

Canoeing

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VOL 7 NUMBER 10 SEPTEMBER 1967



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The beginning of August and the sprint canoe racing season 'n Britain has finished with the National Championships at Pangbourne. The first full sprint regatta of the year was at the end of May - just over eight weeks for the complete season in which there was only four reasonably good regattas. If our paddlers are going to get anywhere in international sprint racing this season has got to be extended with more and certainly better regattas - competition breeds winners, competition of the right type. Okay so we have National 10,000m events and time trails that add to the season but why be content with holding these as individual events, run the 10,000s on the Saturday and a full regatta on the Sunday. Why hold sprint trails for international selection? Why not hold a full selection regatta? Those vital seconds are clip off times in competition by 'hating' the paddler in the next lane, by racing him to the finish, not by racing against the clock. More regattas, more competition, better times.

More regattas - but whose to organise them? Our club's too small, we do not have the money, we do not have suitable water, we've not the time, we've not the people to do the paper work or run the events, etc.... Nonsense! Sprint has the people to organise and courses can be found. The slalomists were in danger of losing the Grandtully event in Scotland through lack of organisers - what did they do, they formed a syndicate. For a start, lets take a leaf out of their book and form a few syndicates to run regattas apart from their own clubs. How about Birmingham/Worcester/Leamington, holding an event at Birmingham, Harlow/Hatfield/Viking holding one at Bedford or Richmond/Royal/Riverside holding one at Oxford. MORE REGATTAS, MORE COMPETITION, BETTER TIMES.



WORLD SLALOM

seen by rodney witter

Bigger and better than ever: that was how the Czechs planned this, the second World Championships to be held behind the Iron Curtain. They were out to impress, and certainly deserved all the appreciative comment and praise that was continually heard for their organisation. Nothing was too much trouble, whether it was ensuring that we were comfortable or re-welding (free) a broken suspension unit on one of the British minivans.

The first taste of Czech hospitality came at the border where the border guards had obviously recieved instructions to ease the passage of cars carrying slalom canoes. After the minimum of formalities, we were through the rather sad and depressing frontier, with its barbed wire fence stretching to the horizon in both directions. Watch towers and ferocious looking guard dogs were much in evidence to deter anyone who wished to do the crossing without a visa.

A big, black, official-locking car was waiting to escort us to the slalom site, which, at first sight seemed quite overwhelming. The Lipno slalom course is fed by a dam, 150 feet high, which holds back a lake, 30 miles long. The river bed itself below the dam is completely dry when the slalomists are not using it, as the main flow of the river (the Vltava) is diverted away through hydro electric machinery and does not reappear above ground until 2 miles below the dam. The bed is composed of gigantic boulders, up to 10 feet across, which play havoc with the imagination and wonders what on earth the river will look like when the water is turned on. We were soon to find out, as precisely at the advertised time of 12 noon on the Friday before the slalom, a rumbling was heard deep inside the dam and the goodness proceeded to spew forth.

photo by Aqua-photo

The water itself was not as rough as the boulders had led me to anticipate - the character being very white and very fast, rather than a series of stoppers as I had imagined. As we have come to expect from the continentals, the course was extremely well designed, with excellent use being made of break outs and turns in the rough.

Friday afternoon was the official training session in which each individual boat was given one run over the course. I was there early as I wished to be in the best position to watch the C.2.s which were due to run first. The duel here was obviously between Merkel-Merkel (the defending champions) and Valenta-Stach, the 1965 silver medalists, who had been training hard to win on their home waters. The Merckels could be seen, going like a steam-engine right from the start, but they were obviously trying too hard as they capsized on the break out for gate four and baled out immediately to avoid doing themselves a mischief on the rocks. This raised a great gasp from the crowd and gave the superbly efficient rescue services their first exercise of the weekend. Our team all looked quite at home with the water, and Pauline Squires in particular, seemed confident after her unhappy incident the previous week, when during training at Spittal she lost her brand new Cougar.

The competition itself started on Saturday with the individual C.2. event - Valenta-Stach showed their complete mastery of the water by turning in the only clear round of the whole weekend to win the C.2. class. The Merckels were not placed, the silver and bronze medals both being taken by Czech pairs - a great triumph for Karel Knap their trainer (who is currently in Britain coaching canoeing).

The kayak team event followed in which we pinned our hopes on Dave Mitchell, Ken Langford and John Macleod, all three experienced from previous World Championships. Alas poor John was blighted with the sort of luck which strikes us all at some time or another. He was bitterly disappointed by collecting a '150' which he had easily avoided in practice, thus our hopes of a team medal were dashed.

The C.1. event followed, which was technically very interesting and was won in fine style by the West German Wolfgang Peters. Then came the womens team event, easily won by the East Germans. In the last event of the day, mixed C.2.s our friend and tutor Josef Sedived and his wife Jirina were competing, but were, however not highly placed, the gold medal going to another Czech pair.

The following day was to see the big event that we had all been waiting for - Mens K.1. The weather was not at all fine and the results of the British First runs did nothing to cheer us up. At lunch time Kurt Presslmayer was in the lead, followed by a gaggle of East Germans, with Dave Mitchell at 14th. The second runs had us all on our feet however, as several competitors tried 'death or Glory' stunts. Dave put in a superb run which drew well earned applause and secured the silver medal for Great Britain, the gold being won by Dave's old rival Jurgen Bremer of East Germany.

The jubulation was tremendous and the celebrations went on long after the medal ceremony with a banquet and more prize giving. Drinking and dancing took the party on into the small hours, and many green tracksuits were seen disporting themselves

long after they should have been in bed.

We then had a clear week before the whole organisation feat was repeated 300 miles away in Spindleruv Mlyn, for the White Water Racing Championships.

During this time we were very hospitably entertained at the Slavia Canoe Club in Prague which was quite an eye opener. The canoe room itself, stretched for 50 yards with hundreds upon hundreds (literally) of racing canoes, a living testimony of the dedication of the Czechs to canoe sport. Inside the club was a winter training pool with a dummy cockpit and water recirculating past it in channels. Mirrors enable the paddlers to study and correct their styles. A fine set of showers and changing rooms all added to our feeling of jealousy!

At Spindelrur Mlyn the organisation was again first class - three runs were allowed for each competitor over the course in order to gain familiarity. Here the water was not of the standard we had expected - the white water race being really only a dash with spray decks on. Consequently it was imperative to have exactly the correct course all the time, so that not a vital second was lost.

In the team event Britain was placed fifth whilst none of our men gained a place in the top ten in the individual competition... Pauline Squires again justified her selection by coming 9th out of a field of 18 in the women's event. Throughout the three weeks that the team were abroad, both in training at Spittal and at the events in Czechoslovakia, she showed a constant determination to do her very best for Great Britain - an excellent display of guts which must silence all critics of the Selection Committee, myself included, who were doubtful about her inclusion.

Long Distance Racing **AUGUST REPORT**

I hope that by now you all know about the programme for the Open Championship Canoe Race at Bedford on 2nd September. For the first time we will have a full International Event with entries from Spain, Denmark and Ireland confirmed, and possible entries from Sweden and Holland. As we feel that social activities are somewhat neglected in canoeing circles we have arranged to hold a Buffet Dance on the Saturday evening and to have the presentation of prizes at this function instead of immediately following the race. Jimmy Hill, the well known football personality, has agreed to perform this duty and he will come to Bedford straight from Coventry City's first match with Arsenal. Trying to arrange to cater for an unknown number at the dance is rather a headache and I would appreciate if those buying tickets could inform me as quickly as possible. On the Sunday we intend to hold an International 500 metre regatta with an open entry so that any canoeist wishing to compete against foreign opposition may do so. I hope that there will be something for everyone during the course of this weekend. The River Great Ouse provides an interesting venue with some difficult water in places.

On my last visit to Bedford I was fortunate to see the Annual Rowing Regatta. The organisation of the racing is most impressive, one event every five minutes, commencing at 9.0 a.m. prompt. They had a record entry with some hundreds of crews. There was no fuss and everybody knew what was going on. The finish was crowded with spectators and they could see and hear each result. It made me feel that our sport has a lot to learn regarding the organisation of L.D. and sprint events. This brings me to my last unfortunate visit to Worcester to see the North versus the South Regatta. It was unfortunate in the sense that the South African team were present to witness an ill-attended, poorly organised pretence of an event. The start and the finish were out of sight of the few supporters present. Nobody appeared to know what event was in progress and neither did we know who had won. We saw parts of three races in 1½ hours. Refreshments appeared unobtainable and eventually we drifted off home. It is almost impossible to lay the blame for this type of lamentable failure. The people who turn up to organise do their best. They work hard all the day, often with no thanks and then people like myself offer harsh words of criticism. You might wonder why an L.D. officer attacks the organisation of a sprint meeting, well I have never regarded myself as anything other than a member of the British Canoe Union with the general interests of canoeing as the focal point of my interest and I feel that to invite an International team to any B.C.U. event such as this brings nothing but discredit to the national organisation. I dread to think of the tales they will have to tell on their return to South Africa.

I was pleased to learn of the great achievement of David Mitchell of Chester Canoe Club and on behalf of our Committee I would offer my sincere congratulations on being placed second in the Slalom Championships and bringing home a Silver Medal. David is above all a good canoeist. His performance in long distance races is always superb and his interests in all branches of canoeing could well be copied by many. His domination of the first division slalom field and his performance at the championships is a credit to himself, his Club and the British Canoe Union.

Finally, I am sure it is worth recording the retirement of Captain Alec Kennedy, C.B.E. Alec took on the job as first full-time General Secretary of the Union a few years ago and in a very short time he has accomplished much in the way of enhancing our reputation. In fact, his achievements will take some years to assess but I am quite sure that he has laid the foundations for progress and when the history of the British Canoe Union is written at some future date, much of the credit will be laid at Captain Kennedy's feet.

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

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

ROLLING MECHANICS part 1. ALEC KNIBBS

If an empty canoe, with its spray cover tied to keep it air tight, is placed in water it can be rolled with very little effort by a canoeist standing alongside or at one end of the canoe. This is because it is constructed symmetrically (even if only approximately so in some cases) about its longitudinal axis (fig.1) and because its surfaces are almost frictionless in movement through the water. This rolling is almost as easy if the canoe is full of water.

If it were possible to sit a person and cut him in two at spray cover level, again it would be found that the canoe could be rolled quite easily, and for the same reason - that the canoe and its contents (the lower trunk and legs) would be symmetrically distributed about the canoe's long axis.

If a canoeist sits upright in a canoe, it is found that the canoe cannot be rolled as easily as an empty or full (of water) canoe. The extra effort needed to roll the sitting canoeist is therefore due to the lack of symmetry in the distribution of the mass of the canoeist, about the canoe's long axis, in other words, it is due to the right angled position of the upper trunk, head, and the arms relative to the canoe and the legs (fig.2.)

The upper body forms, effectively 2 levers; the first lever comprising the head, trunk, arms and paddle, which have a combined weight; and the second lever, the arms and paddle which apply a rolling force.

The 1st lever, sticking out from the canoe and having weight displaces the centre of gravity and affects the canoe roll. It is also responsible for a capsizing when the canoeist is in an unstable position (fig. 3.)

If L is the weight of the lever and d , is the displacement distance of its centre of gravity, taking moments about x , the canoe longitudinal axis, then $Ld = A$, when A represents the rotational moment, the anti-rolling or capsizing moment which acts against the canoeist's attempts to roll (fig.3.)

The action of the 2nd lever is more complex. During the roll the paddle is put in a position relative to the canoe and the canoeist (fig.4) such that it is steady because of the forces h_l , h_r , and w acting on the paddle due to the actions of the left hand, right hand and water respectively.

In order to roll, the canoeist increases the forces h_l h_r and w to lever himself above his paddle. Alternatively it can be said that the canoeist by increasing the forces of his hands on the paddle blade on the water w to W . As the paddle blade is held flat on the water and cannot be forced downward, this force is transmitted through the paddle to the canoeist who rotates about the canoe's long axis. (fig.5.)

If W is the 'paddle force' and D is the distance of the paddle blade from m , a point mid-way between the left and right hands from which W may be said to be applied, then $WD = R$ when R represents the rolling moment.

If R the rolling moment is greater than A the anti rolling moment, then the canoeist will roll his canoe, so the problem of rolling is to ensure that R is greater than A , i.e. $R = WD > A = Ld$

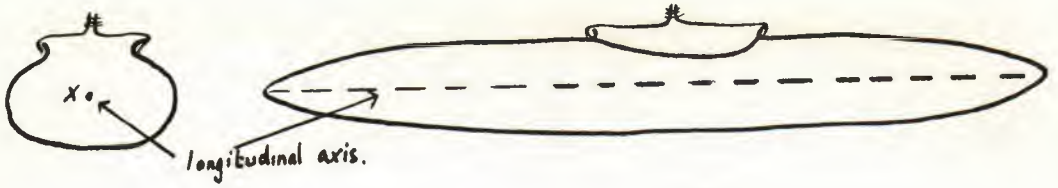


fig. 1

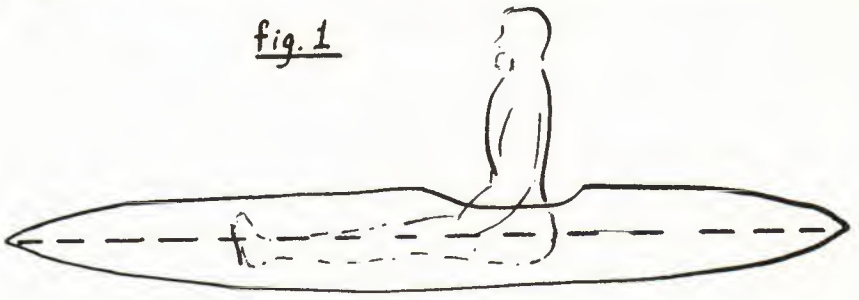


fig. 2.

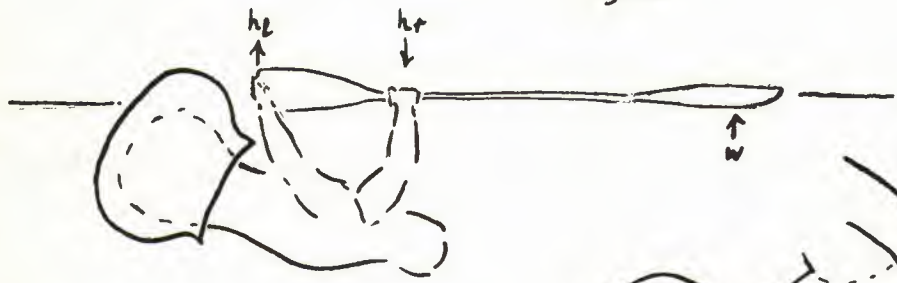


fig. 4.

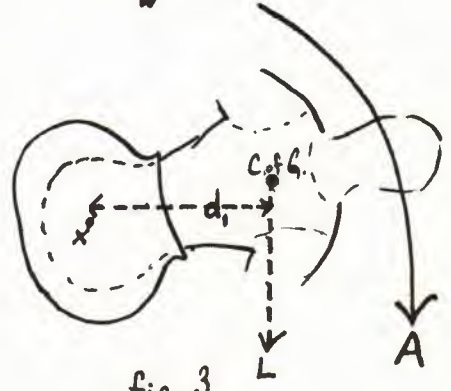


fig. 3.

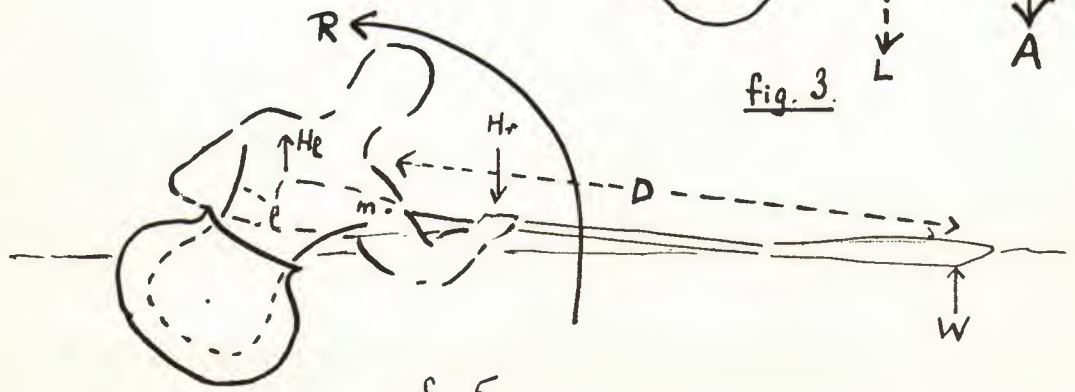


fig. 5

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 ..

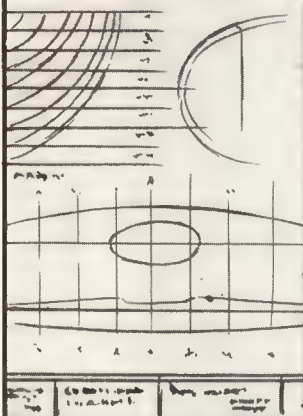
WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE - IN SEPTEMBER/OCTOBER.

SEPT.

- 2nd. BRITISH OPEN LONG DISTANCE CHAMPIONSHIPS, Bedford. Entries: N. Barber, Esq., 87, Elmers Road, Ealing, London W.13.
- 2nd/3rd. SPRINT, INTERNATIONAL REGATTA, Ghent, Belgium.
- 3rd. CLOCH LONG DISTANCE RACE, Ashton Bay, Gourrock, Scotland. Entries: D.Goldthorp, Esq., 24, Iona Cres., Gourrock, Renfrewshire, Scotland.
- 3rd. SLALOM, WEST TANFIELD, 3rd/4th/N. Entries: P. Walton, Esq., 254, Bradford Road, Wakefield, Yorkshire.
- 5th/8th. OPEN CANOEING COURSE, Calshot Activities Centre, Details: The Canoeing Instructor, Calshot Activities Centre, Calshot, Hants.
- 9th. INTERNATIONAL LIFFEY DESCENT, Ireland. Details: F.E. Lawrence, Esq., 303, Lower Kimmage Road, Dublin 6.
- 10th. SLALOM, LUNE, 3rd/4th/N. Details: Lakeland C.C. Mrs. A. Evans, Nuns Cottage, Gib Lane, Hoghton, Nr. Preston.
- 10th. SLALOM, MARSH LOCK, 4th/N/C. Details: Reading K.C.J. Anstead, 158, Elms Park Road, Reading.
- 16th/17th. S.C.A. NATIONAL CHAMPIONSHIPS, Loch Lomond, Scotland. Details: Miss M. Tucker, 229, High Street, Ayr.
- 17th. LEE AND STORT LONG DISTANCE RACE. DETAILS.
- 10th. BOSTON CIRCUIT RACE. Details: F. Royle, Esq., West End, Benington, Boston, Lincs.
- 17th. SLALOM, PONT ALT-Y-CAFAN, 3rd/4th/N/C. Details: Colne C.C. Miss S. Leatherby, 89, Otterfield Road, Yiewsly, Middlesex.
- 23rd. CLANE - THE NEWBRIDGE (LEIXLIP) River Liffey, Ireland. Details: Salmon Leap C.C. Avonlea, Lucan, Co. Dublin.
- 24th. SLALOM, SERPENT'S TAIL, 1st/2nd/C. Details: Manchester C.C. C.M. Rothwell Esq., 21, Windsor Road, Clayton Bridge, Manchester 10.
- 24th. CRUISE - Right of navigation meet, River Stour, Langham. Details: Mrs. J. Googh, The Bays, Fryarning, Ingatestone, Essex.
- 1st. Oct. SLALOM, GREAT BRITAIN v FRANCE, SHEPPERTON.
- 1st. Oct. CRUISE, RIVER SLANEY, Ireland. Details: I.C.U. 33, Pearse Street, Dublin 2.

THE NEW Jaycee Cougar DRAWINGBOARD TO WORLD CHAMPIONSHIPS

Handwritten text on a drawing board, likely technical specifications or design notes.



- IN SIX MONTHS!

MENDESTA KAYAKS

- MENDESTA 400S
- MENDESTA 401.
- MENDESTA
COURSIER.
- MENDESTA
EAU-VIVE.
- JAYCEE C2.

THE JAYCEE COUGAR, a new all-British kayak designed for top slalom competition and the modern, more open slalom course, was still on the drawing-board at the beginning of this year. The first prototype was produced only in January, yet in six months the COUGAR has proved itself in top slalom and was competed at the World White Water Championships. The COUGAR is manufactured in glassfibre and supplied in clear, tinted or solid colours, but not two-tone.

JOHN CRITCHLEY

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Mike Clarke on COMPETITIVE CANOEING.

ARUN SCOUT L-D RACE..... SOUTH AFRICAN CANOE TEAM TOUR.....
ROYAL SPRINT REGATTA..... NATIONAL SPRINT CHAMPIONSHIPS.....

July - what a month for events, five L-Ds, four sprint regattas, a team slalom, the World Slalom and White Water Championships and the South African canoe team tour. This is just too many events to cover, there is just not the space! However let's start with the Arun race - don't rush to look up your B.C.U. Calendar to see what this event was and when it took place, you will not find any reference of it. On 9th July, over 90 scout crews raced on the River Arun, singles from Houghton to Littlehampton, doubles from Pulborough to Littlehampton - 20 miles without a single portage racing in craft from K2s to P.B.K.s, mostly the latter type of craft! To many out and out L-D paddlers the sight of youngsters toiling down a river in a canvas covered P.B.K. makes their minds cringed, but to me I only see them as potential top class L-D canoeists who may one day be converted to paddling REAL racing craft. 90 crews and not more than a dozen of them have raced national ranking L-D - what a boost for our side of the sport if we could only capture half this number!

The Arun Kayak races started some fifteen years ago with entries of less than 12 crews, the course from Pulborough to Littlehampton is flat water all the way - without a portage. Unlike ranking L-D this race has its own class system and a handicap within classes is still used. July 9th was hot and still with the sun beating down on the silent river as paddlers prepared to start, many of whom were to be on the water for over four hours! Four hours - you don't get a stretch like this even on the Devizes race, certainly these were the real heroes of the race and not the winners.

Out in front from soon after the start were M. Giddings/A. Tullett, not paddling under Royal CC colours but as 16th Twickenham scout crew with B. Leach/D. Blackmore, not in usual Richmond colours but paddling for 3rd Roxet, in second place. Giddings/Tullett won the open class and put up the fastest time of the day - this is not surprising since last year the pair broke the record for the course by over half an hour! Two Sea Rangers need a special mention: Miss Dear/Miss Bufton of S.R.S. "Reclaim" won their class with a time of 1hr. 49min. 55sec. from Pulborough to Houghton and then paddled onto Littlehampton to cover the 20 miles in a time of 4hrs. 16min!

Until a few years ago this race was all P.B.K. and folding type of canoe but the "K" class of canoe is now making a showing, and next year there will undoubtedly be more pure racing craft. L-D Committee find a way of getting these youngsters into ranking L-D - they are the future of our sport!

The SOUTH AFRICAN CANOE TEAM came to Britain to learn more of canoe sport but from the results in L-D and sprint races they have attended I don't think there is much more that they could learn! Their first major competition was the Hereford L-D,



1. Horton/Pedretti leading in National Championships.

2. One of the many starts at race on the river Arun.

3. South African K4 crew on the water at Royal regatta.

4. Mass start of 30 crews at Teddington for the annual K1 10,000m Paddling Challenge.

Photos by Aqua-Photo.

organised by Nomads CC. There was a difficulty in finding boats for the team, but five of the visitors got seats and did very well. J. Malherbe was placed third in the open singles behind Lawler and Lees, while in the open doubles first and second places were taken by the South Africans. M. Pedretti/W.Van Riet winning the class with 1hr.21min. followed by G.Horton/P.Chalupsky with Ash/Day in third.

The following weekend was pretty hectic for the team and all our sprint paddlers with events on Friday, Saturday and Sunday at Royal CC. Royal Canoe Regatta was well attended and one of the best regattas the club has held in recent years. Host club paddlers hardly got a look in among the cups but the racing was first class and extremely exciting. L.Oliver of Lincoln CC convincingly won the senior K1 1000m for the Warren Cup with a time of 3min.56.4, the South African G.Horton in second place under four seconds down. The senior K2 1000m produced one of the outstanding events of the weekend with first three crews racing almost level for the finish. The South Africans, G.Horton/M. Pedretti, won the race with 3min. 28.8sec. just over a second ahead of P.Lawler/M.Whitby of Richmond and Royal Crew Roberts/Gardner bringing up third. Another exciting finish was in the senior K4 with less than seconds separating the winning O.T.S. crew from the South African crew. In other event Dyer/Unsted raced into first place of the junior K2 1000m event while Miss S. Jackson upheld Royal CC flag by winning the ladies K1 500m and with Miss K. Emerson of Richmond the pair won the ladies K2 500m.

On the Sunday morning almost 30 paddlers were on the start of the Paddling Challenge Cup K1 10,000m race. 10,000m events require great tactics and this race saw excellent tactics from Oliver of Lincoln. From just over 500m G.Horton paddled into the lead after a very bad start, but with Oliver on his wash and Evans, Lawler, Roberts and Whitby in a bunch just behind. Horton set a cracking pace and almost literally pulled Oliver clear of the bunch. It was not until just before the final turn that Oliver made his strike and took the lead from the South African to win the race with a time of 45min. 23.5sec. and after making the pace for so long Horton could just not hold on to the lead or shake off the Lincoln paddler: a pity that the rest of the South African team were competing at Southampton, for with a little backing this boy Horton could have won the race - one of the classic events in British paddle racing.

The weekend 29/30th July saw the National Sprint Championships held at Pangbourne; Here again the events were very well fought although there being no following launch some paddlers to wash-hanging - not quite the thing to do in championship races! The South African crews were racing by invitation and their pair, G. Horton/M.Pedretti, did very well in winning both senior K2 1000m and 500m events. P. Lawler/A. Wilson were second in the 1000 followed by L.Oliver/A.Edwards while in the 500 Roberts/Gardner were second with Oliver/Edwards in third (what has happened to the "most formidable K2 in the country?") A. Wilson of Ayr was out in front to win both senior K1 events with Oliver in second both in the 1000m and 500m. The London clubs did well in the junior events, J.Unsted/D.Jordan paired to win the 500m

K2 while in the singles Unsted won the 1000m with Jordan in second - the positions being reversed in the 500m. A crew to watch, if they continue paddling together, is M.Giddings/C.Baker, both of Royal CC. They won the junior K2 1000m in 4 min. 08sec. clear of R.Lawler/K.Pereira in second place, and this after only a few weeks paddling together!

terry woodcock

SURFING WITH THE MALIBU

Many people believe that only the beaches of Hawaii, Australia, and the U.S.A. provide surf suitable for surfboards, this is nonsense. There are many excellent surfing beaches around the world, and the British Isles are not short of their share. Anyone seeking a new exciting sport will find that surfboard riding will satisfy all their needs. Slalomists with their wild water background should find little difficulty in grasping the fundamentals of surfboard riding.

SURFBOARDS

The modern surfboard consists of a polyurethane core with a skin of glass cloth, sometimes balsa or hardwood stringers are incorporated to give the board extra strength. Between 9ft6ins-10ft is the recommended length of board depending on the individual surfers weight, and should weigh between 25-30lbs. The top surface and rails of the board are "waxed" with paraffin wax to prevent hands, body, legs and feet from slipping.

HANDLING OF THE BOARD

Although this may sound silly I believe that before a beginner takes a board out into the surf, he should practice basic control and handling of the board on a lake or in a rock pool or swimming pool. Here he can learn to balance, propel, and trim the board in the lying (prone) or kneeling positions without being buffeted by waves.

PRONE PADDLING THE BOARD.

The paddler lays flat on the board with his body positioned such that the nose of the board is trimmed about one inch out of the water. The paddler can then propel the board by either a crawl or butterfly type of swimming stroke.

PADDLING IN THE KNEELING POSITION

Again the board should be trimmed so that the nose is approximately one inch out of the water by placing the weight just behind the centre of the board, if the water is choppy trim with the nose of the board slightly higher out of the water by moving a little more to the rear. Keep the knees close together and the weight in the centre of the board, this will decrease the amount of wobbling. Keep the centre of gravity of your body low and maintain speed to help balance the surfboard. The principle of balance the surfboard is similar to that of riding a bicycle, the faster the board is moving, the easier it is to balance. It

may be found helpful first to prone paddle to get up some momentum, and then change to the kneeling position. Try to relax as much as possible, any tension will only increase the amount of wobbling, if necessary the hands in the water can act as outriggers.

STRADDLING THE BOARD

While waiting for the right wave the most stable position is to sit astride the board, with the legs in the water again with the body position such that the nose of the board is just out of the water. This position is also the basis for the straddle turn, except the surfer sits further back on the board, so that the front 1/3 of the board is out of the water, the surfer then uses either a scissors kick of the legs to turn the board or paddles the board round with his hands.

PRACTICE IN THE SOUP

When the beginner is satisfied he can control the board on flat water he can then go into the surf and ride the soup, the soup being the broken waves close to shore. Again begin in the prone position and gradually graduate to kneeling and finally when you have the feel of the board, standing erect. Where possible try to catch the wave by paddling in the prone or kneeling position, but if you find this difficult start by pushing off the bottom and then pulling yourself onto the board as the wave reaches you. Only constant practice can tell you how to trim the board properly, so if the nose keeps digging into the water as you start, you are too far forward on the board or have not gained sufficient speed to catch the wave.

GETTING OUT

Now the beginner has the "Bug" he will want to go outside the breakers and ride his first green (unbroken) wave. However, he has first to get out through the soup, and although proficient surfers make it look reasonably easy, this sometimes is the most difficult part of surfing and requires much physical fitness. If the beach has waves which peak and break in one area, such as over a sandbank, the best route for the surfer to take, requiring the least amount of work and being the least dangerous, is to paddle around the side of this region making sure he is well clear of the shoulder of the wave, on which other surfers will be riding in. However, if the whole of the wave breaks at once (sections) then the surfer has no alternative but to paddle straight out through or under the waves. Whenever possible, going over the wave is believed to be the most efficient method to use. Going over the wave is practical in two instances, (1) in a situation where a wave has not yet broken, or (2) in shallow water which enables a surfer to touch bottom and jump, hurling his body and board, over the top of a breaking wave - providing it is not too large. When paddling over the top of a wave just as it is breaking it may be helpful to shift the weight forward, this will lessen the chance of being pulled back by the suction of the break. Going through the soup is accomplished by simply continuing to paddle perpendicularly into the oncoming surf. The principle involved here is to allow the body to create as little water resistance as possible by having the board go through the soup while most of the body goes over. This is usually accomplished by raising the body off the board and supporting it only by the hands

and feet - similar to a push-up position. It should be noted here that, whenever supporting the body in this manner while going through a wave, the hands should firmly grasp the rails (sides) of the board. This method may not be effective in large surf with considerable force behind it, and going through the soup should only be attempted in moderate surf or after the force of the wave has been dissipated. Quite often a surfer will start to paddle over a critical wave, and, finding he cannot make it over the top, will alternatively go through the crest as it curls over. The important thing to remember in such a situation is to try to increase or at least maintain the momentum of the board up to the last instant. This combined with the thrusting of the weight forward as the wave is breached should provide the force to carry through. Rolling under the breaker or soup is the least desirable method of the three, and should only be used as a last resort.



When the individual finds himself in a position where the incoming wave is going to break on top of him he should go under the break by grasping the rails firmly about two feet from the nose while simultaneously rolling the board over in such a manner that he will be beneath the water and under the surfboard. This technique affords the surest method of maintaining possession of the board, and the distance the wave will push the surfer and board back toward the shore will be kept to a minimum. Grasping the rails at the correct position is important in order to hold onto the board, if the board is gripped too close to the nose there will be a whip-like force imparted by the churning water which could break the grip. On the other hand, if the board is grasped too near the middle it will be more difficult for the man in the water to drag it through the soup. If it should get turned, (because the direction of the board cannot be controlled as well when grasped at the middle), it may wind up dragging the surfer or being wrenched from his grasp. If the individual finds himself inside, and a large set of waves is rolling through, it is sometimes better to relax until the set has subsided, before resuming the paddle out, by sitting astride his board - well back toward the tail and with his back to the incoming surf, he will find that the waves push him forward very little.

NEXT MONTH TERRY TELLS YOU HOW TO RIDE A WAVE AND TURN THE BOARD
photos by Aqua-photo

NEWS-NEWS-NEWS-IN BRIEF

SLALOM CRASH HELMETS

At a recent meeting of the Canadian White Water Affiliation, it was decided that it would be necessary for any club seeking to have a race sanctioned by the C.W.W.A. to insist on the wearing of safety helmets at the race in question. The standard of canoe slalom in Britain has risen a tremendous amount in the past few years. Courses are becoming more and more hazardous in an effort to keep pace with canoeists increased skills and although paddlers do not go out of their way to find danger, there are always a few who will ride the rapids without using a crash hat. Maybe the time is right for the B.C.U. Slalom Committee not just to recommend the use of crash hats, but to make a rule that crash hats WILL be worn by ALL competitors in down river slalom.

ROYAL VISIT AT BEWERLEY PARK CENTRE

A very desirable by-product of all the recent fuss about "pirating" commercial canoe designs has been that some enterprising paddlers have got down to the difficult job of designing and building their own fibreglass boats from scratch - despite all the labour that this entails in first of all building a full-size wood and plaster mock up.

At a recent visit to the Bewerley Park Centre for Outdoor Pursuits at Pateley Bridge, near Harrogate, H.R.H. the Duke of Edinburgh saw a rolling display by one of the first of the 'CG-1s', a new slalom canoe designed and built by Colin Green of Leeds Canoe Club and instructor responsible for canoeing at the centre.



Photo by courtesy of the Yorkshire Post.

RoSPA ON WATER SAFETY.

"Why Did They Drown?" asks an arresting broadsheet just produced by The Royal Society for Prevention of Accidents, in a new drive to reduce drowning deaths. It is being sent to 10,000 local authorities, industrialists, schools, chief constables and others concerned with group welfare in a appeal to gain wider support for RoSPA's National Water Safety Campaign.

Every year in Great Britain more than a thousand men, women and children die by drowning. 75% of them on inland waters, amny of them through thoughtlessness or ignorance of the potential danger that exists in the sea, a river, a pond or even a puddle. "Tragedy need only be a foot deep," says the broadsheet, which lists the posters, leaflets and other instructional material produced by RoSPA for use in schools, at health and recreational centres, in factories, clubs, swimming pools and at beach approaches.

Broadsheet available from RoSPA (The Royal Society for the Prevention of Accidents), Terminal House, London S.W.1.

LEARN TO SWIM WITH JUDY GEGAN

From mid-August, Miss Judy Gegan, gold and silver medallist for Great Britain in the 1966 Empire Games at Kingston, Jamaica, is joining the C.C.P.R. as a full-time swimming instructor at Crystal Palace National Recreation Centre. Adults and young children wanting to learn to swim will now have the wonderful opportunity of being taught by one of our most talented Olympic swimmers.

CANOE TEAM LEAVE SPRINGBOK

The South African Canoe Team gave a very fine film-slide show at Royal Canoe Club on Friday 21st July. Members from a number of clubs attended and saw slides of the spectacular water conditions that many of the South African races are held on as well as beautiful scenic slides and an extremely interesting series of slides taken on an expedition through the Baines Mountains by two paddlers. As a memento of their visit to Britain the team presented the Royal Canoe Club with a fine springbok skin that now hangs among other trophies and momentos on the club wall.

'CRAFT CENTRE' IRELAND

Craft Company in Ireland announce the formation of 'Craft Centre', under the sales directorship of Derek Martin, to handle the growing sports marine division of the compnay's trading. "Aquaply", Boat Plans, Canoe Kits, Boat Trailers, Launching Trolleys, "Flotherchoc" Life Jackets, Canoes and Kayaks are all available from the present office and showrooms at 33, Pearse Street, Dublin 2.

RESULT ROUND-UP

SCOTTISH OPEN YOUTH CHAMPIONSHIPS

COMPETITION "A". 1. A.Wolschke, Newmilns Youth Club, 2min.33.5
2. N.Eilbeck, Forth C.C. 3. C.Tannock, Newmilns Y.C. COMPETITION
B". 1. J. McLintoch, Renfrew H.S. 2min. 50. 2. D. Strachan,
Aberdeen A.C. 3. J.Smith, Renfrew H.S. K1 MEN 500m. 1. A.Wilson,
Ayrshire K.R.C. 2min 02. 2. J.Rowell, Ayrshire K.R.C. 3. W.
Rechenstein, Newmilns Y.C. K2 MEN 500m. 1. W. Rechenstein/B.
Brockie, Ayrshire K.R.C. 1min 57.4 2. A.Wilson/J.Rowell, Ayrshire
K.R.C. 3. A.Batchelor/M.Beeley, Irvine C.C. LADIES OPEN 500m.
1. Miss A.MacDougall, Ardrossan C.C. 3min. 17. 2. Miss M.Carrick,
Ayrshire K.R.C. 3. Miss H.Ross, Aberdeen A.C.

RICHMOND CANOE CLUB SPRINT REGATTA 1st JULY

SENIOR MEN K1 1000m. 1.P.Lawler, Richmond C.C. 3min41.1 2.M.Mean
Harlow C.C. 3.41.1 3.T.Sowman, Leamington Spa C.C. 3.22.9 JUNIOR
MEN K1 500m. 1. M.Whitby, Richmond C.C. 1min 44.3 2. Mackereth,
Warrington S.S. 1.48.0 3. C.Hillman, Worcester C.C. 1.49.3
JUNIOR MEN K2 500m. 1.R.Lawler/D.Jordan, Richmond C.C. 1min.35.4
2.D.Bennett/M.Brookes, Viking K.C. 1.36.2 3.M.Whitby/C.Hillman,
Richmond C.C. 1.36.8 JUNIOR MEN K4 500m. 1.Royal Canoe Club, 1min.
33.9 2.Richmond Canoe Club, 1.34.5 LADIES K1 500m. 1.Miss S.
Jackson, Royal CC, 1min.54.5 2.Miss L.Oliver, Southampton CC,1.55
.2 3.Miss K.Emerson, Richmond CC, 1.57.9 LADIES K2 500m. 1.Miss
K.Emerson/Miss S.Jackson, Richmond CC, 1min. 49.3 2.Miss B. Mean/
Miss L.Oliver, Harlow CC, 1.49.4 3. Mrs. D.Lawler/and Partner,
Richmond CC, 2.10.8 SENIOR MEN K1 10,000m. 1. L.Oliver, Lincoln
CC, 47min.33.2.P.Lawler, Richmond CC, 47.39 3.A.Miller, Harlow CC,
47.44. JUNIOR MEN K1 10,000m. 1.K.Pereira, Richmond CC, 51.16 2.
R.Lawler, Richmond CC,51.19 3.F.Royle, Boston CC, 52.10 LADIES K1
5,000m 1. Miss K. Emerson, Richmond CC, 29.22 2.Miss S. Jackson,
Royal CC, 31.46 3.Mrs. D.Lawler, Richmond CC, N/T. OPEN MEN K2
10,000m 1. J.Roberts/P.Gardner, Riverside 47.11 2.L.Bolam/T.Sowman
Leamington Spa CC, 47.12 3.D.Blackmore/B. Leach, Richmond CC,
52.29.

POOLE HARBOUR CIRCUIT RACE 2nd JULY.

CLASS 1A. 1.S.Hollier, Hatfield CC, 1hr 56.35 2.S.Kitson, Harlow
CC, 2.00.43 3.P.Lee, Exeter CC, 2.00.45 CLASS 1B. 1.J.Radford,
Exeter CC, 54min 25 2.A.Worth, Exeter CC, 59.12 CLASS 2A. 1.Tullett
/Giddings Royal CC, 1hr 51.40 2.Ash/Day Harlow CC, 1hr 54.4 3.
Stonely/Green Cambridge U, 1hr 55.20. CLASS 2B. 1.Milligan/Coe,
Junior Leaders Regt.Dover 53min.20 sec 2.Martin/Bulley 54min 33sec
3. Bonsor/Green Junior Leaders Regt.Dover 55min.7sec. CLASS 3A.
1.C.Leach, Exeter CC. 2hr 8.57 2. D.Clark, Cambridge U, 2hr 9.47
3.P.Tyler Cambridge U. 2hr 19.12. CLASS 3B Mackereth, Warrington
CC. 54min 50sec 2. G.Jackson, Independent, CC, 57min 9sec 3.M.
Carpenter Exeter CC 57min 35 sec. CLASS 3C 1. Trophy and Cup.
A.Huskisson Royal CC. 1hr 3.0 2.Medal S.Buckett, Southampton CC,

1hr 5.5 3.Medal R.Worth Exeter CC, 1hr 7.34 CLASS 4A. 1.Trophy and cup, Lancfield/Brikworth, Bradford-on-Avon CC, 2hr 9.51 2. Medal Hamblin/Hobbs, Bradford-on-Avon CC, 2hr 15.58 3.Medal, Hosey /Ralph N.F.Venture Scouts 2hr 18.27 CLASS 4B 1.Trophy and Cup, King/Stubbs, Bradford-on-Avon CC, 58min 14sec 2.Medal Lewis/Wallum Maidenhead Sea 1hr 0.9 3.Medal Ross/Wilkins Bradford-on-Avon CC, 1hr 0.56

ARUN KAYAK RACES 9th JULY

CLASS A.1.Mathews/Meritt 25th Southampton (Northam)3.27.50 2.Day /Whithead 16th Twickenham 3.31.50 3.Harrison/Foot 3rd Shoreham-by-Sea 3.49.35 CLASS B.1.Meadley/Lewis 3rd Osterley 3.14.30 2. George/Bradley 1st Southwic (Sussex) 3.23.0 3.Newing/Helsdon 3rd Osterley 3.34.26 CLASS JR 1.Walter/Suckling 8th Worthing 3.13 .05 2.Holbrook/Giddings 36th Epping Forest South 4.04.10 CLASS SR 1.Boddy/Boddy 36th Epping Forest South 3.41.30 2.Rogers/Jenks 25th Southampton (Northam) 3.42.5 CLASS S 1. Giddings/Tullett 16th Twickenham 2.34.5 2.Leach/Blackmore 3rd Roxet 2.42.30 3. Whitehead /Larchet 16th Twickenham 3.3.30 CLASS C (1) 1.Tricker 8th Worthing 1hr 38.05 2.B.Taylor 4th New Forest East (Hythe) 1hr 47.26 3. Milligan 29th Portsmouth 1hr 43.50 CLASS C (2) 1.Margesson 3rd Osterley 1.31.38 2.Lawrence 16th Twickenham 1.37.09 3.Burton 3rd Roxeth 1.35.50 Invitation Sea Rangers 1.Dear/Buften 1.47.55 2.Rennie/Farrell 2.06.30 3.Lillyman/Green 2.37.0 All S.R.S. 'Reclaim'.

ORWELL RIVER RACE 9th JULY

CLASS 1A 1.L.Oliver Lincoln CC 2.26.43 2.M.Bosher Royal CC 2.27.32 3. S.Kitson Harlow CC. 2.27.42 CLASS 1B 1.J.Lockwood Nottingham City K,C. 1.39.30 CLASS 2A 1.S.Ash/J.Day Harlow CC 2.17.53 2.A. Stoneley/D.Green Cambridge Univ. 2.22.15 3.Bennet/Brooks Viking CC 2.28.32 CLASS 2B Greenaway/Hewett Richmond CC. 1.36.00 2. Miss C. Baker/J.Wesley Nottingham CC 1.37.05 3.Miss R.Page/N.Osborne, Nottingham CC, 1.54.53 CLASS 3A 1. N.Lilley Lincoln CC 2.46.42 2. R.Moore, Roman Hill CC 2.55.39 3. C.Grey, Nottingham CC 2.58.23

SOUTHAMPTON L.D. RACE 23rd JULY

CLASS 1A 1.J.Malherbe South Africa 1.47.30 2.H.Greeff South Africa 1.47.45 3.S.Kitson Harlow CC. 1.51.15 CLASS 1B 1.E.Worth Exeter CC 1.02.45 2.R.Nicholson Southampton CC 1.04.0 3. B.Webster Bradford CC1.12.30 CLASS 2A 1.P.Chalupsky/M.Pedretti South Africa 1.38.30 2. S.Ash/J.Day Harlow CC 1.44.30 3.R.Moore/R.Pearson Eastbourne CD 1.45.30 CLASS 2B 1.M.Carpenter/J.Radford Exeter CC 54.0 2.S.Bullen /G.Martin Bourne Youth Wing 57.0 3.T.Dad/R.Rabone Norton School CC 1.03.0 CLASS 3A 1.C. Leach Exeter CC 2.00.00 2. A.Gallop Chew Valley CC 2.10.0 3.R.Fish C.T.C. 2.12.0 CLASS 3B 1.G.Jackson Independent 1.00.0 2.J.Last Eagle CC 1.00.15 3. G.Harris Hythe Venture S.S. 1.00.30 CLASS 3C 1.R.Worth Exeter CC 1.11.0 2.L.Smith Melchet Park CC 1.11.30 3.S.Thomas C.T.C.1.15.30 CLASS 4A 1.R. Lancefield/G.Brinkworth Bradford CC 1.53.30 2.M.Hobb/D.Hamblin Bradford CC 1.58.30 3 G.Cottle/PBeaven Bradford CC 1.59.0 CLASS 4B 1.T.Stubbs/A.KingBradford CC 59.30 2. P.Wakling/A.Clare Itchen Valley CC 1.00.0 3.S.Oakenfold/D.Thurston Eagle CC 1.01.30.

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HARISHOK BUOYANCY AID KITS, 6Kgms + overs with best industrial NYLON and making instructions. £3.10.0d. plus post and packing 6s. or delivered for 1s.6d. to any ranking canoe slalom. H. CALVERLEY, 22, Schools Road, MANCHESTER 18.

WANTED G/F canoe suitable W/W, touring and sea use. A.Allan 7, Cornwall Terrace, Penzance Cornwall.

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.

OFFICIAL APPOINTMENTS

NORTHAMPTON COUNTY BOROUGH EDUCATION COMMITTEE. Applications are invited for September next for the post of Instructor, preferably a WOMAN, for Canoeing, with ability to instruct in Rock Climbing and/or Caving. Applicants should hold a minimum qualification of B.C.U. Instructor's Certificate and have experience in instructing groups of young people.

Salary scale £650 - 800 per annum according to experience or Burnham Scale for a qualified teacher. Accommodation will be provided.

Application forms and further details are available from the undersigned and should be returned as soon as possible. H.A.Skerrett, Chief Education Officer, "Springfield", Cliftonville, Northampton.

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"Canoeing" is no longer published by Canoeing Publications but now under the imprint of CANOEING PRESS, 25, Featherbed Lane, Addington, Croydon, Surrey, England. CRO 9AE. All editorial, circulation and advertising matter should now be sent to the above address.



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