

CANOEING

Vol. 8 November 1968 one shilling & ninepence



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HALLER TROPHY
COMPETITIVE CANOEING



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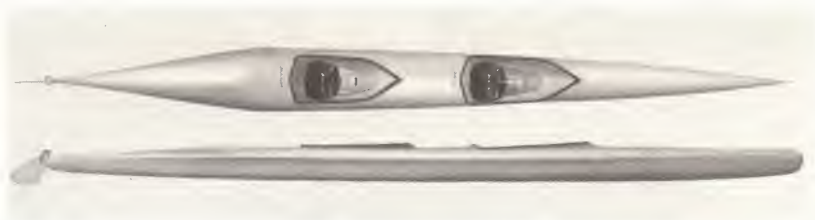
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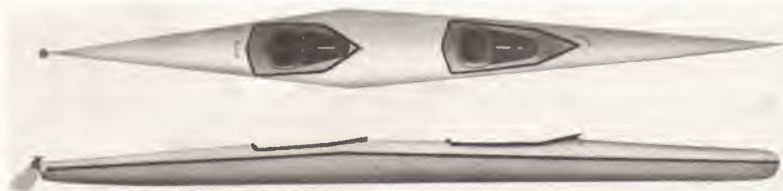
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CONTENTS

International Canoeing	2
Photo of the Month	5
Scout Canoeing	6
Towards Mexico	8
News in Brief	9
Comment	11
Hasler Trophy	13
Month Ahead	15
Trade Page	19
Competitive Canoeing	20
Result Round Up	26

COVER PHOTO.

I. Pringle of Salmon Leap CC, portaging Leixlip on the Liffey Descent Canoe Race.

Photo - I. P. C.

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editorial

IF YOU CAN'T BEAT THEM.

Just as we go to press, members of the BCU Coaching Committee and canoe manufacturers meeting at BCU Headquarters to discuss the proposed CADET CLASS KAYAK, the one-design kayak for use in schools and among youth organisations for competition and general canoeing. Discussions ranged over design, fittings, useage specification, and whether the boat should be even put into production. The sprint racing representative turned down flat the design as completely unsuitable for racing; the L-D representative thought the CADET would get only a cool reception in the sport; Tyne Canoes stated the boat unsuitable for white water racing and this was upheld by the designers; however the boat gets the go-ahead and models should be available in a few months for trials.

The sprint side contend that there is only one class of kayak suitable for racing, the best - a design within the IFC 'K' class specifications. Some years ago we had the N. C. K. one-design class, it failed to gain popularity and has since been dropped. Sprint maintain that a boat below the specification of 'K' class will always fail for the very fact that it is a second class boat. The main object of the CADET is to gain paddlers for the sprint side of the sport. Paddlers in an inferior boat maybe discouraged rather than encouraged, for in sprint and L-D, the CADET class will cover the same distance as the juniors but in a far longer time. Take a look at the continent; it is only Holland that has a comparable class to the CADET in their R.I.S. kayak. All major sprint countries put their youngsters straight into 'K' class.

In Britain we have very few sprinters compared with slalom or L-D. Ask why. I give you some answers; save for the top paddlers in slalom or L-D, these two sports are games. With a minimum of training and practice, a canoeist can really enjoy himself at a slalom or L-D just pottering along. Sprint is HARD WORK - all the time! Maybe as a nation

we are naturally lazy, content to watch or potter rather than work and compete. Maybe the problem is more basic than the type of boat or our attitude towards the sport. Take the instructors, the BCU Coaches. It has been freely admitted in our 'letters' pages through the last months that many cannot even sit a K1 - then how the hell can they instruct sprint racing! The average child will find no difficulty at all in sitting the 'K' boats - this is being proved at Longridge Centre almost every weekend with complete novices. I think that this last point contributes most to the lack of sprint progress in this country.....

However sprint has failed to convince

the BCU Coaching Committee of the desirability of the 'K' class for youth and the BCU CADET is to go ahead. A separate committee has been recommended to promote the class and organise events. This class may increase the number of canoeists in the schools and in the end this will benefit the sport generally. The points have been made but 'if you can't beat them - join them!'. To get the CADET class off the ground, it will need publicity. As the only monthly magazine exclusively devoted to canoe-sport, we will offer the BCU CADET class Committee copy space in our pages for regular news of the class.



INTERNATIONAL CANOEING

CANADIAN SCENE *by sandy burke*

As Winter draws in, with each day colder and shorter than the last, do you ever wonder just when you should retire from the rivers to await the Spring with your Summer memories, or seek the comfort of an indoor swimming pool? In most parts of Canada the time when even the hardiest must give up is borne upon us forceably when all the rivers and lakes start to freeze over. Soon we can walk or ski over them, we can even bore holes through the thick ice and fish in the waters below; but canoeing is out of the question.

Here in the Southern part of the Province of Ontario, an area roughly the size of the British Isles, this freeze up usually comes in November or December and does not release its grip until March or April.

The smaller, more southerly rivers are the first to open up. Some of these are really nothing more than creeks that can be crossed dry shod in summer but at run-off time they are burdened with a mighty flow of mud-tinted water, fed by melting snow and the release of ground water stored in the frozen earth during Winter. These little rivers are fast, tricky and ice cold, with water temperatures just above freezing and air temperatures often some degrees less. On their waves are carried great lumps of ice, branches of trees and other debris. Frequently the flood waters will undermine and fell living trees, which then lie across the current, an obstacle best avoided by the canoeist.

A reasonable degree of paddling skill, a spray cover and a wet suit are essential at this time of year. The currents are fast, the waters cold, and exposure or at least severe discomfort are the lot of those who capsizes without protective clothing.

As the weeks pass and temperatures rise, larger rivers open up and the canoeing clubs range further afield. Some of these larger rivers are quite different in character from those of early Spring. They are clear, not mud tinted, and rapids

alternate with quiet stretches. Many of these rapids are definite drops following upon quiet sections and require scouting to determine the best means of navigation. These rivers are all open by the beginning of May. In all but years of exceptional water level these rivers will have dropped considerably by late June, and although still navigable, the excitement has gone and those rapids may have to be portaged.

There still remain a few rivers that carry sufficient water for the white water enthusiast right through to Autumn. These are the most beautiful of all with good rapids of varying difficulty and unpopulated, well treed banks. They rejoice in Indian names like Madawaska and Petawawa. They are still (but for how long) wilderness rivers and require anywhere from 2 days to a week to run a section, so that gear and supplies must be carried in the boats.

For those who seek quiet cruises far from the clamour of modern life, Ontario offers some thousands of lakes. Many of these are still unnamed and accessible only by air. Although there are many that have been developed by the heavy hand of civilization, with privately owned summer cottages lining the shores and the peace shattered by the roar of out-board motors and water skiers, many exist still as they have always done, remote, peaceful; yet they can be reached by road or after a short trip on a river. The bush comes down to the water in a profusion of untended trees, all fighting for survival, pine, spruce and the distinctive silver birch, with silvery white trunks standing out among the greenery. If you know where to look you may find a camping place; some little patch of grass near the water's edge, a small beach or perhaps an area of flat rock.

Here is the place to swim on

Canadian Government Travel Bureau Photo.





Canadian Government Travel Bureau Photo.

the surface of the warm waters with snorkel and face mask, observing the fish below, diving down to touch them - almost - but not quite and to cast for them from shore or canoe with rod and reel, if such is your inclination. Those that you catch are best skinned, filleted, wrapped in tin-foil with a little salt, pepper and butter and placed in the ashes at the side of the camp fire for 10 minutes.

Canadians are fortunate in having so much water available to them; fortunate too, that few of them have heard the term "Riparian Rights", and there is a reason for this.

Long ago the first Europeans to see the interior regions of this country were a few hardy explorers who journeyed by canoe on the rivers and larger lakes, portaging where necessary. As the country opened up to settlement, there was a distinct lack of roads so the settlers and trappers used canoes to visit their neighbours or to travel to the nearest store or trading post. There were also the famous Voyageurs who operated the transport system of their day. Paddling their big six man freight canoes they carried supplies across the wilderness via the natural waterways. It was said

that some of them could portage a load of up to 200 lb. Sometimes, rather than portage, they would run a rapid only to capsize, leaving a goodly portion of their cargo in the river. Some of the more durable artifacts like axe heads, lost in this way, can still be found in these rapids.

They have now become somewhat legendary figures, renowned for their strength and endurance and colourful attire. However, it is also said that the arduous life rendered them old men by the time they were thirty and that heart attacks and double hernias were common occupational hazards.

The result of all this, was that rivers and lakes became the first public roads in Canada and to this day the paddler has a legal right to travel any waterway that is navigable in any class of boat. Furthermore he has a right to portage around rapids, dams and falls. Sometimes the owner of such a property is a trifle put out when a crowd of canoeists emerge from the river, carrying their boats, to cross his sylvan retreat and launch again below the waterfall. However, strenuous objections are rare and in, the final resort, the law is on the canoeists side.

continued next month. . . .



PHOTO OF THE MONTH

Racing down the rough waters of Thistlebrig Rapids on the River Tay are S. Hollier/C. Baker of the Royal Canoe Club and winners of the K2 event in the Tay Championship Race.

Photo:- Mike Clark, Nikon F, 500mm lens, 1/500 at F11.



SCOUT CANOEING



LAKE WINDERMERE SCOUT RACE

Approximately 120 entries in some 80 canoes took part in the Scout race on Lake Windermere, held 29th September. Competitors mainly raced in slalom type kayaks with a number of PBKs and Moonrakers in the doubles. Groups from all over the north of England supported the race with just one troop coming from the south. There were many spectators at the start and similar support at the finish despite the rain.

The course covered 11 miles from Ambelside to Fell Foot near the Lakeside Canoe Club H. Q. (For results see 'Result Round Up').

NATIONAL SEA SCOUT REGATTA

Held over the weekend 5th/6th October at Birmingham, this event for the first time saw races competed in 'K1' class kayaks. (Very encouraging to see the Scout Movement turning to this type of kayak for competition.) There were two classes, the under 16 years competing for the Silver Cup, presented by The Ship & Boat Builders National Federation, and the Venture Scouts, competing for the Warrington Baden Powell Silver Bowl.

There were 96 scouts from 62 groups contending the junior event and 72 in the senior race. Although we had a great number of capsizes, I felt the regatta was a great uplift to Scout canoeing by the overall general standard at Birmingham.

Racing consisted of 15 heats of 6 in the seniors. After the heats and quarter-finals, the semi-finals certainly showed those paddlers who had had experience in the 'K1' class boats. The junior winner was Mark Anderson of 4th New Forest and Roger Lawrence of 16th Twickenham, for the third time, won the senior event.

The organisation was good but times could have been taken over the 400yd course so as records could be challenged

in future years. Anyway well done the Sutton Coldfield District for a fine weekends sport.

ARUN CANOE RACE

Due to heavy rain and severe flooding in the south of England, this year's Arun Scout Race had to be cancelled. A great pity this, but conditions were far from good - let's hope the 1969 event will be as good as 1968 had promised to be.

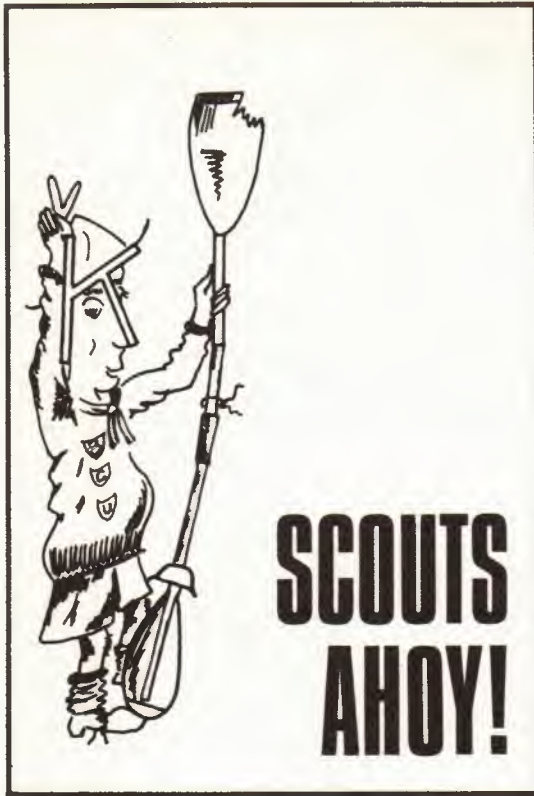
WINTER AHEAD

Well the dark evenings are finally closing in on us so canoeing must now be restricted to the weekends. However your evenings could be well spent in repairing, revarnishing or perhaps building a new boat for the coming season. Now is the time to give your paddles a rub down and new coat of varnish, time to build a new canoe of modern design (ie. K1 or K2) both can be used for touring/camping as well as competition and obtainable in kit form. Time to plan a trip abroad - tour a continental river next year. Time to think about that training for the Devizes to Westminster race. One evening a week could be well spent at the swimming bath learning to 'roll' or why not make a trip to one of the top slaloms or down river races. So now you Scout canoeists don't sit down and twiddle your thumbs - there is much you can do to improve your canoeing for next year.

ALAN TULLETT

ASS. WARDEN, LONGRIDGE.





wide! All these boats were being entered for a race. The designs were pre-war (I'M not sure which war)! One could be excused for thinking that the scout movement had never heard of the B. C. U. or its coaching scheme. Why don't they ask for advice, even from local clubs, before building - after all it costs nothing. The sight of un-feathered blades did nothing to lift the gloom. Nor did the mass of plastic foam jammed into the end compartments of the boats; was it for buoyancy, or to promote wood rot?

Generally the cry goes up that novice scouts must have a stable canoe: but do you give him a tricycle because a bicycle's too unstable? Of course you do not. If given the chance would little Tom my choose a heavy rusting bike with lever brakes and no gears, or a light-weight racer with all alloy mod. cons.? "Well done Sir!" You've guessed right! Tommy will choose the performance canoe too every time, if given the chance. "No Sir, he will not get locked solid in that small cockpit!" "Yes, I agree there isn't room for the troop kettle and a wicker-work shopping basket!" Seriously though, it is quite easy to get two weeks camping equipment into many slalom canoes which lack vertical supports.

You'd be surprised at what Tommy can manage. At a recent scout 'Windsoree' we provided a Canadian single racer, and got scouts to paddle it round a course with a single paddle while kneeling on one knee! Most did it (with a lot of wobbling); a few fell in, which added to the general enjoyment as the water was a bit black.

A gift I envy the scout movement, is their ability to raise money. This leads me to suppose that its not poverty that makes them use archaic designs, which are almost as expensive and no easier to build than modern ones - its just lack of knowledge. One or two good singles, which are used, are worth any number of shunned doubles; but there are L.D. doubles as well you know. Come on you scout leaders, don't be so obstinate; ask expert advice first and build afterwards!

JOHN LLOYD,
WINDSOR & DISTRICT CANOE CLUB.

SCOUTS AHOY!

Go forward you scouts into a brighter canoeing future: it's about time! 'Canoeing Magazine' at least, is doing all it can for you. How good to read recently that the Longridge Activities Centre is equipping with modern Racing and Slalom canoes. Let's hope that the gospel of better craft will be spread from this tabernacle. Alas, in most of the scout movement canoe thinking is still in the Dark Ages. I know of a Southampton scout master who gave up because his progressive ideas met with stoney opposition from the management.

My heart sinks when asked by scout groups to certificate their boats. Oh! They're generally water-worthy all right, but the designs chosen make you curl up with horror! Recently I examined several great tub doubles which could have been propelled standing up with a punt pole, and a single measuring 11ft. long by 30in.

TOWARDS MEXICO MEXICO 68



Photos around the Olympic Village taken by Alistair Wilson. Report on events next month.

RIVER STOUR ACTION COMMITTEE

Despite continuous heavy rain there was an excellent turnout for the River Stour Action Committees cruise of canoes on Sunday September 15th when twenty canoes - double and single - paddled down the River Stour from Langham to Brantham.

The object of the cruise was to formally exercise the public right of navigation which exists on the river - disputed by the Essex River authority - and to draw public attention and sympathy to the need to reopen the four locks which exist on this section of the river. The cruise also supported the Action Comm-

tee's proposals for the setting up of a River Stour Trust to administer the navigation rights.

On Sunday the paddlers - both men and women - paddled the 8 mile stretch of water passing through the well known beauty spots of Stratford St Mary, Dedham and Flatford. Owing to the heavy rain a planned stop at Dedham for lunch and exploration was abandoned.

This year the cruise attracted paddlers not only from neighbouring Manningtree, Ipswich and Colchester but also from further afield, including Braintree and London. Clubs represented included Orwell Canoe Club, Kayak Touring Club and Stourdale Further Education Centre.

John Marriage, Chairman of the River Stour Action Committee said afterwards, "We were very pleased by the turnout of paddlers on this cruise. It was shown that despite the bad weather, canoeists were determined to show their support for the Action Committees campaign to reopen the river for navigation by pleasure boats."

EVENTS AND COURSES

READING CIRCUIT CANOE RACE.
Reading Canoe Club announce a new L-D

race but with a difference. On Sunday 3rd November the club will stage a circuit race on the Kennet and Avon Navigation. This race, of three laps for seniors and two for junior and women, takes place over river and canal with a minor test of watermanship and a weir that maybe portage or shot. Classes are as BCU L-D Classes and full details are available from A. W. Roberts, 12, The Ridgeway, Caversham, Reading, Berks.

EXE DOWN RIVER RACE. Scheduled for Sunday 24th November, this should be very exciting with many rapids and ten weirs - portage or shoot? Exeter Canoe

NEWS-NEWS-NEWS-IN BRIEF

Club, who are organising the event are confident that the race will be comparable with The Liffey and details are available from J. Grant, 50, Whitchurch Avenue, Woodwater Lane, Exeter.

SPRINT TRAINING COURSES. The Sprint Racing Committee are organising a series of sprint training weekends during the coming months and at present there are six vacancies at each of two venues - Birmingham and Bisham Abbey.

The course dates are:-**BIRMINGHAM** 6th/8th December, 17th/19th January.
BISHAM ABBEY, 20th/22nd December, 10th/12th January.

Vacancies are for six different young paddlers at each venue and applications for consideration should be made before 18th November to R. O'Keefe, 4, Cedar Court, Egham, Surrey. Paddlers must be under 19 years of age on 1. 1. 69 and should write stating age and paddling experience.

'FITNESS FOR SPORT' CONFERENCE
A Fitness for Sport Conference, arranged by the CCPR in conjunction with St. Mary's College, Twickenham, will be

held at the college on 1st December. Lectures include 'Fundamentals of Fitness Methods' with T. Macnab, 'Exercise Physiology' with D. F. Cooper, 'Coaching the Athlete' with B. J. Jagger, 'Psychological Aspects of Fitness' with J. E. Kane. Conference fee is £1 and full details are available from CCPR (L & S. E.) 160, Great Portland Street, London W. 1.

SHEPPERTON SLALOM

The 2nd Division Slalom which was due to take place on 21st/22nd September but was cancelled through unsuitable water conditions, has now been re-arr-

C. C. P. R. CANOE ROLLING COURSES AT DARTFORD.

During the past 18 months nearly 100 canoeists have acquired the gentle art of rolling at the swimming pool of the Dartford College of Education. The course under the auspices of the London and S. E. Region of the C. C. P. R. are staffed by a group of coaches who are clearly experts in the art of rolling in as little as six sessions of an hour each. Pupils follow a number of stages en route to the full roll. The first step in the learning process is to become 'orientated' under water and a mask is found to be a useful aid in this respect. Much emphasis is

NEWS-NEWS-NEWS-IN BRIEF

anged to take place during the weekend 16th/17th November. Details: E. Taylor, 117, Queens Road, Teddington, Middx.

DEVENTER KANO CLUB in Holland are organising a combined canoe regatta and football tournament next season on the dates 13th, 14th, 15th June. The canoe regatta will be held over all sprint distances for men and women, seniors, juniors and youth class 'A' and 'B' in K1, K2, and K4. The football tournament will be for boys 16 to 18 years old. Deventer Kano Club offer free expenses for both the canoe and football teams during their three day stay in the town. It is expected that at least eight countries will take part.

From the letter I have from the Deventer club secretary, I understand that this competition is being held on a club basis and I would suggest that any canoe club interested in going to the event should also put forward a youth football team from their own town. For further details please contact me (Mike Clark) at the editorial address.

given to this aspect before the use of a float is introduced.

These stages are practised both clockwise and anti-clockwise; after all a wave or rapid rarely gives one any choice in the direction of capsize! Later on a paddle is introduced and it is surprising to learn that a number of students have mastered the Steyr as their first type of roll. The majority, however, acquire the Pawlata before progressing to the Screw. Each course of six weeks costs 32/6d but this seems a small price to pay for a near guarantee to success; the fee for a subsequent "improvers" course is less. The next course commences on Tuesday, November 5th, and subject to demand further courses are to be arranged next Spring and Summer.

A leaflet giving full details is available from C. C. P. R. (London & S. E. Region), 160, Great Portland Street, London W. 1. (Telephone: 01-580 9092).

GET ON WITH YOUR SKIING -

The ski courses run by the Central Council of Physical Recreation are more than a holiday abroad - they are for those young skiers who not only want to learn

correctly but who want to improve their standard and get on with their skiing.

This year the programme includes parties to France and Norway for both beginners and the more experienced skiers.

In FRANCE there are eight centres from which to choose, including Chamonix - considered by experts to be one of the finest skiing centres - and two new centres - Moulin Baron, situated in the sunny valley of the Guisane, and Vars, an ultra modern ski resort in the Haute Provence which has the longest teleski run in the world. The all-inclusive cost for 10 days ranges from £52. 13. 6d to £55. 13. 6d and from £64 for 14 days.

Experienced skiers who have been on these ski training holidays in France will tell you that they are the 'best value ever'. The CCPR scheme is arranged in co-operation with l'Union Nationale des Centres Sportifs de Plein Air under the aegis of France's Minister for Youth and Sport.

Included in the 'all-in' cost are skis sticks and boots (provided on arrival); five hours first-class instruction each day given by members of the French School of Skiing, free and unlimited use of ski lifts; insurance; full board with

excellent and plentiful food and accommodation in UCPA chalets.

Facilities for evening recreation, film shows, etc. are available.

The same kind of courses - beginners and improvement courses - are arranged in NORWAY in co-operation with the Bergen Line. Skiers stay at the Geilo Hostel but the cost of £42 to £50 from Newcastle for a fortnight's training which covers travel, accommodation, full board, instruction and insurance does not include equipment or use of ski lifts. This is a new departure for the CCPR and is at the request of many skiers who now have their own equipment. That apart, beginners find that on the nursery slopes around Geilo they need the use of very few ski lifts.

Pre-ski training is invaluable both for beginners and experienced skiers. They should try the artificial dry-ski slopes at the CCPR's National Recreation Centres at Crystal Palace in South East London or Capel Curig in Snowdonia.

A leaflet giving full details is available from CCPR Ski Bookings, 26 Park Crescent, London, WIN4AJ. Please send stamped addressed envelope 9 x 6in.

COMMENT *Letters to the Editor*

DAVID COOK REPLIES.....

David Cook replies to comments on his letter that appeared in our August issue....

It makes me feel pretty humble to have motivated the pens of so experienced and wise a pair as Alan Byde and Brian Webb.

I must make a few observations in reply however. My basic request for an opportunity to qualify as a coach in the sport which I follow, has not been met, and still I do not know how to go about it.

The irrelevance of the BCU coach-

ing scheme to the sport of canoe racing is still unchallenged. Brian Webb himself says that he found the BCU proficiency tests stiff even after competing in four DWs. His skill at canoe racing is unchallenged, clearly the tests were for another sport.

I am not asking Mr. Byde for a queue of BCU coaches to come and try my Pointer, I am not challenging them, Heaven knows, I have enough difficulty keeping the thing upright myself. I am asking for a logical series of tests and examinations leading my studies to the point where I can teach the sport of canoe racing. Such

a series does not at the moment exist. Until a coaching award exists for canoe racing, I claim that the General Secretary has no right to warn Local Education Authorities and similar organisations that those without a qualification are suspect.

I must repeat, Canoe racing is another sport, it has more in common with the racing of rowing boats than with the usual run of canoeing, white water and slalom. Racing canoeists are a different shape, they need different types of water, they often belong to different clubs, they talk about different things. There is often an interchange of paddlers between the different sports, people of great ability find it possible to master both sports. There is every reason why people from the two sports should be friends - BUT THEY ARE TWO DIFFERENT SPORTS.

In athletics, one coaches either field events or running, there are some who coach both. Those who coach both do one at a time.

Finally, in answer to Brian Webb's last question, why do I want to coach, I say that canoe racing is a sport which needs development in this country, that is being kept alive by some fine enthusiasts, that is exciting and safe, that can take place on quite ordinary water and does not need long trips to wild regions and that has great advantages in the channelling of the naturally aggressive tendencies of some of us, including myself, leaving us at the end of a race friendly with everyone, even General Secretaries!

Yours sincerely,
DAVID COOK

SAFETY AND COACHING AWARDS

Please may I have the opportunity to add to the correspondence of the July, August and September issues.

I do not know why people get so bitter about life jackets and make them the subject of such emotional heat. There is no doubt that they are life savers and the movement to educate everyone to have water wisdom can only be very good. Fifteen years ago few motor cyclists wore helmets - nowadays few do not. I wonder

how many motor cyclists involved in accidents have not been killed through wearing a helmet. As honorary Secretary of The B. C. U. Safety Committee I know how many canoeists have been drowned who were not wearing life jackets in the period April 1966 (when records were first started) to the present. I refer readers to the separate article on fatal canoeing accidents and the wearing of life jackets. The noise against life jackets seems to come from the technical experts in the competitive field. I have only two comments to make and neither are very heated. Is it wrong in view of the fact that some one thousand lives are lost on or in the water each year in Great Britain, for the experts (in any sport) to do their share of setting an example of wisdom to those who like the water but are less fortunate in their skill and knowledge. Secondly when you are an expert you can judge the dangers - cannot the competitive canoeing fraternity contribute their expertise to the formidable task of educating the public in water wisdom and helping 'general' canoeists to become expert canoeists. This would be a better use of energy than explosions of the 'To Hell With Life Jackets', variety.

To conclude I thought David Cook's letter of interest in respect of my second point above. Certainly the general coaching award is quite irrelevant to the coaching of racing canoeists. It is not however irrelevant to have a general coaching award to teach beginners; when beginners have been taught the basics, they can progress to the specialist skills; it seems logical for an instructor also to start with the general and progress to the specialist skills. Now, I have noticed since being a member of the B. C. U. Coaching Committee for some four years, that only on one occasion have the specialist committees of the B. C. U. sent a representative - now I learn from David Cook, that it is four years since his particular speciality held a coaches exam.

signed
JOHN SAUNDERS

**DROWNING ACCIDENTS TO
CANOEISTS
PERIOD APRIL 1966 to SEPTEMBER 1968**

Altogether forty-eight individuals were drowned in canoeing accidents.

For ten of these cases it is not known whether life jackets were worn or not; eight detailed reports for these cases are still outstanding.

In eleven out of the forty-eight cases personal buoyancy was worn. Out of these eleven cases, three life jackets were uninflated and the CO2 bottles were empty or faulty, two cases wore slalom pillow buoyancy aids in severe conditions, one case was canoeing alone and was drowned by immersion in a stopper for a long period of time, five cases were accidents at sea when the victims bodies were found floating after hours of searching and in three cases not until the next day.

Twenty-seven cases out of the forty-eight fatalities wore no personal buoyancy whatever.

JOHN SAUNDERS.

LADIES L-D CLASSES

Comment has been made for some time now concerning the poor support for ladies classes in L-D racing, and the reasons why support is often so low.

I feel that ladies are often discouraged from entering by the very fact that they are likely to find themselves without

a class on arrival at a race, and then given the choice of a paddle-over - unsatisfactory because of the lack of competition, and no Hasler Trophy points; a change of class that is usually too late to get a suitable boat; or to paddle against the juniors where the majority of ladies are outclassed.

I myself usually paddle in Class 3C and on three occasions out of nine this season have turned up to races to find that there was no class. I am sure that the situation could be improved with more communication between the lady paddlers and I suggest that ladies hoping to enter any event should send names, addresses and class to a central pool, not later than a fortnight before the race - perhaps partnerships could also be arranged in this way if necessary.

If any ladies would like to try out this idea for the Oxford race next season, I should be glad to hear from them and would be obliged if they would send a stamped addressed envelope with their enquiries. Perhaps we could have a small form printed in 'Canoeing Magazine' each month next season as a reminder to the ladies, Editor?

Yours sincerely,
(Mrs) S. E. Pluthero.

(Any comments on the above letter would be welcome, ladies. Ed).

HASLER TROPHY

Positions of the TOP TEN leading clubs from best eight races.

RICHMOND CANOE CLUB	124	66	65	59	54	52	49	46	TOTAL	515
HARLOW CANOE CLUB	66	63	53	52	50	49	36	35		404
ROYAL CANOE CLUB	56	44	42	36	35	34	30	28		305
NOTTINGHAM CITY KC	40	37	36	35	28	26	26	20		248
BRADFORD ON AVON CC	50	35	34	25	22	20	08	08		202
LINCOLN CANOE CLUB	56	29	26	25	18	11	10	10		185
EXETER CANOE CLUB	45	22	22	21	20	17	12	06		165
CAMBRIDGE CANOE CLUB	41	24	24	16	15	13	12	12		157
HYPHE VENTURE SCOUTS	30	24	20	19	16	15	14	08		146
NEWHAM CANOE CLUB	19	18	16	14	12	11	10	08		114

Points from races up to Exe Estuary but excluding Tamar and Royal.

KIRTON THE CHOICE OF CHAMPIONS

LIFFEY DESCENT 1st AUSTRIA
IN THE KAYAK 'MIRAGE' MK 2
NOW IN SEAMLESS CONSTRUCTION



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AND COCKPIT SHAPE

AND INTRODUCING FOR '69 SEASON

THE MK5 LOWLINE *details soon*

KIRTON KAYAKS MILL ST.
CREDITON
DEVON

**SOLENT
CANOES & KITS**

THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

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

NOVEMBER

- 3rd SERPENT'S TAIL SLALOM, LLANGOLLEN, 1st. Details: C.M. Rothwell, 21, Windsor Road, Clayton Bridge, Manchester 10.
- 10th LEVEN WHITE WATER TEST. Details: E.B. Totty, Craigmuir, High Knott Road, Arncliffe, Carnforth, Lancs.
- 10th USK WHITE WATER RACE. Details: T. Woodcock, 284, Glastonbury Road, Morden, Surrey.
- 24th DEE WHITE WATER RACE, (number 1). F. Bennett, 22, Chaucer Avenue, Reddish, Stockport.

DECEMBER

- 1st TEES WHITE WATER RACE, (number 1). Details: J. Slater, 42, Queens Drive, Ossett, Yorks.

COMING SCOUT EVENTS

NOVEMBER

- 2nd/3rd ADULT LEADER/VENTURE SCOUT CANOE COURSE, LONG-RIDGE. Full accommodation 30/-.

As above, weekends 9th/10th, 16th/17th, 23rd/24th. Details: Ass. Warden, Longridge Activity Centre, Quarry Wood Lane, Marlow, Bucks.

CANOE ROLLING

LONDON - SEYMOUR HALL BATHS, Tuesday evenings, 9pm - 10pm (No C2s or Surf Boards).

SEYMOUR HALL BATHS - Canoe Rolling with the Chalfont Park Canoe Club. Friday evenings, 9.30 to 10.30. All are welcome, 2/6d per session.

DARTFORD COLLEGE OF EDUCATION, Dartford, Kent. (Six sessions per course) Details: CCPR, (L & SE). 160 Great Portland Street, London W.1.

MANCHESTER - NEW ISLINGTON BATHS, Tuesday evenings 8pm - 9.30pm.

SENIOR KI EVENT	COCA-COLA PERPETUAL INTERNATIONAL TROPHY	1st NOR
JUNIOR KI EVENT	KIRTON PERPETUAL INTERNATIONAL CUP	1st CHF
WHITE WATER EVENT	EDDIE PIERCE MEMORIAL PERPETUAL TROPHY	1st TOM
SLALOM KAYAK EVENT	W. W. K. C. TROPHY	1st R. W
LADIES W/W EVENT		1st AUD

THE MAGNIFICENT



Some of the LIFFEY trophy winners.

**STREAMLYTE MOUN
CONGR**

**ALL THE BRITISH ENTRY ON THEIR FINI
ARE VERY PROUD THAT THE ABOVE V
THIS NOTORIC**

MAN JACKSON (MANCHESTER CC.) STREAMLYTE KI.

CHRIS SKELLERN (WORCESTER CC.) STREAMLYTE KI.

MIKE YOUNG (LEEDS CC.) KW RACER

W. CRANE (H. M. S. CALEDONIAN CC.) KW 7 INTERNATIONAL

DORIE KEERIE (SUNDERLAND CC.) KW RACER

'LIFFEY DESCENT'



DINGS (Marine) LTD.

ATULATE

E PERFORMANCE IN THE 'LIFFEY' AND

WINNERS CHOSE K.W. KAYAKS FOR

OUS COURSE

Chris Skellern, Junior K1
winner on The Liffey.

RESULTS SUBJECT TO OFFICIAL CONFIRMATION.

THE BEST COMPROMISE

D.S.4. SLALOM KAYAK

MANOEUVREABILITY



SPEED

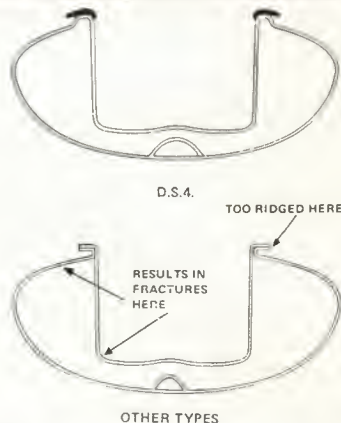


CARRYING CAPACITY

Amongst the few top grade Slalom Kayaks there is little to choose from basically, but it is the considered opinion of canoeists who have devoted their lifetime to the sport that the D. S. 4. is the best compromise between the three main desirables of SPEED, MANOEUVREABILITY and WEIGHT CARRYING ABILITY: try the D. S. 4. for yourself.

The construction is of G. R. P. laminates that are unique, the secret being in the choice of several different woven roving types of glass used, with each layer being carefully 'laid up' by hand to produce a highly resilient craft, with hollow half-round section keelson running the whole length to a solid stem and stern.

SEND FOR ILLUSTRATED LEAFLET.



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AGE-TRADE PAGE-TRADE PAGE-TR/

DEEGLAS CARRIES CANOES TO VICTORY

Glass reinforced plastic canoes constructed from materials supplied by Deeglas Fibres Limited of Camberley, Surrey have won all the top honours in the Liffey Descent long distance canoe race in Ireland.

Streamlyte Mouldings (Marine) Ltd. of 124 Brighton Road, Shoreham-by-Sea Sussex, used Deeglas in the moulding of their boats, which came first in both the senior and junior single-seat K1 men's events and first and second in the slalom race.

Kirton Kayaks of Mill Street, Crediton, Devon, who also utilise Deeglas, took first and third places in the two-seat K2 event, and third places in both senior and junior single seat K1 men's events. Kirton Kayaks were ordered by the Irish Canoe Union for the use of the Austrian, Danish and Swedish national teams competing in the event.

Mr. Derek Martin, vice president of the Irish Canoe Union, organisers of the arduous and punishing 16½ mile race said: "These results reflect the quality of Deeglas materials."

Streamlyte Mouldings have produced boats from Deeglas materials, which have taken all the leading places in single seat events in Britain for the past seven years. The British Championships have been won in their Deeglas K.W. boats every year since 1962.

Malcolm Stayley of Streamlyte commented: "We feel Deeglas materials suit our needs admirably in filling the specification requirements of our boats."

PETER STORM TURN TO 'BUKFLEX'

PETER STORM of Nottingham, manufacturers of foul weather clothing, announce that they have just been granted the sole manufacturing franchise for sports clothing in BUKFLEX fabric.

BUKFLEX is the first material to be

produced that can be used for foul weather clothing, that has the amazing property of eliminating condensation on the inside of the garment when worn.

BUKFLEX is, in fact, water vapour permeable, which completely prevents the formation of condensation. Water can only pass through this fabric in vapour form.

BUKFLEX is 100% water and wind up to extremely high pressures, and, up to virtually the bursting point of the fabric.

BUKFLEX is based on a knitted Nylon and, therefore, the soft supple stretch of the finished product gives a freedom of wear not normally associated with foul weather clothing. In fact, this fabric can actually be made up into closely fitting stretch garments like Ski Trousers and fitted Ski Jackets.

PETER STORM'S entire range of foul weather styles are being produced in BUKFLEX for 1969.

ANOTHER BOAT FROM GAYBO

GAYBO LTD., sole U.K. agents for the Pavel Bone Kayaks and Canoes, have introduced yet another newcomer from West Germany - the PAVEL BONE C1. This canoe has proved itself thoroughly on the continent and no doubt we shall see it at the autumn slaloms this year.

The Holwill Fibreglass Co. Ltd., of Wharf Lane, Hockley Heath, near Solihull, Warwickshire has recently entered the Slalom field with their D.S.4. This Kayak has been made with the ordinary club members in mind; those looking for the best compromise in design, performance and carrying capacity.

The firm is by no means new to canoeing, having been manufacturing glass fibre canoes as long ago as 1956, and believed to be the very first company in the field specialising in wide beam kayaks and Canadian canoes particularly suitable for hire authorities.

ANOTHER TRIUMPH FOR THE 'LIFFEY'

"September 9th saw the biggest, the best and the first truly international Liffey Descent Canoe Race ever to be held in Ireland. This fantastic event, sponsored by the bottlers of Coca-Cola, has just about everything over the 16½ mile course and seems to get more spectacular and exciting with each year. There are wild racing rapids, fast and turbulent water, fish shoots, tremendous weirs,

MIKE CLARK on competitive CANOEING

as well as flat stretches, a tidal section and numerous difficult portages. With the water level now guaranteed, these hazards make The Liffey Descent an L-D outstanding above all others." These were my opening remarks on the 1967 Liffey Descent Canoe Race report and with crews from Denmark (again), Sweden, Austria, England, Scotland and a very large entry of Irish paddlers, they are even more relevant of the 1968 Liffey Descent.

The 19th Liffey Descent was held on 14th September and once again attracted a record entry - last year there were 80 crews on the start, this year there were over 120, an increase of 50% and I predict that 1969 will see some 200 crews on the start!

For a week before the event the Irish Electricity Supply Board had been slowly filling the Leixlip Dam to its maximum level, the weirs below the dam saw barely two or three inches of water over their sills for much of the days and even on race morning there was still little water coming down the river. However, shortly before the briefing and with still almost two hours before the start, the river at Celbridge stirred just a little - water

from the Poulaphouca Dam was on its way down; 30 million tons of it! Within a very short time the Liffey had changed dramatically, no more a placid river but racing water, swirling currents, wild rapids and thundering stoppers - The Liffey had once more put on its race day garb.

The briefing over (held again in the magnificent Georgian setting of Castle-town House), the kayaks checked for buoyancy, the paddlers all with lifejackets or buoyancy aids, everything was ready for the start. For the fourth time I did not stop to see the start of classes but opted for the Celbridge Rapids just a quarter mile down stream. Here there were a few capsizes, the most unlikely being Pauline Squires who came out before even reaching the head of the rough water! However there no broken boats or bones and all were soon on their way down the course again. Soon paddlers were portaging the Leixlip Dam and here the portage seems to be getting longer each year. Recent building obstructed the river bank and the canoeists had to plod almost down to Leixlip Bridge before being able to launch their kayaks.

Through the swirling water of Leixlip on down to Leixlip weir and the Lucan Weir - for 'K' class it was a quick portage or risky shoot on the first. A short distance and crews come on to the big 'V' weirs... These proved just as spectacular as ever with crowds lining the banks to cheer or gasp at the triumph or grief of the competitors. Once past Palmerstown things are a little better but still the water and portages are tricky when compared with the British courses. On to the last five miles of the race, flat water all the way but a strength-sapping slog under a seemingly endless number of bridges as paddlers battle their way into the heart of Dublin towards Butt's Bridge and the finish.

Of the entry some 70 paddlers were from Scotland and England. Among these and racing the K2 event were P. Lawler/M. Whitby our Olympic pair who flew over to the race on the Saturday, back to England on the Saturday night and out to Mexico on the Sunday! The pair were the first through the Celbridge rapids and

right up at the front well past Leixlip. However trouble lay ahead and while shooting Anna Liffey Mills the pair came to grief dropping over the wall of the fish shoot; they carried on but only to take 9th place. The Army crew of Jupp/Warren looked good and were going very well, likewise that of Stonely/Green, but even before the race my money was on the Austria pair of M. Mahrle/H. Holzschuster. White water experts, extremely efficient in the K2, these boys really knew what they were doing and raced down and raced down the course to break the Liffey stigma that no-one wins on their first attempt. Their winning time was a good 1 hr 43 min. over three minutes ahead of the Army crew. The first Swedish crew was T. Ferm/C. Ljung in 5th place while the first Irish crew of G. Hamilton/J. Fairley could only make 7th, and the first Scottish crew of J. Gilmour/D. Paterson down in 11th.

Our brilliant young paddler N. Jacks- on just held off the Denmark's F. Anderson to win the K1 with Hollier, Evans, Kitson taking 3rd, 4th, 5th. Congratulations to the L-D selectors who picked our team to take four of the first five places in the K1 and two in the first three places of the England had another win in the Junior K1 with C. Skellern, yet another in the White Water Class with T. Young and yet another in the Womens K1 with Miss A. Huskisson. . . .

In the Womens K1 there were eight competitors, seven gaining the finish - Voureen O'Connell capsizing at Leixlip Bridge and losing her kayak. The Irish up-rated the white water kayaks and forced all in the K1 to race K1s., thus only half an hour before the race Pauline Squires changed her usual Spider white water kayak for the unfamiliar Scimitar K1 - over the course she came out seven times! However after the race, although disappointed that she could not make better than 4th place, she promised to come back next year for a win! I can quite understand the hosts enforcing the use of K1s. They have six girls racing 'K1' boats and if Miss Squires or Miss Keerie were allowed to race the white water boats against them - and they would have certainly won, just take a look at the latter's time in the white water class - I doubt 21



whether the Irish would have retained their girls in the 'K' class boats, Adrienne Huskisson portaged many of the difficult shoots down the course but returned a time of 2hr 39min to win. However in second place young June McCrea of the Wild Water Kayak Club lived up to her club's name and shot everything in sight! A young paddler, far less experienced than Miss Huskisson, she did well to take 2nd place and only four minutes down. Audrey Keerie was the only competitor in the Womens White Water Class but it is interesting to note, as already mentioned, her time was faster than the KI by some eight minutes.

Looking at the times it will be noted that the 'K' classes are about ten minutes slower than last year yet the White Water class is faster. I certainly do not think this is a reflection on a lower standard of paddling than last year. From my own observations down the course and a chat round with paddlers after the event I have concluded that an EXTRA six inches of water on the river below Leixlip Dam is to blame. This caused turbulent, boil water on stretches where last year paddlers were able to go flat out.

The rapids at Celbridge seem to get smaller each year, maybe the E. S. B. could be persuaded to increase the amount of water next year but reduce the amount on the lower part of the course. (The increased six inches at Wren's Nest Weir took much of the sting out of this notorious obstacle - paddlers found it could be shot almost anywhere!)

Disregarding the few comments, this race is still the best in Europe and provided Coca-Cola continue to give their fine support, this event can only get better and draw even more crowds each year....



1. AA Service placing signs for The Descent.
2. The Swedish crew of T. Ferm /C. Ljung racing through the Celbridge Rapids.
3. Miss A. McQuaid of St. Michaels CC looking a little worried on

- the Celbridge Rapids.
4. Irish crew of W. Hallows/D. Talbot through Celbridge.
5. F. Anderson of Denmark racing down Celbridge.
6. M. Kennedy of the Espoir CC in rough water at Wren's Nest Weir.



On the 5th/6th October I was racing up to Scotland to cover the first Tay International Race. (Stopping Saturday morning for co-driver/passenger Pauline Squires to race the white water event at Appletreewick - she gained 17th place among the men).

Saturday evening saw us camped at Stanley, right on the banks of the Tay and surrounded by beautiful country just a few miles from the Grandtully Slalom site. The Tay International, which also includes the Scottish Open Long Distance Canoe Championship, was held over a 21 mile course from Dunkeld to Perth for K2s and Touring Singles, while a shorter course of 11 miles from Bridge of Isla to Perth was raced over by K1s and Slalom Kayaks. This particular part of the Tay river is very exciting for the canoeists, with the big Stanley Weir to be shot and numerous rapids down the whole of the course, including such places as Campsie Linn, Hell Hole Corner and Thistlebrig.

The entry was quite small, just on 40 paddlers, and a great pity that no more than six English paddlers could find the time to compete this event. In the K2s, it was the Royal Canoe Club pair of S. Hollier/C. Baker racing into the lead from the start and holding it right to the finish with only one Scottish that of S. Bryce/K. Bryce from the Kyle Canoe Club, putting in a challenge for the lead. The Royal pair made a winning time of 2hr 20min 12sec with the Kyle boys just over five minutes down. Marianne Tucker/Kay Emerson took third place in the K2 with a time of 1hr 38min (no its not a mistake in the time, the womens pair raced the short course - don't ask me how they were judged into third place!) Third mens crew home were over half an hour down - the English crew certainly showed a clear pair of heels!

R. Crane of H.M.S. Caladonia - second in the Slalom Class on The Liffey won this event on the Tay with a very good time of 1hr 25min 16sec, three minutes clear of G. Carling from the Goodyburn Youth Club. J. Roberts of Forth CC took third place while a very fine effort by Audrey Keerie of Sunderland CC gained her fourth place.

In the K1, two English paddlers were

out in front all the way, C. Hawkesworth of Leeds CC and, yes, Pauline Squires of Leamington Spa CC - more than making up for her disastrous attempt at KI in The Liffey. All the way these two battled the lead and at one stage Miss Squires was clear of Hawkesworth. However, towards the finish, the pair were racing stroke for stroke, and it was only a final burst of speed that gained Hawkesworth the win. His winning time was 1hr 22min. 30sec., Miss Squires, oh so close and only four seconds down! J. Gilmour of Ayrshire KC took third place just in the lead of club-mate C. Tannock.

Certainly a fine race this, with exciting water and good amenities. I hope English paddlers will give the event full support next year and make the Tay Race the spectacular event it could be.

INTERNATIONAL "GUDENAA" RACE

The International Grudena Race is the first international Long Distance race to be held in Denmark. Run over two days, 21st/22nd September, the event was in five stages - each an L-D in itself - two on the first day and three on the second with a total distance of 117km to be covered.

The start was at Skanderborg, on a large and beautiful lake, but with a strong headwind blowing, it was not unlike the open sea! To launch without filling up was difficult and several boats capsized even before the start.

The whole entry of KI and K2 started together in a line across the lake, with 3km of open water to race before turning into a small river. Our two K2s of Jupp/Warren and Ash/Day had the misfortune to capsize off the start, but the KIs, Avery, Hollier, Jackson and Evans, although rather slow off the line managed to stay upright.

After one easy portage the river opens into a huge lake, also very rough, there is then another stretch of river and three small lakes to cross before the end of the first stage at Ry - just 28kms down the course.

With half an hour to rest in the pouring rain and cold wind, it was then

off again across further smaller lakes. However the wind was behind us now and everyone was pleased but this second stage of 17km to Silkeborg seemed a very long way. At the end of the first day, Sanderhoft/Andersen led the K2 with The British crew of Jupp/Warren paddling into third place. A. Hoe was eight minutes up in the KI, Sorensen second, followed by British crews Jackson, Evans and Hollier.

The second day was again cold and rainy with the wind coming from the North. Once more we had to race a headwind... This third stage was the longest of the race, 32km, starting on a small lake, then down a narrow river and finishing at Tange after crossing a ver long lake. Unfortunately Jupp/Warren damaged their rudder on this stage and had to retire. Thirty minutes rest in the power station at Tange, hot soup and glucose, then off down the river to Langa, 24km away. The current is under us now and the wind and rain don't seem so bad. Yet another thirty minutes rest at Langa and then we are off onto the last stage. Shoulder ache arms ache, our behinds ache, almost anything is better than sitting in a canoe but at last there is only 16km to go to Randers and the finish. The river is full of weed over the last miles - very demoralising pushing rushes along - but the nearest hot shower is Randers.....

Sorensen won the KI in a time of 9hrs 16mins with Hoe 2nd, 9hrs 26mins. Evans gained 3rd with 9hrs 30mins followed by Jackson and Hollier. In the K2 our crew of Ash/Day managed to take 9th place.

The race was well organised but the Danes were very unlucky with the weather. The British Team very much missed having a non-competing Team Manager and Assistant to time us over the stages, help at the stops, and keep us informed of the oppositions progress. Certainly this is a good race and one that deserves the support of British paddlers. However it is hard, 117km (which cannot include all the bends in the rivers) in 9½hrs with bad conditions, taxes a paddler to the full.

C. EVANS

CHELMER YOUTH RACE

On Sunday October 6th the Chelmsford Boating Club held its last major event of the season when they held their annual Chelmer Youth Race. This race is open to all boys and girls between the ages of 13 and 19. It starts from the Kings Head Meadow, Chelmsford and ends at Hoe Mill Lock Ulting. The course is entirely along the River Chelmer, the distance being 8 miles. Seven locks have to be portaged along the route.

This year owing to the event clashing with another similar event at Guildford numbers were down and only 19 crews took part coming from City of London, Hertfordshire, Essex Home Schools, Braintree and Chelmsford representing 6 Clubs.

At 12 noon the paddlers set off in almost ideal conditions - warm weather, little wind and only a slight following current. For a number of the paddlers this was their first racing event but despite this there was a good standard of paddling and good times were achieved.

After record entries at earlier Long Distance events through the season, the race at Boston had rather a poor entry with only just over 60 crews competing. Possibly the season is too long, or there is a sense of anti-climax after the series of internationals during the past two months in Spain, England, Ireland and Denmark.

The battle for the Hasler Trophy between Richmond and Harlow continued with the 1st, 2nd, 3rd of Harlow paddlers in the Mens K1, matched by the three places in the Womens K1 all going to Richmond. (Even though the battle goes on it will be seen from the Hasler placings that Richmond are really in an unassailable position. Ed.)

A new pair led the race all the way, S. Hollier of Royal/J. Day of Harlow paddling together for the first time. This pair beat international paddlers Stonely/Green and Leach/Blackmore by a clear seven minutes, although Day had badly cut his foot at the first portage - surely here we have a pair destined to go places!

There was a rare battle for second

place in the K2, with little between Stonely/Green, Leach/Blackmore and the 2nd Div. Signals Regt. crew of Wink/Pavlow. The latter crew have been over here from their station in Germany and competed many events with success. However the next time we shall see this crew is at Easter for the Devizes/Westminster.

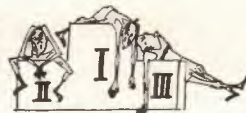
(See 'Result Round Up!').



1. Start of Slalom Class on the Tay Race.
2. J. Roberts of Forth CC racing through Thistlebrig.
3. Miss K. Emerson/Miss M. Tucker down through Thistlebrig.
4. One Scottish paddle who did not quite make it through the rapids!
5. C. Hawkesworth of Leeds racing through Thistlebrig.
6. Miss P. Squires on the Tay, who pushed Hawkesworth so hard for first place.

All competitive photos - Mike Clark.

RESULT ROUND-UP



THE INTERNATIONAL LIFFEY DESCENT, IRELAND. 14th September.

SENIOR K2. 1. M. Mahrie/H. Holzschuster, Austria, 1 hr 43 min 05 sec. /2. B. Jupp/S. Warren, England, 1.46.55 /3. D. Green/A. Stonely, England 1.47.00 /4. J. Day/M. Boshier, Royal/Harlow, 1.49.46 /5. T. Serm/C. Ljung, Sweden, 1.51.11

SENIOR K1. 1. N. Jackson, England 1.51.00 /2. F. Anderson, Denmark, 1.52.10 /3. S. Hollier, England, 1.53.05 /4. C. Evans, England, 1.53.35 /5. S. Kitson, England, 1.55.00.

JUNIOR K1. 1. C. Skellern, Worcester CC, 1.57.40 /2. H. Watkins, Salmon Leap CC, 1.59.48 /3. M. Kennedy, Salmon Leap CC, 2.00.10.

SLALOM AND WHITE WATER. 1. T. Young, Leeds CC, 1.50.55 /2. R. Maher, St. Michaels CC, 2.05.20 /3. F. Pilkington, Wild Water KC. 2.07.00 1st Slalom. Davis 2.09.20. WOMENS WHITE WATER CLASS. 1. Audrey Keerie, Sunderland CC, 2.22.15.

WOMENS K1. 1. Adrienne Huskisson, Royal CC. 2.30.40 /2. June MCCrea, Wild Water KC. 2.34.40. /3. Audrey Lawrence, Wild Water KC. 2.38.45 /4. Pauline Squires, England, 2.47.25. /5. A. McQuaid, St. Michaels CC 2.54.35.

(Liffey results subject to confirmation.)

LAKELAND CANOE CLUB, LUNE SLALOM, 2nd Division, 14th/15th September.

2nd DIVISION. 1. Leeming, Worcester CC, 178 /2. Woof, Lakeland CC, 182 /3. Moore, Oxford Univ. CC. 188 /4. Cottle, Chester CC, 190 /5. Hull, Newcastle CC 190 /6. Crosby, Oxford Univ. CC, 192 /7. Allan, Sheffield CC, 194 /8. Brown, Midland CC, 194 /9. Doncaster, Windsor CC 195 /10. McAuliffe, Reading CC 196.

WOMANS DIVISION. 1. J. Hall, Manchester CC, 228 /2. L. Calverley, Leeds CC, 253 /3. J. Tupper, Forth CC, 424.

CANADIAN DOUBLES. 1. Brown/Woods, Midland CC, 279 /2. Yates/Edge, Bolton CC, 502 /3. White/Iceton, Midland CC, 512.

CANADIAN SINGLES. 1. Patrick, Midland CC, 321 /2. Kennedy, Manchester CC, 379.

SCOUT RACE, LAKE WINDERMERE, 11 miles, 29th September.

SCOUTS - SINGLES. 1. B. Wilson, 1st Kendal, 2hr 1min 37sec. /2. I. Bell, 44th Bolton, 2.16.05 /3. M. Hall, 11th Prestwich, 2.21.03 /4. J. Jackson, 1st Hoole, 2.21.09 VENTURES SCOUTS - SINGLES. 1. P. Laycock, 1st Kendal, 1.54.35 /2. J. Hughes, 1st Kendal, 1.59.55 /3. D. Yates, Darwen, 2.01.14. /4. K. Forget, 16th Twickenham, 2.04.00.

SCOUTS - DOUBLES. 1. K. Rimmer/A. Blundell, 5th Fleetwood, 2.23.21 /2. K. Savage/D. Savage, 1st Warton, 2.24.12 /3. J. Grayburn/J. Battersby, 1st Warton 2.34.40 /4. I. Richmond/T. Munns, 1st Bromhall. 2.33.17 VENTURE SCOUTS - DOUBLES. 1. S. Hill/G. Belshaw, Blackpool, 2.00.36 /2. R. Corner/D. Maitland 6th Fulwood, 2.00.52 /3. P. Edwards / P. Carter, Blackpool, 2.02.36 /4. A. Wi Ison/J. Tyson, 1st Warton. 2.05.52

BOSTON KAYAK CLUB L-D 29th September.

SENIOR K1. 1. N. Jackson, Harlow CC. /2. S. Kitson, Harlow CC. /3. G. Mack-erith, Harlow CC. SENIOR K2. 1. S. Hollier/J. Day, Royal/Harlow. /2. A. Stonely/D. Green, Cambridge CC. /3. B. Leach/D. Blackmore, Richmond CC. SEN-
IOR CLASS 3. 1. B. Greenaway, Richmond CC. SENIOR CLASS 4. 1. K. Pereira /R. Lawler, Richmond CC.

JUNIOR K1. 1. H. Baker, Harlow CC. /2. R. Billen, Richmond CC. /3. J. Phelps Newham CC. JUNIOR K2. 1. B. Taylor/D. Parnham, Richmond CC. WOMENS K1. D. Lawler, Richmond CC.

THE TAY INTERNATIONAL, 6th October.

K2 CLASS 1. S. Hollier/C. Baker, Royal CC, 2hr 20min 12sec. /2. K. Bryce/S. Bryce, Kyle CC, 2. 25.15 /3. Marianne Tucker/Kay Emerson, Ayrshire/Richmond 1. 30.00 (short course). /4. R. Gale/J. Harrison, H.M.S. Condor, 2. 58.

TOURING CLASS SINGLES. 1. A. Morton, Glasgow Univ. 2. 51.00 /2. N. Eilbeck Forth CC, 2. 58.00 /3. S. Sherp, H.M.S. Caladonia, 2. 58.10 /4. L. Bryce, Kyle, CC 3. 05. 35.

K1. CLASS. 1. C. Hawkesworth, Leeds CC, 1. 22. 30 /2. Pauline Squires, Leam-ington Spa CC, 1. 22. 34 /3. J. Gilmour, Ayrshire KC, 1. 26. 30 /4. C. Tannock, Ayrshire KC, 1. 28. 00.

SLALOM CLASS. 1. R. Crane, H.M.S. Caladonia, 1. 25.16 /2. G. Garling, Good-lyburn Youth Club, 1. 27.14 /3. J. Roberts, Forth CC, 1. 30.17 /4. Audrey Keerie, Sunderland CC, 1. 32. 00.



Start of the Lee and Stort L-D Race. Photo - Mike Clark.



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