

# CANOEING

Vol. 9 June 1969 one shilling & ninepence



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LONG DISTANCE REPORT  
YOUTH CANOE SPORT  
MENSCHAU SLALOM

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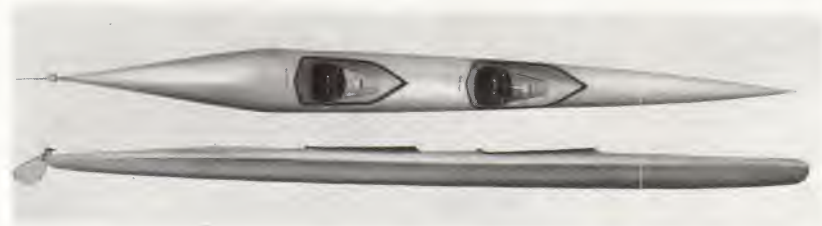
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# CANOEING MAGAZINE

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Editor: Mike Clark  
Circulation Manager: Ernest Clark

Editorial Office: 25, Featherbed Lane,  
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Tel: 01-657 6986

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## COVER PHOTO

Youth paddler Miss Irene Mroz of the Welsh Harp Youth Sailing Base competing the Harrow Youth Race. 'CANOEING MAGAZINE PHOTO'.

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# editorial



The L-D racing season is now in full swing with events almost every weekend. The Hasler points loading is to be clearly seen in the ever increasing number of competitors in the 'K' classes. However with these increasing numbers the problem of starts on narrow rivers is becoming acute.

Not only are starts becoming increasingly difficult to organise but with it being impracticable for classes to be called back off a force start, many paddlers are taking gross advantage of the starter. We have a recognised procedure for starting - that which governs international sprint racing - 'Are you ready? pause Go!'. At two recent L-Ds some 'K' paddlers were off before the starter had got to the word 'ready!'. This is not the way to race, it gives the sport a bad name in the public's eye and sets a worse example to novice and junior paddlers.

Always in sprint, anticipation of the word 'GO!' shows experience, but anticipation in L-D has just got too far out of hand! We have rules, let's stick to them. If paddlers continue to take such gross advantage may I suggest we alter our L-D rules and use a starters gun with no preliminary words other than getting paddlers in line, or dock paddlers two minutes off their finish time for 'start advantage!'.  
1

# ADVENTURES ON THE DURANCE

## WITH JOE GRUNING

part 3

After breakfast next morning, we had to portage the canoes and all our other things over the weir. Since we never succeeded in getting up as early as planned, it was already very hot when we finished our work, so I had to unpack the kettle and make some tea before we actually started. At first there seemed to be enough water and we could paddle most of the time. But later on, the river became so shallow that we had to tow the boats most of the time or even had to carry and push them over the stones. In this manner, we made only little progress. How little progress we actually made, became apparent in the evening when we asked an angler how far it was to Cadenet (which we had hoped to reach on this day). (We never knew where we were on the Durance, because all the towns and villages are several kilometers away from the river, so that orientation is difficult.) From the answer it became clear that we had made about 6 km in 5 hours, and that Cadenet was another 6 km away. So we decided to stay where we were, although the bank of the river was very stony and not very inviting. The young man, whom we had asked for Cadenet, offered to take



Packing canoes near Villelaure

me to the next village, by the name of Villelaure, when he had done fishing i. e. when he had caught enough fish for his evening meal. (There were plenty of fish in this part of the Durance, you could see them playing over the stones in the shallow, warm water.) So I drove to Villelaure with him, bought some food, filled the water tank, and returned with the friendly angler. In the meantime, Barbel and Gunter had built the tent, and after our evening meal we went to sleep.

The next day was our last day on the Durance, although we did not know it when we got up in the morning and made plans. Since this was the day of the week when we used to call our families back home in Germany, we had decided to stay a day at Villelaure, do some shopping, and put the promised telephone calls through. Of course, with no particular plan for this day, we had slept late and so it was 11 o'clock when we started on our "march" to Villelaure, which is also some 4 km from the river. The post office was just closing when we arrived, so we had to postpone the telephone calls until after dinner. We bought some food and then went into a bar where we had a very good meal, French style. We wrote some post cards, until it was time to go to the

post office, and after the telephone calls returned to our tent. It was awfully hot, so we did not do much this afternoon except swim.

In the evening, while we were comfortably sitting in the open tent - the evenings were very cool on the Durance - and discussed our plans for next day, I saw suddenly a small snake wriggled by and disappeared under Gunter's half of the tent. Now we could not very well leave it there, the more so as none of us knew what kind of snake it was and the next village, Villelaure, was so far away and probably had no doctor, anyway. So we tried to drive it away. Barbel and Gunter put on their rubber boots (while I watched from the distance) and tried to induce the animal to leave the tent. But the snake liked the warm place under the tent and was obstinate. After more than an hour of hard work, Gunter finally killed the animal by smashing it with a stone right through the bottom of the tent. (We took the snake with us, in alcohol, and found that it was indeed a common viper. Now we were glad that we had not unnecessarily killed a harmless little animal!) - After this nocturnal adventure, we went to sleep, but I was up early next morning and looked after the snake, be-



Gliding past 'Les Roches'



Lining down shallow water on the Durance

cause I wanted to make sure that I had not dreamed the whole story!

Over breakfast, we discussed the question whether it was worth-while to spend another two days on the Durance and do perhaps 12 or 15 km. After these two days, the time we had intended for the Durance would be over in any case, because we wished to spend a week or so at the coast of the Mediterranean Sea. Finally, it was decided that Barbel and I would disassemble the boats and do some packing, while Gunter hitch-hiked back to St. Paul-les-Durance where we had left the car on the camping site and bring the car. And that was the end of our tour on the Durance!

When Gunter returned with the car, Barbel and I were almost ready, although we had had to interrupt our work repeatedly and had slipped into the water because of the heat. We loaded the car with all

our belongings, but Barbel and I did not get into the car ourselves until it was back on a real road, because we did not want to risk breaking an axle on the stones, in addition to all the other difficulties we had already had on this trip. So we drove via Avignon and Aigues Mortes, which Barbel and I knew from our tour down the Rhone, to the seaside where we spent the last week of our holidays.

It will be clear from this report that the few days we spent on the Durance were rather exhausting. Nevertheless, we all like to think of these days. It is a beautiful and interesting country; we met all kinds of nice people who helped us a lot, and the weather was wonderful all the time, so that we came home with a deep tan!

However, for 1969 I should prefer a river with a little bit more water!

## INTERNATIONAL TEAM SELECTION

The British Long Distance Racing Committee will be sending teams to compete races in Sweden, Spain, Ireland and Denmark this season. Selection for these events will be taken on results from the following races:

Selection Lincoln L - D ( for Sweden - Djurgarden Island Race), selection Nottingham L-D (for Spain - Sella River Race), Selection National Championship race River Tay (for Ireland - Liffey

# LONG DISTANCE RACING REPORT

Descent and for Denmark - Gudena Race).

Paddlers who would like to be considered for any of the above international events should send their name and address to Molly Green, 2 Highfield Road, Impington, Cambridgeshire. Junior paddlers (under 19 years on 1st Jan.) are asked to race Senior class K1 or K2, while senior K2 crews should race exclusively as a partnership throughout the season and are asked not to make crew changes.

## L. D. R. INSTRUCTORS AWARD

At the Long Distance Racing Executive Committee meeting held at Leamington before the Leam Long Distance event, it was agreed that an L. D. R. Instructors Award should be brought into being. Details of the Award are as follows:

### 1. Qualifications

(a) The candidate must have competed in at least 10 British ranking L. D. races on at least 5 different courses, including one National Championship Race and at least one 'difficult' course (e. g. Bedford, Bath, Tay, Exe Estuary & River, Poole, Orwell, Liffey, Sella).

(b) The candidate must have gained at least 20 Hasler points, 10 of which must have been gained in 'K1' classes.

(c) The candidate must be at least 18 years old.

(d) The candidate must have attended a course lasting at least 2 days, specific-

ally for L. D. R. Instructors, and approved by the L. D. R. Coach.

(e) The candidate must show himself able to teach L. D. racing and to organise training for it. His knowledge of the sport should be extensive and should include training methods, boat design, equipment, tactics, organisation of races technique, history of L. D. R.

The candidate may be appointed an "L. D. R. Instructor" for one year's duration by the L. D. R. Executive Committee

upon a report by a sub-committee consisting of the L. D. R. Coach and others appointed by the L. D. R. Executive Committee. The Executive Committee has the power to waive some of these qualifications in special cases, or to refuse to appoint a candidate without giving its reasons.

### 2. Maintenance of the Award

(a) The L. D. R. Instructor should attend at least 3 British ranking L. D. races every year.

(b) The Instructor should submit a short report to the L. D. R. Coach every year, giving details of the work he has done. The sub-committee may then reappoint him for a further year. The L. D. R. Coach should keep a register of all L. D. R. Instructors.

## L. D. R. INSTRUCTORS COURSE

The first course for prospective L. D. R. Instructors will be held on Sat/Sun. 21st/22nd June at Houghton Mill, near St. Ives, Huntingdon. Accommodation will be provided at 6/- per night at the Youth Hostel (whether members of Y. H. A. or not). Places limited. Bring your own racing kayak and equipment. Full details from: Robin Lees, (National L. D. R. Coach) 13 Hazel Way, St. Ives, Huntingdon.

The sub-committee for appointing L. D. R. Instructors is Robin Lees (National L. D. R. Coach), David Green and Rowland Lawler.

# YOUTH CANOE SPORT



Young canoeists from the Welsh Harp Youth Sailing Base really took the Harrow Youth Race by storm on Sunday 11th May - winning every class they entered. In all the Welsh Harp canoeists gained 5 'first' places, 3 'second' places and 2 'third' places - not a bad record for paddlers, the majority of whom have only taken to canoe sport in the last seven months!

The Harrow Youth Race was competed on the Grand Union Canal starting and finishing at Rickmansworth. For seniors (18 - 21 years) it was raced over 16 miles and here B. Taylor/M. Storey of Welsh Harp won with a time of 2 hrs 15 mins 34 sec in the doubles, with team mates R. Usher/R. Whitmill taking second place just four minutes down. In the senior singles, J. Handyside - a slalomist for the Chalfont Park Canoe Club and one of the few paddlers in the group with experience - went into the lead from the start and easily won the class with a time of 2 hrs 10 mins 40 sec, well clear of Harrow Sea Scout D. Kevan in second place.

In the Intermediate class (16 - 18 years) Welsh Harp crews were again out in front. P. Evans winning the singles with 1 hr 23 mins 48 sec and team mate P. Cox following with 1 hr 29 min 50 sec. D. Smith/A. Whitmill won the doubles for the Welsh Harp in a very closely fought race with Harrow Sea Scouts G. Legg/D. Davis making 1 hr 26 mins 07 sec for the 10 mile Intermediate course.

In the Intermediate girls singles only four canoeists were competing - all from the Welsh Harp Youth Sailing Base! Miss Helen Woodhouse took the first place

with a fine 1 hr 36 mins 16 sec, second Miss Irene Mroz with 1 hr 37 min, third Miss Frances Brereton with 1 hr 37 min 57 sec and fourth Miss Jane Holmes with 1 hr 39 mins 48 sec. Graham Kyte, The Warden at the Welsh Harp Base can be well pleased with his crews!

Now the Harrow Youth Race is not the usual sort of event that I attend - you will not find the race in the B. C. U. Calendar and most of these young canoeists will never compete in ranking L-D events. Yet here in this race were over 40 enthusiastic paddlers competing in everything from glassfibre Pointer and Scimitar K1s to canvas covered P. B. K. singles and doubles. 40 young paddlers battling with 7' 6" paddles down a canal - such as these are the future of canoe sport in Britain; just what are the canoe clubs doing to get this talent into their clubs once they leave the youth organisations?

The Harrow Youth Race has been competed a number of years and if one event like this, a few miles from the centre of London, can go virtually unnoticed, just how many other such races are there in the country? If by publicity in 'Canoeing Magazine' we can persuade a few of these youngsters to continue in national racing this publication will gladly give copy space to such events - let's hear from you Youth Centres!



Above: Miss Frances Brereton of the Welsh Harp Base competing in the Intermediate Girls Class.

Left: Start of the Junior Doubles Class.  
Below: Start of the Intermediate Doubles Class.

'CANOEING MAGAZINE PHOTOS'



# AROUND & ABOUT AROUND & ABOUT

## Grandtully Slalom

The Easter slalom at Grandtully this year had more than its usual importance for a number of reasons: it was the first event of the 1969 series to decide the British Championships (since the ranking event at the Lune had to be cancelled due to gale force winds) and it was the primary event at which the Selection Committee would have a chance to assess individual performances after the winter training sessions, and make preliminary decisions about the World Championship team.

Leeds Canoe Club had spared no effort to make a success of the weekend and it seemed that their whole club had gone to Scotland to share out all the jobs which had to be tackled. Course erection and control, and judging and timing of the events seemed to be handled very efficiently by gangs of people - nor had the social aspect of the occasion been forgotten and Grandtully put on no less than three dances in the Village Hall. At the Friday function the Slalom Queen was chosen for the weekend, her main duties being to brighten up the river bank and to distribute the prizes on Sunday evening.

For the slalom itself the weather was fine and bright more or less throughout, in contrast to previous years where competitors have had to brave snow and driving sleet during their runs. The team events were held on the Saturday and it was obvious from the start that one team stood out well away from the others in ability: the Manchester 'A' team of Langford, MacLeod and Calverley, who are

all in the slalom training squad, have been practising hard together all winter and their performance on the water was a delightful masterpiece of teamwork. They won the event well clear of the second team, which was Worcester (Skellern, Parker and Williamson), and it will not be surprising if the selectors pick this team, as it is, to represent Britain at the World Championships this summer.

One C.2. team and two Canadian singles teams also competed and demonstrated very effectively how much the standard in these two classes has improved over the winter.

The individual events on Easter Sunday were held in very fine weather again, but with a light breeze disturbing the poles. Ken Langford's first run was very disappointing, indeed most people didn't seem quite to have the measure of the course for the first runs and only one clear run was recorded; that of Melvin Swallow (Chester) who, at the lunch break was lying second behind Ray Calverley who had only incurred a 10 with a fast time.

The second runs, after lunch, were a great improvement, and a number of clear rounds were recorded. Ken Langford finally won the event with a clear round of 247.8 seconds. However, Raymond Calverley had the fastest time of the day at 244.2 seconds, but he was unlucky in getting a 10 penalty and had to be content with second place. The very fact that Raymond recorded such a good time is a very good sign for the World Championships - Ray has always been a particularly skilful slalomist but has lacked the strength to go really fast, perhaps he is now gaining his strength in this,



his last year at school (or perhaps his time had something to do with the wax one saw his father putting on his boat!)

The Canadian doubles produced some interesting spectating, since this was the first event in which the Witter brothers had paddled against each other, after splitting up last year. Robin Witter was forced to paddle with a relatively new partner, Dave Swift, since his regular sternman, John Woodhouse, has decided to retire from slalom at this stage (mainly let it be said, because of his disgust at the indecision and general lack of direction from the top in slalom - a pity that Britain should lose such an able canoeist).

In the event Witter and Swift won with 416.8 whilst John Court (the new team captain) and John Goodwin were second with 478.3 and Rodney Witter/Robert Hastings, third with 479.4.

The C.1. event was particularly interesting, but it was unfortunate that our best paddler Geoff Dinsdale could not be present to show a comparison with the new paddlers who have practised so hard all through the winter.

In particular Gay Goldsmith paddling one of his own Gaybo C1s, seems to have improved enormously since last year. He has been training with Jim Sibley and both these two appear to be of a very high standard. Also impressive on the water was Mike Hillyard paddling the Jaycee Cobra - he eventually finished in second place behind Gay Goldsmith with Jim Sibley third.

Leeds Canoe Club had not neglected any detail, and on the Monday they ran a white water race and a special slalom for the judges from the previous day - these are the touches that distinguish a really good slalom and we are grateful to all Leeds Canoe Club members for running such a great weekend.

RODNEY WITTER

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## Thames L-D

A hundred and seventy paddlers assembled at Twickenham Baths on the 27th April for the Thames L.D. race.

Conditions were reasonably good, although a falling tide made the Richmond end turn - through the arches of Twickenham Road Bridge - rather tricky for the less experienced paddlers who took the turn too close to the bridge arch.

We did not state any official records as the course had to be shortened by about a hundred and fifty yards, but times in most classes were very good and Billen in Class 1b and Parnham and Taylor in Class 2b would probably have broken the record for the longer course. The performance of Schnepf and Gray in Class 2A was also worthy of note - they were a very close second to Olympic paddlers Oliver and Edwards, with a 50 second gap between the two.

We were pleased to have good support for our new Open Slalom Class.

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## C.C.A Meet

The 27th April saw a visit by some 16 members of the Suffolk Canoeing Coaching Panel of the East Region of the British Canoe Union to our Richmond & District Branch based at Richmond Canoe Club for an instructional course in single blade paddling. All were BCU Instructors and came from various clubs, Waveney Valley C.C., Eagle C.C., & Orwell C.C. among them.

The visit was initiated by Mrs Anne Seel of Pinmill Sailing Co., and Mr. Colin Kempson of the Coaching Panel and members were welcomed by Mr. Frank Luzmore Founder & Vice President of the Association.

Members of our Woolwich & District Branch had come up to take part in the Canadian Races advertised to take place on this date and members of the Panel expressed a wish to join in a novices race with them although new to this branch of the sport. Nine canoes were mustered for this 1000 metre race, the largest number of canoes seen together for a very long time. Before the race some instruction in single paddling had been given by Mr. Ray Parker of Richmond Canoe Club who at an earlier date had represented this country as a K1 paddler in the Oly-

# AROUND & ABOUT AROUND & ABOUT

mpics. Mr. Parker demonstrated the high kneeling position in a racing type canoe. Two or three members tried the canoe but found this high position required a greater sense of balance than was expected, however in the lower position on both knees they managed to stay afloat which in itself is an achievement.

After the race our member Mr. Vic Fuller took them in two relays for a cruise up river in the Canadian eight seater, this also was quite a success and it is hoped that when the Canadian races take place about this time next year there will be an even larger entry of very competent paddlers representing the Canadian Canoe Association in Suffolk.

## Chelmsford

With the completion of the Club's permanent headquarters, after two years hard slog by a few Club members, membership is reviving and canoeing is returning to Chelmsford. Already the Club has reformed its canoe racing team (still small but keen) and has taken part in a number of L-D Races - scoring points in all!

Keen interest is being expressed locally by schools and youth organisations in the Club's group affiliation scheme and already Brentwood School have a canoe section based at the headquarters. All this though presents a problem - the canoe racks are now full! An extension is planned and funds are being raised to accommodate the expected additional canoes both individually owned and group owned.

The Club is in course of purchasing a new trailer, the old one being used for temporary storage. The new one will en-

able more members to visit L-D races and take part in cruises on other rivers. To our friends in other Clubs we say - "Chelmsford will be visiting you again!"

Canoeists in Mid Essex and Eastern London are invited to join the Club.

## Australian Sprint

The Annual Meeting of the Australian Canoe Federation was held on 29th March when Mr. G. Gardner of Brisbane, Queensland, was elected as President and Mr. P. Coles of North Bondi, New South Wales, was elected as Secretary-Treasurer.

It was also decided at the meeting to give Western Australia permission to hold the 1970 National Slalom Championships, probably on the Swan River. This means a trip of almost 5,000 miles for competitors to get there from the eastern states, but Western Australia had a good argument; they had travelled that distance for the 1969 Nationals held at Childowah on the Murrumbidgee River in January. (and British canoeists are complaining over the distance of 600 miles to the National L-D championships in Scotland this year! Ed.)

The Australian Annual Flat Water Championships held at Penrith on the Nepean River, New South Wales, on 29th/30th March, were competed in not the best of conditions with continuous rain on the first day and strong winds on the second. This would account for the times which were well below those normally produced on this course in neutral conditions. (Results - see 'Result Round-UP!')

After we had gone to press last month the Devizes to Westminster Canoe Race Committee decided to alter the date of their Trophy Presentation. The date is now Sunday 15th June, 3p. m. at Baden Powell House on the corner of Cromwell Road and Queensway, London.

Our regrets to anyone who journeyed on the previously published date - the alteration was beyond our control.

# COMMENT *Letters to the Editor*

## SLALOM COMMITTEE INEFFICIENCY

I would like to bring to the notice of all slalomists the omission of the 1st Division relegation line in the new Slalom Year Book. This error was the result of neglect and carelessness by the Slalom Committee. It seems that the Year Book was not checked after it had been printed, this being a common sense and standard procedure after any material for publication is returned from the printers. This rather insignificant and minor error, in the Slalom Committee's opinion, caused a handful of 1st Division Slalomists considerable concern and expense.

Unfortunately I was one of these people. When I received my Year Book I was surprised and pleased to find that I was still in 1st Division, in spite of being second from bottom of the ranking list. With renewed enthusiasm I entered the Grandtully Slalom at Easter about eighteen days in advance. My entry was received and the programme printed. I travelled from Bristol to Grandtully, approximately 450 miles, arriving in plenty of time for my practice timed run down the course on the Saturday. On Sunday morning I was then casually notified by a Committee member that I was not allowed to enter the event because I had been relegated to Second Division.

There was no apology, and no concern that my Easter weekend, which cost £10 in travelling expenses alone, had been ruined. Incidentally the chief organiser of the slalom and some of his assistants were on the Slalom Committee, so there was no excuse at all for my entry having been accepted in the first place.

This is our so called responsible Slalom Committee. Not only do they make mistakes - mistakes are excusable, but they fail to accept the responsibility and blame due to them. This, to me, is inexcusable. I suggest that they take a little more care with their work and be a little more concerned about their members. They ought to realise that they have been elected to organise canoeing for enthusiastic sportsmen, because they were considered responsible individuals. These sportsmen are quickly going to lose interest and confidence in the sport if they and their problems are treated with apathy.

As I B.C.U. coach, I am finding it increasingly difficult to recommend B.C.U. membership and its affiliated Committees to potential members, when errors like the one just mentioned not only occur but recur.

Yours sincerely,  
S. BAKER  
(Lecturer at St. Johns College, York)



Rescue at Appletreewick Slalom - see race report.

# TOPS IN ANY WATER-

FOR SLALOM  
WHITE WATER  
OR L-D...



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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

- 1st LONG DISTANCE, SOUTHAMPTON, A14. Details: D. Rogers, 61, Kathleen Road, Sholing, Southampton (SOUTHAMPTON CC)
- LEVEN TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside. Westmorland (LAKELAND CC)
- 7th/8th CANOE SLALOM, BEVERE WEIR, 3rd Div. Details: C. B. Manton, 11 Stepping Stones Road, Coventry, CV5 8JT (LEAMINGTON & WORCESTER CCs)
- 8th LONG DISTANCE, BOSTON, B15. Details: F. Royle, West End, Bennington, Boston, Lincs. (BOSTON CC)
- 15th LONG DISTANCE, POOLE HARBOUR, A13 Details: Secretary, Canoe Federation, ATURM, Poole, (ROYAL MARINE CANOE CLUB)
- 21st REGATTA, SOUTHAMPTON TOWN, races for classes I, II, III and IV Details: G. C. Good, C/o Calshot Activities Centre, Calshot, Hants.
- 22nd LONG DISTANCE, HEREFORD, B11. Details: B. Webb, 7, Hafod Road Hereford. (NOMADS CANOE CLUB)
- LEVEN TEST. Details as above.
- 29th LONG DISTANCE, CHELMER, B13. Details. Chelmsford Boat Club, 90, Kings Head Meadows, Chelmsford. (CHELMSFORD BOAT CLUB)
- CANOE SLALOM, CARLISLE, 3rd Div. ON, Details: G. Fletcher, 1, Dalmeny Road, Stanwix, Carlisle. (CARLISLE CC)

## JULY

- 5th YOUTH SPRINT REGATTA, BEDFORD, Details: D. Bennett, 18 Howbury Street, Bedford, Beds. (VIKING KAYAK CLUB)
- 5th/6th ARMY SPRINT & LONG DISTANCE CHAMPIONSHIPS, PANGBOURNE.

## CANOE COURSES

- June 14/15 Examination Weekend, Sea, Inland and Canadian Proficiency Tests, Coaching C.2, and C.1. Details Ken Rudram, B.C.U. Senior Coach, Bodlondob, Betws-y-Coed, Caerns.
- June 21/26 Coaches Course, for potential coaches and those wishing to take the award. Details from Ken Rudram, B.C.U. Senior Coach, Bodlondob, Betws-y-Coed, Caerns.



# INTERNATIONAL CANOEING

## SOUTH AFRICA

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### SOUTH AFRICA

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Last month we reported two wins gained by Laurence Oliver of Lincoln Canoe Club in the Natal Sprint Regatta. This month we bring you Laurence Oliver's own report on his trip to South Africa and of the events he attended.

At the end of January, I received an invitation to compete in the canoeing events of the South African Games to be held on the 17th/19th April. Having hardly been in a kayak since the end of October - when I returned from Mexico - I had to commence training in an attempt to become fit in less than three months.

Early in the year the Fosse Dyke Canal, on which I train at Lincoln, was still suffering from the severe winter and covered with a layer of ice. This prevented me from canoeing until the beginning of March, and was then done wearing many layers of clothes topped with an anorak. After suffering with numb fingers I trained in England for the last time, before leaving, on Thursday 27th March. My training sessions for the next three weeks were to be done wearing only a pair of shorts!

At 8.45 pm on Friday 28th March, I left London. Fourteen hours later I was in Johannesburg being welcomed to South Africa by an enthusiastic group of canoeists. Soon I was on another plane, bound for Durban and the Natal Sprints. From the airport I was taken by car to Henley Dam near Pietermaritzburg and after a meal of barbecued chops and sausages I was ready for 10 hours of solid sleep.....

The following morning saw the start of the mens K1 events. In both the 500m and 1,000m races I had the good fortune to win, in both cases just beating Mario Bedretti. (Reported last month.)

The 10,000m event was held over the 1,000m course with one buoy at each turn, this meant nine turns. From the start five canoeists went into the leading group but by 6,000m this had dwindled to three of us. Over the finish Paul Chalupsky was first, with Kevin Culverwell close behind and myself third, about eight lengths down.

Straight after the regatta I was taken to Pretoria for the night and the following morning was picked up by Myra Barraclough - the former South African Womens Champion - and her husband, Keith, to be taken to the Kruger National Park.

The Monday night was spent at a camp in the park and the following day saw us driving along dirt track roads, in brilliant sunshine, viewing such wild animals as lions, elephants and giraffe living in the Bush.

By Wednesday I was installed in a most comfortable Motel owned by Myra's parents, Mr. & Mrs. Mocke.

This was situated on the banks of the River Vaal at Parys near Johannesburg. The local Leguan Canoe Club has its quarters on a beautiful site on the banks of the Vaal and the river was quite suitable for training offering a good two mile stretch of water passing between many little islands.

After two days training at Parys I packed my bags for Cape Town and began the 900 mile journey by car in the company of Ken Scott, a local area canoeist, and

John Gay, the Chairman of the Leguan Club, who looked after me so well during my stay.

Although the road was only a single lane each way carriageway, and we did not exceed the 70 m. p. h. speed limit, we completed the journey in fifteen hours, including stops for food and petrol. How I wish we could average such speeds when travelling to races in Britain. Although, with second thoughts, I think I prefer to travel the distances we travel on crowded roads rather than have to go 900 miles for an L-D!

The race was held in beautiful conditions on the River Berg, about 100 miles from Cape Town. There was only one class, K1, in this race and was one of a number of selection events to send a team to visit Europe this summer.

There was 29 entries and at the start a group of five of us took the lead. One of these was left at the turn and a mile from the finish I took the lead to win in a time of 1hr. 57mins.

The following week was spent at Cape Town at the home of the Chairman of the South African Canoe Federation, Mr. Van Riet and his wife. They have three sons - all canoeists - but the only one at home during my stay was Roelof, with whom I was to train, in between being shown the beauties of The Cape.

The Cape Town canoeists have a real problem in that there is very little water upon which to train. About twelve miles away is a lagoon at Milverton. This is only 500m long and quite shallow. A little more water is offered at Zeekoeivlei (Hippe Pool) but this is 25 miles away, and both of these are affected by the strong S. E. wind.

The day before the Transvall Sprints held on the River Vaal, we made the effortless 900 mile journey back to Parys. Once again Mr & Mrs. Mocke made me very welcome at the Motel, whilst all the other non-local canoeists camped at the canoe club.

The regatta began at 9am. and races held on a nine lane course that was buoyed every 200m.

In the 1,000m K1 I just managed to win, but in the 500m I was beaten by Mario Pedretti. The 10,000m K1 event

was a most unfortunate experience for in that just before the 3,000m turn I had a violent attack of stomach cramp and was forced to retire.

The altitude at Parys is 5,500 ft. and while there is no noticeable shortage of oxygen - as there was at Mexico (7,500 ft) - ones recovery time after racing was considerably longer than at sea level.

Four days before the canoeing events of the South African Games were due to begin at Bloemfontein, it was announced that they would be transferred to Parys. The reason for this was that high winds on the proposed dam had prevented the course from being laid and were also likely to make racing difficult.

The change of venue was most fortunate for on the day of the heats - 17th April - there was a strong wind blowing down the course.

After qualifying for a place in the 500m and 1,000m events there came the K1 10,000m race. This was held over the same 1,000m course as for the Transvall Sprints except that there were three buoys at each turn. This time I suffered no stomach pains and took the lead after 8,000m to win over Paul Chalupsky. In the 500m and 1,000m finals on 18th April, I managed to win both events beating Mario Pedretti in close race right to the end.

After the events, at a cocktail party given by the local council, the South African Team to tour Europe in August was announced. Team Manager will be Earnie Pearce and Team Captain will be the popular Ken Scott. Other members will be Mario Pedretti, Casper van der Walt, Willem van Riet, Roelof van Riet, Paul Chalupsky and Kevin Culverwell.

During my three weeks in South Africa I was impressed by the overwhelming friendliness and generosity of the South Africans with whom I came into contact. I was made to feel really at home. The incentive of an invitation to British paddlers to compete in the plus 100 mile Berg River Race in 1971 is well worth much training.



The last month has seen competitive events every weekend with L-D and slaloms clashing. Both at the Leamington L-D and the Lea & Stort L-D there were very fine entries, the latter being almost 50% up on last year.

At the Leam race the Slalom Training team were holding one of their regular meets at Leamington and on the Sunday most of the team entered in the L-D event. It was amusing to see racing C2s

# MIKE CLARK on competitive CANOEING

among the double kayaks but the distance of 13 miles must have been really hard work for these crews!

Conditions for racing at the Lea race were ideal and in both the senior 'K1' classes records were broken. In the senior K1, N. Jackson of Grappenhall - who has really been on form this year in L-D - gave a great performance to win the class with a fine time of 1hr 34 min setting the new record and almost three minutes ahead of team mate G. Mackereth. The Harlow crew of J. Day/M. Mean easily won the K2 event with the new record of 1hr 28min 45sec really thrashing all other crews and over seven minutes in the lead.

In junior 'K1' classes H. Baker of Harlow had a great battle with R. Billen of the Richmond CC just taking the win over the finish with a time of 1hr 16min 20sec while in the K2s two Richmond crews were in the lead D. Parnham/W. Taylor taking the win from Farthing/Kolar.

Richmond Canoe Club had another win in the womens class touring singles where Miss Muir lead seven Newham CC girls to the finish! A great tussle developed in the womens K1 with Miss Pauline Squires of Leamington CC going off



Chaotic start at Lea L-D



Really on form - Norman Jackson



Miss Barbara Mean winner at Lea L-D





Two paddlers caught in the 'stopper' at Appletreewick

the start with a lead and very nicely pushing Miss Barbara Mean almost into the bank! However with constant help at all the portages Miss Mean was soon in the lead but at the finish was only just fifteen seconds ahead, Miss Squires having caught a senior K1 wash to help her along. At the finish I understand there was some heated words between the two girls. Assistance at portages for women is quite within the L-D rules but to have someone cycling along the bank waiting for you is of obvious advantage. I feel myself that both these girls are experienced enough not to require assistance on such an easy event as the Lea race - maybe the L-D Committee should review this rule at the end of the season.

After a week long fight with local fishermen, the Appletreewick Slalom was held on 27th April, although the white water race had to be cancelled. Once again this spotlights the difficulties paddlers in the north are having at getting permission to use waters.

Having thoughts of my last visit to this slalom - when the river rose five foot overnight and the event cancelled - I took particular note of weather forecasts through the week previous and on the Friday afternoon I was on my way to Leeds (yes, I do occasionally travel further

north than St. Albans!)

The patter of gentle rain on canvas awoke me late next morning and I strolled down to the river to have a look at the course. The water was certainly fine - very difficult for the 2nd div. boys not to mention the 3rd and would not have disgraced a 1st div. slalom.

The Team Event held during the afternoon was won very decisively by the super Manchester 'A' team picking up only 60 penalties and making a total of 212 pts - over a hundred points clear of Leeds 'B' in second place.

In the 2nd div. kayak N. Fielden of Cambridge Univ. made a very good second run of 169 pts to win after a very slow first run. G. Marley of Sunderland had the first round but could not improve his 185 pts score and had to be content with the second place. Once again Carol Gostling gave a very poor first run picking up 250 penalties but came back in fine form for her second, making only one '50' to win from Wendy Horne of Leeds. In 3rd div. I. White of Sunderland managed to pick up some hundred penalties to spoil his first run but came back with a fine score of 152 pts to win the div. on his second - both runs however being winners. Soar Valley paddler A. Morgan took the second place but was some 70 pts down.

Four of our Irish friends competed at this slalom but of course are classed as non-ranking. The four paddlers did quite well, A. Maher of the Wild Water Kayak Club making a best score of 260 pts that would have given him 5th place in 3rd div. F. Pilkington gained a best of 328 pts with D. Talbot and B. Casey well down, the latter, a young lad who considered the water too much for him on a second run. A pity G. Collins or E. Lawrence could not get across for I am sure the weekend was of great value to the boys who did come.

Organisation was a little out some times and best left untalked about - however certainly this is an event I shall go to again. ....

Molly Green and the Viking Kayak Club really showed us how to organise an L-D event with their Bedford to St. Neots race held on 4th May. The weather was great, the entry over 170 crews and the racing top class!

The water however was a little low and this produced some relatively slow times, S. Kitson paddling for Grappenhall winning the senior K1 with a time of 2 hr 01 min 56 sec. (N. Jackson being at the Monschau Slalom and giving someone else a change to lead the senior kayaks!) S. Hollier/C. Baker of Royal CC were out in front of the senior K2s early in the race and held off a strong challenge from Harlow crew Mean/Day to win the class. L. Oliver of Lincoln, back from his trip to South Africa, was racing again with his partner A. Edwards. The crew - certainly the best L-DK2 we have ever produced in Britain - was dogged with rudder trouble and could only manage 8th place. In three years of L-D racing this was the first time the pair have ever been beaten! No doubt they will have that rudder fixed for future races. ....

G. Martin of Bourne Wing Youth gained the win in the junior K1 while the Richmond crews of Parnham/Billen and Farthing/Kolar were out in front of the K2. T. Beere/M. Foulger of the Harlow CC won the senior touring doubles and this crew has been putting up a number of wins on recent L-Ds in the class.

A really great race this Bedford course and a credit to L-D



Miss Carol Gostling at Appletreewick



Fine Junior Start at Bedford L-D



Steve Kitson through Old Mills.

'CANOEING MAGAZINE PHOTOS'



## photo of the month

Wenzel and Hess of the KSK Bayer Uerdingen Club, Germany, competing at the Monschau International Slalom in the C2 mens event which the pair won with a score of 266.0 pts.

Photo: John Albert. Pentax, 200 mm lens on Tri-X.

# MONSCHAU



Womens event winner Pauline Squires at Monschau.

Photos by John Albert.

Monschau was its usual pretty self - its shops full of tourists; the town full of character and Beer Cellars and the river, low with water and full with industrial waste!

It had rained the week before and the White Water Race was blessed with plentiful water but unfortunately as the time for the Slalom drew near the supply of goodness from above was curtailed and any practice on the course was held in very low water conditions. Needless to say only about 50% of the normal practice was done.

Due to the lack of water all the slalom events were held on the Sunday which meant a very tight schedule. This in turn caused another problem - that of competitors catching slower paddlers, since the Germans were also running their own Junior and Senior events at the same time as the International.

The slalom course at Monschau is

pretty unique since the only two falls of note are man-made shutes. The first chute occurs just after the start and is about 7 ft high. The second and most difficult is 'The Kestle', a sharp drop of 5 ft with the exit about 30 ft from the bottom of the fall.

As the left cut-out was so tricky from 'The Kestle', spectators were treated to an unusual boat bashing sight. Starting first with the Juniors, then being followed like the Pied Piper, canoes of all shapes took the straight drop over the side boards and down onto a slightly wet concrete slope. So effective was this that one Junior was seen to drop straight into gate 15 but being so surprised went straight out 'The Kestle' through gate 17!

In the National events it was worthy of note that no paddler got a clear run, although in the Junior event Ubrich Pet-

ers, the younger brother of the C1 World Champion, achieved first place with an extremely good run. During the Senior and Junior events a great deal of 'wall-bashing' at gate 3 occurred and the two rescue lads at gate 4 were kept on their toes with the many capsizes.

Talking of being inventive - the Monschau rules stated that crash hats must be worn but that lifejackets were optional. It seemed that the only use of the lifejacket was to fend off the rocks - the average water depth being probably only 1 or 2 foot.

The first clear runs were in the International event which included entries from Holland, Britain, Czechoslovakia, and Germany of course. Ken Langford for Britain took first place with a beautiful clear run, his performance only being eclipsed by Keith Wickham who ran over a couple of canoes en route and collected a '50' for his trouble!

The Womens event was won again by Britain with Pauline Squires taking first from Audrey Keerie - both girls picking up only 50 penalties.

The C1 event was an easy predictable win by Wolfgang Peters who made the course with an incredible 10 penalties! Wolfgang also insisted on doing 'The

Kestle' the 'right' way - down the main chute - and as he is a right handed paddler the left turn at the bottom was most difficult. Needless to say he did it perfectly.....

The C2s were most impressive, many of them taking the drop over the side boards of 'The Kestle' - much to the amusement of the spectators. Winners with a clear run were Wenzel/Hess.

Some degree of difficulty was encountered by the mixed C2s whose times were very much slower than the mens. All the penalties were above 110 yet several crews looked extremely confident on the route down. This event was won by Gotzen/Buzga.

The team event was somewhat a farce but very spectacular! The water was dropping rapidly and the noise generated by boats grinding down the first chute, bumping over rocks, then crashing through 'The Kestle', was deafening. Very entertaining was the sight of three C2s cutting out close to each other and sometimes on top of each other at the bottom of both chutes.

As the water slowly dwindled, the last free meal tickets were handed in, prizes were presented to all the winners and so ended another MONSCHAU INTERNATIONAL.



Ken Langford on the Monschau course - winner of the Mens Kayak.

## KENNET & AVON CANAL

"Spoil" is the canalman's name for anything from mud to old bicycles, and nearly 19,400 tons of it were dredged last year from those sections of the Kennet & Avon Canal around Bath, Newbury and Reading that are open for pleasure-cruising.

Revealing this today, Sir Frank Price Chairman of the British Waterways Board, pointed out that such a level of maintenance which was being carried out similarly on many other amenity waterways, showed the Board's determination to provide pleasant

taking part and they will be informed of the final decision in ample time.

Normally boats arriving at Marple rally after 12 noon on Saturday would be ineligible for rally awards, but the Committee have agreed to waive the rule for entrants on this cruise.

Small boat owners wishing to take part or who would like more details should write to: Mr. W. A. Lear, 5, Chatsworth Road, Droylsden, Manchester M35 6JT. Stating which of the two alternative dates would suit them best.

# NEWS-NEWS-NEWS-IN BRIEF

conditions for pleasure cruising.

Dredging is one of the British Waterways Board's biggest items of maintenance expenditure. The cost of dredging "spoil" from these sections of the Kennet & Avon Canal in 1968 was £6,839.

## CANAL PLEA

It is planned to organise a cruise for canoes and similar craft from Manchester to Marple in conjunction with the Marple rally of boats. The route taken will be via the threatened and semi-derelict Rochdale, Ashton and lower Peak Forest canals which will mean portaging round 17 of the 27 locks between Manchester and Marple (lock 16 on the Ashton now actually works) and the whole of the Marple flight; although it is hoped to arrange transport at Marple.

The journey will take 2 days to complete and thus there are two alternatives:-

- 1) To canoe from Manchester to Audenshaw on Sunday June 22nd, store the craft at Audenshaw and continue the journey on the Saturday of the rally (June 18th) OR
- 2) To canoe from Manchester to Fairfield on Friday June 27th camp overnight, and continue to Marple on Saturday June 28th.

The choice will be with the people

## SPANISH HOLIDAYS?

We have vague information of an invitation for British canoeists who may be touring the Spanish 'Levante' coast this summer to camp or compete at the Lake Albufera - 500m from the Mediterranean coast and about 12km from Valencia.

The three periods proposed are 1st July - 20th July, 21st July to 10th August and 11th August to 30th August. It sounds like a canoe camp with some form of competition and the organisers hope many European clubs will attend.

For fuller details contact R. O'Keefe 4, Cedar Court, Egham, Surrey.

## WELCOME 'KAYAK'

Early last month a copy of the new Irish canoe-sport magazine 'Kayak' appeared on my desk. Of course with my recent visit to Ireland I knew that the magazine was shortly to be brought out and this first issue is certainly of credit to the editor - Bill Hallows - and all his production staff.

'Kayak' published by the Wild Water Kayak Club, Dublin, and four issues will be produced each year. Content of this first issue is of course almost exclusively on Irish canoe-sport.

# AGE-TRADE PAGE-TRADE PAGE-TR/

## THE OTTER S. 1. SLALOM CANOE

One of the outstanding developments in modern canoeing is the phenomenal rise in popularity of Slalom. Not only does it satisfy the natural craving for excitement, but the skills it inculcates enable devotees to handle their craft with greater skill and safety in all circumstances.

Nevertheless it has to be admitted that Slalom is pretty rough on canoes and equipment, and therefore potentially expensive.

With this in mind, Alan W. Byde (Senior B.C.U. Coach) has designed a Slalom Canoe which, whilst embodying all the requisite qualities is still sufficiently robust to take a reasonable amount of tough treatment and last for several years.

Ottersports Limited, of 8-10 Broad Street, Northampton now have this canoe in production as the Otter S. 1. Length 13'6" (411 cm.); Beam 24" (61 cm.); Cockpit 32" (80 cm.) x 15" (38 cm.)

At approximately 42lbs, it will be rightly regarded by the expert Slalomist as too heavy for high-class competition work, but the weight/strength ratio has been carefully computed to give a very sturdy and durable craft.

The Otter S. 1. Slalom Canoe has a symmetrical underwater shape and an elliptical cross-section, giving useful manoeuvrability, initial lateral stability, and at the same time a fair degree of directional stability. The cockpit has been designed to allow the paddler to lie well back for the Steyr Roll. 30lbs. of buoyancy is inbuilt at each end (closed cell rigid urethane foam) and there is a bucket

seat, adjustable footrest and knee-bulges in the deck. Bridge pieces are moulded into the deck for extra strength at a potentially weak point and are drilled to receive the deck-line. Further drillings at stem provide anchorage for the deck-line and for the end loops of 6mm. diameter cord - conforming with ICF Competition Regulations.

At £35.0.0 this canoe is a very good buy indeed for Education Authorities Schools etc.

## CENTRESPORT LEEDS

CENTRESPORT, in the heart of Leeds, has recently extended their range of outdoor equipment to cater for the white water canoeist.

Centresport began life as a climbing shop with ambition - being an offspring of the Frank Davis shop in Ambleside. Situated in the Merrion Centre, Leeds, the shop is run by Dave Clarke - a well known climber and proficient skier - with the help of Kevin Jenkinson who supplies the information on the canoeing and camping side.

Centresport now stocks a wide range of equipment for the white water canoeist including, paddles, buoyancy aids and crash hats, with boats by Gaybo, John Critchley, Streamlyte Mouldings, and Klepper etc, all chosen from experience as being very worthwhile buys.

Centresport can be found at 40, Woodhouse Lane, Leeds, why not drop along there and see the very latest in rough water craft or for a chat with real experts in outdoor activities.



# RESULT ROUND-UP



## SHEPPERTON SLALOM 19th/29th April

### 2nd DIVISION

1. I. Walters Iichen Valley CC	513/257 pts
2. M. Harris Iichen Valley CC	313/262 pts
3. A. Gibson Midland CC	300/270 pts
4. C. Green Leeds CC	274/271 pts

### WOMENS DIV - KAYAK

1. Sue Buckett Iichen Valley CC	639/525 pts
2. Wendy Horne Leeds CC	670/551 pts
3. Jane Rowse Chalfont Park CC	724/674 pts

### TEAM EVENT - KAYAK

1. Scratch-Ivey/Goodwin/Farley	667 pts
2. Bristol Canoe Club	822 pts
3. Leeds Canoe Club	831 pts

### CANADIAN SINGLES

1. G. Dinsdale Chalfont Park CC	554/322 pts
2. J. Sibley Windsor CC	497/336 pts
3. M. Hillyard Chalfont Park CC	498/354 pts

### LEA & STORT L-D 20th April 13 miles Senior and Junior.

#### CLASS 1A

1. N. Jackson Grappenhall ACA	1. 34.00
2. G. Mackereth Grappenhall ACA	1. 36.50
3. S. Kitson Grappenhall ACA	1. 37.20

#### CLASS 2A

1. J. Day/M. Mean Harlow CC	1. 28.45
2. A. Sowman/L. Bolam Leamington CC	1. 35.50
3. D. Blackmore/B. Greenaway Richmond CC	1. 36.00

#### CLASS 3A

1. S. Hatton Grappenhall ACA	1. 50.40
2. T. Rowntree Birmingham CC	1. 52.55
3. W. Overton Cambridge Univ. CC	1. 54.54

#### CLASS 4A

1. T. Beene/M. Foulger Harlow CC	1. 46.15
2. Cottle/Vare Bradford-on-Avon CC	1. 48.10
3. C. Sargeant/R. Edwards Longridge Scouts CC	1. 57.00

#### CLASS 1B

1. H. Baker Harlow CC	1. 16.20
2. R. Billen Richmond CC	1. 19.40
3. J. Phelps Harlow CC	1. 21.07

#### CLASS 2b

1. D. Parnham/W. Taylor Richmond CC	1. 13.05
2. J. Farthing/G. Kolar Richmond CC	1. 19.40
3. P. Lavers/A. Pritchard Southampton CC	1. 21.10

#### CLASS 3B

1. D. Williams Harlow CC	1. 28.30
2. B. Roberts Logridge Scouts CC	1. 31.20
3. M. Tarry Richard Hale School	1. 35.40

#### CLASS 4B

1. Gunniss/Watson Bradford-on-Avon CC	1. 27.15
2. M. Abbott-Cole/G. Long Frank Hooker School	1. 28.10
3. J. Browning/M. Gianville Newham CC	1. 36.40

#### CLASS 1C

1. Miss B. Mean Harlow CC	1. 23.05
2. Miss P. Squires Leamington CC	1. 23.20
3. Mrs D. Lawler Richmond CC	1. 37.25
4. Miss H. Woodhouse Welsh Harp Y. S.B.	1. 47.50

#### CLASS 2C

1. Miss R. Newman/Miss P Renshaw Harlow CC	1. 40.50
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#### CLASS 3C

1. Miss W. Muir Richmond CC	2. 12.15
2. Miss A. Brotzman Newham CC	2. 17.20
3. Miss C. Geraghty Newham CC	2. 22.40

### THAMES L-D RACE 27th April 11 miles Senior 8 miles Junior

#### CLASS 1A

1. N. Jackson Grappenhall ACA	1. 37.00
2. J. Day Harlow CC	1. 38.49

#### CLASS 2A

1. L. Oliver/A. Edwards Lincoln CC	1. 31.10
2. Schnepf/C. Gray Reading Univ. CC	1. 32.00

#### CLASS 3A

1. S. Smith Worcester CC	1. 53.45
2. R. Wait N. C. K. C	1. 54.41

#### CLASS 4A

1. T. Beene/M. Foulger Harlow CC	1. 48.46
2. J. Dalton/B. Smith Canoe Touring Club	1. 50.16

#### CLASS 1B

1. R. Billen Richmond CC	1. 16.30
2. H. Baker Harlow CC	1. 19.25

#### CLASS 2B

1. D. Parnham/W. Taylor Richmond CC	1. 12.20
2. G. Kolar/J. Farthing Richmond CC	1. 15.30

#### CLASS 3B

1. P. Williams Harlow CC	1. 34.33
2. P. Bates Warwick Police Cadets	1. 41.15

#### CLASS 4B

1. C. East/R. Brooks Isleworth CC	1. 29.03
2. M. Pearsay/P. North Isleworth CC	1. 38.52

#### CLASS 2C

1. S. Buckett/L. May Southampton CC	1. 30.56
2. R. Newman/P. Fenshaw Harlow CC	1. 42.39

#### CLASS 3C

1. S. Pluthero Canoe Touring Club	1. 11.50
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### OPEN SLALOM CLASS

1. D. Capps Windsor CC	2. 05.38
2. S. Holtorp Independent	2. 11.39

### APPLETREETWICK SLALOM 26th/27th April 2nd/3rd division

#### 2nd DIV. KAYAK

1. N. Fielden Cambridge Univ.	311/169 pts
2. G. Marley Sunderland CC	276/185 pts
3. P. Roberson Don Valley CC	278/188 pts
4. R. Usher Chalfont Park CC	285/192 pts
5. G. Jones Manchester CC	CAP/194 pts

#### WOMENS KAYAK

1. Carol Gostling I. M. Marsh	480/277 pts
2. Wendy Horne Leeds CC	SCR/713 pts

#### 3rd DIV. KAYAK

1. I. White Sunderland CC	260/152 pts
2. A. Morgan Soar Valley CC	299/224 pts
3. D. Thornton Abenden Univ. CC	637/244 pts
4. R. Stephenson Soar Valley CC	517/253 pts
5. C. Moore Riverside CC	290/266 pts



**WOMENS KAYAK**

1. Chris Jones Aberdeen Univ. CC	SCR/694 pts
2. Pat Parker Leeds CC	CAP/822 pts

**NON-RANKING KAYAK**

1. A. Maher Ireland	272/260 pts
2. F. Pilkington Ireland	451/328 pts

**TEAM EVENT KAYAK**

1. Manchester 'A'	212 pts
2. Leeds 'B'	386 pts
3. Scratch	582 pts

**OPEN CANADIAN DOUBLES**

1. Swift/Witter Leeds CC	375/275 pts
2. Fielden/Edwards Cambridge Univ. CC	510/285 pts
3. Woods/Brown Midland CC	308/296 pts

**OPEN CANADIAN SINGLES**

1. D. Patrick Midland CC	551/345 pts
2. J. Edwards Cambridge Univ. CC	692/373 pts
3. N. Hopkins Shepperton CC	SCR/389 pts

**BEDFORD TO ST NEOTS L-D 4th May**  
15 miles Seniro 8 miles Juniors

**CLASS 1A**

1. S. Kitson Grappenhall ACA	2. 01.56
2. A. Chapman Royal CC	2. 05.45
3. P. Lawler Richmond CC	2. 09.45

**CLASS 2A**

1. S. Hollier/C. Baker Royal CC	1. 55.00
2. M. Mean/J. Day Harlow CC	1. 55.10
3. M. Whitby/H. Dyer Richmond CC	1. 55.35

**CLASS 3A**

1. T. Rowntree Birmingham CC	2. 16.59
2. J. Edmondson Independent	2. 21.59
3. W. Overton Cambridge Univ. CC	2. 22.49

**CLASS 4A**

1. T. Beere/M. Foulger Harlow CC	2. 13.00
2. G. Downing/J. Smith Wolverhampton CC	2. 20.10
3. G. Cottle/C. Vare Bradford on Avon CC	2. 26.20

**CLASS 1B**

1. G. Martin Bourne Wing Youth	1. 06.56
2. M. Osbourne Nottingham CKC	1. 09.40
3. T. Gould Kennett Valley CC	1. 10.00

**CLASS 2B**

1. D. Parnham/R. Billen Richmond CC	0. 57.50
2. G. Kolar/J. Farthing Richmond CC	1. 00.50
3. G. Harris/P. Roberts Hythe Venture Scouts	1. 01.00

**CLASS 3B**

1. D. Williams Harlow CC	1. 11.55
2. D. Russell Gailey CC	1. 15.15
3. M. Tarry Richard Hale School	1. 15.25

**CLASS 4B**

1. C. East/R. Brooks Iselworth CC	1. 10.40
2. J. Heffer/P. Honour Amersham Canoe Trekkers	1. 11.05
3. P. Cotterill/D. Squires Gailey CC	1. 13.35

**CLASS 1C**

1. Miss K. Twine Waterside CC	1. 17.50
2. Mrs. J. Machin Gailey CC	1. 39.30

**CLASS 2C**

1. Miss S. Buckett/Miss L. May Southampton CC	1. 10.37
2. Miss V. Brown/Miss J. Richards Cambridge Univ. CC	1. 12.36
3. Miss P. Renshaw/Miss P. Newman Harlow CC	1. 41.35



**MONSCHAU INTERNATIONAL SLALOM**  
4th May

**MENS EVENT - KAYAK**

1. K. Langford Manchester/Gt. Britain	230.8 pts
2. G. Trojovsky Schwaben-Augsburg	237.5 pts
3. H. Straetmans KSK Koln	256.8 pts
4. H. Beck Schwaben-Augsburg	259.0 pts
5. H. Kuchta KCD D-dorf-Hamm	260.4 pts

**WOMENS EVENT - KAYAK**

1. Pauline Squares Leamington/Gt. Britain	317.9 pts
2. Audrey Keerie Sunderland/Gt. Britain	338.6 pts
3. Barbel Korner KCD D'dorf-hamm	358.7 pts
4. Ruzena Novtna CKD Prag	370.8 pts
5. Irene Uhlig WSC Lippstadt	384.6 pts

**MENS CANADIAN DOUBLES**

1. Wenzel/Heb KSK Bayer Uerd	266.0 pts
7. Witter/Hastings Chester/Gt. Britain	340.4 pts

**MENS CANADIAN SINGLES**

1. Wolff, Peters KV Schwerte	283.1 pts
10. M. Hillyard Chalfont/Gt. Britain	440.3 pts

**LEVEN WILD WATER TEST 4th May**

<b>SILVER (1st Class)</b>	
M. Swallow Chester CC	6.31/6.14
N. Morley Lakeland CC	6.42
H. Goodman Lakeland CC	6.49/6.46

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FALLS SLALOM**

**MENS DIVISION - KAYAK**

1. E. Lawrence Wild Water KC	620/166 pts
2. G. Collins Salmon Leap CC	301/168 pts
3. Stopp Belfast CC	187/170 pts
4. A. Maher Salmon Leap CC	206/170 pts

**TEAM EVENT - KAYAK**

1. Salmon Leap Canoe Club	587 pts
2. Wild Water Kayak Club	504 pts
3. Belfast CC	657 pts.

**WOMEN EVENT**

1. Miss J. McCrae Wild Water KC	CAP/415 pts
2. Miss V. Talbot Wild Water KC	RET/869 pts

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**MENS EVENTS - KAYAK**

J. Southwood 1000m K1	4m 09.4s
A. Powell/R. Fox 1000m K2	3m 48s
St. George 1000m K4	3m 25s
J. Southwood 500m K1	1m 54s
A. Powell/R. Fox 500m K2	1m 46s

**WOMENS EVENTS - KAYAK**

Sue Woods 500m K1	2m 25s
E. Sumegi/KMacPherson 500m K2	2m 13.8s

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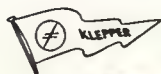
# KLEPPER



The World's First and Finest

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KLEPPER SL8 pure slalom model. Gold medal winner. 13'3" x 24½" .£45. 0. 0



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## KLEPPER TRAMP

KLEPPER TRAMP G.P.Sports Single and Training. 14'1" x 24½" . £42. 10. 0



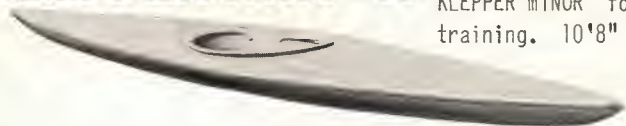
## KLEPPER COMRADE

KLEPPER COMRADE Sports double. Suspended seats. 15'11" x 30½" £50. 0. 0



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KLEPPER MINOR for Juniors, and Slalom training. 10'8" x 21½" £28. 10. 0



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