

KAYAK

MAGAZINE



November 1978

A FORTH CANOE CLUB PUBLICATION

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EDITORIAL

Six years ago the S.C.A. received in the region of £200 in membership fees from around 400 members, the rest of the money staying with the B.C.U. for the many services they provide. Now membership has doubled and we receive almost £1,000 in membership fees. In addition, the S.S.C. grant has increased from just over £1,000 to almost £6,000. There has been a commensurate increase in the work load undertaken by the Officers of the Association as one would expect, so much so, that two years ago the S.S.C. initiated a Secretarial Service for the S.C.A. and a number of other Sports who found themselves in the same position. This service has been of infinite value and we are now at the point of asking that the Service be increased from one or two days per week to a full time service, five days per week. Whether our request will be granted remains to be seen, but with the inexorable progress towards independence from the B.C.U., the office at 8 Frederick Street will not be able to cope unless some expansion is allowed.

This year we appointed a part-time Coaching and Development Officer with an Honorarium of £300, and at present the General Secretary and Coaching Secretary each receive an Honorarium of £50. As I see it, we are now at the stage where our officers are being asked to spend more and more of their spare time working for the Association; working that is, for the members and even indirectly for those who choose to canoe but not to pay. What thanks do these Officers receive? Generally very little, in fact criticism is more common than praise. Yet these same officers by their efforts administer a sport which hands out thousands of pounds to a relatively small group of competitors so that they can excel in their sport. It is argued, quite rightly, that the self same competitors invest a great deal of time and effort into training and competition, but until such time as we have more full or part time professional help there should be some tangible recognition of the services of our officers. The Sprint and Slalom Secretaries should each receive Honoraria and I can suggest from the safety of retiral that the Treasurer should be included! As for the Chairmen and President, I fear that although they work very hard, the nature of their posts does not lend itself to such base matters as remuneration!

Some old hands will object on the grounds that the Association has always been a voluntary organisation and that in some mysterious way, amateurs are better than professionals. But we have already established a professional secretariat and we dare not turn back.

A.M.

I must first of all point out that this is not the Official Team Manager's Report. He needed to go mountaineering in Chamonix for a month to recuperate and has yet to find the strength to come home. This, instead, is a glimpse of the reality that lies behind all those diplomatically worded reports that circulate at Council meetings and A.G.M.'s.

The plan of operations was quite simple - spend a few days training on the artificial slalom course at Vichy in Southern France and then go on to compete at the International Canoe Rally at Sort in northern Spain. Putting the plan into effect was a little more difficult. First of all we needed a mini-bus. We looked into hiring a bus from the commercial car hire firms but it proved impossible to get one with a tow bar and a big roof rack, both of which are essential. Eventually after five solid days negotiating, Neil Spinks - the Team Manager, managed to borrow a Ford Transit from Ellon Academy. A mere stripling with only 40,000 miles on the clock; this we felt sure would get us out and home again without any trouble. We confidently loaded it up with enough food to last 13 people for three weeks, Neil's wife Ann to act as Chief Cook, an assortment of boats, paddles and stop watches and roared off into the gathering dusk of the evening of the 10th July. Somewhere after Couper Angus the engine began to get a bit noisy and at Balbeggie we had to stop. "Big ends" said the A.A. man - what we said was unprintable. The A.A. Relay truck picked us up around midnight and at 2.30 a.m. we were back in Aberdeen.

The main Ford dealers were quite optimistic. They said if we were very lucky they might get us back on the road in four days time. In the event the bus needed a new engine which took considerably longer. Rather than wait we went down on our knees to Aberdeen University Department of Physical Recreation and the boss said we could borrow their Mercedes Bus. Let me be the first to offer our sincere thanks to Andrew Manwell for the way he promptly bailed us out of a disastrous situation. We ran around silly for a day and a half changing Green Card and 5 Star Insurance, getting the Merc. put in order, reloading all the gear and at last chugged off into the lunch hour traffic of the 12th July. We picked up the team en route and, after a long boring all night drive, arrived at Ramsgate at seven in the morning, only twentyfour hours behind our original schedule. Our two senior paddlers in their car were waiting there to meet us and as the squad was at last complete this is perhaps a convenient moment to introduce the cast of this fast moving adventure story. They were: Juniors:- Margaret Elliot, Neil Baxter, Alistair Bell, Douglas Buick, Ian McDonald (Mickey), Ian Phillip (Jake), Tommy Turcan and Geoff Willing. The Seniors were Alan Eastwood and Bluebell (alias Alastair Munro) whilst I was along under the guise of team coach and, as it turned out, chief mechanic.

The only thing that was not fast moving in this gripping tale of raw courage and human endeavour was the diesel engined bus. It could do 55 m.p.h. flat out down the hill only to find a village with a 40 k.p.h. speed restriction at the bottom which meant a slow climb in second, or even first gear up the next incline, but more of this later. From Calais we headed down the N1 towards Paris and points South but shortly after lunch time we discovered a couple of mechanical defects. The first was that none of the windows in the back of the bus could open, so life was pretty sweaty for the passengers while the sun was shining. The second problem was that the roof rack, being of a rather functionless design was attempting to tear the guttering off the roof of the bus as it swayed back and forth on every bump. We moved it onto a fresh piece of gutter, cannibalised three bolts to replace the essential ones that were missing, and initiated what was to become the religious practice of tightening down the gutter clamps.

We camped that night just south of Fontainebleu and the next morning, while the lads went for a paddle on the river, we wedged the roof rack feet onto a stronger section of guttering with some driftwood twigs and the handle from a sunshade found on a scrap heap. Mercifully the whole thing stayed in position that day but, in the relative peace and quiet, we became aware that the trailer tyres were scuffing against the mudguards on every big bump. The trailer was well loaded and the rubber suspension units were obviously beginning to feel their age, all of which /

which helped to explain why the tyres were wearing down so quickly on their inside edge.

"When are we getting to the canoeing?" I hear you enquire. Well, that very night we arrived at Vichy and set up camp on the banks of the Slalom Course. Vichy is the French Pre-Olympic Training Centre. It has a 2,000 metre lake alongside a series of buildings housing gymnasiums, games halls, boat houses, dormitories, etc. all in a landscaped setting. Some of the water from the lake drains through the specially made 30 gate artificial slalom course. It is not as spectacular as Augsburg, only grade 2 water, but it makes an ideal training venue and (Strathclyde Regional Council please note) there is no charge for the use of the site. We were even allowed to camp free of charge. Thankful to be there at last we slipped into the training routine next morning. Up at seven for a run beside the lake in the cool of the morning with the mist rising off the water; a session on the gates after breakfast; a rest after lunch, and a second session on the gates in the early evening when the heat was less intense.

The slalom site was a popular spot for sunbathers and we usually drew an audience when we went on the water, including the local canoeists who seemed to be quite impressed. We certainly did a lot more constructive work than they ever appeared to do. In fact we impressed our audience so much that some of them managed to take their eyes off the girl in the see-through string bikini long enough to watch the lads do the gates. The team, with admirable dedication to their sport, kept their eyes firmly on the string bikini whilst, of the coaching team on the bank, only Ann noticed when they got penalties. On the final day, however, the coach and team manager proved they had the necessary eye for picking out the essential details by being the only two to notice the topless lady sunworshippers lying face up on the bank opposite gate 7.

The most popular pastime with the squad was playing in the stopper where the water from the course dropped back into the river. We amazed the local canoeing instructors with our antics. One of the lads would get himself into the stopper then lift his paddles in the air, hold them behind his neck, balance them on his helmet and finally throw them away and get out of the stopper using hands only. It was only later that we discovered that some of them could not hand roll.

We remained at Vichy until the 19th July. We would have liked to have stayed longer as we could see a daily improvement in the squad and a few days more might have worked wonders, but we needed to practise the white water race course at Sort and as we had not received a programme of the events we could not leave it too late. We set off early in the morning and estimated that at an average of 30 m.p.h. we should arrive at Sort around eight in the evening. The road was unbelievably hilly and at midnight we found ourselves having to talk our way past a French border guard who believed that we should only have one boat per person unless we had special written permission from the Chamber of Commerce in Paris. Having overcome that obstacle we then had to climb over a mountain pass with numerous hairpin bends and with the headlights stuck on dipped beam. The Spanish roads proved to be a series of almost interconnecting tarmac patches, which played havoc with the roof rack. After three attempts to stop it falling apart we unloaded it, piled all the gear into the bus, burying a sleeping Neil Baxter, piled everyone back on top of the gear and limped on, to arrive at Sort at 4 a.m.

Most of us fell asleep where we sat except for Bluebell who, wanting room to stretch out, climbed into the roof rack and slipped into his sleeping bag under the ropes. The next morning we awoke to the arrival of the bread van and a grinning campsite attendant who enquired "Team Escosia?" and handed over a note addressed to Bluebell. I shall never forget the look of astonishment as he first watched me climb onto the roof and then saw Bluebell's head appear from under the tarpaulin cover.

Later that afternoon we got back to the canoeing on an exploratory run down the race course. It was just as good as I had remembered. A beautifully clean river with the clear water tinged a shade of green with sparkling white frothy crests on the waves. The water was quick running with a liberal helping of long grade 3 - 4 rap ids all the way down the course. The sun shone, the water sparkled, the /

4.

the stoppers roared and life was good again. Everyone thoroughly enjoyed themselves and as we got down with no swims the squad proved that they were all capable of handling this type of water.

The next day we put up our own private slalom practice course for the slalom purists while the racing squad got down to learning the lines on the course. Dougie was so determined to see where the best routes were that he went down one section of rapid with his head immersed in the water. Margaret, ever keen to learn, tried out this new method for a short distance but with true feminine wisdom decided to park her boat on the bank while she got her breath back in spite of Dougie's obvious preference for the huge rock in the middle of the stream. The German paddlers who pulled the boat off were of the opinion that it was far too flimsy for rough water use. Their boats weighed 40 Kg. They didn't bother to dodge rocks, they just pushed them aside.

On Sunday the "Rallye Internacional de Canoe Kayak" officially began. The Spaniards have ceremonies of all kinds especially ones where all the local big shots can make long speeches, which the interpreters then usually reduce to three sentences. If they have a brass band, play a lot of national anthems and hoist a lot of flags, it really makes their day. What made our day was the crowning of "Miss Rallye" a dark haired, dark eyed classic Spanish beauty. She was a real "stotter" or so at least the senior members of the team thought; the remainder either had poor taste in these matters or were already captivated by the dolly with the long blond hair who appeared to be some sort of secretarial assistant. In fact the only thing that kept them in check was their commendable dedication to the athletic ideal and the sight of her husband lurking in the background.

By this stage we were surrounded by British, Belgian, Swiss and German teams and we were forced to evolve methods of passing on the trainers wisdom to the squad without giving anything away to the evesdroppers. We could speak in various broad Scottish dialects, only the team manager could not understand. We could also speak pidgin French and Spanish with Scots or Cheshire pronunciation - Ann was particularly good at this. It certainly fooled the Frenchmen and Spaniards but as Neil Baxter's French vocabulary was limited to three words it was of limited value. We hit on the best method of all when Neil Spinks taught the whole team to speak broadest Derbyshire, not even the English could understand that. Soon the whole camp was resounding to "T'int never is" and "Ehoop Mum, woots fo' tea". Ann put up with good grace to being called Mum by the whole squad until one wide eyed member of the British Junior team enquired of Mickey "Is she really your Mum?"

Two days before the White Water race we held time trials to let the team get the feel of the course and to get some idea of our paddlers performance, just in case there were any mistakes in the time-keeping on the actual day of the race. Alistair Bell picked this occasion to be the first to get the dreaded "Spanish Tummy" and so his time was a bit below par, not surprisingly. This bug was to work its way round the whole team in due course and was the cause of a few disappointing results and a remarkable paucity of bog paper.

The following day's advertised Water Skiing Championships turned out to be a mis-translation of Esquimo Rolling. The organisers had obviously heard of our prowess and brought the start time forward by one hour hoping to catch us out. The team manager displayed his capabilities by getting most of us there on time and then winning the event with a smooth performance of 3 rolls in 6.3 seconds. Bluebell came third in 6.8 secs. and Ann picked up the bronze medal in the ladies event. A Swiss crew in a Gemini type C2 won their event in 7.5 secs. That evening, after we had soothed the organisers anxieties about the Scottish National Anthem, Neil was presented with his medal by Miss Rallye then with stoic forbearance he had to go through it all again for the benefit of the press photographers, but, like the fine diplomat he is, he managed to keep smiling (I'm trying to get my time down to 5.5 secs. or learn Spanish for "Hows about you an' me goin' furra walk in ra moonlight?")

On the day of the race Neil Baxter, perhaps our fastest Junior, was down with the bug and Alistair had not fully recovered. All the team were well /

well placed on the split times one third of the way down the course after the roughest section, but the superior fitness of the opposition made itself apparent at the finish. Alan Eastwood was 6th in the senior event which was a very respectable result in the face of strong opposition from the Belgians including one of their Europa Cup team. The junior event was won by a remarkably good Spaniard who would have been 3rd in the senior event beating all the Spanish senior team. Neil Baxter and Tommy Turcan were 5th and 6th respectively. If Neil had been able to paddle to his usual form he would probably have come 3rd. The rest of the team came in 12th to 15th positions. Perhaps the presence of the Blond Dolly as starters assistant took their minds off the racing. Something certainly took Dougie's mind off the routes as he managed to go swimming at his favourite rock again.

The ladies event took place the following day and we cheered Margaret away and saw her paddling strongly right up to the last big rapid on the course. She was too short of breath to roll when the diagonal wave caught her and by the time the divers got her out her boat was too badly knocked about to continue. She was not without company. Almost all the junior ladies went swimming and a few others failed to finish. In the team event in the afternoon Margaret redeemed herself by leading a ladies team to victory. Our junior men's team were also the fastest in the race but as both comprised the only teams in their respective classes it was a bit of a cheerless victory.

In the evening we went down for the only permitted practice session on the slalom course only to find that the water had been turned off at the dam. The poles hung two feet above a litter of boulders and practice was a bit of a farce. The team leaders' meetings had been a bit long winded as a rule but the one that evening broke all records. They asked if we had any objections to any of the gates, we pointed out that we could hardly object to anything as we had not seen the course at normal water level. Over an hour later we left with the promise of a demonstration run at 9 a.m. the following morning.

As we suspected the water was still at low level at the appointed hour and it was not until 11 a.m. that the water came up sufficiently to allow the event to start - one hour late. We used the intervening two hours to explain the slalom rules to the official English interpreter in the hope that he would understand any protest we might have to make. We also agreed with the Swiss team manager that gate 4 was in an impossible position and moved it to a more sensible place. We had our doubts about the standards of judging and organisation and some of the first run results caused a few raised eyebrows, but when they did not put up any second run results at all we rather lost faith. We did not win any medals but then the competition was quite stiff with the Swiss and Italian national teams well represented and many of our lads were a little weakened by the residual effects of the stomach upsets they had suffered earlier in the week. The course itself was surprisingly good and from what we saw, most of our team coped well with the new experience of a big international standard slalom course. After a very frustrating time trying to get the results we were told that Ian Phillip seemed to have the best result of our team.

On Saturday morning while Margaret was competing in her event and Neil was making himself a considerable nuisance to the organisers, we slowly gathered momentum, struck camp and loaded the bus and trailer. Food and equipment were sorted out as Jake, Bluebell and Alan were going on to compete at Lofer in Austria, while the rest of us were heading home. We had high hopes of getting there in one piece as we had strengthened the roof rack by lashing four slalom poles diagonally across the struts and one hot afternoon we spent four hours adjusting the suspension on the trailer to give the tyres more clearance. It took gallons of sweat, beer and release oil but it was worth it. Our mechanical Odyssey was not quite over, however, because just as we were hitching on the trailer we discovered that the light cable plug had been pulled off the wire. I leave the mathematicians among you to work out all the possible permutations of seven wires and seven sockets. We tried quite a few until a samaritan from Cardiff came along with a colour code.

Margaret did respectably well in her class coming 6th against the opposition of the Swiss team and various other experienced competitors. Within an hour of coming off the water she was bundled into the bus and at 2.30 /

CANOEIST OF THE YEAR - BEST ALL ROUNDER IN 1978

TOP TWENTY PLACES

NATIONAL CHAMPIONSHIPS

NAME	CLUB	RR	SPRINT	LD	SLALOM	TOTAL
		G'tully	1,000m	L.Lomond	Invercanny	
1. A. MORTON	FORTH	8	5	9	-	22
2. R. LANG	PORT GLASGOW	10	-	10	-	20
3. K. FRASER	ROXBURGH	7	3	-	6	16
4. D. MCKENZIE	PORT GLASGOW	-	6	8	-	14
5. I. LINN	E.W.W.C.	2	4	6	-	12
6= G. SPEIRS	IRVINE	-	10	-	-	10
6= A. MUNRO	R.W.S.A.B.C.	-	-	-	10	10
8= J. YOUNG	FORTH	-	-	-	9	9
8= P. TURCAN	EDIN. UNIV.	9	-	-	-	9
8= R. MONTGOMERY	IRVINE	-	9	-	-	9
11= G. ROBERTSON	KIL. BB.	-	-	-	8	8
11= I. SPEIRS	IRVINE	-	8	-	-	8
13= S. RAMAGE	FORTH	-	-	-	7	7
13= F. NELSON	E.W.W.C.	-	-	7	-	7
13= D. BATCHELOR	IRVINE	-	7	-	-	7
16. A. EASTWOOD	GLAS. UNIV.	6	-	-	-	6
17= D. CUTHILL	FORTH	-	-	-	5	5
17= A. MURRAY	R.W.S.A.B.C.	-	-	5	-	5
17= J. KNOX	ROXBURGH	5	-	-	-	5
20= I. PHILIP	W.H.S.	-	-	-	4	4
20= A.G. SMITH	E.W.W.C.	4	-	-	-	4

COMPASS CENTRE WEDNESDAY MEETINGS

The F.C.C. first-Wednesday-in-the-month meetings, held in the Compass Adventure Centre, W. Granton Road, at 7.30 p.m. are open to all. Unfortunately this notice will be too late for the November meeting, but the 6th DECEMBER meeting should prove instructive and interesting.

It will take the form of an "Instruction Jamboree".

We hope that all those attending will learn at least one new skill associated with canoeing directly or indirectly.

There will be no meeting on Wednesday 3rd January to allow folks to recover from their hangovers. The next meeting on 7th FEBRUARY will be our annual Slalom Judges Course which is a must for all those who intend to compete or judge. The F.C.C. SLALOM JUDGES CERTIFICATE is something every canoeist should strive to obtain. Even if you have been before, you should attend for a refresher and to check on any alterations to the rules.

SCOTTISH SURF TEAMJames Gilchrist

This year the Scottish Surf Committee decided to send a Scottish Team to compete in the National Surf Championships at Bude in Cornwall. The nine man team, picked on results from earlier Scottish competitions, comprised six seniors and three juniors.

Seniors:- Jim Gilchrist, team manager, Neil and Ann Spinks,
John Mould, Paul Jackson and George Thomson

Juniors:- Robert Strachan, Adrian Fulton and Alastair Cowie.

The team travelled in self drive minibuses, leaving Elgin on Tuesday, 5th September at midday, with pick-ups at Keith, Inverurie, Aberdeen and Arbroath. At Linlithgow we joined up with George, the last of the team to be collected and transferred all equipment to his bus and trailer.

So, with the team complete we set off for Cornwall. The long drive down was nicely broken when we reached Macclesfield at about 4.00 a.m. on Wednesday, where we dossed down in the home of the Spinks family. Leaving Macclesfield at 10:15 a.m. we reached Bude around 7.00 p.m. While the juniors fought with their tent, the seniors fought for beds in the six berth caravan which Ann had conveniently booked. Sleeping arrangements being sorted out and the van unloaded, food was uppermost in our minds, all that is except Neil who, it appears "can't do anything" (his words!) without a pint to hand.

Having made the obviously sound decision to eat well, our choice of hotel was most unfortunate. - After waiting for a start, waiting for drinks, waiting for the first course, waiting for the main course, when the first of the "rare" steaks arrived, they were obviously overcooked, were served on cold plates with cold chips. We had had enough and called for the manager, explained the situation and left just in time to get a fish supper before the shop closed!! We had to wait fifteen minutes to see the manager! Incidentally, the hotel is named after a ship which had a disaster - How apt!!

On Thursday, the breakfast cook, in the form of George, was up in reasonable time considering the previous days travel, and before long a well fed team was on the beach looking with some trepidation at the sea conditions. "Come on lads, if these English can do it so can we". So saying, the team manager heads out for his first wipe out! After some time on the water, we realised that the locals were not out and understood why, so deciding that discretion was better than valour, we came in for sustenance.

Later, when the tide had turned, conditions in the bay were much better, the team put in some good practice. Unfortunately, during this session John was struck by a Slalom canoe and was subsequently unfit to compete, though to his credit he did try and was fortunate not to be injured again.

This evening we tried again to eat out in style, and this time picked a winner.

Friday saw us out on the water early as we had decided not to paddle in the afternoon. Conditions were quite wild and the waves big and hairy. After an involuntary backward loop Jim did his best to demolish the iron railings by the swimming pool!! Practice ended as the tide went out, and the afternoon was devoted to lunch, shopping, etc.

In the evening Ann prepared a sumptuous meal for us. Scampisoup (courtesy of Baxters), followed by wine, pork chops, new potatoes, cabbage, apple sauce and gravy, followed by a mountain of fresh fruit salad topped with clotted cream. A great effort. "Well done mum"!

An early breakfast on Saturday ensured that we were on the beach in time for the start of the heats. The competition venue had been changed from Crooklets beach to Summerleas beach because of the wave conditions. May the Saints be praised!! By the end of the heats Paul, Neil and George were through to the quarter finals in the canoe handling and surf kayak events.

We /

We ate in again this evening devouring chicken and Sam Smiths Ale.

Conditions were coldish, wet, windy and misty on Sunday morning, and we had fears (hopes?) that the competition might be cancelled. The rest of the team left Jim and John to clean out the caravan, take down the tent, clean out the van, and then pack the van ready to leave. "Is this really what a team manager is for??"

By the time this had been done and the two had made their way to the beach, Neil had come second and Paul sixth in the Open Slalom handling, and morale was rising. The team race was about to start and it proved to be very exciting. Robert went first, had problems with the spray deck and lost a lot of ground. Adrian took the second leg, starting in eighth place. He disappeared into the murk and was next seen paddling for home in third place. Paul took over and incredibly lost some ground. We forgave him when we discovered that the other paddler was John Hermes. Last leg and still holding third position, and Tim Liddel in second place made a mistake and gave Neil a chance to catch up. However, although Neil gained a little, the team had to be content with third place. Content? we were absolutely delighted.

The ladies event was next, and Ann Spinks proved to be a comfortable winner. My goodness! A first, a second and a third. Morale certainly was high now.

In the junior surf kayak event Alastair, Robert and Adrian came second, third and fourth respectively and in the slalom canoe event Robert came third, Alastair sixth and Adrian seventh.

All in all, quite impressive results for a first venture, but the cream was yet to come. The Maddock Challenge Trophy is presented to the team which gains the most points overall, and the Scottish Team took the trophy by the narrow margin of one point. Morale was at it's zenith.

With the van already loaded we were able to set off north immediately after the presentations, and we were on our way by 5.30 p.m. By driving right through the night we reached Linlithgow at about 7.00 on Monday morning. A quick changeover, a hasty goodbye to George, and we were on our way again.

We lunched at Dundee and left Paul there. Up to Stonehaven, things were going well. Too well. Bang! Clunk! Stop engine, draw in to verge. Steam everywhere and the engine almost seized!! Jim, being manager, was sent out in the rain to find a 'phone. He found one in a convenient hotel, arranged the rescue and had a pint to celebrate.

The celebration was somewhat premature, as it took about five hours before the van was repaired and we got on our way again. However, we eventually got everybody home safe and sound.

James Gilchrist
Team Manager.

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SCOTTISH CANOE ASSOCIATION

RIVER TAY - THISTLEBRIG

A potential road hazard is being caused by canoeists crossing to and from the layby on the B9099 opposite the right of way leading to Thistlebrig rapid. Would all groups of canoeists using this crossing appoint a member to act as a traffic guide and ensure that canoeing vehicles and equipment do not block the road. It is suggested that access points further downstream would be more suitable.

Dr J. Fryer
Access Convener

August 1978

Not long ago Scott Ramage handed in a magazine for me to read, pointing out a particular article for my attention.

After reading it I was not sure who was kidding who, but I leave our ambitious competitors to judge for themselves.

The story goes that an Australian cricketer turned up in Edinburgh in the summer and asked where he could obtain a speed ball. Punching the ball, he had heard, was a sure way to fitness.

The man who had inspired his quest was the coach to an Australian rules football team in Melbourne, a Scots emigrant called Jim Bradley.

Bradley left for Australia not long after coaching two successive winners of the famous New Year sprint in Edinburgh, George McNeill in 1970 and Wilson Young in 1971. Both McNeill and Young punched their way to success. But the speed ball was only part of a whole new doctrine of sprint training. Now, five years later, Bradley's methods are producing results that might have surprised even him. The somewhat controversial methods that have been so successful professionally are now also making a dramatic impact on amateurs as more and more sprinters turn attention to them.

Central to these methods is the use of the boxers' speed ball. Young athletes build up to hitting it flat out seventy to eighty times a minute using a variety of routines. What does that give you? Apart from co-ordination, rhythm, power and relaxation, nothing", says Young.

Another central principle is to shun completely the use of over-distance training. Indeed, amazingly, his sprinters never run further than 60m in training except for one short phase in the pre-season build-up. Yet they have had significant success in the 200m where Drew McMaster in particular is impressively strong at the end of the race. The secret, apparently, is in their ability to relax under pressure, an ability built up through hours on the speed ball.

How does punching a ball help a runner? "Get the arms right, and almost everything can come right," says Young. "I look on sprinting as a highly technical event," he says. "The first thing I do when they come to me is to look at their action - the more faults the better. I try to give them a good efficient action with the emphasis on the arms. You must eliminate anything wasteful such as the head nodding about."

Young's most spectacular success this season has probably been Allan Wells who came to him in February and said he would give up long jumping if he could get down to 10.7sec for the 100m. Wells went on to finish first Briton in the AAA championship with a best time of 10.55sec.

"I liked the look of Wells straight away," said Young, "and as he was a mature athlete and reasonably fit he was given a six-week build-up to get him 'track-fit'.

In the latter phase everything is done flat out. That is another essential part of the Bradley doctrine. If you want to sprint fast then you must sprint. It's no use doing repetition runs at three-quarter speed. So there are races, but to make sure everyone has a chance of winning and that the off-form man is nursed through bad patches, every race is handicapped. The races are never over more than 60m but they have to be gun-to-tape efforts every time.

"Having followed our track programme, the only way a sprinter is going to get faster is to get strong," says Young. "If you like, we must convert the 10hp engine into a 12hp, and this we do by developing carefully selected muscle groups. We desert the track completely and do a form of very intensive circuit training which lasts two hours a night. It includes use of the speed ball, plus chins, sit-ups and squats.

You /

You can improve every year if you work harder in the gym and come out stronger. The starting point has got to come from the athlete himself who must have a determination to succeed.

Athletics success is not the be-all and end-all of life to Young: "There is no point in being the fastest man in the world if you are not a reasonable human being" is his philosophy.

If the outstanding success of Allan Wells, Drew McMaster, Scott Brodie, Drew Hislop and Margot Wells in 1978 is anything to go by, then there is something to be said for the punch ball routine. The evidence, in its favour, is hard to refute and more and more sprinters are donning the gloves and having a bash.

Culled from an article by Sandy Sutherland in
"Sports Review".

LETTER TO THE EDITOR

Dinnet, Aboyne.
Sept. 1978.

Dear Sir,

In reply to Jock Young's letter in the last issue of Kayak, I am afraid that Jock has got it all wrong. The S.C.A. did not pay for camp-site fees and food on this trip.

As in every previous tour the paddlers are asked to make a contribution towards travelling expenses, on this occasion it was £20.

This went to cover campsite fees and incidental costs. Each person on the trip also paid a further £20 which was used very carefully by Anne Spinks to provide all the food for the trip. Perhaps Jock has been confused by reports of the all expenses paid Sprint team trip to Holland, but if he had troubled to make his complaint to me in person then some space could have been saved in two issues of this magazine.

Yours etc.
Irvine Ross.

---oOo--- ---oOo--- ---oOo---

"-----and the consequence was:- "

It was agreed at a recent joint meeting of the S.C.A. Competition Committees that for 1979 the following rates would apply to competitors chosen to represent Scotland abroad:-

- (i) A competitor contribution of £2 per day to cover the cost of food and accommodation.
- (ii) All travel expenses would be paid by the S.C.A.

NOTE: Competitor contributions can and should be recovered from the local authority.

LETTER TO THE EDITOR61, Watson Crescent,
EDINBURGH.

5.11.78.

Dear Editor,

I would like to say that I feel Drew Manzie's article in the August issue of KAYAK was very sound.

I personally don't have much knowledge of any other field but slalom, so I will confine my comments mainly to that. I agree with Drew that an organised structure is required. However I disagree with regional training squads. I feel that there would be enough rungs in the ladder without those and that Scotland has insufficient paddlers to make them necessary.

I personally was not at the last training weekend for the Scottish team but it seems that Neil Spinks and Irvine Ross are heading for an organised squad which should encourage slalomists to regain the standard we were at three years ago.

I do not wholly agree with all their methods but feel that they are 90% on the right road and since they are the people who have been bothered enough to organise it, it is a fair reward that the organisation should be as they have planned it.

In addition to Drew's ideas I feel that we could make a big step forward by getting a permanent slalom site on a grade II - III rapid somewhere in Scotland. Grandtully would be ideal but I realise some people might not be too keen on it. There must be some stretch of rapid inaccessible to fishermen that there fore does not interest them and that we could thus use.

Second best would be training camps. Manchester manage to have a week on Grandtully. To my knowledge the Scottish squad never has. Instead of taking our youths to France we could give them the same training at two or three week long camps, one at Easter, one in the summer holidays and one in the October school week holiday.

Or into dream land; a cottage in the Kenmore area with an area for tents around it could be used as a base for Sprint on Loch Tay, river racing, slalom and Marathon on the Tay and other rivers in the area.

Whose job it is to decide how we go about this, I don't know, but I feel we should aim to raise the general standard of as many youths and seniors as possible, at home rather than spending an awful lot of money sending a few abroad to come home none the wiser.

Yours etc.

Scott Ramage.

---oOo---

---oOo---

---oOo---

FOR SALE

"WHITE WATER" CANOE
(Avoncraft)

14'9" - beam 24" - weight 22 lbs.

condition almost as new - 1 year old.

Paddle and Spraydeck included

Transport South would be provided

OFFERS TO: Alistair McGill, Langskail,
Gairsay, Orkney.

Small Adverts are inserted free of charge but, if successful, we rely on the honesty and good will of the advertiser to send £1 to our Treasurer, Scott Balfour,

23, Buckstone Loan, EDINBURGH, EH10 6UF.

COMMODORE'S COMMENT

I have the shrewd suspicion that my editorial colleague is having a sly dig in the concluding paragraph of his editorial when he suggests that, "Some of the old hands will object....."

There is no question of objecting; the point is a failure to understand the attitude of mind behind the suggestion to pay honoraria to S.C.A. officials. If they are doing their job with the keen dedication that they have volunteered to give and is expected of them, mercenary considerations surely do not enter their minds.

We cannot pay them the rate for the job so why insult them with a few paltry pounds as if that was the value we assess their contribution to canoeing.

Ex-gratia payments do not suddenly turn these happy amateurs into professionals, e.g. to give an honorarium to the S.C.A. Treasurer will not make him an Accountant.

I do not know the present-day definition of an Amateur Canoeist but there was a day when payments for service to canoeing would have seriously affected the amateur status of the individual.

However, like Canute, we must bow to the tide of "Progress" and remind the recipients to include their bonanza in their Income Tax Returns!

There has been some adverse comment recently chiefly from the younger fraternity, that there are too many long articles in Kayak. Some have said they get bored after reading a page, and just turn over.

Fortunately we are not in a position to include a page or two of comic strips for them, but nevertheless there could be some truth in the criticism. It has therefore been decided to try in future to limit contributions to one page with the option of two pages if the subject merits it.

If an outstanding article, longer than that, comes in, we shall stop after two pages with the injunction to "Make sure to get a copy of the next issue and read the final thrilling instalment".....

We have always been fortunate in having so many willing contributors to this magazine, but few are new to the sport. It would bring a freshness to our pages if some of our newer members would try putting on paper an account of how they felt on their first trip down a river, their first competition, or any kind of canoeing experience.

We old timers are inclined to forget these thrilling moments of our own early experiences and need shaken out of our blase attitudes.

So this is an open invitation to all our teenage canoeists; and always remember that the greatest piece of literature you can read is your own name in print.

Try to get your articles in by the 1st of the month of publication. i.e. February, May, August, November.

You need not be a literary genius. It is the story we want regardless of spelling and grammatical boobs. Our editorial department will attend to any such shortcomings.

SOCIAL & PERSONAL

CONGRATULATIONSto Sandra and Kelso Riddell on the birth of a son and heir; Alistair Robert; 4.9.78.

and also to Cathy and Scott Balfour on the birth of a second daughter; Fay Sheila: 10.10.78.

Andy Morton anticipates his domestic responsibilities to increase 100 fold in the early spring of 1979.

and, of course, we cannot turn a blind eye to the Victory of Fred Nelson on his marriage to Caroline Ann Mitchell of Dunblane on 28th October 1978.

David Cuthill now earns his daily bread in Greenock. If anyone is staying overnight at the S.C.A. A.G.M., he might be a good contact for a 6' x 2' piece of hard floor. B. & B. prices on application!

A "Well-done that man" to Neil Baxter on his promotion to Slalom Division I.

SPRINT RACING

Despite the massive sums of cash being spent on Sprint Racing, there has been little improvement in the numbers attending such events.

There have been three Regattas at Strathclyde Park this year, and none of the events could boast more entries than at the Strathkelvin "Fun" Regatta held in June on the Forth/Clyde Canal.

The young canoeists of Scotland are not attracted to the big Regattas and even Seniors find the entry fees somewhat off-putting.

The Sprint Committee realise the problems but have yet to come up with an answer.

Irvine Canoe Club have to be congratulated on their good results at the Nottingham and Strathclyde Regattas this year.....

Robert Montgomery, in his first year as a Senior, has succeeded in being promoted along with club mate Gilbert Speirs, to Senior "A". Both of them gained Silver Medals in the British Championships in Class "B". Apart from these individual results, Robert, Gilbert, Ian Speirs and Colin Tannock together did very well in some of the K2 and K4 races at Nottingham and Strathclyde.

WORLD SPRINT CHAMPIONSHIPS

Willie Reichenstein, British C1 Champion for many years, was selected again for the British team and did well to get through to the semi-finals of the 500m C1 with a personal best performance.

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Quote

"If God had meant man to build boats in fibreglass
He would have made fibreglass trees" Anon.

LONG DISTANCE RACING

CONGRATULATIONS to Irvine Canoe Club and Royal West Boat Club for two excellent events this summer.

It has always been very difficult to encourage canoeists to participate in such a masochistic activity as a race over twelve miles, but these two clubs succeeded by offering other attractions.

Quite a few English canoeists came up to the Irvine L.D., no doubt attracted by the magnificent prizes donated by Tesco.

First prize of a black and white portable T.V. was won by P. Allinson of Nottingham and Andy Morton picked up a Black and Decker two speed drill for his second place.

Many other paddlers received prizes for their efforts and despite the weather, all enjoyed the event.

In Long Distance racing it makes the event more bearable if there are good facilities on site after the event. Both clubs succeeded in providing such, and Royal West in particular have an excellent club house with hot showers, changing rooms and a bar no less! In the evening an excellent dance was arranged and as usual the tickets were all sold long before the day of the event. So, be warned next year get your entries in early with money for tickets.

@@@@@@@@@@@@

TAY MARATHON

In terms of organisation and participation by English competitors, this event was a great success.

A large team of first class officials ran the event efficiently and smoothly and there was very little to complain about.

From England we had Tim Cornish and Robin Belcher among thirty other high class competitors. Tim Cornish won the Senior K1 event in a time of seven hours eight minutes.....and two weeks later went to Gudena with the British Team, and won that event as well. A remarkable performance when one considers that there were over one thousand entries at the Gudena event and it is considered by most to be the unofficial World Championships.

The Scottish entry for the Tay Marathon was most disappointing and one must ask the question: was it worth while to organise such an event costing in the region of £400 when only a dozen or so Scottish paddlers entered? In terms of prestige and publicity, the event was successful, but was it the best way to spend money for Scottish canoeing?

What should we do next year? The date we have used for the past two years is unsuitable now because of a major Grand Prix event in Ireland. All other weekends in August and September are useless for one reason or another, in that we would not have the English team in attendance.

Perhaps next year, then, we will see an attempt to run the Home Countries Sprint and Marathon events on two consecutive weekends in July. Thereby we might attract a good "Club" entry from England and perhaps some foreign teams if they are given a little financial incentive.

Would this be an appropriate way to spend money on canoeing in Scotland?

@@@@@@@@@@@@

A.M.

SLALOM AND W.W.R. NATIONAL TRAINING SQUAD

N.S.

PROGRAMME AND SELECTION POLICY 1979

I.R.

Some 28 slalom and W.W.R. paddlers have been invited to participate in a programme of monthly training weekends between now and next June. Of these paddlers nineteen are under the age of 20 which emphasises the youth-orientated policy of the group. The series of weekends is designed on a thematic basis to systematically cover the area of competition training and development. While a component of each weekend will necessarily involve hard work and sheer effort, a more important function, particularly from the point of view of the younger members of the squad, is that of an educative process into the various styles and techniques of training and monitoring progress. The full programme is detailed below:-

NOVEMBER	4/5th (21 paddlers attended)	ABERDEEN	Introduction to squad Paddling efficiency - video Strength training.
DECEMBER	17/18th	BENMORE	Paddling style The year's training schedule.
JANUARY	20/21st	BENMORE	Interval training
FEBRUARY	17/18th	ABERDEEN	Interval training Local Muscular Endurance-Weights
MARCH	10/11th	EDINBURGH?) to be decided
APRIL	28/29th	DALGUISE?	
MAY	19/20th	ABERDEEN) Youth and Juniors only) Preparation for Summer Tour
JUNE	9/10th	ABERDEEN	

SELECTION POLICY - INTERNATIONAL TOURS 1979

At the time of writing we have yet to receive the definitive I.C.F. International Calendar for 1979 (decided at I.C.F. meeting 1.11.78), neither have we had any indication of the amount of grant we are likely to receive from the Sports Council for international competition. With these proviso's, outlined below is the intended programme for 1979:-

<u>SENIOR TEAM</u>	W.W.R.	Bourg St. Maurice	early May
	& Slalom	or Monschau	10 days

-- paddlers will be selected who can adequately represent Scotland at an International event. Youth paddlers will be included in the Team if they qualify by the selection events.

JUNIOR/YOUTH TEAM

W.W.R.	Augsburg/Lofer	July/August
& Slalom		3 weeks

-- this year we are expecting our Youth paddlers to participate in a higher calibre international event than the '78 tour and evidence of ability to do so and adequate preparation will be required.

SELECTION EVENTS

<u>White-Water Racing</u>	Grandtully W.W.R.	...	March 18th
	Awe W.W.R.	...	April 22nd
<u>Slalom</u>	Netherton Bridge	...	March 25th
	Grandtully	...	April 15th

More consideration will be given to results obtained at the latter event.

YOUTH/JUNIORS The above two events will be used for selection purposes with the addition of: Fairnilee ... April 1st

The extra event is in recognition of difficulties younger paddlers may have with the proximity of Certificate examinations at this time.

SELECTORS

Neil Spinks	National Squad Manager
Irvine Ross	National Squad Coach
+ nominee from 1979 slalom/wwr committee.	

For the coming 1978/79 season, there will be two new ranking systems in operation, for Scotland, and for the B.C.U.

The Scottish system is easier, and as it is more relevant to the majority of paddlers, it will be described first: The main point is that only white water boats will be ranked. This is a result of the shift towards mass starts in the slalom class, and the giving of places but no times. A direct comparison between classes is thus almost impossible for the ranking list compiler.

Also, for the races, it is hoped that the top 15 or so paddlers will be reverse seeded.

For the ranking list, the best four results between now and March will be counted.

The B.C.U. system is completely new, with paddlers now split into three divisions, A, B and C.

Men's Div A, consists of the first 100 paddlers on last seasons B.C.U. Ranking List, i.e. 1977/78. The remainder on the list are in Div B, and those not appearing on the list are in Division C. All new competitors start in Div C. Some obvious anomalies exist in the status of several paddlers, but these should be resolved in due course. This was bound to happen with any new system.

All Ladies, C1's and C2's on the list have been placed in Div A; a Div B for them will be created at the end of the season if the standards warrant it.

The promotions are as follows:-

MEN. Div C to B Win plus 1 in 10 Starters
 Div B to A Win plus 1 in 20 Starters
 LADIES Div C to A Win plus 1 in 5 Starters.

Part of the reason for the new system is to reduce numbers at certain races, and so weed out the less able. It also allows the paddler to progress from easy to difficult races more steadily. The good paddler will advance as before, but the middling paddler will be forced to gain experience at various localities. He will also have more easily obtainable targets, i.e. division ranking list leader etc.

Division A paddlers have 5 ranking races, with an open event for Div B. Div C will not be allowed on Div A water. The best 3 results count.

The Div A paddlers in Scotland are:-

R. Lang, P. Gardener, K. Fraser, I. Linn, P. Turcan, J. Knox, N. Baxter, P. Sutcliffe, R. Bell, I. Ross, F. Nelson.

Ladies. K. McLeod, H. Riley, V. Taylor.

C1. C. Tannock C2. Ramage/McCurdie, Gray/Robertson.

Div B:-

A. Eastwood, D. Trotter, G. Tough, C. Pattinson, T. McLean, D. Thomson, D. Bean, A. Bell, B. Scott, M. McDonald, L. Berrow, A. Munro, D. Tuttle.

Div. A. Races:- 5 Nov. .. Dee (Wales) 7 April .. Trywerwyn
 19 Nov. .. Eden 22 April .. Awe *
 3 Dec .. Usk

Div B. Races:- 10 Dec .. Dee (Wales) 28 Jan .. Dart
 7 Jan .. Tees 18 March .. Tay (Grandtully)*
 14 Jan .. Dee (Wales) 22 April .. Awe *
 21 Jan .. Usk 29 April .. Trywerwyn (Short)

*Scottish races are also Div C.

Iain Linn, SCA Slalom &
 WW Chairman.

The debate at the Special General Meeting of the BCU on the federal proposals turned out to be a thoroughly unsatisfactory and unpleasant affair. Though the debate lasted nearly four hours it was marred by persistent and unrestrained attacks on the work and integrity of both paid and honorary officials of the Union and can have contributed little to the understanding of the proposals among those present.

The eventual outcome was a vote against of 273:272. Though this may appear to represent failure by only one vote I think it is really rather more than this as in my opinion it would not be satisfactory to introduce a major constitutional change without a comfortable majority in favour.

This result is very disappointing after the considerable efforts of many people both North and South of the Border. Members of the SCA responded magnificently to my request for proxies. Unfortunately some arrived too late to be used, but even so I was able to cast the votes of 220 Scottish members. (I understand that about 50 Youth members sent cards prior to the closing date and that a total of about 60 proxy cards arrived too late). This massive support from Scottish members indicates that the Council must immediately consider what further action should be taken.

The present constitutional relationship of the SCA to the BCU was established by the 1972 Agreement between the Councils of each body. After consulting a few Council members I have written to the Chairman of the BCU Council requesting that immediate steps be taken to begin the renegotiation of this agreement.

I think we should be particularly careful to avoid action likely to endanger the interests of some of our members (e.g. Competitors and members of the Coaching scheme).

There will have to be full discussions on the implications of the rejection of the federal proposals over a wide field before finally deciding on our next move. The Council have already had a preliminary discussion without reaching any final decision.

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LETTER TO THE EDITOR (received late) from Neil Spinks, Youth Team Manager 1978
(see also page 11)

Dear Editor,

I feel I must respond to Jock Young's unfortunate letter in the recent edition of "Kayak" (August), obviously written without possession of any of the relevant facts.

The facts are that the Summer Tour was a Youth/Junior team venture and the concept of a Senior Team was never entertained for two reasons:

1. it was inappropriate to send a Scottish senior team to such a low-key International - it would be like attending a German Div III event with the British squad.
2. most of the senior paddlers in slalom and WWR including Mr. Young, early in the '78 season had indicated their non-availability for selection for various reasons, thus scotching any idea of an effective Scottish Senior Team for the summer and leaving the slalom committee the opportunity of arranging a Tour providing for the experience and future development of our young paddlers.

On a further factual basis, the paddlers concerned made individual contributions towards the Tour expenses on a scale comparable with previous Scottish Tours. Food was not "provided" but bought communally and paid for by the members of the Tour.

I'm sorry that off-hand criticism of what I consider to be one of the most worthwhile ventures in Scottish canoeing representation in recent years should have to be countered in this way. Rather, I would prefer to see more constructive efforts such as Drew Manzie's excellent contribution recently which indicated great feeling and considerable thought over a wide range of important issues.

Neil Spinks.

Jock's letter (August '78) is worth re-reading. Editor.

The last L.D. of the year attracted an entry of 46 with half of them in Div.4. the remainder being spread fairly evenly over Divs. 1, 2, 3 and 5. The most encouraging factor was the number of juniors and juveniles in the field (23).

The river was on the low side, but a number of K1's were paddled without damage. Garrion Weir caused a problem for a few, but all the swimmers finished the course. It was interesting to note that, with one exception, all the Div. 1, 2, 3 paddlers finished in their Divisional order.

PRIZE WINNERS.

Div 1.	A. Morton	Forth C.C.	89.30
Div 2.	A. Eastwood	G.U.C.C.	96.47
Div 3.	P. Gardner	G.U.C.C.	98.04
Div 4.	1. R. Bell	Trossachs	71.10
	2. I. Bowner	R.W.S.A.B.C.	72.23

JUVENILES

	1. K. McNair	Paisley K.C.	74.32
	2. A. Davidson	Kirkcaldy	80.12
	3. P. Martin	R.W.S.A.B.C.	81.02

DIV. 5.

	1. Miss B. Hook	Nottingham	74.16
	2. Miss S. Richards	Nottingham	75.23

SCOTTISH SLALOM CHAMPIONSHIPSRESULTS

1st. A. Munro, RWSABC. 2nd. J. Young, F.C.C. 3rd. G. Robertson, Kilmarnock.
 1st Lady: K. McLeod, G.U.C.C. 1st C1. G. Hatfield 1st Youth, I. Philip.
 1st C2. Mr. & Mrs. Hatfield. 1st Team - FORTH (Cuthill, Ramage, Young).

LEVEN L.D.RESULTS

1st. A. Morton, FORTH. 2. A. Samuel, TROSSACHS. 3. A. Munro, R.W.S.A.B.C.

S.C.A. MAJOR TROPHY WINNERS FOR 1978

Scottish Junior Championship Cup...500m Youth.	N. BAXTER	FORTH
Ayrshire Cup ...	L.D.Points (Men)	A. MORTON FORTH
Canoeist of the Year.	4 Champs events	A. MORTON FORTH
John Mears Trophy ...	1st slalom team	RAMAGE/CUTHILL/ YOUNG FORTH
Peter Burton Trophy..	1,000m Sen.Men	G. SPEIRS IRVINE
Young Salver ...	Ladies 500m	M. McClure TROSSACHS
Tay Shield ...	Top Scot in 1st Div.	J. YOUNG FORTH
Mens Doubles Champs..	1,000m	G.SPEIRS/D.McKENZIE IRVINE
Florence Slalom Cup..	1st Slalom Champs.	A. MUNRO RWSABC
Elphinston Trophy ...	Junior slalom (Men)	I. PHILIP -
Royal Burgh of Irvine Trophy..10,000m Sen.(Men)	R. LANG	PORT GLASGOW
Bobby Jones Trophy...	500m Sen.(Men)	R.MONTGOMERY IRVINE

The S.C.A. A.G.M. this year is to be held at the Royal West of Scotland Amateur Boat club clubhouse on the 2nd and 3rd December.

The meeting on Saturday will be followed by a disco during which the major prize winners of the year will be presented with their trophies.

DO NOT DELAY - GET YOUR DISCO TICKETS NOW from The Secretary, R.W.S.A.B.C., Boat House, The Esplanade, GREENOCK.

FORTH CANOE CLUB NOTES

CLUB ACTIVITIES

These weekly activities are only available from now till 19th December 1978 - then there is a short break while the schools are closed over Xmas and New Year - and then resume on Thursday 4th January 1979 until 22nd March 1979.

TUESDAYS POOL SESSIONS
8 - 9 pm
Sciennes Primary

COST 30p per Evening Scott Balfour i/c
With numbers averaging about 14 each night, it is clear that most people are not getting a decent shot in a canoe. So the group system with little courses is now in operation. However come down on the off chance - you can at least keep in touch with the rest and make sure that you get in the next week.

Roughly 30 minutes will be given to those who have booked for a particular evening and any time remaining will be left to give others a wee shot, or a chance to practice what they have learnt the previous week.

THOSE WHO GET THE BIG SHOT ONE WEEK GO TO THE END OF THE QUEUE THE NEXT.

When you pass the TEST - 3 rolls out of 3 - then you are ready to join the mob at Gillespies pool sessions.

(usual ladder of skills to climb : capsizes, capsizes with spraydeck, swim while still in canoe, hipflick exercises, and then finally starting on mastering rolling and related advanced paddle strokes)

WEDNESDAYS
7.30 - 9.30
Compass Centre
Granton

Repairs and maintenance of canoes - fibreglass room available.

First Wed DEC : learn something at STATIONS

First Wed FEB : slalom judging course/test

THURSDAYS TRAINING SESSIONS
6.30 - 8.30
Liberton High School

COST 10p per evening Scott Balfour i/c
Starts with light hearted indoor games, then a warm up and some light running and relays which are often a little silly, then a Circuit Training period, a warm down and a light game to finish off.

NO TRAINING ON THURSDAY 25th January 1979.

THURSDAYS POOL SESSIONS
8.30 - 9.30
James Gillespies

COST 30p per Evening Scott Ramage i/c
This pool is colder !!! than Sciennes and so it is not such a good teaching pool. Preferably move to this session when you can roll well enough to roll 3 out of 3. Come along for a swim or a wee shot if you wish to meet in with the canoe club "heavy squad" but beginners should really learn their stuff at Sciennes. Scott Ramage is operating an informal but fair rationing of who gets the canoes from week to week. There are problems with equipment here and Scott would appreciate help moving the bats into and away from the pool - also bring a spare paddle in the car just in case there are no paddles.

HELP is still required at Sciennes - all that is required is to

(i) take in the money (ii) write down the names (iii) ensure that the water is clear by 8.50 and that the building is clear by 9 pm.

If you can take charge on an evening, please let Scott Balfour know on which evening you will take charge. All the equipment is kept ready in the school.

AGM

The annual general meeting of the club will be held on

MONDAY 27 th NOVEMBER at 7.30 in the Compass Adventure Centre.

The meeting will recap on the affairs of the club in the past year, elect office bearers for the new year and set the scene for the coming year. There is a definite need for a Social Secretary to organise a couple of events during the year - so come along if you think you could help.

BCU Tests

To date there have only been two names given to me for tests. The actual Proficiency Tests - Sea and Inland are fairly easy to organise and can be completed on one day involving a short canoeing trip on suitable water. The Advanced tests will only be organised for club members once there are a sufficient number of applicants. The only Coaching "test" organised by the club for the club will be the Trainee Instructor which covers the Syllabus for the Senior Instructor and is a necessary part of that Award together with some months experience. Members who are seriously considering the above tests should seriously consider buying

(i) a LOG book - 50p to BCU members, 60p to non members.

A completed log book is necessary for some of the tests.

(ii) a Coaching Handbook - £ 2.45 BCU member/ £ 2.95 non.member.
this tells you everything! and makes an excellent Xmas gift for insomniacs !

You can order direct from the BCU or see the Secy who will handle the order.

BCU MEMBERSHIP The Secy has membership application forms for those who wish to join. Essential for all aspects of Competitive and coaching work.

BCU STAR TESTS * ** ***

Unlike the proficiency tests which are designed to provide a base for the Coaching tests, these tests have recently been introduced as purely showing a personal standard of canoeing. The majority of the FCC Juniors could well use them as wee steps in developing their own canoeing. These tests will be done anytime, anywhere but not in a pool. We will charge 25p for the test - those who want a wee badge can have it for a further 25p.

One Star : Encouragement test - beginners -slalom type canoe only-swim 25m in light clothing-launch-forward backward paddling-stopping and turning- paddle
* 100m in control of canoe-capsize and swim. Show satisfactory beginnings in Support Strokes, Draw Stroke and Stern Rudder.

Two Star : Standard above beginner - any kayak - one Star - support - draw -
** low telemark - capsize & rescue - stern rudder - goodpaddling -Show satisfactory beginnings in Sculling and Eskimo Rescue.

Three Star: Canoeist but not advanced-any kayak. Sculling draw, sculling support, deep
*** water recovery, draw stroke, bow rudder, Eskimo Rescue, single handed canoe rescue. Demonstrate satisfactory beginnings in Rolling and leaning the canoe to help it turn.

All these tests include a little theory-simple basic knowledge of equipment, currents, etc.

CANAL HUT Members are reminded that there are only a few keys left. Unless the AGM or next year's comm. say otherwise, the present arrangement of £1 deposit +£2 per annum for max. of two canoes stored therein still applies. Canoes stored there MUST BE MARKED WITH THE OWNERS NAME. Extra canoes which appear will be left outside if the owner cannot be contacted.

CLUB XMAS PARTY & THE NEW YEARS DAY RACE WILL BE SOUNDED OUT AT THE AGM

SALES Club pennants -limited edition -£1 - see club secy with cash !
Sweat shirts - first batch in - if not paid for by end of Dec will be sold off. A new order will be processed in Jan 79 - details from secy.

Ski-type Hats 'kanu with the big boys' -cost £3 - see Scott B with the money if you wish one.

this space is available and could be used to sell off that old canoe, etc.....

LENDAL PRODUCTS LIMITED

FACTORY

30 HUNTER STREET,
PRESTWICK,
AYRSHIRE KA9 1LG
Tel. No.(0292) 78558

SHOWROOM

18/20 BOYD STREET,
PRESTWICK,
AYRSHIRE KA9 1JZ
Tel.No.(0292) 78558

RETAIL JEWELLERY PRICE LIST

JULY 1978

		<u>Excluding VAT</u>	<u>Including VAT</u>
ITEM 1	SILVER/GOLDTONE	£ 0.98	£ 1.06
	STERLING SILVER	5.60	6.30
2	SILVER/GOLDTONE with leather Fob ...	1.39	1.57
3	SILVER/GOLDTONE not available...	-	-
4	SILVER/GOLDTONE	4.10	4.43
5	SILVER/GOLDTONE	3.98	4.30
5a	SILVER/GOLDTONE	2.60	2.81
6	SILVER/GOLDTONE	2.18	2.35
7	SILVER/GOLDTONE	2.00	2.16
	STERLING SILVER	9.60	10.80
	GOLD PRICES ON REQUEST		
8	SILVER/GOLDTONE	1.65	1.78
9	SILVER/GOLDTONE	1.50	1.62
10	SILVER/GOLDTONE	1.40	1.51
11	SILVER/GOLDTONE	1.50	1.62
11a	SILVER/GOLDTONE	1.50	1.62
12	SILVER/GOLD/COPPERTONE.	2.15	2.32
	STERLING SILVER	13.80	15.53
	GOLD PRICES ON REQUEST		
13	SILVER/GOLD/COPPERTONE.	1.77	1.91
	STERLING SILVER	10.40	11.70
	GOLD PRICES ON REQUEST		
14	ANODISED ALUMINIUM	1.50	1.62
15	SILVER/GOLD/COPPERTONE.	2.30	2.49
	STERLING SILVER	11.09	12.48
	GOLD PRICES ON REQUEST		
	PURE COPPER	5.50	5.94
	BRASS	5.28	5.70
16	SILVER/GOLD/COPPERTONE.	2.10	2.27
	STERLING SILVER	13.20	14.85
	GOLD PRICES ON REQUEST		
17	SILVER/GOLD/COPPERTONE.	3.68	3.97
	STERLING SILVER	26.65	29.98
	GOLD PRICES ON REQUEST		
18	GOLF PENDANT - SILVER/GOLD/COPPERTONE ...	2.03	2.19
19	GOLF KEYRING - SILVERTONE ONLY.. ...	1.29	1.39
20	SKATEBOARD PENDANT - SILVER/GOLD/COPPERTONE	2.15	2.32
21	SKATEBOARD KEYRING - SILVERTONE ONLY ...	1.38	1.49
22	SKI-ING PENDANT - SILVER/GOLD/COPPERTONE.	2.22	2.40
23	SKI-ING KEYRING - SILVERTONE ONLY ...	1.44	1.55
	WOODEN PENDANTS	0.68	0.73
	ALL PENDANTS WITH CHAINS IN THE FOLLOWING LENGTHS - 18" (46cms), 20" (51cms), 22" (56cms), 24" (61cms) and 26" (66 cms)		
	PRESENTATION RIBBON PER METRE... ..	0.18	0.19
	Single colour ribbon available if required		
	BLACK OBLONG PRESENTATION BOX... ..	0.45	0.49
	GIFT PRESENTATION BOX (SMALL)... ..	0.41	0.44
	See illustration for size		

THIS PRICE LIST IS SUBJECT TO ALTERATION WITHOUT NOTICE

LENDAL



Shop and Office Address
 LENDAL PRODUCTS LTD.,
 18/20 BOYD STREET
 PRESTWICK KA9 1LG, Ayrshire
 SCOTLAND
 Telephone
 0292 78558

Jewellery



Scale approximately 1/3" full size

- | | | | |
|--------|-----------------------|-----|-------------------------------|
| Item 1 | Charm | 10 | Tie Tag |
| 2 | Keyring | 11 | Brooch |
| 3 | Bracelet | 11a | Lapel Pin (not shown) |
| 4 | Cufflinks/Tie Bar | *12 | Kayak/Canadian Pendant |
| 5 | Cufflinks/Tie Tag | 13 | Small Kayak Pendant |
| 5a | Cufflinks (not shown) | *14 | Oblong Kayak Canadian Pendant |
| 6 | Earrings | *15 | Oblong Kayak Canadian Pendant |
| 7 | Kayak charm/chain | *16 | Kayak Pendant |
| 8 | Ring | 17 | Bracelet |
| 9 | Tie Bar | | |

Items 1 to 11a available in Silvertone and Goldtone.

Items 12, 13, 16 and 17 available in Silvertone, Goldtone, Coppertone, 9 ct. gold, 14 ct. gold, sterling silver.

Item 14 available in anodised aluminium with blue or gold background.

Item 15 available in Silvertone, Goldtone, Coppertone, 9 ct. gold, 14 ct. gold, sterling silver, pure copper, brass.

*These items can be supplied as medals with red/white/blue presentation ribbons and boxes, together with chains if required.

All Pendants with Chains in following lengths – 18", 20", 22", 24", 26".

All jewellery can be supplied in quality gift boxes at a small additional cost.

Items 1 and 7 available in Sterling Silver plus 9 ct. and 14 ct. gold.