

White Water News



Issue 17 sponsored by the WILD WATER CENTRE



Contents include

DRH Taylor Part 1 : Getting There

Phil Caunt on X-C Skiing

River Guide : The Nith

The Summer in Europe : Conclusion

Two Men in a boat : C2 Fittings

Some Stamps-eye views

24 pages / 700 circulation



WILD WATER

(Chns Hawkesworth Ltd)

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 EVENTS in NOVEMBER
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8/9	Dee, Llangollen	A, O, T	
8	Swale, Richmond	C, O	1
9	Thames, Teddington	C, O	2
9	Lower Wye, Monmouth	C, O	3
15/16	Dart, Ashburton	A, O, T	
15	North Tyne, Chollerford	B, C, O	4
16	Eden, Lazonby	B, C, O	5
16	Wey, Guildford	C, O	6
22/23	Tees, Barnard Castle	A, O, T	
23	Thistlebrig, Stanley	C, O, T	7
24	Mersey, Sale	C, O	8
29/30	Dee, Llangollen	GB Univs	
29/30	Nith, Borders	B, O	9 **
29	Teme, Ludlow	B, O	10
30	Teme, below Ludlow	C, O	10
30	Avon Ogwr, Merthyr Mawr	C, O, T	11
30	Leven Test	O	5 **

** See notes below

Organisers :

- 1 Major W Nicholson, MOD, Court Road, Eltham, London SE9 5NR
- 2 M Robinson, Barkley Cottage, Grinstead Lane, East Grinstead
- 3 I Palmer, 8 Farrant Avenue, Churchdown, Gloucester
- 4 D Taylor, 4 Maltby Close, Moorside, Sunderland
- 5 J Stilling, 11 Carlingdale, Burneside, Kendal
- 6 A Bayliss, 43 Almond Close, Bellfields, Guildford
- 7 I Macadie, 52 The Bryony, Tullibody, Alloa
- 8 T Cannon, 36 Lesmo Road, Edgeley, Stockport
- 9 J Anderson, Officer Commanding, RAF OAC, Grantown on Spey
- 10 P Jones, 14 Chaddesley Road, Halesowen, W Midlands
- 11 J Whitworth, 2 The Woodlands, Brackla, Bridgend

Corrected Leven Test Dates

The 86/87 Series dates in the Year Book are not correct. The remaining dates are :

1986 : November 2nd	1987 : February 15th
November 30th	March 8th
1987 : January 11th	March 22nd

The new (reduced) entry fee is £1 per race. Full details from series organiser John Stilling, 11 Carlingdale, Burneside, Kendal

First NITH Race for four years

Sunday 30th November sees the first NITH race since 1982, completing a very full Autumn programme for the north of England and the border area (Swale, North Tyne, Eden & Tees). Div "B" status is well deserved for a river that can be serious by continental standards when the water is high - read organiser John Anderson's River Guide in this issue.

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EDITORIAL

- Dave Kay

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WWR & HOLME PIERREPONT

It's happened at last. Fourteen years on from Augsburg, we have our own international standard artificial slalom course at Holme Pierrepont (Nottingham).

I must admit to being very impressed on the opening day with the standard of water (upto Grade 4 but never silly and with minimal surging), with the length of the course (it seemed at least 800 metres to the outflow) and with the general appearance (not oppressive like Augsburg). Congratulations especially to Frank Goodman and George Parr (ex-WWR GB Team Manager) for all of that.

Clearly there is plenty of scope here for WWR training at levels from 50% to maximum (below 50% may apparently cause stern damage). The intensity of the "Grade 4 S-bend" section is certainly up to Bourg "Boom Alley" standards (though so much shorter!) - and the site can run at a good level for most of the year.

If we are to really benefit, the questions to be resolved fall into two categories :

1) Politics & Administration : How can we guarantee use of the resource?

Denis Cooper has agreed to act as the liaison officer for WWR both for Squad and for everyday use. He will be keeping us informed as the booking procedures and release possibilities become clarified. There should, for example, be a regular Wednesday release for WWR use. If you have any urgent queries please contact Denis on Nottingham (0602) 475908. Already the course is booked for a number of Training Weekends and Races in the coming season - and we must continue to establish our interest.

(2) Coaching : How can we best train on it?

Here is a potentially excellent resource - but it is significantly different from any other UK WWR training environment on account of both length and intensity. Simply cruising down or racing flat out are not the only (and perhaps not the best) sessions. Cold, injuries and boredom could also become serious factors. We hope to offer an article on "ASCOT Training" in the next issue (JH?).

WWR & SLALOM

The opening day raised one further issue in my mind - that of our links with slalom canoeing. Forget how things work at the Exec and BCU levels - I am interested in what the paddlers are doing. We often talk about how many slalomists are / are not participating in WWR, but we seem to be ignoring the other side of the issue -

How many racers are participating in Slalom?

Things are (sadly, I believe) changing with fewer and fewer top racers involved in the top slalom divisions. This reflects an attitude not an indictment of ability. Perhaps we older folks have "grown out" of slalom - but we must be very careful :

a. Missed Opportunity : Are we missing a valuable opportunity to tune in to rough water paddling (especially in the Summer and Autumn)?

b. Bad Influence : Is the general attitude of the senior racers to slalom ("We've done it all and left it behind") detrimental the younger racers who would really benefit from slalom experience?

c. Poor Impression : What does the average serious slalomist think of us racers?!? Are we secure in our ivory tower - or are we in fact digging a big hole for ourselves.

I cast my mind back to the 79-82 period (when GB WWR was not doing badly internationally). In those days we fielded 'GBH' - a C2 Team that paddled GB WWR and Premier slalom. The following GB WWR paddlers were not far from the top of the Premier Divisions in slalom :

K1 Men Premier : Bayliss, Dunseath & Swallow
 K1 Ladies Premier : Gillespie & Hornby
 C1 Premier : Hedges, Goode, Kay, Ruse & DRH Taylor
 C2 Premier : Goode/Williams, Tannock/Woodgate, Kay/Pearton

In 1986 I can only list those who have very recently "crossed-over" (Clough, Lyons & Murray) plus those prolific slalom team members who also represent GB in WWR (Fox, Allen, Sharman, Hedges). This is apparently now a one-way process -

- are YOU sure it is a good thing?

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 ODDS 'N SODS
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WWR Ansaphone Service

The service has been improved with additional message facilities. The importance of using the system is stressed Race Organisers needing to convey last minute information. Speak to Bill Bayliss if in doubt (same number).

WWR ANSAPHONE : 0483 (Guildford) 38221

Paddlers are reminded that Tryweryn information is always available from the dedicated Bala Ansaphone :

TRYWERYN ANSAPHONE : 0678 (Bala) 520826

Boats Wanted / For Sale

Lynn Williams : 01-920-6585 (Daytime)
 WANTED : Gaybo "King" - any condition considered
 FOR SALE : Tornado WWR Kayak - ex 1985 Worlds - well used
 but good condition - £90 o.n.o.

WWR Organisers Guide



Bill Fraser has just published this official guide which greatly expands upon the information in the "Rules" section of the WWR Year Book (p36-44). Bill has concentrated on practical advice to organisers which hopefully implies a minimum and a desirable standard of provision and organisation.

Additional features include Appendices which draw on Bill's years of Washburn & Wharfe experience - alternative tables of Start Times in Seconds and Minutes/Seconds for 250 competitors and a summary Start/Results format are especially useful. The only thing missing from Leeds CC folklore might be a guest feature from Mark Markham on toilet facilities. Perhaps next time?

Copies are sent free to Organisers and are also available from White Water News - just send 18p A5 SAE.

A Tribute to our sponsors

This Main Sponsor of Issue 17 is Chris Hawkesworth's WILD WATER CENTRE who joins Gaybo, Marsport, MI Designs & Nomad as a regular supporter of the News.

Any visitor to slaloms UK and European, novice and international will have noticed the huge popularity of the latest Wild Water Centre helmet - as used, of course, by one R. Fox. Neil Stamps' cartoon indicates the extent of the takeover - leading, perhaps, to the new new rules regarding gate design!



The Wild Water Centre, Gaybo & Waveform have also donated equipment prizes the 1st National Club Championships held at the Washburn on October 19th. Additional sponsorship came from Leeds based landscapers Bryce Lyons who gave a £40 cash prize for the winning club.

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EARLY SEASON EVENTS

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The 86-87 Season has kicked off with three events outside the traditional calendar of ranking races - the first of the Rapid Racing 500 Series (Bala), the Holme Pierrepont Opening Rapid Races (Head to Head and conventional starts) and the 4-race Yorkshire TV Aire Classic Series. Results and Reports follow ...

1st Rapid Race : Tryweryn - 6th September

Andrew Martin won - and flew back to NZ for the winter the next day! Perhaps the best result came from John Royle (6th) who has clearly benefitted from his "B" Team outing. In the Ladies event Julie Friers ran Cynthia Berry very close. The new Canadian class attracted only C2s, with Kay & Hibble scoring ahead of GB 4th choices Clough & Caunt - a result to be reversed the following weekend at Nottingham.

Holme Pierrepont Opening - 13th & 14th September

Saturday's "Head to Head" knockout brought some exciting challenges - almost showdowns - not least being Trickett's win over Dunseath and the first meeting of Goldsmith/Evans with Kay/Hibble. Eventual winners in what proved to be a tiring series were Melvin Swallow, Julie Friers, Clough/Caunt and Andy Stanley (C1 - fame at last!)

Sunday's races had conventional starts over a course that was over twice the length of a '500'. Jeff Parker won narrowly from Joe Lyons (Melvin did not compete) whilst Dave Williams (C1) and Goldsmith/Evans revenged themselves for Saturday's misfortunes and Gill Berrow won the Ladies event comfortably.

View from Downunder; by Peter Prichard

The white water paddlers delight! The Holme Pierrepont Rapid at full full flow certainly provided challenge and adrenaline flowing for all the white water racers. Top class paddlers, who only a few months previously had been on the 'big' European water, found themselves doing numerous rolls and even swimming - play it again Tony & Dave.

The head-to-head racing on the Saturday enthralled the crowd as paddlers duelled their way down the course. Although the higher seeds were frequently leading for three-quarters of the rapid, the water reversed the tables with some suprising (and suprised) competitors and winners in the final events.

The rapid racing on the Sunday was not as spectacular to watch, but was just as enjoyable to compete in. More of the paddlers managed to survive and put in decent runs.

Yorkshire Television AIRE CLASSIC : 4 & 5 October 1986

For the second time the AIRE CLASSIC four race series was sponsored by Yorkshire Television and was won by the national champion - DRH Taylor. But that's just part of the story. The conditions represented an all-time low with no rain since the hurricane passed by five weeks earlier! Nevertheless, for some at least, the Aire Classic is THE major pre-season test

The two mass starts and two conventional ranking races involved no less than eleven 1986 Great Britain paddlers plus the WWR race debut of the Kay/Hibble C2 in Race 3.

Only Nigel Morley was absent - perhaps aware that Phil Dingsdale would be too strong for him in the Veterans' class! (Actually Nig had genuine leave of absence.)

Saturday 4th October : Races 1 & 2

Race 1 - mass start - DRH took up second place behind Dave Kay up to the first rapid, where he crashed into the bank and spent the next five minutes recovering lost ground. Having taken the lead with a superior "assault" of the Nab Wood road bridge shallows, DRH finished 16 seconds clear. Best Performance - Ian Tordoff (4th), just 21 seconds behind brother Alan.

Race 2 - conventional WW race - DRH was 18 seconds down to Kay after 9 minutes, but then won the mid-race cycling-style sprint section (10 up on Kay) but still finished 5 down with Alan Tordoff too close for comfort. Best Performance - veteran Phil Dingsdale who beat Ian Tordoff out of 4th place.

Sunday 5th October : Races 3 & 4

Race 3 - another conventional start - DRH won by a clear margin despite the pressure of the the Race 2 defeat. Best Performances - Phill Player recovering well from an undistinguished Saturday and Phil Bragg with a powerful Div "C" C1 victory over wife Jenny and Martin Haughton. Ian Tordoff and John Royle won the sprint section, making Ian overall "King of the Sprints" on aggregate.

Race 4 - the second mass start - the pundits correctly tipped Alan Tordoff to worry DRH over the 10 minute distance, but could never have predicted the drama as John Graveling led everyone nearly to half way with Mike Smith and Ian Tordoff pushing the Series leaders back to 4th and 5th places. DRH and Alan then broke away to confirm their dominance of a very exciting weekend's racing. Best performance - unanimously to John Graveling!

Series Results

1st Div "A"	DRH Taylor	Leeds	5 points	64:17
2nd	Alan Tordoff	Leeds	10	65:39
3rd	Ian Tordoff (u18)	Leeds	15	67:16

1st "B"&"C"	Anthony Purssell	NKC	10 points	84:31
2nd "B"&"C"	Gareth Jones (u16)	Accr	16 points	91:28

King of the Sprints	1st	Ian Tordoff	4:04
	2nd=	John Royle	4:08
	2nd=	DRH Taylor	4:08

Best Performances	Race 1	Ian Tordoff & Anthony Purssell
	Race 2	Phil Dingsdale
	Race 3	Phill Player & Phil Bragg
	Race 4	John Graveling & Kay/Hibble

Post-Script : "Ditched again - another view of the same event"

Where were you all? Div "C" Men's K1 was not even quorate on the Saturday, whilst there were only two promotions in all the classes on the Sunday (Russ Brown & Phil Bragg). It could be expected that any organising club would call it a day after five years of trying to establish an early season Div "C" on its local "ditch".

Fortunately there is another side to the coin that illustrates why many people are so loyal to the sport of River Racing.

As in '85 the Classic was a most rewarding event to run no water & few entrants BUT lots of spirit in the paddling, genuine rivalry, a few upsets & rising paddlers making their mark against Britain's best PLUS genuine friendship involving officials, families and paddlers throughout ... for this observer, WWR at its very best.

Here's to a season of 'classic' races in 1986-7!

Cartoon : Neil Stamps
Spittal Junior Worlds
or Aire Classic
it's all in the game!



GENERAL SITUATION

The River Nith flows East from the hills of South Ayrshire then South through the towns of New Cumnock, Sanquhar, Thornhill and Dumfries some 64km to the Solway Firth. Much of the river is of slack water with occasional falls of Grade I mainly in the lower section. However, for a stretch of about 12km the river runs through the Drumlanrig Gorge and here its fall is more pronounced. In this section alone the fall of the river is about 250 feet and the river flows over a series of rapids which can be as difficult as Grade V in high water. For its last few miles, after the town of Dumfries, the river flows into a tidal estuary. The Nith is a relatively short river with a small catchment area and hence it rises and falls fairly dramatically. The river is certainly at its best after heavy rain and it can be in condition at any time of year. For most of the length the river valley is used by the A76 which is the main Dumfries - Cumnock trunk road and allows easy access to the river at various locations. I would like to thank the Scottish Canoe Association for their permission to use information from their River Nith Guide in this article.

WHITE WATER SECTIONS IN MORE DETAIL

1. Source - Sanquhar - Over this stretch the river flows through an upland valley at a fairly slow speed and with no great depth. The Crawick Water joins the Nith 1Km upstream of Sanquhar and it is from here that the potential of the river for White Water canoeing really starts.
2. Sanquhar - Eliock Bridge - From the Nith Bridge in Sanquhar the river widens and the 4Km section down to Eliock Bridge offers several stretches of Grade I water. This is a fairly useful section to use for a pre-race warm up in races where the start point is Eliock Bridge.
3. Eliock Bridge - Glen Airlie - This 5Km stretch of river commences with some interesting rapids immediately below Eliock Bridge. These are normally Grade I/II but can rise to a good Grade III in high water. The most notable rapid is the 'Hotel Fall', Grade III (IV in high water) which is 1 Km downstream from Eliock Bridge. Here the river takes a sharp left hand bend and is split in the centre by an island. (The Menckfoot Lodge Hotel is situated close to the river or the left hand bank.) Two routes are possible here the shortest line down the left hand side of the island is probably the easier in high water however, it narrows to a 2 foot slot in low water with several sharp edges. The line around the right of the island is immediately obvious in low water, just avoid the big boulder near the bottom. However, this boulder, suitably hidden in high water, has claimed many a 'front end' as the flow of the river pushes you straight towards it. After the 'Hotel Fall' the river runs mainly at Grade I/II all the way down to Glen Airlie. However, high water can produce some interesting standing waves throughout this section. Glen Airlie car park and picnic site is situated 100m upstream from Glen Airlie Bridge on the A76 side of the river. The most popular course for WWR events starts 500m upstream of the car park and there is a well established footpath direct to the start. Toilets are available at the picnic site - and they are open all year round.
4. Glen Airlie - Drumlanrig Bridge - This 7Km section of the river offers the most continuous stretches of white water and will be used for the Nith Div B

WWR being held on Sunday 30th November 1986. The major rapids on this section are as follows:

- a. Start Rapid - At low to medium water levels immediately after the start is a 600m stretch of technical (Grade II) water, as the river is forced through a narrow rocky channel. At high water levels this presents a series of stoppers and large standing waves culminating in a good Grade IV stopper directly under Glen Airlie Bridge. The next 200m is flat and deep water, immediately followed by a tight 'S' bend then a 1km stretch of fairly continuous Grade II water, which leads on to:
- b. The Graveyard (Every good river has one) - This is a 100m stretch of Grade III water (Grade IV+ in high water) which offers a variety of routes depending on the water level. Particular care is needed at low water to avoid the possibility of getting jammed broadside across the river. In high water the stoppers and standing waves on this rapid are epic! From here the next 500m offers some good Grade II/III water before the river deepens and slows up over a 300m stretch of flat water which leads on to:
- c. Campbell's Island - This Grade II/III rapid is encountered after a sharp right hand turn from the flat stretch. The rapid is split in the centre by a large island, the best line being down the right hand bank. High above the river on the left hand bank is a railway embankment. In the early 1970's a Goods Train loaded with a well known brand of soup, popular in Scotland, shed its load from the embankment into the river. For those seeking excitement the line down the left of the island offers a good 4 foot drop and the possibility of something extra for supper. From here the river runs at Grade I/II for 500m down to:
- d. Dodd's Folley - This Grade II/III rapid is best tackled down the left hand bank with a sharp left hand turn at the bottom round a large boulder. This obstruction forms a really nasty hole and whirlpool in high water and has caught many an unwary racer. From here the river runs at Grade I/II for 1.5km with an interesting 'S' bend with high breakout potential below the white cottage at Enterkinfoot, followed by a large island with shallows which presents route finding problems in low water. After the island there are a couple of tight bends then the river deepens again and a fairly long flat stretch leads down to:
- e. Drumlanrig Gorge - Affectionately known as 'THE JAWS 'O' THE NITH'. This is certainly the most serious 'white water' undertaking on the river and normally runs at Grade III/IV in medium water although it probably reaches Grade V in spate. The Gorge appears in 3 definite stages. Initially there is a good Grade III drop then the river narrows and one is launched over a 4 foot fall (Grade IV) into a deep pool. Finally, there is another Grade IV fall which requires a fair amount of technical skill. The good news for the faint hearted is that from here it is flat

all the way to finish. In fact this stretch of about 1.5km contains several shallows and in low water can cause the race course to be shortened. The race finish is normally on the right hand bank just upstream of the Drumlanrig Bridge.

5. Drumlanrig Bridge - Dumfries - This stretch is relatively easy Grade I water although the weir at the first railway bridge after Auldgirith requires care as it is made from steel shuttering. The weir in Dumfries can be negotiated by the salmon ladder on the left for slalom boats or alternatively a sideways slide over the main face if there is sufficient flow. From Dumfries the river is tidal and has little to offer the white water paddler.

ACCESS POINTS

- a. Source - Eliock Bridge:- From public roads and contact with local farmers.
- b. Eliock Bridge - Glen Airlie:- From the road on the opposite side of the river from the A76. (To launch at Eliock Bridge access is by arrangement with Mr J B Greenshields, Goosehill Farm, Banquhar).
- c. Glen Airlie - Drumlanrig Bridge:- From A76 car parks (frequent) although there are several stretches with high banks. (From Eliock Bridge to Drumlanrig Bridge the land is owned by the Buccleuch Estates and although access is permitted on any Sunday throughout the year and during the close fishing season from December - March canoeing is not encouraged at any other time during the fishing season. In any case clearance should be made by contacting the Factor, Mr Kennedy 08483 482).

Footnote: The Nith can provide excellent white water conditions at a variety of levels, unfortunately the river is not canoeable at really low water and before visiting the river it is advisable to check with the river adviser on the level. (John Beattie, 64 Auckenkeid Avenue, Enterkinfoot, Dumfries.)

Finally, it is only about an hours drive from Carlisle to the Nith WWR course which is well within its reach of paddlers living in the North of England so why not come along to this years race on Sunday 30th November

"How to win the Aire Classic"

**The Life & Times of DRH Taylor
by the man himself**

Preface by the Editor

DRH Taylor's account of how he got involved in competition canoeing is interesting not simply because he has twice been National Mens Kayak Champion (1984 & 1986). Most notable is the way his interest and the intensity of his paddling germinated over a number of years.

Even when he took up WWR, success was far from immediate. Indeed, school peers at Millfield would probably say that by their standards he was not a natural athlete. Here is someone who discovered not just a talent - but also a consuming interest - quite late (in his early twenties), and who then grasped ambition and not a little success by sheer dedication. In 1982-84 his training schedules were looked upon with amazement.

Whatever else may be added, this man has proved that where there is a will there is a way! Read on as DRH tells the story in his own words

Chapter One : How DRH got hooked on Wild Water Racing

Obtaining suitable information to construct your personal training programme is a problem when beginning competition canoeing. There is a natural progression from merely a recreational canoeist to a full time international paddler. This statement applies to all forms of canoeing - no one can tell a person's potential after only a couple of years.

This was certainly true in my case. Initially at the age of eight canoeing outings took place once every couple of months in a canvas kayak and lasted about 30 minutes. Several of these outings are still remembered. At the age of fourteen canoeing was used at school as a means of avoiding boring ball games (ie football). However it was not until after leaving school that canoeing for me took a more positive step.

When eighteen years old a canoe was used to transport me and fishing tackle to a local weir, though as time went by the interest in canoeing overtook that of the procreation of pain in fishes mouths.

Slalom was taken up in 1978 and I reached Div 1 in kayak after 2 years. C1 slalom followed next and Div 1 was reached in 1981, aged 22 (somewhat old by slalom standards). But it is the taste of a little success which creates a realisation of potential and a hunger for more and greater success.

However, due to circumstances I decided that Wild Water Racing in kayak had more potential - the main reasons involved lack of access and training facilities for slalom - though I briefly trained with the slalom C1 squad and still paddle my C1 regularly on Newark weir.

From starting wild water racing in 1978 progress was steady but determined - from Div C to Div B, 19th in Div B then to Div A, 28th in Div A, 12th in Div A and then 2nd in Div A in 1982-3 (That man Hibble grasped the title in the final Tully and Bala races.)

The canoeing done before 1979 involved no physical attributes - but generated a keen interest. The level and training increased gradually until 1981 when training became maximal ie to 3 hours a day - more training I feel would not be beneficial.

Initial training consisted of sessions on the weir, gate work for up to an hour, or ten mile river circuits in a slalom boat. These sessions developed technique, VO2 max and endurance. At this time I knew nothing of intervals or structured programmes.

It was only through training with paddlers in higher divisions that these things were added after asking other paddlers and national coaches. Literature contained some information but it was usually related to other sports. Now a variety of sessions are done specifically for different energy systems, ie ATP-CP (alactate), lactate and aerobic ... but more of that next time.

In the next issue DRH outlines the annual training programme that he has developed over the past five seasons of international racing.

CROSS-COUNTRY SKIING. MORE FOOD FOR THOUGHT.

=by Phil Cant=

As winter again approaches, this article is intended to supplement that by Chris Mawson, which appeared in issue 11 of WW News.

Although a few pairs of cross-country skis were spotted at Div A's and Canadian training weekends last year (remember Dea I, Usk A and the Washburn Regionals ???), many people seem to be put off from skiing by the following points:-

- (a) Travelling miles to ski.
- (b) Spending £100+ to equip yourself when there's new boots and isokinetic machines to think about
- (c) Getting bored by skiing on the flat

Although now based in the south east, this article is based on about five years of experience of skiing in the Yorkshire Dales, Pennines and North York Moors. The guide is prepared with the assistance of members of my family and other skiers, based in Leeds and Manchester.

An average season can begin in November, and finish in April, but you've often got to move quickly and get to the snow whilst it lies.

Is X-C any use as preparation for WW?

Certainly some of the French believe in X-C for training. After Garmisch, in this very magazine, the use of X-C was proposed as one of the reasons for the superiority of the French. However, as with training on the rough, the geography is once again in their favour, in that they can ski in the Massif Central and the Alps any weekend in winter. As a result they tend to get together with other paddlers and competition skiers for training camps.

For us, once the basics have been mastered (more later) you can certainly use skiing as an alternative to boat work when there is snow on the ground. As well as introducing a bit of variety, a brisk session round your local park is as useful as running for basic cardio vascular fitness, with the added advantage that you use the muscle groups of the arms, particularly the triceps and shoulders, as a result of the poling action.

Getting Started.

Although hire of skis is possible in many places in Scotland, it is fairly rare in England. Eventually hiring becomes uneconomic as packages begin at about £60 for boots, poles, bindings and skis. Most outdoor shops either have stock or could advise you who has, and may also have a noticeboard which may be a good source of second hand gear. There is an awful lot written about length of ski, stiffness, tip flexibility and the like, but for getting started and having a good time, almost anything will do. DO get "no-wax" bases, and if you intend to venture onto the open hills then metal edges will help on hard snow and ice.

Normal walking type gaiters will help to keep your feet dry, and overtrousers are a help whilst learning, especially if the snow is wet, i.e. nearly always in UK.

Try your local library for books, either specialised X-C, or most ski books contain a section on X-C and can at least get you started. The basic movement is called the diagonal stride, and this starts off as a shuffling walk and develops from there. Using the poles comes fairly easily with practice and within a couple of days you should master the local park.

Where to go?

I've mentioned parks a few times. Our favourite is Roundhay Park in Leeds which becomes skiable after a couple of inches of snow. It has the advantage of being well lit, and so can be skied at night, after work.

This is a list of other places we have tried and tested. The numbers are OS map references.

Tracks and firebreaks at Otley Chevin 224 443

Golfcourse at Ilkley near to Cow and Calf rocks 135 468. Also in deeper snow, Ilkley Moor itself - can be very wild.

Hawkswick Moor, from Skirfare Bridge, Wharfedale 972 692. Downhill skiers from local clubs erect ski-tows here. If they are in the way, climb up to the crags, over the stile and follow the wall onto the open moors.

Dalby Forest, nr Pickering, N.York Moors start from 856 872

Generally, you can go anywhere, your local park, moors etc. Heather requires about one foot of snow to cover it, but footpaths on such terrain are useful provided there is enough snow to cover the rocks. Grassland and turf can be skied in conditions of less cover, and the terrain is often less severe. Limestone moorland tends to be more turf covered than gritstone which is often heather covered. If the weather is wild and windy, firebreaks and footpaths in forests offer shelter and excellent skiing. Remember that the snow lies longer up high, and can still be found against walls and in wind eddies, long after it has disappeared of the rest of the moors.

Advanced Stuff

Once you get onto more difficult terrain, you'll notice that going uphill is harder work, excellent for both the arms and pulse-rate. Going downhill can also be good for the pulse-rate, varying between exhilarating and down right frightening (like Bourg with a broken seat?) Contrary to popular belief, cross country skis can be turned, most simply by stepping them round, much like ice skating. The snowplough, stem and parallel turn are all possible and accomplished downhill skiers will require small modifications to their technique. The ultimate manoeuvre for many X-C downhillers is the telemark turn which takes a considerable amount of practice, but is graceful and satisfying to perform, and enables many difficult slopes to be tackled on X-C equipment.

One last note. In Britain you will soon encounter rocks and tree stumps. Bend your knees to absorb the speed change, and don't worry about the ski bases - they last about five years however careless you are.

—PHIL CAUNT—

I can be spotted at many races lurking about in the back of a C2. I'd certainly welcome conversation about X-C skiing, and who knows, maybe we'll have a WWR X-C skiing training camp of our own.

The Youth Wild Water Racing Team, selected for the Worlds at Spittal, comprised of a small team of five, Neil Stamps, Alan and Ian Tordoff, Julie Ashton and Emma Boulton. There was also the inevitable Phil (shortly) Lean, (Manager/Driver???) and also a last minute replacement for P.C. Billy Bayliss, which was Graeme Lowe (Coach?/Driver!!!).

The journey started at Phils, for Graeme and Julie, that is once Graeme and Phil had been over to Hull for the Minibus. The first pick up was the Tordoffs, however, missing the turnoff on the motorway, we had to pull into the end of the sliproad, put the hazard warning lights on and prop up the bonnet, whilst we loaded up.

Next stop was to pick up Neil and then on down to London for an overnight stay at Phils Brothers and a plate of the hottest 'Chile' ever cooked. Phil went and picked Emma up in the early hours and we then set off for Dover and the Sealink crossing to Calais. It was decided that we would stop at a river or canal at about 3 o'clock, for a quick paddle to loosen up. A stream was found and we had a pleasant scrape up and down this 'piddling' little river, only to find two huge rivers and a massive canal, only 500 metres up the road.

We travelled on through France, but it was closed! Or at least everything but one particular Pizza place, where we stopped for a meal, before driving on through the night. The original idea had been to stop off somewhere, but the hotel Phil had (not) booked, was full!

Graeme set off driving and driving and driving, until Phil eventually took over at 3 am. He lasted out until 4.30 am, when he fell asleep at the wheel, giving Julie the fright of her life. Graeme took over and stayed there until the arrival in Spittal at 8.30 am.

The 'HOTEL' we stayed at turned out to be a 'Boarding School', under re-construction for an 'Old Folks Home'. But the meals started off well and then they got worse and worse and it was decided, that the Dinner Lady must of had the same budget for the seven of us, as she later had for the 100 that filled the place at the weekend!! One particular meal consisted of mushy pancakes, Prunes poured on top and then icing sugar sprinkled over the lot. During Graemes training later that evening, he had to abandon his slalom boat for the riverside bushes.

For the first few days of paddling, we all used our 'bendy' boats, on a very low and tricky River Lieser. Everything was working well and we were getting in plenty of runs.

Sunday provided an interesting 'time trial', as Julie crossed the finish line sideways and with her shoulder in the water, (partly due to Alans tactfull overtaking!), but she still managed to recover, just. Ian finished within about 20 seconds of Neil and about 12 behind Alan and was on a high for the rest of the day.

Upon returning to the Old Folks Home, after a training session on the Lake, Emma later fell (was thrown, tripped, pushed) down TWO steps. She managed to break her ankle in three places and the Austrian Hospital claimed that she needed an operation to set it straight. So after a great deal of speculation it was decided to fly her home.

AND THEN THERE WERE 4 ! (PLUS THE 2 LOONIES !)

The opening ceremony proved amusing, as we coolly arrived in our team shorts and tracksuit tops, only to discover everyone else sweating profusely in their full tracksuits.

And then it was RACE DAY ! We calmly sat inside playing cards, until it was time to venture out into the heat, only to put wet towels over our heads in order to keep cool. No-one appeared to make any drastic mistakes in the race, we gave our all and excellent results were obtained. We must express our thanks to everyone who took splits for us, or who were there for encouragement.

RESULTS: 2nd and the Silver Medal went to Neil Stamps.
7th Alan Tordoff
13th Ian Tordoff and
10th in the Ladies event was Julie Ashton.

Phil was exceptionally pleased with our effort and achievements, against the stiff competition from sixteen worldwide countries. However he still had

his on Sundays team event. A relaxing few days followed, as we tried to ride the Austrian 'unicycles', but only managed to injure ourselves. Two nameless members of our party (ie. G.L. & M.S.), enjoyed themselves Friday evening and provided some light entertainment for Saturday morning, when we discovered that the Polish Bus had been re-named. The Bus Company was 'CRBIS' and this was written in large letters across the backwindow and down the side of the bus. However, the following morning the lettering on the backwindow read 'BORIS'. The Poles were not impressed.

Sunday morning was spent packing and tying on boats that were not going to be used in the team event. Many of these were in fact later taken off, as the Austrian team made a desperate attempt to buy up every bit of equipment we possessed.

In the team event the three boys worked well, as they managed to stick to their previously discussed tactics. However, as well as eventually winning the race, they also managed to entertain the crowds, with an epic at the entrance to the Gorge. Ian took the normal race route, but unfortunately the water had gone down a fraction and he careered up a rock, only to have Alan, explain the front of his boat, straight through the backdeck of Ian's (That's brotherly love for you!). Their recovery was a skillfull masterpiece of luck, and they carried on to finish as the (unofficial) World Team Champions !!!

After eventually getting away from the Austrians, we at last, set off on the long journey home. Accompanying us was 'Freddie, the squashed and dehydrated Frog', who, placed under the windscreen wiper, caused a little light entertainment when it started to rain !!

The journey home was indeed a long one, through which we could look back over a very successful trip, where we had achieved a Team Gold, an Individual Silver, three other very high individual placings and an extra £ of an inch in height for Ian.

CAETONS
By NEIL STAMPS

The
Junior
Worlds



"What the — ? oooo Americans!"



STAMPS 86

ARTICLE BY
JULIE ASHTON

By Dave Kay

Reprinted from



our fourth, bearing in mind the absence of Stamps and Tordoff at the Junior Worlds. Hopefully this revival of depth and confidence will force just one or two to forge ahead because if they do that they will certainly be World class performers.

Joining those ranks this year were Kiwis Andrew Martin and Mike Bassett. They followed up a 4th and 9th in the Europa Cup final with 5th and 9th at Bourg, despite the added top 4 presence of Fishburn and Previde. There is surely a lesson to be learned here by supposedly disadvantaged Brits although perhaps the unique coaching vision of Luc Verger (seconded to the team by the French federation) is an unrepeatable part of the formula. Indeed, some words of wisdom from Luc offer a good stepping off point for the coming WWR season.

'I have a new pedagogy; all boats are the same and all ideas are interesting. What are you thinking about?'

Dave Kay

Major credits must also go to Martyn Hedges (11th) and Steve Wells (13th) in C1. Martyn reversed a two second deficit on Steve from the top of Aime despite a roll within yards of the finish which must have cost him one place. Having discarded the over-ambitious Mustang for Gil's 1985 Winner design Martyn looked a different paddler; let's hope he goes for it in 87 despite the lure of improving on his Pre-Worlds slalom bronze.

Also performing with panache in both events was Gail Allan (11th in WWR and 4th in slalom). It would appear that a short rough water race is ideal for her talents. Whilst Cynthia Berry disappointed herself by placing 16th behind Fiona Mitchell, a better boat choice and the training incentive of a Worlds year will probably make the difference in her case.

Our three leading C2s raced almost identically with Griffiths and Phillip impressing up to the top of Aime, at which point they led Goldsmith and Evans by 3 seconds. The 17th - 19th bracket is certainly not pleasing but there is a real possibility of improvement if our leaders can get a less interrupted training year and with the recent availability in Britain of a leading French C2 design, Feuillet's Fluo.

Lastly, let's not forget some real displays of potential from those outside the top three boats. Unselected Adrian Trickett posted our third best time in a post-race time trial whilst our third unofficial men's K1 team would have come in the top 10 along with the A and B teams. Meanwhile, Nacon Singh looked so competent in his C1 that his French lookalike pose was almost convincing whilst Clough and Caunt were not far behind our leading C2s. Finally, let's not forget Shirley Farnen (now Bain). Who would have guessed two years ago that she would be threatening our top girls, at Bourg of all places?

So, there were no medals in 86 but a very encouraging show of depth in all classes that could only be matched by the French and the Germans. Indeed, in men's K1 one wonders whether the Germans could field four teams to beat

Very encouraging show of depth

Pre-World Championships WWR

This year's Pre-Worlds were most notable because of the strenuous efforts being made by the French to adapt both the river and its banks in readiness for the Worlds in July 87. The French WWR organizers are determined to make the Aime rapid a major TV and spectator event.

Remarkably, everyone concerned seemed very impressed with developments so far, an unusual phenomenon amongst canoeists. Particularly notable were the redirection of water at Mouton and Desert (Banzi Drop) in the Aime section and the difficult waves created at the finish.

Perhaps the most lasting impression on the paddlers will be the shortness and intensity of the race. Gone, it would appear, are the half hour epics of Bourg 69, Skopje 76 and Bala 81. The winner in men's kayaks took just 14 minutes 13 seconds into a slight headwind! Of that time 8:18 was taken up to the top of the Aime rapid with 5:55 heavy water paddling to follow.

Equally interesting was that both Richard Fox and DRH Taylor only lost 3 seconds to the winner in the heavy water (both did 5:58) whilst losing 14 and 17 seconds respectively on the easier first half. Who says the British cannot paddle the rougher Continental water or that the currently-available kayaks are not right for the river? (Fox paddled the Rapide 2 and DRH the King.) It appears to me that that problem is more likely to be one of pure speed combined with a finely-tuned mental approach to such a short race.

Certainly these men deserve considerable credit for their performances. Fox managed his 12th place after one practice run whilst DRH (22.22 secs behind in 16th place) has revitalized his approach considerably since last year's Garmisch fiasco.

BOURG-SAINT-MAURICE

Class	Name	Country	Time
C2	1 Duwang/Ponchon	France	14:45:06
	2 Wisdemann/Steizer	FRG	15:06:09
	3 Scholte/Hazzeim	FRG	15:08:45
	4 Griffiths/Phillip	GB	15:46:42
	5 Bago/Devery	GB	15:49:46
	6 J. Fishburn	USA	14:14:70
	7 J. Beuzelin	France	14:17:07
	8 K. Wang	FRG	14:33:19
	9 N. Beaurain	France	15:14:42
	10 F. Micheli	France	15:23:77
	11 M. Hedges	GB	16:07:25
	12 G. Zak	France	15:19:02
	13 A. Jennings	USA	15:34:32
	14 M. Hedges	GB	15:58:18
	15 D. Williams	GB	16:29:35
	16 D. Taylor	GB	16:31:05
	17 K. Wang	FRG	15:11:14
	18 J. Beuzelin	France	15:11:14
K1M	1 France 1	France	14:57:27
	2 France 2	France	14:30:41
	3 GB 1	GB	14:51:38
	4 GB 2	GB	14:53:05
	5 France 1	France	15:50:24
	6 GB 1	GB	15:50:75
K1L	1 France 1	France	16:10:39
	2 France 2	France	16:26:42
	3 GB 1	GB	16:01:09
	4 GB 2	GB	16:01:09
	5 France 1	France	16:02
	6 GB 2	GB	16:02
C1 Team	1 Jugoslavia	Jugoslavia	15:57:05
	2 GB 2	GB	17:05
	3 GB 1	GB	
	4 France 1	France	
	5 France 2	France	
	6 GB 2	GB	

Bourg St Maurice - Ladies Training - August, 1986

by Karen Porter & Julie Ashton

What, take the ladies to Bourg ! Are you mad ???! They'll just swim. As usual scepticism was heard from all quarters. Yes, Ladies were going to Bourg, even those who hadn't paddled down much more than the Washburn.

But Bourg is not just The Aime. There is an 12 mile stretch split in four sections. The slalom site to Bellentre, the 87 Worlds race course, from Aime roadbridge to the Woodyard and the final stretch to Centron. Each section varies in technicality and difficulty

So the trip went ahead after a slight technical hitch - why is the transport always more problematical than the paddling? Thirteen ladies went mainly from Leeds and PHGS Otley along with JH, Nick Boyd and Marg Haughton.

Part One : Acclimatisation

After meeting the Tordoffs and Gareth Jones, paddling commenced on the top section down to Bellentre. The beauty of going to Bourg was the fact that there were few rocks to wreck boats and excellent weather - conditions we rarely have in England.

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This section provided water from reasonably easy small waves to much larger ones at higher levels, and provided exercises in route finding. The waves into the gravel pit, were the roughest most of the paddlers had been on. It also provided an excellent place to gain the confidence and experience through playing on the waves, which is usually lacking in British paddlers, (especially ladies). By the end of the week not only Neil was ferrygliding and wavehopping - an improvement helped immensely by starting in plastic 'biffer' boats.

Part Two : The Aime Rapid

The Aime! it's horrible! it's terrifying! will we be OK? silence !! Jason's face. All resulted in a slight feeling of intrepidation. Young Gareth's reply to it all was "I'll see how the ladies do first!", but eventually he was persuaded to come down.

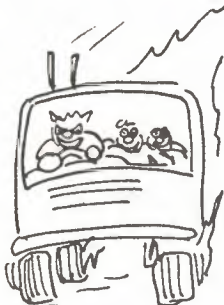
The boys were forbidden to overtake whilst we paddled on down the Aime, which looking back is greatly over-estimated. Yes, it was hardwork. The first run seemed as though it was continuous stoppers and wavers, but it wasn't as horrendous as it had been made out to be. We didn't realise till the finished that we'd actually been on the Aime.

We'd cracked the Worlds course by the end of the week, no problems and no swims. There was also a lot of team work, especially discussing routes, with the boys never begrudging any help. But they were wary about following us down after they had been in a precarious five abreast situation on the first run .

The atmosphere was great with memories of Hazel, and her silly games, and her wine bubbles, missing inner tents, Thunderstorms, Jason's massage parlour, and Karen K and her five Belgians. How did you lock all the toilets Gareth ? The race, Marg and the b_____ clutch, and the infamous daily Barbeques.

But we went out to paddle, which we did without a doubt. It was not treated as holiday, and everyone made the most of the ideal conditions, something rarely done in Britain and with senior teams. (Is that a fact? - Ed!)

Thanks to JH, Nick, Marg
and our coach drivers - Ma and Pa Tordoff



Here's a few thoughts for people wanting a new boat, either for Bourg St Maurice, or simply for the next G.B. season. Lets do the easy bit first; in the C1's at the Bourg Preworlds, the top three paddlers used the Ace(Ass?) as did 7 out of the first 8 (Raymond Klatt managed to get his Mustang into 4th place!) as did 12 out of the top 15. The other boat being used was the winner as designed by Zok for Garmisch (but not raced by him there!) taking 9th, 10th & 11th places. D.W. started the week at Bourg with an Ace and finished with a Winner. In retrospect I should have stuck with the Ace. If you are skillful enough, there is little difference between the boats, however, an out of control Winner felt much wobblier on Bourg than an out of control Ass! Although the Winner would seem to be an ideal boat for british rivers, it has no proven advantages over the Ace. Doubtless Zok will have a new boat for next year, but only cosmetic changes from the ace would be expected. Summary: stick with an Ace for Bourg St Maurice, paddle an Ace or Winner in G.B. and leave your Mustang at home except for flat water work. Hopefully the Ace will be available in G.B. for next season, the alternative being expensive(-£400 unfinished) boats from Gil in France. Gaybo can still make Mustangs for the supermen.

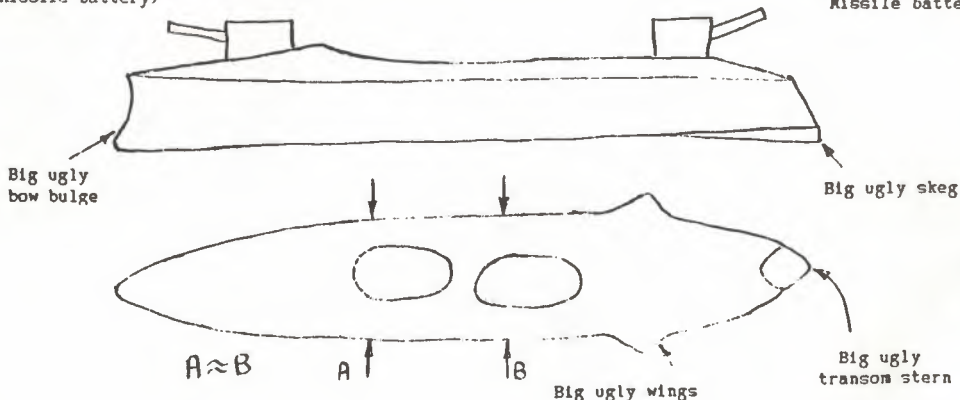
The Germans really struck back in the C2 event at Bourg, taking 2nd, 3rd, 5th, & 8th. All used the Mk5 Prijon with added buoyancy in the bow. The Mk5 is narrower than the Mk3 giving reduced offset. In fact low/zero offset was common to all the top 10 C2's, the other boats including Ponchon/Durand's Centour (-zero offset) and the Bernard/Rigaut 'Destroyer'. The latter boat, although wide at the front cockpit is only as wide as the back cockpit, again allowing small amounts of offset and similar paddling positions to front and rear. By most accounts from the G.B. C2's the Gaybo Mk3 Prijon was also OK on Bourg's bouncy bits. I think the current trend is clearly towards small offsets and upright paddling positions.(i.e. no excessive leaning out to balance the boat) To achieve this requires the offsetting of the seat positions to be carefully trimmed, usually preventing the back person from having too much offset on the pretext of a better view of the river. For boats like the Gaybo Mk3 (Bignose) this means that the back person must paddle over a larger amount of deck. I think that this should not pose a problem, noting for instance the approx. 6" of deck paddled over by several famous C1 paddlers who offset themselves away from the paddling side, and Jean-Luc Ponchon's well practiced theory that a distinctly non-vertical paddling stroke is now best for C2.

However if this cannot be overcome then Gaybo will apparently have the solution soon, building a slightly modified version of the Feuillette Destroyer under license. Note a further piece of Ponchon/Lefeuconnier philosophy that seat heights of 14cm. or lower must be used with the Centour.(OK for limbo dancing canadian paddlers with 100% rolling capability!).

Summary: On Bourg confidence in the boat is essential and paddling/steering ability determines speed more than boat design. Set up a Gaybo Bignose i.e. existing boats for low offset and concentrate on paddling that boat well rather than messing about with other designs. Only if necessary from psychological aspect move to Feuillette Destroyer. (Is it just another Bernard/Rigaut psycho-weapon??)

(Anti German C2
Missile battery)

(Anti Ponchon-Durand
Missile battery)



C2 Fittings : A fanatical attention to detail

- Dave Kay (with a lot of help from Jean Luc Ponchon)

Aspiring C2 paddlers should pay attention to the following "Fittings Chart" supplied by current World Champion, Jean Luc Ponchon. It covers all aspects of placing the paddlers in the boat to a degree of detail for which the French are notorious - and let's remember how they have dominated C2 since 78, having won all the World Champs Team, Individual and Europa Cup golds except for one (1980 Europa Cup).

The detail is especially important in C2 where there are the extra problems of setting "two men in a boat" - but the principles apply equally to C1.

Kayakists can benefit from some aspects too - I was impressed by the precision with which my original Gil King was fitted out by Christian Frossard. To decide upon the critical dimensions for fitting out a kayak, why not start with the C2 table and adapt it - any offers for the next issue??

Note the emphasis on paddler position relative to the sides of the boat - as opposed to the cockpit rim (which is largely incidental). To achieve this "lateral" position most use "mousse americaine" - higher density foam than ethafoam.

Two details are omitted :

- i) Support under seat - some use a block of styrofoam (the blue or green stuff) - ethafoam is not rigid enough
- ii) Back support - some extend the horizontal styrofoam between the cockpits to finish in a curve (like a kayak backstrap) behind the front paddler. I have never seen a back paddler using this "chandelle" - presumably it is very hard to fix there?

The first table provides a blank for your own use (ignore the right column for C1 & K1) whilst the second brings together the figures for two extremes of boats fitted out for the same paddlers (Kay/Hibble). The Guillard Centaur II measurements are designer recommended, whilst the Gaybo Prijon I (Measurements in brackets) is fitted according to GB folklore!

They illustrate the massive size differences between the two boats - and it would be very interesting to add the Gaybo Prijon III and Feuillette / Gaybo Fluo dimensions to see if Dave Williams' suggestions (previous page) about fitting out the Mark III look practical.

Before you get too carried away with all the bits and pieces remember two important quotations :

- "Cut the crap" (Anon) : GB paddlers are notorious for using allsorts all over rather than having the minimum fittings in the correct place. Look at straps and knee blocks for a good example.
- "Pull harder" (George Parr - 1980) : At the end of the day it is down to the men in the middle - but the correct fittings allow you to pull harder with more effect.

Available in English & in French (translation not too hard) - for reprints send an SAE to Dave Kay :

Gilles Bernard on C2 Fittings from "To win the Wharfe" (1984)

Jean Luc Ponchon on "Designation des Calages" (1985?)

- ie "Design & Positioning of Fittings"

C2 FITTINGS CHART

PADDLERS :		BOAT :	
BOAT WEIGHT : Unfitted - kgs		Fitted - kgs	
Measurements CMS unless stated	FRONT MAN		BACK MAN
A) PERSONAL :			
Names			
Weight (kgs)			
Paddling Side (L or R)			
PLANK SEATS :			
Width			
Thickness			
Height of Front & Back (To top in middle)			
SEAT POSITIONS :			
Bow to middle front (Along seam)			
Middle to middle (through boat)			
Middle back to stern (Along deck)			
FOAM HIP FITTINGS :	Left	Right	Left Right
Height (Seat up)			
Width (like seats)			
Depth (to side of boat)			
KNEE FITTINGS (To front of straps)			
Between strap locations			
Between knees (ie Inside the fitting)			
From Seat (From middle front of plank)			
FOOT BLOCKS (Yes/No)			
From Knee Fittings (From front of straps)			

C2 FITTINGS CHART

PADDLERS : KAY/HIBBLE		BOAT : CENTAUR II (PRIJON I)			
BOAT WEIGHT : Unfitted - n/a kgs		Fitted - n/a kgs			
Measurements CMS unless stated	FRONT MAN		BACK MAN		
A) PERSONAL :					
Names	Dave Kay		Jerry Hibble		
Weight (kgs)	68.5 kgs		73 kgs		
Paddling Side (L or R)	Right		Left		
PLANK SEATS :					
Width	7.2	(7)	7.2	(7)	
Thickness	0.7	(0.8)	0.7	(0.8)	
Height of Front & Back (To top in middle)	14.85	(15.5/16)	14.5	(17/17.5)	
SEAT POSITIONS :					
Bow to middle front (Along seam)	216	(232)	/		
Middle to middle (through boat)	93	(96.5)			
Middle back to stern (Along deck)	190	(182)			
FOAM HIP FITTINGS :					
Height (Seat up)	Left	Right	Left	Right	
Width (like seats)	16 (18)	17 (19)	15 (16)	18 (17)	
Depth (to side of boat) w seat height	7 (14)	7 (14)	8 (14)	8 (11)	
	13 (20)	8 (6.5)	9 (7.5)	13 (25.5)	
KNEE FITTINGS (To front of straps)					
Between strap locations	16 (18)		20 (22)		
Between knees (ie Inside the fitting)	n/a		n/a		
From Seat (From middle front of plank)	n/a		n/a		
FOOT BLOCKS (Yes/No)					
From Knee Fittings (From front of straps)	NO	(NO)	NO	(NO)	
	-	-	-	-	

The Name of The Game



Richard Fox
Slalom Triple World Champion
WWR Best GB Pre-Worlds Result

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