

White Water News



Volume 3 : No 2 sponsored by GAYBO

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1987
Bourg
Champions

1988 Who next ?

EUROPA CUP FINAL
AWE
'88EC
6/7th AUG 1988 SCOTLAND

Features :

Autumn Div 'A's
Championship Reports
Washburn Record Attempt
Trainers' Weekend Notes
Exec Questionnaire Response

You won't get left behind with

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1988 FRENCH CALENDAR

DATE	EVENT	PLACE	ORGANISER
20 MARS	Sélectif - Orne	PUTANGES (61)	M. DELALANDE 1. rue des Pommiers - ANISY 14610 THACON Tel. : 31.64.05.08.
03 AVRIL	Sélectif - Eyrieux <u>International</u>	SAINT-SAUVEUR (07)	Y. AYMARD. Rte de Gluiras 07190 ST SAUVEUR DE MONTAGUT
17 AVRIL	Sélectif - Lot	LA CARNOUGUE (48)	P. AMOUROUX-Place Paul Conte -8400 FLORAC Tel. : 66.45.13.07.
1er MAI	Sélectif - Lannau	TARDETS (64)	P. VALLAEYS- Rte de Gluiras 24430 MARSAC Tel. : 53.04.13.00.
22 MAI	Championnats de France des Ligues - Haute Vézère	TREIGNAC (19)	F.F.C.K. 17 rte de Vienne 69007 LYON Tel. : 78.51.29.06.
05 JUIN	Sélectif - Siene	SUISSE	J.C ROSENBAUM-3 rue des Roses 67310 WASSELONNE Tel. : 88.37.83.00.
19 JUIN	Sélectif - Chalais	LORNES (58)	P. PACLETTI Ligue Ile de France 3 rue du Docteur Casalis 94000 CRETEIL Tel. : 48.98.12.25.
03 JUILLET	Internationaux de France ORANSE	THONON LES BAINS (74)	G. GHIDINI- 10 rue J.Duchêne Cran Gevrier- 74000 ANNECY Tel. : 50.57.73.43.
21 JUILLET	Championnats de France - Haute-Isère	NACOT/LA-PLAGNE (73)	F.F.C.K. 17 rte de Vienne 69007 LYON Tel. : 78.51.29.06
16 OCTOBRE	Championnats de France des Clubs - Cure	QUARRE-LES-TONNES (58)	F.F.C.X. 17 rte de Vienne 69007 LYON Tel. : 78.51.29.06.

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EDITORIAL

by Dave Kay

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Happy New Year - though perhaps a bit late when you get this.

The main features of the issue are reports on the Autumn races - not just the British Cup but also a number of other interesting events.

But let's ahead look to the coming year. Whether you hope to be a paddler or a helper or a spectator, most British WWR enthusiasts will be looking forward to the EUROPA CUP FINAL as the highpoint of the season. It is at the Awe in the West Highlands of Scotland on August 5th-7th if you didn't already know!

If you want to spectate book the dates and remember that there are further events in what we are calling 'Wild Water 88'. They are at the Washburn (9th) and Holme Pierrepont (10th August). Look out for the timetable in a later issue.

If you want to help PLEASE REGISTER your interest (not a firm commitment) either by cutting out the form in the last 'News' or just by dropping a note to the Chairman, Mike Tordoff at 15 Eastcott Close in Congleton. ACT NOW!

If you hope to race remember that the GB Team selection is at the Awe on 8th May. Teams for the Home Countries and Combined Services should also be selected. If you do not get selected or perhaps feel that standard is beyond your reach, why not consider paddling in the Class 'C' International which follows the Europa Cup race at the Awe. That race plus the Washburn two days later will be open to Div 'A' paddlers - entry basis to be announced.

So a lot of us might be paddling - what about preparation? The next two pages contain a calendar outline running upto 'Wild Water 88' which has been given to our National Elite paddlers. Note how long it is from now to the races - 6 months is like a whole season in many sports. Also note how the weeks have been split into four blocks to cater for considerations of the weather and of other events on the way.

Perhaps the most important thing in preparing for a race in August (quite a novelty in the UK!) is not to do too much too soon - you'll be tired and bored just when the weather gets ideal for some tough training (April onwards). So why not use the calendar to make your own plan to surprise your rivals - and perhaps even beat one or two international 'superstars'.

PS TV coverage for all events in 'Wild Water 88' is virtually confirmed - so these events should be really important for the future of Wild Water Racing - tell the non-racers in your club

Week No	Commences Sat/Sun	Activity
=====		
PHASE 1 : WINTER CLOSE SEASON : 13 Weeks to Tully		
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Week 1	5,6/12	Lake District Training Weekend
Week 2	12,13/12	Dee 2
Week 3	19,20/12	Uni Champs (Dee)
Week 4	26,27/12	1
Week 5	2,3/1	
Week 6	9,10/1	Goyt Training Weekend NB - HPP also available
Week 7	16,17/1	Usk & Dee 3
Week 8	23,24/1	
Week 9	30,31/1	Bisham Abbey Thames Training Weekend including Video
Week 10	6,7/2	
Week 11	13,14/2	Nottingham Training Weekend (JH)
Week 12	20,21/2	Crystal Palace Exhibition
Week 13	27,28/2	Washburn/Wharfe
=====		
PHASE 2 : SELECTION : 9 Weeks to EC Selection		
=====		
Week 14	5,6/3	Tully Div "A" Elite Squad reviewed
Week 15	12,13/3	CORSICA Week 1
Week 16	19,20/3	CORSICA Week 2 OR Tryweryn Div "A"
Week 17	26,27/3	Return from Corsica
Week 18	2,3/4	Easter weekend
Week 19	9,10/4	Washburn Div 'A'
Week 20	16,17/4	Tryweryn Welsh Open & Savage Selection
Week 21	23,24/4	
Week 22	30/4,1/5	

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PHASE 3 : BACK TO DISTANCE : 7 Weeks to Savage

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Week 23 7,8/5 Awe Europa Cup & "B" Team Selection
9-11/5 Scottish Training Camp (Killin?)

Week 24 14,15/5 Tryweryn Div "A"

Week 25 21,22/5

Week 26 28,29/5

Week 27 4,5/6 Nottingham Training Weekend
including Video

Week 28 11,12/5

Week 29 18,19/5 SAVAGE Pre-Worlds Trip departs

Week 30 25,26/6 Pre-Worlds, Savage
Then RECOVERY WEEK

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PHASE 4 : TARGET : 4 Weeks to EC Norway

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Week 31 2,3/7

Week 32 9,10/7 'B' Team Trip Departs

Week 33 16,17/7 Washburn Training Weekend
Thonon Class "C" - B Team

Week 34 23,24/7 Europa Cup Trip departs
Bourg Class "C" - B Team

Week 35 30,31/7 Europa Cup, Sjoa, Norway

Week 36 6,7/8 Europa Cup, Awe
9/8 Class "C", Washburn (same team)
10/8 Rapid Racing, HPP (same team)



Dee Div 'A' & British Cup Round 1
Llangollen - 8th November

After a wet and stormy start to the autumn, the water level at the Dee was a great disappointment - though local knowledge had led Melvin Sweallow to expect worse.

On the Tail, the low level made it important to avoid the sharp rocks on the extreme left hand route - and in so doing some came to grief on the rock ledge on the right of the constriction! Meanwhile the right route looked compulsory on the Town. For most this meant positive paddling to move from the centre onto the right hand ramp - though some C1s understandably chose the more circuitous route round the guardian rock.

For those who knew the form there were few surprises in terms of winners - best challenge being from Tony Wilkins who put in a tough performance to come in just 2/10s behind Steve wells in C1 after a roll on the Town. Competition for all but gold in the other classes was however interesting

Two new crews fought for honours in C2, with Clough/Clough (bright hopes in slalom) pipping Morris/Pearton to second place by just 5 seconds. The ladies saw a close scrap below 3rd place with Karen Porter gaining 4th by less than a second. Chris Humpage and Jeff Parker (3rd & 4th GB) showed they meant business in Men's K1 despite strong challenges from Lyons, Murray & Trickett. Meanwhile dark horse John Graveling would have placed in this group but for a breakout on the Town.

The Leeds - Antipodeans 'superteam' of Tordoff, Gardner & Gillchrist won the Open Team event easily with World No 13 Gillchrist improving his individual time. Nottingham won the Club Team with a good performance from newcomer Dave Belbin who has clearly benefitted from the summer 'Universities Tour' to Norway. [How about some more prospective selections this year, DW?].

So, with a late downpour at the prizegiving, on to the Tees.

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perfect condition with Bushdecks

as new : Phone Dave Kay ⁰⁶⁶⁸ 46579

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**Tees Div 'A' & British Cup Round 2
Barnard Castle - 15th November**

The British Cup Final saw a significant international entry in the kayak classes with nations including Scotland, Wales, Eire, France (Doux, Goetschy, Graille, Vitali), West Germany (Klempatt, Koch), Australia (Gardner, Gillchrist) & New Zealand (Cole). The Combined Services & British Universities were also strongly represented.

The start list confirmed the trend of rising participation in WWR at all levels already apparent at the Dee and many of the early Div "B" & "C" races this season.

Though the heavy mid-week rainfall had largely run off, the level was quite acceptable thanks to the top-up release made from Cow Green reservoir by the water authority.

It was clear from the Saturday's Rapid Racing Final that World Champion Antoine Goetschy was not to be provoked into a premature defence of his title - and it was Doux amongst the French who looked the best prepared.

Part 1 : The Rapid Racing Final

The Rapid Racing Final was in fact won by Adrian Trickett who looked totally in control on the main Abbey Rapids fall. Ian Gardiner (Australia) did sufficiently well to win the overall Rapid Racing series with Trickett taking second place. Joe Lyons, champion of the past two years, was forced into third.

The other classes were equally close - all depending on the final. Cynthia Berry took the Ladies title from fellow Scot Gill Berrow by less than one second, whilst Nick Gatland squashed Peter Kelly's challenge with a very impressive run in the Under 18 final. Ashley Mason won the Under-16 class.

The Mayor and Mayoress of Barnard Castle withstood the cold to watch the event and present the prizes assisted by Martin Spencer (MD of sponsors Mi Designs). He must have smiled at seeing the first three seniors all using his paddles!

Part 2 : The British Cup Final

In the Div 'A' race the best overseas performances came again from Doux and Gardiner - only divided by a split second. They were closely followed by Vitali & Stamps reliving their 1986 battle for the World Junior title. However everyone was well beaten by the man who could only just manage the top ten in the 86 Junior Worlds - Alan Tordoff.

Alan won by a 12 second margin in this fourteen minute race and raised the question of whether anyone can catch him this year - anywhere! Perhaps he's been learning a lesson or two from a certain Jeremy Hibble.

Winners in Ladies, C1 & C2 were equally clear of the rest of the field - and with no shortage of top paddlers to chase them.

Part 3 : The Team Event

A memorable British Cup series - with England emerging winners of the Nations Cup - was nearly marred by Julie Friers' accident in the team event. Julie spent 40 minutes upto her chest in the water whilst stuck in her boat which was wrapped around a notorious rock at the bottom right of Wodencroft rapid.

But all is well that ends well - Julie was eventually pulled out with a little help from a saw (thanks Mark Markham) and was brave enough to tell the tale at the Dart a week later. We look forward to seeing Julie race again asap!

A lot of people helped in the rescue and everyone in the Team Event responded in a most creditable manner. Special commendation must however go to the C1 Team of Dave Williams, Steve Wells & Pete Goode who directed the situation with great presence of mind. Thanks go to Pete Goode particularly who spent a lot of time in the water with no wet suit - his legs carried the cuts and bruises to prove it!

There are possible lessons to be learned :

- (1) Be aware of that rock - especially at low/medium levels
- (2) A saw is a most valuable rescue tool in the age of kevlar

PS The fact that Leeds Antipodeans pipped France in the Team Event was a good show of form - but hardly relevant in the circumstances.

Dart Div 'A'

Ashburton - 22nd November

By the Dart we were begining to pay the penalty for a mild and relativley dry November. The river was quite low - though navigable by kayaks without a lot of difficulty. River Dart rocks are generally well worn and smoothed - so with a 'shimmy' and a 'squirt' the 'experienced racer' can get down with a degree of personal satisfaction (bearing in mind that a lot of British WWR paddlers secretly like that sort of thing).

For C1s & C2s the river was potentially both damaging and frustrating - an object lesson in why these classes may never be big in Britain.

Continued p10

A pause for semantic enlightenment - here are some translations to help you with this report on the Dart Race :

Shimmy (Noun/Verb)

Origin - Graham Swadling (Windsor CC)

Meaning - The special sort of wiggle boaters do to get round or between ridiculously placed rocks. Word originally used to describe some of the driving manoeuvres en route to Bala.

Rivers - especially applicable in mid-Tryweryn & Garmisch. Low Wharfe, Tees & Dart races provide low level practice for the real thing.

Quote - "Racing ditches is all about lifting the right buttock or even both" (N Stamps 1987)

Squirt (Verb/Noun)

Origin - Chris Humpage

Meaning - NOT the sort of person menaced by Dennis. To squirt is to attack a low river with such speed, accuracy and determination that your boat will literally 'squirt' (rather than 'scrape') between (impossible) rocks. Result - a fast & clean run!

Rivers - as above

Quote - "Humpage is on for a quick squirt" (S Slammer 1987)

Snake Hips (Adjective)

Origin - Folklore

Meaning - In the WWR context, someone who looks physically well endowed for the 'shimmy' and the 'squirt'. Enough said.

Quote - censored.

Experienced Racers (Collective Noun / Special Breed)

Origin - Endiclot

Meaning - In the British context, the sort of people who have graduated from diolen Merlins to carbon Superthings, who know the difference between the Castle Caf and the Bishop's Tea Rooms, who believe Diesel is the 8th Wonder, who always travel Sealink (especially when going abroad to Tully), who believe the price on WWR equipment is a basis for barter and lastly who go to Thonon-les-Pains for their annual hols.

Quote - "Snake Hips is no experienced racer - he's a squirt"

P--- me off (Provocation)

Origin - Phil Caunt (Cambridge University CC)

Context - Phil is one of the few people to have discovered the true meaning of things and therefore how to deal with the Notorious Wind Up Brothers down at the Landing.

Usage - As an incantation or exorcism before the opposition gets going on the next 'wind-up'

Relevance - None at all except that Phil is off to Aus for a year or two in January and we wish him bon chance. P___ off.

To everyone's relief the notorious tree (claiming near victims for a number of years) was removed on the Saturday. Also to everyone's benefit was event sponsorship from Strand Glass plus the free parking facilities in Holne Park.

Alan Tordoff's margin in Men's K1 was certainly reduced this time (12 seconds in 19 minutes) thanks to good performances by locals 'Snake Hips' Humpage & Adrian Trickett. Joe Lyons came in a clear 4th followed by the now predictable pack led this time by John Graveling (Leeds CC). It will be very interesting to see how this group comes out at selection in April.

Despite some dubious routes Shirley Bain closed the margin on Gill Berrow. Not so however in C1 or C2 where Wells & Kay/Hibble extended their margins to over 2 seconds per minute.

Both Team Events were won by Leeds though the wins have been evenly spread over the three events to make the Team Championships open to anyone in the spring.

After the Autumn series

Div 'A' Leaders after 3 races (4 to come in 1988)

MK1	Alan Tordoff	Leeds	3 wins
LK1	Gill Berrow	Killin	2 wins
C1	Steve Wells	Nottingham	3 wins
C2	Kay & Hibble	Leeds	3 wins
VET	Melvin Swallow	Chester	3 wins

Thanks go especially to

John Handyside : Timing & Computerised Results

Hazel Tordoff : Bibs

Organisers : Manchester, West Yorks & Bristol University

1988 Division 'A' Races :

Grandtully : March

Tryweryn : March & May

Washburn : April

For reasons beyond WWR Exec control, please note that the Tryweryn Races are in doubt at press time. All Div 'A' paddlers will be notified by post in the case of any changes to the Div "A" or Selection programme

Dave Mylett, the Team Event Ranking Compiler, reminds all clubs that there may be registrations he has not yet received for the Club Team and Mixed Team championships. Despite much fuller entries actually at the races he only has registrations as follows (in current ranking order after 3 races) :

CLUB : Leeds B, RAFCA A, Leeds A, Nottingham A, Durham,
RAFCA B, Accrington, Glasgow, Leeds Aire, PHGS

MIXED: Leeds B, Nottingham C1s, PHGS Ladies, Nottingham Ladies

Elite Training Squad Selected

Both the Men's and the Ladies kayak squads upto selection in April/May have been selected strictly on Autumn ranking according to a elite policy.

It is hoped that all Elite Squad members will make it their aim to race at the Awe & Washburn internationals in August regardless of whether they make 'A' Team selection in 1988. Those races offer a unique opportunity for British racers outside the national teams to compete on realistic terms against the world's best.

John Handyside's Ladies Squad stands as follows :

Elite :		'B' Squad :	
Gill Berrow	(Killin)	Julia Kay	(Leeds)
Cynthia Berry	(Edinburgh)	Karen Porter	(Birmingham University)
Shirley Bain	(Royal)	Alison Hall	(Chester)

Here is Dave Kay's letter announcing the Men's Elite Squad :

Dear Paddler —

Congratulations on making the GB Men's K1 Elite Squad. Following the three Div 'A' races we have selected the following members subject to review after Grandtully in March (listed alphabetically) :

John Graveling
Chris Humpage
Joe Lyons
Robin Murray

(Leeds)
(Bath University)
(Nottingham)
(Windsor)

Jeff Parker
Guy Sellwood
Neil Stamps
Alan Tordoff

(Birmingham University)
(Royal)
(Birmingham University)
(Leeds)

Reserves :
Mike Ellis

(Nottingham)

Ian Tordoff

(Leeds)

Note that Melvin Swallow and DRH Taylor have decided not to join the squad at this stage and that Adrian Trickett would have been included had he not opted to train abroad till March.

Note also that Ian Tordoff and Mike Ellis are welcomed to join any Elite Squad training - but at their own expense - as they were not able to compete this Autumn on account of injury.

— Good Luck!

Merry Christmas, Happy New Year, but are you taking your winter training seriously enough?

Paddlers such as the group in Nottingham are no doubt well aware of the training that individuals of that group are doing and have the added advantage of being able to train in a group environment which often makes things a lot easier. However, for the benefit of some people who have to train alone and are perhaps not aware of the amount of work that goes on here are a few ideas and facts;

Facts; Steve Wells' present training programme

Running; 4 times a week
Circuits; twice a week
Weights/paddling machine; twice a week
Boat sessions; 5 times a week

Ideas;

- 1) Do something for general cardio-vascular fitness out of the boat ie run, swim, play 5-a-side, anything that stretches lung fitness.
- 2) Do at least 2 sessions a week in a boat for endurance at near maximum effort. This should be at least 30 minutes work with little or no rest. If you cant push yourself at this rate then time it or race someone (handicap racing against a kayak is very beneficial). These sessions are the most important for long term improvement and should be carried on whatever else is done in a week.
- 3) Do specific sessions possibly twice a week which emphasise steering strokes. Try sessions where you never travel in a straight line. Go out in cross winds. To keep up sensible work rates for these sessions, do intervals. 5 minutes is the shortest which should be done with no more than 20% rest.

Training weekends/events;

Sunday January 10th - Training day in Hertford. Start 10:00 am
For directions to new Hertford CC clubhouse see enclosed map. Organisation (?) to be provided by DW but flexible format. All boat sessions. Ross will organise canoeing etc for anyone wanting to paddle on Saturday.

February 13th/14th - Training weekend in Nottingham
This will be a combined weekend for all classes and the details are still to be finalised. Both indoor and outdoor training will be arranged to allow for adverse weather conditions.

March 17th-20th - Orne Race in northern France
DC plans to take a minibus trip to this race. It clashes with the Tryweryn Div A which may have to be cancelled anyway due to access problems. (The Tees Div B may be given Div A status as a replacement). However the Orne race should provide a good early season opportunity to compete against the French on a course which is not too difficult.

GB JUNIOR SQUAD

Manager: Phil Dean

Coaches: Alastair Bayliss, Melvin Swallow

Assistant Manager: Don Player

MEN'S K1

ADRIAN FIELD, ASHLEY MASON, GAVIN LOWERY, ANDREW HANSON,
TIMOTHY SUGGETT, LINCOLN TAYLOR, GARETH JONES, JEFF DAVISON,
NATHAN HARDMAN.

LADIES K1

KATIE WATT

MEN'S C1

ANDY CLOUGH

Squad Training weekends will be using Llangollen, Nottingham, Bala and attending the MONSCHAU International in April, before the Junior World's Team is selected at the British Open at Bala, May 14th/15th.

The Junior World Championships take place at Sort, 5th - 10th July, and for details of Team selection contact the Team manager.

FOR SALE ZU VERKAUFEN A VENDRE

Contact Dave Mawdesley on 0704-880347 (Ormskirk, Lancs) for
 (1) Gaybo SUPERSTAR - All Kevlar - Good Condition - £220
 (2) Nomad RAPIDE 2 - All Kevlar - Good Condition - £180

WANTED

Ann Gillespie wants
 A cheap WWR kayak for club use (eg Diolen construction & £50)
 Contact Ann on 0905 24590 (Worcester)

Perhaps other people are in the same position in needing cheap but competitive club boats to get people going. And there must be a lot of you out there with just such boats rotting in the garden or taking up space in the club boat racks.

WHY NOT USE 'The News' TO ADVERTISE YOUR CAST OFFS OR CLUB REQUIREMENTS IN THIS PRICE RANGE - Remember it is free!

CHANGE OF ADDRESS

Nigel Stevenson of Kesteven Canoe Club has moved to
 Greystones Cottage, High Street, Lendenham, Lincoln LN5 0PN

CALENDAR CHANGES

March 13th seems an unlucky date for calendar entries :

The River Lea Race (Div C & Open) to be run by Regents Canoe Club on 13th March 88 is only 3 miles long (not as published) and includes Under 14/16 ranking.

Why not support this event which is new to the calendar in 88?

The Div C race to be run by Staffs & Stone Canoe Club on the same date is on the TRENT not on the Tyne - and remember it is not the Holme Pierrepont section of the river!

RACE REPORTS

As well as the Division 'A' series and the MI Rapid Racing series, Autumn 1987 featured a number of other championships. The WWR Club champs (Washburn - October) was featured in the last issue. On the following pages we have reports on the British Schools & RAF champs plus the recently televised Heineken White Water Rafting Challenge.

Well done to all the winners and thanks to the sponsors

WWR Club Champions	Leeds	Clarks of Dronfield
BSCA Champion School	PHGS Otley	T & A
RAF Station Team Champions	Brize Norton	Computing Devices
Heineken Rafting Champions	Nottingham	Dupont
Washburn Record Attempt	Phill Player	

BRITISH SCHOOLS CANOE ASSOCIATION CHAMPS

Terry Benton once more ran the BSCA annual championships on the River Aire at Wharfedale on Saturday 24th October. Prince Henry's School (Otley) again won the overall title - though with stronger opposition than usual in some classes. Lincoln Taylor from Stamford won by a full minute in the Under 16 Men's event whilst newcomers Rainford produced winners in Under 14 Ladies (Hayes) and both C1 & C2 (Swift & Richards/Ribton).

BSCA Annual Trophy

	Beat 5 individuals + team @ double points	
<u>Overall</u>	1 PHGS	49 + 20 = 69
	2 Rainford Canoe Club	46 + 16 = 62
	3 Stamford	19 + 0 = 19
	4 Leeds	18 + 0 = 18
	5 Kesteven	0 + 18 = 18

There must be more schools that have active WWR paddlers or who may be interested in taking part in slalom boats. Anyone interested in details of next season's BSCA WWR champs should contact

Terry Benton at Prince Henry's School, Otley, West Yorks

The HEINEKEN White Water Challenge

Teams were invited to represent 12 towns and cities closely associated with canoe sport - from Bala to Bath to Edinburgh. The participants included more than a few Great Britain international representatives from all disciplines including Alan Williams (Sprint & Marathon Medalist captaining Richmond), Martyn Hedges (Slalom C1 Medalist leading Windsor to a Round 1 victory) and Jeremy Hibble (3 WWR Worlds medals and now familiar with the Canadian paddle).

The venues were three of the most popular and reliable - Holme Pierrepont, Llangollen & Bala. However most of the competitors were totally unsure what to expect of 'White Water Rafting' - let alone what it would be like to RACE in rafts.

Windsor emerged as well organised and aggressive winners from the racing in pairs at Nottingham. A fortnight later the second and final Rounds were held on consecutive days in North Wales with different race formats each time. The Llangollen round took advantage of the wide river for three boats to race 'head to head' down the Town. Leeds entered the Final as fastest qualifiers - but Nottingham showed great determination to take a crucial early lead in the shallows after which overtaking was almost impossible.

The final round at Bala was a Time Trial which Kingston won in 3 mins 52 secs, only 5 seconds clear of the 5th raft. Nottingham's 3rd place was enough to secure the overall championship.

Many competitors were surprised at the intensity and potential of raft racing - and hopefully television viewers will be equally impressed when the championship is screened in January. Thanks certainly go to Jez Taylor (Feelfree Rafting) plus David Goldstrom & Martin Harvey for their organisation and to Heineken and the individual raft sponsors for making it possible.



SUNDAY 8TH NOVEMBER 1987

FINAL POINTS TABLE

POS	RAFT NO	TEAM	R1	R2	R3	TOTAL PTS
1	11	NOTTINGHAM	20	25	30	75
2	12	WINDSOR	25	9	40	74
3	6	KINGSTON	11	0	50	61
4	7	LEEDS	10	20	24	54
5	5	EDINBURGH	9	15	22	46
6	3	BIRMINGHAM	12	6	20	38
7	10	NORTHAMPTON	4	12	18	34
8	2	BATH	8	10	14	32
9 =	4	CHESTER	15	7	8	30
=	8	LLANGOLLEN	7	11	12	30
11	1	BALA	5	8	16	29
12	9	MANCHESTER	6	5	10	21

ROYAL AIR FORCE WILD WATER CHAMPIONSHIPS

The very low water level at the recent Royal Air Force Wild Water Canoe Championships held on the River Nith made for an extremely technical and physically demanding race over the 2½ mile course. As Mark Williams found out when he lost his C1, the Graveyard was only just negotiable and the rocks at Campbells Island are all now covered with kevlar. However, all these problems did not deter Dave Fogg who pipped John Anderson by 0.8 of a second with a winning time of 18 mins 3.1 secs thus deposing John of his title which he has held for the past 4 years. Some 17 seconds behind John was Mark Williams beating an out of form Dave Leech by some 3 seconds. Other results in the mens event were as follows: Alan Armstrong 5th 18 mins 44.8 secs; Neil Blackman 6th 18 mins 46.1 secs; Pete Woodward 7th, Phil Bond 8th, John Willacy 9th, Fred Parker 10th (first vet) and winner of the Div B event in 11th place was Colin Urquhart from Fourth.

Andy Davey won both the C1 and C2 events with his partner Ian Short. Winners of the Inter-Station Team event for the fourth year in succession were RAF Brize Norton 'A' with Fogg, Bond and Woodward; the open team event was won by the Anderson, Leech, Armstrong combination who beat the Brize team by some 16 seconds.

The competition attracted more than 80 competitors from 22 RAF Stations and was the final event for the RAF Canoeist of the Year Competition. This competition required an individual to take part in the RAF Championships of 5 different disciplines namely: LD, Sprint, Slalom, Surf and Wild Water Racing. Computing Devices Company Ltd - an electronics firm based near Hastings - kindly donated the trophy for this competition last year and their Technical Director Mr Chris Duckling presented to Dave Fogg, this year's winner.

The next major competition the Forces are involved in is the Inter-Service Wild Water Championships to be held on the Nith on 27/28 Feb 88.

Washburn World Record Attempt – Phill Player Oct '87

With Phill having not trained seriously since July, I was somewhat sceptical when he announced his intention to go for the 'Washburn World Record'. That for the uninitiated is to beat Ian Tordoff's and Mike Smith's fourteen runs in a day in 1986. Phill's early morning appearance certainly gave me no reason to revise my opinion. With no pre-planning, no special greasy cafe breakfast, no thought through strategy; and at the start not even any water. As he groped his way to the river bank at 9.45, I thought I was in for an easy day. Had I realised, as I suppose I should, that this was Phill in determined mode, I would perhaps have been more prepared.

Anyhow, Phill completed his first run literally 200 metres behind the first wave of water to reach the road bridge. Over the next two hours six runs were clocked up without much problem-sometimes alone, sometimes with company, sometimes over the decks of unsuspecting plastics!

It was the drive up for the seventh when things started to get out of hand. Six in the car plus boats and the Washburn track; full of pot holes. A very sedate drive and only two or three unwelcome 'clumps' from beneath the car but the damage was done. Not that at that stage I realised anything was amiss. Having chatted a little to fellow drivers, I realised I could be in for trouble if I was late for the next pick up. Near the end of the drive down, having wound it up to a little over '30!', I went for the brakes only to find they had gone! That bend by the farm at the bottom of the hill near the main road can be fun with no brakes! Handbrake, clutch, drop a gear, whoops, steer!, hand brake etc. Thank goodness the last bit has a sharp incline to the junction.

Well that seemed an end to it at seven runs. Thanks to the Hibble Car Phone the AA were briskly summoned and a fractured brake pipe diagnosed. 'Terminal' the man said. Phill not happy! Me not exactly ecstatic! Along comes DK with the 'Magnificent Golf Diesel' – Verk Sprung Kerk Technic' or Something. Such confidence the man has, lobbing me the keys and waving us on. Nearly an hour lost but here we go again.

Eight, Nine, Ten. How you going Phill? "Fine no prob-leem maan." Why does he have a Barbadian accent?!?

Eleven, Twelve. You OK Phill? "Yer maan can't yos wind dis ting up some more?" Sorry Phill I'm trying to keep it on the road for DK.

Thirteen. Damn, the buoyancy has come adrift! much fiddling and loud curses.

Fourteen and record equalled. Arms OK Phill? "Dis am easy maan, yous jus keep on drivin."

Fifteen. "What's all the fuss maan. Eeasy, no prob-leem maan. Could do it all again for fun." But it was time to hand back the car.

So at 3.15, probably the most pointless world record attempt of all time came to an end.

If you're not competing in the MI-sponsored Rapid Racing 500 series, you're missing out—passing up the chance to win valuable MI discount vouchers for each point scored.

If you're not using MI's International paddles, you're missing out. (After all, they did help Liz Sharman to a Gold Medal at the 1987 World Championships.)

And if you're not paddling the MI 370 rotomoulded slalom kayak—one of the fastest-selling ever launched—you're missing out. All in all, if you haven't seen

the complete range of MI kayaks, paddles, skis, looms, covers, spray-covers and buoyancy aids, you're making a big stake.

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Information for Future Record Attempts

Vehicle – This is clearly where more thought is needed. Fords are just not up to the job. Sadly we had not got a vehicle that could make this an all British success story. German technology saw us through in the end. Many thanks Dave Kay.

Craft – Another triumph for Gaybo, the 'King' does it again. A year old model still in fine running order. Minor problem with buoyancy but probably the fault of the driver and his big feet. Not a scratch on the hull. I cannot believe this is down to the driver, I fancy Gaybo clones knowledge of the Washburn in the mould.

Blades – The MI Downriver model never faltered. Even when the arms got heavy those blades kept turning.

Paddler – In the build up to mega events such as this avoid feeding your man mangoes, black eyed peas, chittlings etc and keep him of the 'ganja'. (It makes them talk funny.) Keep a wary eye out for signs of 'thinking' and stamp on it quick. If they ever begin to think about it they will realise the futility of it all. Phill says it was easy and could have done twenty if a third car had been available.

How do you feel now Phill? Oh sorry he's asleep!

Anybody could attempt this, why don't you have a go. So long as you have strong arms, a good back and a detachable brain it's easy.

Don Player

The Washburn Record Table of Honour

October 1985?	Anne Plant	10	Record for a race day
	Neil Stamps	10	
Marh 1986	Mike Smith	14	
	Ian Tordoff	14	
	Phill Player	13	
	Nick Gatland	12 ?	
October 1987	Phill Player	15	All Comers Record
	Richard Staggs	8	Record for C1?

NOTES FROM A WILD WATER TRAINERS WEEKEND

Dave Dugate has provided a copy of the notes he took at one of John Handyside's Trainers Weekends in March 87. Dave does not claim his notes are a perfect replay of the information and advice given - but they do give a good impression of course content and are also very useful for anyone starting out as a paddler or trainer in Wild Water Racing.

Dave comes from Stockport and paddles both C2 & K1 in Div 'A'. His son has done well in Div 'A' for some time. Both of them are also avid plastic boat paddlers. See Dave's picture in the February Canoeist

The first chapter is on "PADDLING TECHNIQUE" - to be continued

The Pulling Arm

The arm should be almost, but not quite, straight. The angle at the elbow should be constant throughout the pulling action. The action should start with a good reach forward for maximum 'catch'. The pulling stroke should finish at a point between the paddler's knee and hip. The paddle blade should be pulled as close to the boat as is comfortable. The nearer the boat the greater the forward force which will be exerted. The little finger of the pulling arm should just touch the water.

The Pushing Arm

The height of the pushing arm will affect the entry point and pull of the paddle blade in the water. Very little forward motion is gained from the pushing arm; probably 15% of less. It may be beneficial to drop the height of the arm as it travels forward. This will save time when entering the next blade into the water. Body rotation should not be so great that the pushing arm crosses the centre line of the boat.

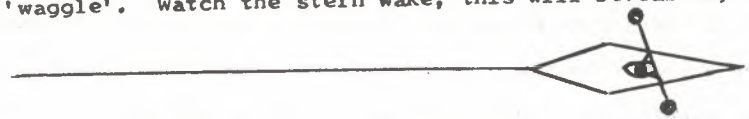
Sweep and Support Strokes

These may be necessary in order to change direction or when dealing with rough water. As far as possible they should be an integral part of the forward pulling stroke. The aim is to drive the boat forward in a straight line down the river.

Steering is better done by leaning than using sweep strokes. Sweep and support strokes will often be carried out with the paddle blade well away from the boat. They will slow down the forward progress of the boat. The aim is a smooth constant speed, NOT a stop, start effort. One way of avoiding their excessive use is to plan the route to be taken and to look and think ahead as you paddle down the river.

Body Rotation

The arm muscles are weak and will not be able to sustain fast paddling for long. Rotation of the body to assist the pulling arm will bring trunk and leg muscles into play as well. Rotation can be shoulders only, shoulders and upper trunk, or shoulders and full trunk. In a racing boat the most effective may be shoulders and upper trunk as the lower trunk should be held firmly in the boat. Excessive rotation so that the pushing arm crosses the centre line will lead to uneven movement of the boat through the water. It will tend to 'waggle'. Watch the stern wake, this will reveal any 'waggle'.



correct rotation



excessive rotation

The Trainers course is the introductory level for anyone interested in coaching WWR at a club level - and that means anyone is welcomed even if they have never paddled. For further details and dates of planned Courses please contact the National Coach (John Handyside) on 0602-829313.

WWR QUESTIONNAIRE - EXEC RESPONSE

We have been slow in publishing the Executive response to the results of the recent Questionnaire circulated to all WWR paddlers. The results were published in the 'News' last year. Here is the Exec response. It is worthwhile reading it now as you will note in the last paragraph that the Exec agreed to 'update and reconsider' a year later - which is in April 88.

Why not read through the response and consider whether they have missed anything important to you or your club and whether the intentions are being fulfilled. NOW is the time to write to the Exec or to the 'News' to keep things on the move

The discussion was based on a report that Sarah Swallow had written following the questionnaire based on people's comments.

THE SEASON

4th April 87

Following discussion it was agreed that no purpose was served in changing the season from its present September to May time to January to December.

However, it was felt to be very important to encourage more Division B and C races in the warmer weather, and more B races altogether, as there are not really enough during the existing season.

We need to approach

- a) The Access Committee
- b) The regional committees
- c) Clubs in certain areas

after looking at the calendar and deciding where the gaps are and what rivers may be available. The following existing rivers for investigation are:-

The River Awe - B. Chapman reported that this was possible as water was available on Sundays.

The River Tryweryn - Access to the roadbridge during all guaranteed releases. This is currently under investigation, and M. Tordoff as our rep. on the Tryweryn Users Committee will keep this in hand.

Other possible rivers include the North Tyne, Eden, Tees, Goyt and Mersey, plus all others.

Aim - To make the Division B and C races into a 12 month season, but to leave Division A as it is with an Autumn and Spring series, avoiding the colder weather.

To set the wheels in motion so to speak to try and get more access on rivers, and then to approach clubs to see if they are then prepared to run a race at a favourable time.

RANKING SYSTEM

Division A ranking system - Following discussion it was felt that the system now works well. Whilst there were some complaints in

the questionnaires the majority felt happy with the following:-

Demotions will only occur for Mens and Ladies K1 if they do not get a score of 250 M.S. points or less at any one event during the season.

C1 and C2 Division A/B will remain the same, as demotion here would mean going back to Division C.

Promotion - Ladies can now be promoted if they get within 10% of the winning man, this came into effect from the Executive meeting when it was agreed (3rd Dec '86)

There will be no end of season promotions because if people cannot get promoted at races they are probably not ready for competing in Division A anyway.

UNDER 21, UNDER 18, UNDER 16 AND UNDER 14 RANKING LISTS

The Under 16 and Under 14 Ranking Lists are compiled from a series of specified races during the season, and works well.

John Handyside has agreed to compile an Under 21 and Under 18 ranking list from Division A races, based on M.S. points. A Veterans list will also be compiled in the same way.

Sarah will write to Jen Parr to ask her to compile a Ladies Under 21 and Under 16 Ranking List.

All these will be declared National Champions, and have prizes presented at the end of the season.

ORGANISATION

The questionnaire highlighted some interesting areas of concern. The main ones were discussed.

Toilets - Many paddlers felt these facilities were very poor. The Washburn was particularly picked out by many and Sarah will write to the Washburn Committee to comment on this. It was noted that Slalom have now laid down a ratio of paddlers entered to chemical toilets which must be supplied on site, so something may well be hand anyway at Washburn. All on site toilet facilities must be improved.

Rescue - Concern was felt by many at the lack of rescue. Better rescue facilities may encourage more paddlers to try wild water racing, particularly junior paddlers and ladies.

It was agreed that Sarah would write to the Corps of Canoe Lifeguards, and the Diving Association to see if they would be interested in trying to liaise with clubs. This information would then be passed onto the clubs concerned.

River Sweeps - It was also felt important that frequent sweeps of the river should be carried out by the organisers, a paddler who could stop and advise anyone who had fallen out, broken equipment etc. It was therefore decided to MAKE SWEEPS OF THE RIVER MANDATORY FOR DIVISION C RACES, AND RECOMMEND THAT IT IS CARRIED OUT AT DIVISION A AND B RACES. To make it worthwhile they should be carried out at least every 30 minutes or so during the race.

PADDLERS WHO START A RACE MUST REPORT TO THE FINISH IF THEY DO NOT COMPLETE THE COURSE, SO THE ORGANISERS CAN ACCOUNT FOR ALL COMPETITORS. It is also important that the finish know who started and therefore the club must keep updating this information by sending down this information to the finish.

GENERAL INFORMATION FROM ORGANISERS - The Organisers must provide more information for the paddlers. Firstly they must give the map references, and details of on site facilities to the Race Officer for insertion into the Year book (eg toilets, refreshments etc.) plus on site there must be a map of the course, showing access points, and start and finish, a startlist, and preferably a time when a short talk will be given about the course and its hazards, or ideally an organised tour of the course by experts showing the paddlers down.

The Startlist is already supposed to give a brief description of the river and its hazards, local doctor and hospital, etc.

PUBLICITY - The Race Organisers must publicise their event locally, and follow this up with good on site information (map of course, startlist etc.).

The above will be a Code Of Practice for one year. However after one year if there has been little or no progress the Committee will look into making the above Rules to be complied with by all Organisers.

ENCOURAGE PARTICIPATION

Information will be printed in all the Canoeing press in August or September about trying Wild Water Racing and emphasizing that it can be done in a slalom boat and is not restricted to experts in wild water racing boats. Sarah to write this.

CALENDAR

Sarah will ask Bill Fraser (Race Officer) if he could get a provisional calendar for 18 months ahead so that the early season races (eg September to December) can be included in booklets for next year such as the Slalom Year-book and the BCU Handbook.

FLATWATER EVENTS - These had not proved successful, and had mostly been based in the London and SE area due to lack of wild water there. So whilst they won't be stopped, they will not be

encouraged.

IMPROVING OF STANDARDS - It is hoped that the standards at races will improve gradually. The Division A race organisers will have Race Organisers meeting again to discuss and ratify important areas of organisation. The Organisers Handbook will be revised and reprinted and distributed to all race organisers.

This completes the discussion of developing wild water racing. It was agreed to have a meeting in one year's time to update and reconsider developments, and hopefully build on what improvements have been started. Things cannot be changed instantly and the Wild Water Racing Committee hope this will be an on-going process.

AND
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* 8 out of 10 GB Elite Mens K1 Squad also.....

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