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CONTENTS

Sella - 1967	194	Bob Moore-	
Terry Woodcock-		Looking back at Lipno '67	207
Surfing with the Malibu	196	Comment Letters to	
NEWS-NEWS-NEWS-IN BRIEF	198	the editor	208
The Month Ahead	200	Chris Hawkesworth-	
Rolling Mechanics Part 2	204	Up in the North	209
Book Reviews	206	Results	210
		Small ads.	212



"In the waterways this country possesses a priceless asset.... whose value will grow as the demand for leisure facilities intensifies. The Government now intend the British Waterways Board to have a new and positive role to play in the development of this potential, recognised by statute for the first time. This is in effect a new charter for the waterways." That is part of a Government White Paper, British Waterways: Recreation and Amenity published on 7th September, and at last it looks as if the future of our inland waterways is secure. Over 1,400 miles of inland waterways - virtually the whole of the network now open for pleasure cruising - are to be retained and developed for recreational purposes with the help of a Government grant-in-aid. A new Inland Waterways Advisory Council will be set up to advise on proposals to add to or reduce "cruiseways" and to advise on proposals of restoration. Maybe in a few years paddlers on D-W can look forward to a clean run from Devizes to Westminster.

SELLA-1967

This year's International Sella descent, the 31st, attracted a record entry of 323 competitors from 12 countries. The river after a couple of days rain was running high and fast, giving heavier water in the rapids than usual. The size of the entry meant that competitors could no longer start in a group from the bridge at Arriandus as they once did. Instead the start was spread along $\frac{1}{2}$ mile of this mountain river, first the junior K1 slalom canoeists, etc. then the junior K2 then the senior K1 and finally from above the bridge the senior K2, each crew being allocated a place to start from within these groups. The defeat of Charles Evans, for two years International K1 champion can be attributed to the luck of the draw, for although only 40 secs slower than the new champion, Mercurio Martinez, over the thirteen miles, not only did he have to paddle a course several hundred yards longer, but he had to fight his way through all the junior K1, K2, etc. Jupp/Gregory drew an even worse starting place, right at the back of the K2 group, but managed to fight their way past all but 10 crews before the finish. The day before the race, despite morning rain, many of the spectators and competitors had arrived at Ribadesella and all night there had been dancing in the streets - most of our team had however retired early to bed! The morning of the race the rest of the competitors and most of the spectators (estimated at 100,000) arrived, mostly from the industrial areas of Asturias. All up to Arriordus for the start, from 10.0 am. there are processions of competitors and the whole



1. Just before the start.
 2. Juniors just after the start.
 3. Miss. Husklisson/Mrs. Boshier.
 4. Paddlers shooting Cuevas Weir.
 5. N. Alexander over Cuevas Weir.
- Photos by Dave Lewis.

young population of Asturias seem to dance by. By 11.0 most competitors are in their positions by the water and all the national anthems are played, speeches are made, finally by 12.0 the crowds sing their local anthem "Astirius" and the race starts. From my position at the downstream end of the start I could not see any of the senior competitors at the moment of start, but I am told that one of the first casualties on the piles in the rapid water under the bridge at Arriardus was the expected K2 winner from Denmark. The earlier rapids claimed their usual toll through overcrowding. Boshier/Lilley came to grief on a rapid disgoring onto a deep stretch with steep rock banks, and by the time they had collected themselves, paddles and canoe, and boarded again were last but doing well to fight their way forward to 55th position. Martin's wife Lyn paddling with Adriane Huskison as a private entry paddled well to 97th place making fastest ladies time. Machereth/Lockwood had their rudder broken just before the start and paddled the entire course without one. Ash/Day also had rudder trouble, theirs breaking as they went down the weir onto the tide-way. Team Captain A. Tullet, partnered by A. Young, an old Sella hand were our second fastest pair. Irish K2 pair McIntyre/Patterson holed their canoe before the

start, but with a hot mix of resin and glass, they lined up, and with the help of their self baler finished dry. Last year I travelled down the course in one of the special trains, this year I chanced the road journey. The valley road is closed to normal traffic and made one way, so I joined the traffic belting down both sides of this, at times narrow and winding road, pausing a couple of times to take films and photos. I had to walk the last half mile into Ribadesella to find the crowds going mad as the flag of Spain was raised on the bridge signifying the Spanish victory, and replacing the flags of Britain and Denmark which had flown for the last two years. We had not done so well. Why? Undoubtedly luck entered into it, particularly as I have mentioned in the cases of Evans and Jupp/Gregory. But I do not think that we will find things again as they have been in the past, for the Spaniards now have a vast number of good K1 and K2 paddlers, actively and enthusiastically backed by government and regional authorities (as an example @uesta of Ribadesella is now working on an order for 18 K4s for the Spanish Canoe Federation).

After a month canoeing in Europe the South Africans beat us for the Copa De Nations which we have won on a number of occasions. It was interesting to see how much of a team they were, while our paddlers tended very much to stay in separate groups. Next year I think it would be a good idea to get our team together for a weekend or two before the race, preferably on a river such as the Wye above Glasbury for training and discussion on tactics, choice and care of canoes and paddles. Good luck to them, I hope to be there to see them win again.

D.J.Lewis.



terry woodcock

SURFING WITH THE MALIBU

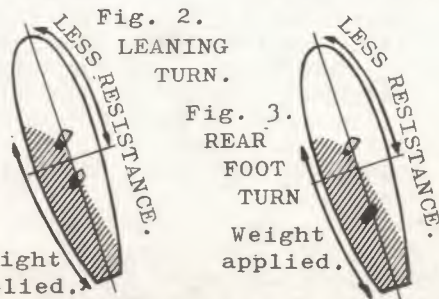
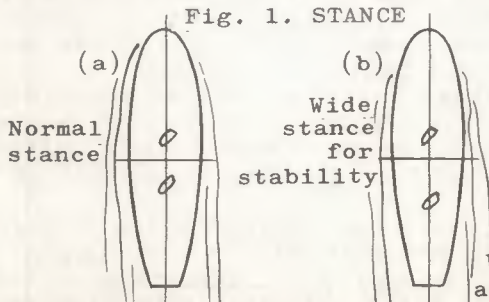
RIDING THE WAVE

After the surfer is out to the point where the swells begin to steepen, just before they break, he can sit back astride his board and wait for the right wave. In selecting the right wave a general rule for the beginner to follow is that he should always select the wave which will allow him an "open door" away out of the curl by angling diagonally across the wave out on to the shoulder, so that the wave will always be breaking behind the board, and not on top of the rider. Certain physical principals should be made clear to the novice at this point, before the techniques of the take-off are discussed. One of the most common misconcepts regarding surfing which is harboured by the beginner and non-surfer, is that the wave actually pushes the board. Actually the surfboard is sliding down a hill of water which is not moving towards the shore but, for all practical purposes, is merely moving up and down. Once the beginner has grasped the fact that the surfboard slides down the face of the wave, the reason for the techniques used in the takeoff becomes obvious and the techniques are more easily learned. Many surfers labour under the misconception that the bigger the wave the easier it would be to pickup. Actually the small, or medium size wave is no harder than the big wave to pick up but, in big surf the takeoff must be more critical, that is, the surfer must be further out in front of the wave. However, much depends on the shape of the wave. A certain amount of controversy exists about methods of takeoff, some recommend prone paddling, others kneeling, and the experts recommend a combined movement of one kick with the legs, one stroke of the arms and stand up, but for the average surfer the kneeling position I personally consider to be the best. When a good shape wave approaches the surfer should trim his board such that the nose is just about 1 inch out of the water and he should paddle as fast as he can in the same direction as the wave. As soon as he feels the board begin to slide he must hop to his feet and move his weight forward to pickup the wave. Once he has picked up speed he can then move back slightly and trim the board. However is the surfer takes off on a large or medium size wave, and he tries to go straight on he will either pearl (board's nose goes under and surfer is thrown over the front) or the wave will break on top of him. The surfer must initiate a turn, away from the peak as soon as he is on his feet, and when he is travelling diagonally across the wave he can trim the board. In the trimmed condition the surfer should be standing approximately in the centre of the board with both feet on the centre line of the board and at an angle of 45° to the board centre-line. (see fig. 1.) The ride then consists of constant maneuvering of the board in order to exploit the wave to its maximum amount of usefulness.

Turning the board

The cause of the surf-board turning is due to the fact that

one side of the board is sliding faster than the other side. The surfer cannot make one side speed up, but he can make one side slow down due to friction from the water. The more surface area there is in contacting the water, the greater the resistance becomes, then the surfer can create more resistance to one side by forcing that side down into the water, while the other side is allowed to rise out of the water. This is accomplished by the surfer shifting his weight to one side or the other. This weight shift can be obtained in two ways either by retaining the normal stance and shifting the weight by leaning backwards or forwards depending on direction of turn (see fig. 2.) or by moving the rear foot towards the rail on the side you require to push down into the water and slow down. (see fig. 3.) The leaning turn is used for a gentle turn and the rear foot turn for a more drastic change in direction. A third method of turning used by the experts is the kick turn. This technique does not entirely utilize the principle of increasing the resistance on one side of the board as described previously. This turn is executed by stepping back towards the tail of the board with the rear foot and stepping down reasonably heavily, thus sinking the tail and raising the nose of the board out of the water. At the same time the surfer with his feet planted firmly, gives a twist of the body which jerks the nose of the board round. During the executing of this type of turn the board stops momentarily and is actually pivoted on its tail. Because the surf-board has stopped the weight must be quickly shifted forward to the front foot so that the board can resume sliding or it will float back over the top of the wave. Although the surfboard responds most quickly to the kick-turn, it is a difficult technique for the novice to attempt because it is hard to maintain balance and control when twisting the body and in most cases, the surfer will be required to either shuffle or walk quickly forward in order to trim the board so that it will again start to slide. Experts can accomplish the most fantastic turns and manoeuvres on a surfboard, being able to "hanging ten" on the nose one second and then moving the back of the board to cut back the next. Hanging ten is a manoeuvre where the surfer is moving so fast across a steep critical wall that he has to stand at the front of the board with ten toes hanging over the front of the board to keep the board in trim. The expert surfer can either shuffle, walk, hop or run up and down a board, but I advise the novice to use the shuffle to trim his board for his first rides.



NEXT MONTH TERRY TELLS YOU HOW TO PULL OUT OF A WAVE AND CONCLUDES HIS ARTICLE WITH SOME THOUGHTS ON SURF SAFETY.

NEWS-NEWS-NEWS-IN BRIEF

BRITAIN'S YOUNGEST CANOEIST?

Miss Rosalind Harrison, aged two months, is taking up the sport from an early age. When is she going to taste her first White Water? Not for some time yet, explains her father, she cannot pass the swimming test yet, and so her activities are confined to the swimming bath at present..... but just wait another dozen years of so!



EUROPEAN CHAMPIONSHIPS FOR INTERNATIONAL 10 SQ. METRE SAILING CANOES ANGELHOLM. JULY 31 - AUGUST 3, 1967.

4 British boats were among the 28 entered for the 4th European Championships for International 10 sq. M. Sailing Canoes, held in Skalderviken Bay, in South Sweden during the first week in August. Although the British have predominated in this class in the past, Lars Niklasson, sailing Gatan, fresh from his unbeaten record in the Swedish National Championship, took the European title with 4 firsts and 2 seconds in convincing style.

The week began with light variable conditions which suited the Swedish boats with their high cut sails. However, by mid-week a twenty knot breeze gave Dick Marks in Warpaint an easy British victory. This was followed by 2 first for John Biddle in his new canoe Dicey, sufficient to give him fourth overall. Entries from the large Swedish contingent filled the other top places, but German and Danish boats failed to excel.

Olympic courses in the tideless waters of Skalderviken Bay gave excellent racing, but until the harbour is developed, shore facilities are sparse. Prize giving and an excellent dinner given by Angelholm town were characteristic of the hospitality of the host nation.

Results: Gatan, Lars Niklasson 7 points, 1st; Help, Stephan Winberg 22 pts, 2nd; Tummelisa III, Leif Johnsson 23 pts, 3rd; Dicey, John Biddle 24½ pts, 4th; Other British places: Pizpireta, Giles Biddle 49 pts, 9th; Warpaint, Dick Marks 74¾ pts, 12th; Clonker, Kim Stevens 83 pts, 13th.

WHITE WATER MAG GOES BIG

White Water Magazine, the quarterly magazine for the rough water enthusiast, with the current issue has turned to a bigger format with more copy and more pages - a very whole-whole publication available from C.M.Rothwell, (White Water), 21, Windsor Road, Clayton Bridge, Manchester 10. (Subscription 10/-d post free for four issues.)

WORLD SLALOM FILM

Rodney Witter who reported the World Slalom last month has a half hour cine film (8mm) of the World Slalom and White Water Racing Championships for sale of hire. Details: Rodney Witter, 107, Harborne Road, Edgbaston, Birmingham 15.

GRID REFERENCE ROMER

Do you read maps or do you just look at them? If you are a map reader then you will be interested in the Map Reference Romer available from the Rambler's Association. Basically it is a piece of transparent plastic measuring 9 x 6 cm. which is calibrated for use with 1" and 2½" Ordnance Survey maps. To use it you simply place the corner of the appropriate scale on the point of the map to be measured and then read off the appropriate tenths to the adjacent grid lines. The price of the Romer is 1s. 9d. (including postage) from the Ramblers' Association, 124, Finchley Road, London N.W.3.

'SLALOM AND WHITE WATER COURSE' OUT-OF-PRINT

Canoeing Publications announce that they have sold out of copies of their publication 'Slalom and White Water Course'. Canoeing Publications do not intend to reprint the booklet and all British rights now revert to the Ontario Kayak Voyageurs Club of Canada. (Canoeing Press has a limited number of this booklet still available, price 3s 6d.)

MASSED CANOE CHANNEL CROSSING.

Boys' Club members "invaded" Calais ~~at~~ just after the August Bank Holiday weekend, when they took part in the National Association of Boys' Club "Little D-Day" - a massed Channel crossing by canoe. There were 28 double canoes and the crossing from Dover to Calais took 8½ hrs. The event is thought to be the largest Channel crossing ever by any youth organisation and was not a race but a test of endurance and skill.

The boys, all over 16 years of age, came from all over Britain and the expedition was under the control of Capt. A.W.Cole, Physical Recreation Adviser to the N.A.B.C.. Now that the boys have braved the Channel waters, maybe Capt. Cole could get them interested in national Long Distance Canoe Racing - just as exciting and adventurous as the Channel but it does not often make the national papers!

THE MONTH AHEAD

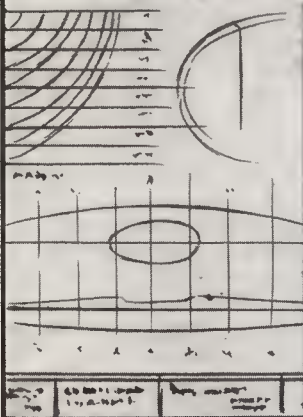
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Mon. 3 10 17 24 31
Tue . 4 11 18 25 ..
Wed . 5 12 19 26 ..
Thu . 6 13 ..

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

- 1st OCT. SLALOM, GREAT BRITAIN v FRANCE, SHEPPERTON LOCK.
- 1st LONDON RIVER RACE, junior. Details: F. Luzmore, 31, Petersham Road, Richmond, Surrey.
- 1st CRUISE, RIVER SLANEY, Ireland. Details: I.C.U. 33, Pearse Street, Dublin 2.
- 3rd CANOE ROLLING, instruction and practice re-commences, every Tuesday from 9pm - 10pm at Seymour Hall Baths, Seymour Place, W.1. All old customers welcome, any new enquiries to: Stan Holtorp, 54, Claygate Lane, Hinchley Wood, Esher, Surrey, Tel. 398 - 3118.
- 7th/8th ROYAL RELAY RACE / PATTON CUP FOR K4s, Teddington. Details: A. Tullett, 25, Chudleigh Road, Twickenham, Middlesex.
- 7th/8th WHITE WATER RACE / SLALOM 3rd/4th/N/C, Appletreewick, Details: R. Carr, Bracken Farm, Brackenthwaite Lane, Pannal, Harrogate, Yorks.
- 15th MEDWAY CHALLENGE RALLY, Novices 5 mile, juniors 12 mile, seniors 28 mile. Entry forms: P. Antwis, Four Admirals Canoe Club, 38, Hill Road, Rochester, Kent.
- 15th SLALOM, TREVOR ROCKS, 4th/N/C. Details: M.J. Gimber, Fitzwilliam College, Cambridge.
- 15th SLALOM, SHEPPERTON LOCK, 3rd/4th/N. Details: A. Taylor, 117, Queens Road, Teddington, Middlesex.
- 21st/29th NATIONAL WATERWAYS WEEK, Little Venice, London. Details: Inland Waterways Association Ltd., 114, Regents Park Road, London N.W.1.
- 22nd KENNET & AVON LONG DISTANCE RACE, 15 mile, P.15 Details: N. Weston, 25, Courtlands Road, Newbury, Bucks.
- 22nd CHELMER YOUTH RACE, Kings Head Meadow (12 noon) Hoe Mill Lock Ulting (2pm) Details: E. Boesch, 44 Longstomps Avenue, Chelmsford, Essex.
- 22nd LONDON RIVER RACE, senior, Richmond-Putney-Richmond, 17 $\frac{3}{4}$ mile P2. Details: F. Luzmore, 31, Petersham Road, Richmond, Surrey.
- 22nd SLALOM, LLANGOLLEN TOWN, 1st/2nd/C. Details: J. Maloney, 62, Earls Way, Curzon Park, Chester.
- 28th/29th SEA CANOEING, CALSHOT, Hants. Details: C.C.P.R. Watlington House, Watlington, Reading.
- 29th WHITE WATER RACE, USK. Details: T.L. Woodcock, 284, Glastonbury Road, Morden, Surrey.

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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

rear of: 24 FALCON GROVE, CLAPHAM JUNCTION,
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Grandtully Slalom was run by a syndicate this year and as usual held over the August Bank Holiday on the river Tay in Scotland. The water was a little low, but with a full programme of events - 1st/2nd and Ladies division, Team event and Canadian doubles - a really first class designed course and a very good entry, particularly in 1st div. with 40 paddlers, the competition went well. Full credit must be given to the syndicate of paddlers from northern clubs for running the event but by the way organisers were chasing round for judges at the campsite before the competition I think this side of the slalom had been overlooked a little. At Grandtully paddlers were introduced for the first time in Britain to the continental way of allowing only one practice run over the course with the gates in position and one or two comments were heard. The team event on the Saturday afternoon had quite an exceptional entry with odd teams entering just for the extra runs over the course; - I think we shall be reading more comments on the Grandtully Slalom in the coming months!

Ken Langford designed the course and went on to win the 1st division with a best score of 261 pts on a clear run. Dave Mitchell - our "Silver" boy of slalom - gave a fine performance and did his best to win but with a clear run of 265 pts could only gain second. Never mind Dave we'll forgive you this time...! Tony Young of West Yorks won 2nd division with a very fast run of 292 sec but collecting 50 penalties over the course and a ducking from other paddlers after the event! Racing into second place was Fawcett of Manchester trailing eight points. In the ladies division the running was made by Heather Goodman and Pauline



Squires, two very determined young ladies out to win every event. However, at Grandtully there was some confusion over one of the gates that Pauline took and it was only after the matter was referred to the appeals committee that Pauline was given the decision and with 336 pts won the division.

On the 2nd Sept. Bedford saw the second L-D of the season to be held on the Great Ouse between Bedford and St. Noets, the Open British Championship Canoe Race sponsored by Player's No. 6. The river was very low and in some places literally a ditch-crawl, while at Barford Bridge the course was almost blocked by four foot high reeds! However, there were over 120 crews on the start including teams from Spain, Holland, Denmark, Ireland, and a number of slalom paddlers among them Dave Mitchell, John Woodhouse, Pauline Squires and Heather Goodman.

The race got away on time with mass starts of the open senior classes followed by the juniors. In the senior doubles the Spanish crew of Lopez/Cuesta made a fine time over the course of 1 hr. 57 min. 22 sec. to win the class with Sowman/Miller in second followed by the Danish crew of Sanderhoff/Jorgensen. Evans successfully defended his title to win the senior singles in a very exciting finish with Hollier only two seconds down. Bulley/Martin held off the Irish crew to win the junior doubles while in the singles Burgos of Spain outclassed all. The ladies singles went to Miss Huskisson who finished over twelve minutes up on Heather Goodman in a class of nine starters, with Miss Page/Miss Baker taking the doubles. (More results in Result Roundup).



1. C2 paddlers racing at Grandtully.
2. Part of the start at Bedford.
3. Two crews in trouble at Castle Mills on the Bedford race.
4. Dave Mitchell on the first fall at Grandtully slalom.
5. Charles Evans shooting Castle Mills on the Bedford race.

ROLLING MECHANICS part 2 ALEC KNIBBS

Let us look at R, the rolling moment. This is due to the force exerted by the paddle on the water, and the length of the paddle. Assuming efficient leverage, the force exerted relates at any time to the strength of the canoeing and is constant. Therefore R can only increase by the use of a larger paddle. Although a very long paddle is theoretically an advantage, in practice it is awkward to handle, and cannot be justified as a necessary learning aid bearing in mind that the canoeist will not normally be paddling with an unusually large paddle. A large blade slalom paddle is recommended as suitable.

If it impractical or impossible to increase R (= WD), the rolling moment, let us see if A the anti rolling moment can be reduced. L, the weight of the 1st lever is also constant any moment and cannot be reduced. However it is possible to reduce d, the displacement distance of the centre of gravity of the lever (the head and trunk). This can be achieved if the canoeist leans forward or backwards, pressing his chest or back close to the canoe (fig. 6). Thus the anti-rolling moment is reduced from Ld, to Ldz. (fig. 7.)

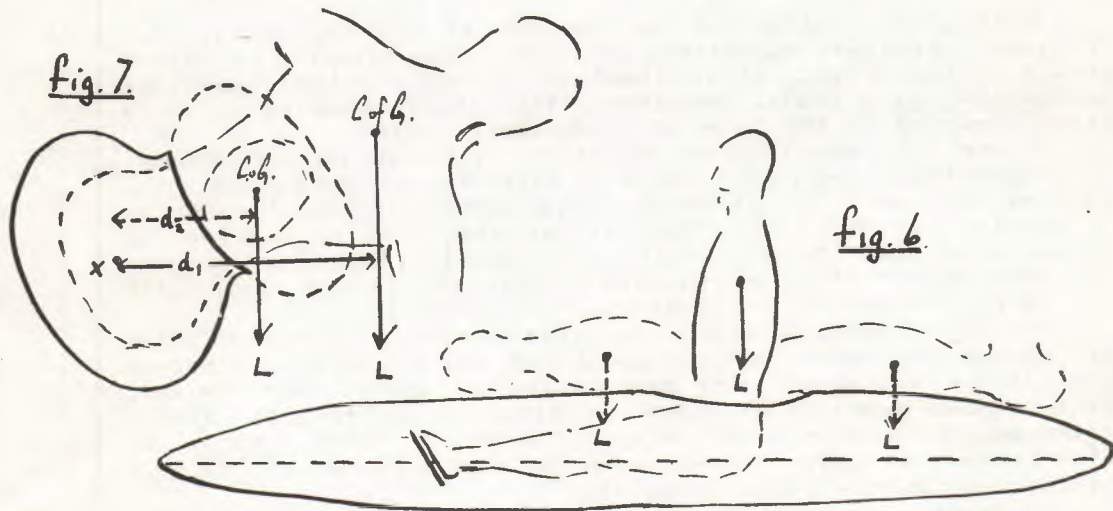
In theory it does not matter mechanically, whether the canoeist leans forward or backwards, and the current method is to instruct beginners to lean forward, presumably to encourage a stronger sculling movement. In practice this forward lean is inevitably changed to the right angled position during the course of the sculling (Palawta) stroke, bringing about a maximum anti-rolling moment A (fig. 3) just at the moment that the trunk is leaving the water, which is the moment it loses buoyancy and 'gains weight'.

It is better therefore that the canoeist should capsizes in the right angled position (fig. 2) and to change to a full lean back during the stroke. This ensures that (a) the right angled position at the start of the roll will provide maximum rolling moment (maximum reversed A-, because in this case it is in the direction of the roll, (b) the lean back movement will give added force to W because of using the strong back muscles and (c) the lean back position will reduce the anti-rolling moment. Beginners experience most difficulty as the body is leaving the water, when it is 'losing buoyancy' and 'gaining weight', and it is just at this point that (b) and (c) above are able to help.

Having established that leaning back at the right time involves sound mechanical principles, let us now proceed to the actual teaching of a beginner.

Rolling should not be regarded as an advanced canoe technique; indeed I am convinced that it is a skill fairly easily acquired which should be taught quite early to canoeists because its practice so quickly helps the canoeist towards real confidence in canoe watermanship. Its practice should be looked upon as complementary to other canoe skills and not something difficult to be learned later. The criterion for readiness to learn to roll is a desire to learn and the ability to recover from a capsizes without undue anxiety.

Whenever possible, canoeists should learn to roll (and indeed learn other basic skills) in the best possible conditions of comfort. Learning should be an enjoyable activity as well as being a challenge; it should be fun without unnecessary hardship, particularly in the very early stages. The beginner has sufficient to be concerned about without needlessly difficult environmental conditions. Ideally the beginner should be taught in safe, warm, still water about three feet deep with good supervision e.g. in the shallow end of a well heated swimming bath.



It is most important that the beginner should use knee or thigh grips or bar, and a footrest or some other fastenings that will prevent him from rotating within his own canoe. It is important that he and his canoe should roll together, although the knowledge of his ability to release himself from his 'fixtures' is important. The latter is usually the cause of early anxieties and therefore ability to recover from a capsized canoe is an essential pre-requisite to learning to roll.

The use of goggles aids visibility underwater, and the presence of a responsible person in the water alongside the canoe quickly reduces anxiety.

Most beginners experience difficulty in orientating themselves underwater and in making correct paddle movements. This is partly because, in the past, canoe rolling has been 'reduced' to a series of different skills each divorced from the complete roll and taught separately.

MISPRINT. The second sentence in paragraph eight of last month's "Rolling Mechanics should have read "Alternatively it can be said that the canoeist, by increasing the force of his hands on the paddle, he to He, hr to Hr, increases the force of the paddle blade on the water w to W.

BOOK REVIEWS



CANOEING SKILLS AND CANOE EXPEDITION TECHNIQUE FOR TEACHERS AND LEADERS by Sq/Ldr. P.F.Williams (Pelham Books, 25s.)

This is an interesting book because it is based on Sq. Ldr. Williams' extensive experience in introducing canoeing to varied groups in the R.A.F. It is aimed not at the budding competitor but at the youth leader concerned with school canoeing which is often directed at the Duke of Edinburgh's award.

There are the standard chapters on Selection of Canoes, Canoe handling, Paddling technique, White Water, The Eskimo Roll, and Sea Canoeing, but these are supplemented by good material on Doubles technique, Teaching of canoeing skills, Camping and bivouacking, and the Organisation of expeditions. In spite of the long-winded title of the book these topics are dealt with succinctly and there are plenty of illustrations.

As in any general book of this nature, there are points which are open to argument, and one could wish the author had backed up some of his statements with more facts, but we are only too well aware of the problems of space. Suffice to say that any leader following the author's advice will not go far wrong, and by the time he has exhausted the material in this book he will be in a position to make his own judgments.

Perhaps, the greatest criticism of the book is that it is a 'closed' one, that is to say that having read the book the reader comes to a dead end. We feel that a general book of this nature should be open-ended, and that the reader should be provided with a list of further sources of information to which he can progress. However, in spite of this, Sq. Ldr. Williams is to be congratulated on providing a book which is aimed at the youth leader for whom the world of canoeing is often one of 'doubles' and expeditions, rather than 'singles' and competition.

CANOEING IN THE SOUTH compiled by the C.C.P.R. (Southern Region) (3s.6d. post free, C.C.P.R. Southern Region, Watlington House, Watlington Street, Reading)

The sub-title of this spirally-bound quarto-sized book is 'Guide to canoeing in the counties of Berkshire, Buckinghamshire, Hampshire, Oxfordshire, and in the Isle of Wight', and how fortunate the canoeists in this area are. It would be difficult to find fault with this regional guide which provides a fund of information on clubs, facilities, competition and canoeing waters in the area. It must, without question, strengthen the sport in the area because newcomers and we suspect, existing canoeists can get a clear and we suspect, existing canoeists can get a clear and full picture of canoe sport in this C.C.P.R. region.

It is to be hoped that the other regions will not be long in following the southern area in producing similar guides, and that they will reach the same high standard which has now been set. We hope, too, that they will be able to produce such a guide at the same very low price - frankly we don't know how they have done it for 3s 6d (post free) and this includes 4 maps and copy of the 'Water Sports code' in a pocket at the back! This is a 'must' for all canoeists in the southern region, and for those who are seeking a pattern for producing a regional guide.

BOB MOORE *looking back at lipno '67*

There are a few points of interest I noticed at the 1967 World Championship Canoe Slalom at Lipno in Czechoslovakia.

The first was a disappointment that the water although tricky with quite a few bank to bank stoppers was, considering that the worlds best were there, not over hairy. (This goes for the downriver course also). Second I learnt only a little from the top opposition paddlers in the way of technique and the general standard of paddling I thought was low, some of the lower results hardly reached English 2nd Division standard!

The course itself was good and made the very best of the water. With well over 20 gates, which were only a few inches over minimum width, and the competitor by virtue of the position of the gates was forced from one side of the river to the other in very quick succession. He had to make continuous break-outs, high crosses in the full width stoppers, and frequent reverses all blended by careful design into a smooth flowing uninterrupted path. Nearly all the gates were in the comparative slack therefore erradicating all chancy penalties.

There was nothing new in canoe design that couldn't have been purchased in the U.K. In fact all the Continental boats whether by design or accident were much of a muchness. Upon inspection all were symmetrical highly rockered hulls with 'points' at both ends - to aid turning in the stoppers - with various decks tacked on top just to look different. The competition German made Klepper and Paval Bonnes looked good but upon close inspection, and the number that were smashed, all were quite frail and any English boat would stand up very well in strength to weight ratio comparison. As far as the old argument about blades, all the East German teams including Bremmer used curved wooden blades glassed into Alloy tube shafts. The were used presumably for reliability as any wooden shaft will go when it is most needed.

In conclusion it seems that we are on the map as a Slalom nation, thanks to Dave for that of course and we musn't be afraid, to live up to it. All that the Continentals have over us seemingly is experience and better rivers. I will leave the logical remedy to the individual reader to fathom out. We have a Silver Medal in the 1967 Slalom World Championships! What chance of a Gold in the first Olympic Canoe Slalom in West Germany in 1972?

COMMENT *Letters to the Editor*

"Oh dear, Oh dear, Oh dear! I am sure Mr. Knibbs is absolutely right about his rolling mechanics, if only one's engineer enough to know which levers which. During the digestion of his article, there came a moment when I had to lever myself out of the armchair, rush across the room and put an ice bag on my head! But will an explanation of Newton's third law of rotation help anyone to roll? Of course it won't! It may be premature to pre-judge the article when we are still waiting, with nose clip poised, for Part 2; but the premise that the canoeist should lever him or herself above the water, is basically wrong; as anyone who has taught rolling will know.

Most text books, including the B.C.U. rolling pamphlet, fail to get across the technique of righting a canoe, telling you instead how to heave yourself up by brute force. The instructions are nearly always accompanied by exhortations to bend your wrist to breaking point, get your head on the deck, and other uncomfortable, ineffective, or physically impossible suggestions.

Since no one has asked me, this is not supposed to be an article on how to roll. However, the picture on page 118 of the September issue shows a fellow trying to roll, but who, despite the excited gestures of his friend and the presence of H.R.H., probably won't come up. Why?

Point 1. He is trying to heave his whole body up (d1 is at a maximum, if you must be technical!)

Point 2. The boat is almost upside down on top of him.

Point 3. His left arm is in the wrong place (lever D is too short).

Point 4. H.R.H.

Point 5. Lloyd hasn't taught him!

Now, just get all that right - and roll!

Yours sincerely,

JOHN LLOYD,
Windsor & District Canoe Club

"The British Open L-D Championships were held at Bedford on Saturday 2nd Sept. and on the Sunday there was a sprint Regatta. Apart from the visit of the South Africa Team, this was the first International Sprint Regatta in this country for some years.

Our Olympic Training Squad, with three exceptions, did not support either event. One can understand a sprinter not wishing to paddle a long distance race - though many of the most successful paddlers do - but why were they not at the sprint regatta?

Every time the O.T.S. returns from a regatta abroad we hear the words 'but with more top class competition we would do better! Too true, they would, but missing an international regatta on their doorsteps would not seem to be the best way to win medals in Mexico.

I should love to know how they will justify their claim to a grant for their next expensive trip abroad in search of competition.

Yours faithfully,

Charles Evans
Sunninghill, Berkshire.

Chris Hawkesworth - UP IN THE NORTH.

There has been a great deal of controversy recently in a number of publications about seal hunting. Such comments as "To kill seals for the pure sport is sickening." (Letter C in B.) and "I like to hunt seal for its food and fur. I can assure you that seal meat is palatable and the liver delicious, and whose wife objects to a fur coat?" (Chris Hare), have appeared. I had been wondering for a while what the chances of "bagging" a seal were, and many answers were explained when I made a trip to the Farne Islands in Northumberland with Lofty Wright of Richmond School.

Lofty had been seal hunting before and claims to have bagged the first seal shot from a canoe in this country - this was done over a week and after expending 98 rounds of .22 ammunition at a range of not less than twenty yards! A seal when swimming looks just like an alsation dog, with all of its bulk being below the water. A bobbing target the size of a dinner plate at twenty yards from a bobbing canoe - which can easily capsize from the rifle kick when you loose off a shot - and even if you draw a good bead on a target, small drops of water that may have found their way into the gun barrel can deflect the shot quite considerably. It would seem the seals have a pretty good chance of getting away! However, Lofty assures me that with the seal he got he tried cooking and eating all the various insides and so did the lads from his school - they all came to one conclusion, "Eatable but ugh!"

Apart from the so-called "sport" of seal hunting, the food angle is irrelevant which the fur would be more accurately describe as a "skin coat". Seal hunting seems a bit pointless and even if you hunt the odds are certainly on the creature getting away.

The Farne Islands are the property of the National Trust and seal hunting is forbidden. Anyone contemplating a trip should get in touch with Chris Hare who can give the latest details.

RESULT ROUND-UP

THE EXE ESTUARY RACE

CLASS 1A - OPEN K.1. 1/ C.Evans, Royal 1.25.30. 3/A. Miller, Harlow 1.26.3. CLASS 1.B. OPEN K.1. JUNIORS 1/ J.Radford, Exeter 1.37.22. 2/ P.Hopkins, Royal 1.41.5. 3/ A.Worth, Exeter 1.44.40. CLASS 2A OPEN K2. 1/ M.Bosher/M.Giddings, Royal 1.20.0 2/ A. Young/A.Tullett, Royal 1.20.30 3/ S.Ash/J.Day, Harlow 1.23.15. CLASS 2B OPEN K2 JUNIORS 1/ D.Lang/G.Hulland, Westland 1.34.0 2/ S.Bulley/G.Martin Bourne Youth 1.35.24 3/ Rogers/Lavis, Southampton 1.39.30 CLASS 3A SENIOR TOURING SINGLES 1/ C.Leach, Exeter 1.37.2 2/ B.Smith, Riverside 1.38.0 3/ R.Beavis, Southampton 1.39.45

31st SELLA DESCENT

1/ Cuesta/Pervrena 1.18.55 5/ Van Riet/Pedretti 1.20.54 S.Africa
6/ Chaludsky/Horton 1.21.03 S.Africa 8/ Villar/Burgos 1.22.32 1st
JUNIOR K2 11/Brian Jupp/Colin Gregory 1.23.39 13/Mercurio/Martinez
1.23.41 16/Charles Evans 1.24.21 24/ Allan Tullett/Allan Young
1.25.35 32/ C.Baker 1.28.30 S.Africa 33/ H.Gregg 1.28.30 S.Africa
34/ J.Malherbe 1.28.33 S.Africa 40/ Stuart Ash/John Day 1.29.40
46/ Graham Mackereth/John Lockwood 1.31.20 55/ Martin Bosher/Norman
Lilley 1.32.07 58/ Niel Alexander 1.32.40 Ireland 61/Sid Hollier
1.33.11 66/ Wall Bevis/Dave Rogers 1.34.36 Ireland 69/ McIntyre/
Patterson 1.34.35 Ireland 97/ Lyn Bosher/Adrienne Huskinson 1.40.30
1st LADIES K2. Copa De Las Naciones - Spain. Trofeo Region -
S.Africa Copa Ministro De Marina - Britain. Copa Direccion General
De Turismo - Britain.



Part of the Sella start. Photo by Dave Lewis.

RAPID RIVER RACING RANKING LIST WINTER 66/67

1/ D.Mitchell, Chester 78.0 2/ N. Jackson, Manchester 79.8 3/ C. Skellern, Worcester 80.8 4/K. Langford, Manchester 83.5 5/ J. Woodhouse, Chester 83.5 6/ R. Marsden, Lakeland 84.5 7/ C.Hawkesworth, Leeds 85.2 8/ R. Lees, Cambridge U. 85.6 9/ J.Goodwin, Newcastle Stfs. 86.6 10/ K.Wickham, Sunderland 86.9 11/ R.Calverley Manchester 87.0 12/ J.Macleod, Manchester 87.8 T. Rowntree, Birmingham 87.8 14/ P.Fleischack, Chester 87.9 N.Morley Manchester 87.9 L.Williams, Cambridge 87.9 17/ B.Palmer, Manchester 88.3 18/ M.Grove, Chalfont Park 88.8 19/ T.Young West Yorks 89.5 20/ S. Hatton, Manchester 89.6.



Lawrence/MacIntyre at Bedford.



Pauline Squires at Grandtully.
photos Aqua-photo.

OPEN BRITISH CHAMPIONSHIP CANOE RACE 2nd September 67

Open Senion Doubles 1/ Jose Lopez/Cuesta Spain 1.57.22 2/ T.Sowman /A. Miller, Leamington Spa C.C. 1.59.40 3/ M. Sanderhoff/A.Jorgenson Denmark 2.01.40 4/D. Boers/J.Runeman, Holland 2.04.21 5/ M.Bosher/ N.Lilley, Royal C.C.2.06.12 OPEN SENIOR SINGLES 1/ C.Evans, Royal C.C. 1.59.41 2/S. Holier, Hatfield Y.C. 1.59.43 3/ A.Stonely, Cambridge Uiv. 2.02.09 4/ D.Mitchell, Chester C. C2..03.01 5/R. Lees, Cambridge Univ. C.C. 2.03.25 OPEN JUNIOR DOUBLES 1/ S.Bulley /G.Martin Bourne Youth Wing 2.27.15 2/M.Kennedy/F.Lee, Irish Canoe Union 2.29.23 3/ S. Oakenfold/D.Thurston, Eagle C.C. 2.30.26 4/ B.Greenaway/D.Parnham, Battersea Air Cadets 2.33.44 5/D. Lang/G. Hulland, Westland Apprentice 2.34.15 OPEN JUNIOR SINGLES 1/Burgos Spain 2.17.05 2/G.Mackereth, Warrington Senior Scouts 2.21.29 3/ C.Skellern, Worcester C.C. 2.24.41 4/J.Radford, Exeter C.C. 2.30.14 5/ J.Sibley, windsor C.C. 2.32.12 OPEN LADIES SINGLES 1/Miss A. Huskisson, Royal C.C. 2.25.37 2/Miss H.Goodman, Chalfont Park C.C. 2.38.20 3/Miss V.OConnel, Ireland 2.38.27 4/Miss P.Squires, R. Leamington Spa C.C. 2.39.02 5/ Miss L.Oliver, Southampton C.C. 2.39.25. OPEN LADIES DOUBLES 1/Miss C.Baker/Miss C.Page Nottingham City K.C. 2.49.13

SYNDICATE SLALOM GRANDTULLY. SUNDAY AUGUST 27th 67 Provisional Results

Division II 1/T. Young 342. 2/ D.Fawcett 350 3/ C.White side 352 4/C. Rae 368 5/R.Chaplin 371 Division I. 1/K.Langford 261 2/D. Mitchell 265 3/R.Calverley 279 4/ B.Palmer 293 5/K.Wickham 295 Canadian doubles 1/M.Hillyard/J.Sedivic 381 2/R.Witter/R.Witter 382 3/D.Mitchell/J.Woodhouse 395 LADIES 1/ P.Squires 336 2/ H. Goodman 364 3/ A.Keerie 377 4/ L.Calverley 507 5/ J.Topper 577 TEAM RESULTS 1/ Manchester 211 2/ Chester 270 3/Windsor 293

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