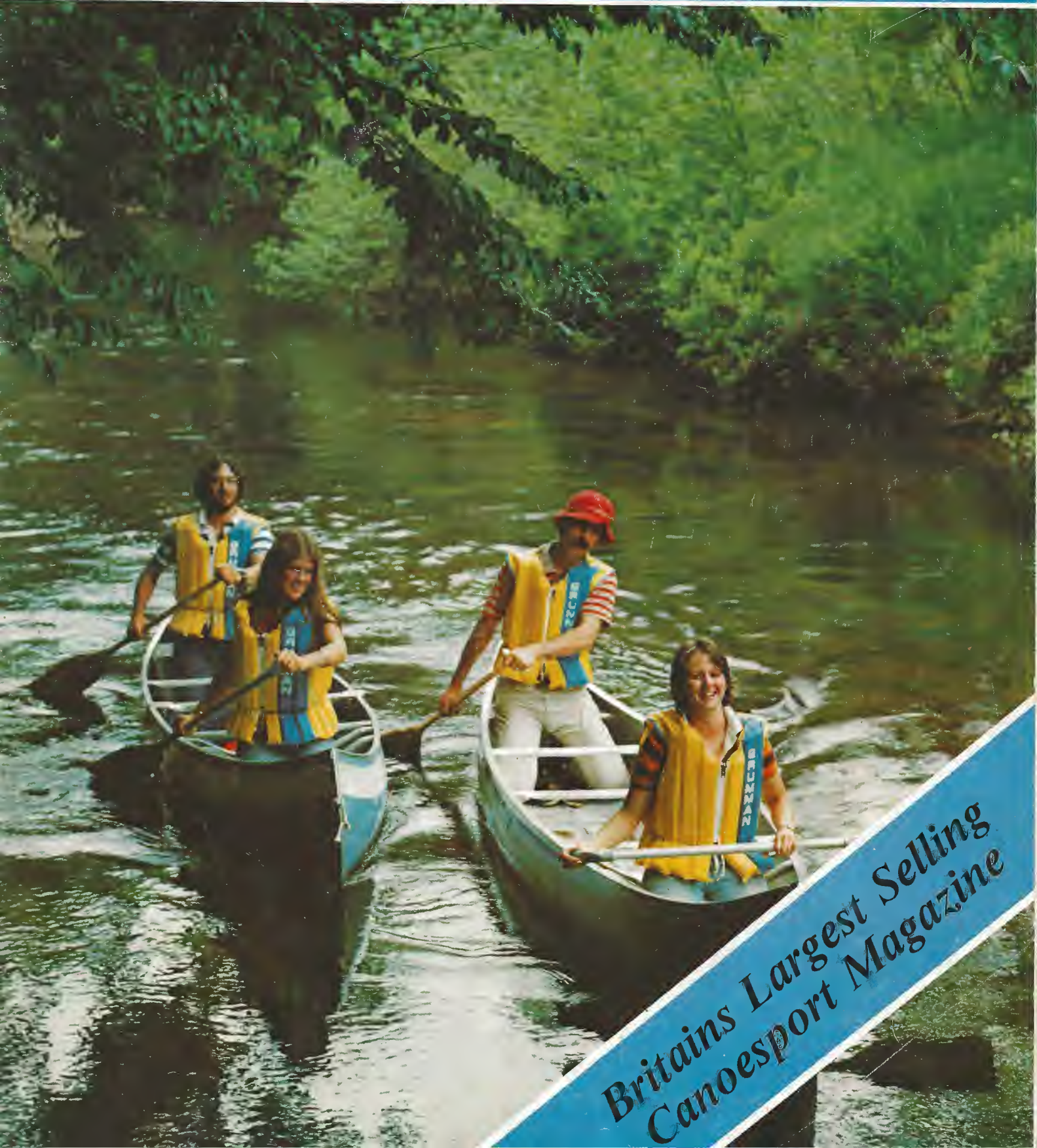


CANOEING MAGAZINE

# CANOEING

N°58 OCTOBER 1982 SIXTYPENCE



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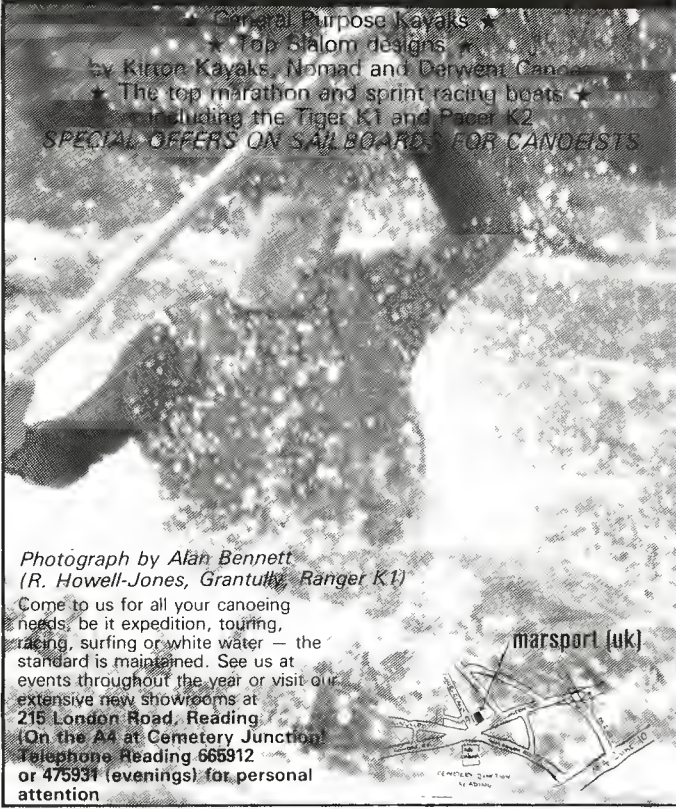
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Photograph by Alan Bennett  
(R. Howell-Jones, Grantully, Ranger K1)

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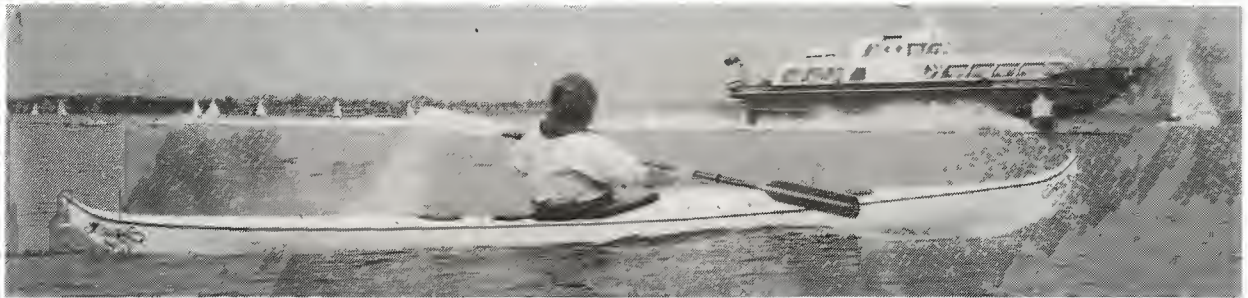
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# CANOEING

INCORPORATING CANOEING IN BRITAIN AND CANOEING MAGAZINE

## OCTOBER — NUMBER 58

*Editor:* Mike Clark

*Assistant:* Steven Rudd

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COVER: *Photo: Grunmann Works, USA.*



*K2s off at Ry, Gudena Marathon — see page 21.*

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# Notes & News

## A NEW 'SETTLEMENT' IN PEEBLES-SHIRE

The Royal Scottish Society for Prevention of Cruelty to Children are indebted to Graham Tiso, Scotland's leading outdoor retailer, and Messrs. Coleman U.K. Inc., for donating two 15' Coleman Canadian Canoes for use at their 'Settlement'/Adventure Camp in Peebles-shire.

The 'Settlement', built in the Summer of 1972 by a group of 35 adolescents led by a team of enthusiastic volunteers, began with a 24' x 15' hut known as The Log Cabin and an old showman's wagon. Facilities have continued to be basic with calor gas lighting and heating, chemical toilets, etc. but the four cabins and three caravans which now stand in the Eddleston woodlands provide an adventurous setting for up to 20 children and several adults at any one time. The location is ideal for outdoor pursuits and its proximity to Edinburgh and Glasgow facilitates regular use by city children at weekends. During the Summer months, the camp offers a programme for children from all over Scotland.

Canadian canoes were chosen in preference to kayaks because of their higher participation level. Coleman Canadians in particular because they are made in a virtually unbreakable revolutionary new material called Ram X. This material will limit the down time of the canoes and totally eliminate the time consuming job of repairing conventional wood or G.R.P. canoes, therefore ensuring that the canoes will be available for use whenever required.

## VALLEY WIN VALLEY COMPETITION

Readers were asked to finish the quotation in VCPs advert and say where it was from. Sadly, nobody got it right, and the prize remains in VCPs coffers!!!

The correct answer:

*'If I had Alladdin's lamp for only a day I'd make a wish, and here's what I'd say, Nothing could be finer than to be in Carolina in the morning.'*

Words by Gus Kahn, Music by Walter Donaldson. 'Carolina in the Morning'. A pop-song first published in 1922 . . . bit before your time eh!

## CANOEES ARE DANGEROUS — OFFICIAL

The British Canoe Manufacturers' Association, soon after its foundation in the early seventies produced the first standard for canoe/kayak construction in the world. Later, B.C.M.A. members worked with the British Standards Institute for a number of years to produce BS MA91 — Standards of Canoe Construction, published in 1980. Their concern with all things canoeing is reflected in a close relationship with the British Canoe Union, the sport's governing body, and their own permanent committee dealing with canoe/kayak safety.

This Committee has noted with some concern a new hazard that has gained momentum recently. This is the sudden proliferation of dangerous canoes/kayaks, made mainly in G.R.P. but to a frighteningly low standard of both materials and construction. These boats are not the homebuilt craft of varying quality that have always been something of a safety problem, but are commercially built canoes/kayaks.

The B.C.M.A. has been alerted again and again recently to incidents where kayaks of pathetic quality have caused accidents — some of them near fatalities. There have been the amusing ones of course, where the would-be canoeist has been left sitting in the cockpit of his boat in the middle of the river, while the kayak itself has drifted away — the cockpit and the kayak having parted company within minutes of taking to the water! But there have been more serious incidents where canoeists have been trapped after capsizing by spikes of resin left within the boat by incompetent craftsmen.

What are the reasons for this? Ignorance and greed seem to be the culprits — on the side of the builder and the customer alike. Canoes/kayaks produced by impossibly poor quality workmanship and inferior materials are bought by ignorant newcomers to the sport at prices that wouldn't buy good quality resin let alone the glass fibre. Most frightening of all, local authorities seem to be particularly prone to buying cheap to get their young people onto the water — and at risk.

There is a B.C.M.A. standard of canoe/kayak construction mandatory for all its members and BS MA91 too. Not to insist on this quality of canoe/kayak could seriously damage your health. Over the years, canoeing has been the safest of water sports, with a record that shows almost no accidents caused by deficiencies in the craft itself. This is changing. The B.C.M.A suggest that money in the pocket or in local authority coffers is little compensation for bereavement.

## IN THE PINK

Following on from the report in last month's issue (see page 6 'Salmon are back'), there are continuing reports of salmon being sighted in The Thames. 'Thames Water News' reports in its latest issue: 'More and more salmon are discovered in the Thames every day, proving the success of the restocking exercise begun three years ago.'

'On August 31 the numbers stood at 69 — most of them discovered on the lower Thames between Chertsey and Teddington. Many have been caught by electro-fishing, then tagged and released.'

'Mike Bulleid, regional fisheries officer, said. "We are delighted with the numbers



that have returned. And almost all of them have been recovered alive."

"Some fish have been put into commercial trout farms, where their eggs will be reared artificially. Others are put in tanks and transported upstream to headwaters suitable for spawning, to save them the tough journey upriver.

"To make the journey easier for others, a salmon ladder is being built into Molesey Weir. Not only will this allow the fish to pass the weir easily, Thames Water scientists hope to be able to monitor the number of salmon going through, which is essential for measuring the success of the restocking programme."

#### BRITISH SPORTS SCHOLAR JOINS SPONSOR COMPANY

Canoeist Martyn Hedges now GPC Field Biologist

An associate member of the OCS Group of Companies, General Pest Control Ltd., of South Side, Clapham SW4, announces the appointment of British Team Canoeist, Martyn Hedges, as Field Biologist.

When he is not preparing for major slalom events, Martyn will most probably be found surveying areas in hospitals, hotels, restaurants, schools, offices and other industrial and domestic premises. During his external period at Bath University he spent one year in Technical Research at the Ministry Pest Control Laboratory in Slough.

An OCS Sports Scholar while at the University, Martyn's appointment strengthens the GPC field team and is part of the company's continuing expansion programme.

Representing Britain since 1974, Martyn was fourth in the World Canoeing Championships in 1981 and fourth in the European this year.



#### 1983 CALENDAR ON SALE NOW

British Waterway Board's 1983 pictorial calendar, now published, illustrates the Board's diverse activities and the wide geographical spread of their waterways.

The splendour of the Scottish Highlands in high summer, as seen from the Caledonian Canal will brighten up any cold January day and contrasts vividly with the hardy boating enthusiast seeking out the December sun amid a wintry scene on the Grand Union Canal near London.

The months in between provide a glimpse of the ever changing moods and views to be found along the Board's waterways. Cattle grazing peacefully alongside the Monmouthshire and Brecon Canal in Wales in the evening shadows of a sunny July day are indicative of the delights of cruising the waterway system. Conversely the effect of a freight-carrying coaster sailing majestically through the November mists along the Weaver Navigation in the north-west are a forceful reminder of the developing role of commercial waterways in Britain's transport system.

The calendar, one month to a page, costs £2.75 per copy plus £0.65 postage and packaging and is available from: *British Waterways Board's Information Centre and Canal Shop, Melbury House, Melbury Terrace, London NW1 6JX.*



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#### P.E. TEACHER, BUNGAY HIGH SCHOOL

Mr Mark Attenburrow of Lowestoft, Suffolk (Tel. No. Home: 0502 740875 and Work: 0986 2140) has returned from the Travelling Fellowship he was awarded earlier this year to visit Scandinavia to lead an expedition across Arctic Scandinavia by canoe.

The expedition covered approximately 500 km in 21 days from the Lofoten Islands to the Gulf of Bothnia. In completing this crossing of Arctic Scandinavia, expedition members had to negotiate several large and dangerous rapids, some of which had taken lives when previously attempted by canoe.

During the expedition they had to cope with several hardships, but the insect problem was the main one. One expedition member was bitten 22 times on one wrist and 56 times on his back by mosquitoes. When they reached Tornio/Haparanda on the 20th August and they passed under the bridge they sang 'Rule Britannia' and drank champagne.

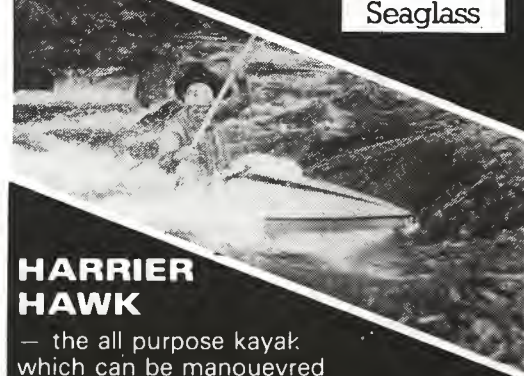
I am sure that if you get in touch with Mr Attenburrow, he will be able to tell you what he has gained from his Fellowship and what he hopes to do in the future. His Fellowship was sponsored by the Mike Jones Memorial Award.

Yours faithfully  
Miss A. Seagrim

Trust Office Administrator.

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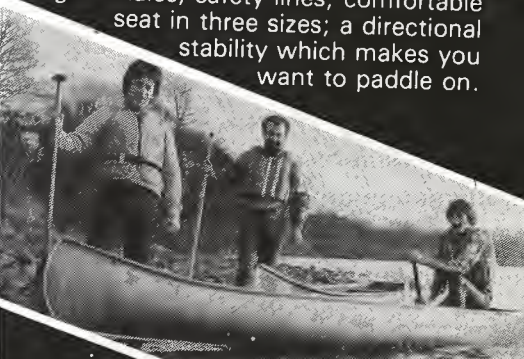
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# WHITEWATER SPORTS

At long last, at the beginning of September Whitewater Sports moved into their new premises at Shepperton. From the cramped shop in Woking High Street, to the stop-gap shop at New Haw, Whitewater now have a real SUPERSTORE and one with enough space to do justice to their wide range of canoes, kayaks and windsurfers, plus space for a thousand and one items of accessories for watersports. Video, coffee bar, and even piped music, the new superstore at Shepperton certainly adds up to the 'Watersports Store of the 21st Century'.

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# SPRINT RACING

## INTERNATIONAL MATCH

The final event of the season at Holme Pierpoint was the Inter-Clubs Regatta and International Match (Canoe Classes between Sweden, West Germany, France and Great Britain, and Women's Classes Sweden v Great Britain), was held over the weekend 11th/12th September.

The regatta had very mixed conditions: on the Saturday it was just like last year's World Championships with a dead calm wind and hardly a ripple on the water, but the Sunday was a complete contrast — overcast sky, heavy squally wind (that had more than a few of the C1s capsized on the long distance) and waves almost suitable for surfing . . . typical Holme Pierpoint in fact!

In the Women's Senior/Junior International Match our girls proved too strong for the Swedish Team and we took the overall match with a total of 54pts to 30pts. However in the Canoe Match the West Germans took the win with 309pts to Britain's 242pts; Sweden was third with France trailing in fourth.

The weekend produced some excellent racing, our girls taking every win in the Women's Match, the Senior K1 going to Lesley Smithers, the Junior K1 to Jan Lawler, the Senior K2 to Lesley Smithers/Anna Craske, the Junior to Jan Lawler/Sue Perrett, and the Senior/Junior K4 to Lesley Smithers/Anna Craske/Sue Lucas/Jane Jacobs. In the long distance events, despite some frightful and highly erratic steering by Anne Plant in front of our K4, they did manage to take the win in a very closely fought race with the Swedish K4 who led for much of the 6000m course. Anne Plant went on to win the Women's K1 6000m, but unfortunately the top Swedish girl who certainly could have given her a close race was capsized shortly after the start and very bravely got back in to finish the event well up. Young Lynne Davis under Nottingham Kayak Club colours took out the Junior K1 6000 m (despite the hair!)

In the Canoe Match the competition was not so rewarding to our paddlers. However, we did manage a few wins: S. Train taking out the Senior C1 1000m, Train/Broadbent winning the Junior C1 10,000m and Train/Train won the C2 10,000m. In the C7 events, the West Germans and Swedes really showed us what it was all about — we came last in all four events . . .

*Report by Mike Clark*

## INTER-SERVICE SPRINT AND MARATHON CANOE CHAMPIONSHIPS

The Inter-Service Championships held on the Trent and at Holme Pierpoint on 10th/12th September showed that Army paddlers can, after all, be beaten.

The Marathon K2 event, held on Friday on the River Trent at North Muskham, was won easily by Sgts. Steve Jackson and Ron Story, both of Royal Signals. Captain Paul Robertshaw and WO2 Roy Evans beat a Royal Air Force crew in a hard fought paddle for second place.



*Photos: Top turn of the Womens K4 6000m: top turn on the Womens K1: Jan Lawler with a real look of determination: Men round the top turn: C1s in trouble at the turn: plus two of the prettiest girls around sprint racing . . .*

*Photos: Mike Clark*



In the K1 event, Cpl. John Speck, of REME, won after a ding-dong tussle with Royal Navy and Royal Air Force paddlers. From the finishing line it was difficult to see who was winning until the last few seconds of the race. These two wins ensured that once again the Army Canoe Union of the Inter-Service Marathon trophy.

On Sunday it was a disappointing overall result for the Army. Although Army paddlers won in the K4, K2 and K1 events at both 1000m and 500m, the better overall places won by the Royal Air Force defeated the Army's attempts to win the Bicester Cup for the thirteenth time.

In the C1 event the Royal Air Force won, despite a spirited attempt by Cpl. Trivett, who had never paddled that type of canoe before. The C1 is paddled from a kneeling position, Cpl. Trivett paddled his C1 from a sitting position, but was not the last.

### Winners in the Sprint races were:

- K1 1000m: Sgt Steve Jackson (R.Sigs)
  - K2 1000m: Sgts Ron Storey and Steve Jackson (both R. Sigs).
  - K4 1000m: Capt Paul Robertshaw (R. Sigs), WO2 Roy Evans (RCT), Sgt Ron Story and Cpol Ken Primrose (both R. Sigs).
  - K1 500m: Sgt Steve Jackson.
  - K2 500m: Sgts Ron Story and Steve Jackson
  - K4 500m: Capt Paul Robertshaw, WO2 Evans, Sgt Ron Story and Kevin Potter (R. Sigs)
  - C1 500m: won by Middleton of the Royal Air Force
- Bicester Trophy: 1st RAF, 76 pts; 2nd Army, 67 pts; 3rd R Navy, 56 pts.

*Report from Major (Ret'd) W. Nicholson*





# SPRINT RACING

# MARATHON RACING

## MEDWAY MARATHON

About 70 canoeists, with ages ranging from 12 years to 62 years, mostly men and boys but with a good number of ladies and girls too, turned up at the Malta Inn Beefeater Steakhouse in Maidstone on Sunday morning to have a go at canoeing the 18 miles of the River Medway from Maidstone to Tonbridge, the annual 'Medway Marathon' Canoe Race organised jointly by Tonbridge Canoe Club and Maidstone Canoe Club.

Competitors came from as far afield as Northampton, Warwickshire, Worcester, and Norfolk, not to mention those from London and the south-east of England. Types of craft ranged from fast racing K1s and K2s, through all the variety of touring singles and doubles, to slalom and general purpose kayaks, and even included one sea kayak, one racing Canadian canoe, and one touring Canadian canoe with Mum, Dad and their young daughter as crew.

The weather was glorious — so glorious, indeed, that the organisers were rather concerned about the effects of the heat on some of the younger and more inexperienced competitors. However, all was well, largely due to the free drinks and biscuits available to competitors at all the locks en route, provided by the organising canoe clubs.

After spectacular massed starts from the Malta Inn, the canoeists were off on their long journey upstream, and interest switched to the finish outside the Lyons Wharf Beefeater Steakhouse in Tonbridge. First over the line, in an amazingly short time of 2 hours 124 minutes which must be a record for this particular course, was Olympic Canoeist Allan Williams, of Royal Canoe Club, in a racing K1, closely followed by two other Royal Canoe Club members, Gary Hall and Tim Middlehurst, in a racing K2. All the competitors in these racing boat classes would have run hard round every lock, barely pausing to pick up their boat, have a quick drink 'on the run', jump back into their kayak and paddle on.

For nearly 5 hours competitors continued to arrive at Tonbridge in varying states of exhaustion and elation — for many it was the longest race they had completed — and the last little group of four who took 6 hours and 55 minutes included two 13-year-olds from Poseidon Canoe Club who had never done a long distance race before! They had paddled on sheer determination to get to the end, having to be practically lifted from their boats by the lock marshals as they came into the last few locks on their long journey.

The fastest Senior Lady was Sally Gynon of Tonbridge Canoe Club in a time of 3hrs 16mins but she was beaten on time by the fastest Junior Lady, Heather Brough of Worcester Canoe Club, in a time of 2hrs 47mins. The fastest Mixed K2 was Di Lawler and Bob Grimes of Elmbridge Canoe Club in 2hrs 39mins, and the fastest Junior Man was G. Carno also of Elmbridge in 2hrs 29 mins. Elmbridge C.C. also provided the fastest Junior Men K2 of Ivan Lawler and Graham Burns in a time of 2hrs 28 mins. Only 8 of those starting didn't reach Tonbridge.

## MACGREGOR PADDLE TROPHY FINAL POSITION 1982

Pos.	Club	Points	Pos.	Club	Points
1	FLA	533	21	LAN	57
2	PRE	316	22	WFN	55
3	RIC	297	23	LEI	53
4	NOT	241	24	NOR	52
5	WOR	208	25	RNK	50
6	LIN	178		BSF	50
7	WEY	169		WAR	50
8	HAV	163	28	RLP	49
9	LIC	153	29	BOA	35
10	ROY	145	30	CAR	33
11	GAI	118	31	NPT	32
12	TON	112	32	HRT	31
13	KIR	82	33	BWL	26
14	HRC	74	34	ACU	21
15	ELM	73	35	BU	18
	SHO	73	36	RAF	14
17	IRV	66		STU	14
18	HUL	65	38	DER	7
19	RLS	63		NEW	7
20	TRO	58	40	WAV	4
		41	NSS	2	
		42	NSS	2	

All competitors were provided with free refreshments at Tonbridge Canoe Club and large numbers of prizes were given out, kindly donated by Beefeater Steakhouses and Gransden Marine, Capel Canoes also assisting by providing boat numbering discs, which helped ease the problems of the finishing judges considerably.

One trophy remains to be presented when all the results are finally sifted, and that is the special trophy provided by Beefeater Steakhouses for the most deserving competitor — a very difficult decision to make with so many having put in so much effort.

## MEDWAY MARATHON 82 RESULTS

### SENIOR MEN & MIXED K2

1st G. Hall/T. Middlehurst, Royal 2.19.24; 2nd R. Catchlove/M. Wibrew, Gillingham 2.24.03; 3rd A. Thomson/D. Jordan, Maidstone 2.38.43; 4th Ms D. Lawler/R. Grimes, Elmbridge 2.39.11; 5th C. Newton/Gurr, Stubbers 2.40.27.

### SENIOR MEN K1

1st A. Williams, Royal 2.14.12; 2nd J. Speck, R.L.P.C.C. 2.24.27; 3rd P. Lanighan, Fareham 2.25.22; 4th T. Melham, Westel 2.27.43; 5th A. Coleman, Tonbridge 2.28.31.

Report by K. S. Coleman

# Letters

Letters of comment, praise, abuse or disgust, always welcomed — Address to: Editor, Canoeing Magazine, 34 Buckingham Palace Road, London SW1W 0RE.

Dear Editor,

'That's interesting,' thought I when I came to page 11 of the June issue of *Canoeing*, which has just arrived. 'I didn't send that one to him'. But there it was, my spare paddle system. Not that I mind, it may be the answer to someone else's problems.

I had a quiet snigger to myself when I saw its source, the December issue of *The Sea Canoeist*. To think that you had chosen that item out of the entire issue. If you've read the March edition, especially the libellous and defamatory page 15, you'll understand my mirth.

To return to spare paddles. The article was also published in the *ASKC*

*Newsletter*, but since then a better means of holding the blade end of the paddle has been devised, and makes restowing much easier. The problem, of course, is to hold the shock cord loop open so that the blade can be pushed under it, and the use of a rigid plastic tube does just that. Simply push the blade under, and there it is. It's still awkward on the stern, but possible, and those who carry the spare on the foredeck will find it extremely easy.

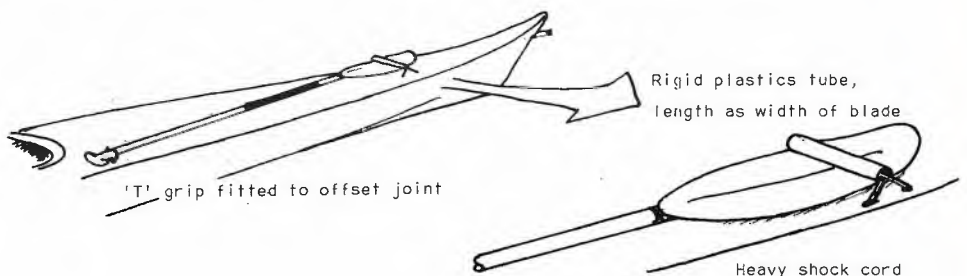
Sincerely,  
Peter J. Carter

## JUNIOR RANKING

Dear Editor,

Under the heading 'Slalom', your July issue carried a letter from J. Mooney complaining of the lack of junior ranking lists in *White Water Magazine*. The series was concluded too late for inclusion in our May issue but if your correspondent looks in our August issue he will find the ranking list leading positions for juniors and comment on the series — under the heading 'Wild Water Racing'.

Regards  
Stuart Fisher, Editor.



# SEA CANOEING

## 1ST EVER SEA-SYMPOSIUM: MAINE — U.S.A.

by Mike Clark from conversations with Frank Goodman

Aug 14th-15th 1982 saw the first ever get-together of sea-kayakers in the U.S. The venue was Maine University's Oceanic Department at Walpole, Maine, where their facilities, set in superb woodland overlooking the Dawariscotta river inlet, include a lecture room and also a small jetty and pontoons — ideal for practical demonstrations.

Over two hundred canoeists turned up, far more than expected, flying in from Florida and driving from as far afield as Seattle on the west coast.

The two sponsors for the weekend were L.L. Bean, one of the large mail-order sports stores on the east coast and Canoeing Magazine U.S.A. Between them they managed to supply the coffee, 60 dozen doughnuts and 800 sandwiches, munched over the weekend and also the guest speakers flown in from other states. These included Frank Goodman from Valley Canoe and his wife. Although Frank was the only official guest from England, Mike Bridgwood, an ex-patriot now living in South Carolina arrived and one of the first re-unions of the meet was when Frank spotted Dave Mitchell with an armful of paddles!

Although various lectures and slide-shows were extremely well received it was clear that the real purpose of the weekend was to try out kayaks. Bean's had supplied a group of U.S. designs and other manufacturers had brought representative selections. One unfortunate lad of eleven who had his own Anas Acuta especially imported from Valley Canoe, wasn't allowed in it all weekend — not only was his Dad playing with it, but so were all his Dad's pals. Worse than train sets!

Various types were organised, from novice to advanced, but the sun shone and the wind was a whisper. Nothing was advanced, and no-one was under pressure even out beyond the headlands where the ocean curved away to Europe and seals basked on the hot rocks.

Frank Goodman was asked to put on a demonstration of deep-water rescues, which he did. Then he filled a canoe with 200lbs of sandbags, just to prove that they didn't really work and then pumped his boat dry and paddled away. Few of the Americans had seen deep-water rescues performed before so the demo stimulated a lot of interesting discussion.

Generally the Americans think of sea-canoeing in the U.K. as a macho sport and certainly they tend to take things fairly steadily with big touring boats full of steaks! The reason for this seems to be simply that conditions around the British coasts tend to be more severe and exposed, so we have developed our sea-going skills and kayak designs accordingly. As one American manufacturer put it: *'The only reason my boats were called 'sea-boats' was that the guys paddled too far down the river!'*

The wilderness of the sea is everywhere but in the U.S. the wilderness of the forests

is still close at hand, especially in New England, and canoeists there tend to use kayaks for hunting and fishing in a way that is probably impossible in this country. For example, Bart Hauthaway, one of the G.O.M. of U.S. canoeing takes pride in catching Striped Bass from his kayak that are heavier than the boat. His favourite was a 35 pounder caught from a slalom boat weighing 32 pounds. The larger lakes offer interesting paddling too, and Bart, who hunts deer with a bow and arrow uses his canoe to ferry home his provisions. As he says: *'My idea of Social Security is a deep-freeze full of venison.'*

Throughout the two days, kayaks were paddled, techniques discussed, designs admired, friends were made.

There will be a second Sea Symposium in Maine, 1983. Certain!

## THE FRENCH CONNECTION

### Cross Channel Restrictions

The situation is unchanged although the Mitterrand Government's Maritime Authority has new officials and is generally more helpful to pleasure boating.

That Authority maintains that Kayaks cruising the *Pas de Calais* are a danger to themselves and merchant shipping and the Authority will not therefore allow cross channel paddling.

However, several groups, heavily supported by large escort vessels have crossed the channel since the restrictions were first enforced upon the Jersey group in 1979. The basis on which they have not been stopped would seem to be that they are regarded as 'tenders' to the larger vessels and remain close to them. It is likely that small groups of unescorted Kayaks have also slipped across by launching and landing where *'Les Gendarmes'* are less vigilant. Surveillance is mostly of holiday beaches where sailboards are used.

### 300 Metre Rule

Representations by the French Federation Canoe Kayak (F.F.C.K.) and CK/MER supported by the B.C.U. Sea Touring Committee are now producing good relations between the new breed of French Sea Kayakist and Maritime Authorities and a relaxation of this rule to extend to 1 mile (Sailboards are already permitted out to 1 mile) is to be officially announced shortly. This relaxation will only apply to paddlers who satisfy sea going standards (B.C.U. Sea Proficiency Kayak and equipment specification more or less). Further relaxations in the rule are hoped for in due course.

### CK/MER

This association of sea canoeists is now well supported and officially recognised as the French Authority for Sea Kayaking. Now in its second year, it circulates a newsletter, liaises with other French groups of similar interests and organises an annual get together, (St. Malo — 8/9/10 October, 1982). Syllabuses for Sea Kayak Awards are currently under consideration.

### Courses in France

The French Y.H.A., F.F.C.K., Glenans, Finistere region and Normandy to name a few, have all developed Sea Kayak courses this year. A successful tour of South Brittany was staged for the second year in August and another is in hand for the first week in August, 1983.

English Sea Kayakers are usually welcomed to assist or join in sea canoeing events and our expertise is greatly valued.

# EVENTS & COURSES

## THE CANOE-CAMPING CLUB

### TIDEWAY RUN: 14th November 1982

The Canoe-Camping Club will celebrate the start of its 50th year on the 14th November with its traditional Tideway Run. It is with pleasure that we invite any BCU canoeist to join us and mark the occasion. This year, the tides favour a paddle from Greenwich to Putney and return — 10½ miles each way. Nobody is obliged to make the journey both ways.

You are reminded that the Thames Tideway is a commercial seaway. Vessels may be steaming through to power stations on the ebb; on both occasions they will come from behind. In addition, ferries ply between Greenwich and Westminster Bridge — ALL WILL EXPECT A CLEAR PASSAGE.

Those making the return trip make be overtaken by darkness. Carry a white light during the hours of darkness, and be prepared to show it to any approaching vessel.

### Carry a white light from 16.13hrs on the eve of November 14th

The rule of the seaway is to keep to the right. Please do so, particularly on left-hand bends and take even more care at bridges — buttresses obscure vision.

### Keep to the RIGHT at all times

Canoeists should be on the water by 09.45 for departure at 10.00. The start will be marked by a white mini-flare and we ask that the club elders should have the lead for 10 minutes.

There are toilet facilities for both men and women at Greenwich but only for men at Putney Bridge.

The return from Putney will commence at about 13.45hrs; there will be no formalities for those who only make the single journey from Greenwich to Putney and require transport back to the start. The Canoe-Camping Club will arrange this. It will be for people only, will cost £1 and can be arranged with Roger Green provided that notice with money is given before 31st October.

I hope that you will find the event an enjoyable one despite the apparent constraints of the commercial nature of the Tideway. In practice these constraints slip into the background and the Meet becomes an enjoyable way to spend a November Sunday.

Keith Holmes, Chairman, Canoe-Camping Club

## CUMBIRA COACHING PANEL

Advanced Training Course. Based at Keswicks, 26th-28th Nov 1982.

Contact: Dave Pritt, 102 High Brigham, Cokermonth, Cumbria, CA13 0TJ. Tel: 825026 (enclose sae).

# SLALOM

## REGULAR SLALOM NEWS

In a year that has seen British slalomists reach the top in Europe, indeed, top in the world, this side of our sport has sadly had little coverage in *Canoeing Magazine*. This is one of the major problems of our sport — it is not just one sport but six or seven sports under the title CANOEING. The calendar is so crowded it is impossible to get round to every major event or give adequate coverage to any one side of our sport.

However, in the past I have always offered specialist committees of the BCU space for any news or reports in *Canoeing Magazine*. Such space has been regularly taken up by Sprint Racing and Marathon Racing. The offer still stands to other committees — a regular magazine every month through the year can only help to keep canoeists in touch, both nationally and on the international scene — and I am pleased to say that Jennifer Munro, Publicity Officer for the BCU Slalom Committee is to supply regular news pages in our magazine.

## PADDLING AGAINST THE CASH FLOW Champ over Europe

Richard Fox stands on life's highway, his face cannot be recognised, his canoe is almost invisible and his car — it is not a complete wreck, but hitching a lift from a broken-down vehicle is not the way the World Champion and European Champion should have to travel. This, unfortunately, is the way of life for many of our top paddlers. The sport and the country expects much of them — but gives little in return.

The gentlemen of the media are learning to respect the qualities of the sport and understand something of its problems. Our European Champions were given some good coverage on their triumphant return home and some of the headlines and texts appear on this page. It is hoped that the apathetic canoeists will learn to do the same. Not only have Liz and Richard helped to put slalom on the map, they together with the British team, coaches and management have put British slalom canoeing on top of the world!

This is no mean achievement. It is hope that in the years to come the sport will become more widely recognised. David Hunn of the *Observer* has written of this spectacular and demanding sport: *'In the whole wide world of sport, little exists that is so excruciatingly testing as a canoe slalom race. Under immense physical pressure, the competitor has continually to produce extreme accuracy in the knowledge that one mistake will kill his chances. There are sports in which the demand for accuracy is even more exacting, and sports in which the physique is even more intolerably stretched — but perhaps only in the special hell called modern pentathlon do the two tortures reach greater heights of sadism at the same time.'*

## Fox conquers Europe

ONE BETTER

TO GO

# Shock Britain's for canoeists Champion from the duck pond

What is so numbing, so depressingly frustrating, is that, unlike their amateur counterparts in athletics for instance, they are positively denied the chance to push their competitive brilliance to the limits.

Former Olympic slalom canoeist John Court, director of the West Midland Canoe School, based at Stone, said star pupil, World and European champion Richard Fox was being denied possible medal opportunities.

## Liz scoops Euro prize

World beater Liz Sharman:

The girl who can even  
drive stagnant  
water wild.

Fox, and newly crowned European ladies kayak singles champion Liz Sharman (also a member of the Stone based Centre of Excellence for Canoeing) are being prevented from competing in the major overseas competitions because of finances.

And the sports governing body in this country, which is run mainly by voluntary members the British Canoe Union, confirmed this sad fact.

They are unable to put up the money to send their top paddlers to the highly rated Americas Cup next month and the Brisbane based Commonwealth Games in September.

"I'm confident that both Richard and Liz could win medals. In the case of the Americas Cup only the price of an air ticket is preventing them going," said Court.

## OBSERVER MUMM SPORTS PERSONALITY OF THE WEEK

DAVID HUNN meets  
the girl who rose  
from the weeds to  
become the world's  
best canoeist.

Sue Garrick became a world class canoeist in four years but the cost of representing Britain means her father must consider selling the family's home.

## Canoe champion foxed for funds

But with Britain established without question (well, not much question) as the world's leading slalom nation, one remains astonished that relevant arms of commerce have not more fully embraced people like Fox and Liz Sharman. General appreciation of their achievements is so feeble that it was with the greatest difficulty, last weekend, that THE OBSERVER was able to acquire results from Augsburg.

Since 1977 when Albert Kerr won the World Championships and took the only medal for Great Britain in slalom, the U.K. has steadily improved until it can now proudly claim to be the best in the world. 1982 is drawing to a close. The eyes of the slalom squad are looking ahead to 1983 and to the next World Championships in Merano, Northern Italy. Richard will hope to defend his title successfully, Liz will hope that, with this year's successes behind her, she will be able to win the most cherished title of all. But as they gaze into empty money boxes our champions, not to mention the others in the British squad, must wonder what they will be able to achieve by way of training not to mention results. Richard draws Social Security. That just about covers the cost of petrol. He has not said what pays for the food he must eat . . .

Photos: Richard Fox competing at Augsburg.

Liz Sharman seen at Bala World Champs



**EUROPA CUP 1982  
NATIONS TOTAL IN SLALOM AFTER 3 ROUND**

Pos.	Nation	Tacen	Lofer	Augsburg	Total
1.	GBR	89.22	12.28	56.43	157.93
2.	CSSR	75.58	67.93	141.48	284.99
3.	BRD	143.80	72.06	108.14	324.00
4.	FRA	267.95	68.73	178.41	515.09
5.	USA	150.05	185.85	301.24	637.14
6.	SUI	482.70	115.64	326.90	925.24
7.	POL	280.69	197.67	814.09	1292.45
8.	YUG	324.50	295.44	924.07	1544.01
9.	AUT	627.95	375.94	560.17	1564.06
10.	ITA	443.24	260.34	1036.00	1739.58
11.	IRL	824.91	421.91	1142.14	2388.96
12.	SWE	834.93	504.02	1144.62	2483.57
13.	AUS	775.77	490.73	1243.04	2509.54
14.	BEL	883.16	524.40	1165.82	2573.38
15.	NZL	857.89	542.39	1191.73	2592.01
16.	HOL	866.11	579.20	1181.46	2626.77
17.	LUX	867.95	590.90	1206.07	2664.92

Pos.	Nation	NATIONS TOTAL WW/SL		Total
		WW	SL	
1.	BRD	223.58	324.00	547.58
2.	FRA	121.89	505.09	636.98
3.	GBR	830.70	157.93	988.63
4.	SUI	990.22	925.24	1915.46
5.	USA	1688.63	637.14	2325.77
6.	ITA	864.11	1739.58	2603.69
7.	BEL	1514.22	2573.38	4087.60
8.	YUG	3974.64	1544.01	5518.65
9.	AUT	4456.38	1564.06	6020.44
10.	AUS	4776.42	2509.54	7285.96

**RESULT SHEET FOR MAJOR CHAMPIONSHIP EVENTS**

YEAR	EVENT	RESULT	CLASS
1977	World Championships	World Champion	Men's Kayak
1979	World Championships	Team World Champions	Men's Kayak
	World Championships	Bronze Medal	Men's Kayak
1980	European Championships	European Champion	Canadian Singles
	European Championships	Silver Medal	Men's Kayak
	European Championships	Silver Medal	Ladies' Kayak
1981	World Championships	World Champion	Men's Kayak
	World Championships	Team World Champions	Men's Kayak
	World Championships	Team World Champions	Canadian Doubles
	World Championships	Team Silver Medal	Ladies' Kayak
1982	European Championships	European Champion	Men's Kayak
	European Championships	European Champion	Ladies' Kayak
	European Championships	4th place but best in Europe	Canadian Singles

- \* The Europa Cup or European Championships is an open event.
- \* There is no placing for teams (3 boats down the course at a time) in the Europa Cup.
- \* Great Britain won the slalom section of the Europa Cup 1982 with 56.43 points against West Germany's 108.14 points and Czechoslovakia's 141.48 points.
- \* Great Britain now leads the world in canoe slalom. As the above table shows the sport has depth as well as brilliance at the top.
- \* Credit must be given to the Canadian Singles team from the U.S.A. who took the first three places this year with Lugbill clocking a time so fast it has left the world gasping in admiration.



**TODAY'S DEVELOPMENTS HAVE A POTENTIAL TO SHAPE TOMORROW'S SPORT**

**Cardington Artificial Slalom Course, Bedford**

Cardington is more than a regional facility for the sport, it is a hope for the future.

When the Anglian Water Authority together with Eastern Region Sports Council acknowledged the need to assist slalom by constructing the artificial course it took a step which it is hoped will have far-reaching consequences.

The creation of a slalom course in a terrain renowned for sluggish rivers has shown an engineering initiative which has excited slalomists up and down Britain. Will others follow where A.W.A. and Eastern Region Sports Council have led is the question being asked today.

**DAWN OF A NEW ERA?**

\* **4th September, 1982.** The Opening of the Tryweryn Site, Bala, North Wales. This is a centre for slalom, river racing and touring. It is on the site of the World Championship Events in slalom, and river racing, 1981.

\* **10th September, 1982.** Press day at Cardington, Bedford. The Artificial Slalom Course is now completed.

\* **Plans for development** of an artificial slalom course at the International Water Sports Centre at Holme Pierrepont continue.

The adventure sport of slalom is expanding and looking ahead to the 1990s. Canoeing is taking its place in school curriculums; youth groups of all kinds promote the sport and are entering their members in national events. The need for the kind of adventure training which canoe slalom offers is finding recognition among local authorities and waterboards.

**SLALOM GROWTH**

**There was a 25% growth in the sport in 1980.** Lack of facilities and the general economic situation has held this growth in check. Of the 3,000 who will *have a go* at slalom this year, it is estimated that less than 1,500 will go through to a second season — travelling costs, the distance to training and competition sites being a major deterrent. London and Birmingham, for example, have no permanent facilities for slalom.

**FACILITIES**

**70 sites throughout Great Britain have,** and are being used this year for national ranking events. The aim of the Slalom Committee is to double this in the next five years.

In the past the Tryweryn has been used successfully at middle and top levels. The scope of the river has now been increased to enable it to contribute to most levels of the sport in future.

There is a need for development within this growth sport which is exciting and which it is hoped will not get overlooked. Cardington has shown that in an area as flat as Bedfordshire it is possible to build a slalom course on a sluice designed for flood relief.

Such sites must abound throughout Great Britain.

*Slalom reports by Jennifer Munro, B.C.U.  
Slalom Publicity Officer*



## TRAIN — WITH DAVID

During a conversation with David Train the question was asked *'Do you paddle?' My reply was 'No way would you get me in a boat — I'm happier on dry land!' Being introduced to canoeing through my two sons had aroused my interest in the sport, but the thought of actually paddling did create some fear — I needed a challenge to try, though this did not come from the boys, who thought Dad's job as far as canoeing was concerned was being*

Chairman of the Gailey Club, and Raft Marshall, etc. at Holme Pierrepont — well away from the water.

Well, the challenge did come — from David Train — who invited me along to try out the *'Fladbury Philosophy'*. So — with a lot of fear and trepidation on my part — my son Nic and I travelled to Fladbury in August, arriving in beautiful sunny weather, just the job for a day on the river. The sight of the river sent nervous tremors throughout me and I began to wish I had never come. However, before the arrival of my instructor down came the rain — the like of which I had never seen before and which, I began to hope, would continue for the rest of the day. No such luck! The rain stopped — David arrived — and the lesson began.

After some explanation for the reason behind the 'FP' came the time for going on the water — firstly in a water rat, a fifteen footer without a rudder, to get me used to steering the paddles. A few very shaky strokes got me moving, closely followed by David. I progressed up and down the river for some twenty minutes, finding confidence I didn't know I possessed. Back on the bank and more of the 'FP' and it was time to try again — this time in a fast touring K1, without a seat, and, to my amazement, I didn't fall out. Then came the real challenge — a seat was fitted and in I got — a few wobbly seconds and I was down river using rudder and feeling like Rudiger Helm!! — until, down to earth with a crash, a large cruiser loomed in the distance, my nerves fell apart — how can I manage the wash? — which side should I be on? An assuring call from behind did



King size box or soft pack  
and New Extra Long 100's



# Come to where the flavour is

LOW TO MIDDLE TAR As defined by H.M. Government. DANGER. H.M. Government Health Department



nothing to allay my fears, nor did the blast of the craft's horn! All I could do was sit tightly and, much to my surprise, all was well — I had survived the heavy swell of the cruiser and my earlier ego had been restored.

Now what is this *'Fladbury Philosophy'*. As one of its aims is to encourage parents to paddle with their children, and I, as a parent had been prepared to have a go, had I proved, in some small measure, that it actually works? David uses open cockpit boats to teach all ages. These stable boats enable the beginner to gain confidence on the water, thus eliminating the natural fear of being trapped through overturning (fear which I have found out most people have and which has stopped many youngsters from taking up the sport) — and they have a range of stable craft through which all newcomers progress, whatever their age, at Fladbury.

Are people put off by the current BCU training scheme which involves teaching capsizing drill with small cockpit slalom kayaks to all classes? This must certainly make intending paddlers feel very insecure and increase the fear of being trapped when capsizing. While this is, of course, essential training for white water clubs, there appears to be no reason for its exclusive use in kayak racing clubs.

I am not anticipating my entry in the Veteran Classes at HP! But I can now look forward to sharing in this healthy pursuit on the water — that dreadful fear I had initially having been eliminated through my experience at Fladbury.

*Photos by J. Walton*



# Marlboro Country

Smokers' WARNING: THINK ABOUT THE HEALTH RISKS BEFORE SMOKING

# CARDINGTON CANOE SLALOM

## LOCATION

Cardington canoe slalom course is located on the River Great Ouse about 2.5km downstream of Bedford (see map).

## FUNCTION

The slalom course has a dual function. First and foremost, it acts as a river flood discharge structure and, at other times, is available as a canoe slalom course, which is regarded primarily as a training facility but can also be used for competition purposes.

## TECHNICAL DETAIL

**Control Sluice** — The structure consists of a control sluice at the head of a concrete lined channel which connects the upper and lower reaches of the river. The sluice consists of an electrically operated, automatically controlled drop leaf gate 9m wide by 1.2m high. During a flood, the sluice works automatically in conjunction with two other sluice gates located 350m downstream.

## CARDINGTON CANOE SLALOM — A CLASSIC EXAMPLE OF ANGLIAN WATER INITIATIVE

*'For Anglian Water to be pioneering the development of the first artificial canoe slalom course in Britain is a great achievement and a classic example of AWA initiative,'* says AWA Chairman, Mr. Bernard Henderson

*'Here we have Anglian engineering being imaginatively applied to adapt an ordinary land drainage project into a dual purpose facility that will give great pleasure to a large number of people.'*

*'Although first and foremost a flood control system, the design of the scheme allows the artificial slalom course to be available all the year round, to all levels of canoeist, both locally and nationally.'*

*'I am sure that many canoeing enthusiasts will be attracted by the opportunity now provided at Cardington and will welcome the chance to train and excell their sport of canoe slalom.'*

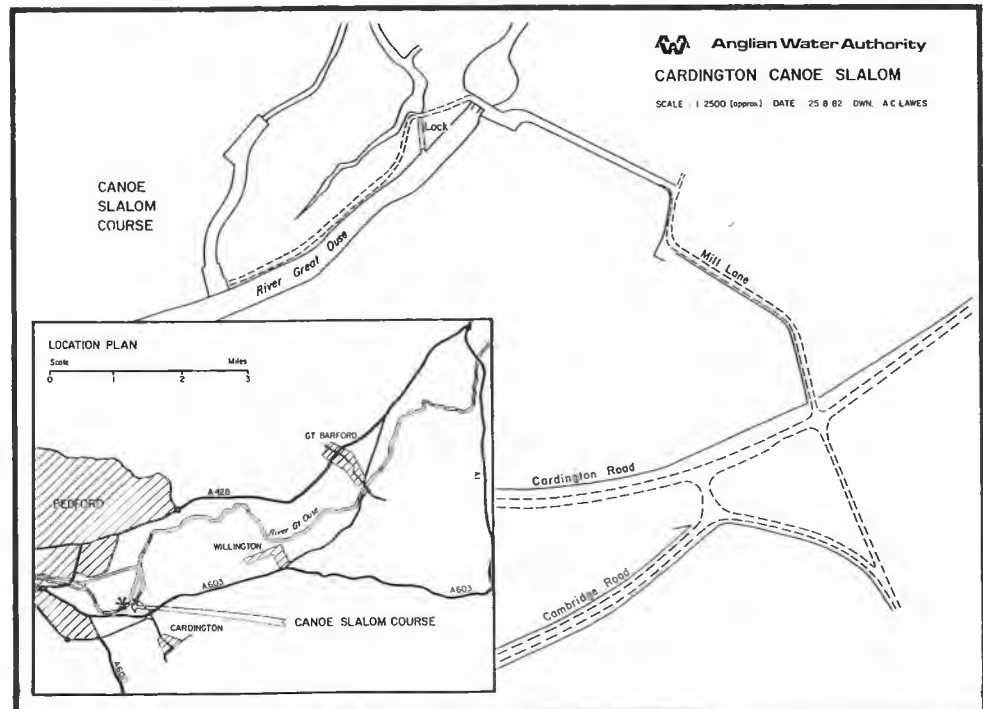
The first artificial canoe slalom course in Britain has been built on the River Great Ouse at Cardington, near Bedford. The following are details about the scheme, which has been developed by Anglian Water in conjunction with The Sports Council (Eastern Region).

## BACKGROUND

The idea of providing an artificial canoe slalom course as an adaptation of a land drainage structure was put forward by local canoeists about 10 years ago.

In considering possible locations, Anglian Water identified Cardington as a feasible site. Locations at Bromham and Kempston were also considered but access problems prevented development. At Cardington it was necessary to build a new sluice and bring the total volume of water discharged up to the required standard for the Bedford Ouse. Anglian Water started work in February 1981 and completed the project during July 1982.

Apart from the slalom course, nearby is North Bedfordshire Borough Council's Priory Park leisure development, which includes a large lake where canoeing can also take place, as well as on the reaches of the river upstream and downstream of the slalom course. Clearly, these facilities at Cardington point to the potential of establishing a major canoeing centre of considerable national and regional significance.



Capacity of the sluice is 15-cubic metres per second (cumecs)\*. This brings the discharge capacity at Cardington up to the required standard of 75-cumecs.

The new sluice has replaced an old spillway which was in a very poor state of repair as a result of high flood flows over a number of years. This old slipway has now been filled in and a small pipe laid through it to maintain a small flow in the downstream channel.

Apart from flood control, the new sluice also controls the flow of water for the canoe slalom course. The push button controls for operating the sluice gate have built-in limits to prevent canoeists draining down the upper river level and to prevent canoeing in the event of an impending flood or when discharging a flood.

**Canoe Slalom Course** — The design for the course was drawn up jointly by Anglian Water engineers and the British Canoe Union's advisers on artificial courses. Immediately downstream of the sluice is the launching pool for kayaks. This leads directly into the slalom channel, which has a 6m wide floor and sloping sides at 1:1½ (vertical: horizontal). The channel is 120m long, triple curved in plan, with a bed slope of 1:100.

To provide the required flow pattern, rows of four mixed vertical steel beams are positioned at 15m intervals along the channel. Glass reinforced plastic/foam sandwich barrier panels are in turn inserted into the steel beams and the variation in the positioning of these panels, together with the adjustment in flow, creates a wide range of water conditions.

The minimum operating flow is about 0.75-cumecs which provides a depth of flow of 0.5m and the maximum is about 3-cumecs, giving a maximum depth of 1m. In summer the normal low flow in the Great River Ouse is between 2 to 3-cumecs so it is possible to operate the slalom course at all times other than during a severe drought. The maximum fall from the upstream river level to the downstream level is 1.7m and the slalom section ends in relatively still water.

\* (1 cumec — 220 gallons per second)

### COST

Total cost of the scheme amounted to £273,000. Of this figure, 50% has been provided from Anglian Water's Great Ouse River Divisions's land drainage account with grant aid from the Ministry of Agriculture, Fisheries and Food.

The rest of the money has been funded as follows:-

AWA Recreation & Navigation accounts:	£67,000
The Sports Council:	£50,000
Bedfordshire County Council:	£10,000
North Beds. Borough Council:	£3,000
Mid Beds: District Council:	£2,500
Cambridge City Council:	£1,000
St. Albans District Council:	£800
Northamptonshire County Council:	£1,500
Peterborough City Council:	£500
North Herts. District Council:	£200
<b>Total:</b>	<b>£136,500</b>

In addition, local canoeists, through the British Canoe Union, have raised cash to provide necessary equipment for the course.

Regional Director of The Sports Council (Eastern Region), Miss Mickey Bradley, says: 'The Cardington artificial canoe slalom course is an excellent example of the relatively low-cost adaptation of a major



land drainage scheme to provide a facility of national sporting significance, all made available by the welcome financial contributions of many different agencies.

'It is an ambitious development which illustrates what can be achieved by such unique co-operation and must surely be a pointer to future similar schemes of national significance elsewhere.

'The course itself is regarded primarily as a slalom training facility but such is the success of the construction and the flexibility of the water flow control provided by the moveable barriers, that competition up to at least Division Three standard will be feasible.

'No longer will the talented slalom canoeist of East Anglia have to travel regularly to North Wales and other areas hundreds of miles away to find fast flowing rivers for training.'

# SLALOM



# ICF NEWS - INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

## GO FORWARD AND BETTER!

This should be the Motto of our Federation for the years ahead as the Congress in Belgrade has accepted the working programme for the next two years based upon:

**First:** An attainment of a greater number of Federations affiliated to the I.C.F. in order to have in Africa, Asia, Central and South America new countries participating actively in canoe sport.

**Secondly:** To publish a regular, full colour new magazine named 'CANOEING INTERNATIONAL', covering all the disciplines of our Federations. It will contain matters and problematics pertaining to our sport. I sincerely hope it will receive the fullest possible co-operation from National Associations. I therefore invite officials, technicians, coaches and paddlers, both competitive and recreational, to send proposals and suggestions to enrich the content of our magazine.

**Thirdly:** To develop a closer and more valuable contact with the affiliated Federations in order to achieve better communication and exchange of opinions on mutual problems.

My work as re-elected President of the I.C.F. together with the close and open collaboration of all the friends of the Board of Management will be easier and more effective if there is a continual interest and support from all national bodies. Consequently I sincerely wish our Federation will remain a close and friendly family in the years to come, in order to face and solve together the inevitable problems that will lie ahead.

*Sergio Orsi,  
ICF-President*

## REPORT OF THE ICF CONGRESS, HELD AT THE SAVA CENTRE, BELGRADE, YUGOSLAVIA, ON THE 27TH JULY 1982

The 1982 Congress of the International Canoe Federation was opened by Mr. Milan Rajacic, the President of the Organising Committee for the XVII, World Racing Championships.

Sergio Orsi, the President of the International Canoe Federation, thanked Mr. Rajacic, and the City of Belgrade, for the hospitality extended to the delegates who were representing nations from all over the world. Congress delegates then stood silently in memory of three previous members of the ICF, who had died during the past two years, Harold Jespersen, Denmark; Lars Anderson, Sweden and Jerzy Koainaki, Poland.

The President then presented the report of the Board of Management to the Congress, and referred particularly to the success achieved by the Federation in obtaining the inclusion of the K4.500m Ladies event in the programme of the Los Angeles Olympic Games in 1984, after extended and difficult negotiations. A complete financial report and budget was printed in the agenda and presented to the meeting within the terms of the

arrangements approved at the 1980 Moscow Congress. The President then spoke of the 50th anniversary celebrations of the French and Luxembourg Federations, and his visits to events in Mechelen, Vichy and Brandenburg, where he had the opportunity to discuss international affairs with the officers of visiting Federations.

He referred to the progress of Canoe Polo as an international activity, to the remarkable development of Marathon Racing, and to the importance of the International Bulletin as a medium for reporting the activities of the Board of Management and producing international news, and the plans for improving this publication.

After the report of the President had been received, several delegates addressed the Congress on a variety of topics. Reference was made to the importance of canoe tourism, conservation of the environment, the necessity for the Federation to expand its membership to conform with the International Olympic Committees criteria of 50 members nations by 1988; the importance of amending the rules of Slalom so that the possibility of its acceptance as an Olympic sport might be enhanced, and the organisational and financial problems that were being experienced with the presentation of the 1984 Los Angeles Olympic Games.

The motions submitted by the National Associations for consideration by the Congress were then debated by the delegates and all were rejected. The proposal to cut the bureau of the Secretary General and the treasurer was also rejected. Following the election of representatives from the Continents to the Board of Management, the new Board is composed of the following members:

## BOARD OF DIRECTORS EXECUTIVE COMMITTEE

Orsi, S. (ITA): President  
Bonn, O. (HUN): 1st Vice-President  
Whitebrook, FR. (AUS): 2nd Vice-President  
Veljić, C. (YUG): General Secretary-Treasurer

## REPRESENTATIVES OF THE CONTINENTS

Niaba, E.B. (CIV): Africa  
Liebman, R. (USA): America  
Sleeth, R. (CAN): America  
Toro, A. (USA): America  
Whitebrook, Fr. (AUS) Australia  
Komuro, T. (JPN): Asia  
Bennbäck, L. (SWE): Europe  
Fonseca de la Liave, M. (ESP): Europe  
Lukatin, V. (URS): Europe  
Weiskopf, J. (GDR): Europe

## PRESIDENTS OF THE COMMITTEES

Buger, H. Sport Medicine (GDR)  
Engel, M. Slalom and Wild Water (LUX)  
Navasart, N. Paddling Racing (ROM)  
Neveling, A. Sailing (SWE)  
Pilarski, T. Touring (POL)  
Vandeput, A. Promotion and Information (BEL)

To conclude the Congress, the President referred the international programme of activity for the period 1983/84 to the delegates for approval, together with the dates and venues of future World Championships and the 1984 Congress. He closed the congress by thanking all delegates for their attendance and for their contribution towards the success of the occasion.

On a proposition of the Board of Management the retired President of the Committee for Promotion and Informations Hans Egon Vesper was elected an Honorary member of the ICF by acclamation

## SPRINT RACING

### Provisional Fixtures 1983

#### A. Open Regattas

30.4/01. May	Balkans Games Bucearest/ROM	Seniors 500 and 1.000m
14/15. May	Sofia/BUL	Seniors 500 and 1.000m
14/15. May	Amsterdam/HOL Boosbaan	Seniors, 500 m, 1.000 and 10.000m
14/15. May	Linz/AUT	Seniors 500 and 1.000m
21/22. May	Moscow/USR	Seniors and Juniors 500, 1.000 and 10.000m
21/22. May	Bratislava/TCH	Seniors and Juniors 500 and 1.000m
04/05. June	Albano/ITA	Seniors 500 and 1.000m
04/05. June	Tata/HUN	Seniors 500 and 1.000m
11/12. June	Snagov/ROM	Seniors 500 and 1.000m
18/19. June	Belgrad/YUG	Seniors 500 and 1.000m
18/19. June	Nottingham/GBR	Seniors, 500m, 1.000 and 10.000m
25/26. June	Duisburg/FRG	Seniors, 500m, 1.000 and 10.000m.
02/03. July	Zaandam/HOL	Seniors, 500m, 1.000 and 10.000m
09/10. July	Holstebro/DEN	Seniors, 500m, 1.000 and 10.000m
16/17. July	Jajce/YUG	Seniors 500 and 1.000m
28/31. July	Tampere, Kaukajärvisee/FIN	World Championship Seniors
06/07. August	Tarazona/ESP	Seniors and Juniors 500 and 1.000m
18/21. August	Bydgoszcz/POL	European Championship Juniors
10/11. Sept	Plovdiv/BUL	Juniors
17/18. Sept	Slapy-Prag/TCH	Seniors and Juniors 500 and 1.000m
24/25. Sept	Munchen/FRG	Seniors, 500m, 1.000 and 10.000m
01/02. October	Bazaniak Memorial Regatta/POL	Seniors 500 and 1.000m

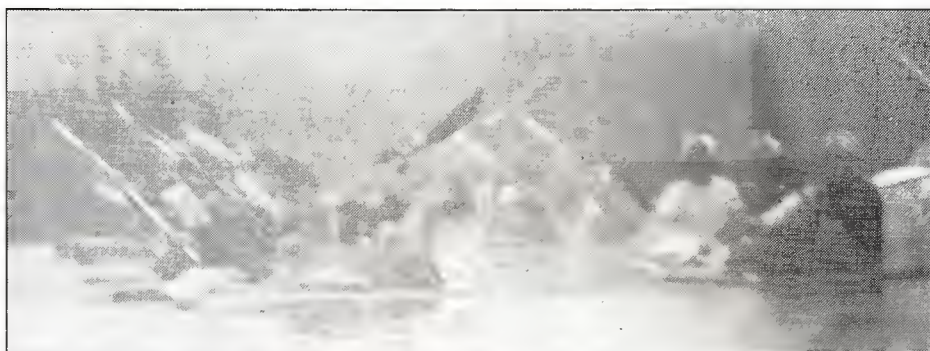
#### B. Invitation Regattas

07/08. May	Mechelen/BEL	Seniors and Juniors 500m, 1.000m and 10.000m
28/29. May	Brandenburg/GDR	Seniors, 500 and 1.000m
18/19. June	Bochum/FRG	Juniors
27/28. August	Recklinghausen/FRG	Countries-Competition, (FRA,POL,FRG)

# TOUR DE GUDENA

## The classic Danish marathon

Report and photographs by Mike Clark



The first of autumn leaves had paled, fallen, and were now trodden into the dew-laden grass. The early morning sun was fighting a losing battle trying to burn through the heavy mist, but there was promise of a bright day later. Visibility over the great lake at Skanderborg was cut to some three-quarters of a mile — plenty enough for the coming events, but more important was the sharp cold wind that whipped up a short chop on the waters surface.

Everywhere around this usually quiet Danish town, cars, vans, mini-buses, trailers...all sported kayaks or canoes of almost infinite variety, while number plates showed that the occupants came from many parts of Europe — Austria, Belgium, Great Britain, Finland, West Germany, Holland, Norway, Poland, Spain, Sweden, and an incredible number from all parts of Denmark. It was the middle weekend of September and the date of the 15th Annual Tour De Gudena Canoe Marathon.

The British Team to compete this year's Tour de Gudena Marathon was very small in comparison with previous years, amounting to a total of ten persons: Senior K1 entries of Chris Canham and John Day; Senior K2 of Tim Cornish/Rod Kinch and Paul Wells/Michael Kelly; Junior K2 of John Dawson/David Ellenwood; Womens K2 of Kath Nadal/Lynne Davis. But there was also support from a further nine paddlers racing under club colours: Allan Williams of Royal Canoe Club, Paul Ralph and Trevor Melham of Reading and Leighton Park Canoe Club paddling Senior K1; Kent Simpson/John Burke of Reading and Leighton Park paddling Senior K2; David Battershall/Simon Sturgess of Wey Kayak Club paddling Junior K2; Ken Pereira of Richmond paddling C1; and Heather Brough of Reading and Leighton Park paddling Womens Junior K1.

Much depended on our small team, for over the last six to eight years British paddlers have dominated the premier events — the Senior K2, five wins in six years; Senior K1, five wins in five years; Womens K2, five wins in eight years — a very impressive record for Britain, but one that is maybe not too healthy for the overall good and promotion of marathon racing — at least sometimes our paddlers should be seen to be beatable!

This year for the first time the Tour de Gudena was not part of the ICF Grand Prix series and, although the entry was a little down on last year, the start list showed a total of 928 competitors, almost 700 from 51 Danish canoe clubs, over 230 from some 52 foreign canoe clubs and including four national teams. Such support and enthusiasm from paddlers outside Denmark, bodes well for the future and continued growth of this superb marathon.

The Tour de Gudena is a classic among marathon events. The recent years have seen some appalling racing conditions — strong winds have whipped the great lakes into wild oceans with waves swamping the kayaks; thick mist has caused tremendous problems with navigation of the lakes — a 'Monty Python' situation occurred two years back with two groups of K2s racing out of the mist towards each other, both certain that they were going in the right direction!

Mist again wrought havoc for one start with half the competitors going off ten to fifteen minutes before start time...while almost high summer conditions with a mini heatwave caused just as many problems

# TOUR DE GUDENA

for competitors with exhaustion and dehydration... The Tour de Gudena is a classic for competitor and spectator — it offers the very best in marathon racing; a course of 120km for premier classes, covering lake and river, and raced in five stages over two days with compulsory stops. The race is not only a true test of the paddlers stamina, but of his watermanship and tactical skill in competition... a race that will go on attracting the very best marathon paddlers whether the event is of Grand Prix status or not.

The course starts on the lake at Skanderborg with a first stage of 30km to Ry. Here there is a stop for 30 minutes with crews setting on the water again in the same order as they finished. The second stage is for 27km to finish at Silkeborg for an overnight stop. The second day's racing begins with another mass start, this third stage of 32km to finish at Tange where there is a 40 minute stop. On the water again in the same order as they finished, the fourth stage is of 24km to Langa for a 20-minute stop. The fifth and last stage is of 16km to finish some 500m after Randers Bridge.

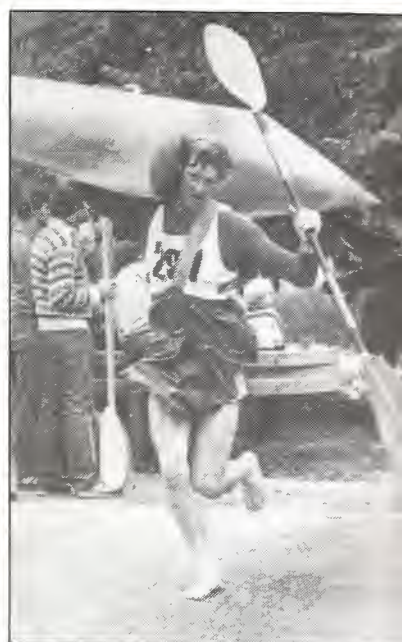
The British paddlers had arrived in Denmark on the Thursday afternoon and the first night spent with our good friend Erik Wilky at his youth hostel among the trees by the water's edge at Skanderborg. Friday the team moved on to Silkeborg Youth Hostel — a few hundred yards from the finish of the first day's racing — and much of the late morning and afternoon was spent in preparing the kayaks for the race. A job maybe that some would have thought should have been done well before reaching Denmark, but at least it was something to occupy paddlers during the afternoon! Boats were polished, footpumps fitted or checked out, zip spraydecks taped to cockpit rims, rudders checked and adjusted...

At last Saturday morning, the British Team drove back to Skanderborg for the start. As usual we gained the small jetty and parking place just off the main street and well away from the majority of paddlers crammed on the grass verge at the end of the lake. Our launch site gave a grandstand view of the start and was convenient for a quick 'get-away' down the course for the support vehicles. With the boats already checked over the previous day, there was little to be done other than to change into racing gear and fill refreshment bottles. Pre-race tension built — it was time to relax with a coffee, tea or hot chocolate in a local cafe overlooking the lake. From its warm interior team members could survey the waters.

The wind had increased a little head-on to the start, but from a direction that would give a tail wind for the paddlers shortly after

*Lead photos of crews through the reeds and mist.*

*This page: Boat preparation at the hostel: Brian making rudder repairs at Ry: John making a fast portage: Tim/Rod on the first stage.*



the start and for the long haul across the great Mosso Lake. The chop was short and should not prove too much of a problem. The time drew near to 11.30, the sun had not burnt through, but the light good enough for photographs. With the start at 12.00 it was time for both paddlers and supporters to move.

The minutes ticked towards 12.00 — on the water almost a hundred K2 racing kayaks and touring doubles...a mass start that could only be seen in Denmark. A last minute jockeying for position, a surge towards the line, bang...and the 15th Tour de Gudena was under way. Fifteen minutes later the same scene would be repeated with the start of the racing K1 and Touring Singles classes, but for me it was time to go with Brian Greenaway and the support van to the first vantage point — the exit from the lake and right under the new motorway bridge.

The wait here was but a few minutes before crews came into view. Already there was a trio of crews out in front — Sorensen/Packness and Nielsen/Christiansen from Denmark and our British crew of Paul Wells/Michael Kelly. Tim Cornish/Rod Kinch were also well placed but a little down with a second group.

Now an almost seemingly endless procession of K2 crews came racing under the road bridge with cheers and encouragement from support parties as they recognised crews or national paddlers.... The waters stilled, the K2s disappeared towards the one and only racing portage and now came the wait for the K1s.

Across the distant side of this second small lake soon could be seen the flurry of water and the windmill effect of racing paddles. As they came nearer it was possible to pick out the different styles of paddling — for sure Allan Williams and Chris Canham were there out in front along with three others — Petersen and Svenning of Denmark, and Bukowski of Poland. John Day was well up with the leading groups, but now there was no time to stop for more, we made the dash for the portage and the K2s...

The route from the lake takes paddlers up a small winding river to make a fast portage across a road, then a short distance more of river before crews race out across the great Mosso Lake. But by the time we reached the portage, the majority of the K2s had already gone through — the position was unchanged with the British crew hanging on to the two Danish pairs, but with Tim Cornish/Rod Kinch dropping a little and some half minute down from the front.

There was but a short wait before the K1 paddlers came through. The position here was very much changed to the British advantage. Out in front now were Allan Williams and Chris Canham, both well clear of others and some half minute up on Petersen. John Day was down in 5th position with Svenning 6th and the West German Flunker taking 7th. Alas, there seemed to be no working together for Chris and Willy out in front — each was out to win...and of course Willy had missed the selection race and was not in the Team so there was added incentive for him to burn off all opposition, even if that opposition just happened to be also British! It seemed as in a number of previous years our paddlers were to be our own worst enemies...!

A change of vans here and I took off with Jim Rossiter heading for the first stage

finish at Ry. Driving high along the side of the Mosso it was possible to see the crews in the misty distance, but not to be able to pick out individuals. The wind had dropped, the sun still could not burn through the mist and the visibility was down to around half a mile... However, the K2 crews seemed to be on a good route and there was a group of four out in front, a second group, then some six crews in a third group about a minute down before the long procession of boats.

From the end of the Mosso the River Gudena starts proper and Jim decided that we could stop for the shortest of spells at a road bridge to see the progress at the front of K2 before heading to Ry.

Within a few minutes a great mass of paddlers came thrashing round the curtain of reeds and heading for the bridge... But something was wildly wrong, this was for sure the leading group, but not the group we had been expecting. Sorensen/Packness was not there, there was no Paul Wells/Mick Kelly or Nielsen/Christiansen, instead of national crews there were club crews...it seemed impossible that with an old hand like Sorensen out in front over the Mosso that the leading crews could have taken the wrong arm off the end of the lake, but that, it transpired later, is just what happened — Sorensen lead the first two groups of K2s up a deadend and the crews now in the lead were that third group we had seen across the Mosso. A few minutes later and the group with Sorensen came hammering through. Such determination is hard to imagine, but there could be little doubt that they would soon gain the lead in a very short distance...

In all this confusion, Jim had dashed off to Ry leaving me behind, but Brian Greenaway was still checking crews through so there was no need to worry. More drama soon became evident when our Junior crew of John Dawson/David Ellenwood came into sight almost through the reeds, way out of time with the front paddler bracing and drawing — they had lost all steering. The pair pulled into the bank below the bridge and Brian and myself dashed down to see what the problem was. The rudder (steel) had sheered off — the boat was dropped on the portage I think — we both ran back to the van but there was only a spare K1 rudder that we took from a boat on the roof, it was too short so the pair had to paddle on as best as possible to the stage finish where we could replace with a new K2 rudder from Jim's van.

The K1s soon appeared. There was no problem here, Chris and Willy had maintained their comfortable lead and were well out in front. However, John Day, after pushing up to third place in front of Petersen, blew-up towards the end of the Mosso and was now back in a group with Dutch paddlers and club Danes. John, with nine years experience of the Gudena behind him and a Veteran Class paddler, was finding the pace just a little too hard...

At Ry there was the usual chaos with supporters trying to park cars and vans as near the stage stop as possible, paddlers with boats crossing the main road, and the police doing their very best to stay cool and control two incompatible modes of transport.

A thirty minute stop here, 30 km of the race completed and another 17 km to the first-day finish and overnight stop at Silkeborg.

There was little time to do much. After getting kayaks ashore and in position for

the next start, paddlers had to have a change of clothes, be fed and orange or whatever replenished in their drink bottles. No mass start this time, but crews had to get on the water in the same position as they came into the stage stop — quite a task for the organisation and crew managers.

The first K2s were soon off once again, the K1s finished the stage, our Juniors with their broken rudder made the finish and the rudder duly replaced, the odd blister was treated with tape; a very well-endowed young lady in one of the mixed K2s seemed oblivious to those around or to the feelings of other paddlers as she casually stripped off her racing vest to reveal all and none to anxious to replace it with a fresh dry top... you certainly don't get many of those to the kilo! Ah, the joy of Gudena...

Our K1 boys were now even further out in front and slowly pulling away from the rest of the field. It appeared that Chris and Willy were at least still on speaking terms, but at Ry Chris complained that he was paddling with a psychopath — and he wasn't joking! — while Willy seemed out to take the record and only concerned that Chris should share the pace setting and take it up at full stretch when required.

From Ry there is no real vantage point to see crews, and anyway we had remained at the stage to see all our crews through leaving little time to get to Silkeborg for the finish of the K2.

Jim had soon parked the van once again back at the Silkeborg Youth Hostel and we walked the short distance to the finish. Paddlers were finishing all the time, but these were from the youth, women and Canadian classes that only use the last section of the first day's racing and the fourth and fifth stages on the second day — a total of 57 km. There was time to find out how our girls had done — third in the K2 and a good effort. But for Heather Brough in the Women's K1 there was disappointment with being capsized by a Canadian crew just a short distance from the finish. She lost some six minutes that were to prove important for her on the following day.

The K2s raced into sight... out in front and much to the thrill of the local supporters were Sorensen/Packness, but only just holding off Paul Wells/Mick Kelly in a fantastic final burn for the finishing line. Neck and neck the pairs raced, the Brits holding on superbly and only just missing out. The official time gave our lads 3hrs 27min 12sec, just two seconds down on the Danes. After the mess-up of mis-routing on the Mosso, Sorensen and the others in that leading group had pulled back to the front, our British pair holding on like grim death to the washes... In third and just another six seconds down was the Danish pair of Nielsen/Christiansen, while the club crew of Pape/Nygaard raced fourth. A Norwegian pair followed and the first Junior crew were that of Stenberg/Stridh of Sweden. Our British crew of Tim Cornish/Rod Kinch were in ninth place with a time of 3hrs 29min 31sec, just two minutes down from the front. Two British crews within striking distance of the front — a great result with all to gain and nothing to lose on the second day.

It seemed ages before the K1s came into view — so long that one had nagging thoughts that our boys may have done something wrong. Such doubts were stupid... Chris and Willy were way out in front and raced over the line just a second

# TOUR DE GUDENA

apart with a time of 3hrs 37min 45sec, Willy taking the honours — the pair were almost seven minutes clear of third place. With such a lead the race was already won, no-one was going to touch this pair tomorrow and it was now a battle between the two Brits. Svenning had now pulled through and crossed the line with Danish club paddlers Jorgensen and Hensen with a time of 3hrs 44min 17sec. Heusen of Holland gained sixth with John Day making a brave effort to take tenth with 3hrs 47min 48sec — just over ten minutes down from the front.

The day's racing had gone well for us . . . now there was time to relax, and even Team Manager Jim Rossiter did not have to spend hours arguing with the Jury over some misdemeanour on the part of British paddlers — our crews were whiter than white this year! The evening ahead promised at least two meals for the paddlers and a disco-bar for the support team.

## SECOND DAY START

**Breakfast at 6.30 am . . . ! Hey, this was not in the original brochure!** The morning was still and dark, the sun not yet up, but at least there seemed to be no thick mist. It was another day of light wind and the sun for ever promising to break through the low cloud or high mist — one could not tell which — and never quite making it.

By 7.30 our paddlers were on the water and paddling to the start. Once again it was a mass start from a lake. This third stage was of 32km — the longest section of the event — to race into Tange where there would be a 40-minute break before the fourth stage.

The K2s were off just after 8.15 after a false start made by more than half the crews. The K1s got away first time 15 minutes later, Chris and Willy taking out the front almost from the gun — the pair only had to stay in front and need not even pull away . . . but one had a feeling that there was little chance of this with Willy!

Once again I took the lift with Jim. We headed off towards Resenbro hoping to be in front of the K2s. Alas the first bridge was already crowded with cars and spectators and it was obvious that crews were going through. A touch of the left-hand-down-a-bit and we headed downstream for the first river bank advantage point.

Half an hour into the race and the lead group of eleven K2s came thrashing through, riding each other's washes, jockeying for position and trying to drop any pair on the nearest bridge support, river bank, or fishing net. . . Sorensen/Packness were there, but so were all the British crews there, having gained the front group from the *mêlée* of the start — Wells/Kelly, Cornish/Kinch, Juniors Dawson/Ellenwood and Battershall/Sturgess. But other crews who had featured well up on the previous day had also gained the front — Pape/Nygaard and Amundsen/Gran; missing was Nielsen/Christiansen third from the previous day, but it was early yet and the position could change fast with such an open race. On to Suostrup and by now that first group had split in two, but with our British paddlers still with the leaders. News came down course that Willy

and Chris were out in front and even better that John Day had gained the front and the British trio were at last working together and pulling each other along — or at least two pulling John along!

At Kongensbro, some 2000 metres from the only major lake on this section of the course, our British boys were out in front making the pace for that leading group — there was no give and no take, it was tight racing all the way and would surely produce a record. The front was shared by Wells/Kelly and Cornish/Kinch for Great Britain, Amundsen/Gran and Fosaas/Johansen for Norway, and Nielsen/Christiansen and Sorensen/Packness for Denmark. In the second group of four were the two British Junior crews of Battershall/Sturgess and Dawson/Ellenwood, the Polish pair of Grabarek/Janick (who eventually pulled out of the race), and the Swedish pair of Bengtsson/Loberg.

Out onto the lake, a great right hand curve in to the third stage finish of Tange. Here the front group in the K2 had trimmed all little further. Still there were the Norwegians, the two Danish crews, and best of all the British pair of Wells/Kelly. What a race was developing, two and a half hours of the second day and there was literally nothing between these first four crews, even counting the first day's racing there was only seconds' difference. . . it was anyone's race still if they could just make a slight break. Cornish/Kinch had dropped a little and were two minutes down (four minutes down with the previous day), along with Bengtsson/Loberg.

With a 40-minute break here at Tange there was again the chaos of the stage finish and start, but at least there was a little more space than at Ry and Jim had managed to talk the van through the police to park in an ideal position midway between finish and start.

The K1s were soon also into the finish. The British trio were still together and working as a group, John being pulled along and cutting back those lost minutes from the previous day. With Svenning, Jorgensen and Flunker dropped on this second day, the only challenge to John taking third place to give a sweep of the K1 was Heusen of Holland. John needed to take out at least two minutes on the Dutchman to be sure of third. It was quite possible . . . if only he could hold on to Chris and Willy. But the real interest had gone out of the K1 race now. Chris and Willy were some 15-minutes ahead of the field and it was really just a matter of who would take the final sprint into the finish to decide who should take top honours — this even with 40km to go!

However, it was a vastly different story in the K2. Here the race was still wide open and any of the leading four pairs could take the win, although one had a sneaking suspicion that if Sorensen/Packness were not dropped on this coming 24km stage their vast experience and intimate knowledge of the course would carry them over the finish in first place. Still, it remained to be seen.

The 40-minutes soon ticked away and the K2s were on the water again. 20-minutes later and our K1 boys got afloat, but here in the confusion and tight start, they missed the timing and lost some 15-seconds . . . not that that mattered too much!

Back on the road with Jim there was no time to stop and view the race, we raced on

to the stage finish at Langa where we had some difficulty in taking the van past the police to get right down on the waters edge. Here the stage stop was just 20-minutes and then the final 16km *sprint* in to Randers and the tour finish.

The stage area was crowded, for the racing boats were now caught up in the middle of the slower touring kayakers. However there was a little time to wander around, time to make small talk with a Danish girl for whom I found an immediate attraction . . . But all too soon there was a flurry of paddles in the distance, the leading K2s were nearing and my mind had to be back on the race.

The four were still there racing neck and neck . . . what a super race . . . and what a superb effort from all four crews, none of whom would give a quarter . . . the last 16km was sure going to be hot!

Refreshments for Paul and Mick last minute advice from coach and manager . . . Stay cool, watch for the chimney half way, watch for the 6km marker, watch for the 1000m marker, watch for the Randers Bridge and finish, watch Sorensen/Packness . . . stay with them, stay with them all the way . . . good luck lads. In a mass of flying spray eight sets of paddles pushed four K2s through the water and on to Randers . . . the last leg of the event and a British crew right there at the front battling for first place.

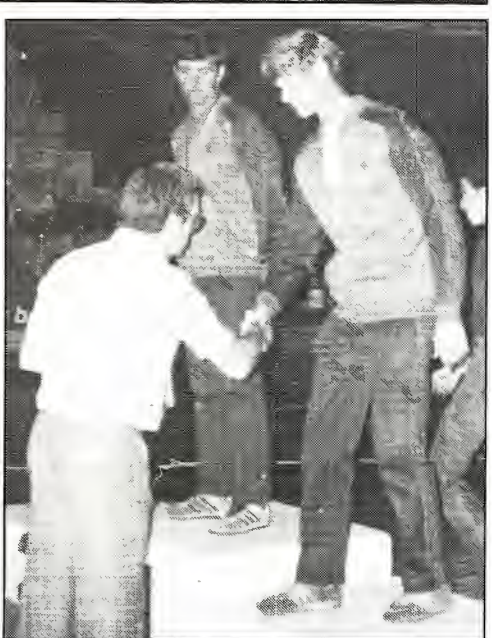
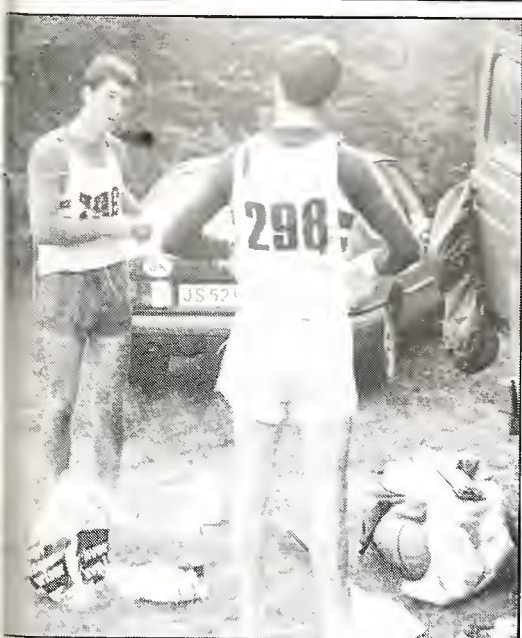
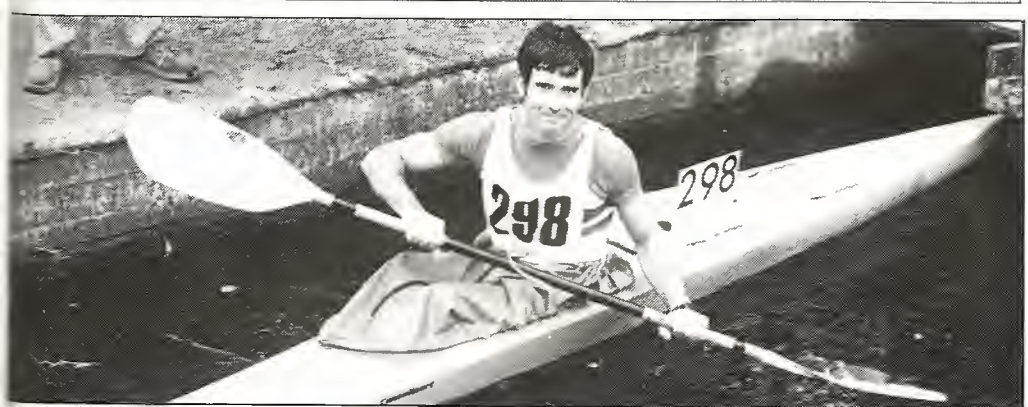
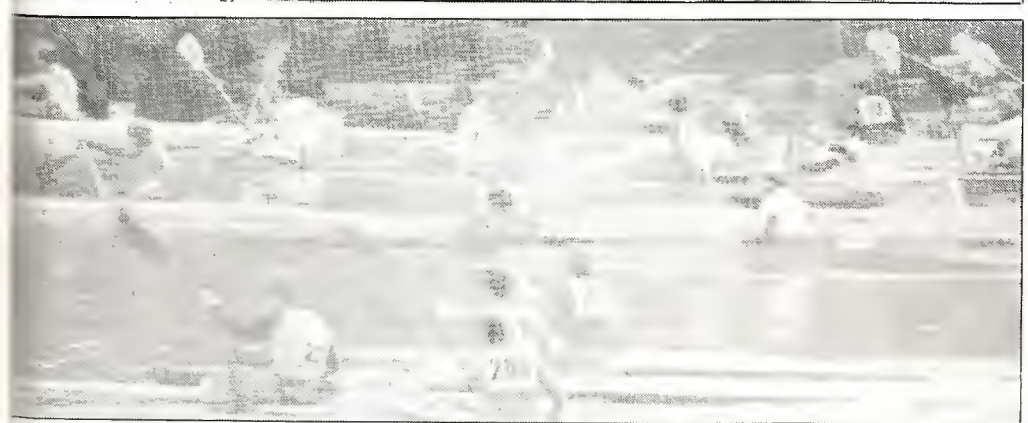
With 16km to go, there was just time to wait for the K1s to come in and get on the water again. Chris and Willy were out in front — where else! — but John had been dropped, but dropped conveniently onto the wash of a reasonable touring double. With Chris and Willy he had pulled back those vital minutes on the Dutchman and now only needed to hang on to the time gap to take third place . . . the veteran touring pair were capable of holding the gap. With Chris and Willy on the water, it was time to go to Randers.

At Randers Bridge the minutes dragged by . . . They must be here by now . . . Here they come, no, wrong, just a few of the faster touring doubles . . . but then . . . Going like a bat out of hell Sorensen/Packness had gained the better of the other crews, they were out in front and pulling away from the British and Norwegian crews and dragging the second Danish pair with them. Under the bridge, just 300-metres to go, they would surely take the win . . . and amid great cheers from the many Danish spectators they raced over the finish to first place . . . a brilliant win from a fantastic pair who rightly deserved every acclamation . . . it was the moment of victory for the Danes and the first win by a Danish K2 pair in seven years — the British supremacy had been broken.

But what about our British pair, what was the time difference?. Four, five six . . . they crossed the line, it was a near thing, had we got second place? Alas, it was third place by just one second from Nielsen/Christiansen — a second place for Denmark to add just a little more cream.

A little later Willy and Chris came racing into the finish, Willy took it up before the bridge, Chris looked as if he could hold on for a short distance, but then a gap appeared, the race was Willy's . . . but really it had been decided almost from that first portage onwards. John came in third to make it first, second and third for Great Britain. At least in K1 we still reigned supreme. John, with a time of 8hrs 53min 29 sec was the fastest veteran over the





course — a highly creditable performance and one to be more than proud of. Just two seconds separated Willy and Chris producing a new record time of 9hrs 37min 18sec — the first three of the K2 were inside the previous record.

What of our other crews? Our girls managed third place in the Womens K2, just beaten on the burn in one second from second place. Ken Pereira gained 10th in C1, while Heather Brough did well to pull up through the Womens K1 to take sixth overall and the second Junior — but for the loss of those six-minutes with a capsiz the previous day, she would have just have taken first Junior. In the Senior K1 Trevor Melham took 20th with a time of 9hrs 15mins 23sec. Other placings in K2 were Cornish/Kinch 8th with 8hrs 20min 15sec: Battershall/Sturgess 10th (2nd Junior) with 8hrs 25min 24sec: Dawson/Ellenwood 21st (5th Junior) with 8hrs 36min 35sec: and Simpson/Burke 43rd with 9hrs 54min 42sec.

With boats taken care of by supporters, for paddlers it was time to relax and head off to the showers . . . from which they took hours to reappear! The reason soon became apparent when word came round that the showers were mixed — we sure had the cleanest, randiest team ever! Soon management and supporters were off for a quick shower.

A promised party for the Sunday night failed to materialise, but there were plenty of takers for the disco-bar in Silkeborg — while on board the DFDS ferry to Harwich on the Monday/Tuesday the usual splendid open table meal (John Day heading for his seventh helping of gateau!), was followed by an all-night disco — ocean swell permitting. Ah, the joys of Gudena — roll on next year.

#### RESULTS

**Senior Men K2 — 1st Jens Sorensen/-David Packness, Denmark, 8hrs 8min 50sec: 2nd Thor Nielsen/Henrik Christiansen, Denmark, 8hrs 9min 1sec: 3rd Paul Wells/Michael Kelly, Great Britain, 8hrs 9min 2sec: 4th Harald Amundsen/Lars Gran, Norway, 8hrs 13min 36sec: 5th (1st Jun) Johan Stenberg/Johan Stridh, Sweden, 8hrs 15min 30sec.**

**Senior Men K1 — 1st Allan Williams, Royal Canoe Club, 8hrs 37min 18sec: 2nd Chris Canham, Great Britain, 8hrs 37min 20sec: 3rd (1st Vet) John Day, Great Britain, 8hrs 53min 29sec: 4th Per Heusen, Holland, 8hrs 54min 13sec: 5th Hans Pape, Denmark, 8hrs 54min 15 sec.**

**Nationals Cup — 1st Great Britain, 30pts: 2nd Denmark, 27pts: 3rd Holland, 19pts: 4th Poland, 8pts.**

*Team van at Tange: K1 start in mist of the morning: Allan ready for the second stage: Chris and Allan at Tange: John taking 3rd and the Veteran Medal*

## MARATHON RACING

# TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

## GORE-TEX FABRIC AT HARROGATE

The familiar GORE-TEX fabric swing tag will be very much in evidence at the Harrogate Camping Trades Show this year (7th-10th November), both on the stand of W.L. Gore Associates (UK) Ltd, (Stand L83) and also on the stands of many other manufacturers of sporting and rainwear products. Such is the growth of the use of Gore-Tex fabrics in recent months.

Standard Gore-Tex fabric garments will be on show, including rainwear, ski jackets, mountaineering clothing, mountain gaiters, gloves, mitts, and even boots with Gore-Tex membrane waterproofing.

Gore-Tex fabric tents and bivvis will also be featured, while newer areas for Gore-Tex applications include fashion boots, running and training shoes, wet and dry suits for water sports, golf suits, running suits, golf shoes, cycle and motor cycle clothing, and even horse blankets.

Gore-Tex fabrics use the patented Gore-Tex membrane of expanded PTFE with outer and inner fabrics laminated to each side of the Gore-Tex membrane. Outers can be nylon, polyester, or poly-cotton, while inner linings are usually knitted for wearer comfort. The Gore-Tex membrane is a microporous material, with over 9 billion pores to the square inch.

This tiny pore size makes it impossible for water droplets to pass through, even under considerable pressure, while the pores are 700 times larger than a molecule of water vapour — thus allowing condensation from a sweating, hard working, body to escape, while keeping rain or snow firmly out.

Gore-Tex fabric is also fully windproof, making it ideal for shell garments, or for use with modern insulation materials. Gore-Tex fabric, being a laminated fabric and not relying on coatings, requires no special care — washing in the domestic washing machine is all that is required. Tumble drying is also recommended. Dry cleaning is not necessary nor is it recommended.



## A TOUGH NEW TIMEX

In response to the need for an active sportsman's watch, Timex have introduced the 'Go Anywhere' Sports Digital Model.

The Sports Digital, with its 1/100th second chronograph, is water resistant to a depth of 25 metres. Other special features include a 15-second daily melody alarm, an independent countdown timer and 15-second elapse timer, ideal for split-second timing.

The easy-to-read digits, which show the month, day, date and time are backlit to facilitate night or underwater viewing. The Sports Digital, with its moulded black resin case and scratch resistant mineral glass mask retails at £16.95.

## HYDROSPEED

Due to financial causes, Hydrospeed Ltd. has been forced to cease trading in the UK and go into liquidation. However, a German company is taking over the production of the revolutionary Sprint Kayak in October, and two moulds have already been constructed in Britain and one in Germany for this purpose.

At the moment all orders and enquiries should be directed to Jock Wishart, the original inventor of the Hydrospeed Honeycombe Kayak, who will be remaining as British Agent for the kayaks and fittings. The Hydrospeed name and logo is being retained for marketing purposes.

Early season results have already confirmed these Kayaks as being the biggest step forward in canoe technology for the last 20 years, resulting in the lightest, stiffest racing kayak on the world market. K1s and a K2 have been used by British team members in their quest for medals this year.

For the moment all enquiries should be directed to: Jock Wishart, 94 Cotterill Road, Surbiton, Surrey KT6 7UL. 01-390 1606 day/evening.

## POCKET-SIZED EMERGENCY PROTECTION

An interesting emergency aid recently introduced into Britain is a low-cost exposure wrap which the makers claim could in an emergency save the lives of 'adventure' sports men and women. Designed for protecting against the effects of exposure, the Remis wrap is small enough and light enough to be carried in the pocket, yet when unfolded is large enough to cover the averaged-sized man.

The Remis wrap is a heat-resistant and



hard-wearing re-usable polyester film silvered on both sides to minimise heat loss from the inside and reflect heat from the outside. This two-way reflection provides protection against hypothermia in cold climates and heat exposure in hot climates. The wrap is also windproof and waterproof, helping the wearer to retain vital body heat even in wet clothes. In addition, the wrap's surfaces reflect artificial light and radar signals, two properties which can aid mountain rescue and sea rescue.

Climbers, skiers, hikers, campers, yachtsmen, canoeists and water sports enthusiasts in general, the makers claim, would find the wrap an indispensable part of their emergency kit. Moreover, if last winter's snowy weather and the number of stranded cars is anything to go by, motorists would also find a Remis wrap a useful emergency standby for the glove box. The Remis wrap is available through many retail outlets around £1.50.

## BUMPER STICKERS

Three new stickers are available this month from CP Decal Designs. 'I love CANOE', 'I love SURF' and 'I love SKI', each priced at 40p (although a minimum order of £1.00 is required). However, it should be noted that unlike the rest of the sticker designs, these new ones are 'bumper stickers' to go on the outside surface only.

From the current advert in this magazine, it will be noted that CP Decal have increased the prices of all their stickers — the first increase in seven years!





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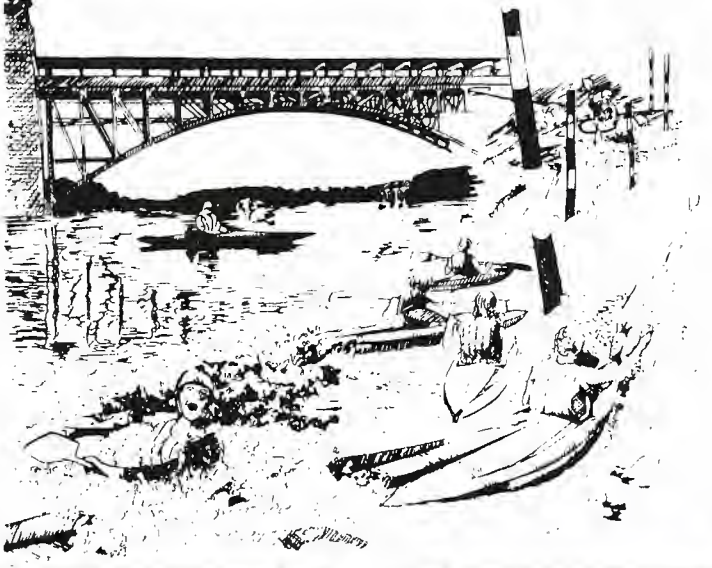
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## CANOE & KAYAKS

**FOR SALE — NORDKAPP SEA KAYAK**, type HM. Unused — £240.00 o.n.o. Telephone: 0962 55069 (Winchester) after 6.00pm.

**FOR SALE — PYRANHA EQUIPE** Good condition £180.00. Telephone: 01-674 3501.

**FOR SALE — SEA KAYAK** single seater in fibreglass — yellow. Surplus to present requirements. Price around £90.00 o.n.o. Telephone: 0634 67773 (Medway, Kent) anytime, or on: 01-599 6371 ext. 296 during office hours.

**FOR SALE — SINGLE SEATER CANOES.** Used one season only — £50.00 o.n.o. Telephone: 0772 717281 (Preston).

**FOR SALE — GRANTA**, two-seater kayak wood/canvas with inflatable side tubes. Fully collapsible in 2 bags. About 10-years old but in 1st class condition. £250.00 o.n.o. Telephone: 0208 2249 (Bodmin).

**FOR SALE — PALM SURF SKI**, as new, incorporating an additional layer of glass and reinforcing, seat belt, metal flake red/copper finish. Including paddle £100.00. Telephone: 01-397 7877.

**FOR SALE — OTTERSPTS TD2** double touring kayak, complete with two spraydecks and paddles. All in good condition. £85.00 o.n.o. Telephone: 0827 281775 (Tamworth).

**FOR SALE — JAYCEE TARN** slalom canoe at £50.00: Harishok lightweight lifejacket at £5.00: Pyranha lightweight spraydeck at £5.00: Lendal lightweight paddles at £7.50 — or £60.00 the LOT! Free delivery within 30 miles of Sevenoaks. Telephone: 0732 455097 (contact Fraser).

**FOR SALE — K1 Marathon** and Sprint kayak. With understern and overstern rudder. Red and white, hardly used and in very good condition. £200.00 o.n.o. Telephone: 0279 59507. (Bishops Stortford).

**FOR SALE — VCP MOCCASIN** surf shoe. Red and white, complete with skeg and TABS, manufactured 1980. £80.00. Telephone: 01-947 4894 (work) or 01-689 3575 (home) contact Derek Hairon.

**FOR SALE — LOWLINE SLALOM MOULD** — Trylon 'Solo', used twice only, as new. Offers (evenings) — Telephone: Knockin 373.

**FOR SALE — PALM, ULTIMATE SURF KAYAK.** Good condition, competition construction, fin box. £90.00. Telephone: 0795 533905 (Faversham).

**FOR SALE — OTTERSPTS** 16ft 5ins Canadian Canoes with two paddles and lightweight folding trolley. £195.00 o.n.o. Telephone: 0736 752526 (Hayle, Cornwall).

**FOR SALE — AVONCRAFT G.P. KAYAK.** Bright yellow, extra-strong construction, low mileage, excellent surfer. £70.00 o.n.o. Telephone: 024369 4025 after 6pm. (Bognor Regis, Sussex).

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**FOR SALE — LAWRENCE ESKY.** Deluxe kayak with Kevlar patches and in excellent condition. Offers over £100.00. Telephone: 0504 44017 after 6pm. 0504 810106 between 9am-5pm (Londonderry, Northern Ireland).

**FOR SALE — TEO DK 11**, curved play kayaks 13ft 2ins, general purpose. One red and white with small cockpit, one larger with varnished deck, complete with paddles and spraydecks. Very good condition — £40.00 each o.n.o. Telephone: Wickford 65483 (Essex).

**FOR SALE — SEA KAYAK.** Nearly new Ottersports make kayak, hardly used, 16ft 5ins in length. Open to offers. Contact: A. Hall on Darlington 281526 — or write: 26 Dublin Street, Darlington, Co. Durham.

**FOR SALE — OTTERSPTS CANADIAN CANOE**, plus two paddles. £200.00 o.n.o. Telephone: 0579 62435 (evenings).

**FOR SALE — EPEE EXPEDITION SLALOM GP** kayak. Used twice only, weight 33lbs. Diolen hull, woven deck, glitter/stripes yellow, complete with failsafe footrest. £99.00. Telephone: Telford Shropshire 612081. Paddle and spraydeck also available at right price.

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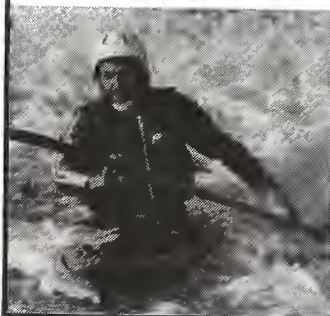
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