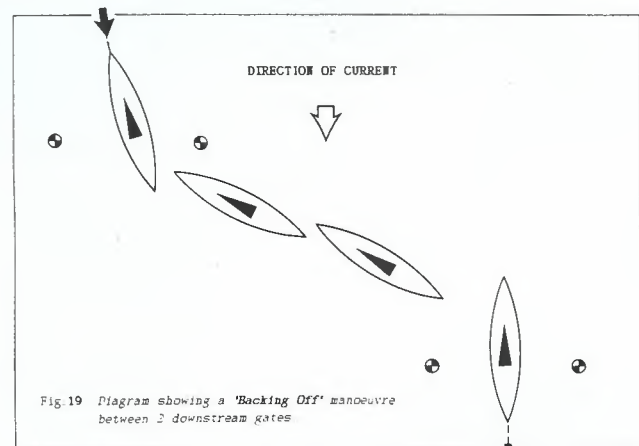


**Reverse Moves - General Points**

Reverse move situations often provide you with several choices. You have to develop the skill of looking at a move and asking yourself:-

- Is it faster or slower? (in seconds)
- Is it longer or shorter? (in distance)
- Is it riskier or safer? (penalty-wise)
- Is it easier or harder? (skill-wise)
- What is it's position in the course? Will you have enough energy to do the move in question?

- Bear these points in mind when you are deciding on your route and it might become clearer about which method to use and why it is best for you.



**Practising reverse moves on flat water.**

On most flat water training sites it is hard to 'force' reverse moves because of the lack of current. In planning your training you need to be sure about when you are going to paddle **the fastest route** in those conditions OR when you are going to practise a particular move in order to get better at that move.

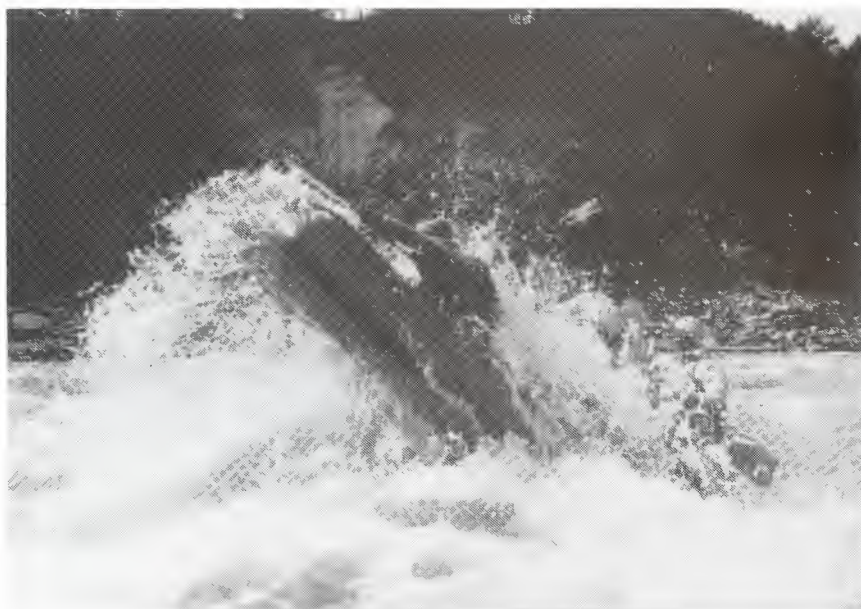
The following chapter gives you some general guidelines on learning and developing canoe slalom techniques.....

# RICS OPEN SLALOM SPRINT CHAMPIONSHIP & WHITE WATER WEEKEND at Grandtully

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**17 & 18 October 1987**

Help promote canoe slalom -  
paddle against members of the British Slalom Team



The Royal Institution of Chartered Surveyors are sponsoring this event. It will be run as part of the Annual International Conference of the Institution which is the main professional body dealing with all property management - including estates and RIVERS!

It will be open to all canoeists with any related involvement in surveying.

**Saturday 17 October**

River open for White Water paddling, White Water rafting and Slalom practice.

**Saturday 18 October**

RICS Open Slalom Sprint Championship.

For the Championship there will be an overall prize on handicap and separate division prizes from premier to Div. 4.

Entries on the normal Slalom Entry Cards stating Division and involvement in surveying to:

Contact Organiser  
Colin Brown (RICS Sprint)  
Scottish Canoe Association  
18 Ainslie Place  
Edinburgh EH3 6AU

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**WIN £50.00**  
**Free Entry**

## Have you judged this season?

**Yes, then you already have an entry in the draw.  
No, then you still have time, judge at an event.**

All the Officials cards from events are being collected.  
At the end of the season prizes will be awarded as follows:

1. **£50.00 voucher** to the person who judges at the largest number of events.
2. **FREE DRAW** to take place at the Llangollen International.

1st Prize	—	£25.00 voucher *
2nd Prize	—	£15.00 voucher *
3rd Prize	—	£10.00 voucher *

(\* If you are a Qualified Gate Judge then the prize will be doubled.)

# Results

## Categorie Kayak Hommes (K1 H)

1	153 PRIJON Anton	FRG	194.60 + 5 = 199.60	191.77 + 0 = <b>191.77</b>
2	131 ABRAMIC Jernej	YUG	212.54 + 10 = 222.54	192.81 + 0 = <b>192.81</b>
3	122 STRUJEK LJ Marjan	YUG	192.92 + 0 = <b>192.92</b>	194.20 + 15 = 209.20
4	154 FOX Richard	GBR	188.42 + 5 = <b>193.42</b>	188.94 + 5 = 193.94
22	117 SMITH Russ	GBR	198.25 + 5 = 203.25	201.55 + 0 = <b>201.55</b>
28	145 JONES Melvyn	GBR	201.25 + 5 = <b>206.25</b>	204.33 + 5 = 209.33
62	127 RASPIN Ian	GBR	205.82 + 50 = 255.82	197.71 + 55 = <b>252.71</b>

## Categorie Canoe mono (C1 H)

1	42 LUGBILL Jon	USA	205.05 + 0 = 205.05	200.87 + 0 = <b>200.87</b>
2	31 HEARN David	USA	205.68 + 5 = <b>210.68</b>	208.15 + 5 = 213.15
3	37 Lessels Bruce	USA	218.41 + 10 = 228.41	211.33 + 0 = <b>211.33</b>
7	38 HEDGES Martyn	GBR	217.39 + 5 = 222.39	215.84 + 0 = <b>215.84</b>
11	7 MARRIOTT Gareth	GBR	223.97 + 10 = 233.97	214.63 + 5 = <b>219.63</b>
12	32 DOMAN Robert	GBR	228.52 + 0 = 228.52	221.13 + 0 = <b>221.13</b>
13	18 DELANEY Mark	GBR	266.51 + 5 = 271.51	221.28 + 0 = <b>221.28</b>

## Categorie Kayak Dames (K1 D)

1	70 SHARMAN Elizabeth	GBR	216.64 + 0 = <b>216.64</b>	230.71 + 150 = 380.71
2	79 JERUSALMI Myriam	FRA	218.92 + 0 = <b>218.92</b>	221.23 + 0 = 221.23
3	59 MICHELER Elisabeth	FRG	222.22 + 0 = <b>222.22</b>	225.66 + 105 = 330.66
5	1 DAVIES Karen	GBR	254.79 + 100 = <b>354.79</b>	228.97 + 10 = 228.97
8	75 ALLAN Gail	GBR	225.12 + 100 = 325.12	229.48 + 5 = <b>234.48</b>
21	52 WARD Sue	GBR	258.24 + 110 = <b>368.24</b>	255.57 + 15 = 270.57

## C2 Results

1	CALLORI P.	FRA	1st run	227.44 + 0 = 227.44
	CALLORI J.		2nd run	218.61 + 0 = 218.61
2	McEWAN J.	USA	1st run	224.63 + 15 = 239.63
	HALLER L.		2nd run	222.24 + 0 = 222.24
3	HAJDUCK N.	CHZ	1st run	222.86 + 5 = 227.87
	KUCERA M.		2nd run	233.37 + 100 = 333.37
7	BROWN C.	GBR	1st run	236.66 + 15 = 251.66
	MEIKLE A.		2nd run	229.79 + 5 = 234.79
13	THOMPSON C.	GBR	1st run	239.47 + 20 = 259.47
	RICHARDSON C.		2nd run	258.51 + 40 = 298.51
16	RANCE A.	GBR	1st run	245.35 + 20 = 265.35
	HORSMAN W.		2nd run	238.33 + 25 = 263.33
21	KEANE P.	GBR	1st run	245.11 + 110 = 355.11
	WOLKENSTEIN M.		2nd run	252.13 + 115 = 367.13

## EUROPEAN JUNIOR CHAMPIONSHIPS SPITTAL 10/12 JULY 1987

(No GB paddler eligible for Junior category next year).

### Individual Results

K1 M		Best	K1 L	
1	Hilger FRG	180.99 (0)	1	Schirmer FRG 208.92 (0)
2	S. Pearce GB	187.35 (0)	2	M. Francis GB 215.86 (0)
3	A. Raspin GB	191.27 (5)	3	H. Corrie GB 224.03 (5)
4	M. McLean GB	192.80 (0)	4	R. Fox GB 226.89 (5)
5	B. Gaster GB	194.10 (5)	6	L. Tipper GB 227.82 (0)
7	P. Astles GB	195.62 (0)	7	L. Simpson GB 228.64 (5)
8	S. Simpson GB	211.65 (0)	8	A. Walley GB 233.57 (5)

# British Schools Slalom 1987

Yes it did take place! Thanks to Wes Halton's organisation, Banbury's wholehearted support and last-minute sponsorship from Chris Berry of Canoe Sport, the British Schools Slalom Championships went ahead in Bolton during the last weekend of June.

Unfortunately the event had been passed round the country from site to site with no-one prepared to take it on until Wes agreed to do so provided he received support. Banbury weighed in with judges, control staff and refreshments and with Syd Edge organising the judges and one or two of the stalwarts from Bolton Canoe Club including David Whitehead who did an entertaining job on the commentary, the event went with a swing.

Some problems with communications caused minor delays but these were all forgotten after a splendid weekend enjoyed by paddlers from all over this country and Ireland.

A disco on Saturday night, a Slalom Sprint event and an hilarious parents' (not-so-sprint) event was rounded off by a superb array of prizes.

Altogether a great weekend and one which should be preserved and encouraged.

## RESULTS

INDIVIDUAL	SCHOOL	CLUB	
U19 K1.M	A. Runnegar-Furtherwick	A. Fuller-Banbury	
U16 K1.M	I. Green-Fulwood	P. James-Banbury	
U14 K1.M	M. Green-Fulwood	P. Ratcliffe-Bolton	
U15 K1.L	L. Crane-John Kyrle	J. Ayre-Banbury	
U14 K1.L	—	R. James-Banbury	
C.2	Green/Green-Fulwood	Fuller/Janes-Banbury	
C.1	I. Green-Fulwood	A. Fuller-Banbury	
TEAMS			
U19 M.	Kelly/McLaughlin/Mullan -St. Joseph's N.1	Fuller/Janes/Sykes -Banbury	
U16 M.	Hastings/Hammond/Townsend -Furtherwick	Gray/Prior/Cronin -Warren	
U14 M.	—	Blair/Mayor/Crook -Banbury	
U16 L.	Crane/Woodley/Davis -John Kyrle	Ayre/Shepherd/Janes -Banbury	
SLALOM SPRINT	PARENTS SPRINT		
Best Lady	C. Woodley	Best Lady	Mary Ayre-Banbury
Best Man	A. Fuller	Best Man	David Looker-Warren
Best U14 L.	R. James		
Best U16 M.	K. Kerswell		
Best U14 M.	R. West		

The organiser, Wes Halton, wishes to personally thank Chris Berry, Brian Fuller & Banbury Canoe Club and his loyal friends from Bolton for their support in putting the event together at very short notice and for helping to make the event such a success.

Following the event it was decided to recommend that next year's British Schools' Championships should be combined with the Open Junior Championships, which were held for the first time at Bolton this year and that it should take place on the Bank Holiday weekend of 30th April, 1/2 May 1988, at Bolton.

Hopefully this will be ratified at the Slalom AGM.

## The Paul McConkey Memorial Slalom Tryweryn, 2nd & 3rd July

Stafford and Stone C.C., Pauls home club for most of his paddling life, combined with Marsden Palmer Ltd., to create this event and the impressive trophy to go with it. Whilst such an event can never replace the man, it is a good way to remember someone whose contribution to the happiness of Slalom Canoeing, as well as its success, is second to none.

The event itself was held in glorious sunshine on the hottest days of the year so far — somehow this event just before the worlds always seems to catch the sunshine. The race itself showed our top paddlers in top form. The trophy was finally taken home by Russ Smith, by 0.3 from Richard, with Melvyn Jones 0.4 behind — less than one hundredth of a second covering the first 3 paddlers. Stafford and Stone were well represented with 3 in the top 4.

Liz Sharman had 10 seconds in hand over Gail Allen in the ladies event — a result that bodes well for Bourg. In C1 Bob Doman scraped home in front of Australian Peter Eckhardt whilst Meikle and Brown had a good margin in C2.

In the team event the GB team of Smith, Fox, Jones won, despite a disastrous second run, and as we lapped up the sunrays it seemed an excellent preparatory event for the fast approaching World Championships. With Karen McConkey presenting the trophy to Russ, we went home feeling that it was an excellent memorial to one of canoeings funniest men.

## FIRST OPEN YOUTH CHAMPIONSHIPS Sponsored by Sun Life of Canada

Held at Bolton early in May, this event deserved to be a success and was, thanks to the splendid organisation of Bolton Canoe Club spurred on by the organiser, Wes Halton.

The weather was good and so was the company with teams and individuals entering from all over Great Britain and Ireland.

Alan Edge had designed an interesting course and, it was reported, had even 'walked' the course to ensure that it was completely free of obstructions for the youngsters. It certainly tested their abilities ranging as they did from young novice paddlers to the more serious Premier Division.

A good time was had by all - especially on Monday with the Bank Holiday Fun Day events including Slalom Sprint and 'Paddles Up'.

Banbury Canoe Club, going from strength to strength in the junior rankings, beat such well established clubs as Bolton and Stafford & Stone to carry off the Club Trophy mainly due to their strength in lady paddlers, although they were strongly challenged by the Bolton Mens Teams.

There was a wide range of trophies thanks to various sponsors, but most thanks in that area must go to Sun Life of Canada for their main sponsorship of a most enjoyable event.

Hope to see you all again next year.



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