

# Canoeing

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VOL 6

NUMBER 7

JUNE 1966



## SPECIAL FEATURES

TRACES A NEW ROUND  
STYLE PLYWOOD KAYAK

THE LODGE OF THE B.C.U.

ROULETTE CANAL TUNNEL

THE DOUBLE MILL  
DASH LOOKING BACK  
TO THE NORTH END  
OF THE TUNNEL

PHOTO BY J. J. J. J. J.

# 1st AT FIRST SLALOM



## LUNE SLALOM RESULTS. MARCH 1966.

### 1st. Division.

1st. Ken Langford	K.W.7.
2nd. John MacLeod	K.W.7.
3rd. Dave Mitchell	K.W.7.

### 2nd. Division.

1st. Jeff Slater	K.W.7.
2nd. Peter Hazelton	K.W.3.
3rd. Fred Doodey	K.W.3.

### Ladies.

1st. Heather Goodman	K.W.7.
2nd. Lesley Calverley	K.W.3.

## SERIES OF 4 DEE RACES, WHITE WATER

### Winter 1965/66 - Final Results

1st. Ken Langford	K.W.6.
2nd. Chris Skellern	K.W.6.
3rd. John MacLeod	K.W.6.

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## A Many Splendoured Thing

Just before starting to write this Editorial, I finished correcting the galley proofs of a new canoeing book which it has been my privilege to edit with David Sutcliffe. The book entitled 'Canoeing complete' is a collection of writings by ten different authors on various aspects of our sport, and, even allowing for personal bias, what a splendid book this is.

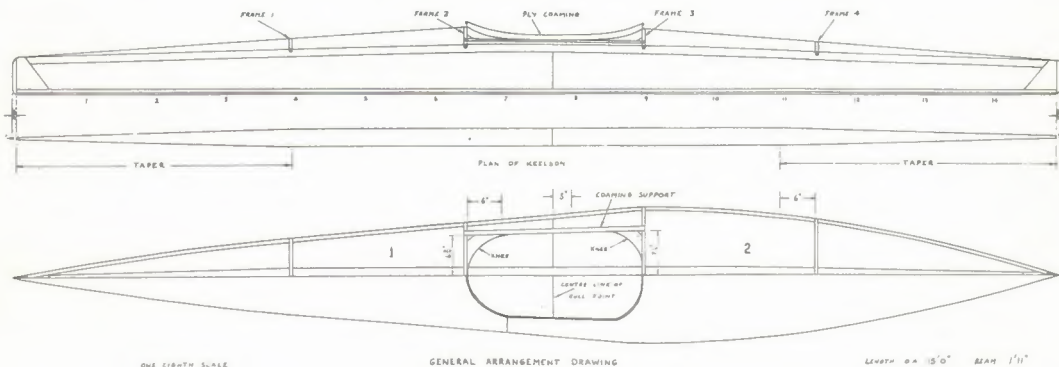
A hundred years ago John MacGregor published his '1,000 miles in the Rob Roy canoe' and wrote with authority on the entire sport as it then existed, and now for an authoritative book to be produced it has required the efforts of a number of specialists on canoe design, building, racing, surfing, and so on. It seems that no longer do we have a single sport, but rather several parts which make up the whole.

Such progress is, of course, inevitable and is to be welcomed, but it is not without danger. The danger, as we see it, is that these parts may grow away from each other or at least fail to keep in contact with what is happening in other branches, with a resulting loss to everyone.

It may be that 'Canoeing complete' because of its depth of treatment of so many subjects will become required reading for all canoeists, and if it does we hope that its wide range of topic coverage may give canoeists a greater appreciation of branches of the sport other than their own, and in this way lead to a greater interchange of ideas. For as we have stated before the interchange of ideas is the lifeblood of any sport.

# 'Pacer' a new Round Bilge Plywood Kayak

BY DENNIS DAVIS



Regular readers of 'Canoeing' may recall a short article, printed in the issue for October 1964, in which I described my initial experiments in the use of plywood for building round bilge kayaks. Interest in this article led to the production of the plans for the D.K.1., an Eskimo type designed primarily for easy construction. The very simple building system used for the D.K.1 had a disadvantage in that the keel line was hogged. Further experiments have enabled me to overcome this problem with the 'PACER' design without making the craft very much more difficult to build. 'PACER' is a single seat kayak, 15' long x 23" beam, with a narrow water line beam, and is intended for touring or L.D.R. It has an unusual side elevation as the sheer line (gunwale) is reversed in order to provide sufficient height at the cockpit without the need to have a very raised deck. This also ensures low ends with a consequent reduction in lateral wind resistance.

The hull is constructed from four panels of 3 m.m. plywood which are scarf jointed to form the two sides of the hull. These two sides are then fastened to the keelson (hog). The addition of inwale strips, deck beams and end posts complete the hull. The scarf joints and the keelson are the only complications as compared with the D.K.1.

Plans and building instructions are available but it must be emphasised that so far as racing is concerned 'PACER' is an untried craft.

Plans (13/-d, p.p.) 'Ganilly', Pilgrims Lane, Chilham, Kent.



Top: Completed "Pacer" from stem.  
Left: Cockpit framing. Note peg on which seat fits, another is provided for the footrest. Also lap inside scarf joint.  
Right: From the bows. Centre two frames fitted.

# The Future of the B.C.U. BY MAJOR R. G. JONES

I have been intrigued by the remarks made in the last two issues of 'Canoeing' on the state of the Union and the increased BCU subscription. As I was responsible for the amendment at the AGM on the original Council proposal and having been involved closely in the affairs of the competitive element of canoeing during the past eighteen months or so I feel that I can offer some ideas on these two subjects, closely connected as they are.

You mention 'impulse membership', this may well have been an excellent idea in 1962 but is not valid now in 1966. Surely the idea of one joining any Club or society is because the benefits thus gained are worth the money involved, not because one cannot be bothered to say no. The critical point in canoeing, the BCU affairs today, is that one is not offered value for money. What are the services offered to the BCU member? The competitive committees would exist whether or not there was the BCU. Insurance, touring and lifeguards are grand-sounding on paper but are not really viable concerns. There are several representative tasks performed for the member viz, CCPR, BOA and more recently the Sports councils to mention but a few. But these are administrative functions to be done by the paid employee of the Union and not a recruiting asset. Action is required in positive direction which will improve the finances, the public image of canoeing and the services to the membership.

The public image of canoeing is one eighth of the national average. This astonishing statistic I discovered as a result of organising the Public appeal to raise money for the Sprint racing committee last April. We sent out several thousands of letters to all manner of organisations, industry, universities, individuals and local authorities. Normally on such occasions one can expect replies from 5% of those with donations from 2½%. This is a national statistic. We received replies from 2% and donations from .25%, and the appeal was a dismal failure. The scheme was organised by professionals who certainly knew what they were doing. Clearly before we can expect a pronounced upward trend in membership, and certainly before we can seriously hope for financial support from industry etc., we have to do something about this 'public image'.

At the moment the membership figures stand as follows:-

Adult	1670
Youth	740
Family	230

and as you approximated in the last issue these can be related to the individual sports thus:-

LD	721
Slalom	434
Sprint	100
Sailing	40

and there are 446 coaching members.

It will be seen that the majority of members are competitive. Therefore services to this sector must be improved first. At present each competitive committee gets £10 a year to spend. I was dumbfounded when on taking over as Chairman of the Sprint racing,



I found that we had absolutely no equipment at all with which to run a regatta and that we could not hope to send anyone abroad unless all the cash was to come from the government. For example last year we could not afford even with some government help, to send anyone to the European championships. This is serious from the point of improving the racing strain of the paddlers. Without good foreign competition we cannot hope to raise the standards in this country.

Returning to the public image aspect: One medal at the Olympics will do more for canoeing than all other possible remedies for our problems. Of this I am absolutely sure and whereas I am, in principle, against treating athletes like Prima donnas, I am certain that we should devote much more of the Union resources to this business of looking to the next Olympics for the reasons outlined above.

Last year during my office I decided that a team manager must be appointed who could train our next Olympic possibles up to the next event, thus affording some continuity. This step was not popular amongst the 'wise men' of the Union and I was warned against this step. Despite opposition the step was taken and we now have a most excellent group of athletes in training who have a most rewarding attitude to their ultimate goal. It is this unwillingness to take fresh steps forward that is holding back our development. On the other hand one must be aware that a great deal has been done over the last 20 years and we should not forget this or the folk who worked away for all that time to accomplish so much. Nevertheless, progress there must be.

Drive and initiative stems from competition and I look, in the future, to these branches for the impetus which will push the Union forward. Can anyone imagine any industrialist becoming enthusiastic over a touring trip in a canoe? Whether we like it or not, we have got to have financial assistance from industry in the main rather than from the membership and/or the Government. The only interest that will 'fetch' industry is competition canoeing.

However, this is looking a little far ahead since at present there is no chance of any support from industry. In the meantime, until we can achieve sufficiently imposing results to attract industry, we must look to our own resources and beg as much as possible from the government. I believe that to beg ethically we must at least provide as much from our membership resources as is provided by the government. It was with these reasons in mind that I proposed the increase to 15/- and not 10/- at the last AGM.

Somewhere along the line a balance must be struck between the results achieved by competitive elements towards the ultimate goals and the finance provided by the union in the form of 'subsidy' to these sports. Certainly the balance is ludicrous at present when the annual grant is £10 to each competitive sport.

More finance means, as we all know, a much more efficient team with better regattas and race meetings, and more competition abroad. This will attract more competitors and people will become keen to take part in the workings of a viable, well run, and effective organisation as officials and executives. It is a fact that efficiency and high morale attracts customers, members, or recruits.

Particularly in the youth area this efficiency must shew. A

young man, or woman, is easily impressed, or otherwise, and I cannot help feeling that the large majority of those of our youth who canoe sometime or other, fail to continue in the Union because they are not impressed by our effectiveness. Thus they will gravitate to the better organised sports. We have got to attract and keep youth, once they get hold of a canoe. Sometime or other, most boys must use a canoe.

So, one arrives back at the twofold problem of the Union, money and membership, and the two are, at the present state of the Union quite dependent on each other.

To summarize the problem:-

1. To attract Govt, Public and Industrial notice the Union must
  - a. Improve its competitive elements effectiveness.
  - b. Increase its membership considerably.
  - c. Appear to the Public as an efficient, viable concern.
2. Youth must be attracted and kept as members principally by the competitive sports, but also by coaching and touring.
3. Members must be given value for their subscription. At present many are loth to rejoin because one gets so little for the effort even of sending ones sub off in the post.

In conclusion I was intending to list some remedies but I think it is perhaps premature at the moment. Suffice to say that the remedies are with us, the membership, for it is only by forcing ourselves to make decisions and to tackle some of the problems mentioned above that the Union will progress. Action there must be and new ideas brought forward by the membership.

Finally may I say that despite the impression one might get reading the above that I am solely for competitive canoeing, this is not so. I have spent many hours touring in Europe, nay weeks, and am quite unbiased. I have thought much about the problems facing us and some of the ideas are briefly and inadequately set out above.

#### WIN A PADDLE COMPETITION

The answer to our last month's competition in which readers were asked to calculate the number of canoes recently exported to Persia by Tyne Folding Boats Ltd. is FORTY CANOES. The Picture alongside shows the front view of one of the loaded lorries each of which carried five stacks of four canoes, i.e.  $5 \times 4 \times 2 = 40$ .

The sender of the first correct solution opened was Ian Croad, of 159 Toms Lane, King's Langley, Herts. who will be sent the Alumac paddle presented by Mr. Hirschfeld.



# 'Sports and Leisure' Exhibition

BY M. TUCKER

At the beginning of what promises to be one of the most exciting summers for British sport, a special 'Sports and Leisure' exhibition has been arranged at The Design Centre, 28 Haymarket, London, S.W.1. from 27th April until 30th May. This is primarily aimed at showing beginners and keen amateurs the characteristics and variety of well-designed sports and leisure equipment.

The exhibition which is on the mezzanine floor of The Design Centre is supported by a special display on the upper ground floor of some of the more portable equipment used in camping, canoeing and hiking. A Tyne fibreglass double price at £44 and designed by F.O.D. Hirschfeld of Tyne Folding Boats Ltd., 206 Amyand Park Road, Twickenham and the new "Sprintmaster" paddles price £7.15s.0d. designed by Alistair C. Wilson of Wilson (Prestwick) Ltd., 167 Ayr Road, Prestwick, Ayrshire, Scotland, are included in this section, making a striking centre piece to the display.

The remainder of the exhibition is divided into four sections; sailing, the major British games of cricket, soccer, rugby, golf and tennis; the field sports of fishing, shooting and riding, and modern athletics. In addition to illustrating many examples of well-designed equipment, each section shows how good design, new materials, and high standards of production have led to improved performance. The exhibition explains the criteria of good design in sports goods - with particular emphasis on performance, reliability, quality, manufacture, and value for money.

The times at which you can visit The Design Centre are between 9.30 a.m. and 5.30 p.m. on Monday to Saturday, with late night opening on Wednesdays and Thursdays until 9.00 p.m. On Bank Holiday Monday it will be open from 2.30 p.m. to 6.30 p.m.

## WEST MIDLANDS REGION MEETING

Geoff. Sanders, canoeing representative on the West Midlands Standing Conference of Sports Organisations, has called a meeting for all interested in the development of canoeing facilities in the region. It is especially hoped that representatives of all canoe clubs in the region will be able to attend. The meeting is to be held on Wednesday, 15th June at 7.30 p.m. at King Edward VI Camp Hill School for Boys, Vicarage Road, Kings Heath, Birmingham 14. Details will be sent to all B.C.U. affiliated clubs but any others interested should write to the convener at 4, Barston Lane, Solihull, Warwicks.

*Mike Clark reports*

## on competitive canoeing

Easter and the D-W is over for another year and now the L-D season is really under way with events almost every weekend from now until the end of summer. Races at C.T.C., Hereford and Bedford were held the three weekends following Easter and although the weather conditions were varied one thing all three had in common was excess of water. At the C.T.C. race the Thames was flowing so fast that the organisers cut the course from 15 miles to a little over 6 miles! Hardly worth getting wet for, and there is the question whether points from this race can count towards the Hasler Trophy, for L-D rules state that events for seniors must be over 10 miles. On the 1st May, under brilliant skies, over 140 canoeists took part in the Bedford - St Neots race. With a number of broken locks and weirs to shoot there was the inevitable capsizes, Para crew Jupp and Warren not only managed to capsize, but each broke one end of their blades - even so they finished the course to gain third place in the senior K2 with a time of 2hrs 0lmins 30secs. This was only 6min behind the winning crew of Parker/Oliver from Lincoln, and 30secs behind Royal crew Boshier/Kirby. N.Lilley of Lincoln in the senior K1 only just managed to hold off A.Stoneley from Cambridge CC, winning the class by 3secs with a time 2hrs 1lmins. K.Pereria also paddling for Lincoln CC won the senior hard-skinned singles in 2hrs 17mins, although there seemed to be some dispute as to whether his kayak was a legal design. Lincoln CC had quite a day at Bedford, four wins and one second! It was interesting to note the ladies, A.Huskisson, Royal CC, paddling class 3c, and K.Emerson, Richmond CC, paddling class 4b, both won with the same time of 1hr 13mins.

The L-D committee have at last realised that there are far too many classes in long-distance racing, and have brought in new rules to change the class system. As from November 1966 the L-D classes will as follows.

K1, Open, Juniors and Ladies. K2, Open, Juniors and Ladies. Touring single Senior, Juniors and Ladies, single kayaks with a maximum length of 15ft. and minimum beam of 23ins. Touring doubles, Senior, Junior, and Ladies, double kayaks with a maximum length on 18ft, and a minimum beam of 24ins, measured 1ft.6ins either side of the centre of the canoe. This cuts the existing classes of 21 to 12, but I think at most venues some sort of rolling grid start will have to be used as organisers even now with classes of only between 15 and 20 crews seem to have trouble getting a good start.

With the usual camping site at Henley not available this year to our canoeists, the 1st/2nd slalom organised by Chalfont CC for 24th April was moved to Shepperton, and if conditions prevail at Henley, we shall have at least five more slaloms at Shepperton this season. For the Chalfont slalom the Thames was almost five feet above normal, and with this massive volume of water coming over the weir, there was some very spectacular canoeing and surprising results! John MacLeod of Manchester CC took 1st division with a

best score of 127pts, followed by Dave Mitchell of Chester, who scored 139pts on his first run and stormed off the course half way through his second run, after hitting three in a row! Bob Still of Royal CC only in his second season of slalom canoeing gained third place with a fine score of 147pts. John Woodhouse of Chester - he was not in the first five and maybe his position is best left unmentioned! Heather Goodman of Lakeland took first place in Ladies division, well clear of Lesley Calverley in second place. Jeff Slater of West Yorks CC took first place in the 2nd division with a score of 133pts.



# Dudley Canal Tunnel Preservation Society

BY D. A. GITTINGS (HON. SECRETARY)

Our society was formed when it was revealed by British Rail that they proposed to build an embankment over the northern portal of the tunnel to replace a viaduct that they claimed was unsafe. As the canal had been abandoned some years before, British Waterways did not object to the plan. Several proposals were put forward by the Society to keep the tunnel open including the building of a short tunnel through the embankment. The estimated cost of this however was £7,000.

After further lengthy discussion British Rail agreed to strengthen the viaduct rather than build the embankment. This work, which the society would have to pay for would cost £3,000. It is this sum that we have to raise.

Trips are organised through the tunnel for interested parties, books and other items are sold and slide shows and lectures are given to other societies and groups. Our own society meets every month for a show or talk by a visiting lecturer, and outings are organised to places of interest.

The aim of the society is to set up a company on the canal, to build and hire out boats, sell boating equipment and run trips through the tunnel. The profits of the company will go to improving the canal. It is no use saving the canal then letting it fall into disuse.

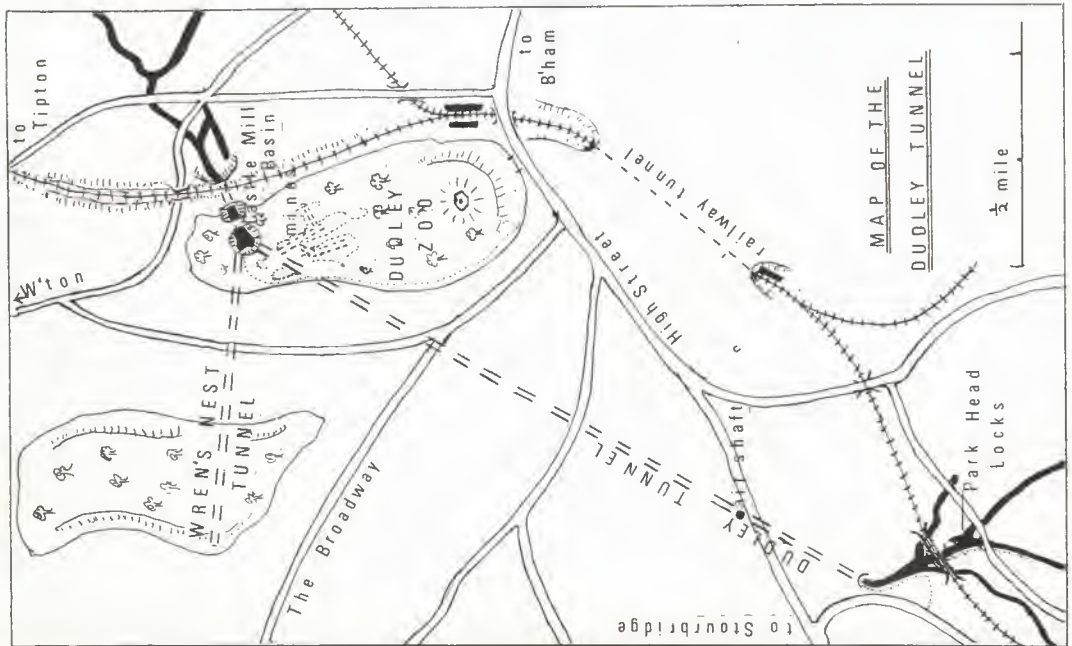
Donations are still urgently needed and any sum received will be gratefully acknowledged. If any canoe clubs would like to pay us a visit we will be very glad to see them.

## Dudley Canal Tunnel

BY ROBIN POWELL

Members of Worcester Canoe Club spent an enjoyable day exploring the underground mine workings and canal system of the "Dudley Canal Navigation". This consists of a through tunnel of approximately  $2\frac{1}{2}$  miles long, with two small open basins at the one end, the second of which is "Castle Mill" basin, this has the "Wrens Nest" tunnel leading off it as well as the main tunnel. The "Wrens Nest" tunnel leads to the "Seven Sisters" mine workings and it is possible to canoe, portage, and climb along most of its length. Back in the main tunnel, there is a canal junction at the "Cathedral Arch" cavern, where the branch leading to the 144, Singer, and Mud Hole mines joins the main line. Numerous roof falls and general silting up make travelling this part of the working a difficult business but it is possible for a small party especially if accompanied by one of the Local Tunnel Society. A trip through this system does not require much in the way of canoeing skill, but it is an unusual and interesting experience.

It is necessary to have permission from British Waterways, Area Engineer, Reservoir House, Icknield Port Road, Birmingham 16, and a good idea to contact the "Dudley Canal Tunnel Preservation Society", Mr. D.A. Gittings, 41 Medlicot Road, Sparbrook, Birmingham, 11.



# D-W Discourse - BY M. C. TAPSCOTT

## 1. PUBLICITY

Whatever efforts are being made to publicise the race the results are far from satisfactory, which may or may not be due to lack of effort. This is the second year running that cameramen reputed to represent T.V. have asked me for information. If it has not already been done, then I suggest that copies of the programme rules etc. be sent to the BBC and ITV and the press as early as possible before the race. If they do not choose to use it at least they were told.

The finish is a dismal affair, many people walking or driving over Westminster Bridge must wonder what is going on. Surely a large painted canvas with at least the words "Finish of the Devizes - Westminster Canoe Race" printed on it, would not cost very much. and what about a few flags etc. to welcome the finishers in the longest and toughest canoe race in the world.

## 2. RULES & REGULATIONS

There is a danger of the rules getting too complicated, and though some rules are obviously necessary, the fewer the better. The choice of portage should in most cases be left to the Competitor, obviously trespass cannot be allowed but what is wrong with portaging a weir.

The laid down scale of kit that has to be taken by every crew has more meaning to the Juniors than the Seniors as the former have to use some of it to camp the last night at Ham. To the seniors it is virtually equivalent to a weight penalty, and unless the kit has to be used by the crews then I do not think that there is much point in taking it. A great deal of this kit is, to say the least, suspect and one wonders how many changes there would be if it had to be used. Since the use of the KIT would change the conditions of the race then there is a strong case for letting crews take what kit they choose and if they make a mistake in their estimates then they suffer.

In order to win the race most people would choose a K2 and though not a necessity it is an odds on favourite. Consequently many other types of canoes are at a disadvantage and though some would call this progress, I feel sure that more people could be encouraged to take part if there was a SIMPLE recognition of other shapes and sizes.

## 3. SAFETY

This year we were warned by STOP PRESS that Windsor Bridge could be dangerous and under certain conditions a portage would be enforced. Why? Presumably as a result of the unfortunate fatality that occurred there earlier in the year. It is right and proper that competitors should be warned of the dangers of the course and it might be possible to take extra safety precautions at potentially dangerous places. The point is, however, that too many safety precautions will take some of the spice out of the race and clad it in a "ball of buoyancy". The race should be a test of watermanship as well as endurance and paddling on calm water is no test of the farmer.

Whether life jackets should be worn or not is a statement that would lead to endless argument, but since the regulations stipulate that serviceable life jackets must be worn "in the manner for which



they were designed", how is it that uninflated buoyancy aids are apparently allowed and the life jackets worn by one junior crew were a bit scanty to say the least. At the other extreme any competitor wearing a "Lifemaster" is in my opinion handicapped to some degree.

#### 4. TIMINGS

The practise of not publishing competitors starting times only robs the event of a bit more publicity. How many crews really mind others knowing what time they intend to start. Since the intended schedule automatically determines the number of tides one intends to catch, the choice is somewhat limited and what is wrong with one crew chasing another?

The overall times of finishers are declared to the nearest second. One wonders just how this can be justified when timings at kit checks are nowhere near to the nearest second and it would be virtually a practical impossibility to do so, unless a stop watch is used and the time taken from a reference point on the canoe, relative to some fixed point.

#### 5. COMMUNICATIONS

Now that the Civil Defence are providing a communications net covering the entire course, up to date information on competitors can be fairly quickly obtained and a closer watch kept for any infringements. However it is no use reporting the fact that crew number so and so appeared to have received some form of outside assistance at some place or other, unless there is some evidence to substantiate the allegation.

Quite obviously it is impossible to keep a full time check on competitors and there is something to be said for providing authorised victualling points, though personally I am not in favour of it. This years provision of watering points is an example.

#### 6. FINANCE

This is the nightmare of all organisers. A little extra could perhaps be raised by the well tried methods of raffles and collecting boxes; but this of course is tied up with publicity. It is a great pity and to the discredit of the authorities concerned, that they charge for the use of the waterways for this race. As far as the canal is concerned, the competitors should be paid for the dredging they do! It is time that canoeists started knocking on officialdoms door and demanding National Prestige for this event, the entry fees could then be put to much better uses.

#### 7. RESULTS

Why does it take so long to publish the results? One has almost forgotten about the race by the time these are fully available. I can remember when there was a large board at the finish, that was kept up to date and filled in as competitors completed the course. If there was one this year it was not in a public place. All one hears at the finish is people asking questions about other crews and so many questions go unanswered. With the improved communications the day should not be far off when an "Information Bureau" could be installed at the finish showing the progress of all competitors.

#### 8. CONCLUSIONS

I do not want to appear too critical, as it is only too easy to sit back and criticise. Without volunteers and unpaid officials there would be no race, but the time has come for the race to grow up and develop into something bigger. It might be the longest canoe race in the world but it is in danger of losing some of its toughness.

# Letters

Dear Sir,

## B.C.U. Membership

I wholeheartedly concur with your editorial in the May issue. The needs and wishes of the individual canoeist in this country are almost entirely disregarded.

Even in this magazine as far back as Nov. 1964, there was an appeal by Mr. Tilley to the B.C.U. to protect the rights of the individual touring members. It would be an understatement to say his plea was rejected, rather, it was drowned in a blood bath of emotion. Yet there was not a single comment from any member of the B.C.U. executive.

From an investigation of the membership of the B.C.U., omitting the coaching register, the following facts emerge.

Of a total individual membership of over 3,000, less than 50% are engaged in competitive activities. It would therefore appear there are some 1,500 non-competitive individuals within the Union. Coupled with this, there are some 250 affiliated clubs. The majority of the members of these clubs do not engage in any BCU sponsored competition. Of course, there will be canoeists who belong to more than one group. However, it is obvious that the backbone of the B.C.U. is composed of individual - touring, pottering, or messing about on the river, - type canoeists.

It is high time that the B.C.U. recognised this fact and did something to protect the rights of these members. The B.C.U. cannot say it has not been aware of the needs of this group. The Canoe Camping Club and many individuals have pleaded with them for action on such things as access and free navigation. The number of these requests has increased enormously in the past 5 years, yet for all the good it has done, we might have been addressing a brick wall.

Mr. Valentine (April 1966) summed up the feelings of many when he said that 15/- was too much to pay in order to support the racing fraternity, whilst he was getting absolutely no benefit in return.

No doubt this letter will once more fail to stir the B.C.U. At the moment they seem to think that if they ignore the problem it will go away.

So wake up B.C.U.! If you don't, you are liable to find your membership drop by 50%.

Yours faithfully,  
T. Hewitt, Jnr.  
South Shields,  
Co. Durham.

Dear Sir,

L.D. Racing Classes

On 19th March the L.D.R. Committee met to discuss a proposal to change the L.D.R. classes. As a result of this meeting, the classes have been changed for five years, in fact until 1971.

At a time when such far-reaching changes have been made, it is appropriate to be reminded of the other changes proposed in the five-year expansion plan (see January 'Canoeing'). Of particular importance, perhaps, are the clauses that deal with the international aspirations of the sport. The aims of the Committee are to stage an annual British Championship race, to which foreign competitors will be invited, to establish an annual European Championship and a tri-annual World Championship. But how can these aims be achieved, particularly the last two, without first achieving the sixth aim of the plan - to obtain official recognition for L.D. racing from the I.C.F., and to see that a Standing Committee is formed on the I.C.F. to deal with this sport?

This sixth aim is vital to the success of any expansion of international competition. It is difficult to see why there has not been more agitation before for such a committee, particularly as the sport is so popular in Spain, Germany, Denmark and the Irish Republic. What then is the next step? We, together with many other members of the L.D.R. Committee, suggest that the members of the B.C.U. who represent this country on the I.C.F. should press for the formation of the Standing Committee at the first opportunity, and that they should also gain the support of the representatives of the other nations that compete in this sport.

Also concerned with international L.D. racing were Mr. Jenkins' suggestions about unrestricted boats in the April 'Canoeing'. A circular has been sent out recently to all organisers of L.D. events, asking whether they would be prepared to hold separate, unofficial classes for canoes that did not conform to class restrictions. This would allow experimental boats to be raced and encourage people to build boats which may prove to be faster than present K1's and K2's. It would be hoped that there would be considerable developments in design, and that the boats so developed would be faster and more suitable for L.D. racing. After a few years experimentation, it might be possible to define a boat's dimensions for international L.D. racing without the degree of guesswork that has hampered committees in the past.

The following races have, or will have classes for unrestricted boats, or will have facilities to time them over the course: D/W, London River Races, the Thames, Orwell and Cambridge L.D.R.'s. Perhaps you would publicise the races if any other organisers are prepared to time experimental boats over their courses. Then a prospective boat-builder would know whether there would be enough races to make it worth his while designing and making a new boat.

Yours faithfully,

A.Stoneley ) L.D.R.  
R.Lees ) representatives.  
R.Pumphrey-Racing Secretary.

# News Flashes

## NEW SCOTTISH CLUB

A new racing club has been formed in Scotland, namely the Ayrshire Kayak Racing Club headed by Olympic canoeist Alistair Wilson. The Club is aiming at increasing the number of racing enthusiasts in Scotland and our northern readers who are interested in serious racing are invited to contact Alistair Wilson, at 167 Ayr Road, Prestwick, Ayrshire.

## CHELMER CANOE RACE

The annual Chelmer Canoe Race will be held on Sunday, 5th June. This year there will be a new starting position at Kings Head meadow Car Park in the Centre of Chelmsford where better facilities are available. The stretch of water where the start will be is at a recently widened position and so there will no longer be a need to have it on a grid system. Details and entry forms from Mrs. M.A. Marriage, Budds Farmhouse, Highwood, Chelmsford, Essex. Telephone Ingatestone 191.

## BOAT RALLY

The London & Home Counties Branch of the Inland Waterways Association will be holding their annual Boat Rally this year at Uxbridge at Whitsun. The rally will include a wide range of activities but for canoeists on Sunday there will be a number of sprint races and a short L/D event. Details from Rally Secretary J.C. Street, 52, Moreton Street, S.W.1.

## **Devizes - Westminster Canoe Race 1966**

### **Results of Senior Class**

The Devizes-Westminster Challenge Cup, donated by A. E. Weibel, plaques, presented by Light Craft and Illuminated Scroll, for the fastest senior crew:  
G. HOWE and B. STRICKLAND of Royal Marines C.C. — K2

Plaques, donated by Light Craft, for second place:  
R. A. SEEGER and J. R. CHARMAN of R.M.A. Sandhurst C.C. — K2 Accord

Plaques, donated by Light Craft, for third place:  
J. D. EUSTACE and C. S. CAMPION of Kennet Valley C.C. — K2 Accord

The Designer's Trophy, donated by Henry Ross, for the designer of the fastest canoe:  
JENKINS and LANCFIELD

The D/W Team Trophy, donated by the Lancashire Regiment, for the fastest team of four crews:  
ROYAL MILITARY ACADEMY, SANDHURST

The Fred Bartlett Trophy for building and racing the fastest home built canoe:  
I. T. DAVIS and D. N. KEY of Kennet Valley C.C.

Medal for the designer of the fastest home built canoe:  
D. N. KEY

The D/W Civilian Trophy, donated by Councillor F. J. Jennings, for the fastest civilian crew:  
J. D. EUSTACE and C. S. CAMPION of Kennet Valley C.C.

The D/W Services Trophy, donated by the Royal Marines Canoe Club, for the fastest Services crew:  
G. R. HOWE and B. STRICKLAND of the Royal Marines C.C.

The D/W Reserve Forces Trophy, donated by the 18th Bn. The Parachute Regt. (T.A.), for the fastest reserve forces crew:  
T. W. PRICE and W. PERKIN of the Dorset Regt. (T.A.)

The Tyne Challenge Cup, donated by F. O. D. Hirschfeld, for the fastest crew paddling a folding canoe:  
K. HAMLIN and N. J. O'FIELD of the R.M.A. Sandhurst C.C. — Klepper

106 CREWS ENTERED — 42 FINISHED

## **Devizes - Westminster Canoe Race 1966**

### **Results of Junior Class**

The Wiltshire Gazette Shield and medals for the fastest crew in the Junior Class:  
V. FLOOK and A. HASKEY of the Junior Leaders R.R. C.C. — K2 Accord

Medals for Second Place:

S. SHERMAN and C. COOK of the A.A.S. Harrogate — K2 Invader

Medals for third place:

N. WATERS and G. CROSSLAND of the A.A.S. Harrogate — K2 Accord

Medal for the designer of the fastest canoe:

JOERGEN SAMSON of Denmark

The Junior Team Trophy donated by the Lancashire Regiment for the fastest team of four crews:  
ARMY APPRENTICES SCHOOL, HARROGATE

The William Bird Trophy for building and paddling the fastest home built canoe:  
B. D. CASE and T. F. ATKINSON of the Met. Police Cadet Corps C.C. — NCK2

Medal for the designer of the fastest home built canoe:  
MAURICE TRUMAN of the Metropolitan Police

The Royal Marines Trophy for the fastest crew paddling a folding canoe:  
NOT PRESENTED

68 CREWS ENTERED — 36 FINISHED

Leeds and Chester Dance Clubs.  
Grand Prix : Easter 1966.

RESULTS

Med. Av. 100.

Division	One	Two	Three	Four	Five	Med. Av.
1. D. Mitchell.	10	253	263	263	263	65.8
2. J. Woodhouse.	10	268	278	280	282	69.5
3. J. Lechod.	10	277	307	307	307	72.5
4. R. Palmer.	80	289	309	310	310	75.2
5. B. Jackson.	80	289	305	305	305	75.2
6. R. Jackson.	80	289	305	305	305	75.2
7. R. Galverley.	70	288	358	362	362	85.5
8. C. Skellern.	50	297	347	347	347	86.8
9. J. Roberts.	50	299	349	349	349	87.2
10. J. Roberts.	50	299	349	349	349	87.2
11. J. Riddough.	150	320	360	360	360	97.2
12. J. Riddough.	150	320	360	360	360	97.2
Average = 411						
1. D. Swift.	20	261	301	301	301	63.9
2. J. Freeman.	20	268	308	310	310	70.6
3. R. Prince.	20	284	324	324	324	79.4
4. M. Taylor.	20	284	324	324	324	79.4
5. M. Taylor.	20	284	324	324	324	79.4
6. K. White.	160	335	495	495	495	106.1
7. K. White.	160	335	495	495	495	106.1
8. A. Harref.	170	345	505	510	510	107.6
9. G. Wenter.	470	360	730	730	730	110.6
10. G. Fletcher.	460	296	756	756	756	119.2
11. G. Adams.	370	254	624	624	624	132.5
Average = 86.5						
1. H. Goodman.	230	286	516	516	516	124.5
2. L. Galverley.	350	389	739	739	739	168.5
3. P. Squires.	350	324	704	704	704	149.1
4. A. Keorio.	430	324	754	754	754	166.1
5. J. Kovse.	590	315	905	905	905	192.1
Average = 147.5						
1. Manchester. (Langford, Lealord, Galverley.)	80	321	401	401	401	100.0
2. Chester. (Mittell, Woodhouse, Hazelton.)	90	321	411	411	411	100.0
3. Forth. (Roberts, Sharples, Falmor.)	320	340	660	660	660	165.0
4. Chalfont Fk. (Riddough, Still, Rogers.)	590	367	754	754	754	190.0
5. Cambridge University.	560	397	915	915	915	213.0
6. Brighton.	990	391	1,501.	1,501.	1,501.	380.0

CHALFONT PARK CANOE CLUB

UNIVERSION J.C. Next Run Time Run Tot. Scored Run

1. John Mitchell.	139	140	177	139
2. Gerald Woodhouse.	139	141	179	139
3. Robert Skell.	135	140	187	147
4. Owen Smallhorn.	163	150	142	162
5. Brian Johnson.	171	161	153	163

UNIVERSION T.D.

1. Jeff Slaton.	137	140	247	133
2. Michael Crossman.	165	140 <td>235</td> <td>133</td>	235	133
3. Bob Bayven.	147	140 <td>167</td> <td>168</td>	167	168
4. Ian Harcourt.	146	146	185	170
5. Gerald Florence.	147	146	185	177

LAUNDS.

1. Ianthor Goodman.	183	130	313	199
2. Lenley Galverley.	203	140 <td>415</td> <td>253</td>	415	253
3. Pauline Squires.	166	160 <td>364</td> <td>298</td>	364	298
4. Gerald Crossman.	225	140 <td>425</td> <td>312</td>	425	312
5. Carolyn Gearing.	182	320 <td>502</td> <td>366</td>	502	366

TEAM EVENT.

1. Manchester A.	163	130	293
2. Brighton.	166	170	334
3. Southampton A.	227	140	367

RESULTS

CANOE TOURING CLUB I.L.D. RACE: 17th APRIL, 1966.

CLASS 1. (a)	Min.	(b)	Min.		
1. P. Gardner	Riverside	42.13	1. R. Pransner	Lincoln	22.50
2. T. Roberts	"	42.25	2. K. Balfour	Homads	23.05
3. A. Stonesley	Cambridge	45.10	3. J. Lockwood	Nottingham.	23.20
4. R. Oliver	Lincoln	45.11	4. S. Jackson	Royal	24.45
5. P. Royle	"	46.35	5. C. Reker	Notts.	26.15
6. T. Mc Coal	Viking	49.00			
7. L. Keates	C.T.C.	Retired			

CLASS 2. (a)	Min.	(b)	Min.		
1. J. Mackreth	Warrington	47.40			
2. D. South	C.T.C.	49.20			
3. P. Down	Maker/Rame	55.05			
4. R. Fish	C.T.C.	Scratched			
5. B. Watkin	Barta.	Scratched			

CLASS 3. (a)	Min.	(b)	Min.		
1. R. Smith	"	48.20	1. N. Jones	Maker/R.	24.40
2. P. Roney	Viking	48.30	2. J. Crowther	"	24.50
3. T. Bere	Hatfield	50.23	3. J. Wealey	Notts.	25.10
4. P. Royle	Lincoln	54.05	4. R. Nicholson	"	25.25
5. E. Haven	Orwell	54.10	5. J. Sims	Notts.	25.30
6. D. Leggett	"	Retired.	6. T. Mayhaw	Orwell	26.10
			7. D. Holden	C.T.C.	28.00
			8. A. Thomas	Hatfield	Scratched

CLASS 4. (a)	Min.	(b)	Min.		
1. K. Pereira	Lincoln	45.35			
2. B. Telford	Royal	50.10			
3. A. Laws	Lincoln	51.00			
4. B. Pluthero	C.T.C.	53.09			

CLASS 5 (a)	Min.	(b)	Min.		
1. S. Hollier/T. Sowan	Hatfield	39.55			
2. M. Parker/L. Oliver	Lincoln	39.57			
3. L. Holam/J. Kidd	Leamington	40.45			
4. M. Bosher/R. Still	Royal	40.55			
5. Jupp/Farren	63 Para	41.10			
6. J. Moore/C. Hillman	BRRC/Torcs.	41.20			
7. A. Tullett/M. Giddings	Royal	43.45			
8. M. Puchas/D. Squires	Leamington	44.45			
9. Cook/Stimpson	63 Para	Retired			
10. R. Koores/R. Pearson	Eastbourne	Scratched			

CLASS 6. (a)	Min.	(b)	Min.		
1. Bennett/Brooks	Viking	43.40			
2. D. Jordan/R. Stevens	Royal	43.45			
3. W. Bevis/D. Rogers	Southampton	43.55			
4. I. Grant/J. Holmes	Lincoln	45.50			
5. G. Boyce/J. Francis	Seymes Hall	Retired			
6. R. Dixon/P. Seymour	"	"			
7. D. Whitlock/T. Lucas	"	"			
8. King/Fowell	Hewell Grange	Scratched			
9. R. Orchard/W. Perry	Southampton	Scratched			

**LEAMINGTON RIVER RACE**

**3rd APRIL 1966**

No.	Name	Club	Finish	Time	Points
<b>Class 1a Seniors K1s - Start 12.38.00</b>					
8	A. Edwards	Worcester C.C.	14.07.10	1.29.10	
6	T. Sowers	Leamington C.C.	14.07.13	1.29.13	
11	P. Gardner	Oxford Riverside Club	14.08.06	1.30.06	
2	J. Roberts	Oxford Riverside Club	14.11.32	1.33.32	
4	S. Hollier	Hatfield V.C.	14.15.30	1.37.30	

No.	Name	Club	Finish	Time	Points
<b>Class 1b Juniors K1s - Start 12.41.00</b>					
11	I. Bolfour	Nomads C.C.	14.26.54	1.45.54	
24	Miss S. Jackson	Royal C.C.	14.30.36	1.49.36	
27	S. Lockwood	Nottingham City V.C.	14.35.25	1.52.25	
23	C. Gallagher	Leamington C.C.	14.36.07	1.52.07	
28	Miss C. Baker	Nottingham City V.C.	14.37.03	1.52.03	

No.	Name	Club	Finish	Time	Points
<b>Class 2a Seniors MK1s - Start 12.44.00</b>					
34	A. Acton	Wolverhampton C.C.	14.27.56	1.44.56	
31	B. Hughes	Nomads C.C.	14.29.20	1.52.20	
33	R. McLaehrie	Wolverhampton C.C.	14.42.01	1.55.01	
32	H. Glehill	R.C.T. C.C.	14.49.17	2.05.17	

120% = 2hrs. 0mins. 4secs.

No.	Name	Club	Finish	Time	Points
<b>Class 2b Juniors NK1s - Start 12.44.00</b>					
38	R. Lappage	Nomads C.C.	14.31.50	1.54.50	
42	C. Leen	Warrington Sen. Scouts	14.42.09	1.58.09	
39	O. Jones	Nomads C.C.	14.46.00	2.05.00	
41	B. Bessy	R.C.T. C.C.	14.57.57	2.11.57	
40	A. Westerling	Nomads C.C.	15.16.11	2.32.11	

120% = 2hrs. 17mins. 48secs.

No.	Name	Club	Finish	Time	Points
<b>Class 2c Ladies NK1s - Start 12.44.00</b>					
48	J. Richards	Nomads C.C.	14.59.32	2.15.32	
47	P. Wyatt	Nomads C.C.	15.12.34	2.28.34	
46	F. Norman	Nomads C.C.	15.26.35	2.42.35	

120% = 2hrs. 42mins. 38secs.

No.	Name	Club	Finish	Time	Points
<b>Class 5a Seniors K2s - Start 12.32.00</b>					
104	Fisher/Oliver	Lincoln C.C.	13.58.57	1.26.57	5
103	Boles/Tidd	Leamington C.C.	14.01.45	1.29.45	3
107	Hillier/Hyren	Worcester & A.C.C.	14.02.21	1.30.21	2
102	Bosher/Tallett	Noyal C.C.	14.08.27	1.32.27	1
102	Souires/Purchas	Leamington C.C.	14.08.42	1.32.42	1

No.	Name	Club	Finish	Time	Points
<b>Class 5b Juniors K2s - Start 12.35.00</b>					
118	Flook/Hessey	Junior Leaders R.F.	14.03.50	1.28.58	5
116	Moore/Hillman	B. T. C. Worcester	14.07.40	1.32.40	3
117	Foot/Davenport	R.C.T. C.C.	14.35.11	2.00.11	1

120% = 1hr. 46mins. 46secs.

No.	Name	Club	Finish	Time	Points
<b>Class 6a Seniors (Soft Skin Doubles) - Start 12.56.00</b>					
130	Bennett/Sroes	Ying C.C.	14.32.17	1.36.17	5
125	Lawrence/Gadth	Fredericton C.C.	14.35.36	1.39.35	3
126	Eley/ebb	Nomads C.C.	14.43.47	1.47.47	1
129	Orchard/Perry	Southampton C.C.	14.4.0	1.52.00	1
124	Whitlock/Tuacs	Queen's Hill C.C.	15.07.3	2.13.7	0

No.	Name	Club	Finish	Time	Points
<b>Class 6b Juniors (Soft Skin Doubles) - Start 12.56.00</b>					
137	Beavis/Sowers	Southampton C.C.	14.41.29	1.45.29	5
134	Hann/Port	Portsmouth C.C.	14.43.29	1.47.29	3
138	Mira/Powell	Bevelly Springs C.C.	14.46.31	1.50.31	1
136	Gill/Bailey	R.C.T. C.C.	14.56.32	2.02.32	1
125	Fearson/Chester	Lincoln C.C.		Retired	

120% = 2hrs. 06mins. 35secs.

No.	Name	Club	Finish	Time	Points
<b>Class 7a Seniors (Hard Skin Doubles) - Start 12.59.00</b>					
151	Jupp/Wegory	R.C.T. C.C.	14.35.35	1.38.35	5
148	Ash/Clegg	Exeter C.C.	14.39.32	1.40.32	3
147	Devises/Gilman	Southampton C.C.	14.45.55	1.42.55	1
146	Stevens/Supton	Leamington C.C.	14.45.20	1.46.20	1
149	Stevens/Sirclair	Novel C.C.	14.46.26	1.47.26	1
143	Cottle/Hughlin	Bradford on Avon	14.47.17	1.48.17	1

**RIVER RACE - 24/4/66 - REPORT**

**OFFICIAL RESULTS**

**Seniors**

**Class 1A**

3. F. McCoal	Viking K.C.	1-58-47	
4. G. Boer	Hatfield V.C.	2-3-43	

**Class 2A**

6. B. Hughes	Nomads C.C.	2-25-5	5
7. W. Webb	Nomads C.C.	2-26-30	3
5. H. Polcy	Bristol University	2-53-10	1

**Class 3A**

9. B. Kitson	Dowbury A.C.	1-55-14	5
15. S. Orchard	Southampton C.C.	2-1-44	3
18. K. Castle	Harlow C.C.	2-1-51	1
16. D. Coppa	Windsor C.C.	2-2-26	1
45. B. Jordan	Royal C.C.	2-5-58	1

**Class 4A**

22. B. Telford	Royal C.C.	2-25-54	
21. M. Ray	Nomads C.C.	2-27-54	

**Class 5A**

47. B. Lencefi/A.A. Sillor	Bradford-on-Avon/Kylo	1-35-05	5
27. H. Bosher/A. B. Kirby	Royal C.C.	1-36-10	3
24. Jupp/Warren	R.C.T. C.C.	1-41-16	2
25. Wimpson/Cook	R.C.T. C.C.	1-43-06	1
23. R. Harvey/J. Harvey	Exeter C.C.	1-42-48	1

**Class 6A**

43. D. Deakin/R. Smith	Lincoln C.C.	1-50-12	5
11. D. Bennett/D. Brooks	Viking K.C.	1-51-39	3
34. B. Evans/W. Norris	Bristol University	1-53-06	1

**Class 7A**

40. D. Watkins/O. Evans	Royal C.C.	1-40-0	5
30. D. Davis/N. Dalrymple	Southampton C.C.	1-32-47	3
39. J. Dawson/R. D. Dawson	RICHMOND U.C.	2-1-06	0
35. G. Haller/J. Humber	Chiglogdon C.C.	2-4-05	0

**WITCHAMHAM CANOE CLUB - SHEPPERTON - APRIL**

2nd Division	1st Run	2nd Run	Ave. Time	Modified Ave. Time
Manchester	40	147	187	50.7
Derby	147	187	214	101.7
3. Mike Bamford	187	280	315	75.9
4. Jim Gibbey	280	315	280	75.9
5. Colin Litten	315	280	216	78.4
6. Mike Hillman	280	216	416	78.3
7. Mike Hillman	416	280	317	76.9
8. Neil Hopkins	317	416	317	82.9
9. Ian Moncrieff	416	317	140	154
10. Alan Taylor	317	140	154	317
Shepperton	120	204	324	234
Brighton	210	126	336	140
Shepperton	120	234	336	346

3rd Division	1st Run	2nd Run	Ave. Time	Modified Ave. Time
1. Keith Turvell	70	132	202	61.4
2. John Hamilton	132	110	145	255
3. John Hamilton	110	145	202	214
4. Richard Taylor	202	132	110	159
5. Alex Davidson	110	159	248	235
6. Richard Taylor	248	110	159	248
7. Bob Howe	159	248	268	268
8. Eric Gagg	268	159	187	307
9. Kenneth Burns	187	307	269	81.6
10. Roger Platt	307	269	188	278
Shepperton	200	193	240	188
Worcester	120	170	290	438
Shepperton	100	197	297	88.2
Shepperton	100	201	301	90.3

Ladies	1st Run	2nd Run	Ave. Time	Modified Average	3rd Div
Coventry	250	250	500	60	221
Chalfont	250	250	600	60	281
Chalfont	250	563	380	237	517
Coventry	250	563	380	237	413.8
Birmingham	460	256	450	161	631
Birmingham	460	255	450	161	631
Southampton	460	255	715	217.3	715

FOR SALE:

Moonraker Class 3 'S' type, fibreglass hull plywood deck, one season's racing, fast boat, - £30 o.n.o. Apply: J.D. Moore, 66, Highfield Road, Hall Green, Birmingham, 28.

FOR SALE:

Veneer Pointer K1 - £50. 70, Spencers Croft, Harlow, Essex.

FOR SALE:

Canoe trailer to take nine canoes, all steel construction - £12 o.n.o. 185, Victoria Road, Aston, Birmingham, 6.

FOR SALE:

Kestrel complete with kneegrips, footrest and spraydeck - £10 o.n.o. Morton, Holy Trinity Vicarage, Carlisle.

FOR SALE:

Bound copies of Vol. 5. of 'Canoeing' complete with index, price 25s. (Post free), also 'Slalom and White Water Course' price 3s.6d. (Post free). Circulation Manager, Canoeing Publications, 6 The Mall, Brentford, Middlesex.

WANTED:

Second-hand K.W.3 most conditions acceptable. M. Grove, Christ Church, Oxford.

CANOE EXCHANGE for new/used canoes and equipment bought sold exchange new fibre glass touring canoes, singles £22, doubles £26 & £32. Also, stainless alloy canoes doubles £49 singles £39. Jessamy Road, Off Thames Street, Weybridge, Surrey.

WEST YORKSHIRE CANOE CLUB

URE SLALOM  
at  
WEST TANFIELD

Sunday - 10th July 1966

4th Div., Ladies and Novices

Secretary (for entries)

Mr. Phil Walton,  
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Wakefield, Yorkshire.  
Phone: WAK 3084

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Sunday, 17th July.

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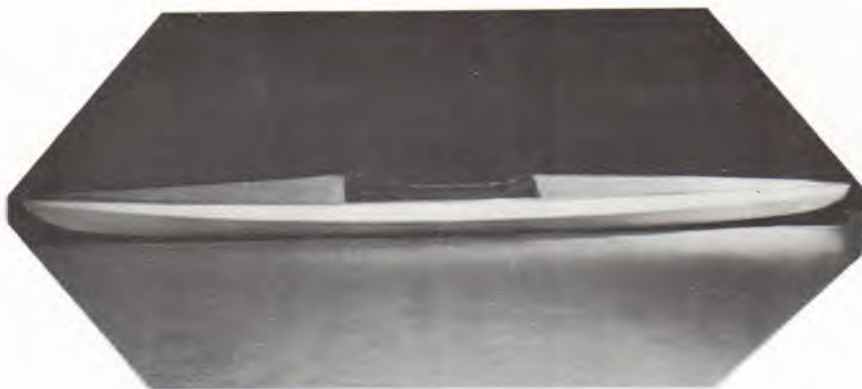
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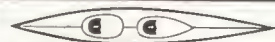
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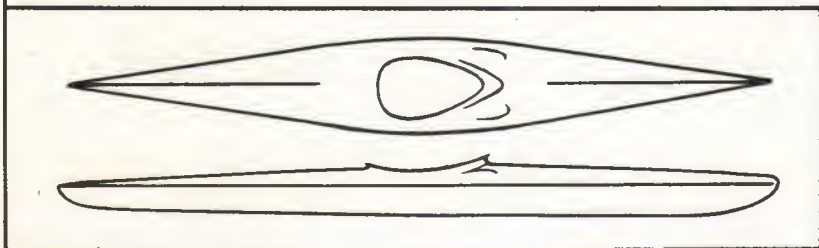
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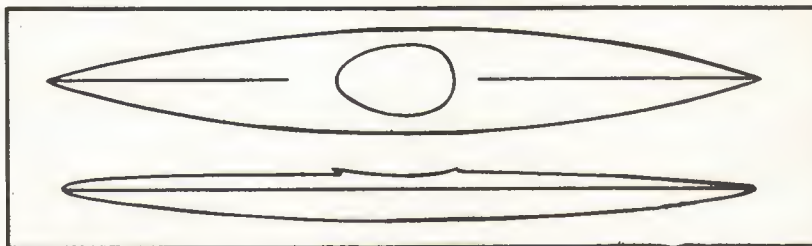
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