

CANOEING

Vol. 8 May 1968 one shilling & ninepence



SPECIAL FEATURES

TOWARDS MEXICO 1968

DOWN THE RHONE

CANOE SAILING

COMPETITIVE CANOEING

INTERNATIONAL CANOEING

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Photo: by Joe Gruning



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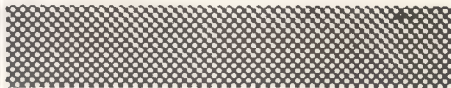
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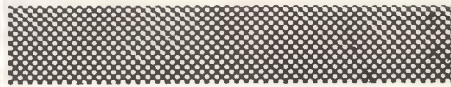
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CANOEING MAGAZINE

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CONTENTS

Towards Mexico 1968	2
Down the Rhone	4
News in Brief	8
The Month Ahead	10
International Canoeing	12
Scout Canoeing	15
Canoe Sailing	19
Comment	20
Competitive Canoeing	22
Result Round up	24

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editorial

LAWLER REPRIEVED

I am very pleased to publish the following report, dated the 8th March, and just received from the B.C.U. Disciplinary Committee.

"In the course of our investigation into regrettable incidents which occurred in Duisburg, it became apparent that all was far from well in the Sprint Racing World.

Further enquiries have shown a steady deterioration in Sprint Team morale over the last three years, with increasing friction between groups of paddlers.

We have therefore re-considered Peter Lawler's appeal against the sentence imposed on him for his behavior in Duisburg in the context of these conditions and feel that they offer some extenuation for his actions, indefensible though they were. The ban on Peter Lawler taking part in overseas international regattas is therefore lifted to become a suspended sentence for one year. During this time Peter Lawler will be on probation, and should there be any evidence of actions by him detrimental to team discipline, the suspended sentence will be immediately re-imposed."

J.W. Dudderidge, President.
J. Spuhler, Chairman of the Competition Committee of Council.
R.O'Keefe, Chairman of the P.R.C.



TOWARDS MEXICO MEXICO 68

THE MAKINGS OF A TEAM

Following the Sprint Racing Committee's policy statement (part of which was published in our pages last month) at a meeting of the Executive on 30th March the following 30 paddlers were chosen as suitable for consideration as Olympic Possibles.

MEN: A.Wilson P.Gardener
A.Chapman J.Roberts
B.Brokie P.Lawler
C.Hillman M.Whitby
S.Kitson A.Sowman
R.Avery M.Bosher
M.Mean D.Jordan
L.Bolam H.Dyer

L.Oliver
A.Edwards
C.Gregory
B.Jupp
S.Warren
D.Stimpson
C.Evans

WOMEN:- L.Bosher
A.Huskisson
S.Jackson
D.Lawler
B.Mean
L.Oliver
K.Emmerson

All the above paddlers took part in the first series of trials held at Sharpness on the Ship Canal on 13th/14th April.

The first sprint regatta of the season was Zaanregatta in Holland on 25th/26th May, but to send an unraced team to such an event was unwise, thus the Bradford-on-Avon Sprint Regatta (being held for the first time this year) was brought forward to 18th May and is being considered as a status event.

The pace in the sprint world is hotting up, and two big training groups have been putting in extra time this winter. In London paddlers from the Home Counties have been regularly meeting at Bisham and Richmond under coaching from Wyn Sheryn. At a one training meet at Richmond on 7th April Mr. Sheryn was really putting the 25 paddlers who attended through interesting and imaginative training stints.



Paddlers training at Richmond under coach Wyn Sheryn.

Just what should a sprint paddler be doing during the competitive season? To give an idea, the training schedule below is that used by a top Swedish paddler for a typical weeks' training during the competition season.

MONDAY: 30 x 100m. from standstill interval training.

TUESDAY: 2 x 100m. 2 x 300m., 2 x 500m., 3 x 100m.

WEDNESDAY: 6 x 3 minutes intervals.

THURSDAY :10 x 1 minute interval + 10 x 15 secs. i.e. starts.

FRIDAY: 4 x 1000m. prior to travelling to competition.

SATURDAY: 10 x 200m. or competition

SUNDAY: Competition.

In order to determine the period of recovery between sprint intervals a useful guide to the state of recovery is pulse rate. If your pulse is for 15 secs. showing more than 30, rest until it drops below this figure. The resting time is then based on this recovery time. Obviously the recovery time for 1000m, intervals will be considerably greater than that required for 200m.

This sort of schedule can be varied to suit individual requirements and can be used as a valuable base for other training schedules.

Reprinted from "Kanot Nyhet"



The Boat Houses and end of the Olympic canoeing course, Xochimilco.



Olympic canoeing course, Cuemanco Canal, Xochimilco, where in October the world's top canoeists will battle for Olympic medals.

Both photos by courtesy of the Organising Committee of the XIX Olympic Games and the Mexican National Tourist Council.

continuing DOWN THE RHONE with joe grüning

At Andance, we came across a group of gipsies on the camping site. One old woman was a special sight, and I tried to take her photo, secretly at first, until I found out that she and her whole family liked to have their pictures taken. I spent a whole film on them, and each picture showed more persons than the last since they all were so eager to get on the photo. They wore very lively clothes and looked so picturesque that they were really worth being photographed!

From Andance we paddled to Valence, however, the current was so strong that we just drifted along in the sunshine and reached Valence in the early afternoon. This is also an old town with nice houses and an old cathedral from the 12th Century.

At Andance and at Valence, we came across a group of young people which we took to be American school

boys and girls, with two or three grown-up persons as their leaders. They travelled in 19 boats and had bright orange-coloured life-jackets on, the river was suddenly full of them. When we saw them for the first time at Andance, we were greatly surprised at this invasion, because there is so little traffic on the Rhone that even one canoe cannot remain unnoticed, and then 19 of them! They came in very funny boats, quite different from our folding boats, When they interrupted their trip at Valence, they just removed a foot-board and two smaller pieces of wood from their boats, folded them halfway, and threw the empty skins of the top of a bus which they had hired for their further journey. It all seemed very simple compared with our canoes. Things had been made easy for them in other respects too: wherever they stopped in the evening, they found a little wooden hut there with their cooking utensils, large stoves, and tables for the whole group. Their tents too, were brought by bus, so that each member of the group between 30 and 40 youngsters - had to carry only his personal belongings in his boat. Of course, this makes such a trip much easier, but it also takes much of the adventure out of a trip if you know exactly where you will be next evening. We never knew



On down the Rhone.....

where we would be next, and we would have gone more than once without supper and bed if they had waited for us somewhere!

I think none of us will ever forget the day we came to Roche-maure, which by the way, is a very picturesque old village. On this day, there was almost no current because a lock was near, and we had such a strong head wind that we had to fight for every centimeter we made. It was terribly exhausting, and will all our struggles we just managed a speed of about 2 km per hour. There were high waves on the river owing to the strong wind, so high that we dare to cross the river which was very wide at this point owing to the lock. Thus, we could not reach the camping site at Ancome on the other side of the river, but stayed at the weir near Roche-maure. There was a nice place for our tents in a meadow, a tap with drinking water, and for our provisions we went to Roche-maure. When we were in the village, one of my daughters complained of a head-ache and a feeling of sickness, and since I attributed this to the exhaustions of this windy, but nevertheless awfully hot day, I thought it advisable to put in a day of rest. Therefore, we stayed a day in Roche-maure, which is such a charming old place that we enjoyed every hour we were there. We spent a lot of money to buy presents, mostly nougat for which the neighbouring town of Montelimar is famous.

Next we reached Avignon where we stayed several days. Avignon is full of things that are worth visiting, above all the famous "Palais du Pape" and the bridge St. Benezet known all over the world from the tune "Sur le pont d'Avignon". In addition to all its sights, Avignon has a very large camping place with a restaurant and good sanitary installations where we would do our laundry, wash our hair, and get "re-civilized" generally. From



Roche-maure



The famous bridge at Avignon



Amphitheatre at Orange



Tarascon Castle

Avignon, we made several tours by car in order to see some famous towns and places which are not directly on the Rhone viz. The famous Pont du Gard (an old Roman aquaduct); Uzes, a nice little town which boasts an old tower from the 12 Century, called "Tour Fenestrelle", Nimes with its large amphitheatre and the "Maison Carree"; Vaison la Romaine, where the remains of a Roman town were discovered in the vicinity of all the antiques from the 12th Century; Orange with its famous "Arc de Triomphe" and the amphitheatre; and Les Baux, a town which was destroyed by order of the king during the 17th Century for insubordination, and is now a ghost town, wonderfully situated on a cliff from where you have a grand view over a large part of the surrounding country with its lavender fields and olive groves.

From Avignon, it is not very far to the sea. But since such famous places as Beaucaire, Tarascon, Arles and Saint Gilles are all in this part of the country, we did not hurry, but paddled only a few kilometers each day and tried to see as much as possible. Our next stop was at Tarascon, where we camped immediately at the foot of the famous castle. Of course we visited the castle and duly enjoyed the wonderful sight from the tower but shuddered at the thought of all the political enemies which the sovereigns of earlier centuries had thrown into

the river from the same tower!

We left Tarascon in the afternoon, and, since the current was very strong, reached Arles easily within two hours, part of which we spent in the water instead of on the water. It was awfully hot (38°C)! We stayed for a day at Arles, because there is so much to see there. We visited the famous church and cloister of Saint Trophime, with its wonderful portal the amphitheatre (It seems that all the better places of this region have their Roman amphitheatres, which are usually very well preserved and used today for the inevitable bullfights. The amphitheatre of Arles served as a fortress during the Middle Ages, and sometimes housed the whole population of the town.) and, last but not least, the "Alyscamps". "Les Alyscamps" is a town of the dead, a kind of park where there are long rows of stone coffins on both sides of the walk and more coffins are buried in the earth. In earlier times, even before the region was christianized, this was a well-known burial place, and from every where coffins of rich people were brought there for burial or sent down the Rhone, with some money for the burial. Unfortunately, most of the oldest and most beautiful coffins have been destroyed, stolen or sold to museums over the centuries, but the place is still very impressive.

Next month Joe concludes her trip "Down the Rhone"



Passing the town of Avignon

NEWS-NEWS-NEWS- IN BRIEF

COUNCIL FOR NATURE ACTS ON SEALS

Uncontrolled slaughter of seals in Britain could be prevented if a Conservation of Seals Bill which came before Parliament on 3rd April were to become law, says the Council for Nature. The Bill provides for the conservation of both grey and common seals in England, Wales and Scotland and in territorial waters. It would make it illegal to kill or take a seal without a licence issued by a Minister of State on the advice of the Natural Environment Research Council. The only exceptions would be where a seal was in the act of causing damage to fishing tackle or for the rescue (or dispatch) of an injured animal.

A licence would specify the number of seals to be taken, the means to be used and the areas in which the licence was valid. It would be issued, for a twelve month period, only for the maintenance of a healthy breeding stock or the reduction of surplus seals; the prevention of serious damage to fisheries; and for educational or scientific purposes.

The Conservation of Seals Bill had its First Reading in the House of Lords. It has been prepared by the Council for Nature after careful consideration of the many interests involved, including seal-hunters, salmon fishers, animal lovers and conservationists. The Council for Nature feels that a measure to regularise and ameliorate the existing confused and unsatisfactory situation is overdue. It hopes that this considered attempt at a rational policy for the conservation of seals will receive the good will and support of all moderate opinion.

COLOGNE CANOEIST

The young lady in the stern cockpit (photo below) seen here after having raced the Leamington L-D with Lyn Boshier, is Wilma Baumeister of the Cologne Canoe Club, Germany. Wilma, 20 years old, and a keen junior sprint paddler, had never raced further than 500 m before coming to Britain so completing the Leamington course was something of an achievement. However Wilma intends to join the Richmond Canoe Club and will be in the country for a year, maybe longer - she will soon get used to racing the British L-D!



NEW LENGTH OF CANAL NEARING COMPLETION.

The first new length of canal to be dug in the south of England for 85 years is nearing completion, the British Waterways Board announce.

The cut is about 200 ft long and will link the Limehouse Cut with the Board's Regent's Canal Dock and enable craft passing between the River Thames and the Limehouse Cut and the Lee Navigation to do so through the Dock's recently modernised ship lock instead of the old Limehouse barge lock.

BEACH SAFETY CONFERENCE, WEYMOUTH.

A conference on BEACH SAFETY has been arranged in co-operation with The Corps of Canoe Life Guards The Surf Life Saving Association of Great Britain and the Youth Activities Centre, Weymouth, to be held on Saturday 4th May at the Royal Engineers Bridging Camp, Wyke Regis, near Weymouth. The programme includes "The Canoe as a rescue craft", "Demonstration of canoe and rescue techniques", and "Demonstration of Surf Life Saving techniques". Tickets are 10/- each and available from C.C. P.R., 17, The Square, Crewkerne, Somerset.

PENFRIENDS WANTED

Two South African canoeists are after penfriends in Great Britain and for any of our readers who are interested in such a friendship the addresses and details are as follows.

Michael Van Wieringen, P/O Box 38, Doonside, South Coast, Natal.

Miss J. Barbara Willmot, P/O Box 1045, Pietermaritzburg, Natal. Michael is aged 20 and interested in all aspects of canoeing but particularly white water. Barbara is aged 18 and just interested in canoeing.

ANOTHER LOST SLALOM

Yet another slalom has been lost this year in an already short season. We have just heard that the 3rd division slalom scheduled for 9th June at Bevere Weir has had to be cancelled due to lack of permission. The farmer having the grazing rights, considers his fields have in the past been unnecessarily damaged; people to have wandered around indiscriminately over land for which permis-

sion was not given; and he will not consider giving permission in the future. Slalom canoeists take note and treat your sites with respect or the sport will soon die with the lack of competitions.



THAT WINTER SERIES

In our editorial and "Month Ahead" page we have been referring to the series of L-D races run on the Kennet and Avon Canal in the first few months of this year as 'The Kennet Winter Series'. The Waterside Centre who organised the series give it this name on their first details sent out. However it was pointed out that the name might cause confusion in the light of the fact that there is already an annual Kennet River Race. The title was changed mid-stream almost, but before the races were seriously under way, to "The Waterside Winter Series" and in future years will be known as this.

The series (reported last month) have proved a great success and Waterside have learnt a great deal on the organisation side. Dates for next years series have already been planned and are: February 9th, 23rd and March 9th, 23rd - ice permitting!

NEWS-NEWS-NEWS-IN BRIEF

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

MAY

- 5th BEDFORD L-D RACE. B15 P5. Details: Mrs M. Green, 2, Highfield Road, Impington, Cambridge.
- 5th SWARKESTONE SLALOM 3rd/N Div. Details: M.Hill, 31, Stafford Street, Long Eaton, Nottingham.
- 12th WORCESTER L-D RACE. B15 P2. Details: Worcester Canoe Club Grandstand Road, Worcester.
- 12th LEVEN WHITE WATER TEST. Details: E.Totty, Craigmuir, High Knott Road, Arnside, via Carnforth, Lancs.
- 18th CANOE SAILING, 10 sq.m. Trophy, HAYLING ISLAND. Details:P. Wells, 55, Arnison Road, East Molesey, Surrey.
- 18th BRADFORD-ON-AVON SPRINT REGATTA. Details: E.Tandy, 12, Clarence Place, Lower Weston, Bath, Somerset.
- 19th LINCOLN L-D RACE. B12 nil. Details: A. Laws, 5, Wallis Ave. Hykeham Road, Lincoln.
- 19th EASBY SLALOM, 3rd/N. Details: C.M. Rothwell, 21, Windsor Road, Clayton Bridge, Manchester 10.
- 26th BRADFORD-ON-AVON L-D RACE. B12 P6. Details: Daphne Webster Leigh Cottage, Sladesbrook, Bradford-on-Avon.
- 26th OLD WINDSOR OPEN TEAM SLALOM, 2nd Div. Details: C.Hazell, 19, Barton Road, Langley, Slough.

JUNE

- 2nd GRANDTULLY SLALOM, 1st Div. Details: E.G.Macleod, 9, Prestwick Park South, Prestwick, Manchester.
- 2nd KENNET & AVON CANOE RACE. Newbury to Reading, B19 P20.Details Kennet & Avon Trust, c/o Mrs. J. Dadey, Iona, Woodlands St. Mary, Newbury, Berks.
- 2nd POOLE HARBOUR L-D RACE. A13 nil. Details: Surg. Lt. N. Hedley, RN. ATURM, Poole, Dorset.
- 1st-
3rd SPRING RALLY OF BOATS, King's Road, Reading.
- 3rd WELSH HARP SPRINT REGATTA.

Clubs wishing to have their events included in this column - provided they are events open to all paddlers - should send details to the editorial address at least eight weeks in advance.

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*Inquiries to British Waterways Board
Pleasure Craft Licensing Officer,
Willow Grange, Church Road,
Watford, Herts.
Tel. No. Watford 26422.*





INTERNATIONAL CANOEING

Mike Sutton-Pratt continues his article on the South African canoe Marathon.

DAY 2 - DUSI BRIDGE TO THE DIP

January 11th, the second day of the race, we crawled out of the small tent we had brought with us from England - feeling stiffer than ever before in our lives we started circling round getting mobile.

A light aircraft, piloted by a former competitor, swooped into the valley and dropped the morning papers. Soon we were reading about the racing events of the previous day and looking at the many pictures...

By the time of the start at 7.30 a.m. it was showing signs of being a hot day, and in fact the temperature rose later to 100°F in the shade. Before setting out all competitors were given salt tablets and were also issued with Silvasum tablets which prevent sunburn. For our part we carried 4 pints of squash in the boat and took the precaution of soaking ourselves in the river before the start and during the race before each of the longer portages.

As on the first day, starting was in three batches. Repair work on the canoe must count as time on the course, so that as each batch was started tremendous repairing activity broke out. Repair kit was carefully laid out in advance and major repairs conducted at great speed helped by the rapid setting of the fibreglass in the heat. Some of the competitors carried broken halves of boats 20-30

miles during the race in order to be able to repair and complete the course!

We completed our own repairs and set out on the portage to the Umgeni, the second of the rivers. The portage took us about an hour and lay mainly along a dry watercourse in which grew large prickly cactus. Suddenly the brown water of the Umgeni appeared below looking very different to the dried up sight of three days back earlier. We had overshot the place to get into the river and had to walk along a path with a drop down to the river some 300 feet below, watching with annoyance several canoes bombing past, until we found a gully to climb down.

The water on the Umgeni was, from the start, much heavier than anything we had ever experienced before and the surface was well studded with smooth rocks like table-sized balloons. The accepted technique, we had been told, was to paddle 'over' a rock that could not be avoided, the canoe having been suitably reinforced to withstand the jump off the downstream side. Armed with this advice we gathered speed in our first Umgeni rapid the boat plunging downwards and disappearing periodically in the large standing waves. We shouted instructions to each other above the roar of the water as to direction, in order to avoid the larger rocks. Suddenly we were out and in calmer water. It had been very frightening but very exciting, and was to be a routine experience that day.

Certain rapids had to be portaged we knew, but they came in such quick succession, and there were so many, that it was hard to identify them separately!

The next major portage was over Nqmani Hill avoiding Mamba gorge. Mamba gorge has a reputation as a home of black mambas and dangerous rapids. I was glad that our visit to the snake pit

at Durban, where we saw gaboon, vipers, boomslangs, green and black mambas and pythons, didn't take place until after the race! As it was we had been told snakes slide out of the way when they hear a canoeist - so we of course made a good din.

Nqmani Hill was a struggle. We descended and took to the river about Umfula rapids and were quickly thrown out of the boat and assumed the by now favoured technique of lying on our stomachs holding onto the rear of the boat. However it proved to be the roughest passage so far and left us pretty bruised and the boat in need of attention. We carried out some temporary repairs with a plaster called 'Sleek' and set off again..

A little later we carried over what we thought was Island Rapids which we had been warned was dangerous. Soon a group of Zulu boys appeared on the bank. This was a sure sign of rapids as they hang around enjoying the sport and recovering bits of equipment and canoes. Too late Paul shouted "I think we're in Island rapids". Amid the roar we shot down one of the channels desperately paddling to stay upright. Suddenly round a corner a large rock came into view sticking out of the water like an upended bus with water piling up against its face. We were on a collision course and within seconds were over and sweeping sideways, our bobbing heads between the boat and the rock. Next moment the waters closed over my head and I was down under the overhanging face of the rock. Here I joined forces with a branch and begun to circulate with it, all the time trying to get to the surface. Some time later I was unable to hold my breath any longer and breathed in water. At this my throat seemed to close. Then I realised that a change of direction by swimming sideways had got me clear of the rock at last, and I was now being



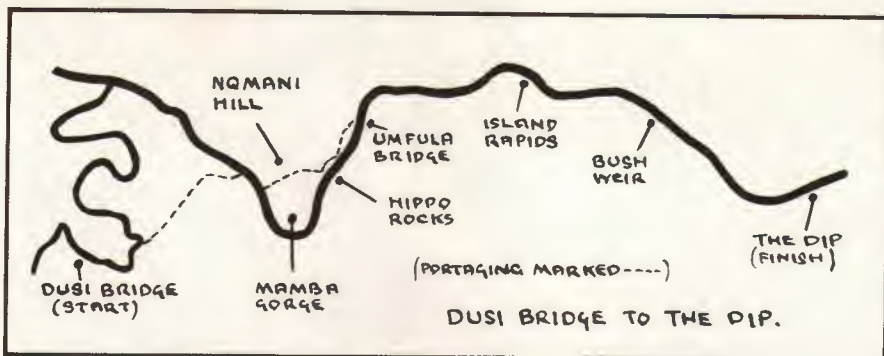
Portaging



Repairing at The Dip



British, South African and Rhodesian flags at the campsite.



swept down the river, and if I could only hold on I must surface. Eventually I was out and lying over a rock, letting out the sounds of a person badly winded, in an effort to start breathing again. Paul was draped round a nearby rock having had a similar dreadful struggle to get clear.

All our equipment, with the exception of one paddle had been swept away, but this seemed of little significance as we sat by the side of the flooded river feeling very shaken. A group of zulus stood round chatting excitedly. Presently we felt sufficiently recovered to start the walk to the campsite. Rounding a bend we came across the canoe which had been driven onto some rocks in the middle of the river. It seemed impossible to get at it through the swirling waters until a zulu led us out to it on a ridge running along the river bed. Soon our remaining paddle was carried from downstream by a boy and we were off calling out thanks to the zulus.

We completed the few miles to the dip, carrying round every rapid with great caution! Once again a marvelous welcome awaited us at the campsite. One of the Rhodesian SAS teams obtained permission to repair their badly broken boat through the night unaware that their efforts would be frustrated by the river next day. We sat in the porch of our tent watching a

superb sunset, the incident at the rock dominating our thoughts.

Tomorrow was the final stage of the race with the renowned Burma Road portage lying ahead of us...



Canoes at The Dip campsite



Ernie Pierce of Natal

Mike continues the story next month.....

SCOUT CANOEING

The first step is bringing the Scout Association in line with other organisations in the canoeing world, is to have a regular page in 'Canoeing Magazine'. It is hoped by doing this, others will read what we are doing and we shall know what others are doing. If any Scouts have canoeing news, please do not hesitate to send it to the editor.

The Scout Association is now starting a big change in the canoeing world with modern ideas. At an early age and right from the start of a scouts training, canoeing is brought in. "Longridge", which was known as a camp site until 1st April 1968 when it became an "Activity Centre", covers canoeing, sailing and general boat handling. Canoeing will be brought to members of the Scout and Guide Movements and they will not only be taught the basic strokes but also the older people will be given an insight into the competitive and touring side of the B.C.U. The idea is to bring the standard of Scout and Guide canoeing into line with the canoe clubs of the country.

Instruction at Longridge will be done in slalom and K1 boats. The reason for this is that under the new training scheme in the Scout Association a scout has got to specialise, so by starting at a young age (11-12 years) in these boats we hope they will be champions of the future. Courses will be either two day or five day living in. A list of courses will be published shortly and Scouts and Guides can send for details to the Assistant Warden, Longridge, Quarry Wood Road, Marlow, Bucks.

DEVIZES/WESTMINSTER CANOE RACE 1968

It was good to see more Scout crews competing in the years 'D-W' race. Over the past few years it seemed as though Scouts were going to give up this marathon after starting the ball rolling 20 years ago. Anyway this year 10 junior crews competed; Hythe Venture Scouts, 1st Fulham Venture Scouts, Caterham Venture Scouts, 25th Southampton Sea Scouts, 3rd Epsom Scout Group, Feltham Venture Scouts and 8th Worthing Scout Group, with five senior crews, Hythe Venture Scouts, Scout Association, 1st Fulmer, 16th Twickenham,

Canoeing events in the Scout Calendar:-

May 4-5th Canoe Course 'Langridge'
May 5th Manchester District Canoe Club-River Ribble.
May 19th Bucks Canoe Race - River Thames Henley to Marlow.
If you have any Scout or Guide Canoeing news, tour or competitive put it on paper and send it to Assistant Warden, Longridge, Quarry Wood Road, Marlow, Bucks.

"Canoeing Magazine" hopes that "Scout Canoeing" will become a regular feature of the publication with information sent in by groups and reports from the Assistant Warden at Longridge.

The Assistant Warden at Longridge is of course Alan Tullett, member of the Royal Canoe Club. The job at Longridge, to promote Scout canoeing, was offered to Alan at the beginning of this year who immediately accepted.

NEW GLASS "GLIDER" K2

The new "Glider" K2 in glass-fibre is now in production at The Canoe Centre and the first models were off in time to race the Devizes to Westminster Canoe Marathon held over Easter.

This famous K2 designed by Jorgen Samson and produced in veneer from Struer in Denmark will undoubtedly be a great success and much in demand for our L-D racing paddlers and being right down to international weight will also give sprint racing a boost for the price is only £62.10s compared with £150 for the veneer version.

We hear The Canoe Centre has also moved all production of their glassfibre craft to new buildings



The new "Presto" sprint blade (mentioned in our "Trade Page" of the January issue).

NEW BUOYANCY AID

The new buoyancy aid from The Northern Wild Water Centre, "THE LIFFEY LIFEY" looks very interesting. (photo below). The buoyancy is made of extra heavy

AGE-TRADE PAGE-TRADE PAGE-TR/

at Hounslow and that a move is imminent for a closer tie with Klepper - the German firm - plus the remarketing of the famous Klepper tents by The Centre in this country.

Proving very popular is the new range of glass paddles manufactured by The Canoe Centre - all at £5. The range includes designs for Slalom, Down River Racing, L-D and general purpose.

NEW BUILDINGS AT MOONRAKER

Jenkins & Lancefield, makers of the "Moonraker" canoes, tell us that they have just completed new 2,600 sq.ft. extensions to their already large canoe building workshops and now very little room is left at the Corsham site. If business increases as fast as it has done during the last few years, they will soon have to commence building a completely new factory on the eight and half acres they own alongside the Kennet and Avon Canal at Devizes.

duty Nylon with $6\frac{1}{2}$ kilos of non-absorbant foam on the inside. Its available in two sizes, Medium or large and retails at £4.15.0d.

However, the photo is all that we have seen so far and when the finished product is available we will have a closer look at this new aid - certainly a new idea in buoyancy.



TYNE CANOES GAIN DESIGN CENTRE LABEL

TYNE CANOES report that their fibreglass and folding canoes have been selected by the Council of Industrial Design for the Design Centre of London.

Tyne are the first, and so far the only canoe manufacturer to be listed in the Design Centre Index. In future their canoes will have the label of the Design Centre affixed.

NEW C2 FROM JAYCEE

We hear that a new C2 design is taking shape at the JAYCEE works but is not yet in production. We will be following the boats progress closely and hope once again to be first in publishing photos of the new craft.

sponsible for the marketing, filling, servicing, testing, maintenance and eventual replacement of the two brands of propane cylinder under the one banner-Calor-Primus-Sievert.

Now, instead of buying an expensive imported cylinder, the customer hires the one he wants for either £2 or £3, depending on size, and pays for his fill of gas. He is then entitled to the use of a cylinder at all times, provided he pays for the gas. Unless it is unreasonably damaged, the cylinder will be maintained by Calor Gas and replaced when worn out.

The new scheme means considerable saving. A cylinder which

AGE-TRADE PAGE-TRADE PAGE-TR/

COMFORT OUTDOORS - TAKE CALOR

At the Mermaid Theatre in London on 27th March Calor Gas set out to show that everyone can now take real comfort with them when they venture outdoors. The Company presented its new range of portable small cylinder gas appliances - the largest and most comprehensive available in Britain today.

The range includes more than 50 appliances for cooking, lighting and heating, to suit everybody, and at prices geared to every pocket.

This year canoeists will find it much cheaper to equip themselves with small cylinder appliances. The two Swedish companies Primus and Sievert have amalgamated as Primus-Sievert AB which will standardise cylinder production. In Britain, Calor Gas is now re-

used to retail at 57s 3d can now be hired for 40s, plus 4s 6d for gas. One costing 120s 6d can now be hired for 60s, plus 11s for gas.

If the customer wants to surrender a hired cylinder he no longer needs, he can produce it with the hire form within seven years and receive a graduated rebate.

Cylinders bought before the start of this scheme are not affected. They remain the customers' property and can still be exchanged for refilled cylinders.

Manufacturers are invited to send in details and photos of their new equipment that are of interest to the canoeist for inclusion in our "Trade-page."

SEAL SUITS 1968

COMPLETE WET SUIT KITS & MAKING UP INSTRUCTIONS

These comprise enough material in sheet form to make up a four piece suit, i.e. Jacket, Trousers, Hood and Bootees. Components 1 - 8 also included in the kit. State height, chest, waist and hip sizes.

Code	Retail Price
030. 4mm. Nylon Lined Neoprene	£15. 15. 0d
031. 3/16" English Double Skin Neoprene	£11. 17. 6d

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½ Sheet 3/16" English Double Skin Neoprene	£3. 10. 0d

COMPONENTS

1. Adhesive	5. 6d
2. Cleaner	3. 0d
3. Tape - 6yds. yellow or black ½" wide (2 required for full suit) each	3. 0d
4. Tenax Fasteners.. .. . Pair	5. 6d
5. Backing for Tenax Fasteners	2. 6d
6. Zip for Jacket Front - 24", 26" or 28"	8. 6d
7. Pattern and Instructions (see size chart for appropriate pattern)	8. 6d
8. Brush	8d
9. Zips for ankles or wrist Pair	8. 0d

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CANOE SAILING: IC.IC.IC.

THE INTERNATIONAL 10 SQUARE METRE
SAILING CANOE - HOW TO BUY ONE.

You've had since the last issue to decide to go in for canoe sailing, so this month I'll tell you how to start. The basic essentials are; the helmsman (you) a canoe, water and wind.

If you are reasonably experienced in a dinghy, but lazy, I recommend that you buy a brand new canoe - this will improve your morale, make you 'one-up' on nearly every other canoe sailor, and will cost about £350. There are a few second-hand canoes about; a competitive modern craft could be bought for about £250. If you'd like to build or finish building a boat there are many alternatives - you can buy bare shells or part-built kits from the professional makers, or if you're skilled enough to build from scratch complete working drawings are available. Any of these methods will give you a boat which is theoretically as fast as the World Champion's - from then on, it's up to you!

If you're not so expert in woodwork, or would like a canoe which is more suitable for inland waters, consider the 'Quest' - a hard-chine design by Jack Holt. This may have a cockpit, which is more comfortable for the river, or it can be fitted with a sliding seat for more open water. Of course 'Quest' complies with the International rules. Doing all the work yourself and using professionally made spars and sails, a Quest would cost about £100 and would take a

winter's spare time. Two have been built this winter.

That's the canoe, now for the water and wind:- during the winter and most of the summer canoes are sailed at Teddington from the Royal Canoe Club. In the summer canoes are sailed at Hayling Island, Lee-on-Solent, Burnham-on-Sea, Harwich, Grafham Water, Southend and Falmouth.

There are national open meetings, at different venues, each month of the summer season. The Royal Canoe Club's Summer Meet and The National Championships, open to all IC helmsmen, is at Falmouth this year, the first week in September. The European Champion, Lars Nicklausen of Sweden, will be competing.

Now that you're interested and 'raring to go', you must either place an order with a professional builder, call at Royal Canoe Club next Sunday, or contact one of the people below. Next month I'll tell you how to sail your canoe.

Alan Hassell.

Peter Wells, 55, Arnison Road, East Molsey, Surrey. (Hon. Sec. B.C.U. Sailing Committee) 01-979-6104.

Alan Hassell, 88, Court Way, Twickenham, Middlesex.

John Biddle, Boldre Steps, Finches Lane, Winchester, Hants.

Dick Marks, Cherry Trees, Baymead Lane, North Petherton, Bridgewater, Somerset.

Ken Davis, 9, Queens Road, Dovercourt, Essex.

P. J. Williamson, 15, Emmott Drive, Rawdon, Nr. Leeds, Yorkshire.

WHERE TO SEE ICs THIS MONTH AND COMING NATIONAL EVENTS.

May 18th 10 sq.metre Trophy - HAYLING ISLAND.

June 22nd/23rd West of England Trophy - BURNHAM-ON-SEA - contact Peter Wells for details.

COMMENT *Letters to the Editor*

OXFORD ASSAULT COURSE

Further to the article in the March issue of Canoeing Magazine about the Oxford L-D Race, I would like to make the following points: Christchurch will not permit cars to drive up to the boat houses because of the precedent involved with their 30 year long legal battle to keep all vehicles (even bicycles) out of the Christ Church Meadows. There is no hope whatsoever of this situation changing. However there is an alternative to the start from St. Aldates Street car park which by passes the "assault course" mentioned in Canoeing Magazine. Of course this by pass is slightly longer (about $\frac{1}{4}$ mile) and so we find that most canoeists choose to go "over the wall". Your complaint about one of the gates not being open was fair criticism and we apologise to any competitor who was caused inconvenience by this and we will ensure that this will not happen again. We trust that all the competitors had a most enjoyable race and that we will be seeing them all again next year.

Yours faithfully,
Ian Moore,
President Oxford University
Canoe and Kayak Club.

B.C.U. CALENDAR

I have just received my keenly awaited March issue of "Canoeing in Britain." The March issue especially as it had that wonderful easy to read calendar and what did I get? A thing that's too large for my pocket and small enough to lose. This I could stand, it was not until I discovered that it was also inaccurate that I felt I must speak out and also warn any aspiring canoeists

before the next issue of "C in B".

The L.D. and sprint events I have not yet checked but slalom events I have, which seems ironic with Rodney Witter calling for more slalom organisers. These are discrepancies that struck me.

'C. in B'	'Slalom year book'
	Bevere
31st March	9th June
	Grandtully
14th April	No such event
	Fairnille
21st April	14th April
	Carlisle
16th June	23rd June

I feel all those who do not realise the apparent state of the B.C.U. calendar should know to save fruitless travel and late entries.

Yours faithfully,
Graham P. Snell.

(The incorrect slalom dates that appear in the B.C.U. Calendar seem to have been taken from the provisional slalom list circulated after the November meeting but subsequently amended at the January meeting. The latter was well in time for alterations to have been made in the B.C.U. Calendar - how did you miss them Jack? Ed.)

SPORT OF KINGS.

I feel I must report an instance where canoeing is encroaching into other pastimes. Now occasionally I have a flutter on the horses, nothing ambitious, but just enough to maintain interest. However, glancing down almost any race card I am sure of finding at least one horse's name with a canoeing connection. Once found, the form book can go out the window for what canoeist could resist "Slalom", "Welsh Dee", "River

Peace", or "Another Wave", irrespective of the odds!

Below are some personal reactions to horses names. (all these are actually in training.)

"Accident" - Fingal.

"Another River" - Portages.

"Rising Water" - Appletreewick.

"Anglers Pride" - River Access.

"River Rocket" - Kls.

"Hard Water" - Grade IV rapids.

"Sea Policy" - B.C.U. Insurance.

"Seas End" - Surf Dumpers.

"Comforting Wave" - Summerlease Beach, Bude

"Rolling Seasons" - Winter Swimming Pool Training.

"Wave On" - The Big One at Wide-mouth, Cornwall.

"Bright Beach" - Crooklets, Bude.

"African Patrol" - Mike Sutton-Pratt's adventures.

My little form book gives 11,000 horses under training so there's more than enough to go round. Have I started yet another canoeing pastime? However may I just add a warning, as in any competition, they can't all win (except the Bookie!!)

Yours Aye, Brian Brown.

CHELMSFORD BOATING CLUB.

Chelmsford Boating Club regret to announce the death of their Commodore Mr. R.A. Nightingale, A.M.I. Mech. E, A.M.I.E.E.. Bob, as he was known to members had been in the Club for about 15 years and for the past 5 years had been the Club Commodore.

Until he had a serious illness several years ago Bob Nightingale had regularly taken part in various Long Distance Canoe Races as well as canoe cruising events. Although not able to canoe since then he has represented the Club on a number of Committees. His particular interest being the Chelmsford Sports Advisery Council and its Coaching Sub Committee. He was also a member of the organising Committee of the Chelmer

Canoe Race and on occasions represented the Club on the BCU Long Distance Racing Committee.

Bob Nightingale was Commodore of the Club during a period which will no doubt be looked back on as the most difficult in the Club's history. Initially, he became Commodore when the Club was badly housed in temporary accommodation and it is sad that he should die at a time when the permanent headquarters are in sight of completion and the Club's future looks secure, and he is unable to see the rewards of his labours.

One of his last acts was to donate and plant four weeping willow trees at the new headquarters to beautify it in future years.

As a permanent memorial the Club is intending to provide a trophy in his name, to be competed for in one of the canoe racing events organised by the Club. Those who would like to contribute towards this should send their donations to the Club Hon. Secretary Mr. M.E. Smith, 28, Goldlay Avenue, Chelmsford, Essex. J. Marriage.

CANOEING MAGAZINE wants to hear from you the paddler; written articles with or without photographs on any aspect of canoe sport, what your club has been up to and what it plans for the season. Make CANOEING MAGAZINE really your magazine - articles and photographs should be sent to the editorial address at 25, Featherbed Lane, Croydon, CRO9AE. Contributions will be handled with every care but we can assume no responsibility for their safety. To ensure their return a stamped envelope must be included with copy or photographs. We retain the right to adapt or revise copy to suit our requirements. Comments expressed in "Canoeing Magazine" are not necessary those of the editor.

MIKE CLARK on competitive CANOEING

WATERSIDE WINTER SERIES

The final race of the "Waterside Winter Series" took place on Sunday 24th March over the junior "D-W" course, that from Devizes to Newbury, a distance of 34 miles.

There were several additional entries for the last race, among them being Cook/Stimpson and Pagnelli/Evans of the Para Regt. It was obvious from the start that these crews along with P.Lawler / Avery and M.Bosher/R.Lawler were out for fast times. Lawler/Avery put up the fastest time covering the course in 5hr 29min 25sec with Cook/Stimpson on their tails finishing with 5hr 33min 37 sec. - Bosher/Lawler retiring around the Bedwyn area. Unfortunately these fast crews were not entered for the complete series and the senior event was won by M.Whitby/B. Greenaway of the Richmond Canoe Club with a time of 5hr 54min 21sec. First place in the junior event went to Kearns/Bunce of J/L Regt. Dover with 6hrs 34min 42sec a Waterside crew of Tarrant/Gow

taking second with 6hrs 35min 23 sec.

Kearns/Bunce held a 7 min. lead over Tarrant/Gow at Foxfield but the gap gradually closed and at the line only 41 sec separated the crews. This win gave the Junior Leaders pair the overall win in the junior series, Bosher/Chapman winning the seniors on the first three races.

LEAMINGTON L-D RACE

Fine weather and conditions prevailed for the Leamington L-D race held on Sunday 31st March. Long Distance racing is certainly attracting many more paddlers this season events all gaining record entries. As well as a record entry at Leamington there were also a number of record times. Competition was very high, particularly in the senior classes where many of the top sprint paddlers were out to prove themselves. Organisation was good and the results quickly worked out after the event. However the starter did manage to let the senior K2 class get away to a false start and many crews covered well over a quarter mile before they could be called back! With the four class system and heavy loading of points on the "K" classes these events are going to become even bigger, starting being a real problem that has to be tackled some way in the future.

35 crews competed the senior K2 - undoubtedly one of the best events ever held at Leamington.



The senior K2 start at Leamington.

Top class paddlers and top class competition, the race proved very exciting. Out in front weretwocrewspacingeachother-Oliver/EdwardsandBolam/ Mean-andthrough the course they gradually put clear although Boshier/Sowman were never very far down. Oliver/Edwards were first over the finish with a fine time of 1hr 20min 30sec, just two minutes inside the record for the class. Again in the senior K1 there was a tremendous race, this time the battle between P.Lawler and A.Wilson. Lawler gained the win with 1 hr 25min 01sec. Wilson over a minute down and young Kitson just on another half minute down - all these three coming inside the old record. In the junior K1 class it was M. Whitby of the Richmond Canoe Club all the way and at no point was any one in the class within striking distance. Whitby returned a fine time of 1hr 29min 10sec breaking the course record by over 5 minutes.

In the ladies events L.Oliver/B.Mean of Harlow did well in winning the K2 event with a time of 1hr 33min 05sec from Jackson/Emerson of Royal over a minute down. A pity that no other lady competed the K1, leaving D.Lawler of Richmond to paddle-over in a time of 1hr 45min. Other outstanding performances were the two Hythe Venture Scouts, Anderson/Taylor, winning the touring class doubles and slalomist D.Olorenshaw of the Leamington canoe Club taking second in the senior touring singles.

Shepperton Canoe Club organised a 2nd division slalom on their home water on Sunday 7th April. A very interesting course had been put up and just over 70 paddlers competed; the water quite heavy causing a little trouble for some of the canoeists.

Under the new ranking system 70 is a reasonable number to compete a southern weir slalom but from past events at Shepperton the campsite looked positively deserted but worse of all only one lady competed the event - Jane Rowse. To split the few ladies we have by divisions I think is entirely wrong, there just are not enough. Encouragement to compete only comes from numbers.

Too late for entry in our "Month Ahead" page is The National K1 10,000m, Championships - Sharpness, 11th May. Details N. Lilley, Lincoln CC.



Slalomists at Shepperton.

RESULT ROUND-UP

LEAMINGTON L-D RACE, 31st March, 1968

CLASS 1a. 1. P.Lawler, Richmond CC, 1.25.01. 2/ A.Wilson, Ayrshire CC, 1.26.39. 3/ S.Kitson, Harlow CC, 1.27.02. CLASS 1b. 1/ M.Whitby Richmond CC, 1.29.10. 2/ C.Hillman, Worcester CC, 1.35.35. 3/ J. Phelps, Newham CC, 1.40.58. CLASS 1c. D. Lawler, Richmond CC, 1.45.55. CLASS 2a Oliver/Edwards, Lincoln CC, 1.20.30. 2/ Bolam/Mean, Harlow CC, 1.33.05 3/ Boshier/Sowman, Royal CC, 1.23.03. CLASS 2b 1/ Lockwood/Summers, Nott. City, 1.32.13. 2/ Jones/Simmons, Nomads CC, 1.37.10 3/ Peake/Harris, Hythe Ven. Scouts, 1.38.05. CLASS 2c Oliver/Mean, Harlow CC, 1.33.05 2/ Jackson/Emerson, Royal CC, 1.34.11. 3/ Boshier/Baumeister, Royal CC, 1.55.46. CLASS 3a. 1. N.Jackson, Harlow CC, 1.33.09. 2/ D. Olorenshaw, Leam CC, 1.41.00 3/ D. Squires, Leam CC, 1.41.02. CLASS 3b 1. G. Jackson, Harlow CC, 1.39.36 2/ J. Edmonson, Pinehurst CC, 1.42.50 3/ M. Carpenter, Exeter CC, 1.45.25. CLASS 4a 1/ Lilley/Smith, Lincoln CC, 1.31.29. 2/ Dalrymple/Whitlock, Southampton, 1.35.25. 3/ Yates/Acton, Wolverhampton CC, 1.36.51. CLASS 4b 1/ Anderson/Taylor, Hythe Ven. Scouts 1.39.00 2/ Priest/Hollar, Richmond CC, 1.42.00 3/ Partridge/Bourne, Norton CC 1.45.24.

CLYDE RIVER RACE 17th March, 1968

1. R.Crane, Caledonia CC, 13min 41sec. 2/ K. Bryce, Kyle CC, 14.02. 3/ P.Brown, Forth CC, 14.34. 4/ A. Sharples, Forth CC, 14.35. 5/ J. Flett, Aberden CC, 14.47, 6/ N. Eilbech, Forth CC, 14.53. 7/ D. Paterson, Ardrossan CC, 14.59.

SHEPPERTON SLALOM, 2nd DIV. 7th April 1968.

1. R.Davis, Itchen Valley, 181pts. 2/ M.Thomas, Manchester, 184. 3/ J. Freeman, Chalfont Pack, 229. 4/ M. Whitlock, Itchen Valley, 234 5/ N. Leeming, Brighton CC 234. 6/ R. Pope, Reading CC, 238. 7/ M. Smith, Soar Valley, 239.

C1 Class. 1. G. Dinsdale, Chalfon Park 450
C2 Class 1. Hillyard/Ramsey, Chalfont Park, 356.
STOP PRESS.....

DEVIZES TO WESTMINSTER CANOE MARATHON.

SENIORS. 1. P. Pagnelli/R. Evans, 63 sqn. R.C.T. 21hrs. 38min. 2/ T. Peyton/K. Tomlin, Royal Marine CC, 21.56.30 3/ J.P. Lee/M.Allen Royal Marine CC. 22.54.30.

JUNIORS. 1. M. Whitby/B. Greenaway, Richmond CC. 19hrs. 40min. 13sec. 2/ D.E. Wilkie/M.E. Wilkinson, Met. Police Cadets, 20.45.14. 3/ G. Overy/S.A. Hare, Met. Police Cadets, 20.48.38.

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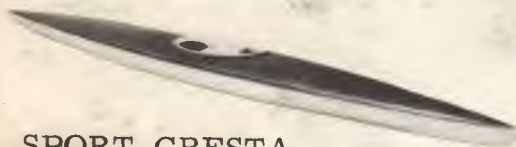
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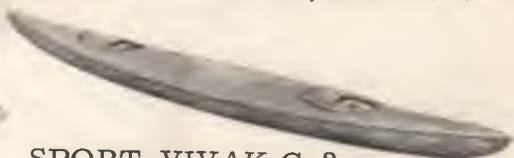
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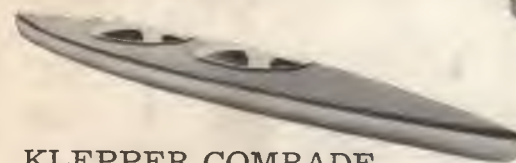
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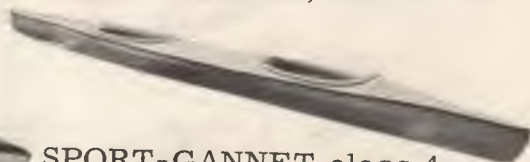
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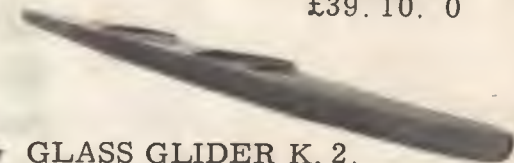
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