

Canoeing

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VOL 7 NUMBER 9 AUGUST 1967



SPECIAL FEATURES

Slalom With The
Single Blade.

Surfing.

Steven Kitson.

Bradford L-D.
Under The Weir.
Photo;- Aqua Photo.

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Canoeing MAGAZINE

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CANOEING MAGAZINE, August '67 - no longer published by Canoeing Publications but now is under the imprint of Canoeing Press with Mike Clark as editor.

After six years on the staff of "Canoeing", I could not let our magazine die when the decision to wind up Canoeing Publications was taken earlier this year. "Canoeing" has a definite place in our sport and I feel we would be poorer without the monthly news, views and discussion of its pages - so here I am promoted from racing correspondent to editor. What of the future, where do we go from here? Just what policy will "Canoeing" now be published under? In the past our magazine has endeavoured to print articles of interest to all sides of the sport and this is how it will continue, but with the inclusion of series for the complete beginner. Space will still be given to competitive canoeing and this month race secretaries will note that there is a published list of the coming months events. This will be a regular feature so if you want your club's event to appear in our pages - provided it is competition or cruise open to all paddlers - send us in the details. Basic paddling, touring and canoe building, as well as specialised articles on competitive training, slalom and L-D technique, will all be part of CANOEING MAGAZINE in the coming months. However we still want articles from you the reader, your ideas on improving our sport, your points of view, your news and trips undertaken. We have a magazine of sorts, a magazine that being published every month should be able to keep canoeists in touch with canoeists and up to date with the newest in canoe-sport.

Rodney Witter on SLALOM WITH THE SINGLE BLADE

The white water C.2. has come to stay. Thanks to the dedication of a nucleus of about half a dozen crews, who have taken the class seriously, the casualness, and in some cases almost antipathy, with which it has been treated by slalom organisers, looks like being overcome.

This is a good thing, for until one has tried the C.2. its attraction is not appreciated. The thrill and satisfaction in performing a high cross, break out, etc. correctly is very much greater in a C.2. than in a kayak. On a white water race course the sensation of speed is more exaggerated due to the way in which the two ends of the boat will rise feet out of the water in the rough stuff.

I feel people tend to be put off the C.2. by its cost - about £65 for a new slalom boat. But this is cheaper than a kayak, however, when spread between two people. The B.C.U. has shown the lead by purchasing three C.2.s for use by anyone who wishes at slaloms - it is now up to individual clubs and institutions to buy their own C.2.s for members' use.



Alternatively it is not a difficult matter to design and build your own C.2. - If you don't wish to go to the trouble and expense of making a mould, which may not be right, the hull can always be built in plywood then sheathed in glass fibre. The dimensions for both white water racing and slalom C.2.s are as follows:

Maximum Length:	500 cms.
Minimum Length:	458 cms.
Minimum Breadth:	80 cms.

In addition all cross sections must contain no concavities and no point on the deck must be higher than a line drawn between, the highest points on the stem and stern; these latter points to be not more than 30 cms. from the boat extremities.

As far as the slalom rules are concerned, they are applied to a C.2. in exactly the same way as to a kayak, except that both the crew are classed as one: that is both paddlers must pass through a gate for success. Too often judges have been observed classifying as a '10' or (20) attempt, one in which only one member of the crew has passed through the gate. - Judges, please note!

The basis of C.2. paddling can be quickly learned by anybody with experience in kayaks - water conditions operate on the C.2. in

much the same way as on a kayak. The difficult idea to get used to, is the fact that all strokes must be taken on the same side, i.e. if the bow man works on the left he MUST only paddle on the left and the stern man only on the right or vice versa, whether one wishes to go backwards, forwards, sideways, left or right. This calls for sophisticated paddle technique which we can only learn by watching the continentals in action.

Already the Selection Committee has recognised that C.2.s, in Britain will only advance by continental experience, where one can study style in detail. A C.2. crew was sent to the Zwickau slalom and C.2.s will be entered at Bourg St. Maurice in August - selection for this being nearer the event.

A comprehensive calendar of events for C.2. has provided interest so far this year and should continue to do so - especially as C.2.s are to be included in the International match against France on October 1st at Shepperton.

After that, will there be many racing C.2.s built, ready for the winter season?

PHOTO AQUA PHOTO

Long Distance Racing - Summer Report

The sport is proving as popular as ever, in particular the better known races are attracting record entries. We are pleased to note that a number of new clubs are feeling their way in L.D.R. and doing rather well. Cambridge University Canoe Club appear to be challenging for the Hasler Trophy and Lincoln will have a fight on their hands to hold onto this award for the fourth year running.

The entry for the International Sella Race will be made on the 2nd July and anyone wishing to race at this event must now inform me of their entry details. The British Team will be selected at the finish of the Poole Harbour Race, provisional selection took place at Bradford-on-Avon on 18th June. This year the Spanish Federation expect a record entry from an increased number of countries.

We are delighted to welcome the South African Canoe Federation racing Team to this country. They will participate in a number of National races and then hope to go on to the Sella. We expect that they will be able to return to Great Britain to race at the Open British Championship and the International Liffey Race on 9th September, 1967.

The Open Championship Race is to be held on 2nd September, 1967, at Bedford. Several countries have been invited including West Germany, Denmark, Spain and South Africa. This event, sponsored by John Player & Son of Nottingham, is expected to attract a large entry. I hope that you will make a date in your diary to attend and compete in the first truly International L-D race ever to be held in this country. Full details will be sent to all B.C.U. clubs and may also be had on application to me at: 25, Binswood Avenue, Leamington Spa, Warwickshire.

J.M.Woolley,
Hon. Secretary.
L.D.R. COMMITTEE



Surf board riding is an exciting, fast growing sport in Britain today. Paddling outside the breakers, kneeling on a sleek ten foot Malibu board, a surfer waits and watches for a fine greenback down which to slide for a thrill equal to that of racing the roughest of white water rapids. A wave appears, a big ocean swell racing to the beach - this is it, the surfer thrashes with his hands, the board is under way, the wave caught. Now standing on the board the surfer speeds towards the shore, wind rushing through his hair and a sheet of white spray trailing behind him. To the right the wave begins to break, the surfer slides left, slows his board and glides over the top of the roller, once more paddling out to sea looking for the next ride.

To white water canoeists the thrill of racing water has the same lure whether in a kayak shooting boiling rapids or on a board riding the white surf. Chalfont Park Canoe Club organised a fine weekend's sport at Rossilli on the Gower coast over the Spring Bank Holiday with as many boards as kayaks taking part: now Geoff Dinsdale of Chalfont gives you a brief outline of how to surf with the Malibu board. Geoff closed his article with "Okay, so now you know all about surfing", but next month Terry Woodcock goes into some detail on surfing with the first of a series entitled,

"SURFING WITH THE MALIBU".

SURFING

Surfing in this country centres mainly on the north coast of Cornwall with other areas in Wales and small sections on the south and east coasts, but Cornwall and Wales probably take the largest swells coming straight in from the Atlantic.

If you want to learn probably the best thing to do is hire a board from say Newquay. For the purpose of clarity I will divide the fairy tale into 5 sections. 1) Paddling. 2) Catching the wave. 3) Where did I go wrong? 4) Riding. 5) Type of board.

1) Paddling. Basically there are two ways, flat on the board or kneeling. Which way you choose does not really matter, you get wetter lying down and fall off more often when kneeling. Trim the board with the nose a little above water, if you are kneeling try to get as much arm in the water as possible. 2) Catching the wave. The first step is to catch the "Soup" or white water, as the force of a broken wave will help to propel you forward. Once you have actually started forward try standing, it doesn't usually work but you've got to try it. So eventually you manage to stand in the soup - so now you want to make it outside in the unbroken wave. Now you get really disheartened, ever tried to catch an express train? You see a wave, paddle for it, and it flashes past - usually adding to the indignity by unseating you as it passes. Finally a wave - it must be slower than the rest - lets you catch it, suddenly you feel a surge of forward motion, the joy of surfing, you feel elated then wham, wipe out! Yes you forgot the wave does break. The bug sets in, "one last wave" is the order of the day but it is then you learn about:- 3) Where did I go wrong? By now you realise that the wave breaks and that you either have to get off the wave or ride the 'soup' in. You have also noticed that there are at least two other ways of "wiping out" either just falling off from loss of balance or the "pearl".

Pearling is when the board decides to play at submarines, which is quite normal when you are beginning. The most frequent way is that right after the take off the wave steepens, the board - are you still on it? - dives down the face of the wave and then continues downwards towards the sand. The most normal cause of this is not trimming the nose of the board high enough out of the wave. O.K. you mastered "wiping out" also called "eating soup", "taking gas" etc., so let's tell you some of the ways to ride a board.

4) Riding. You have already ridden straight in so now you try sliding, left or right. Soon after take off you must make a turn and trim the board to slide, this is done by gently treading and leaning on the right side of the board for right turns and left for left turns - this is the basic manoeuvre for all surf riding. Once this has been mastered there are many other moves, some are functional, some fancy, the latter includes spinners, turning 360° on the board and various stances with such exotic names as "quasimodo". It follows that to make the board go faster across a wave the planing angle must be decreased and this can be done by moving the weight forward by either shuffling or stepping towards

the nose, this can be extended by putting either one foot or both feet right on the nose of the board, i.e. "hanging five or ten", needless to say this invariably ends up in a pearling. Cutting back into the curl or climbing up and dropping down the wave are also functional manoeuvres.

5) Type of board. As is usual with a fast growing sport, equipment is extremely varied and probably the best advice is to visit a reputable dealer or manufacturer such as the European Surfing Co., at Newquay making Bilbo surfboards. Very approximately a 9 or 10 stone person will need a 9'6" board; above 10 stone, a 10' board would probably be best. The shape depends on what you want out of a board, and again what price you want to pay. For £26 it is possible to obtain a moulded board. £35 would buy a good custom board. The first board is made similarly to a fibre glass canoe and the second is "inside out" - the only way to obtaining an individual board. For the custom board a foam blank is first "blown" and then shaped to size. To give an idea of the parameters that are involved, a concave undersurface in the nose section will help nose riding but apparently makes for a slower board; a slim tail makes for a fast board but a slow turner; conversely, a very rounded tail with a "kick" up at the very end will help turning but is a fairly slow board, while fin shape seems to be mainly, for looks. At this time a fairly narrow tail with a widish flat nose seems to give good all round results.

It is of course possible to make your own board but the economics rather preclude the designing and manufacture of a home-made board. Blowing the foam is particularly difficult as hollows appear and the expansions is non-linear. If you still want to press ahead, have a good look at other boards before starting. It is probably best to buy a foam blank and cut it to the required shape with either a surform or sander. An extra layer of glass cloth can be laid over the rails (sides of the board) and two layers over the finish of the bottom and a skeg can then be glassed in the rear of the tail.

O.K. so now you know all about surfing



PHOTO-AQUA-PHOTO

THE MONTH AHEAD

2 9 16 23 30
Mon. 3 10 17 24 31
Tue . 4 11 18 25 ..
Wed . 5 12 19 26 ..
Thu . 6 13 ..

SLALOM, LONG-DISTANCE AND SPRINT RACING EVENTS FOR AUGUST/SEPTEMBER

AUGUST

- 5th/6th SPRINT Time Trials for Senior European Championships - COOKS FERRY INN, River LEA, London.
Details: R.Emes Esq., 147, Gravelly Hill, Erdington, Birmingham 23.
- 6th RIVER RACE, River TAY, Scotland.
Entries: J.Reid Esq., Old Manse, Inverkip, Renfrewshire.
- 5th/6th INTERNATIONAL SELLA DESCENT RIBADESELLA REGATTA, NALON-
7th DESCENT, SPAIN.
- 19/20th IRVINE MARYMASS REGATTA. Low Green, LAPPOCK ROCK LONG
DISTANCE RACE, The Harbour, Irvine.
Details: A.Green Esq., 36, Waterside, Irvine, AYRSHIRE.
- 20th SLALOM. MARSH LOCK 3rd/4th/N/C.
Entries: T.L.Woodcock Esq., 284, Glastonbury Road, Morden, Surrey.
- 20th SLANE-DROGHEDA LONG-DISTANCE RACE, River BOYNE, Ireland.
Entries: Wild Water Kayak Club, C/o 2, Templeogue Park, Dublin 6.
- 25/26th SPRINT, SENIOR EUROPEAN CHAMPIONSHIPS, Duisburg, Germany.
27th
- 27th SLALOM, GRANDTULLY, Scotland, 1st/2nd/C.
Entries: J.Macleod Esq., 9, Prestwich Park, South Prestwich, Manchester.
- 27th EXE ESTUARY LONG-DISTANCE RACE, A8B3.
Entries: P.Lee Esq., 11, Shelton House, Heavitree, Exeter.

SEPT.

- 2nd BRITISH OPEN LONG DISTANCE CHAMPIONSHIPS, Bedford.
Entries: N.Barber Esq., 87, Elers Road, Ealing, London W.13.
- 2nd/3rd SPRINT, INTERNATIONAL REGATTA, Ghent, Belgium.
Entries (before 6th August): R.Jones Esq., 35, Marian Way, Hall Green, Birmingham 28.
- 3rd CLOCH LONG DISTANCE RACE, Ashton Bay, Gourock, Scotland.
Entries: D.Goldthorp Esq., 24, Iona Cres., Gourock, Renfrewshire, Scotland.
- 3rd SLALOM, WEST TANFIELD, 3rd/4th/N.
Entries: P.Walton Esq., 254, Bradford Road, Wakefield, Yorkshire.

FOCUS ON STEVEN KITSON

Our sport of canoeing, the sport of slalom and canoe racing is growing fast in this country. More and more young paddlers are entering the competitive field every season, yet to each side of the sport paddlers remain just faceless names on a result sheet. In forthcoming issues of "Canoeing" magazine it is hoped from time to time to present a close-up on some of the competitive canoeists with words and photos. This month is featured Steven Kitson.

STEVEN KITSON, 20 years old, paddles long distance for Harlow Canoe Club. Kitson, who comes from Westtown in Yorkshire, has only been in competitive canoeing for three years, yet in the last season has come to the top of class 3a racing. In his first year he was paddling with the Dewsbury Adventure Club and did a few races with the youth club in 1965. Steven has always raced class 3a - the senior skinned single under 15' - and at the Wye race in 1966 gained his first win with a time of 1 hr 58 min. Since then he has gained another six wins in the class, while at the International Liffey Descent last year he managed to take 4th. place in the open singles. At the beginning of this season Steven changed from 3a and is now racing his Invader K1 in the senior racing singles - as yet without a win - but with seconds, thirds and fourths to his credit, I think he must soon gain a first in this class. He admitted no interest in sprint racing, although at Maidenhead raced with G. Jackson to win the novice K2. Quiet and unassuming, Steven Kitson is a paddler I hope will be around the L-D scene for some years to come.



Kitson racing the Liffey on the left and at the Bedford race on right.

Photos by Aqua-photo.



PLEASE SEND ME DETAILS OF
THE 8th. LIFFEY DESCENT

NAME

ADDRESS

CLUB

THE INTERNATIONAL LIFFEY DESCENT

(IRISH OPEN LONG DISTANCE
CANOE RACING CHAMPIONSHIPS)

(Organised by the Racing Committee
of the Irish Canoe Union)

DATE: 9th September, 1967

DISTANCE: 16½ miles (26½ k.m.)

STARTING TIME: 2.30 p.m.

GRADE: International II-III



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DUBLIN 6, IRELAND.



Mike Clarke on COMPETITIVE CANOEING.

L-Ds galore South African Canoeing Team Sella Selection

June was a month of L-Ds with a ranking race on each of the four week-ends. June 4th saw the Chelmer L-D with 70 crews on the start - a little down on recent L-D races but never the less a fine entry. Chelmer is the race round the locks with nine portages in the thirteen miles, and this usually creates good spectator sport when a number of crews, all bunched together, fight for the lead at the locks. However starting of all classes was very widely spaced and the race became very spread out making it difficult for supporters to follow more than one class at a number of access points: a great pity the start could not have been speeded up, for with a race such as this on completely flat water, the event needs the tussle and jockeying of position between paddlers and classes for the lead over portages to add a little excitement.

There were only eight paddlers in the senior racing singles class and from the start P.Lawler of Richmond and C.Evans of Royal were out in front wash-hanging each other in turn. The pair had it made, and over the finish Lawler led by two seconds to win from Evans with a time of 1hr 39min 31sec. In the junior racing singles class D.Thurston of Eagle CC gained very decisively over A.Stopp of Newham CC, being eight minutes in the lead with 2hrs 16min 42sec. M.Bosher/N.Lilley also had a clear win in the senior racing doubles with a winning time of 1hr 35min 51sec., nearly five minutes ahead of Ash/Day of Harlow CC. The largest class at Chelmer was the junior touring singles with 15 contestants. G.Jackson (Independent) gained top honours with 1hr 58min 04sec for the 13 mile course but only after a fine race with D.Last of Eagle CC who was only 36 seconds down over the finish. In the senior touring singles Cambridge University CC had something of a field day taking 1st, 2nd and 3rd places. This class was spread out with D.Clarke taking the win in 1hr 57min 28sec while clubmate P.Tyler and R.Smith followed with 1hr 57min 28sec and 2hr 00min 35sec respectively. Chelmer L-D - quite an interesting race but spoilt by slow starting.

The following weekend, 11th June, 90 crews were competing in the Royal L-D race at Teddington. Here there was no trouble with the starting, the river Thames smooth and wide with the sailing craft just taking to the water but of little interference to the canoeists. The massed doubles start was certainly one of the finest beginnings to an L-D this season - right across the river from bank to bank nothing but double kayaks and what a spectacle at the word "Go!....." Upwards of 40 K2s were off in a cloud of spray and thrashing blades - heaven help any sailing dinghy that found itself in the way of these enthusiasts all racing for the first bend in the river!

The host club was out in force and gained four firsts, a second and a third. Exeter Canoe Club justified the many miles they had



BRADFORD

1. Paddlers making a portage of the Bath-Bradford race.
2. D.Green/A.Stonely round a portage on Chelmer L-D.
3. D.Clarke of Cambridge, winner of many recent L-Ds in class 3a, seen finishing the Royal race.
4. Start of singles at Royal L-D.

PHOTO AQUA PHOTO

travelled to attend the event, with J.Radford winning the junior racing singles in a time of 1hr 32min 30sec. and A.Worth taking third in the class with 1hr 46min 15sec. P.Lee was unplaced in the senior touring singles while M.Carpenter gained third in the junior.

Sunday 18th June, Bath-Bradford L-D. This race to my mind is certainly one of the best L-D courses we have in the country. A twelve mile up-stream course with very difficult portages and "interesting" water it is raced on the Avon from Bath to Bradford. This race might be a "boat wrecker" with paddlers having to portage up the face of the weirs and always difficult water at Limpley Stoke Bridge whatever the level of the river, but surely this is L-D with the more hazards the better. Always when I watch this race the old urge to be back on the water again wells up inside me - oh to be in a kayak and race the Bath-Bradford just one more time!.....

For a change R.Lees of Cambridge University CC was out in front of the senior racing singles class and finished just ahead of S.Hollier of Hatfield with a time of 1hr 55min 30sec. In the junior class J.Radford of Exeter again raced over the finish in first place while local canoeist P.Webster took second in the class. Boshier/Lilley scored yet another win in the senior racing doubles and in second place as usual Ash/Day only minutes down. Four ladies' crews completed the course, Miss Page of Nottingham City Kayak Club returning 2hr 39min 05sec in the racing singles, Mrs. Boshier/Miss Huskisson of Royal raced a Ribelle 1hr 51min 10sec over the course, and Miss Turner in a Moonraker touring class finished with a time of 2hr 39min 28sec, followed by Miss J.Lincoln of the host club. Although ladies are given assistance at the portages, this course is a fine one to complete.

Just in is the selection for the team to represent Britain in this year's International Sella River Race to be held in Spain on 6th August. Team Captain: A.Tullett, (Royal CC); Senior K2 Pairs: A.Tullett/M.Giddings, (Royal CC), M.Boshier/N.Lilley, Royal/Lincoln, J.Day/S.Ash, (Harlow CC); Junior K2 Pairs: G.Mackereth/J.Lockwood, (Nottingham City Kayak Club), D.Rogers/R.Breavis, (Southampton CC); Senior K1: C.Evans, (Royal Canoe Club), S. Hollier (Hatfield Canoe Club), P.Lawler, (Richmond Canoe Club).

Over in Britain for a four week tour is a team of South African sprint and L-D canoeists. Six paddlers and a team manager, the visitors are to arrive as we go to press and will be staying at the Thames Young Mariners Base at Ham. Quite a programme of events have been arranged for them, many of which will be reported next month. Our canoeing friends can be seen in action at a 10,000m event to be held Friday evening on 21st July at Royal Canoe Club, and Royal Regatta and Paddling Challenge Cup on 22nd/23rd July. The South African Team will be competing at the National Sprint Championships on 28th/29th July at Pangbourne and it is hoped they will be racing in K4 10000m event at Royal on 12th August. With two ranking L-Ds to be taken in during their stay, the team is in for a busy four weeks!

Chris Hawkesworth - UP IN THE NORTH.

The syndicate slalom at Summer Bank Holiday is working better than expected. The idea of a joint promotion first took place at the January meeting of the slalom committee. Summer Bank Holiday has in the past always seen a 1st/2nd division slalom in Scotland at Grandtully run by Alan Sharples and Forth Canoe Club. However, they have always had some difficulty with the organisation of this event since Scotland does not have the Monday off, and now with membership of the club falling, it was felt that Forth CC would regrettably have to withdraw sponsorship. The other big northern clubs have their own 1st/2nd events - Chester CC at Llangollen Town, Manchester CC at the Serpents Tail, and Leeds at Easter Grandtully, while southerners have too far to go. So it was either a case of lose a slalom altogether or for the 1st/2nd boys to run it themselves.

A syndicate under the leadership of John Macleod was formed and the slalom committee agreed to grant ranking status for the event, while a whip-round of clubs provided some money - Manchester, Leeds and Soar Valley each donating £5 with the manufacturers Jaycee, Streamlyte and Canoe Centre providing another sum. This meant that there was enough money in the kitty for the prizes and the whole conspiracy could start rolling.

Grandtully is certainly one of the finest slalom courses in the country with plenty of points to view competitors - here is a fine opportunity for none W.W. canoeists to see white water canoeing at its best. Just take the A.827 towards Aberfeldy from the A.9 Dunkeld road for 4-5 miles. Where the road crosses the Tay, there's the slalom site.

TOURING THE URE?

At Dinckley Weir on the river Ure in Yorkshire, a slalom hatchery has now been constructed out of the Old Dinckley Mill. No water is going over the weir and the river is now dry for almost 200 yards except in time of flood. If you are contemplating a trip on the Ure between Masham and West Tanfield please write to get the latest on this situation from the Yorkshire River Adviser:- Chris McAllister, 11a, Springfield Mount, Leeds 2 or phone Leeds 26701.

A tang in the summer breeze,
The wavelets plopping by,
A sound of surf in the trees,
A sigh.

Sunshine, a sky above
Unflecked, of purest blue,
A dream of live and love,
For my canoe.

NEWS-NEWS-NEWS- IN BRIEF

Dennis Davis has come up with another kayak design intended for the "DO IT YOURSELF" enthusiast. His latest design is the "D.K.13 Plover", a single seat kayak suitable for beginners, and the craft will be featured in "Practical Woodworking", due to be published on 10th August, which will include full instructions and photographs. The Plover is a hard skinned kayak of 13' 8" length, 25" beam with a moderately rockered keel line. Cross section shape is round bottomed-V, derived from Mr. Davis's new method of construction on which a patent is pending. Several of the craft have already been built and one has been toured down the Spey in the hands of a fairly inexperienced ten year old.



GETTING WET?

Canoeing can hardly be called a dry sport, getting wet is all the fun, but after a day's canoeing touring a river it ceases to be fun if you have to spend a damp night in a leaking tent. NEV, makers of waterproofing products, now introduce "NEVSOL" an aerosol spray with universal application that will give a water-repellent surface to every fabric, including nylon, terylene, cotton, woollen and linen. "NEVSOL" at 9/6 for a large 16ozs aerosol can that will proof up to 70 sq.ft. will ensure that tents, anoraks and sleeping bags remain dry.

NOT FREDRIKSSON'S WORLD!

If you were not watching the T.V. programme "Our World" screened during the last week in June, you missed an interesting contribution from Sweden showing rough water canoeing. Taking part in what appeared to be a white water race was Gert Fredriksson, six times gold medal winner in Olympic Games. However it was not Fredriksson's day, and I bet he wished he'd stuck to sprint kayaks when he made a right hash of capsizing in the rough water - having come out of the boat which partially righted with water pouring in the cockpit. Not quite the thing for a world class sprinting paddler to do in front of the cameras and more than a few million viewers!

MODS TO THE SL 7.

The Canoe Centre informs us that the Klepper SL7 slalom kayak is now to be available with an enlarged cockpit. The cockpit will be 4" longer and of slightly different shape from the standard model. This is to make a more comfortable boat for touring and easier stowing of camping gear under the deck.

News from STRUER in Denmark is that the new K4 WINNER sprint racing kayak has now completed its water trials and will soon be available, again from the Canoe Centre.

HANS KLEPPER

Hans Klepper, son of Johann Klepper who in 1907 designed and manufactured the first practical folding canoe, died in Germany on 10th June at the age of 66. Hans Klepper took over his father's firm in the 1930's and made the name of Klepper synonymous with canoes of uncompromising quality and craftsmanship. Klepper Folding canoes are known throughout the world while in the past ten years Hans Klepper guided his firm - although still producing folding canoes - into the age of glassfibre kayaks.

CANOE RACKS

In reply to a letter on canoe racks from an American correspondent in the June issue of "Canoeing", Lawler Engineering Ltd., have supplied information about racks that they manufacture for the specific purpose of canoe carrying. These racks are widely used amongst racing canoeists, and in spite of the vast amount of travelling involved in this field of the sport, no accidents have been reported. Information on these racks is available from Lawler Engineering Ltd., 42A, School Road, East Molesley, Surrey.



"CANOEING" LOOKS AT THE COUGAR.

THE COUGAR, manufactured by John Critchley in glassfibre, is an all-British kayak designed for top slalom competition. The Cougar first appeared at the beginning of this season and is unique in its method of construction, being of almost one piece moulding. With hull and deck laid up at the same time in the mould, the whole kayak is cured at one time, giving maximum strength at gunwhale and cockpit joints. Cockpit layout is comfortable with kneegrips incorporated in the coaming rather than the use of bars. Actual fibreglassing is of the highest quality and the finish good. The specifications are: Length 158" (401cm), Width 23 $\frac{3}{4}$ " (60 $\frac{1}{2}$ cm), Depth 13 $\frac{1}{2}$ " (34.2cm), Cockpit 27 $\frac{1}{2}$ x14", Weight 28 lbs - 36 lbs. Price of kayak £38 10s Od. However this is without buoyancy or spraydeck and with these items the price is £42 5s Od. With the construction method of the Cougar the kayak can only be supplied in clear, tinted or solid colours but not two-tone.

So much for the general specifications, but just what do the paddlers think of it? Already there are a number of Cougars around 1st and 2nd div. slaloms - a recommendation in itself - so I asked a few paddlers how they rated the boat "Like The K.W.7 but more manoeuvrable, very well built. High precision in building with all seams extremely good and resin very strong." "Looks slightly bow heavy." "Like 400's on rough water but seems more alive, while on flat water does not turn so easily." "Not enough rocker and the boat is slow. Its not easily turned at speed and tends to be sluggish in heavy water." "Generally glassfibre is pretty good." "Building very good, in fact, faultless. Quite fast, but best in heavy water." "Something like the K.W.7, but faster in heavy water."..... As you can see when it comes to choosing a slalom kayak, everyone has his own idea of what makes a boat. To everyone a slalom kayak is a very personal thing, and when you have three or four equally good designs, what suits one slalomist might be entirely inadequate for another. If you're thinking of a slalom kayak, try The Cougar and the SL 7 or the KW 7 or any other slalom kayak in your price range before buying.

The Cougar available from John Critchley, rear of: 24, Falcon Grove, Clapham Junction, London S.W.11.





Cougar



ROYAL CANOE CLUB RESULTS

CLASS 1A

1st	Charles Evans	Pointer	Royal C.C.	1.41.0
2nd	S. Hillier			1.47.0
3rd	Mark Giddings	Pointer	Royal C.C.	1.47.40
4th	Roland Lawler	Pointer	Richmond C.C.	
5th	S. Kitson	Invader	Harlow C.C.	

CLASS 1B

1st	J. Radford	K.1.	Exeter C.C.	1.32.30
2nd	C. Leah	Pointer	Warrington	
			Sea Scouts	1.38.30
3rd	Andrew Worth	Attack	Exeter C.C.	1.46.15

CLASS 1C

1st	Miss Adrian Huskisson	Pointer	Royal C.C.	1.38.00
2nd	Mrs. Di Lawler	Sprinter	Richmond C.C.	1.53.5
3rd	Miss R. Page	Moonraker	Not. City C.C.	1.59.0
4th	Mrs. Lynn Bosher	Pointer	Maidenhead	

CLASS 2A

1st	Martin Bosher & Norman Lilley	Glider	Royal C.C.	1.38.0
2nd	John Marshall & Bob Still	Ribelle	Royal C.C.	1.38.10
3rd	S. Ash and J. Day	Moonraker	Harlow C.C.	1.41
4th	Bob More & Ron Pearson	Ribelle	Eastbourne	

CLASS 2B

1st	G. Mackereth & J. Lockwood	Moonraker	Warrington	1.20.0
2nd	Greenaway & Mevett	K.2	Battersea	1.25.0
3rd	J. Wesley & J. Summers	Moonraker	Nott. City K. Cl.	30.0
4th	G. Martin & S. Bulley	Accord	Bourne Y.W.	

CLASS 3A

1st	D. Clarke	Moonraker	Cam. Un. C.C.	1.58
2nd	C. Leach	Moonraker	Exeter C.C.	2.0.5
3rd	C. Gray	Moonraker	Nott. City	2.02.0

CLASS 3B

1st	G. Jackson	U.K.3.	B.C.U.	1.34
2nd	E. R. Last	Avoncraft	Eagle C.C.	1.34.15
3rd	M. Carpenter	Moonraker	Exeter	1.39.0

CLASS 3C

1st	Miss S. Thomas	Avoncraft	C.T.C.	2.03
2nd	Miss W. Drysdale	Invader	Eagle C.C.	2.21

CLASS 4A

1st	Alan Tullett & Derek Jordan	Gannet	Royal C.C.	1.52
2nd	John Holmes & Richard Oliver	Gannet	Lincoln C.C.	1.55
3rd	G. Cottle & P. Beven	Moonraker	Bradford C.C.	1.59.30
4th	D. Hamblin & M. Hobbs	Moonraker	Bradford	

CLASS 4B

1st	A. King & T. Stubbs	Moonraker	Bradford R.C.	1.34
2nd	J. Harris & V. August	Hustler	Westland	1.52

CLASS 1A

Position No.	Name	Club	Start 12.00	Points
1	Lawler, P.	Richmond C.C.	1.39.31	5
2	Evans, C.	Royal C.C.	1.39.33	3
3	Lees, R.	Cambridge U. C.C.	1.42.06	2
4	Kitson, S.	Harlow C.C.	1.42.07	4
5	Oliver, R.	Lincoln C.C.	1.49.12	1
6	Baker, C.	Royal C.C.	1.50.17	1
7	Beebe, T.	Harlow C.C.	1.52.43	1
8	Freeman, R.	Lincoln C.C.	1.54.10	1

CLASS 2A

Position No.	Name	Club	Start 12.00	Points
1	Bosher/Lilley		2.11	3
2	Jay/Pearson		2.14	2
3	Moore/Pearson		2.22	2
4	Stonely/Green		2.22	4
5	Leach/Blackmore		2.26	1
6	Bennet/Brooks		2.27	6
7	Dawson/Dawson		2.28	2
8	Brown/Hayes		2.30	8
9	Royce/Royce		2.31	201
10				201

Start 12.15

Maidenhead C.C.	1.35.51
Harlow C.C.	1.40.50
Richmond C.C.	1.41.0
Eastbourne Kayak C.	1.43.29
Cambridge C.C.	1.43.58
Richmond C.C.	1.44.36
Wickham K.C.	1.45.31
Richmond C.C.	1.45.43
Kennet Valley C.C.	1.51.07
Boston K.C.	2.01.49

CLASS 1B

Position No.	Name	Club	Start 12.00	Points
1	Thurston D.	Eagle C.C.	2.16.42	5
2	Stopp, A	Newham C.C.	2.24.30	3
3	Richardson, G.	Harlow C.C.	2.25.37	1

CLASS 2B

Position No.	Name	Club	Start 12.00	Points
1	Rogers/Nicholson		2.28	3
2	Coe/Mulligan		2.33	2
3	Palmer/Hayes		2.32	3
4	Carne/Fairlett		2.31	5
5	Carne/Mcrousey		2.34	2
6	Latham/Bacon		2.37	7
7	Greenaway/Hewett		2.36	1

Start 12.20

Southampton C.C.	1.51.7
Jn. Leaders Regiment	1.57.75
City of London Police	1.59.55
City of London Police	1.02.17
City of London Police	2.03.32
Jn. Leaders Regiment	2.30.37
Jn. Leaders Regiment	2.32.56
Battersea Air Cadets C.C.	retired

CLASS 1C

Position No.	Name	Club	Start 12.10	Points
1	Huskisson, A.	Royal C.C.	1.59.12	5
2	Lawler, D.	Richmond C.C.	2.14.27	7
3	Bosher, L.	Maidenhead C.C.	2.22.11	1

CHELMER RACE 1967

RESULTS SHEET

WORCESTER CANOE CLUB LONG DISTANCE RACE RESULTS

NO	NAME	CLUB	TIME	POSITION
CLASS 1A				
13	P. Lawler	Richmond C.C.	2-18-50	1
1	S. Kitson	Harlow C.C.	2-18-51	2
4	B. Webb	Nomads C.C.	2-30-11	3
12	C. Baker	Royal C.C.	2-32-36	4
5	D. Londer	St. Lukes College	2-34-49	5
CLASS 1B				
15	J. Summers	Nottingham C.C.	2-13-17	1
16	G. Jones	Nomads	2-22-50	2
14	N. Osbourne	Nottingham C.C.	Retired	-
CLASS 2A				
36	A. Edwards/L. Oliver	Worcester C.C.	2-02-10	1
37	N. Lilley/M. Basher	Lincoln C.C.	2-05-50	2
33	J. Day/S. Ash	Harlow C.C.	2-12-5	3
47	D. Rodgers/R. Beavis	Southampton C.C.	2-19-52	4
40	Jones/T. James	Sandhurst C.C.	2-20-35	5
CLASS 2B JUNIOR				
57	C. Hillman/W. Whitby	Worcester C.C.	1-50-15	1
52	J. Lockwood/G. Macereth	Nottingham C.C.	1-53-8	2
54	Greenaway/Hewitt	Battersea Air Cad.	2-00-30	3
55	N. Coe/R. Willigan	Junior Leaders	2-03-14	4
49	G. Martin/S. Bulley	South Wing C.C.	2-16-45	5

CLASS 4A				
102 A.	Acton/K. Yates	Molverhampton C.C.	2-24-16	1
103	R. Incefield/G. Brinkworth	Bradford C.C.	2-25-30	2
107	J. Holmes/I. Grant	Lincoln	2-27-52	3
105	D. Hamblin/H. Hobbs	Bradford C.C.	2-47-07	4
98	W. Fisher/I. Kirkwood	Kennett Valley	2-49-18	5
CLASS 4B				
117	A. King/T. Stubbs	Bradford R.C.	2-17-49	1
113	R. Rabone/B. Povers	Morton School	2-26-44	2
111	Petheridge/Patterson	R.A.P. Halton	2-28-07	3
116	C. Tarrant/T. Gould	Kennett Valley C.C.	2-31-55	4
121	Holmes/Dobbs	Jewell Grange	2-55-42	5

Rath to Bradford on Avon, Long Distance Race.

June 18th 1967

CLASS 1.					
Cambridge University.	R. Lees.	Pointer.	100.	1-55-30.	1
Hatfield	S. Hollis	-	102	1-55-55.	2
Harlow	S. S. Kiteon	Invader	100	2. 3-25	3
Exeter	P. Lee	Pointer	104	2. 3-27	4

Class 1 B

Exeter	J. Radford	Pointer	143	1. 44. 38.	1
Bradford on Avon	P. Webster	Maker	147	1. 50. 35.	2
Newham	J. Phelps	146	1. 56. 15	3	
Exeter	A. Worth	Attack	142	2. 9. 27	4
Class 1 C.					
Notts City K.C.	M. S. Page	149	2. 39. 05.	1	
Class 2 A.					
Royal	Bosher/Malley	Kixville	209	1. 50. 45.	1.
Harlow	Ash/Day	Moonraker	218	1. 53. 05	2
Notts City	Mackereb/Lookwood	Moonraker	210	1. 53. 31	3
Viking	Barnest/Brook	-	211	1. 55. 18	4
Class 2 B.					
Richmond	Greenaway/Hewitt	Accord	256	1. 42. 47	1
Royal W. G. Jr. Lar.	Coe/Mulligan	Viking	244	1. 45. 43	2
R.E. Jnr. Leaders.	Green/Kronay	Viking	245	1. 48. 10	3
Norwic	Willette/Port	Moonraker	253	1. 49. 59	4
Class 3 A.					
Cambridge University.	D. Clarke.	Moonraker	308	2. 08. 14.	1
Exeter	C. Leach	Moonraker	307	2. 12. 08	2
Riverside	B. R. Smith	" S Type	305	2. 20. 55	3
Royal	R. Still	Pointer	310	2. 24. 39	4
Class 3 B.					
Independent.	G. Jackson	UK3	341	1. 43. 47	1
Warrington Str. Scout.	C. Leah	Vardy	347	1. 44. 47	2
Galley	W. Fraser	Invader	344	1. 50. 39	3
Westland App.	D. Lang	Invader	343	1. 53. 59	4
Class 3 C.					
Southampton	M. Turner	Moonraker	381	2. 39. 28	1
Bradford on Avon	Judith Lincoln	384		2	

Canoeing

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FOLDING CANOES REQUIRED by students for holiday project in France this August, hire or second-hand purchase. Contact:- Mr. R.B.Wells, Bryanston School, Blandford, Dorset.

CANOE PHOTOGRAPHS.

Photographs appearing in this magazine credited to Aqua-photo are available for purchase. Half-plate @ 2/-: Whole-plate @ 4/-: 10 x 8 @ 6/6: 12 x 10 @ 12/6. From Aqua-photo Publicity at editorial address.

CANOEING MAGAZINE - CANOEING MAGAZINE - CANOEING MAGAZINE.

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KEEP UP TO DATE WITH CANOE SPORT - TAKE "CANOEING" EVERY MONTH.

STOP PRESS

SILVER MEDAL FOR MITCHELL

Dave Mitchell competing in the World Slalom Canoe Championships at Lipno 7th/9th July gained second place to the East German, J.Bremer, in the kayak singles, with a score of 284.9 pts. Well done Dave, "Canoeing" is proud of you.

JUNIOR EUROPEAN CHAMPS. SELECTION

Selection for British team for Junior European Sprint Championships was made at trials held Edmonton 9th July. K1. M. Whitby, K2. R. Freeman/J. Dyer, K4. Whitby/Freeman/Dyer/Hillman, Ladies K1. L. Oliver, Ladies K2. L. Oliver/B. Mean. Team Manager R. Emes, Coach R. Jones.

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