

White Water



bulletin 7 OCT 91

Welcome to the Autumn Series 1991

This newsletter launches the Autumn series and hopes to keep you better informed about the Wild Water Racing scene. It comes to you courtesy of the WWR Exec.

If you enter the Autumn Series races then you will see the following changes:-

- Easy race entry. One envelope, one entry card, one BCU card copy, one cheque and peace of mind.
- Computer timing back at the Div A/B races.
- Each race properly reseeded based on the previous race result.
- This newsletter should be sent regularly with start sheets/results.
- Up to date ranking list service to come later in the series.
- Due to popular demand the Dee is back as a Div A.
- Guaranteed water (sorry that's a fib).

Please actively support Wild Water Racing by coming to the races either as a paddler or helper.

Commonly asked questions

Do I have to enter all the Div A/B races at once ? No, but you will save time and money if you do. The normal closing date of the Friday 2 weeks before the event still applies for each individual race. Cheques for entry monies payable to Wild Water Racing Executive please.

Can I enter Div A using conventional entry cards ? Yes if you must! They will still be honoured.

What if I just want to turn up on the day at a Div A ? By all means come and take part in the Open event.

What is the new style team event ? It's intended to be fun. You may well be teamed up with people who you've not stopped to talk to before - maybe a new shuttle lift? You also stand a good chance of winning even though you might not be quite as fast as Neil Stamps.

Will this team event run in 1992 ? Possibly. You tell us you like it by taking part and we will continue to run it.

What about my friends in Div B and C ? Division C races (and B races that are not paired with Div A's) continue as normal. You enter either in advance or on the day as specified in the yearbook insert, using the old style entry cards.

1992 Season

From now on the Wild Water racing will run on a calendar year starting in January and ending in December. This brings Wild Water racing in line with the other competitive canoeing disciplines and gives us a better chance to distribute our calendar. There will be approx 10 Div A races in the 1992 season distributed evenly through the spring and autumn with 5 to count for ranking purposes. The 1992 season should also see the return of the Usk race to the Division A calendar.

A new WWR year book for the 1992 calendar year will be distributed in January 1992.

Washburn

The Washburn race on Oct 12th has unfortunately had to be cancelled once again due to an empty reservoir. The reservoir is filling up though and we are hopeful for the next event on Oct 26th. Please use the WWR Ansaphone (0483 38221) to find out the latest before travelling.

** Club Champs will therefore be held in Wales at the Dee 2 **
** on Sunday 8th December. **

Calendar Errata

February 1992 Washburn will be on 29/2/92 not 21/2/92

National Prizegiving and Special General Meeting

Jenny Jones Hotel, Llangollen, 2nd November 1991

- 7:30pm Special General Meeting. This is primarily to allow the AGM to move to dates in Autumn in future to fit in with the new calendar.
- 8:30pm National Prizegiving. This year we welcome Mike Evans, Marketing Director of Oracle UK Ltd. Oracle are one of the worlds largest suppliers of computer database software. Oracle kindly offer career training and financial assistance to some of our senior team paddlers.

The current MK1 World Champion Marcus Gickler should also be in attendance.

This year's World Championships confirmed the choice of winged paddles amongst the leading kayak paddlers. All of the top ten men and also the first two ladies used one form or another of 'aerofoil' design. Whether the wings help them to fly or the flyers like taking risks and therefore choose wings will never be known! It may be possible to be reasonably sure that wings benefit the placid water paddler, but there are too many variables ever to know the 'truth' for wild water racing.

Whatever the scientific evidence (or lack of), having a go with the right choice of wings could seriously help your paddling in the medium to long term - provided that you are reasonably fit and confident in typical wild water conditions (eg Washburn). They enforce a discipline of style and thinking that is totally transferable back to 'flat' paddles.

Getting the right wings on the right shaft at the right angle is however a problem - especially in the UK where the sources of supply and experience are limited. Let's ignore the further confusion caused by the option of cranked (ie WW Double Torque) shafts and consider a few issues ...

At the worlds the predominant choice was the Rasmussen variation (long narrow blade with straight sides and rounded tip) as opposed to the 'traditional' (ie 1985) Swedish design which is more scooped and pointed. This is however only one of the choices to be made by the paddler who wants to 'convert'. Here's a list of what you should consider and some cautious advice :

Q. Rasmussen or Swedish Wings?

A. No doubt about this - Rasmussens are much easier on wild water

Q. Big or small blades & does the scoop matter?

A. Start with the smallest available and remember that the deeper the scoop (aerofoil section) the harder to pull. The experts are trying bigger blades - but don't get too ambitious at first.

Q. Long or short, stiff or flexible shafts?

A. Men should look at 210-215cms on carbon or semi-carbon shafts. Ladies and younger paddlers may go as short as 208cms. Rigidity is crucial to the wing technique - so fibreglass blades or shafts are not advised.

Q. What blade construction will last in Britain?

A. Carbon seems very durable. Some have metal tips - but these are not essential.

Q. What angle?

A. This is really hard - even if we say 75 degrees, it is quite a problem deciding how you measure it on wings! Best bet is to match someone else's who has got it right.

Q. What's most important in the technique?

A deep initial plant assisted by top hand push down with the paddle as upright as possible - with this start the paddle will enforce a good pulling direction.

Q. Should I pull parallel to the boat?

A. Don't force it until you get good. The basic principle is to start close to the boat and as far forward as possible - then let the paddle move naturally away from the boat.

Q. Where can I buy Rasmussen wings?

A. Speak to Nick Pink (Impulse), Neil Stamps (Canoesport) or Melvin Swallow (New Zealand design). They understand WWR - and Neil & Melvin have used them for real for some time.

Q. Why are they so expensive?

A. All paddles are over £100 now - it's sad but inescapable!

Q. How long will it take me to convert and what if I fail?

A. You'll do ok in a month and will feel good about it in a season. Real success is to do with building up the right muscle groups which takes time. But don't worry - swapping back is no problem.

Q. I need help

A. We are considering holding a wings 'clinic' one weekend before Christmas - if you're interested speak to Alan Tordoff, Neil Stamps, Robin Murray or Dave Kay at one of the autumn races.

Notices

For Sale : 3 pairs of MI paddles in good condition - 214 & 215 left hand - around £45 each - Alan Tordoff - 0260 273743

For sale : Gaybo Superstar kayak - all kevlar - world champs boat - good weight - perfect - £450ono - Shirley Bain - 06077 2105

Change of Address : Nick & Caroline Dallimore, 1 Windsor Avenue, Radyr, Cardiff, CF4 8BW; 0222 842481

Death of Trevor Bailey

On a sombre note many of you will have learnt of the death of Trevor Bailey in an accident on the Holme Pierrepont Regatta course. We wish our condolences to Trevor's friends and family. Trevor had made many friends in the Wild Water Racing community and we shall miss his input and enthusiasm for wild water racing and canoeing in general.

Liffey results

Congratulations to the river racers who risked their necks and their K2s at the recent Liffey race. River racers took two of the first three places.

Wanted

1. Paddlers in boats at the races
2. Offers of help with race start, finish, or operation of the timing computer.
Do you have a friend or partner who might want to help out rather than get bored?
3. Anyone out there got a spare 240V portable generator or a slalom headset or two? The race timing team could use them.

Contact Matt Caunt, John Handyside or Mike Tordoff or a tame race organiser.