

CANOEING

June 1968 one shilling & ninepence

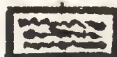


SPECIAL FEATURES

INTERNATIONAL CANOEING
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CONDETTAK & GAROIRO
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SCOUT CANOEING

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OF ROYAL MARINE CANOE CLUB WHO GAINED
SECOND PLACE IN THE SENIOR EVENT WITH
THEIR KIRTON MIRAGE K2.

KIRTON KAYAKS MILL STREET,
CREDITON, DEVON.

CANOEING MAGAZINE

Vol. 8 Number 7 June 1968

Editor: Mike Clark
Treasurer: Maureen Dawson
Circulation Manager: Ernest Clark

Editorial Office: 25, Featherbed Lane,
Croydon, Surrey, CRO 9AE.

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COVER PHOTO

British crew Warren and Spence racing through rough water over Palmerston Weir while competing the International Liffey Descent in Ireland. Photo: Mike Clark.

CANOEING MAGAZINE is published 25th of each month by Canoeing Press and printed by Kingprint Limited., Teddington.

Subscription rate: Twenty-one shillings per year, in U.K. U.S.A. and Canada, three dollars.

editorial

A JOB WELL DONE

On the 5th May at an L-D meeting held at Bedford, Molly Green was voted in as General Secretary of the Long Distance Canoe Racing Committee - after nine years in the post John Woolley had resigned.

When John first took office L-D in Britain was barely on its feet, the calendar was nothing like to-day or as varied, your editor was still racing then....! To-day L-D events span through nine or ten months of the year, is certainly the largest side of competitive canoeing in this country with almost a thousand paddlers from a hundred clubs racing and the work entailed is immense. John Woolley has guided L-D racing almost from embryo to full-blooded sport, where now almost every event breaks past records for numbers competing. To John we owe much of the present set-up in L-D and the sponsorship of Players for the National L-D Championships, and the high prestige of our paddlers abroad. In this latter point I am glad to see that we are not losing John completely from the sport for he takes over as International Competitive Secretary from now. In the past John Woolley has worked long hard hours for the benefit of our sport, with I might add little thanks from those who gained. Now standing down from the post of L-D Secretary, Canoeing Magazine passes sincere thanks to you John Woolley for all that you have done to promote our sport, a job certainly well done.



INTERNATIONAL CANOEING

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

DAY 3 - THE DIP TO DURBAN

I was not disappointed to find that the level of the water had dropped during the night and, as we sat eating a breakfast of fruit, sandbanks started to appear. The flood water of the Umgeni was running into the Indian Ocean like a bath with it's plug out. The Dip was a beautiful campsite on a bend in the river. It brings back memories of the chocolate water in front of our tent and of strange purple flowers growing along the bank, and of a large leafy plant called "elephant ear". Near us were some thatched Rhondards, the traditional round hut of the Zulu, and all around the hill sides rose upward to end in the flat topped mountains characteristic of South Africa. The air was very clear and the colours intense. It was a place of great comradeship and we had many discussions about canoeing in our respective countries.

During the night many of the competitors had been ill due to what was known as "Dusi Guts". This ailment strikes some competitors every year and is caused by unintentionally swallowing river water. We remained fit thanks to anti-biotic tablets we had brought from England.....

Our boat had received damage the previous day to seat, footrest hull, rudder, decking and cockpit surrounds. Together with about

half those still in the race we laid out our fibreglassing repair kit, and worked out tasks so as to be able to put the boat right in the minimum time when the word to start was given. The usual furious repair activity broke out at the word 'go' and those ready started off. Once started, canoes were quickly out of sight. We noticed that at most times during the race there seemed to be no other boats around!

The first bad rapid was at Tops Needle which was easily identified by a tall Cleopatra column of rock standing up from the river bed. We climbed out and portaged along a path known as the cake walk. Below us in the ravine a small Zulu boy could be seen dragging the front half of a double away into some bush!

We made a number of small portages a little later. During one of them we became tied up in some dense thorn trees. Shortly after we arrived at the foot of Burma Road. This is without doubt the hardest of the portages. We had prepared a "Burma Road Cocktail", a recommended mixture of honey and brandy, said to get the legs pounding upwards, but neither of us had the stomach for it. Up we started. The path became steeper and steeper with a precipitous drop at times on one side. We suppressed the temptation to stop ("You'll find you can't get going again."). Near the top we were moving at snails pace, occasionally sliding backwards and losing hard won ground. At last we reached the ridge at the top with a gratifying view of Durban and the sea some 20 miles away. We descended to join the river again.

About a mile further on, at the pumphouse, we portaged through some sugar cane to avoid two weirs. From now on lay flat water, or so we had been told. In general it was easier and we made good progress with one last swim.

About 5 miles out from Durban a series of sandgrab cables were stretched across the river. Each cable carried a mammoth bucket which came sliding, clanking and grunting, from a steel tower, to land in the river with a splash and be dragged out with a load of river sand. There were no humans visible giving the scene a sinister martial quality. We had heard stories of canoes being cut in half by cable under sudden tension and crept past, carefully watching the erratic movements of the buckets.

The outskirts of Durban came into view and we passed a very smelly gin factory. Shortly after we crossed the finishing line at Ellis Brown Viaduct, and were shaking hands with friends for the last time and drinking our issue of milk.

A curious feature of the race and one which others had spoken of, is that the sense of relief at finishing is soon replaced by a feeling of depression that the race is over - a sadness at returning to 'civilisation'.

The following evening there was a dance with prize giving. Jimmy Potgieter and Clive Hough had held out their early lead to win the race. Paul Chalupsky and Glyn Horton had won the singles, Rowland Jones and Fox Ledetoer took the touring singles, and

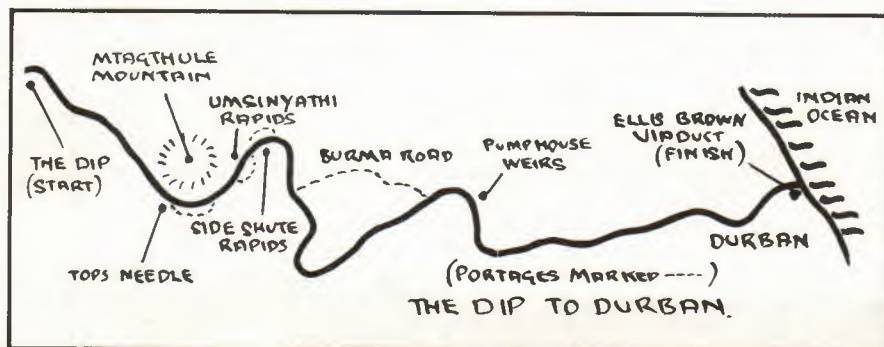
Hennie Greef and G. Nebe won the novices prize for first time entrants. We had finished towards the end of the field. Of the 75 teams that started 39 had finished.

There were various speeches during which hopes were expressed that other competitors from England will take part in the race. The South African Milk Board's representative said that his company would provide a canoe for anyone who comes from overseas and I hope that this offer will be taken up.

Before returning to England we were taken to two Zululand Reserves, and in the course of the visit met Ian Player the original pioneer of the route and winner of the first race in 1952, when only 4 canoes had taken part. Ian Player is now chief game conservator for Zululand and is the brother of Gary Player the golfer.

When we left Pietermaritzburg on the 350 mile train journey to Johannesburg the platform was crowded with dozens of canoeing families and we walked to our carriage under an archway of raised paddles. It was a wonderful send off to the finest two weeks I have ever spent. Later when we flew out of Jan Smuts airport in Johannesburg another party of canoeists were there to see us off.

I cannot speak too highly of the great hospitality and friendship of the South African canoeists



INTERNATIONAL
CANOEING



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we met, and most especially of the Natal Canoe Club and Ernie and Sheila Pearce who looked after us.

As for the race it was everything that we had heard - and more.

(My thanks to Mike for an interesting article on a race that I may never be able to "cover" but a race that certainly has everything in the way of spectacle.Ed)

LONG DISTANCE RACING REPORT

On Saturday evening the 4th May whilst up to my neck in making final preparations for the Bedford St. Neots race, I received the news that the L.D. Committee had elected me as the new General Secretary, a formidable task which I will undertake to the best of my ability. John Woolley has handed over a vast collection of files with which I am trying to familiarise myself. The subject matter covers an extensive range, far more varied than I expected. The work over the past years has obviously been considerable and the thanks of the whole L.D. canoeing world both past and present are extended to John for everything he has done and of course to Penny for her support. Perhaps the best tribute to John's untiring effort is the phenomenal growth of Long Distance racing during his term of office. I am pleased to say that John has agreed to stay on the L.D. Executive in the role of International Racing Secretary and in this capacity he will be able to extend the valuable work he has already done in this field through his many contacts in the world of Canoeing.

One further resolution on the agenda at Bedford concerned our present ruling on lifejackets. There was considerable discussion and the following recommendation was passed in substitution for the previous rule. 'The Long Distance Racing Committee recommend that B.C.U. approved life jackets are

worn properly by all competitors and accepts no responsibility for those disregarding this recommendation'. Organisers of events may note that this recommendation does not prevent them from insisting on the wearing of life-jackets if they consider them to be necessary.

The season is well under way and the very large entries to the races already run is very gratifying and shows that the sport is increasing in popularity. Both Leamington and Bedford had record entries, Leamington topping the 200 mark, and records were broken in both events. C.T.C. entry was unfortunately affected by a sprint training weekend but never the less the turn out was very good.

Team selection for Sella is fast approaching and the executive require written application from all canoeists who would like to be considered for the team, by Sunday the 2nd. June. Canoeists wishing to race in the Sella descent privately should inform the International Racing Secretary because the Spanish authorities will only accept entries made and approved by the B.C.U. Some reduction in ferry charges may be possible if sufficient number of paddlers are prepared to travel on the ferry as a party, if you are interested in this please advise in your letter of application.

Molly Green,

Hon. Secretary L.D.R. Committee.

The last nine years seem's to have flashed by, and looking back it is hard to pick out any particular detail that stands out as worthy of mention. Possibly this is because the L.D. Officers have worked as a team and each has played a part in the progress we have made during the period. My immediate reaction on handing over the job of Secretary is one of relief. No longer will I tread down the stairs and cast a fearful glance at the letter-box, flowing over with urgent and demanding letters. At last I shall be able to climb back up them at night without having the worry of those that were not answered on my conscience. In many ways I'm afraid I may miss the 'hustle and busile of the job and I'm very pleased to stop on the Executive Committee as International Secretary, this job should keep me from being completely idle. I was delighted that Molly Green decided to undertake the job in my place. I have known her for many a long year and I am convinced that the Committee could not have made a better choice. Choice is a poor word, let me be blunt, the Committee are damn lucky to get her and I hope you will join me in giving her every support in the future.

On the word support, L.D. has some of the best competitors in the business, but when it comes to attending Committee meetings they are just about the most recalcitrant (look it up) at requests to attend meetings. They are either happy at the present state of affairs, or they could not care less. Both reasons are dangerous and could in the end lead to a dictatorial leadership of the sport. So far the sport has, in my estimation, been lucky but apathy can only bring trouble in the end so do take a little more interest in the administrative side of canoeing,

Finally, would anyone intending going to any International L D

event abroad please let me have the following information.

- a. The names of the events.
 - b. Do you wish to be considered for selection.
 - c. Do you intend to compete regardless of being selected.
 - d. Do you have a car, if so, are you prepared to take passengers.
- J.M.Woolley.

L-D EXECUTIVE COMMITTEE

CHAIRMAN

Capt. Gledhill

GENERAL SECRETARY

Molly Green,
2, Highfield Road,
Impington, Cambs.

ASSISTANT SECRETARY

Martin Boshier,
2, Stable View,
Fir Green Estate,
Yateley, Hants.

COMPETITIVE SECRETARY

Alan Witham,
16, William Road,
West Bridgeford,
Nottingham.

RACE RECORDS OFFICER

Nick Barbour,
87, Elers Road,
Ealing, W.13.

HASLER TROPHY - LEADING POSITIONS

After four ranking races, the Oxford, Leamington, C.T.C. and Bedford L-D events, below are the highest scoring clubs.

RICHMOND CC.	--	49	66	54
HARLOW CC.	66	50	31	32
ROYAL CC.	56	30	24	42
NOTTINGHAM CC.	28	36	26	20
LINCOLN CC.	18	56	10	26
HYTHE VEN.	30	24	20	14
BRADFORD/AVON	30	8	35	2

NEWS-NEWS-NEWS-IN BRIEF

FREE USE OF TRAINING FACILITIES AT CRYSTAL PALACE RECREATION CENTRE FOR BRITISH OLYMPIC 'POSSIBLES'

The Central Council of Physical Recreation is offering free use of the training facilities at the Crystal Palace National Recreation Centre to the athletes, swimmers, divers and water polo players considered by their Associations to be Olympic 'possibles'. The scheme - regarded as an experiment and limited to one year - will be operated with the full co-operation of the Amateur Athletic Association and the Amateur Swimming Association.

The eight-lane, 400 metre Tartan track, laid at a cost of £67,400 (including run-ups for the jumps, etc), will be ready by 18th May. It is the first in Europe ready for competition and a similar surface to that on which the Olympic track events will be run at Mexico City. The following day - Sunday, 19th May - will see the first competition on this new surface, which Ron Jones has described as 'exhilarating - bouncy - totally different from the conventional track'. The London Athletic Club is putting on an inter-club competition and three races of international standard will be inserted into the programme - the 100 metres 200 metres and 110 metres hurdles.

FORMATION OF THE ROYAL AIR FORCE CANOE ASSOCIATION

Inter-Station slalom and long distance racing, Inter-Command and RAF Championship events, RAF Youth School Championship, facilities for coaching youth and adults in the RAF were items discussed and planned at the first meeting of the Royal Air Force Canoe Association held recently at the Ministry of Defence.

In his address the President of the new association, Air Vice Marshal W.G. Morgan, CB, CBE, spoke of the need of the RAF to provide the opportunity of competition between Commands, schools, stations and individuals in what had become one of the most exciting of sports.

It was decided to hold the first Royal Air Force Slalom championships on the River Wye on the 27th October. The Royal Air Force Long Distance Championship event will take place on Saturday, 26th October and also be held on the Wye. The RAF School of PT are holding a canoe course from 8th - 11th July to be divided into a novice and a potential coaches section. A Youth coaching weekend has already been held at RAF Cosford over the weekend of the 30th - 31st March and included an Inter-Schools Indoor Slalom event won by RAF Hereford. The first RAF Junior Long Distance and Slalom is planned for the weekend of the 28/29 September on the Wye.

The Executive Committee of the new association is:

- Chairman Wg Cdr G.R.Brierley, OBE,
AFC.
RAF School of PT,
Royal Air Force,
St. Athan,
- Secretary Sq.Ldr. P.F.Williams,
Royal Air Force,
Cosford.
- Treasurer Sqn.Ldr. B.Officier, MBE
Royal Air Force,
Halton,
- Competition Fg. Off. T. Eyre,
Member Royal Air Force,
Halton.
- Coaching Sgt. J. Cooney,
Member Royal Air Force College,
Cranwell.



Typical "T" save at Shepperton Weir Royal Naval Kayak Association Training weekend, held 16th March. Unlike the slalomist who appeared on the front cover of our April issue, these two are fully equipped with lifejackets and crash helmet although only competing on a weir.

STOLEN FROM OXFORD

Stolen during the Easter vacation (23rd March to 27th April) one Moonraker Class 3 racing canoe belonging to the Oxford University Canoe and Kayak Club. Reward for any information leading to its recovery (preferably in one-piece). Ian Moore, Oxford Univ. CKC.

CHALFONT PARK CANOE CLUB

The Club has now overcome the boathouse and club location problem existing last year and hope to become more active once again.

The annual river Exe trip in early spring was marred by lack of that elusive essential - water - but, the Easter surfing meet at Rhosilli Bay in South Wales was most successful. The Club has a keen surfing section, both canoes and malibu boards, and were seen out on the water for most of the weekend. Some spectacular rides and hilarious wipe-outs were observed,

while Geoff Dinsdale was seen most successfully surfing his C1.

The Club has several active C1 paddlers this year and it is hoped that the class catches on as quickly as possible.

Finally, please note that Chalfont Park Canoe Club no longer has parking rights in the grounds of Hambleton Mill: the mill grounds are private property and anyone parking there or gaining access to the water from them will be trespassing.

(The note on access applies only to those going on the water, spectators have right to go onto the weir cat-walk for this is public footpath. Ed.)



Carol Gostling of Buxton Canoe Club, the highest placed lady competing in the Swarkestone 3rd Div. slalom held 5th May, Photo by Janet Harber.

NEWS-NEWS-NEWS-IN BRIEF

EXTENSIONS AT TYNE

Tyne Canoes at St. Margarets, Twickenham, are the latest manufacturers forced to increase the size of their premises through pressure of business. Tyne have just completed extension and rebuilding of their glassfibre shop, glassfibre craft are now in full production.

WROCKWARDINE CLOSES

WROCKWARDINE CANOEING regret to announce the closure of the firm from the end of April. However, Mr. Taylor, the proprietor, will be available at the address - Quarry Lane, Kelsall, Chester - for the sale of the remaining stock of new plastic canoes and of used fibreglass canoes and equipment.

AGE-TRADE PAGE-TRADE PAGE-TR



NEW FROM "THE CENTRE"

Just in the country from Germany are two new kayaks, The Klepper SL8 slalom kayak and THE Klepper FIGHTER down river racer. The canoe Centre are busy making the moulds for production of the kayaks and it is likely that at least the prototype of the down river boat will be available for use at the Grandtully slalom in June.

The SL8 looks a really nice kayak with hull modifications from the old SL7 and a much lower deck line. The FIGHTER is a really exciting down river boat completely different from the Spider. Out of the water the shape seems extremely ugly with a tremendously deep bow and bulging stern. However, from the plan shape there is no doubt that on the water this will be an extremely fast kayak - maybe the design will grow on us!

"HARISHOK" BUOYANCY AID

Close on the announcement of a new buoyancy aid from the Northern Wild Water Centre (re. "Trade-page" last month) comes a very similar jacket from H. Calverley of Manchester - The NEW "HARISHOK".

The "Harishok" is a buoyancy aid made from industrial Nylon with closed cell P.V.C. foam sewn into the material to give buoyancy to I.C.F. standard. The jacket is available ready to wear at £4.17.6d including 8/9d purchase tax, or as a kit, easily made up in about an hour, for £3.5.0d. The foam used is very pliable making the jacket comfortable to wear.

However, it must be pointed out that both the new "Harishok" and the "Liffey Lify" are only Buoyancy AIDS and not life jackets. Both carry about 6½ kilos of buoyancy against BSL lifejacket standard of minimum of 13¾ kilos (30lbs).

SOLENT FUTURE IN DOUBT

Bob Orchard of the Solent Canoe Centre is shortly leaving for New Zealand and Australia. Mr. Orchard senior is having to give up canoe work at the Solent Centre for health reasons, so the future of this firm is in doubt. However there will be a definite announcement next month.

COMMENT *Letters to the Editor*

SOUTHERN SLALOM CHAMPIONSHIPS

I think that the invitation put out by Shepperton Canoe Club for selected Southern clubs to compete in a Southern Championship at Shepperton Weir in the near future is a step in the wrong direction. The excuse is that all the slaloms are in the North and that all the training group members come from the North is not, in my opinion, valid for taking a step like this. It will do nothing but harm to the sport. The plain facts of the matter are that London and Southern slalomists are not prepared to travel to slaloms in the North, even to the ones in Yorkshire where Leeds, Manchester and West Yorks all have slaloms. It is only 200 miles from London to Appletreewick or West Tanfield but the number of Southerners there is negligible, while the number of Northerners at a Southern slalom of similar status is tremendous. I think that all it is is that they are getting fed up on being beaten, even on their home ground.

Yours sincerely,
Chris Hawksworth.

MORE ABOUT BUOYANCY

I was overwhelmed by the remarks of the two manufacturers who wrote to you criticising a previous letter from the BCU National Youth Officer (re. "Canoeing Magazine" December and February issues.) complaining that 10 canoes had been supplied to a school without fitted internal buoyancy.

Mr. Hirschfeld went so far as to say that because £80 worth of lifejackets were included in the order "the safety of the canoes was well catered for". Rubbish. Life jackets get lost and wear out. Canoes are sometimes used by fools and when they get into trouble

the sport suffers. I know because somebody did once pinch a canoe of mine and nearly drowned himself.

Mr. Heslop brought tears to my eyes when he said it cost him 30/- to mould a cubic foot of polyurethane directly into a canoe. So what. Safety is cheap at the price. Anyway, every home-builder knows that you can scrounge huge off-cuts of the stuff from a variety of sources for free, and build it in quite simply, provided that you do it before the deck goes on the canoe.

While I'm in a fighting mood, let me have a smack at the BCU. They'll have the right to start telling other people about safety the day they make the wearing of some sort of lifejacket compulsory in LD races, instead of the present nonsense of (sometimes) carrying them in the boat. This might give the trade a chance to produce something cheap and wearable, and the rest of us a chance to get youngsters to wear them all the time.

Yours faithfully,
John Griffin
25th Southampton Sea Scouts

The twenty five members of our Club, the only active one in this State, look forward to your Magazine publication. It has enlightened us on many of the up to date techniques and equipment and has brought us in line with Britain and the Continent as far as knowledge of the sport is concerned.

Yours faithfully,
L.R. Taylor
Swan Canoe Club, Perth, W.A.

Comments expressed in "Canoeing Magazine" are not necessary those of the editor.

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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1 Sheet 4mm. Nylon Lined Neoprene (Nepex) size 110" x 39" approx. i.e. Sufficient to make up a 4 piece suit as Codes 001 and 002.	£13. 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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THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

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

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.
- 9th DEE RIVER L-D RACE, B13 Pnil. Details: J. Maloney, Chester CC. Sandy Lane, Chester.
- 16th SHEPPERTON SLALOM, 3rd/N. Div. Details: T. Woodcock, 284, Glastonbury Road, Morden, Surrey.
- 16th WYE RIVER L-D RACE, B14 Pnil. Details: M. Eley, 125, Quarry Lane, Tupsley, Hereford.
- 22nd WEST OF ENGLAND TROPHY, CANOE SAILING. Details: P. Wells, 55, Arnison Road, East Molesey, Surrey.
- 23rd CARLISLE SLALOM, 3rd/N/C1/C2/Team/Divs. Details: Carlisle CC, 43, Currock Road, Carlisle, Cumb.
- 23rd CHELMER L-D RACE, B13 P10. Details: Secretary, Boating Club, Kings Head Meadow, Chelmsford.
- 30th ORWELL RIVER L-D RACE, A15 Pnil. Details: C. Kempson, 17, Bridport Ave. Ipswich, Suffolk.
- 30th TRAINING WEEKEND, FELL FOOT, (including Instructors Course) Details: P. Dolan, Lakeland CC, St. Michaels College, Underlay Hall, Kirkby Lonsdale, Westmorland.
- 29th FORDINGBRIDGE REGATTA, open/novice racing events (Particularly suitable for beginners) Details: A George, 8, Orchard Gardens, Fordingbridge, Hants.

JULY

- 6th MAIDENHEAD REGATTA, sprints. Details: M. Boshier, 2, Stable View, Yateley, Surrey.
- 7th ROYAL CANOE CLUB L-D RACE, B12 Pnil. Details: Race Secretary, Royal CC, The Clubhouse, Trowlock Island, Teddington, Middx.
- STOP PRESS: NATIONAL K2 10,000m Champs/BISHAM ABBEY/ June 22nd/ Details: R. Lawler, 41, Simplemash Road, Addlestone, Surrey.

MIKE CLARK on competitive CANOEING

PARAS GAIN TOP HONOURS

As dawn broke on Easter Saturday morning a sleek two-man kayak paddled by a Para crew, raced under Westminster Bridge and across the finish line of the Devizes to Westminster Canoe Marathon to take first place in the senior event. The crew, P. Pagnelli/R. Evans of 63 Sqn. R.C.T. had battled for 21hrs. 38mins along the 125 mile course and looked understandably tired as they climbed County Hall steps heading for a hot shower and breakfast.

This Easter a record entry of over 240 crews competed the annual Devizes to Westminster Canoe Marathon - certainly one of the toughest canoe events in the world. The course from Devizes in Wiltshire to Westminster, London is raced for 54 miles along the slack water of the Kennet and Avon Canal, which this year was very low, then on reaching Reading the double kayak crews portage onto the Thames to race another 71 miles, and again there was little stream on the river to help crews along. Capsizing broken paddles, blistered hands and seats, hidden rocks and stakes in the water that can smash the frail craft, 77 locks to be portaged and the kayaks loaded with a regulation amount of camping gear, dry clothes, enough food for the journey and emergency rations are all part of this gruelling race plus the unpredictable elements! "D-W" is the supreme test of man and kayak, demanding the paddlers skill, stamina and sheer guts!

This Easter conditions were particularly adverse with a strong east wind driving into the paddlers face down the whole length of the course - this shows in the fact that of 140 senior crews that started out from Devizes, only 51 gained the finish!

Even before the start on Good Friday morning one of the most fancied senior crews was out of the race when one member of the crew had pulled a shoulder the week before. However, a great race developed between the Para crew Pagnelli/Evans and Royal Marine crew T.Peyton/M.Tomlin. For over 60 miles these two crews, although a few miles apart on the water having started at different times, were in time only two minutes apart and racing onto the Thames at Blakes Lock only one minute separated them. As the crews raced further down the river the Para crew pulled slowly ahead and by Westminster were almost twenty minutes clear. Another crew from Royal Marine Canoe Club gained third place thus winning the club the Team Trophy while in fourth place came the first civilian crew. This pair, I.T. Davis/M. Purchas of the Bradford-on-Avon Canoe Club, returned a time of 23hr 24mins and win the Civilian Trophy and the Home Built Trophy, having designed and built the craft they raced.

Junior crews - under 19 years - compete the event in four stages stopping overnight at Newbury, Marlow and Ham, with only their actual paddling time recorded. 81 crews raced, but from the start M.Whitby/B. Greenaway of the Richmond Canoe Club went into the lead and by Newbury had over 18 minutes up on all other crews. The pair were in great form and never looked like being caught - the second and third days the pair really putting on the power were almost an hour in the lead for the start of the final leg from Ham to West-



Above: Junior winners of D-W, Whitby/
Greenway after the finish at Westminster
and racing down the course.
Below: Senior winners Pagnelli/Evans.
Pagnelli gives a helping hand to team-mate
after a capsized at the finish, and the crew
racing down the canal.





minster. The mass start at Ham was on the top of the tide at 6a.m. and once again the Richmond pair went straight into the lead. Crossing the finish at Westminster Whitby/Greenaway gained a time of 19hrs 40 min, the second crew of D.E. Wilkie/M.E. Wilkinson from Met. Police Cadet Corps over an hour down on time with 20 hr. 45 min.

To win the Devizes-Westminster is the ambition of all long distance canoeists, but to even finish is an achievement....

OF SWANS AND COMMENTS

The swans at Pewsey Wharfe seem to be getting a bigger score of "boats" each year. This "D-W" they accounted for at least six capsizes and attack the rear paddler over the stern of the kayaks. If they go on like this some year paddlers are going to fight back!

The winning senior crew of R.Evans/P.Pagnelli had great difficulty in making the landing at Westminster, being extremely tired and the tide running fast. In the process the kayak half capsized as Pagnelli stepped ashore throwing the rear man Evans into the water. Utterly exhausted, wet through, cold and hungry, Evans only remarks as he climbed County Hall Steps were "I'm not bloody well doing that again!" - see you on the start again next year you Paras.....

Mark Whitby, half of the winning junior Richmond crew was not quite so concise in his remarks - "It was a great race with plenty of interest. But, hell, never again. Just once is enough for me."

SOUTHERN INTER-CLUB SLALOM

The first Southern Inter-Club Slalom was organised by Shepperton Canoe Club and held at Shepperton Weir on Sunday 5th May. This was a non-ranking event conceived as a result of the lack of ranking slaloms, especially in the South of England.



igned by Windsor Canoe Club, was made more interesting by last minute changes in water conditions as sluices were opened by the lock-keeper. This resulted in some patches of quite rough water - who said weirs aren't suitable for 1st Div. slaloms.

About 70 paddlers from most of the southern slalom clubs competed individually in K1s, C1s, and C2s. The best three K1 scores from each club were combined for the Southern Inter-Club Challenge Shield, presented by Shepperton Canoe Club to be competed for annually.

SOUTHERN INTER-CLUB SLALOM RESULTS.

SOUTHERN INTER-CLUB CHALLENGE

SHIELD, 1st Windsor Canoe Club.

INDIVIDUALS K1

1st. Graham Goldsmith, Brighton CC.

2nd. Jim Sibley, Windsor CC.

3rd. Graham Jones, Shepperton CC.

C1. 1st Geoff Dinsdale, Chalfont.

C2. 1st Mike Hilyard/Mike Ramsey,
Chalfont.

(report from G.A. Jones for Shepperton Canoe Club).

BEDFORD L-D RACE

5th May saw a very fine entry of paddlers on the start of the annual Bedford to St. Neots Canoe Race. A fine entry, reasonable day, plenty of water on the river and racing conditions just right.

On the start of the senior K2 class were all the top doubles crews and the race developed between three of them out in front from the main pack almost from the start, Oliver/Edwards, Lawler/Whitby and Boshier/Sowman. Lawler/Whitby got away to a very good start and were soon in the lead but with Oliver/Edwards on their tail. By the half way mark the Richmond crew were some three minutes up on Oliver/Edwards but with the clearer water and open racing the Worcester/Lincoln lads

began to pull back some of the distance. Boshier/Sowman paddled a good race but could just not make headway on these two leaders. Over the finish Oliver/Edwards were out in front and took the class with a new record time of 1 hr. 50 min. the Richmond crew losing their halfway lead and finishing with a time of 1 hr 52 min. The Royal crew of Boshier/Sowman another two minutes down.

In the senior K1 class it was D. Clarke of Cambridge all the way with paddlers like C.Evans and S. Kitson unable to get anywhere near him - certainly Dave is improving his style and his performances!

Due mainly to the lack of slalom competitions, white water paddlers seem to be taking to L-D for their sport. At Bedford parts of the entry read like a slalom list - N. Jackson, S. Hatton, Chris Hawksworth, T. Young! These lads are really making an impression on the sport and without rudders on their kayaks! At Bedford T. Young of Leeds showed all the senior home, including the doubles! His winning time for the course was 2hrs. 11min. the senior class 4A making a time of 2hrs. 16min....!

CAPTIONS TO PHOTOS. (left)

TOP. Competitors on the Devizes to Westminster Canoe Marathon racing out of the Bruce Tunnel.

CENTRE. Pritchard/Chandler of Wiltshire Police Cadets coming in at the third finish at Ham.

BOTTOM. Oliver/Edwards of the Lincoln/Worcester CC racing through one of the broken locks on the Bedford L-D race.

continuing DOWN THE RHONE with joe grüning

Near Arles, the Rhone separates into two arms, le "Grand Rhone" et le Petit Rhone", We selected the little Rhone, because it is the more picturesque arm and flows into the Mediterranean near two old towns which we wanted to see, Aigues Mortes and Les Saintes Maries de la Mer. On our first evening on the little Rhone, we made the acquaintance of the mosquitoes, which are the plague of the Camargue, as this region is called. As long as we were on the water, we did not notice them, but as soon as we had stepped shore, we were surrounded by literally hundreds of hungry mosquitoes. We had to put on our clothes in spite of the warm weather, to get some protection. Since we did not want to be eaten alive during the night, we had to sleep with our tents tightly closed. One member of our group, who insisted on having fresh air during the night, spent the night on the river, in the Klepper Aerijs boat which he had fastened to the rails of a bridge!

We followed the little Rhone until we reached the bridge leading to Saint Gilles. Saint Gilles, which has a very famous Romanesque church with a triple portal, was one of the places we wanted to see. Besides, we intended to cross over here from the little Rhone to an old canal which connects Saint Gilles with Aigues Mortes and joins another canal at Aigues Mortes, which flows into the Mediterranean after about 6 km. We left the

canoes near the bridge and walked 3 km to Saint Gilles. Here we had a very extensive breakfast which we enjoyed especially because we could not eat in peace near the river with all the mosquitoes, and also we had been constantly short of drinking water the day before. The evening before, we had asked for water at a nearby "ferme", but the water which we had got had not been without signs of life!

After a visit to the church of Saint Gilles, we looked for a truck to carry our boats from the river to the canal. The truck-driver was very friendly and helped us a lot. So we put our boats on the canal and began to paddle although it was already late in the afternoon. The evening was very nice, quiet and warm, and the scenery around us pleasant, although not very varied. We stayed on the water until after 10 o'clock, then we looked for a place for our tents - which was not easy because of the high walls of reed between which the canal was enclosed - and camped in the wilderness, far away from house or village. After breakfast next morning, we started our last day on the water. We reached Aigues Mortes within a relatively short time - I suspect there was an error in our guide for the canal - and had dinner there. Aigues Mortes is a very interesting town, it was built during the 12th century when it was still situated at the coast, and served as a port for the crusades which the French kings of that time undertook. The ramparts from the 12th century are still intact, and it is possible to walk around the whole town on these walls. We did not stay very long at Aigues Mortes, we were eager to get to the sea and to the camping site there, but agreed that we would come again one of the next days for a more extended sight-seeing visit.



Tour Fênestrelle à Uzes



Les Baux



Vaison la Romaine



From Aigues Mortes, we took another canal (4 canals, all several centuries old, meet at Aigues Mortes!) and reached Le Grau du Roi, a small seaside town, after about one hour. We passed a harbour full of sea-going ships and pleasure boats, turned around a quay, and were on the sea! After a last stretch of about 2 km, which was rendered rather thrilling by the fact that large waves assailed us constantly from the left, we reached "Camping Le Boucanet", where we wanted to stay a few days and enjoy the clear water of the Mediterranean before returning to Germany.

"Camping Le Boucanet" is a nice, well equipped place, immediately on the beach, and it is so large that you can find a place for your tent in the dunes out of sight of your next neighbour.

I stayed with our kayaks and did some unpacking, while the younger people selected a place for our tents and went and fro carrying our luggage. While I waited, a Frenchman addressed me and asked where we came from. When I told him that we were from Germany and had come in these boats all the way from a little town some 60 km upriver from Lyon, he simply would not believe me. Again and again he repeated: "De Lyon, avec ces bateaux, c'est incroyable"

Of course, this is greatly exaggerated, the Rhone is one of the favourite rivers of German canoists. We did not, however, see a single French canoe or rowing boat on the Rhone during all the time! And this is what is really "incroyable"!

(My sincere thanks to Joe Gruning for a very fine article and so many photos that it was impossible to use more than half!. Ed.)



Les Baux



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CANOEING COURSES AT GLENMORE LODGE 1968

INTRODUCTORY COURSES: 8th - 15th June.
29th June - 6th July.

An introduction to canoeing on Loch Morlich and the river Spey, with an expedition to more distant waters, involving one or two nights under canvas.

INSTRUCTORS COURSE: 24th - 31st August.

In addition to more advanced paddling techniques and an introduction to a variety of types of canoe, the course will include canoe building in glassfibre, mould making and repair work. Trips will be made to Grade 3 & 4 white water and instruction given in teaching methods and rolling.

FEES FOR BOTH COURSES - £12.12.0d

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CANOE SAILING: IC.IC.IC.

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

I hope that you've been able to buy a Sailing Canoe since my brief notes last month - this month I'll tell you how to sail it.

Let's consider the easiest, and in a strong wind the most exhilarating, point of sailing first - REACHING. The wind is about 90 to the direction of the boat (a beam wind), the sails at about 45 to the direction of the boat. The slide will be across to windward and you'll be sitting on the slide with your feet comfortably in the footrests. The foresail is held in position by jamb cleats; you hold the main sheet in one hand and the tiller extension in the other. If the wind blows harder you just sit out further to balance and the boat goes faster; if it eases you slide in (in to the boat not the water!)

Reaching in strong winds you really feel the top speed of a canoe - about 17 knots - faster than all dinghies. Life tends to get quite exciting as you balance the canoe using one hand to help you move in and out; you steer with one hand and hold the main-sheet with the other. You only need one more hand to deflect the spray from the bow wave so that you can see where you're going!

The most skilful point of sailing is CLOSE-HAULED - you sail

as close to the wind as you can, choosing a balance between sailing too close and slowing down, and bearing away to go faster, but in the wrong direction. In reasonable winds you'll be sitting on the end of the slide, five feet out from the gunwale.

Your busiest time in a canoe is GOING-ABOUT- you have as much to handle as a two-man dinghy, plus a slide. This is what you have to do; lull up slightly, come in from end of slide, release fores'l jamb cleat, put tiller away from you, step onto the deck slide seat across, sit on seat, hold other tiller extension, pull fores'l sheet across and jamb it, centralise tiller, sheet in main, move out on slide - smoothly, while balancing the canoe and watching the wind - all in well under 10 seconds!

A capsizes in a sailing canoe is only a minor inconvenience; it should give no more than 10 seconds delay. You just step backwards off the gunwale onto the centre-board, pull down on the slide and step aboard again as the canoe comes upright - you don't even get your feet wet!

Sailing a canoe is an exciting challenge - try it!

(The BCU have some duplicated notes on how to sail a canoe written specially for newcomers to the sport. Enquiries BCU headquarters)

PHOTO OF THE MONTH. (Opposite) Peter Wells of the Royal Canoe Club sailing his International 10sq. metre canoe, "Greensleeves" at the Knowles Bowl Trophy meeting held at Royal on 27th/28th April.





SCOUT CANOEING



In the May issue of "Canoeing Magazine" we had our first page of "Scout Canoeing" news. Since that edition we have had at "Longridge" a beginners canoe course where 85 persons wanted to be a canoeist...

Our instructors, with many years canoeing experience in Touring, L-D racing, Slalom and even surfing, were not only scout leaders but members of prominent competitive clubs. The course was held over the weekend 4th/5th May and commenced at 1000 hrs on the Saturday - at 1015 hrs all persons on the course took part in a 50yds swim (in clothes) with only one pupil having to have a second attempt which he completed.

1045 - 1300 hrs. The course was split into ten classes and under their instructors the session was spent capsizing not once but many times, rafting up and various methods of rescue were practised. So the first three hours of the weekend were spent on safety with the course spread out over a mile of the Thames. All capsise work was done with and without a life-jacket and it was found how most lifejackets caused trouble to many pupils. The type with a bulky front

caused a lot of trouble when the pupil attempted to climb over the stern of the canoe after a capsise while the most suitable seemed to be the waistcoat type which close fitted and did not ride up. By the end of this session capsise drill came natural, the sense of panic disappeared and the rest of the weekend was made easier for all.

1400 - 1630 hrs. After a light lunch each class with its instructor disappeared up or down stream to be taught basic paddling strokes and getting into the craft from various situations. By the end of this session we could see things were really taking shape, the fear of capsising had gone and paddling vastly improved with five or six miles of canoeing under instruction.

1700 - 1900 hrs. After a cup of tea and a change of clothes, each instructor in his own little corner gave a talk and showed equipment on 1. Competitive Canoeing. 2. Paddle and there Uses. 3. Types of Canoes. 4. Governing Bodies. 5. Repairs in Wood and Glassfibre, 6. Touring and Camping in canoes.



Canoeists on the Scout course at Longridge. Photos: Mike Clark

2030 hrs. A film on up to date canoeing and a series of slides loaned by Steward Fraser - for which we are most grateful - ended the evening.

Officially the Sunday sessions did not start until 0900 hrs. but many of the pupils were out on the water at 0700 hrs practising!

0900 - 1100 hrs. The whole course was split into two parties. One being taken up to Marlow Weir and shown how to handle their craft under such conditions, the other organised into a small regatta using a 100 yard course competing single, double and medley relay races. (Half way through the morning the groups changed venues.) Deliberate capsises were made by instructors during this session to keep the class on their toes, and it was good to see how these young paddlers organised themselves in rescue work - the classes not being informed of the capsises.

1115 hrs. A 3 mile canoe race - singles and doubles. The craft, being brought by the pupil for the weekend, varied greatly in dimensions and materials, and on the start line we had 26 singles and 28 doubles.

1400 hrs. In the backwater of "Longridge" a mini slalom was set up with 7 regulation gates, two being taken in reverse. With the use of the instructors personal boats, which were mostly of the slalom kayak type, over 40 of the pupils had a go round the course. Some capsised but no more signs

of panic, just a big grin to show the onlookers a weekend had been well spent....

As organiser I would like to thank all the voluntary instructors on the course and "Canoeing Magazine" for spreading the gossip. I hope I can look forward to more of their support at future "Longridge" courses.

Alan Tullett

DEVIZES TO WESTMINSTER.

Fifteen scout crews competed in this annual Canoe marathon but only six gained the finish. First scout crew home in the junior event was T.W. Suckling/A.W. Walter of 8th Worthing Venture Scouts with a time of 25 hrs. 48min. 03 sec. and making 22nd place overall.

While on the D-W, any scout or anybody with interesting information on the history of this race, Gillie Howe of the Royal Marine Canoe Club would like to hear from you. "Gillie" a many times winner and competitor in the race is engaged on writing a book on "The Devizes."

Courses at "Longridge" in the future will be for classes of 12 pupils, full accomodation and craft provided. Weekends, Friday/Sunday, 30/- Monday/Friday, £5.5.0d. WRITE FOR DETAILS:-
Ass. Warden,
Longridge Activity Centre,
Quarrywood Lane,
Marlow, Bucks.

COMING SCOUT EVENTS

JUNE

14th/16th SCOUT CANOE COURSE, LONGRIDGE.
12/16 years, Full Accomodation 30/-.

22nd/23d VENTURE SCOUT & RANGER CANOE CRUISE. Depart Longridge on the Saturday 1000 hrs. Own boat, food and tent, also Thames Boat Licence required.

JULY

12th/14th VENTURE SCOUT CANOE COURSE, LONGRIDGE.
Full Accommodation 30/-.

RIBBLE RAPID RIVER RACE.

On 5th May S.E. Lancashire Scouts organised the first Ribble River Canoe Race, open to Scouts and Venture Scouts. 120 boats completed this new race in scouting crews starting at intervals between each other. 120 crews proved the enthusiasm and need for such competitive canoe events in the scouting world.



The Scout course at Longridge.

RIBBLE RESULTS. JUNIORS (11 - 13½) 1. C.Harrison, 1hr 16min. 2/ R. Corbett, 1.20.55 3/ D.J. Oliver, 1.21.25 **SENIORS (13½ - 16)** 1/ W. Howarth 1.11.25 2/ D. Wilbraham, 1.12.35 3/ A. Howarth, 1.13.00 **VENTURES.** 1. D.Yates, 1.16.25. 2/ D.Helm, 1.8.28 3/ D.R. Horrocks, 1.8.40 **DOUBLE SCOUTS** 1./ R. Pimmer/A. Blundell, 1.10.42. 2/ J. Shorrocks/D.A. Howarth, 1.10.45 3/ B. Pilkington/M. Smith 1.14.53. **DOUBLE VENTURES.** 1/ R. Corner/D. Maitland 1.6.6 2/ A. Greenhalgh/G.B. Roberts. 1.6.47 3/ S.P. Leggett/I.M. Ward. 1.9.8.

RESULT ROUND-UP

DEVIZES TO WESTMINSTER CANOE MARATHON EASTER 1968

SENIOR EVENT. 1. P.Pagnelli/R.Evans, 63rd. Sqn. R.C.T. 21 hrs.38 min. 2/ T. Peyton/K.Tomlin, Royal Marine CC, 21.56.30. 3/ J.P. Lee/M.Allen, Royal Marine CC. 22.54.30 4/ I.T.Davis/M.Purchas, Bradford-on-Avon CC. 23.24.00. 5/ M.P.Brown/N.G.Weston. Kennet Valley CC.23.53.30 6/J. Edwards/S. Brownlee, 3rd Bn. Para Regt. 24.57.00. 7/ S.A.Hollier/R.A. Wade, Royal CC. 24.57.30. 8/ R. Joyce/ S.Causer, 3rd.Bn. Para Regt. 25.27.30. 9/ A.W. Roberts/R. France, Reading CC, 25.34.00. 10/ C.R. Coleman/J. Healey, 1st Bn, The Kings Regt. 25.54.00.

SENIOR TEAM EVENT - ROYAL MARINE CANOE CLUB.

FASTEST CIVILIAN SENIOR CREW - I.T. Davis/M. Purchas, Bradford on-Avon CC. FASTEST HOME-BUILT - I.T. Davis/M.Purchas, Bradford on-Avon CC.

JUNIOR EVENT. 1. B.Greenaway/M.Whitby, Richmond CC. 19hrs.40min. 13 sec. 2/ D.E.Wilkie/M.E.Wilkinson, Met. Police Cadet Corps, 20.45.14. 3/ G. Overy/S.A. Hare, Met.Police Cadet Corps, 20.48.38. 4/ B.F. Prichard/S.R. Chandler, Wiltshire Police Cadets, 21.13.55. 5/ G.A. Kearns/L.D. Bunce, Junior Leaders Dover RE 21.57.27 6/ S.R. Weaver/G.Jackson, Lincoln/Harlow CC 22.07.39 7/ S. Huggins/R.I. Masters, Met. Police Cadet Corps, 22.15.40 8/ K.D. Swaker/S.P. White, Met. Police Cadet Corps, 22.15.22 9/ G.Sanders /M.A. Couch, Wiltshire Police Cadets, 23.18.09. /10. S. Brigge/ E. Hampsen, Met. Police Cadet Corps, 23.19.26.

JUNIOR TEAM EVENT - METROPOLITAN POLICE CADET CORPS.
 FASTEST CIVILIAN JUNIOR CREW - B.Greenaway/M. Whitby, Richmond CC
 FASTEST HOME-BUILT - B.Taylor/C.M. Anderson, Hythe Venture Scouts.

16th BEDFORD - ST. NEOTS L-D RACE. 5th MAY.

CLASS 1a. 1. D.Clarke, Cambridge Univer. CC. 1.57.0, 2/ C.Evans
 Royal CC. 2.00.00 3/ S.Kitson, Harlow CC 2.02.0 CLASS 2a. 1. L.
 Oliver/A.Edwards, Lincoln/Worcester CC. 1.50.0 2/ P.Lawler/M.
 Whitby, Richmond CC, 1.52.0. 3/ M. Boshier/A.Sowman, Royal/Leaming-
 ton CC 1.54.0 CLASS 3a. 1. T. Young, Leeds CC. 2.11.0 2/ S.Hatton,
 Warrington CC. 2.16.0 3/ B.Smith, Ind. 2.19.0 CLASS 4a. 1. K.Yates
 /A.Acton, Wolverhampton CC. 2.16.0 2/ Sansom/Meesham, 22nd S.A.S.
 Regt. 2.23.0 3/ I. Kirkwood/C. Wootton, Kennet Valley CC. 2.30.0
 CLASS 1b. 1. J. Lockwood, Nott. City CC. 1.05.0 2/ J. Phelps,
 Newham CC. 1.06.0 3/ J. Summers, Nott. City CC. 1.06.30 CLASS 2b
 1. Reid/R.Billan, Richmond CC. 1.02.0 2/ K. Briscoe/H. Baker,
 Harlow CC, 1.03.0 3/ C. Gow/C.Tarrent, Waterside CC, 1.04.0 CLASS
 3b. 1. J. Edmonson, Pinehurst CC 1.07.0 2/ B. Calder, Wolverhampton
 CC. 1.09.30. 3/ D. Thurston, Eagle CC. 1.10.0 CLASS 4b. 1. R.
 Sidney/S.Halstead, Eagle CC. 1.06.0 2/ C.Lyde/C.Anderson, Hythe
 Venture Scouts, 1.07.0 3/ Elliott/Sutton, H.M.S. Ganges CC. 1.07
 .05 CLASS 2c. Miss A. Huskisson/Miss Thomas, Royal CC, 1.06.3 2/
 Mrs. L. Boshier/Miss W. Baumeister, Royal CC, 1.06.35. 3/ Miss M.
 Baker/1.27.0 2/ Miss C. Gerahy, Newham CC. 1.41.0 3/ Miss S.
 Jones, Newham CC. 1.53.0

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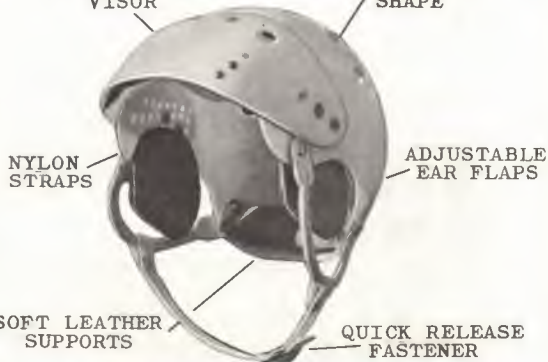
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FOR SALE - SHARK K1, good condition £50 o.n.o. John Rowell, 5, Regent Park, Prestwick, Ayrshire. Phone: Prestwick 78113.

FOR SALE - SOAR VALLEY FIBREGLASS SLALOM CANOE, paddle, spraysheet, b/aid, £22.10.0 o.n.o. Full WET SUIT, £4.10.0 o.n.o. McDiarmid, 12, John Street, Glossop, Derbys.

FOR SALE - Canoe Centre GANNET Single (old Class 4) GOOD AS NEW - £25 o.n.o. Apply: Miss Kay Emerson, 47, Noval Road, Wembley, Middx.

MARK 1. PHANTOM K2. As new, offers over £30 to Metropolitan Police Cadet Corps Headquarters, Aerodrome Road, London, N.W.9. Tel. 01-205-5641 Ext. 122.

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