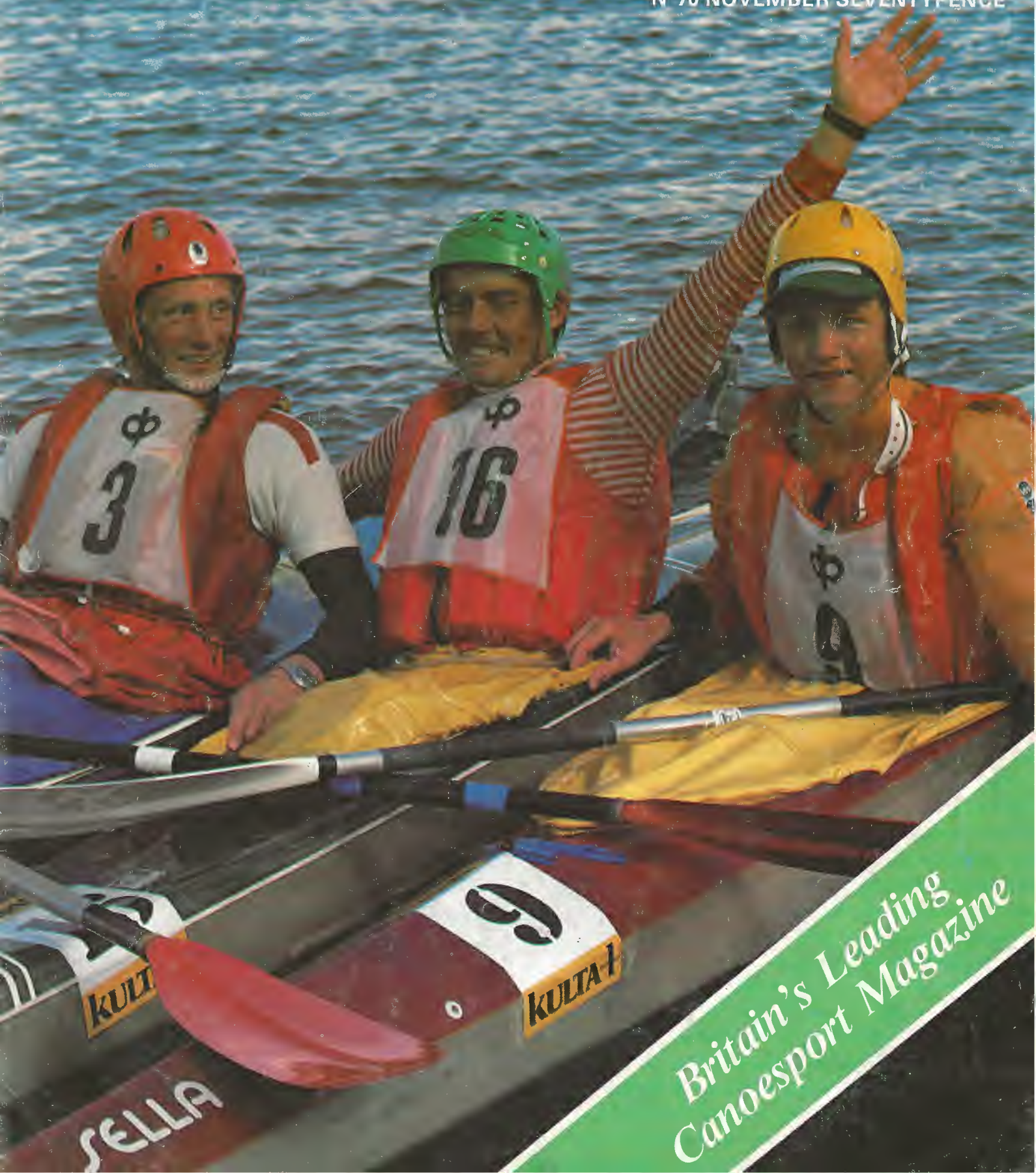


CANOEING MAGAZINE

CANOEING

N°70 NOVEMBER SEVENTYPENCE



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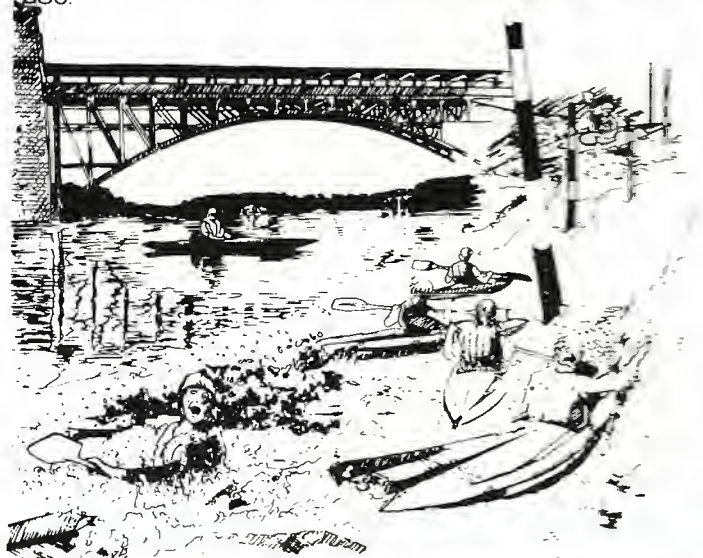
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NOVEMBER — NUMBER 70

Editor: Mike Clark

Canoeing Magazine, Editorial and Advertising
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CONTENTS

Notes and News	6	Events	19
Gudena Marathon	8	Books & Guides	19
Sea Canoeing	12	Slalom	20
Letters to the Editor	12	Arctic Canoe Race	22
Sprint Canoeing	14	Trade News	24
Richmond Marathon	16	Classified Adverts	28
Scottish Marathon	18		

COVER: *Canoe Race — the first three to finish at Tornio. Photo: Mike Clark.*



Gudena Marathon — a leading group. See page 8. Photo: Mike Clark.

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CANW TRYWERYN '83

The weekend of 3rd/4th September saw a series of events organised by the Welsh Canoeing Association and going under the collective name of Canw Tryweryn '83. The events included Premier and Division One slaloms, incorporating the Home International, Division B, C and an Open Wild Water Race, An Open Tour for non-competitive canoeists, an Air Bed Race and the Welsh Canoeing Exhibition.

After six weeks of superb weather, the Friday night before the event was a nightmare with cyclonic winds and torrential rain raising the level of Llyn Celyn by several feet and pouring water into Bala Lake from every hillside; minor streams suddenly became major and the larger rivers turned into torrents.

Despite all this the events carried on, on Saturday; For the first time the slalom was held on the once notorious 'graveyard' area above the international course. This new site received a lot of favourable comments from paddlers. (There has since been some discussion on changing the name of the site to something more suitable!).

The Wild Water Class races started either at the slalom course start or at Tyn-y-Cornel and the river tours at the same point.

An exciting Air Bed race down the international course caused a few flutters for the organisers but everyone arrived safely at the finish!

The Exhibition was held on Saturday only in the local secondary school, Ysgol Y Berwyn and was well attended by both manufacturers and canoeists.

Sunday proved to be disaster day for the events. After more overnight rain and because of severe flooding around Bala Lake the organisers had no choice but to cancel all the events with great regret. There were no results, therefore, for the Premier and Division I slalom individual events nor for some river races.

George Davis
Canolfan Tryweryn



SCOTTISH BROCHURE

The new brochure for courses and holidays at Glenmore Lodge in the Spey Valley, is now available.

The colour brochure details course and holidays in Skiing, Mountaineering, Mountain Rescue, Hill Walking, Rock Climbing, Kayaking and Canoeing — levels at Introductory, Intermediate, Advanced, Leader and Instructor. Courses from December 1983 through to November 1984.

Brochure available from: *National Outdoor Sports Training Centre, Glenmore Lodge, Aviemore, Inverness-shire PH22 1QU. Telephone: 047-986 276.*

Notes & News

THE 'WAY AHEAD' FOR SPORT

Sport has a vital role to play in combating the stresses and strains of the so-called 'Leisure Age', says a policy document entitled 'The Way Ahead' published by the Scottish Sports Council at the beginning of September.

The document declares:

'An urgent task for all sports organisations is to convince government at all levels that society can no longer afford not to support massive provision for sport and physical recreation. Government must ensure that full and better use is made of all facilities owned by the public in the interests of the community at large, and increase very considerably the resources available for sport and physical recreation at all levels.'

'This decade will see many changes and major strains on the structure of society. Sport has a vital role to play in combating these stresses in the forthcoming 'leisure age'. But sport needs resources now — in ten years it will be too late.'

Copies of the document have been sent to Scottish Government Ministers, all Scottish MPs, local authority councillors, government agencies, universities, colleges, churches, Chief Constables, Chairman of Local Health Boards as well as to sporting bodies and organisations.

Launching the document at a press conference in Edinburgh Mr Peter Heatly, Chairman of the Scottish Sports Council, said:

'It is more than a decade since the Scottish Sports Council was established and we decided it was necessary to look afresh at the place of sport in society and the role it will have in the years ahead.'

'This document 'The Way Ahead' summarises our review of the role of sport in society and gives pointers to the future which emerge from it.'

'We have considered the future development of opportunities both for general participation in sport and for the attainment of high standards within the sport. We have also reviewed the provision of facilities as a means of providing those opportunities for participation and high standards.'

'We hope this document will be of guidance and assistance to all those who are concerned about the future development of our society and that it will lead to a greater understanding of the importance of sport within that society.'

McNULTY HOT LINE

The telephone number on the McNulty advert in the last issue of Canoeing Magazine was given incorrectly. The number in fact belongs to an old age pensioner, and while canoe manufacturers may age rapidly under the present recession, has no connection with McNulty.

Our apologies to the OAP for inconvenience caused by canoe enquiries being misdirected through a typing error in the advert. Readers should note the correct hot line to McNulty Seaglass Limited is: 0632 563196.

YOUTH ON WATER — A SUCCESS

Over a weekend in August Colwick Park Nottingham was the scene of a friendly invasion by young people from all parts of the country keen to get involved in a variety of water sports laid on for the 'Youth on Water' weekend.

This was the first national event organised by the National Association of water-based youth groups and the aim was to introduce young people to new water sports ranging from canoeing, sailing, rowing and board sailing to fishing and nature study. The event was supported by a wide variety of local organisations who produced volunteer instructors and equipment. Boat manufacturers and other companies took part in the exhibition organised by the Association and in some cases produced extra equipment for use over the weekend.

The true value of 'Youth on Water' was reflected in:-

the introduction of young people to water sports for the first time

the introduction of new water sports to those who had participated in one or other sport already

the contacts made between the various groups (from as far afield as Liverpool and Dover), the friendships developed and the plans to arrange exchange visits.

A seminar for youth leaders was held on the Sunday and all present agreed that the event had been worthwhile and was well worth repeating. The organisations and the National Association were particularly grateful for the help and assistance of the Severn Trent Water Authority and the Nottingham City Council for making the park freely available and it was agreed that for 1984 at least, efforts should be made to repeat the exercise at Colwick.

The Youth on Water event was sponsored by the Ship and Boat Builders National Federation, The Carnegie U.K. Trust, the Severn Trent Water Authority and the Water Space Amenity Commission.

WINTER BREAKS IN NORTH DEVON

An item of special interest to windsurfers who prefer the quieter seasons to pursue their chosen pastimes is that Hy Jumpers are offering a free information sheet on guest house and restaurants that are open throughout the year for that odd weekend or longer winter break.

Send an SAE please to: *Hy Jumpers, Heanton Street, Braunton, N. Devon.*

TRADITIONAL CANOE RACE SET FOR OCTOBER

A fleet of some 50 canoes will challenge 40 miles of punishing surf and currents in the Molokai Hoe Oahu race this October.

Teams from Hawaii, the mainland US, Canada and the Pacific nations are entered in the demanding and colourful event which was first held in 1952. The Bank of Hawaii is sponsor of the race as part of its extensive participation in community and cultural projects.

The Molokai-to-Oahu Race is the most
CANOEING MAGAZINE

arduous test in the sport of canoeing — a struggle of more than six hours over a 40.8-mile stretch of the Pacific that includes the treacherous Molokai Channel. More than 500 paddlers will start at 7.30 hours on Sunday October 9th from Hale O' Lono on Molokai and finish at Fort De Russy Beach in Waikiki. Each team has nine members, six paddling and three in relief. When a paddler is being relieved he jumps over the side and his replacement climbs into the canoe from the water having been dropped by the canoe's escort boat.

In the race the first paddler is the stroker and sets the pace whilst the sixth is the steersman. The second paddler calls out the changes in the pace, the third and fourth are the power rowers and the fifth assists the steersman. Two kinds of canoes now are used: the traditional koa wood boats and the newer ones of fibreglass.

There were only koa wood canoes and only three of them in the first Molokai to Oahu race in 1952. A.E. 'Toots' Minvielle, the legendary figure in Hawaiian canoeing who conceived and founded the event, could convince only three teams to enter that inaugural race — the Waikiki Surf Club, the Hawaiian Surf Club and the Kukui O Lankia'ula Canoe Club.

Last year there were 47-entries in the exciting race won by the offshore Club of California in 6 hours 8 minutes and 35.5 seconds. Hui Nalu of Hawaii was less than four minutes behind in second and the Outrigger Canoe Club of Honolulu was a minute further behind in third.

Further information on the Hawaiian Islands is available from: *Hawaii Visitors Bureau, 15 Albermarle Street, London W1X 4QL. Telephone: 01-492 1143.*

NEW SILK CUT AWARDS SCHEME LAUNCHED BY CHAY BLYTH

The Silk Cut Awards is a comprehensive awards scheme designed to reward those who have made an outstanding contribution to the nautical and marine world. The scheme was launched at the Southampton International Boat Show on Friday, September 16 by Chay Blyth. The Awards will cover five key areas:

- Seamanship Award
- Rescue Award
- Design Award (boat building and equipment)
- Racing Award
- Club Service Award

The Awards judging committee is chaired by Chay Blyth and will consist of leading representatives from the following prestigious organisations.

- Boat Technology International
- Gallaher Limited
- HM Coastguard
- Royal National Lifeboat Institution
- Royal Ocean Racing Club
- RYA Seamanship Foundation
- Ship & Boat Builders National Federation

Award nominations will come from three areas: a major media monitoring exercise where national, yachting and regional media will be scanned for potential

nominees; from the public, yachting enthusiasts and clubs for the Seamanship, Rescue and Club Service Awards; and through members of the judging panel. Judges will meet quarterly to shortlist nominations received and nominations will be researched by the Silk Cut Awards office. Nominations will close on August 31st 1984 and presentation will take place at a Gala Awards dinner at The Savoy on November 20th 1984.



MOBILE ADVENTURE

Mobile Adventure is a small independent company providing outdoor pursuits training and holidays for individuals and groups of all ages and at all levels of experience.

Mobile Adventure aim to provide training and holiday packages designed to suit the particular needs of groups or clubs, with the emphasis on flexibility and enjoyment and covering a comprehensive range of outdoor pursuits. Included is Canoeing, Rock Climbing, Hill and Mountain Walking, Sailing, Boardsailing, Skiing and Pony Trekking.

The company is not centre based and therefore can offer packages anywhere in the UK with activities to suit you or your groups need. Accommodation is either use of tents, log cabins, or hostels.

All equipment has been chosen for its reliability and high quality, while the staff of Mobile Adventure are qualified and experienced in running outdoor activities as well as having many years experience in youth and community work.

Full details on courses provided by this unique company from: *Mobile Adventure, 23 Garendon Street, Leicester. Telephone: 0533 56640.*

WINTER IN AUSTRIA

Austria is not only a mecca for canoeists during the summer months with its very many fine wild water rivers, more placid rivers and lakes. But during the winter months Austria is a wonderland for the skier and everyone seeking leisure and relaxation.

Austria offers over 20,000km of prepared ski slopes, approximately 400 ski schools and over 8300 teachers. Some 58 ski resorts now provide illuminated ski pistes, while to

carry you up to the top of the slopes there are 132 cable cars, 450 chair lifts and around 3,000 tow lifts. Cross country skiing is becoming increasingly popular — and an ideal fitness sport for the canoeist — with 10,000km of tracks and cross country ski routes.

Details on Austria and ski holidays from: *Austrian National Tourist Office, 30 Saint George Street, London W1R 0AL. Telephone: 01-629 0461.*



GUL AT GOONHILLY

Gul Wetsuits of Bodmin, Cornwall, recently became a member of the exclusive group of companies involved in the maintenance of British Telecom International communications equipment at Goonhilly Satellite Earth Station.

Over a period of years, technicians based at Goonhilly Downs have tested various systems of protective clothing all of which lacked the comfort and manoeuvrability required for working on wet girders at heights of up to 120 feet.

Gul Wetsuits, having already proved their superior comfort and warmth in the watersports' world, seemed a logical answer to the engineers' problem in combatting the accumulation of algae and bacterial growth which, coupled with an annual sea salt deposit of 1cwt per acre, affects reception and transmission.

These deposits are removed by steam pressure — jetting the dishes as shown in the photograph — emphasising the need for flexibility and comfort in the clothing worn by the engineers.

The double lined Gul Steamer wetsuits, tested in Britain's coldest waters, have added yet another credit to their list of successes. Success on the Air-Waves . . .

Notes & News

GUDENA



With the end of the Sprint Racing season and the nearing towards the end of the Marathon Racing season, the third week in September saw Jim Rossiter — team manager of the British Marathon Team — making his annual pilgrimage to Denmark to collect the Nations Cup on behalf of our paddlers competing in the Gudena Marathon.

British Marathon is so strong at the present time, that it seems almost a foregone conclusion that our paddlers will be out in front against any national team. For Gudena, the record of the past seven years in the Mens Racing Class — both K1 and K2 — shows almost total dominance by British crews and individuals. In Mens Senior K1 — 1977, Brian Greenham, England: 1978, Tim Cornish, England: 1979, Brian Greenham, England: 1980, John Fowler, England: 1981, Alan Williams, England: 1982, Alan Williams, England . . . In Mens Senior K2 — 1967, Greenaway/Haynes, England: 1977, Fowler/Haynes, England: 1979, Williams/Fowler, England: 1980, West-Smith, England: 1981, Dimmock/Jobe, England . . .

This year we again entered a strong team For K2 — Wells/Kelly and Kinch/Lanighan. Junior K2 — Martin/Martyn. Mens K1 — J. Day, A. Williams, and M. Wells. Womens K2 — Wendy Clapham/Anne Plant. There was also support from other British crews — Pendle/Speak, Battershall/Fieldus, M. Adams, Mary Garrett, J. Lee, T. Cornish and K. Pereira.

Once again the event attracted a tremendous entry, with over 500 paddlers from nine countries. Yet in the International K1 and K2 it almost seemed that the Danes had capitulated even before the event — in K1 only Jorgensen looked capable of a challenge to our paddlers, while in K2 only Torp/Koch had good form. Of greater danger to our crews were paddlers from Belgium (very Southern Belgium!) and in K2 the strong Swedish and Norwegian crews.

Our team travelled out by stylish DFDS Ferries — Harwich to Esbjerg — but with the Women K2 flying out on the Friday evening to return on the Sunday immediately after the race. Ken Pereira managed an exciting car trip on the Danish side, taking a fast corner simultaneously with a Danish car coming in the opposite direction with the inevitable crunch — no damage to persons, but almost a write-off to the Danish vehicle and a badly damaged wing for Ken. For Mary Garrett travelling in the car it was her second bump in 48-hours, a car having played at 'dodgems' with her down Putney High Street on the Thursday evening while driving to Marsport at Reading to collect her kayak. However, the ferry crossing was surprisingly smooth — despite gale force winds coming directly from behind — and the film was quite good . . . although . . . 'was that two pheasants and one rabbit? Or . . .'

The Tour de Gudena is raced in five sections over two days along the course of the Gudena River. The distance is 120km and comprises both lakes and river. Deep water and a real 'paddlers race'. There is one portage (on the first stage) and mass starts for the first section of each day.

In past years the weather has played a key role in the event. Some years there has been strong winds causing massive waves over the lakes, other years the early morning starts have been made in thick fog and paddlers becoming 'lost' on the great lakes. Other times there has been drenching rain and very cold conditions. For this years' event the conditions proved almost ideal. No fog, no strong winds . . . just moderate autumn weather . . . and with a really good flow of water on the lower sections of the Gudena River.

As usual the team was housed at the youth hostel in Silkeborg, so race day saw the British team up early and loading kayaks for the short drive to the start at Skanderborg. We once again managed access to the water from the jetty two or three hundred metres down from the race start and in the town centre. This spot almost seems to be reserved for us now!

Before the race there were the now familiar scenes. Paddlers warming up, checking boats and spraydecks, ensuring feeding bottles were full, a quick coffee or hot chocolate in the local cafe, a last call to the loo, and then on the water.

1200hrs saw the mass start of the K2 boats, and 20-minutes later the start of the K1 classes. The womens crews, C1 and Youth paddlers dashed off down the course to their start over a shorter distance. For managers and supporters it was now off down the course to the first portage to see progress. Hopping a lift with Jim Rossiter (plus a couple of Swedes or Danes who jumped in at the last minute), we headed off to the portage.

As usual there was no chance of getting down near the river to the put-in (what would produce the most exciting pictures), so I contented at one side of the road to watch paddlers come across. Within minutes the K2s were rushing through. Out in front were a group of some seven or eight paddlers, with four British crews right there, including all three of the Nations Cup entries. The K2 was to develop into one of the most exciting events for many years.

Another 20-minutes and the K1s were racing through. Here Alan Williams was out in front, pushed a little by the Belgium boys but would soon burn these off, and with Mick Wells in striking distance, while John Day came through at the lower end of the first ten and finding a little strain. Thus in K1 and K2 all our paddlers were in commanding positions. Once again the race looked good for us.

From the portage it is a short river section to hit the massive Mosso Lake . . . A wide and open lake that can produce waves capable of swamping the racing kayak . . . even if fitted with pumps and good spraydecks. However this year there were no such problems. From the high road the paddlers progress could be seen — only small dots in the distance without the possibility of distinguishing individual crews.

Opposite: K2s off the second stage start at Ry.

John Day making the first portage. First K2 across the portage.

Alan Williams leading out a large group of the K1s.

Below: The second days start from Silkeborg.

K2s off in a cloud of spray after some problems . . . and two force-starts!

Now a drive on towards the road bridge over the Gudena and towards the finish of the first stage at Ry. In the K2 there were still eight crews out in front in one big bunch. Four British crews, one Swedish, one Norwegian, one Danish, and the Belgium boys (Tim Cornish/Chris Greef under Richmond colours). The race was fast and hard. Burns by crews were answered immediately by all others in the group . . . hanging on to washes . . . no quarter given or taken . . . (Or at least that's how it should have been and should have continued).

There was no time to wait here for the K1s to come through, but from the view over the lake, Alan was in firm control and well out in front with no one close to challenge him. Despite the distance still to go, the K1 was already won, Alan would just pull further ahead of the others to gain a commanding first-day lead, enabling him to help pull Mick Wells and John Day through on the second day. The action was all to be in the K2.

First stage finish and over the line three British K2s. What an opportunity . . . and what an opportunity we were to waste.

A twenty minute break and crews lined up for the second stage start. Front rank — three British K2s: Wells/Kelly, Kinch/Lanighan, Battershall/Fieldus, and one Danish, that of Torp/Koch. Just behind another British crew, that of Pendle/Speak. It was the makings of a field day, a complete white-wash, but one that we were to throw away.

In past years we have seen British crews build leads on this event only to battle amongst themselves and fail to work as a real team — from a commanding position where we had three K2s out in front and a fourth just a few seconds down, our paddlers failed to respond and build upon the situation . . . by the end of the day Wells/Kelly and Battershall/Fieldus were



still there, the Danes had been dropped and so had Kinch/Lanighan, but even worse, the Swedish and Norwegian pairs of Kroon/Ohlsen and Gran/Johansen had been allowed to pull back to the leading group. The pace had slowed — British crews had failed to work as a complete group — allowing a second group to catch up — it seems we never learn!

Thus the first day finish showed British crews well placed (albeit not as good as could have been expected) with Alan Williams having total control over the K1 and building towards a record, while in K2 we had four crews in the first eight. Even our womens K2 came through to a first placing . . . and there were no 'problems' for Jim to sort out with the Jury! So it was time to relax, back to the hostel for the evening meal, on to the 'official' race meal for more eats, then a film in the evening before early bed for the paddlers and a night on the tiles for the supporters and officials! 'Now was that two pleasants and one rabbit . . .?'

The second day dawned clear and calm. It was a good day for racing. Around the hostel our paddlers were up and about early. The K2s were off at 08.15hrs and the K1s at 08.30hrs. Breakfast was around 06.00hrs . . .

The mass starts proved more than a little problem for the officials — in fact was very reminiscent of British starts. The K2 had three goes at getting under way!

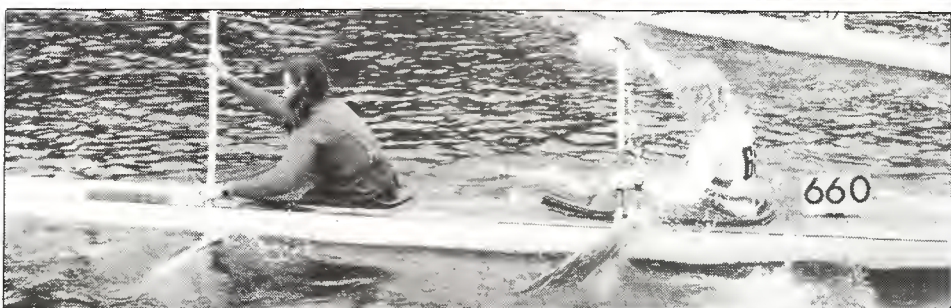
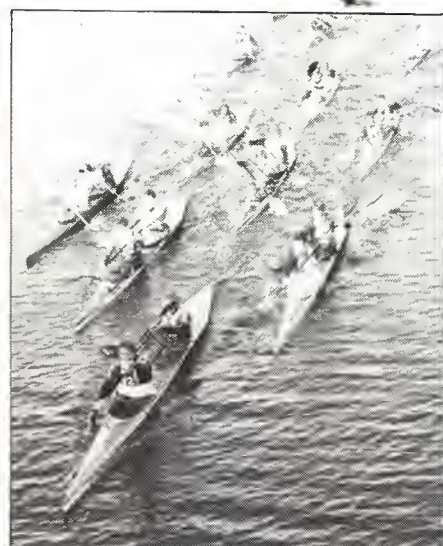
A quick drive to the first bridge at the end of the start lake — a lift this day by courtesy of Paul Ralph and Marsport of Reading (commercial break here: Marsport for all your Marathon and Sprint requirements . . . Racing K2s, Racing K1s, Paddles and Accessories . . . end of commercial) — arriving in time to see the leading group of K2s. It was tremendous, out in front was a group of fourteen boats — all the British pairs being there and in good positions. Fifteen minutes later the K1s came through. Alan had the race under control, was out in front of eight boats and with our other British boys right there — Mick Wells and John Day hanging on.

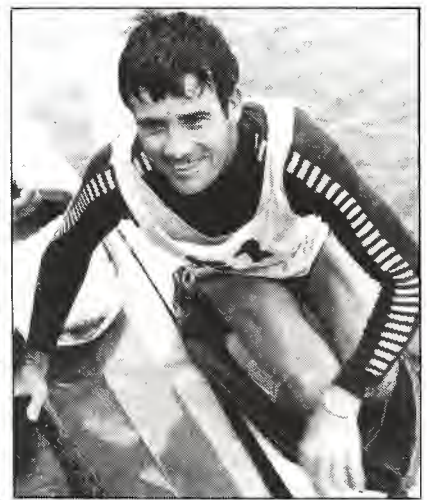
A drive on down the course — our map showed a straight road east of the river that gave easy access at bridges . . . but after some 10kms and still no river, we astutely assessed we were on the wrong road! (Lose pilots badge and one navigation star . . . move to jail, do not pass go . . . do not collect £200!).

We eventually hit the river at Svotrup, a full two kilometres down from that first bridge and way behind the leaders. Now a quick dash to Kongensbro — that was the original plan — and reached here in good time to see the leaders. The position was little changed. The leading group of K2s had thinned a little, likewise the leading K1s. But still the British crews held on to the front ranks. The K1 was certainly won, and Alan had time in hand from the first day still to account. But in the K2 things were still very much in the balance. Almost any of the leading group could take the win. Eight boats from the previous day had finished within less than half a minute of each other. It was a straight race today, there was no time in hand . . . first over the line would win.

On to Tange . . . then the stage to Langaa . . . then the last 16km dash for the finish at Randers.

At Langaa the girls were heading out of the stage for a win in the K2, some ten minutes clear and no one to touch them. In





the womens K1 Mary Garrett was well down on the first day, but pulled back a couple of places on the second to finish 5th in her class. Ken Pereira in the C1 finished 9th, while our youth paddler of Mark Adams had a great race with a Dane and Dutch paddler to finish 3rd in his class and just over 2-minutes down from the front.

The K2s came into the last stage. All was still to play for. Wells/Kelly and Kinch/Lanighan battled the lead with the Swedish pair; Pendle/Speak were down a little and had their work cut out to catch the Norwegian and Danish pairs . . . 16km to go . . . a cloud of spray and the two leading groups raced for the finish and the top honours.

Randers — the finish of the Tour de Gudena. Already the women and youth classes had finished. Now all eyes looked for the K2. It was not long to wait . . . Out of the distance two British crews battled it all the way with the Swedish pair of Kroon/Ohlsen . . . Could we take the win . . . Hell, of course we could! Over the line in 1st Paul Wells/Mick Kelly — total time 7hrs 54min 44sec; 2nd the Swedish K2 just 7-seconds down and with Rod Kinch/Paul Lanighan in 3rd and just another 6-seconds down. Pendle/Speak dropped into 6th, Cornish/Greef in 7th (good job this was only a 'regional championship' Chris, otherwise you could have been further down!), and Battershall/Fieldus in 8th. Even better was still to come.

Little more than 20-minutes later Alan Williams raced across the line in 1st place of the K1 event, setting a record time and taking the win for the third consecutive year. A brilliant effort in a brilliant year for Alan. Super!

Mick Wells had pulled through to take

Opposite: A massive leading group of K2s Wendy Clapham enjoying some attention from Paul Ralph of Marsport! Leading K2s before Tange Anne/Wendy off the last start The British Camp at Langaa.

Above: The last start for K2s Jubilant Alan Williams at the finish Congratulations among our K2s And the K2 presentation . . . Photos: Mike Clark

GUDENA

4th in the K1, while John Day had had a very hard race and faded to take 14th.

The Nations Cup was in the bag. Jim could once again collect the trophy and his trip was not wasted — it seems almost an embarrassment now! We are just getting too good, or maybe the competition is getting poorer . . .

Now there was time for more eats, a super party with an American group at Eric's hostel in Skanderborg (maybe the less said about this the better!), the usual 'regulation' trip to Struer on the Monday — home of the veneer racing boats — a bouncy ferry home along with the evening 'open table' on board . . . 'Now was that two peasants and one rare-bit . . .?'

RESULTS:

SENIOR K2 MEN: 1. Paul Wells/Michael Kelly, (NC) GBR, 7.54.44; 2. Johan Kroon/Anders Ohlsen, Westervik SWE, 7.54.51; 3. Rod Kinch/Paul Lanighan, (NC) GBR, 7.54.57; 4. Lars Ivar Gran/Jan Johansen, Tonsberg NOR, 7.56.05; 5. Ole Torp/Lars Koch, (NC) DEN, 7.57.05; 6. Dyson Pendle/John Speak, Norwich GBR, 8.00.01; 7. Tim Cornish/Chris Greef, Richmond, GBR; 8.00.32; 8. David Battershall/Roy Fieldus, (NC) GBR, 8.03.01; 9. Bengt Dohlmann/Bo Leihoff, (NC) DEN 8.12.25; 10. Michael Tao/Christian Baltzer, Svendborg, 8.15.35.

SENIOR K1 MEN: 1. Alan Williams (NC) GBR, 8.29.26; 2. Benny Reynders, Koninklijke KC BEL, 8.32.23; 3. Pierre van der Merwe, Koninklijke KC BEL, 8.33.20; 4. Michael Wells (NC) GBR, 8.42.00; 5. Svenning Jorgensen, (NC) DEN, 8.44.40; 6. Viljoen Greying, Koninklijke KC BEL, 8.46.17; 7. Thorsten Knutz, TSV Klausdorf (FRG), 8.46.33; 8. Garth Watters, Koninklijke KC BEL, 8.46.52; 9. Claus Rohr (NC) DEN, 8.48.56; 10. Johan Stenberg, Brunnsviken (SWE), 8.49.15.

WOMENS K1: 1. Anne Wahl, Oslo NOR, 4.11.01; 2. Helle Stuart, Sundby, 4.11.06; 3. Pia Johnson, Bris SWE, 4.12.25; 4. Yvonne Knudsen, Gladsaxe, 4.16.14; 5. Mary Garrett, Richmond GBR, 4.32.59.

WOMENS K2: 1. Anne Plant/Wendy Clapham GBR, 3.59.55; 2. Eija Miettinen/-Tarja Korhonen, Merimelajat FIN, 4.10.43; 3. Susanne Prokof/Sabine Lichtenstein, Polizei, 4.12.46; 4. Tenna Madsen, Frederikshavn/Brigitte Froberg, Horsens, 4.17.05; 5. Tine Loft/Berit Andreasen, Neptun, 4.29.05.

SEA CANOEING

PLYMOUTH TO EDDYSTONE 83

SPONSORED CANOE PADDLE

Report from G.F.C. Bladon

The annual sponsored canoe from Plymouth Hoe to the Eddystone Lighthouse and return to raise funds for the Cancer and Leukaemia in Childhood Trust was yet another casualty of this poor British summer.

The event date, Saturday 11th June, brought strong winds and cold conditions for paddlers with a sea state in the bay of Force 6, a sea state at the Lighthouse of a Force 7, and with a forecast Force 8, the planned trip was not practicable for such a large group of paddlers. I therefore opted for the alternative plan B, a sponsored paddle of equal distance around Plymouth Sound and down the coast to Cawsand.

Each lap was over eight miles and because of the enthusiasm of the canoeists and the hope of raising several thousand pounds for the Trust 46 canoeists braved the aggressive sea and took part. Most managed to complete three laps before the large heavy sea and high winds sapped their strength and forced them to retire. 20 of the 46 paddlers completed all four laps.

The afternoon deteriorated into thick drizzle and poor visibility, in addition to the strong breeze and heavy sea state, but with the excellent safety boat cover provided by the Royal Air Force Mountbatten Marine Section and the Royal Marines Raiding Sqn, the canoeists were able to keep going in conditions which would normally have kept them well away from the sea. The Fairey Marine Huntsman 'Montero', was on hand with welcome substance and support for the canoeists and the sight of it battling through the

waves was reassuring to many first time participants.

It was particularly encouraging to myself as organiser and to the Trust that so many canoeists were prepared to make such a splendid effort in order to raise money for charity. The disappointment of not making the lighthouse trip this year does not seem to have dampened or deterred the growing support for this popular annual gathering. I am already recruiting for next June and all canoeists are assured of a friendly welcome. It is hoped that George Skinner of Scott Bader Commonwealth will be able to repeat the promotional and social events which undoubtedly make the weekend such a success. Statistically the date we choose for this paddle should give us nearly a ninety per cent chance of suitable weather conditions, if you're interested in taking part in 1984 please contact me.

For the 1983 event I would like to thank the following persons for their active involvements:- Royal Air Force Mountbatten Marine Section, The Raiding Sqn Royal Marines, Plymouth, Liftcran for the support boat Montero, Plympton Scouts for their help and accommodation for canoeists, Figures Health Club, Plympton, for the use of their Club and catering, Millthorne Chairs, Hartland for the donation of the trophies, The International Long River Club, Peter Salisbury, for the certificates and onshore admin, Mike Fennessy for his valuable service as escort co-ordinator, George Skinner of Scott Bader Commonwealth, without whose help this event would never be able to take place so

efficiently, Plymouth City Council for the use of their launching facilities, The Queens Harbour Master, Plymouth for tolerating us and allowing us access through the shipping lanes. And last but not least, all those canoeists who came to Plymouth once again from all over England and Wales, many for the first time to take part in the event and help us in the fight to save young lives.

I hope to see you all competing again next year with everyone, veterans and newcomers alike very welcome.

The trophies this year were awarded as follows:-

★ The carved statuette for the most money raised was presented to Miss Dawn Angle of Stoke, Plymouth.

★ The carved canoe on a wave was presented to R.J. Powell of Woodford Green Essex, aged 73 yrs, for the most outstanding achievement.

★ A miniature statuette of the Lighthouse was presented to Steven Devlin of Plymouth for showing the most determination to succeed (doing it all in a competition slalom canoe).

All participants were presented with Plymouth-Eddystone 1983 certificate, courtesy of the International Long River Canoe Club. And all participants were presented with a souvenir Plymouth-Eddystone 1983 Tee Shirt, courtesy of the Scott Bader Commonwealth.

The total amount raised by the event to date is £2,500 and money is still coming in for the event.

letters

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

EXERCISE SUBMARINE

Dear Editor,

I found the 'Exercise Sumbarine' pictures in the August issue of 'Canoeing Magazine' of interest but as I thought the prints might be older than indicated and that the boat was not a Klepper, I decided to investigate further.

The submarine shown is H.M.S. Subtle

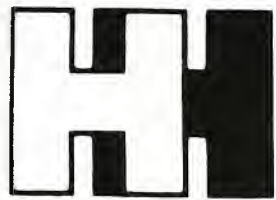
which was built in 1944 (completed) and scraped in mid 1959. According to the 'expert' consulted features in two pictures indicate that they can only have been taken between 1956 and 1959, probably 1958 to early 1959. According to the Royal Marine Museum the kayak is indeed a Klepper.

Yours sincerely,
D.R. Winning,
Ayrshire, Scotland.

Many thanks for the information, Duncan, but I could have saved you the trouble. The photographs were indeed marked 'trials with H.M.S. Subtle' and of course the Royal Marines turned to using the Klepper in the early 1950's. Previous to that the Tyne Folding Kayak had been much in use. Below is a photograph of the Canoe MK XI (2nd prototype) built by Tyne Folding Boats.



Look for another photo feature on the Royal Marines and their boats next month



Helly-Hansen

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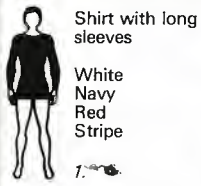
£7.50 basic top or bottom

£8.50 polo shirt

£12.50 polo with zip

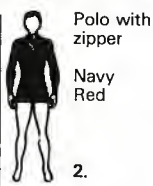
£16.00 one-piece suit.

Prices includes postage.



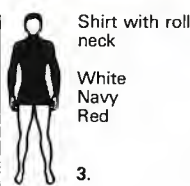
Shirt with long sleeves

White
Navy
Red
Stripe



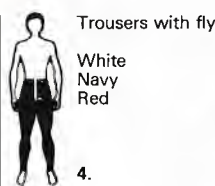
Polo with zipper

Navy
Red



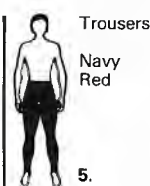
Shirt with roll neck

White
Navy
Red



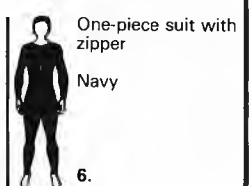
Trousers with fly

White
Navy
Red



Trousers

Navy
Red



One-piece suit with zipper

Navy



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SPRINT RACING

JUNIOR EUROPEAN CHAMPIONSHIPS BYDGOSZCZ, POLAND 17th-21st August 1983

The entry for the 9th European Championships was the highest ever - 27 countries were represented and, in particular, large teams were entered from both China and Japan.

The team travelled to Warsaw by aeroplane and then on to Bydgoszcz by bus. This trip was of 4½ hours duration and extremely uncomfortable.

The canoe trailer had arrived three days earlier, having been brought on from the Senior World Championships. My thanks to Alan Miller and Roger Davey for their work as driver/boatman and, in Roger's case, a well distinguished squad coach. It is true to say that travelling through communist countries is not always the easiest of tasks and that it is here we are indebted to Alan's experience.

The conditions of racing were fair to all lanes although the course was continuously bumpy. Conditions were much windier in the morning with the wind easing for the evening racing. Winds came either completely head on or from a right diagonal, therefore most times were slow.

Congratulations to the men's K4 500m and, in particular, the men's K4 1000m - both boats reaching the finals. For the others it was a case of not qualifying for finals by being a good 4th. It should be said that the men's team was particularly weakened by the absence of Greg Slater. However, the results should not be measured entirely by finals placing and those who did not reach finals should not be considered as failures. There is a good body of talent developing and this should be given as much encouragement as possible.

In conclusion, my thanks to the team coaches, Derek Looker and Roger Davey, and to Rowland Jones whose dual role as administrator and team masseur proved to be invaluable. His talents on the latter were used extensively and is a service which our teams have always lacked in the past.

Bernard Perrett
5th September 1983

INTER-CLUB REGATTA

After our first ever Gold Medal at a World Sprint Championships and one of the generally most successful years, the Sprint Racing Season closed with the Inter-Club Regatta held at the National Watersports Centre, Holme Pierrepont, over the weekend 10th/11th September.

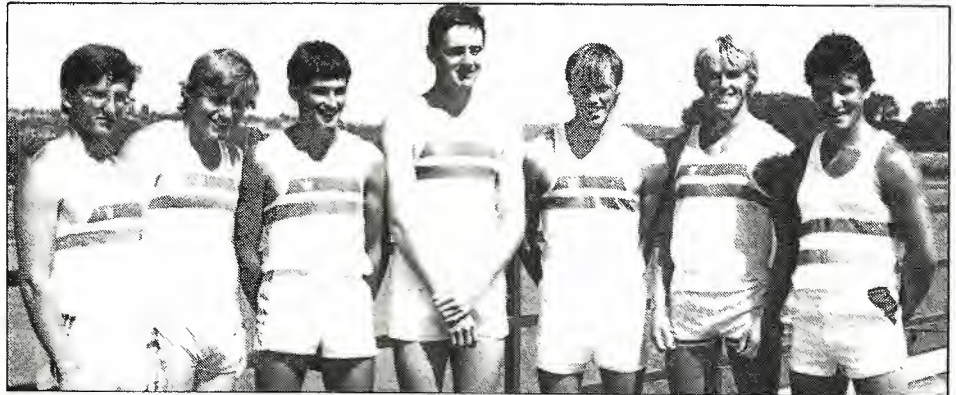
The Inter-Club Championship - for the MacGregor Paddle Trophy - was taken by the Richmond Canoe Club in an exciting battle with Fladbury Canoe Club. (Leading clubs as below). Richmond swamped paddlers into every event available and many names that appeared on the starts were far from being familiar faces around the present sprint scene - Blackmore, Leach, Cutlack . . .

The regatta also included the Inter-Service Sprint Championships, which was won decisively by the Army, their paddlers taking the win in each of the six events.

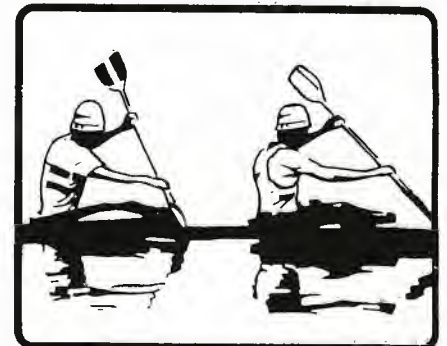
On the Sunday there was a small ceremony at which our two World Championship Gold Medal winners - Alan Williams and Steve Jackson - were presented with superb cut-glass decanters. The gifts were made by the BCU Sprint Racing Committee on behalf of all British flat water canoeists. (It should be noted that Alan won the 8km long distance event on the Sunday afternoon, having competed and won the K1 event of the Liffey Descent in Ireland on the Saturday . . . Almost just an average weekend for a competitive canoeist!)

McGREGOR PADDLE TROPHY

1. Richmond	729	14. Army	81	27. Royal Navy	30
2. Fladbury	603	15. Leaside	77	28. Bewl Bridge	27
3. Havering	503	16. Preston Brook	70	29. Shoreham	25
4. Lincoln	452	17. Leighton Buzzard	66	30. Hull	22
5. Nottingham	220	18. Tonbridge	65	31. Reading Lei. Park	16
6. Royal	195	19. Stubbers	63	32. Birmigham U	13
7. Sweden	149	20. Leicester Scouts	59	33. Viking	11
8. Gailey	130	21. Worcester	55	34. Bradford on Avon	8
9. Lichfield	128	22. Hertford	51	34. Chippenham	8
10. R. Leam. Spa	116	23. Bish. Stortford	47	36. Irvine	7
11. Farnham	104	24. Norwich S. Scots	35	37. Cambridge	5
12. Elmbridge	99	25. Warren	33	37. Sheffield	5
13. Harlow	83	26. Wolfreton Sch.	31		



Above and right:
The Junior Sprint Team for the
Junior European Championships



RESULTS

MEN	K1 500m	A Collier	5th	Semi finals
	K2 500m	P Evans/N Davidson	4th	Semi finals
		S Adams/A Collier	9th	FINAL
	K4 500m	S Morley/N McLachlan		
	K1 1000m	N Davidson	6th	Repechages
	S Adams/A Collier	6th	Semi finals	
	K2 1000m	P Evans/S Bibby		
	K4 1000m	S Morley/N McLachlan	6th	FINAL
CANOES	C1 5000m	B Broadbent	4th	Repechages
	C2 500m	M Train/B Broadbent	4th	Semi finals
	C1 1000m	M Train	4th	Semi finals
	C2 1000m	M Train/B Broadbent	5th	Semi finals
LADIES	K1 500m	S Perrett	4th	Semi finals
	K2 500m	J Lawler		
		M Littlewood	4th	Semi finals
	K4 500m	J Lawler/M Littlewood		
		S Perrett/D Sellwood	4th	Semi finals

BUDGET'S 'GOING FOR GOLD' OLYMPIC SPONSORSHIP

Budget Rent a Car is an official sponsor of Britain's Olympic promotion programme. As part of this programme Budget is donating an Austin Ambassador to each of Britain's 21 national associations for use in preparing their teams until the Games begin in July 1984. This will be the first time that Britain's Olympic coaches have met publicly to discuss their medal hopes and fears.

As an additional fund-raising exercise Budget will donate 20 pence for every car or van rented in the UK between now and the start of the Games. This is expected to raise at least £20,000 for the British Olympic teams.

The Company's involvement in the preparation for the Olympic Games is featured in all new promotional sport material and this year's £250,000 national advertising campaign promotes Budget's Olympic sponsorship.

A special video-cassette has been prepared for Budget's franchise holders showing them how to make the most of the Olympic sponsorship by involving individual athletes in local promotions.

Commenting on Budget's Olympic support, Budget International's Marketing Vice President, Max McHardy, said: 'Budget is helping Britain's finest athletes go for gold medals in the Los Angeles Games. We are proud to be associated with the Olympic ideals of excellence and achievement.'

Budget Rent a Car is a subsidiary of the Transamerica Corporation, the official car and truck rental company for the Los Angeles Olympic Games.



BCU Director, Ron Emes, National Coach, Brian Greenaway, and Gold Medal Winner, Steve Jackson with the Budget Austin Ambassador

SPRINT RACING



Caught at Leamington, Paul Wells exchanging secrets with the Lady Mayoress . . .

Thames Water News, September 1983



Lesley Smithers long jumps

Proving she is not just a good canoeist, Lesley Smithers featured in the centre-page report of the Thames Water News on their Regional Sports day held towards the end of August. Lesley gained 2nd in the 100-metres, 2nd in the 200-metres, set a record in the 400-metres, and also competed in the long jump. Certainly an all-round sportswomen.

Photo from Thames Water News.

RICHMOND K2 MARATHON

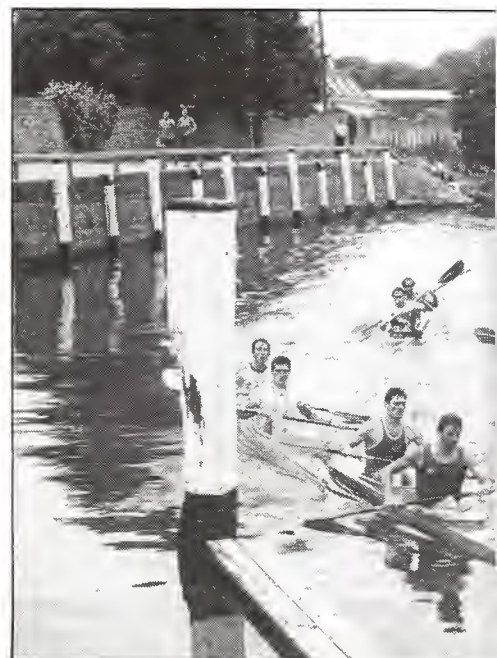
The Richmond Canoe Club Marathon, held towards the end of August, produced a fast and exciting event with little quarter given or taken on the Thames portages. A flavour of the race can be gained from the series of photographs here showing various portages and in particular the portage of the East Molesey Lock. Photographs: Mike Clark.

RESULTS

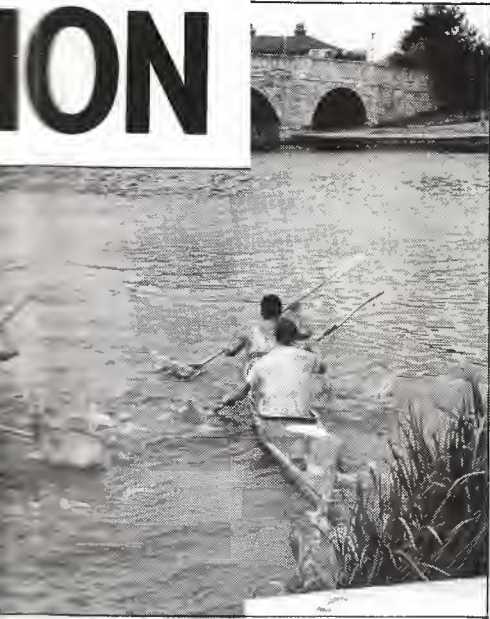
MEN Senior: 1st P. Wells/M. Kelly, Richmond/Nottingham, 3hrs 13min 00sec; 2nd T. Cornish/C. Greef, Richmond, 3hrs 13min 02sec; 3rd G. Viljoen/B. Reynders, Mechelen, 3hrs 13mins 04sec; 4th. R. Kinch/P. Lanighan, Reading and Leighton Park, 3hrs 15min 27 sec; 5th M. Wells/D. Pendle, Richmond, 3hrs 18min 35sec; 6th. A. Gohar/T. Mezham, Richmond/Royal, 3hrs 18min 38sec. (22 finishers).

MEN Junior: 1st G. Burns/I. Lawler, Elmbridge, 3hrs 25min 32sec (10th overall); 2nd Martyn/Martin, Wey Kayak, 3hrs 33min 46sec; 3rd Littlewood/Burgess, Nottingham, 3hrs 37min 02sec; 4th Ronney/Childs, Tonbridge, 3hrs 46min 16sec. (8 finishers).

WOMEN: 1st W. Clapham/A. Plant, Richmond, 3hrs 40min 54sec (19th overall); 2nd. K. Nadal/H. Parker, Nottingham, 3hrs 48min 21sec.



ION



Scottish MARATHON

INTERNATIONAL TAY MARATHON 3rd-4th September, 1983

This year's marathon heralded the onslaught of winter. Out came the Hely Hansen's and on went the tammies. For once the forecasters seemed wrong though as arrival at Firbush showed relatively calm conditions on the loch. Preparation for the start got underway, water bottles for the thirsty, understern rudders for the technical, and sometimes both!

Half an hour before the official start there was a special cheer as Intrepid Veteran Ed Davidson got started with son Alan as his personal safety boat.

1100 hours and the K2's got underway. C. Greef and K. Lubout went immediately into the lead, a position they were to keep till the end of the Marathon. They set a new record for this section. 2nd K2 home was Bennet and Thorogood who came into Kenmore under a wave instead of on top!

Five minutes later the K1's got underway. The leading pack of South Belgians and Andy Morton of Scotland, leading straight down the middle. Belcher, Bibbey and Davidson worked their way across about 1½ km out from the start, Bibbey dropping out at this point. The pattern soon evolved with u/d Merve, Reynders, Cornish, Belcher, Viljoen and Morton leading the way down the loch.

Halfway down the loch, the forecast gales arrived, bringing tales, as the venturers came home, of water spouts, 2 metre waves, and sinkings! The rescue boats did a marvellous job. The boats on the loch had ship to shore contact keeping rescuers in touch with the organisers. Although when we heard 'We've beached the boats and we're bringing in the bodies' our hearts skipped, and although there will be many individual stories, everyone came home safe.

First Senior Home - P v/d Merve; First (and only lady home - the rest retired) - Yvonne Allison, Scotland and First Junior - Neil Davidson, Scotland.

After a short recovery time the Seniors were off on the 2nd stage from Kenmore to the infamous Grandtully. Low river conditions made it a very bumpy ride especially for the K2's and it was clear that no records would be broken. As the first K2-Greef/Lubout - came through Chinese Bridge they went so fast they 'hover-crafted' over the rocks. There was only one swimmer but he managed to catch up with his boat before the long sweep out from Taymouth Castle.

A dive into the bushes between Kenmore and Aberfeldy found Beaver and Warrington of Leicester Scouts nursing a damaged rudder and a holed boat, a quick foray among the trees and screwdrivers, towels and tape put them back on the water, hoping to retape at Aberfeldy, but they missed their support and had to carry on to Grandtully where they completed the job they had begun at 'Chinky' by breaking the boat in three places and were forced to retire from the race looking like a replacement for Concorde! One intrepid photographer who had stood on the rock hoping for a penultimate shot blinked as they went

through and missed the shot of the day. Everyone cheered as Belcher safely negotiated the top falls and Robin heaved a sigh of relief only to learn 'not to count his chickens' as he and his boat parted company on the bottom fall. First home on this stage was P v/d Merve.

All departed to their overnight stops, ourselves to well known and tested Mrs. Campbell at Pitnacree overlooking the 3rd stage start, the Scots to the comforts of Glenburn, and the English, Welsh (Rod Kinch), and the South Belgians to the battlements of Dalguise.

Sunday dawned fresh and fair, the river had dropped about four inches overnight and hitherto unseen rocks were obvious from the bank. The differing K2's and K1's took diverse routes 300m from the start, but all had got together by the time they had reached Logierait. As the leaders, v/d Merve and Reynders, came into Dunkeld the rains began, providing an uncomfortable lunch stop. At 11.45 the juniors got underway. Morley, Bibby and Davidson led the way to Kindclaven where Morley broke away to arrive first at Stanley. Morley finished 1st Junior, 2nd, Davidson and in 3rd place Ellwood of Preston Brook, who'd paddled much of this section with gutsy paddler Stuart McCartney of Scotland.

Angela Dawson also of Preston Brook (but competing as England) paddled extremely well in this section to come home first lady, but as she had retired on the loch, 1st lady remained with Yvonne Allison (Scotland) who paddled so well on the 1st stage.

The leading pack of Seniors into Stanley were Vilgoen, u/v Merve and Reynders, and Robin Belcher who had made up time on the first day. All had an uneventful trip from there to Perth where quote of the day was an exchange between Bletcher and Greef 'Hey Chris you promised to wait for me' - 'I did, but you shouldn't have brought all these men along with you'.

1st Junior K2 home were Scots Alistair Chisholm and Peter Maycock who paddled a great race keeping up with the Senior K2's for much of the time, arriving at Perth only 6 minutes behind seniors Thorogood and Bennett. 2nd Junior K2 was Crieton and Locke. Also completing this section after trouble at Hell Hole and Thistlebrig were Dutson and Hurrell of Havering. After welcome showers the prize-giving took place in the Bell Centre.

1st Senior Men Kayak went to Pvd Merve who was a consistent first on each stage, the race for 2nd place between Reynders, Cornish and Viljoen went to B. Reynders, with first British place going to Tim Cornish paddling under Richmond colours and taking 3rd prize.

RESULTS - Men Seniors K1: 1st P.v.d Merve, Mechalen, 7hrs 03mins 27sec; 2nd B. Reynders, Mechalen, 7hrs 04mins 24sec; 3rd T. Cornish, Richmond, 7hrs 05min 47sec.

MEN Senior K2: 1st Greef/Lubout, Mechalen, 6hrs 51min 22sec; 2nd Bennett/Thorogood, England, 7hrs 18mins 02sec.

MEN Junior K1: S. Morley, England, 4hrs 28min 44sec; 2nd N. Davidson, Scotland, 4hrs 31min 46sec.

WOMEN K1: 1st Y. Allison, Scotland, 5hrs 24min 17sec.

SCOTTISH SPORTS COUNCIL

PLEAS FOR MORE MONEY FOR SPORT MUST BE HEARD

Scotland's sportsmen and sports-women should make their voices heard loudly and clearly in the campaign for more money for sport, says the Scottish Sports Council in its annual report for 1982/83 published at the beginning of October.

'It is incumbent on this Council on its own and in concert with other agencies to continue to make the strongest possible representations to Government regarding the importance of leisure in general and sport in particular in the future life of our changing society', says the report.

'We cannot however do it on our own. If sportsmen and women, youth organisations, coaches and administrators, local authorities and national governing bodies believe that what we are seeking is right then they should make their voices heard loudly and clearly to their Members of Parliament.'

'For it seems that until there is a sufficient supply both in quantity and quality of searching questions in the House of Commons then the pleas for more investment in the kind of opportunities sport provides will continue to fall on deaf ears.'

Under the heading 'Poor Relations', the report draws comparisons between the grant-in-aid received by the Scottish Sports Council and that by the Sports Council in England.

'We have always accepted that the situations in Scotland and England are different and require different treatment', says the report. *'Nonetheless it is difficult to understand why in the three years since 1979/80 we have had our grant-in-aid increased by a total of 33.3% which represents a reduction in real terms, while the Sports Council in England enjoyed a rise of 46.2%.'*

'Additionally our English colleagues received supplementary grant-in-aid in 1982/83 of £4.25 million while we got £300,000.'

'To compound further the situation our respective grant-in-aid increases for 1983/84 are 14.2% and 5.3%. In recent years the Sports Council for Wales similarly has been more generously treated than we.'

The report adds: *'However invidious these comparisons, the stark fact remains that none of the Sports Councils is getting sufficient funds properly to discharge its functions.'*

In his introduction, the Chairman of the Scottish Sports Council, Mr. Peter Heatly, says that an 'encouraging aspect' of the changing scene in Scotland is the extent to which the value of sport is recognised by ordinary folk.

'The Sport for All campaign has engendered a good response from the over 50s - this year's target group - and our Fit For Life campaign continues to attract more participants', says Mr. Heatly.

The report shows that of the Council's total grant-in-aid for 1982/84 of £4.1 million, 32% was spent on Governing Bodies of Sport; 14.6% on local facilities; 14.5% on national facilities; 13.2% on national sports training centres; 10.3% on professional and advisory services; and the balance of 15.4% on a range of services including information, research, press and publicity, and administration.

EVENTS

CANOE TOURING

Below our a couple of dates to amend:
The Tideway Run through central London is changed from 6th November to the 13th November.

The WCA/TC Tryweryn/Dee Tour — the date is at present unknown, and provisional date of 12th/13th November as given in the BCU Calendar should be disregarded. For firm date, enquiries to: *W.C.A., Roger Hayward, Penybont, Corwen, Clywd.*

CALSHOT EVENTS

Dates for Your Diary

October 21st/22nd/23rd

Advanced Proficiency Training and Expedition — Dorset Coast February 26th/28th.

Open Canadian Canoe Weekend — River Wye April 27th/29th.

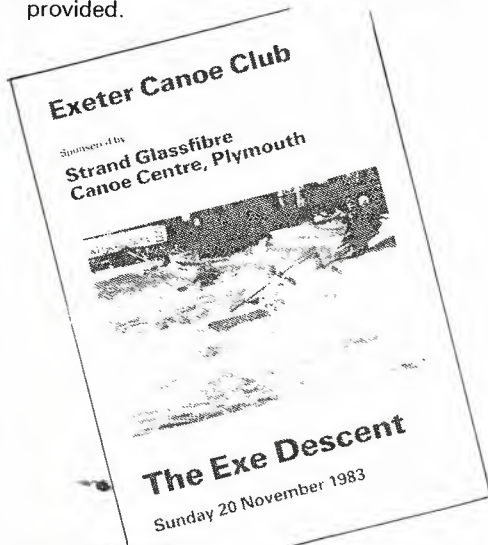
1984's first 1-3 — Star Beginners/Improvers course May 13th — Calshot's Canoe Exhibition and Boat Sale.

Holiday 1984 —

We want to take you on a Sea Canoeing or White Water Holiday in 1984.

Where would you like to spend two weeks canoeing under the instruction of our skilled staff. How about, Austrian White Water; Sea Kayak in South West Ireland, Cornwall or Surf and Sea Kayak in Brittany?

Please tell us when and what you enjoy and we will try to arrange a suitable expedition at minimum cost. White Water or Sea Kayaks and equipment can be provided.



EXE DESCENT

The Exe Descent Canoe Marathon, organised by the Exeter Canoe Club and sponsored by Strand Glassfibre Canoe Centre, Plymouth, will be held on Sunday 20th November. Full details and entry forms are now available from the Race Secretary: *D. Walls, 3 Endfield Close, Exeter, Devon.* Closing date is 31st October, late entries will not be accepted and class swapping not permitted.

MICK JONES DATE

The Mike Jones Rally weekend in Llangollen is 26th/27th November. No details on *paper, concrete, rubber* on any other odd material for kayak/canoe run down the Serpent's Tail, but no doubt something will be put on. . .

NOVEMBER 1983

CANOEING IN EDUCATION

A one-day conference with the theme of 'Canoeing in Education' will be held on Saturday, 3rd December at the Edge Hill College of Higher Education, Ormskirk, Lancashire.

During the day four sessions will be held:

Session 1: Chairman, Barrie Ward — Placid Water Canoeing, The Fladbury Way, given by David Train, Chairman of the Sprint Racing Committee and Canadian Competition Coach.

Session 2: Chairman, Roy Hitching — Training the Young Canoeist (with emphasis upon expedition competence and white water competition) given by Colin Mortlock, Principal Lecturer at Charlotte Mason College and eminent expedition canoeist and climber.

Session 3: Chairman, Edgar Whewell — The Paddling Stroke, a baths demonstration, Canoe Polo, a baths demonstration, and a programme of Canoeing for Youth Groups, given by Roy Hitchings, BCU Area Organiser and coaching adviser for N.W. Region.

Session 4: Chairman, Brian Horn — General Forum (including current access problems in the Region).

The Conference Fee will be £5.00 per person and includes morning coffee, afternoon tea, and a light lunch. Full details and application form from: *The Administrative Assistant, Edge Hill College of Higher Education, Division of In-Service Studies, St. Helens Road, Ormskirk, Lancashire L39 4QP. Telephone 0695 75171.*

REGATTA OFFICIALS TRAINING

A Regatta Official Training and Symposium will be held at Holme Pierrepont over the weekend 19th/20th November.

Every year the sport lose a few of our officials and therefore there is a constant need to replace them. New recruits to regatta staff are always welcome and this weekend will give you an introduction to regatta needs and a chance to choose which aspect of the work you would like to learn. The days' training will cost only £1.00 registration fee which includes Coffee, Lunch and Tea.

The Regatta Officials Symposium will be held on the Sunday at the Centre. This is a chance for Team Leaders and Regatta Officials to meet and discuss the problems of the previous season and suggest improvements for the following year. It is estimated that this meeting will be held from 10.00-13.00, but lunch can be ordered for those wishing to stay later.

Full details and application forms can be obtained from: *Di Lawler, 93 Chertsey Lane, Staines, Middlesex TW18 3LQ. Telephone: Staines 54772, or 01-979 4993 (office hours).*

EXTRA DAY FOR BRISTOL BOAT SHOW

The increasing popularity of the Bristol Boat Show has led the organisers, Bristol Exhibitions Ltd, to extend the 1984 event by an extra day. The dates are Wednesday 11 April to Sunday 15 April, 1984, with the first day reserved for trade visitors.

The show, which attracts visitors from throughout the West Country, Wales and the West Midlands, owes much of its success to two main factors. Not only is it a working show held in an attractive harbour setting in the centre of Bristol but also the

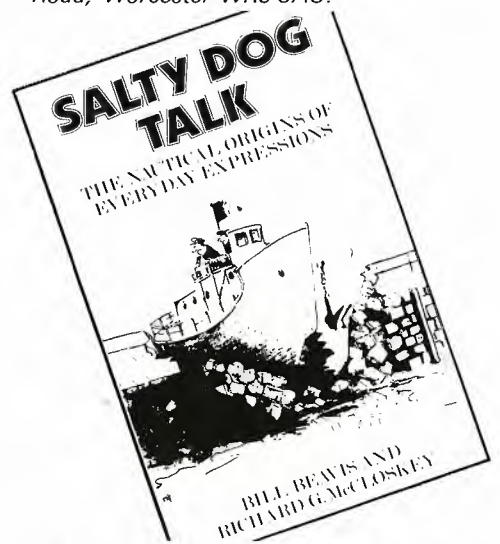
timing makes it the first boat show each year to offer on-the-water demonstration facilities.

The combination of on-the-water, exhibition halls and outside hard standing — with extensive car parking facilities — has an appeal for sailing and boating enthusiasts and the Bristol Boat Show is fast gaining a reputation as the *kitting-out show*.

NEW BOOKS GUIDES AND PUBLICATIONS

WHITE WATER YEAR BOOKS

Ann Gillespie, who deals with the Wild Water Racing Yearbook, informs us that she has a new address (only temporary for a few months), and paddlers wanting the Wild Water Yearbook should send £1.00 and an s.a.e. — 7" x 9" for 150gm — to her new address *Ann Gillespie, 323 Bath Road, Worcester WR5 3AU.*



SALTY DOG TALK — published by Granada Publishing and priced at £1.95

Have you ever wondered where many of the odd expressions or words in everyday use in English come from? 'No room to swing a cat' . . . 'Money for old rope' . . . 'Cash on the nail' . . . If you've ever felt you've been 'sold down the river' or 'put through the hoop', or that somebody is the 'bitter end' when they're at 'close quarters' or that anything less than the 'Real McCoy' makes you feel 'groggy', then your language is certainly steeped in the salty tradition. Such words and expressions have a fascinating nautical origin.

'Salty Dog Talk' is a charming little book that explains the practical ship-board beginnings of over 200 such phrases — colourful, bizarre and surprising as they may be — and how they came ashore.

I could not find an explanation for 'up the creek without a paddle', but I guess this is pretty obvious!

TRYLON BOOKLET

The Trylon publication 'How to Build a Glassfibre Canoe' is once again re-published and brought up to date. Details from: *Trylon Limited, Wollaston, Northants.*

SLALOM & WILD WATER

THE YEAR OF THE NOVICE

Since this is the year of the novice I have decided to follow the fortunes of a paddler entering slalom for the first time. I have, therefore, followed the ups and downs of Rachel, Junior paddler who was 13-years old at the beginning of the season and one of the youngest competitors in a sport which caters for all ages, young and old, students, children, veterans, mums and dads.

Masochism is not an ingredient of the sport nor is being a spartan. It is a luxury to be warm in Britain and so this summer has been a treat for all of us. Those who have taken to kayaks for the first time this year, will, I hope be full of enthusiasm for the sport. I hope that this enthusiasm for the sport will not be killed by the reality of the normal British weather and paddling on cold, wet days.

It is not expensive to keep warm. Old woollen jumpers worn under the smart cagoule does a fantastic job. The jumpers must be pure wool, they can be new, old, bought for a few shillings from Oxfam or a jumble sale but they must be wool. Woollen jumpers, woollen socks and the paddler can keep as warm as toast. Even when wet wool will help to keep the body warm.

I saw my first 1983 novice goosepimples at the end of March when I accompanied Rachel to her first event. The weather was typical, wet, cold and dreary. As in the custom many of the competitors had camped overnight. They had spent the morning practicing on the course and by the time the event was due to start one or two were cold and miserable. What is worth noting is that the ones with blue noses and goosepimples were very much in the minority, the majority were keeping warm and happy. Unfortunately some of those who suffered from the cold that day may never wish to paddle again which is quite understandable. There is a limit to physical discomfort.

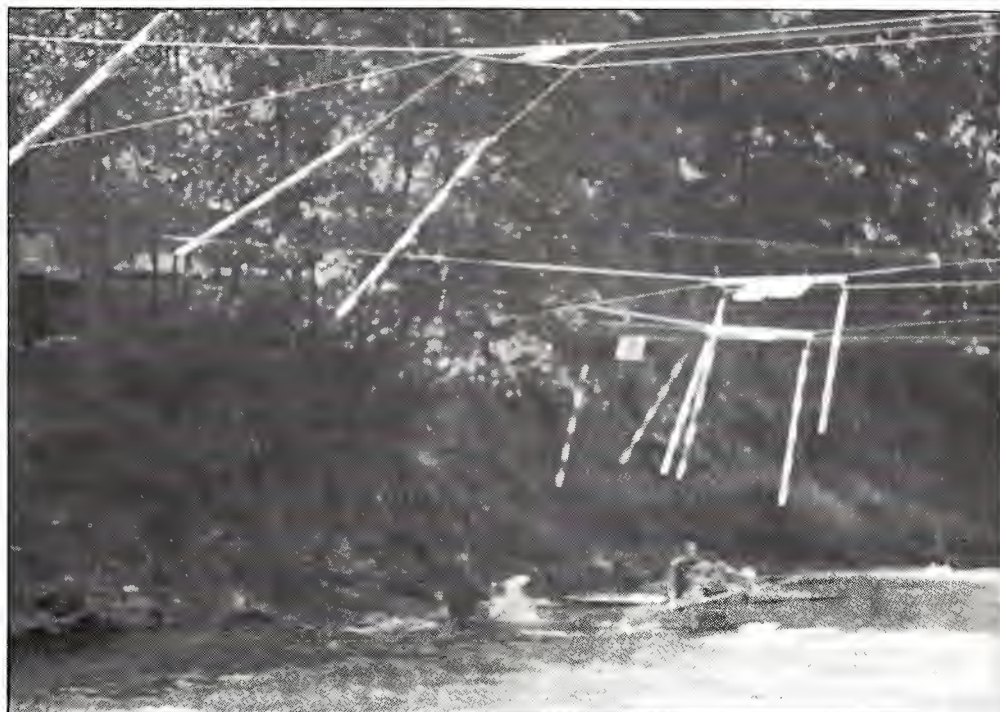
Why be cold and miserable when one can be warm and happy? The sport is meant to be fun — by that I mean enjoyable!

Rachel's first novice slalom — would it be the last? When she entered her first event Rachel had had little real canoeing experience — some lessons in the swimming pool followed by one river trip — not very much. She is young, being a girl she is not very strong and yet she was to compete on the same course as the men. She was, not surprisingly, very nervous.

The water conditions prevailing at the Denham Court slalom were almost ideal for a beginner; there was only a minute weir and very little current for the paddler to contend with. It was encouraging for Rachel and other beginners but, in fact, the water was the antithesis of the experienced slalomist's dreams!

She enjoyed the weekends paddling — she had kept warm and felt that she would like to compete again. She entered two more slaloms.

Floods and disaster at Ironbridge slalom, normally a very popular venue. River sites



Above: Wind problems at Ironbridge! Photos: John Marks
Right: Rain problems at Tryweryn! Photo: Tony Tickle

are always popular, and the Jackfield Rapids usually give the novice and Division 4 paddlers a good weekend's sport.

Rachel arrived in time for practice. By now it was the middle of April, there had been weeks of heavy rain. The river was in spate. Rachel looked at the water and more particularly at the slalom course. This was very different from the peaceful waters which flowed through Denham Court. She got into her kayak and she bravely paddled down the course. She paddled again in the event during practice time but she could not compete in the competition. The river was too big for her. She was not ready to do battle with this kind of water.

It was not considered to be a wasted weekend. Although she had not paddled in the competition she had braved the water during practice time and she had realised what competing in slaloms could be like. She now had a real decision to make — did she want to carry on with slalom? She enjoyed canoeing. She had enjoyed Denham, she would have another go.

It nearly went from bad to worse for Rachel. The next event found her at Stratford Weir. The slalom course is set over an exciting weir. It reminds me of a water shoot. Great fun — they build artificial ones in some swimming pools.

Rachel had a good first practice run down the course and she went back for another go. This time she capsized at gate 5. The weather, of course was cold. She changed into a dry set of clothes. (She had five sets of dry clothes with her!). She joined up with her team mates and found herself paddling with a young man from university who was paddling his first slalom and another girl paddling in her second slalom season. They gave each other much encouragement and support.

They found fun in the rain, the floods and capsizing, the students and the children laughed and enjoyed what some adults considered to be appalling conditions while others, veterans, dads and even mums enjoyed the challenge of keeping their kayak right way up. Many enjoyed the experience of the rain, the water and mud, though in the comfort of home it is hard to understand why.

Rachel capsized more times than she completed the course. That weekend she learnt to swim and to come out laughing and go back for more . . . The river rose a foot in an hour — before the Ladies' final run. The lass who won was the one who completed the course!

During the balmy days of the summer

Rachel competed again. Hambledon Slalom is also on a Weir, a Thames weir and downstream from Henley. The days were hot, the water was warm and the campsite was idyllic, right by the river. The scene was much the same at the Peterborough Slalom.

Rachel was experiencing competition at its best. But she also knew what it could be like. It was holiday time. She went on from the Peterborough Slalom to the Novice Slalom at Marple. This was on a river, set down in a gorge, the site is lovely, and the river was low. Her confidence restored, Rachel practiced hard, not only on the Saturday evening but again at 6am on the Sunday morning when she joined the other keen paddlers on the water.

Her enthusiasm paid off, she paddled the course well and at the end of the day was told she had won promotion! She was now in Division 4. She was a real slalomist.

It was stormy again at Ironbridge, the setting for her first Division 4 Slalom. In spite of her earlier experience Rachel was now keen to go back to the River Severn. This was to be a private battle between her and the river.

The River Severn took up the challenge, and during a stormy gale the river rose by two feet sweeping away not only trees and the normal flotsam and jetsam but sheep as well. This time Rachel was able to take the event in her stride and she handled the torrent with considerable confidence.

Rachel is one of over 445 paddlers who by the end of August had been promoted into Division 4. By the end of the season the figure will be even higher. These paddlers have found some self-confidence and with it a great deal of self-respect. This is the essence of adventure sport. They have found whole weekends of enjoyment. They have come back for more because they have had fun. And that in spite of the cold, fear and storms.

Once in Division 4 the paddler's name appears in the Slalom Year Book and the bottom rung of the ladder has been reached. From now on he or she can compete as much or as little as desired, go at a pace suited to the individual, have fun or go out for real competition — for winning events and getting up through the divisions to Premier. But there is no need to win an event to find real achievement. The system ensures that each individual's success is measured by personal circumstances — Slalom is not designed to be just a straight forward race.

Jennifer Munro

REPRINT FROM 'FEEDBACK'

MERANO

The 1983 World Championships

It cannot be denied that Wild Water Racing came away from Merano with its tail between its legs:—

— The Slalom Team achieved unprecedented results for which they should be greatly praised

— The WWR Team achieved its worst set of results since 1973 at Muotathal, the sole exception being our Bronze medal ladies' kayak team

— The canoeing press, and undoubtedly the canoeing public too, have been heavily critical. At the worst Stuart Fisher wrote the whole effort off as 'a complete waste of time'

The following paragraphs do not offer excuses, but rather attempt to shed some light on the facts and to point the way forward of any aspiring Wild Water Racer.

SOME FACTS — The Boats

6 out of 8 Kayaks (Ladies included) were paddling boats unsuitable for this year's heavy water conditions (Over 5 miles of continuous 3-4+). The designs used still are among the best for UK river racing and designs more suitable for Merano were not available in Britain. The French suffered in exactly the same way. Bala World Champion Benezit was 16th, whilst their best was only 10th (Morin who went Bronze at Bala). This puts the men's performance into some perspective, and makes Sue Hornby's 11th look positively respectable.

The Course

The ladies can feel justifiably annoyed about their course changes — but that was the same for all ladies. Much more relevant was the type of water conditions at Merano compared with UK Wild Water experience. It is quite simply Not The Same Sport — and Merano is probably (along with Spindle!) the worst case to be faced by our paddlers. They all proved themselves highly capable of Survival but not of effective training and tactical racing under these conditions.

Compare this disadvantage with the 'gift' Slalom level which represented something like a low Grandully!

THE FUTURE

It would be wrong to conclude that British racers can never do well outside the UK. Indeed, the 1985 Garmisch venue plays immediately back into our hands. The Loissach offers a low volume of water and a high level of technicality which should suit Hibble, Taylor, Wells, Plant and co — and hopefully some new faces who rise to the challenge.

The critical factors will be threefold:

1. Get out there and learn what is perhaps that world's most technical race course, otherwise the continentals will have another walkover. Luc Verger has commented that a hundred runs are required to learn the Loissach course.
2. Aim at the high level of totally physical fitness that won the day at Bala (Speed on the flat plus high Cardio-Vascular endurance).
3. Get the right boat sorted out Now.

And remember . . . the GB performance in 83 is Not indicative of a lost cause. There is plenty of room for new blood as well as for the resurgence of our top paddlers. If You want to be there in 85, take it into your own hands.



ARCTIC CANOE RACE

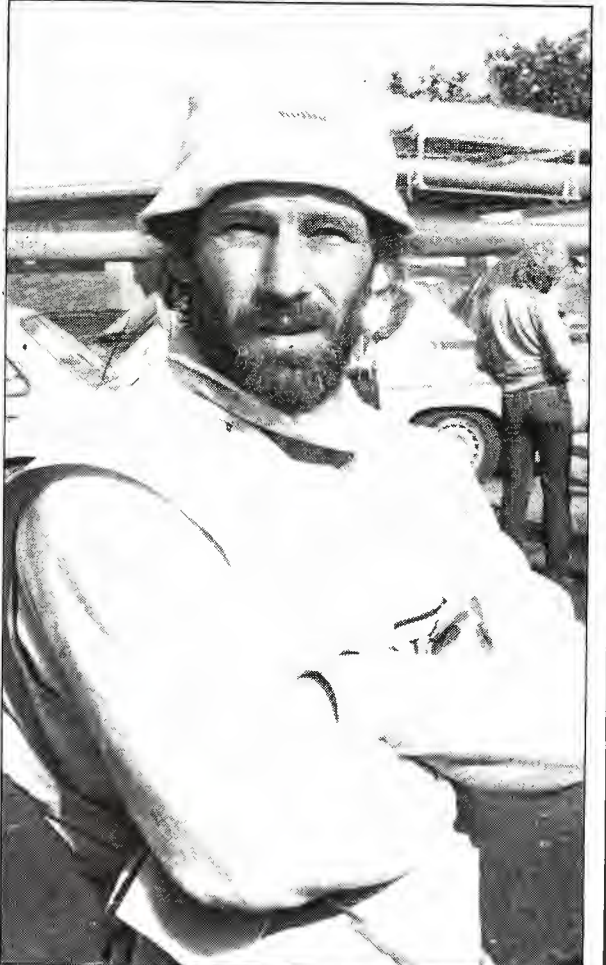
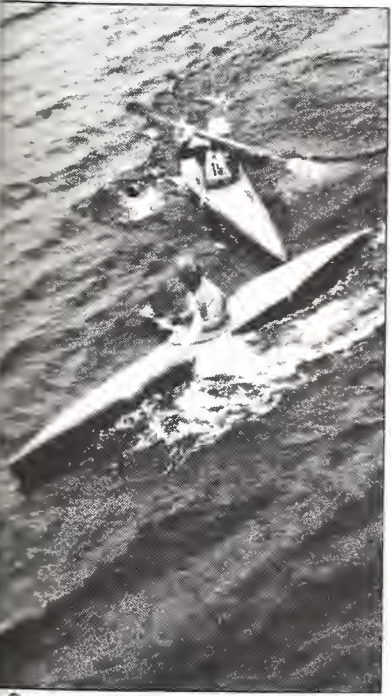
PHOTO REPRISE





1. The only women to complete the course — preparations for the 2nd day start
2. Rod Kinch taking refreshments at one of the stage stops
3. Simon Davis showing signs of pain at the Kolari finish
4. Fred Dooddy at a stage stop 'comfort station' . . .
5. C2s off the start from Muonio
6. Mid day repairs to the seat of Wolfgang's down river boat
7. Start preparations
8. C2 off the 2nd day start
9. Down river racing boats in an 'incident' at the Pello finish
10. 'Inspector' in a smiling mood
11. Steve Bowles, the man behind the organisation of the Arctic Canoe Marathon

All photos: Mike Clark



BOBCAT CAMPER

The unprecedented success of the Open Canadian 'Bobcat Camper' by Valley Canoe Products in three major races this year underlines the value of careful design. The secret of this boat is that it is two boats in one.

One for the flat water, one for the white water. It works like this: Sit normally, near the ends — you have a superb white-water canoe. Turn the boat around — paddle it backwards, but sit in the new positions near the centre of the boat — you can really move it on flat water. Add special Tailored Air-bags and a strong spraydeck, and you can tackle almost anything!

TABs were in the news again when they were used to show that their addition to a kayak actually stopped a water-logged boat snapping in half when it was allowed to smash against a pole set vertically in the waters of the Tryweryn.

Valley Canoe Products have been making Tailored Air-bag Buoyancy for well over ten years now. They come with or without foam inserts, in pairs or in sets of four to go down each side of pillar buoyancy. They have eyelets to tie them into the boat, and a simple valve system to allow easy inflation and quick deflation. Made in laminated P.V.C., they are tested before leaving the works by inflating for 12-hours and checking for leaks, so it's rare if you get anything but satisfaction. If you want special bags for any purpose, Valley Canoe are always happy to quote.

There has been a great deal of interest in the new 'C-trim' rudder, scheduled for July 1983! Well, trials have been totally successful, and the production of tooling is going smoothly, albeit a little slower than had been hoped. The main unit will be in polycarbonate and with a bit of luck, you could have a 'C-trim' in your Xmas stocking (this year, you pessimistic lot!).

Full details of the Bobcat Camper, TABs and C-trim from: *Valley Canoe Products, Private Road 4, Colwick, Nottingham. Telephone: 0602 614995.*

OTTERSPOUNTS — VACUUM LINK

Ottersports Limited of Northampton and Vacuum Reflex Limited of Ipswich have agreed to establish a single depot for the Testing and Repair of their B.S.I. Lifejackets.

B.S.I. Lifejackets of either manufacturer, for Test and Repair, should now be sent to: *Vacuum Reflex Limited, Barrack Square, Martlesham Heath, Ipswich, Suffolk IP5 7RF. Telephone: Ipswich (0473) 624080.*

WILDERNESS WAYS — NEW STORE

Wilderness Ways, the highly popular and successful Outdoor Equipment Retailer based in the North of England, with shops in Newcastle-Upon-Tyne, Middlesbrough and York, are pleased to announce the opening of their fourth branch in Leeds East Gate.

This modern split level shop unit was scheduled to open at the beginning of September, 1983, and provides a specialist service to all mountaineers, backpackers, campers, climbers, walkers, and skiers, of all generations, in the West and North Yorkshire area.

Wilderness Ways policy has two objectives. Firstly, stocking a high quality range of specialist equipment, such as boots, waterproofs, sleeping bags, and tents, which are sold at very competitive prices. Secondly, this is backed up with a high level of customer service from fully qualified experienced and well trained staff.

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

In essence, any customer, from beginner to advanced, can find the equipment and advice which he requires at a Wilderness Ways Store.

The new store which is located at 17 East Gate, Leeds, will be open 6 days per week, Monday to Saturday, 9am to 5.30pm.

SPORTSMEN GET SET TO GO WITH NEW TIMEX

Timex have introduced a special new hand-held digital stopwatch, which is ideal for both the amateur and the professional sportsman.

Styled in smart black resin, this stopwatch has special non-slip ribbed edges, and is water resistant to a depth of 25-metres, making it the perfect timekeeper for yachtsmen or enthusiasts of any other water based sport.

The handy lanyard ensures easy carrying and, unlike ordinary stopwatches, the Timex Sports Quartz has a ten hour working range, enabling the sportsman to keep an uninterrupted check on his total for all but the longest of marathons.

The stopwatch functions include 1/100 second resolution, accumulative lap time counter for up to 19 laps, 1st/2nd place finish, and unlimited accumulated lap and section lap counters. There is also an unlimited repeat countdown timer to get all

competitors off to an accurate start. The digits on the stopwatch are large and easy to read, with a colour-keyed start/stop button, and simple to use setting mechanism.

At an excellent value for money price of just £19.95, the Sports Quartz Stopwatch is now available from leading jewellers and department stores.

THE 2lb ISOKINETIC GYM

Just arrived in the United Kingdom from America is a training device which has made quite an impact in the United States, being used by many world class athletes in several different sports.

The *Lifeline Gym* is based on the principle of dynamic variable resistance, which means the resistance is more constant and uniform throughout the full range of motion. The heart of the system is a resistance cable with a tensile strength of 4000lbs. (P.S.I.) The cable offers greater resistance as you stretch it. It is this increase in resistance that provides conditioning superior to that of conventional devices such as weights.

Using hand and foot stirrups and a 27" collapsible lifting bar, you can move instantly from one exercise to another adjusting the system's resistance to fit your individual needs.

It is the adaptability of the gym, that weighs 2lb and can easily be used in a small space, which makes it a sensation. You can set it up to achieve almost any range of movement e.g. forward padding, bow rudders etc.

Experiments carried out at the University of California have clearly shown the advantages of training *Isokinetically* foredeveloping usable strength which pure Isotonic actions fail to achieve.

It's not surprising that many of our top paddlers train with Isokinetic devices. The *Lifeline Gym* costs £30!!

Enquiries to: *Mark Attenburrow, 11 Lowlands Close, Kessingland, Lowestoft, Suffolk.*





THE LEADING W.W.R. K1 AND K2 MANUFACTURER

BRITISH W.W.R. CHAMPIONSHIP WINS

1977 1978 1979 1981 1982

WINNING KAYAK MACHETE AND MARLIN

BRITISH K1 CHAMPIONSHIP WINS

1979 1981 1982

WINNING KAYAK JAGUAR K1

BRITISH K2 CHAMPIONSHIP WINS

1978 1979 1980 1981 1982

WINNING KAYAK STILLETTO K2

WORLD CHAMPIONSHIP FINLAND 1983

GOLD MEDAL K2 10,000m

THE BARON RANGE OF KAYAKS

KAYAKS RACING TYPE

K1 Cougar K1 Jaguar K1 Rapier K1 Javlin K2 Stiletto

WHITE WATER KAYAKS

Marlin Machete Scimitar Sabre

SLALOM

Sidewinder Ferrara E Type Ferrara D Type

Ferrara C Type Ferrara Rapide

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Katana Falchion

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For further details contact as above address

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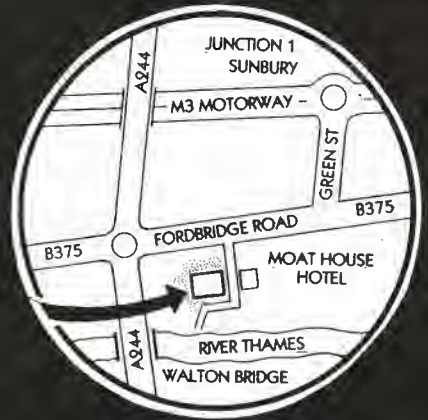
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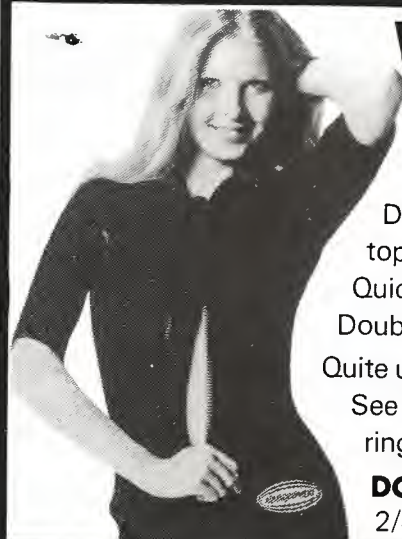
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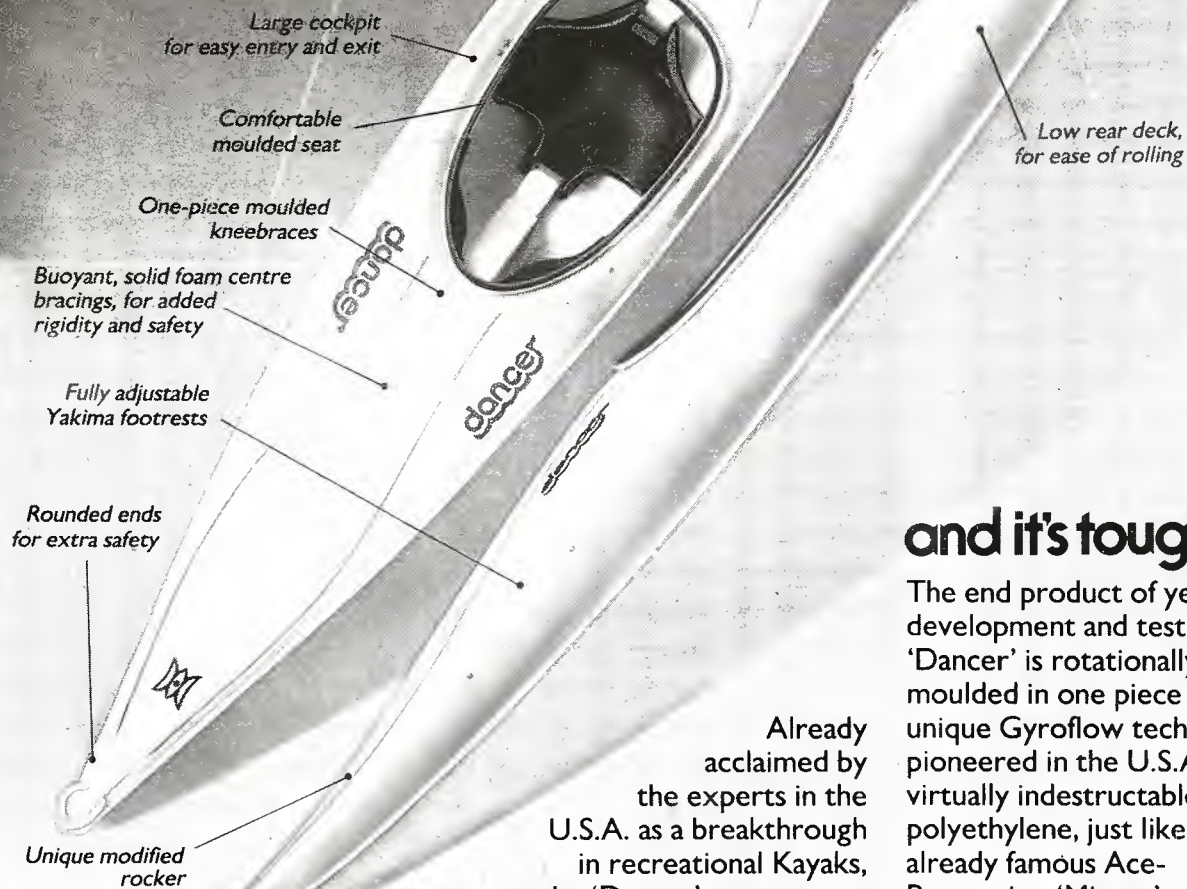
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