

White Water News



ISSUE 15 sponsored by RICHARD FOX ISOSPORT

Contents include

Fox on Isokinetic Training
River Guide No 4 : The Awe

WWR Superclub : Mike Tordoff
Canadian Newsletter



Issue
Sponsor

RICHARD FOX ISOSPORT

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ISOSPORT



EDITORIAL

The sponsors of this issue of White Water News raise some interesting points. Richard Fox Isosport and Bushsport are the commercial sports equipment ventures of two of our greatest paddlers. Rather than go for the general sale of canoeing accessories both have specialised in items that have been carefully developed through their own experience and ingenuity to satisfy specific needs in competitive canoesport.

Martyn Hedges ('Bushy' of Bushsport) has developed and manufactures a range of neoprene spraydecks that should, like their Moby Dick equivalents, satisfy the demands of top racers. As Martyn himself writes : "In 11 years of international competition in slalom and wildwater racing, I've used a lot of spraydecks and had a lot of problems - not any more."

Richard Fox has written at length in this issue on Isokinetic training based on his range of Isosport machines - something that could have helped a lot of paddlers through this very hard winter. Richard's success in wildwater racing (Ranked 2nd in his first season) suggests that his training formula is not solely applicable to slalom and Rapid Racing.

In addition to Richard and Martyn, DRH Taylor has successfully developed two very specific products aimed at the frustrated racer on the road. His boat wing-cup (£3) and non-slip roofrack bracket (£2.50) are ingenious and unobtrusive solutions to the problems of keeping boats in position on any roofrack without a cat's cradle of rope and a 5* Scout background.

It is certainly good to see experience producing the goods, both on and off the water - and especially to see paddlers working positively with their own ideas rather just settling for selling cut-price accessories.

Richard & Martyn also represent another exciting trend in this year's racing. It has been very encouraging to see them - along with Liz Sharman, perhaps three of the world's greatest ever slalomists - putting so much positive energy into wildwater racing. They always appear to be enjoying it, just as we enjoy having them as part of our sport - let's hope more like Joe Lyons and Robin Murray are motivated to follow.

Editorial Address

Dave Kay, 14 Lake View, Furness Vale, STOCKPORT SK12 7QD

Next Issue (16) after the Europa Cup, the Pre-worlds & World Youth Championships.

We wish all representative paddlers success in the international season. Look out for interim news in the July issue of 'Canoeist'

WELCOME BACK

Even though we cannot, as yet, revel in the return of civilised canoeing weather, the spring seems to be a time of some welcome canoeing returns

- Jerome Truran, team member between 1979 and 1981, has returned from South Africa and a variety of world canoeing exploits to contend for the Bourg Worlds. A top 10 place at the Washburn made his intentions clear!

- The Kiwis return : this year Andrew Martin is joined by Mike Bassett (another convert from flat water racing). It will be very interesting to see how Andrew, last year's National Champion, fares against Taylor & Fox this summer.

- Melvin Swallow, Chris Humpage, Mike Smith and Kenny Fraser made their presence strongly felt at the Tryweryn and Washburn Div "A"s. Just when we thought that the new faces were taking over!

- Anne Plant came back from 15 seconds down to 20 seconds up over the last 12 minutes of the Tryweryn Div "A", to seal her umpteenth National Championship.

- And finally there is Denis Cooper. Perhaps there will always be Denis, making comeback after comeback! With two different partners in two different boats Denis picked up second places at both April Washburn races.

FOR SALE

Apollo Tornado : Kevlar & Carbon in mint condition : £200
Anne Gillespie : 0905-24590

Delphin 81 : Diolen : Excellent Condition : £130 with spraydeck
Rob Hampson : Runcorn 713790

Gaybo 'Dash' C1 : Full Kevlar : VG Condition : £80
Mark Blower : Coventry (0203) 599880

THE ERFT : DIRE WARNING

John Handyside brings to our attention a report on the condition of the Erft at Neuss (NW Germany) published in the RKC Koln magazine (Summer 85). This river is the venue of the popular 'Silberschild' race each June.

The report (entitled 'Die Erftkrankheit' - 'The Erft Sickness') indicates a very unhealthy level of bacteria of various types in the river- including Salmonella, Coliform, Streptococcus, etc, etc (Excuse spellings).

It is therefore SUGGESTED that paddlers should think twice before paddling the Erft in its present condition - a great shame for such an excellent race venue.

DEVIZES to WESTMINSTER

INTERNATIONAL 125-MILE CANOE MARATHON



April 1986 : p 4



SIX WILDWATER PADDLERS IN TOP 15

The top end of the Devizes to Westminster K1 field seemed like a WWR takeover bid. The 125 mile K1 race was held over 4 one-day stages at Easter in cold windy weather. It seemed this year that the K1 race was proving most attractive to top paddlers, with stage distances approximating more closely to international marathon races than the K2 survival course.

Despite Robin Belcher reducing the course record to below 16 hours, the most talked-about performance came from Anne Plant. Anne came 4th in the "men's" event, just one minute down on Henry Syska (3rd) and within an hour of Belcher - over 5 hours faster than the previous ladies record!

After a disastrous first day, Adam Brewster performed strongly on the Thames to finish ahead of Richard Vincent who was also in the top 10. Meanwhile Dave Kay took about 2 hours off the record for a WWR boat and pulled off third place in the Stage for the final 16 mile dash on the Thames tideway. James Morris, who also suffered on day one, recovered well to finish in the top 15.

It is hard to assess achievements over distances that are hardly everyday WWR occurrences. It is however possible that Anne's time may never be beaten - unless Gaybo manages to reduce even more the weight of her K1 next year. This year it was a mere 19 lbs.

One thing is however certain : Anne, Henry & Dave would not have survived with the same style but for the warm hospitality and racing experience of Wendy & Ken Pereira - sincere thanks!

The Rapid Racing World Cup-May 1986

Sadly I have to inform you that we have decided to cancel the World Cup in May because we do not have all of the money that is required to ensure a strong competition for the athletes, the sport and television.

This is a difficult decision and of course we are all disappointed. However after good competitions in the last two years we believe that it would be a mistake for the future to make a bad one in May.

At this moment we have not made a new plan. However as soon as I have some news I will let you know. One point I would make is that I am determined to maintain the 500 series but obviously this also requires some more work - although it has long been our intention to run this from September to November.

I hope this is useful information for your readers and will be taken as a positive statement, which it is intended to be.

SEALINK SPONSORSHIP

Sealink British Ferries have launched a two year sponsorship package. The company are offering heavily reduced prices for Britain's international WWR teams using their ferry services. In addition they will be supporting the Division "A" National Championship Series.

In return the Championship will be called the Sealink British Ferries Division "A" Championship. Additionally vehicles carrying teams abroad will carry Sealink stickers and paddlers will be provided with boat stickers and tracksuit badges.

The first beneficiaries will be the Youth Team on their Monschau trip (April). Please contact Team Manager Nigel Morley if you believe that YOUR visit to an international may qualify for reduced fares.

Our thanks go to Sealink , and also to David Goldstrom of Rapid Raing who helped negotiate the deal - hopefully the first step towards continuing sponsorship for our major events.

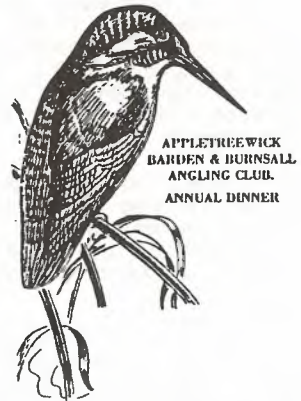
A RARE GESTURE

Most paddlers would expect to be decidedly unwelcome if they found themselves at an Angling Club Dinner - a most unlikely situation anyway, unless the paddlers were themselves on the menu.

On Thursday 20th March Bill Fraser, Mark Markham and Dave Kay responded to their invitation to the Burnsall & Barden Anglers Annual Dinner with understandable caution ('Trepidation' in Bill's words).

What a surprise to be genuinely treated as guests of honour and to take part in some mutually good humoured jibes in the after-dinner speeches. Bill did very well - but was still outclassed by the Very Reverend Provost of Bradford! Indeed we found that we genuinely had a lot in common with our hosts : a love of the outdoors and the countryside, an interest in both the sport and the technology, the ability to sink quite a few beers, a desire to control the 'lunatic fringe' in both our sports, and much more.

Equally important, amidst the expression of good feelings there was discussion of the immediate possibility of a 'Spate Agreement' for the Upper Wharfe Burnsall-Barden racecourse section with a generous definition of spate conditions. Additionally the new water bailiff expressed his willingness to provide a local point of contact (telephone etc) to make it



possible for paddlers to take full advantage of high water.

Our sincere thanks go to the Anglers' President, Mr Bottomley, and to Richard Whittington, the Liaison Officer, along with all those present for their interest and fine hospitality.

A final word : Beware any pirate paddler on the Wharfe should be fearful of meeting the legendary Joe, retired bailiff and scourge of poachers and paddlers alike. We could do with a few characters like him to look after the interests of our sport.

TERRY THE TERRIBLE by unpopular demand

The remarks of the last issue had to be followed by wholesale explanations and apologies (I blame the Editor) ... but still the show must go on.

Cheats (Dare I say that word again?)

The recent spate of so-called 'record breaking' must not pass without comment. Let us start with the Washburn. Surely a record number of runs must include a proper individual and team run and a program that involves 200 other competitors with all the traditional combination of minibuses, trailers, Mrs Haughton's jeep plus the Sally Fraser gang en route between start and finish. Ian Tordoff, Phil Player and Mike Smith were hardly playing the game for their 'record breaking' 14 runs. They did 4 time trials - so what?

There again there's the new Leeds Canal World Record. At last Kay and Graveling have discovered how to lay the ghost of Hibble. Simply invent a new time trial and then take it in turns to attend training so the World Record Holder can change from week to week. I say they are Cheats!

Fashion

A succession of fashion trends have been another recent feature of sporting life. DRH has been at the centre of the action. After the autumn silly helmet wind-up, he has perpetrated one of the most impressive hypes of all time - attaching random silly shaped objects to your roofrack. Like all great fashion trendsetters he just happens to sell the goodies perhaps the Welsh Open will see attachable leeks or even garden gnomes (masquerading as paddle holders). The great man's other fashion coup (with help from the Nottingham mafia) has been the introduction of a most popular Helly Hansen range - the price is right and so is the colour range (so long as you like blue).

The next fashion? With Selection is up and coming, we eagerly await the familiar battle cries from the opposing camps preparing for this year's kick-off ('Stitch up', 'The matter is closed', etc). Perhaps someone somewhere is preparing a good line in pink burglar's hoods for extracting the minutes from the Committee

Ed : On a serious note ... Let's hope the contention this year is limited to the racing - helped by the minuting of the meetings.

Wild Water Racing - the SuperClub

As a layperson, new to river racing, I was surprised to find that there were relatively few active Clubs connected with the sport. It was fairly difficult to get advice and information unless you actually went to an event. After two years of contact with the sport several things gradually began to fall into place. First, there are not really very many people who do River Racing compared with the other branches of canoeing. Second, people usually have to travel long distances to find good water on which to train and race. Third, the thinly spread racing population tends to reduce any local emphasis for working together and so reduces the chance of forming local Clubs. What is clear is a very positive affinity and bond between paddlers when they do meet as evidenced at any event be it Division C,B or Division A; and unlike many other sports, a willingness and enthusiasm in the best paddlers in the sport to attend all levels of event just for the fun of it.

It would appear to me that the sport behaves more like a SuperClub of widely spread members rather than a set of local Clubs. Very many members of the River Racing fraternity are in fact Independents. They may quote a Club on their entry card but in fact they do not attend Club meetings or events.

With this background I proffer the notion that perhaps River Racers should form a National SuperClub to which they could become members. That the Club be organised into major zones or areas and that the Club be affiliated to the BCU.

The reasons for grouping into major zones or areas are as follows:-

- to enable Team competitions to be meaningful by being based on the zones
- to make it easier to get people together for area meetings and events
- to allow easier communication with members
- to foster some notion of 'local' identification

The SuperClub concept would have several implications which would need to be examined. The WWRR Executive could be a separate body as now to administer its brief as defined in the Constitution and a new Management Committee established to run the Club and look after its affairs. An alternative approach would be to change the Constitution of the WWRR Executive to administer the Club as well, but with the Club administered via a Sub Committee of some additional elected members. Each Member would then have voting rights with respect to the full WWRR Executive. The Club if it so wished could then become more actively involved in promoting and running river races.

A potential problem is the impact on any existing clubs, but I think with a little care and thought the existing Clubs can be a starting base for zone or area groupings and act as a focus. Again, some thought would need to be given to Finances but this can all be sorted out if the idea is accepted.

Operating on a larger area basis should provide opportunity to promote the sport more effectively in the areas and so entice new paddlers into the sport. Training weekends, sessions and events could then be mounted with the chance that more people would attend.

The success of any venture depends on Organisation and a 'critical-mass' of people who want to make it work. At present we have neither organisation nor a critical mass at any level. A SuperClub base on areas would allow an organisation to be established and provide a basis for obtaining a critical mass in each area. We need to be able to attract new members to the sport and to provide more races and better coaching. This can only happen if we are organised for fun and success.

There are people who say "why bother to do all this organising and promoting... if people want to paddle, great! let them turn up - if they don't bother, so what?".

Well my answer is, unless somebody cares about the sport the number of members will drop and the present race organisers will stop providing races. Somebody has to negotiate access to waters and pay for the water rights and releases. Unless there are sufficient people in the sport, equipment suppliers will certainly not develop new equipment and in extreme cases may actually stop making specialist kit because it is uneconomic, after all, they are in business even if we are only in it for fun.

So in conclusion, is it to be SuperClub: next to nothing; or perhaps some other option. If you have any thoughts on the ideas I have discussed or on any other options, I would be very pleased to hear from you. You can talk to me at almost any Division A event or drop me a note, my address is in the Year Book. If you CARE at all you can at least reply "GREAT IDEA" or "RUBBISH", but if you say rubbish please say why and what you would suggest as an alternative.

Over to you....SUPERCLUBBERS!

Mike Tordoff - (a keen supporter).

BUILD CANOEING'S FUTURE
WITH BERTIE, THE BCU BEAVER



ISOKINETIC TRAINING

By Richard Fox

INTRODUCTION

Slalom paddlers know that muscular strength and endurance are vital to success, and consequently a large proportion of their training time is spent training the anaerobic systems. Little research has been done on the subject of strength training for downriver racing but it is suggested that there is a considerable anaerobic component in a 20 minute race on heavy white water. Downriver paddlers should consider isokinetic training as a method of improving muscular power and endurance and they should study the training programmes of slalom paddlers and swimmers to assess the way in which this form of training is best suited to their sport.

MUSCULAR STRENGTH

Between 1950 and 1973, 7 out of 9 studies on swimming training showed that no significant differences in swimming speed were found as a result of resistance training. It was felt that the reason for this was not that extra strength would not help, but that most programmes do not increase strength in ways that permit it to be used to increase swimming speed.

From this research the swimmers arrived at the following principles which they now observe in strength training and which we feel are also applicable to canoe slalom and downriver racing :

1. **The Exercises should duplicate the stroke mechanics used in competition as closely as possible.** The swimmers' research showed that strength developed with one type of movement does not necessarily transfer to other dissimilar movements. In one study, for example, it was demonstrated that there was no correlation between scores for a maximum bench press and speed for a 25-yard freestyle swim. However, when strength was tested with one maximum pull on a Biokinetic Swim Bench - a device which exactly duplicates the swimming movements - there was a very positive correlation. The conclusion : Muscular power is not a general quality but is specific to the manner in which it has been developed.

Regarding the type of resistance training that should be performed, the swimmers recommend isokinetic forms. They have been shown to be more effective than any other forms of training. There are 3 major forms of resistance training. In the first, isometric, the athlete strains against an immovable object. In the second, isotonic, the athlete lifts a weight, say a barbell, which moves as he strains. In the third, isokinetic, the speed of

movement is constant, but the resistance increases the harder you strain. This is most like a swim (or paddle) stroke in the water.

2. **The exercise should be performed at competition speed or above.** Three swimming studies in the 1970s presented quite conclusive evidence that the speed of movement is crucial to the success of the training. They have shown that strength developed at slow speeds does not improve power at faster speeds. The swimmers tried swimming against resistance that is supplied by surgical tubing, Exergenes, hand paddles and resistance belts. But they found these largely ineffective because they did not allow for fast enough return rates.
3. **The resistance must be greater than that encountered in competition and there must be a provision for increasing the resistance as the athlete's power improves.** This corresponds to the principles of overload and progressive resistance in training. The exercises can be accomplished at high speed even though the resistance is more than that encountered in competition because the work is done at less than race distances.

For all of the reasons cited above, the swimmers developed isokinetic machines, the most well-known of which are the Mini-gym and the Biokinetic Swim Bench. I was the first paddler to adapt these machines to canoe slalom and subsequently to downriver training.

In constructing a program for improving stroking power, the first factor the swimmers consider is the **speed of movement**. Each repetition should be completed at the competition rate or slightly faster.

The **duration of work** is the second factor. Studies on swimmers have recommended that the work period range from 5 to 30 seconds, with rest periods of 30 to 70 seconds. One study goes on to recommend 32 to 50 such work periods. In adapting this to paddling, however, one must bear in mind that doing work periods of this length for each of bow sweep (left and right), reverse sweep (left and right), bow rudder (left and right), pulling and pushing, would lead to an excessively long workout. Thus, when adapting this to paddling, shorter work periods will have to be used, so that the entire workout lasts between 30-50 minutes.

MUSCULAR ENDURANCE

So far we have talked only about improving muscular power for sprint speed. Swimmers (and paddlers) also use resistance training to improve muscular endurance. For example, it would be possible for a swimmer or paddler to have good basic speed, but lack anaerobic muscular endurance to maintain that speed over the whole course.

Anaerobic endurance (which is different from aerobic endurance) can be improved by on-the-water lactate tolerance work and race pace repeats. In slalom paddling terms, this would be all-out efforts over 60 to 120 seconds.

Nevertheless, the swimmers believe that certain land resistance exercises (isokinetic machines) which are specifically designed to increase anaerobic endurance may have some advantages over water training. They feel that with a solid object to push against, swimmers may be motivated to maintain their power output above what they could maintain in the water. When swimming, attempts to apply more force when fatigued sometimes result in slipping the hands through the water rather than a systematic progression in intensity. Land resistance may produce a systematic progression in specific muscle endurance which supplements that which is developed on the water.

Swimming literature says that when trying to improve your muscular endurance for a particular event, your exercise rate should approximate the turnover rate for the event. The number of strokes in each work interval should be at least the same as the number of strokes you will take in the race. The work time should be identical to your target time for the event. Two or three intervals for those strokes should be sufficient to increase anaerobic muscular endurance. Rest periods of 3-5 minutes should be allowed between work intervals. Three days per week of muscular endurance training should be satisfactory. Another three days can be used for muscular power training.

Most of the research, however, has been based on sprint and middle distance events in swimming, not the longer distances, so interpretation of these workout schedules requires some consideration. Training suggestions for downriver paddlers are given in Part Two of this article.

LESS MUSCLE SORENESS AND INJURY WITH ISOKINETICS

When muscles do work we speak of concentric and eccentric contractions. Using the example of curling a dumbbell, an isotonic exercise, the concentric contraction occurs when the weight is being lifted up. The eccentric contraction occurs when the weight is being lowered down.

There is no eccentric contraction with isokinetic resistance. The muscles relax momentarily between repetitions, giving blood time to clean lactic acid from the muscle cells. An isotonic resistance does not permit this relaxation. As the weight is lowered, muscle contraction continues and this constricts the blood flow and natural cleansing process. As a result, muscles can become sorer with isotonic resistances than with isokinetic ones.

Isokinetic resistance creates no erratic or unstable muscular movements. The isokinetic machine governor automatically adjusts to fatiguing muscles so that when the muscle is weak, there is no undue resistance placed upon it which would lead to tearing or other injury.

HOW DO ISOKINETIC MACHINES WORK ?

The Sportsmaster and Twinhead machines supplied by Isosport operate in the same way. The resistance is developed by a centrifugal brake drum of a twin-leading shoe type, fitted with asbestos-free linings. Adjustment of the speed of the movement is carried out via a tension spring which constrains the brake shoes at a rate which can be pre-set by a regulating dial on the side of the machine.

The most direct advantages of these particular isokinetic machines are that (1) it is possible to exert force at any angle so that all kinds of paddling strokes may be simulated and (2) the speed regulator makes it possible to work at stroke rates similar to those used in competition.

PART TWO

In Part Two of this article we shall consider how the Sportsmaster machine should be set up and how the isokinetic training principles outlined above can be applied to downriver, with reference to specific canoe and kayak workouts.

Part Two of Richard's article will appear in the next issue of White Water News but is available in advance from the editor (SAE please) for paddlers wishing to investigate the principles right away.

THE ADVANTAGES OF TRAINING ON THE SPORTSMASTER ISOKINETIC EXERCISER

• SPECIFICITY OF EXERCISE

The paddling techniques used in slalom, flatwater and wildwater racing can be simulated on the machines. This enables you to develop the very specific type of strength and power required for paddling.

• SPEED OF MOVEMENT

Exercises can be performed at or above paddling speed
You do want to go faster don't you?

WHAT YOU GET WITH EACH MACHINE?

Each Sportsmaster machine is supplied with a wall bracket, pulley, paddle handle, training schedule and maintenance instructions. We can also supply a kayak training bench and paddle shaft. See price list for details.

STOP PRESS! NEW TWINHEAD MACHINE

We have just developed a single new unit for kayak paddlers which can do the work of two Sportsmaster machines for a lower price! Write or telephone today for details of the new model — it could save you money.

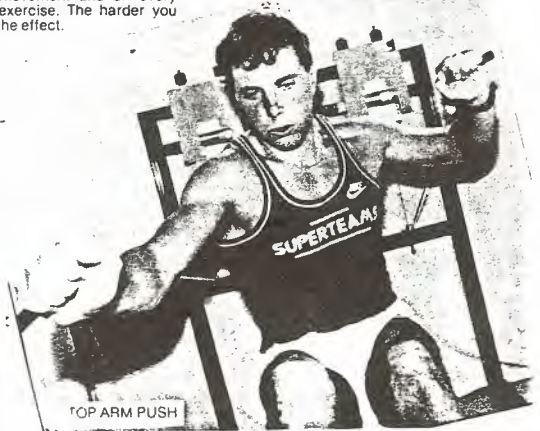
NOTE: The photographs show the type of exercise that can be performed with two Sportsmaster Exercisers or with a new Twinhead Machine. It is not necessary to have such a large frame to support the machines, our new smaller brackets are perfectly adequate for heavy use.

• HIGH INTENSITY EXERCISE

The accommodating resistance developed by The Sportsmaster machines enables you to work at maximum intensity throughout the range of a movement and on every repetition of an exercise. The harder you work the greater the effect.

• SIMPLE AND SAFE

There are no weights to adjust, no bars to lift and there is less risk of injury than with conventional weight training equipment.



THE RIVER AWE : A White Water Racing & Training Guide

Ever since the very low water level of the 1979 Division A race on the Awe the river has not had the attention paid to it by paddlers south of the border that perhaps it really merits. Whilst other rivers offer more in the way of death defying thrills and spills, the Orchy for example, the Awe is not to be underestimated for the purposes of WWR practice and boat testing.

SITUATION

The river is in central-west Scotland about 75 miles from Stirling and Glasgow via Crianlarich. It flows from the Awe Barage at the end of Loch Awe to Loch Etive about 3.5 miles in a north-west direction. River levels vary according to the amount of water released but at the regular late spring & summer level the river is grade II almost continuously and has sections of III, notably the slalom site and about 400 yards below the barrage. At a high level it is Grade III virtually the full length and with some Grade IV at the slalom site and at the start.

ACCESS & EGRESS

Entry and exit points are convenient. A layby at the barage and a smaller one 100m below provide easy parking. The Hydro authorities own the land and are very friendly. Exit from the river is best obtained at one of two points. At the campsite (right bank) 200 yards above the stone road bridge, only a short distance from the barage but convenient if running the river in sections.

Secondly at the chain bridge 3 miles downstream of the barage, unmistakable from the river. Get out on the left bank and walk up the bank and about 200 yards across a field (a footpath) to a motor track (suitable for cars but not buses / trailers). Your transport drives along the A85 in the direction of Oban taking a right turn labelled Bonawe House. The paddlers should emerge at a gateway some 100 yards down the track. If this route is used and WWR boats paddled the whole turn-round time for a trip is in the region of 40 mins. Work out how many trips you could get in a weekend or better still how many miles on the rough water. One of our number did 12 trips (36 miles) on a Saturday and a Sunday morning!

WARNING

On reading the warning "No canoes beyond this point" (just after the chain bridge) on account of dangerous weirs, believe that it means what it says. Do not believe rumours that it is only the last of the weirs that is dangerous and that only slalom boats that dig deep could get into trouble.

We lost a Carbon-Kevlar racer in 10 seconds on a grade one ripple - it wrapped up on four stakes and ended up with its bottom completely shredded - potentially very dangerous for the paddler who emerged with a hole through his bouyancy aid made by the stakes.

If you want to paddle the full river get out on the right and walk round all the Weirs and get in again below the last weir (upstream of the power house). After this it is a flat water paddle into loch Etive and left round to the jetty. This extends the turn-round to over one hour per run.

LEVELS

Even though the releases on this dam controlled river adhere to statutory limits and so it is canoeable almost without fail in the late Spring and the Summer, there are still a variety of levels.

Measurements in 'cumecs' or 'cufecs' may not mean a great deal so a convenient system is to look at the guage on the bridge. We do not know what units it measures, but at '20' it is a reasonable minimum level - the Hydro authorities seem to use that as the standard in May to September. At '25' it is quite a bit better and the waves through the slalom site start to get chunky. At '40' (flood level) it is very high with large waves in the slalom site and different fastest routes down both major sections of rapids.

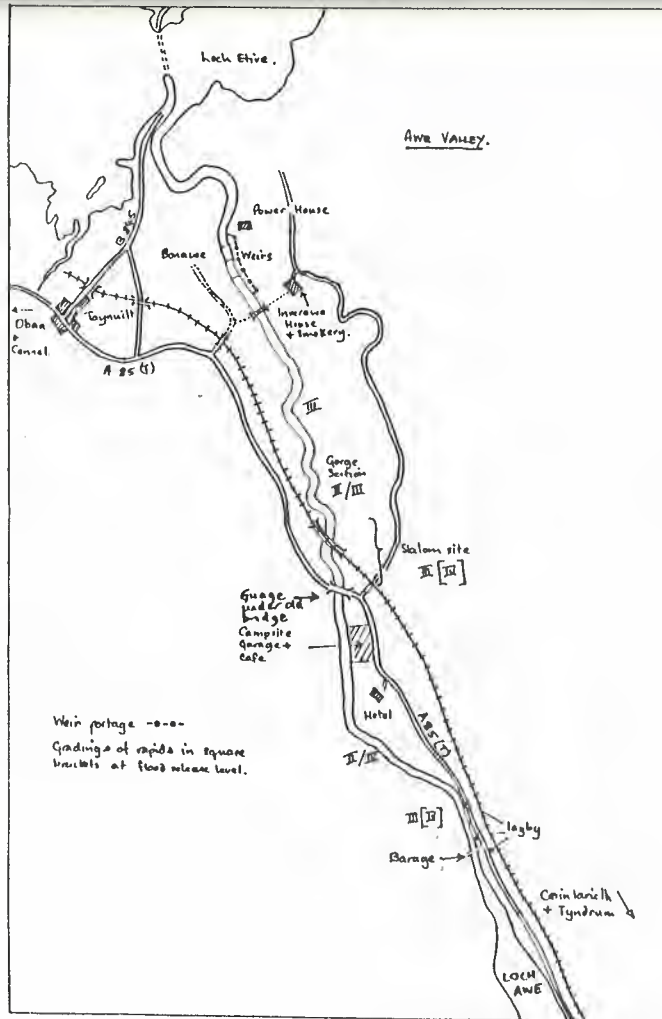
During the summer months the minimum releases are available all day every day, this being topped up to about 25 on the guage with a 'full' release from 9pm Saturday to 9am Sunday. Extreme rainfall (not too rare!) can add to the release and also provide considerable in-fill from side streams.

Because of the large number of fisheries around the loch edge the water level is critical and cannot be allowed to rise or fall too much. Therefore unlike some English dam controlled rivers you cannot release water in quantity and recuperate later. Only after heavy rainfall do you get an especially big release but even at the usual 20 on the guage the river is worth paddling in racers.

FISHING

The dam authorities are friendly, as are Mrs Douglas the campsite owner and Mrs Campbell-Preston at Inverawe House. Some of the fishermen are not. On Sundays they have no right to fish the river whatsoever. On any other day you have a right to be there also, so don't bother arguing with them. Politeness is worthwhile and do be careful of their lines. We had two 'snagging' incidents - they do concentrate hard on their fishing and probably just do not realise you are approaching from behind them, (they cast downstream), so some form of warning ought to be employed.

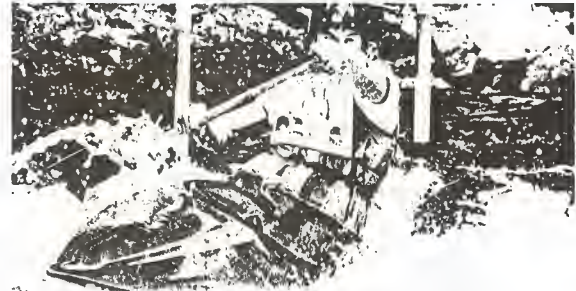
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BUSHSPORT

NEOPRENE SPRAYDECKS

Designed and manufactured by MARTYN HEDGES



Custom made spraydecks using lined and unlined neoprene in a range of colours that look good, feel good and keep the water out!

"IN 11 years of International competition in Slalom and Wildwater Racing, I've used a lot of spraydecks and had a lot of problems - not any more."

MARTYN HEDGES, 45 Mill Lane, Windsor SL4 5JG.

Telephone: (0753) 867801

Prices start from £23.00 including VAT and postage

ACCOMMODATION

Logistically the Awe Valley is good for canoeing. Accommodation is available at the campsite located centrally on the river with its own access. The shower block offers good facilities and is kept in a clean condition. Petrol, diesel, groceries and a cafe are all available on site. If conditions do not encourage camping or it means carrying too much kit in an overloaded car, large six-berth caravans can be hired at the campsite (approx £13 per night - book in advance).

Alternatively Chalet and Cottage type accommodation is available at Inverawe House with units of varying sizes (4 to 12). Whilst Inverawe House is closely tied to the fishing interest, the owner is well disposed towards canoeists of the civilised variety! The property is located directly opposite the chain bridge - on the opposite bank from the main road.

Oban is a short drive away and there is also a hotel/pub just above the campsite. However with the standard full releases available before 9am Sunday too much late night revelry may not be a good idea!

Other rivers include Grandtully (Tay) - 75 minutes away, the Dochart (including the falls of Killin) - 45 minutes drive, (only for the crazy), and the Orchy which flows into Loch Awe - 20 minutes. En route from Stirling, the Lenny above Callander is good III/IV but really only a spate river. Apart from the Tay, each of those rivers requires care, specialist knowledge and a good water level.

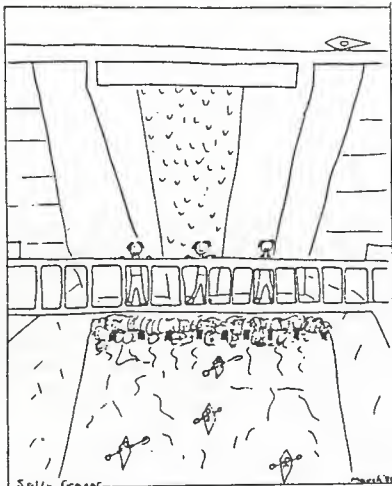
Useful Contacts

Mrs Douglas (Campsite & Caravans)

Mrs Campbell-Preston (Inverawe House - brochure available)

Suffice to say that on both of our Summer '85 trips the long journey north was well worth it. We find the Awe Valley contains good to very good water suitable for all levels of racers and is extremely convenient to paddle once you are there. One of the trips included 12 river runs each (16 in all - with thurns at driving) on a weekend leaving Manchester at about 6.30 pm Friday and returning at about 11.00 pm on Sunday. The Awe has also been chosen for the Men's K1 squad pre-Europa Cup Training Camp this year.

- John Graveling
Leeds Canoe Club



1986 REGIONAL CHAMPIONSHIPS

The Regional Championships were held at the Washburn in weather that hardly improved upon last season's winter Dee event. Despite the weather, this year saw a much fuller entry with closer inter-regional competition. Whilst the title was retained by the North West under the dynamic management of Phil Dean, it was notable that three regions rose to displace the West Midlands (without Fox & Dunseath) from the runner-up slot.

The Eastern Region particularly should be credited for their achievement with top three placings in each of the smaller classes. Indeed it was the ability to double up in the Canadian classes that gained the North West victory - without Colin Smith, Alan Tordoff & Dave Kay appearing in second events the championship would have been lost - especially as the region lost Sarah Swallow on account of a last minute domestic crisis! Rumour has it that the Editor's efforts to appear in everything were thwarted by poor riverside surgery provision (see Neil's cartoon).

Considering the keen rivalry and enthusiasm which surrounded events on the day, it is worth considering moving the championship to the Tryweryn in Summer - perhaps using the middle section on a slalom weekend. Good weather plus the possibility of a broader entry could make this the canoeing and social highlight of the season.

Overall Positions

1. North West
2. London & SE
3. Eastern



"DON'T WORRY DAVE,

HAVE YOU READY IN TIME"

© 1986

DIV "A" FINALE

Grandtully, Tryweryn and Washburn completed the 1985-6 Championship. Anne Plant (Ladies), Steve Wells (C1) and Nonad Racing (Club Team) joined DRH Taylor and Goldsmith/Evans as respective National Champions. Meanwhile Ross Pearton (C1 3rd), Liz Sharman (Ladies 2nd), Richard Fox (Mens K1 2nd) and Neil Stamps (Mens K1 2nd as well as Youth Champion) made for the welcome appearance of new faces at the top. Of those showing top form only Martyn Hedges (C1) and Jeff Parker (K1) failed to get a full set of four results - Martyn looking a certain champion on the basis of best three.

Not only Neil Stamps amongst the Youths did well in Mens K1. The Tordoff brothers improved dramatically over the season. Alan finished twelfth overall with a number of top ten placings to his credit. Andy Curtis came through strongly at Tryweryn to be third Youth overall, with Ian Tordoff and Phil Player scrapping fiercely for fourth place. These must represent the strongest Youth rankings for some years (perhaps never bettered?) - especially good in a season of new senior arrivals such as Lyons, Murray, Trickett & Walter ... and that man Fox!

All of the last three races were particularly exciting in Mens K1. At Tully Murray, Kay & Parker were separated by just 0.1secs (2nd-4th) whilst DRH whipped the Fox by a massive 0.2secs at the Tryweryn. The lack of C1 & C2 presence at Tully was the only disappointment as the season builds towards some tense selection duels.

For the men's kayaks nothing seems certain - especially as most are untested over the longer distance since the January Usk - with at least 12 names realistically in hat for six "A" Team places. In the other classes the final places will be closely contended - and it will be interesting to see which of the newer C2s can survive the longer Tryweryn at speed, with Caunt/Clough looking good candidates.

In the Team Championship, Nomad Racing brought in Jonathan Dunseath to strengthen their pool and clinched a tight battle with Birmingham Uni. With both third and fourth places overall Leeds proved to have the greatest strength in depth and consistency if lacking pure performance.

With proposals concerning geographical boundaries for club or zone teams coming from several sources (see Mike Tordoff's article in this issue) one wonders if the number of contenders could be increased for this exciting aspect of racing. Consider for example the strength of the South West Regional Team of Humpage, Trickett & Walter that came a close second in the Regional.

The 1985-6 National Champions (Provisional)

	Mens K1	Ladies	C1
1	DRH Taylor	Anne Plant	Steve Wells
2	Richard Fox	Liz Sharman	Dave Williams
3	Neil Stamps (ul8)	Gail Allan	Ross Pearton
	C2	C2 Mixed	Club Team
1	Goldsmith/Evams	Bragg/Hands	Nomad Racing
2	Stagg/Harvey		Birmingham U
3	Griffiths/Phillp		Leeds "A".. Canadian

GREAT BRITAIN JUNIOR WILD WATER RACING TEAM

SELECTION POLICY 1986

VENUE: Bala, British Open, May 17th/18th. Details of entry as per Yearbook.

RACE: SELECTION taken from results of Juniors in the full Senior course on the day.

POLICY: A TEAM First 2 K1 Men Juniors, plus 1 at Committee decision.
First 2 K1 Junior Ladies, plus 1 at Committee decision.

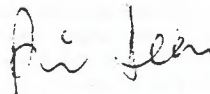
With consideration to other classes should Canadian paddlers present themselves for selection.

VENUE Lofer - training, then Spittal - 1st World Junior Championships (provisional dates 9th-23rd July).

B TEAM Next 3 K1 Junior Men to finish. First 2 under 16 K1 Men, plus 4 other paddlers at Committee decision.

VENUE Sort - Spanish Pyrenees (provisional dates 9th-23rd July).

Successful paddlers notified by post the following week.



JUNIOR TEAM MANAGER

'A' team and 'B' team canadian selection for Europa Cup, Pre-Worlds and Muotthal training.

'A' Team Canadians; There are two separate trips, one to Kramsach in Austria (1 week, 18th May + 25th May) and one to Sort in Spain continuing to Bourg in France (2 weeks, 28 June + 14th July). Bourg race dates are :- Sat, 12th + Practice, Sun, 13th + Individual Race, Monday 14th + Team event. Travel home immediately after the team event.

Selection for both of these 'A' team trips will be decided at Bala on 20th April. The policy is (as stated in White Water News, issue no. 14). From the results of the Welsh open:-

C1 - 3 fastest + 1 other to be decided by the selection committee.

C2 - 2 fastest + 1 other to be decided by the selection committee.

Accommodation is booked and paid for out of team funds. It is proposed to give each paddler £100 towards travel for the Kramsach trip and £120 for travel for the Sort and Bourg trip. There will be a meeting immediately after selection is announced, at the Bala Canoe Club building to finalise travel arrangements e.t.c.

'B' Team Canadians; This is one 2 week trip, the dates are Saturday 28th June + Monday 14th July, (same dates as the 'A' team Sort-Bourg trip). The first week will be training at Muotthal (Switzerland) and the second week will end up at Bourg for the Pre-Worlds. Finance is available to cover transport for 1 car and 1 mini-bus only, camping and self catering will have to be financed by the paddlers themselves.

It is proposed to include 4 C2's and 5 C1's on this trip and selection will be decided at Bala on 18th May. The policy is (as stated in White Water News) from the results of the May Tryweryn:-

C1 - 1 fastest excluding the 4 above and 4 others by the selection committee, not necessarily based on the above race results.

C2 - 2 fastest excluding the 3 above and 2 others by the selection committee, not necessarily based on the above race results.

There will be a meeting at the Bala Canoe Club immediately after selection is announced, all Canadian 'B' team members must attend.

Selection of the remaining 2 C1's and 3 C2's for the Bourg Pre-Worlds will be decided at the end of the Muotthal training week.

Prospective team members (for both trips) must let either Denis Cooper (C2 coach) or Chris Horrod (C1 coach, temporary Tel. no. 01-977-4924) know of their availability for selection **before** the relevant selection meeting.

2, C1 and 2, C2 teams will be entered at both the April and May Tryweryn's - please use these entries, our best chance of international medals is in the team event and team strategy, practice as a team will increase the competitiveness of our teams.

Don't let's have empty teams, we must be able to field 4 reasonable teams otherwise it may be difficult to persuade the rest of the team management of the wisdom of including 4 C2's and 5 C1's on the 'B' team trip!

For those not sure of their Tryweryn routes or wishing to explore new routes, Denis Cooper will try to help any canadian paddler by paddling the river with them at the April and May events, from the top campsite i.e. just below the slalom site, to the finish.

Meet at the top campsite at the following times:-

9.00 A.M. Saturday 19th April and Saturday 17th May,

3.00 P.M. Saturday 19th April and Saturday 17th May,

4.00 P.M. Saturday 19th April and Saturday 17th May.

3rd 1986 Canadian training weekend, based at Royal Canoe Club. Dates:- Sat + Sun 26th & 27th April. All Canadians are welcome to attend. Contact Mick Phillip, Tel.01-736-1449 for final details or send a S.A.E. to M. Phillip, 34a Lambrook Terrace, London, SW6 6TG.

Read White Water News for details of training weekends at Nottingham/Hola Pirrepoint/Royal e.t.c. at the beginning of next season or send a S.A.E. to D. Cooper, 20 Harlaxton Drive, Lenton, Nottingham, NG7 1JA. Tel. 0602-475908

Selection, for 1987, is about to rear its ugly head again! Next year's selection policy for the World Championships at Bourg has yet to be decided, the team management would welcome comments, ideas, e.t.c. from the paddlers before the policy is decided. Do you want selection at Bourg or the Tryweryn or elsewhere? when should selection take place? e.t.c., e.t.c. Please let's have your ideas before the policy is decided. The selection committee is :- Colin Henson (Chairman), Nigel Morley (Team Manager), Bill Fraser or Dave Kay (Kayak Coach), John Handyside (Ladies Coach), Chris Horrod (C1 Coach), Denis Cooper (C2 Coach), Mike Tordoff (Executive), Clive Smith (Executive, for Canadians), Dave Williams (Executive, for kayaks).

Gavbo's Big Nose! MK3 Prijon C2 river racer, Garmisch race boat, front right - Kevlar - little used and almost as new - light weight - a must for the serious competitor - £300 - no offers, See Denis Cooper or Tony Wilkins.

And: snip of the season :- 1977 vintage Prijon original, MK1 C2 river racer - front right - very heavy and flexible - a very knackered old tub but must have some antique value, - the ideal boat for a pair of aspiring canadian paddlers who also own a low loader - £ free, See Denis Cooper.

Diolen Mustang C1 river racer - unknown history - midnight blue top - good body - tested - fast, but needs new engine - good value at £60. See Tony Wilkins.

Two Freeblades cranked C1 paddles - 148cm, - alloy shaft - Garmisch modified ends (chewed a bit) £10 each. See Tony Wilkins
Freeblade C1 paddle - 148cm, - carbon shaft - epoxy blade - clean condition - £30. See Tony Wilkins

P&H 'Pencil' C2 - 1980 design - advanced design for the era, now coming into fashion, could this be the boat that the French choose to paddle at the Savage River ? (1989 World's) - an opportunity not to be missed to purchase this rare futuristic craft - a good boat for beginners (if you learn to paddle this one you'll be able to paddle anything). Offers to Ken Young, Tel. 0602-475908

MK1 Gavbo Prijon C2 river racer- kevlar patches - front right - good condition - £125, Tel. Pete Mietus on 0602-813866.

CANADIAN EQUIPMENT WANTED

One Boy/Man/Gorilla, to be turned into a C2 front person - age range 20 + 35 - weight 65 + 80kg - must be motivated - proven athletic or canoeing ability essential - must like C2's, bannanas and Bourg-St-Maurice - preferably residing in North London - full training given. Applications to - Ross Pearton Tel. 01-959-3167 (eve.), 0438-729080 (day).

CANOE FOCUS SURVEY RESULTS

Readers may be interested in the results of the Canoe Focus survey conducted in new year by 'Canoeist Magazine' in conjunction with 'White Water News' and 'Slalomist'. As shown in the last question, the 168 replies included 66 WWNews readers.

- | | | |
|--|--|------------------------------|
| 1. Do you read copies of 'Canoe Focus' delivered to you? | Yes | <input type="checkbox"/> 88% |
| | No | <input type="checkbox"/> 12% |
| 2. Are you satisfied with 'Canoe Focus' as it is now presented? | Yes | <input type="checkbox"/> 36% |
| | No | <input type="checkbox"/> 57% |
| 3. Should 'Canoe Focus' be optional with reduced BCU subscriptions for those not wanting it? | Yes | <input type="checkbox"/> 51% |
| | No | <input type="checkbox"/> 46% |
| 4. Should 'Canoe Focus' be published | more than 6 times per year? | <input type="checkbox"/> 24% |
| | 6 times per year (as now)? | <input type="checkbox"/> 49% |
| | less than 6 times per year? | <input type="checkbox"/> 12% |
| | not at all? | <input type="checkbox"/> 8% |
| 5. Would you prefer to have from the BCU | a large glossy colour magazine with a professional editor? | <input type="checkbox"/> 26% |
| | the present 'Canoe Focus' format? | <input type="checkbox"/> 32% |
| | a cheap thin newsletter? | <input type="checkbox"/> 29% |
| | nothing? | <input type="checkbox"/> 1% |
| 6. Should canoeing have | a single strong magazine? | <input type="checkbox"/> 12% |
| | healthy competition between magazines? | <input type="checkbox"/> 84% |
| 7. Would you prefer your magazine to be compiled | in BCU HQ by BCU staff? | <input type="checkbox"/> 32% |
| | independently of BCU HQ? | <input type="checkbox"/> 49% |
| 8. Which other magazines do you currently read? | 'Beachbreak'? | <input type="checkbox"/> |
| | 'Canoeist'? | <input type="checkbox"/> |
| | 'Canoe Slalom Magazine'? | <input type="checkbox"/> |
| | 'White Water News'? | <input type="checkbox"/> |

66/168 were 'WWNews' readers

EXECUTIVE MINUTES from 22 March 1986

As part of his Exec Committee responsibilities Dave Williams (of C1, C2 and Nottingham fame) has agreed to provide a summary of the minutes for White Water News, which will of course be printed verbatim. Please direct any queries about the content to Dave himself or to Colin Henson (the Chairman) in order to clarify the facts before hounding individual Exec members - who will themselves welcome any feedback. The first instalment

Provisional minutes of WWR Executive Committee meeting of 22th March 1986, held at the Plas Coch Hotel, Bala.

Present; Colin Henson, Sarah Swallow, Mike Tordoff, Henry Syska, Dave Williams, Denis Cooper, Clive Smith, Nigel Morley, Phil Dean, John Handyside. Apologies for absence were received from A. Bayliss.

To relieve the burden on the WWR Secretary, it was agreed that DW should subsequently take and prepare Exec. minutes.

Matters arising from Minutes of Last Meeting.

MT reported that the bibs (300 individual) had been purchased from Chris Hawkesworth. It was agreed to purchase immediately a set of team bibs lettered A-Z, for use by any teams at Div.A events. Club teams would be encouraged to use their own.

Denis Cooper was confirmed as National Squad C2 coach.

Chairman's Report

CH had attended recent SMC meeting. The 85/86 International competition grant of £15 000 was confirmed (preparation/training grant still under discussion). CH reported that an ICF Judges examination (combined slalom and WWR) was proposed for Friday 24th Oct 1986. The sport needs ICF Judges to run International events. All members of Exec. were encouraged to take the exam. Other volunteers would be welcome. Exam is based on ICF statutes and ICF slalom/WWR rulebook.

BCU plans for a Golden Jubilee Water Carnival to coincide with the official opening of the Holme Pierrepont Canoe Slalom Course on 13/14th September 1986. It was agreed that DC would investigate booking procedure and co-ordinate WWR use of the H-P course.

Jubilee Appeal Fund launched by the BCU to help fund the facilities of the new BCU HQ at H-P. The appeal target is in excess of £100 000. A series of fund raising WWR events next Oct/Nov were suggested. DW was volunteered to co-ordinate.

Welsh Sports Council to phase out funding of Canolfan Tryweryn over the next 3 years. This will inevitably mean paying directly for water releases. CH would pursue WWR representation on the Tryweryn Management Committee.

CH reported a proposed change in the funding of the 2 full time Assistant Directors of Coaching. Effectively the Sports Council funds one, and the Racing Committee proposes to fund 60% of the second, having major use of Brian Greenaway up to the next Olympics. The total split then becomes Sports Council £16 000, Racing £9 600, Slalom £4 000 (major use of Alan Edge) and WWR and Marathon £800 each. The new proposal reduced the previous WWR commitment of funding from approx. £3 000. This would provide a useful level of professional back-up to a WWR National Competition Coach (post currently vacant), reducing the potential workload for a future incumbent.

Rapid Racing World Cup had been cancelled due to lack of a sponsor. David Goldstrom was willing to organise a 500 series similar to the Lowenbrau 500 provided the expenses could be underwritten by Exec. Matter deferred for costings.

Treasurer's Report

MT reported that current balances were approx. £14 500. This would be needed to cover the gap between the Senior and Junior team trips over the summer and receiving the grants from the BCU. Cash reserve item held for timing gear was released.

Matters Arising from WWR AGM

a) Publicity Officers

Sally Parker and Martin Haughton had volunteered to act as local publicity officers. Local publicity persons for Scotland and the South would also be useful.

JH informed the meeting that he would be covering canoeing for Eddie Shah's 'Today' newspaper over the International season.

b) Organisers of Div.C events must themselves obtain proof of BCU membership of competitors. The BCU now offers day membership tickets for events (£1).

Competitors in Div.C events will be listed in future year books. Entry cards from remaining Div.C races this season should be sent to JH. Year books will be sent to all Div.C paddlers on the list.

c) At Div.C/Div.B events additional non-ranking events may be held at the discretion of the organiser. Called Introductory Class events, competitors must be BCU members (or hold day tickets) and may use any class of canoe/kayak within the current regulations (Rules section 6). This will include most slalom boats.

It was decided not to introduce a novice/Div.D class.

d) The idea of a voucher system of prizes redeemable with any canoe accessory supplier who wishes to be involved in the scheme was proposed, and will be discussed with Div.A race organisers.

g) The current system regarding late entries (ie none at Div.A events) was confirmed.

h) Selection committee for the 1986 senior teams was confirmed as the WWR chairman (CH), senior team manager (NM), class coaches and 2 Exec. members, MT and CS (canadian selection)/DW (kayak selection). Junior team selection committee would be as per senior with PD replacing NM and MT standing down.

Junior selection policy as proposed by PD in the letter of 1st Mar 86 was approved. C1/C2 selection policy as per issue 14 of WWR news was approved. Verification of selection events would be performed by the relevant team manager or his nominee plus 1 National squad kayak coach plus 1 National Squad canadian coach. Decisions would be by a majority vote.

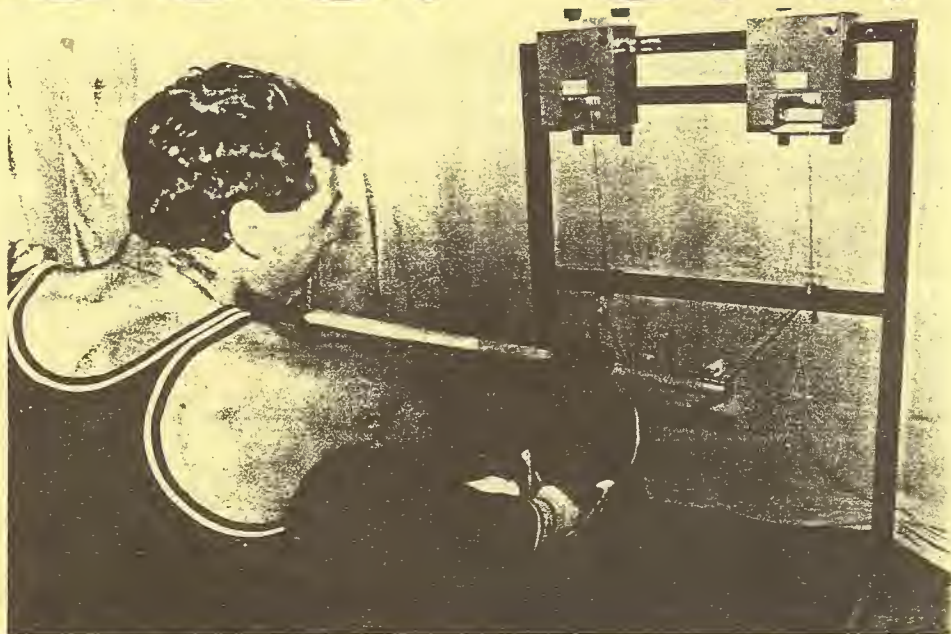
CH described the sponsorship deal arranged with Sealink Ferries which will give a 50% discount to all national team vehicles on channel crossings.

It was agreed that all ranking (any division) race organisers must belong to BCU affiliated clubs with a registered interest in WWR. This would be checked through Bill Fraser.

Next WWR Exec. meeting was fixed for 10.00 am on Saturday 19th April at the Plas Coch Hotel, Bala.

- Dave Williams

ISOSPORT



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RICHARD FOX ISOSPORT

154 Lichfield Road, Stone, Staffordshire. ST15 8PY Telephone (0785) 817016