

Canoeing

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VOL 8 NUMBER 2 JANUARY 1968



SPECIAL FEATURES

Slalom Scum in
Gardun U.S.
Down River Races
Video Fishing

Young Paddlers on
the Run.
Photo by Bob Dole



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CONTENTS

Slalom Scene in Canadian C.2.	2	Winter Training	12
Trade Page	5	Slalom Top Rankers	14
News in Brief	6	Comment	16
The Month Ahead	8	What next in Schools' Canoeing	18
Down River Racers	11	Result Round Up	23

editorial

P. Lawler

On the return of the Sprint Racing Team from the European Senior Championships at Duisburg, one of the competitors, Peter Lawler, was reported to the B.C.U. Council Competition Committee for indiscipline, unseemly conduct to this country, embarrassment to other members of the Team and damage to team morale. A Disciplinary Committee set up by the Council under the Chairmanship of the President, conducted an enquiry into the incidents and has directed that during 1968 the competitive canoeing activities of P. Lawler shall be restricted to events in the United Kingdom.

J.W. DUDDERIDGE
PRESIDENT

Above is the press release from the BCU regarding the suspension of Peter Lawler from international sprint racing during the coming season. The BCU does not intend to publish the full facts behind the suspension and this I think is wrong. Peter Lawler is an exceptional international paddler and one of our few top sprint

canoeists; international suspension in an Olympic year is very harsh, what if he proves himself as our top paddler in 1968, are we to send a second best team to Mexico?

For some time it has been obvious that all is not well in the sprint side of our sport. There are virtually two Olympic training squads and growing friction between paddlers from the north and paddlers from the south. We cannot put together a true team to represent the country when such a rift exists between canoeists and this suspension will only aggravate it. I understand that Peter has made an appeal against the judgement and I hope for the sake of the sport this will be accepted.



slalom scene in CANADIAN C2



Up until some eighteen months ago only sporadic attempts had been made by one or two enthusiasts to promote slalom Canadian canoeing. These were isolated individuals, and the standard was usually rather poor; the canoes being used were hardly suitable to the development of paddlers' rough water ability. The Worcester and Leamington clubs made a start in 1965 by introducing a C.2. event at their 3rd. and 4th. division slalom at Bevere weir, and although some treated it as a joke, considerable interest was aroused. The slalom committee noted this interest and, sensing the time was ripe for a divergence of activities towards Canadians, without a drop in the standard of kayak paddling, encouraged clubs to include a C.2. event with their slaloms in 1966. As an inducement to paddlers to take up Canadian style it was announced that at least one pair would be included in the 1969 World Championship team.

Not much could be learnt about the advanced techniques required for rough water slalom until suitable canoes became available in this country and the first specialist slalom C.2. to be produced was the Jaycee from John Critchley, one of which the B.C.U. immediately purchased for the use of its members. Streamlyte Mouldings brought out the K.W.C.2. and the Canoe Centre produced the West German designed Vivak - a brilliant boat. This was soon followed by Streamlyte's equally brilliant "Strike", a design produced with collaboration from the top Czechoslovakians. Thus we were soon in a position of having a wide choice of boats, as good as any in the world. The slalom committee further backed its encouragement of C.2.s by purchasing 2 more boats and stationing them in active centres of canoeing.

Whilst the manufactures had been taking this welcome interest in the development of the boats, enthusiasm was awakening amongst the canoeists themselves and many well known kayakists paired up to enter the C.2. events at the end of last season. Dave Mitchell and John Woodhouse, Ken Langford and John MacLeod, Robin and Rodney Witter, and Mike Hillyard and Mike Ramsey amongst them. The standard of paddling was not very high and many strokes not to be seen in any textbook were much in evidence. What was right and what was wrong, was, at this point, determined empirically. Now came the biggest break for the class: in the Autumn of 1966 Josef Sedivec, mixed C.2. world champion, arrived in this country for 6 months. He was quick to point out obvious faults in paddling technique and to explain the correct strokes - the very rapid development of certain crews is directly attributable to him.

During last winter most of the top kayak boys dropped out of Canadian canoeing complaining, correctly, that it spoiled their style; and anyway they had to train in kayaks for the World Championships in July 1967. This left only Ramsey and Hillyard in London and the Witter brothers in the North specifically training C.2.s and when the new season opened both pairs had obviously learned a great deal during the winter. Both had mastered the difficult art of rolling, a remarkable sight on a rapid river. The slalom committee had instituted a ranking system for C.2.s whereby those events at 1st and 2nd division slaloms were to count towards the National Championship. The selectors, at the same time, realised the possibility of introducing British C.2.s in the 1967 world championships rather than in 1969 as had originally been intended, and with this in mind sent the Witter brothers to Zwickau with the kayak team for the international slalom held there in early May. This was indeed a very beneficial exercise, for at this event some of the world's best paddlers were entered and much useful technique was learned. The selectors afterwards considered that we had not yet a crew in this country competent to cope with a World Championship standard course and decided not to send an entry this year, but to do all they could to encourage entries at other international events, and to seriously consider a full team of C.2.s for 1969.

What of the future? The class is firmly established, if only



as yet in a small way, the standard is already quite high and improving rapidly. For this we have to thank the B.C.U. for its official encouragement and for the purchase of boats, and for the instruction in technique from such masters of the art as Josef Sedivec and Karel Knapp, whose presence in this country has been most welcome. Several new crews have recently paired up and are taking it very seriously: Albert Edwards of Haberdashers, Kennedy Adamson of Manchester and Court/Goodwin of Newcastle. What all lacks as yet, and was most noticeable in our crew at Zwickau, is an absence of togetherness - the basis of a C.2. - the sort of reciprocal actions from bow and stern man that come only with years of practice together, so that each partner knows what the other is going to do and they work as one. Let's hope the B.C.U. slalom committee continue with the backing which they started with so well, and that the organisers of individual slaloms take the C.2. event more seriously than some do at present. The competitors are doing just that!



1. Early C2 event at Bevere Weir.
2. Early C2 event at Bevere Weir.
3. The modern C2s, Strike left and Vivak right.
4. Paddlers competing at the Shepperton C2 slalom this season.
5. Competitors in the C2 event at Grandtully Slalom held last August.



PAGE-TRADE PAGE-TRADE PAGE-TRADE

NEW PADDLES FROM "PADDLEMAKER"

Although not much different to look at from the old "K.W." paddles, these new ones are of a stronger construction, obtainable in left or right hand control with either slalom or white water racing shape blades. For the moment the price is to remain the same as the old paddles:- £3.10.0d plus 7s 6d carriage.

FIRST THERMOPLASTIC CANOE

A new versatile canoe, the W.14 from Wrockwardine Canoeing, can be seen for the first time at the Clearex Stand (C3) at the International Boat Show. It will also be demonstrated several times every day on the pool by members of the B.C.U. who will put it through its paces.

The W.14 is 14 ft long with a beam of 25 ins. and has been designed to fill the demand for an all round canoe as suitable for beginners as the expert. It is formed in two main sections, the deck and hull, and made of A.B.S. (Acrylonitrile-Butadiene-Styrene), a tough thermoplastic sheet which has a high impact resistance. (It sounds a very interesting craft and I will certainly have a close look at it at the Boat Show. Ed.)

The new Sprint Paddle from Tyne as mentioned in last months magazine.



The new CRESTA kayak from The Canoe Centre was wrongly described as available in kit form last month and is in fact a complete glass-fibre craft. It is now priced at £40

Soon to be available from The Canoe Centre is a completely new Sprint racing paddle the EARKS PRESTO which has been designed for the coming Olympic year by Jorgen Samson. The EARKS PRESTO is a lightweight paddle with a strong laminated shaft. Its efficiency has proved so high that the manufacturers dare recommend the shortening of the shaft by an inch from which you normally use. The blade will retail around £8.

(A very interesting brief account of paddling styles by Jorgen Samson accompanied this press release and I will see if it can be included in our next issue. Ed.)

Two new CIs are on the market, one from P & H Products and the first to be seen on the water, the Jaycee Cobra from John Critchley, demonstrated by Geoff Dinsdale below.



NEWS-NEWS-NEWS-IN BRIEF

LONG DISTANCE RACING HANDBOOK

The new addition of the B.C.U. Long Distance Racing Handbook is now available @ 3s to BCU members, 3s 9d to non-members. A worthwhile 40 page booklet by David Green, covers L-D canoes and equipment, Racing, Paddling style, Water and Weight Training, plus Race Tactics and Organisation. Apply direct to B.C.U. Headquarters, 26/29, Park Crescent, London W.1.

"CANOEING" AT THE A.G.M.

"Canoeing Magazine" will have a stand at the BCU National Canoe Conference and A.G.M. to be held at the Crystal Palace on Saturday 27th January and we look forward to meeting many of our readers.

At the conference there will be a full programme of events and demonstrations starting at 10.30am. until 6.30 pm. plus exhibition stands of leading canoe manufacturers. Tickets at 4/- each available from C.C.P.R. (L. & S.E.) 26, Park Crescent, London W.1. (Send fee and stamped addressed envelope).

STOLEN AND LOST

During this season one MENDESTA 400 S slalom kayak has been stolen from the Haberdashers School at Elstree. This kayak is clear glassfibre with maroon seat and gunwale line. The makers number on the inside of the boat is No. AM 118.

Missing from the Royal Canoe Club is the Spanish racing K2 with green deck and veneer hull, belonging to Barts. Any reader knowing the whereabouts of either craft are asked to contact the editorial office.

FANTASTIC RAY AT THE BOAT SHOW.

The 14th International Boat Show opens at the Earls Court in London on 3rd January. The B.C.U. has a stand there this year and on display will be a number of different canoes and kayaks, plus a display of photos by



THIRTY YEARS BETWEEN

The above photo is of a young looking Mr. Hirschfeld of Tyne Canoes - it should be, it was taken in 1937. Mr. Hirschfeld was then crossing the Solent with the Canoe Camping Club and in the background can be seen the Isle of Wight. Below are prints of Mr. Hirschfeld taken at the Brentford Baths a few weeks ago where I saw him rolling - with thirty years in between he still looks a fit paddler! At 67 years young he might well be the oldest 'roller' in the country.



DEVIZES - WESTMINSTER CHANGE

All paddlers interested in the Devizes to Westminster Canoe Race are asked to note that details and entry forms are available from a NEW ADDRESS this year. Brenda Wayne, who in the past has done a great job on the secretarial side for the D-W, has now moved to South Africa and all prospective competitors should apply for details to Mrs. A. Shaw D-W Secretary, 20, Heath Court, Park Road, Uxbridge, Middlesex.

Stewart Fraser and Mike Clark depicting all sides of canoe-sport. Among the manufacturers will be OTTERSPTS LTD. on Stand UQ7 showing their range of kits, canoes and accessories. For the first time the Warwick Hall will be entirely devoted to the boating interests of young people - with a group of features under the collective title Youth Afloat.

Four times a day, visitors will enjoy an hour-long programme of demonstrations and one of these will be a display of Canoe Rolling by our brilliant young slalomist, 16 year old RAYMOND CALVERLEY. Raymond, who is second in the ranking list this year, will be showing Screw, Steyr and Clock rolls, plus 'all the other mystic techniques' of rolling.

The Show will be open from 10 am. to 9 pm. daily from January 3rd to 13th (except Sunday 7th Jan.) (Note. I understand that Raymond will in fact only be rolling for the first week as his school term starts during the second.)

ONE OUT AND ONE IN

Last month we featured Josef Sedivec, a World class C2 slalom paddler. He has since returned to Czechoslovakia - but not before we managed to get most of the C2 strokes recorded on film to run in a future issue - but as Josef left another of his countrymen arrived in England, Zdenek Valenta. Zdenek also paddles C2 and with Miroslav Stach the pair are current C2 World Champions. With an impressive past winning the C2 Down River Race World Championships in both 1963 and 1965.

Zdenek is over here for about three months learning glassfibre production techniques and working on new moulds for Streamlyte Mouldings at Shoreham-by-Sea. He was hoping to take part in our Down River Races but foot and mouth disease has put a stop to the early ones - maybe we shall see him in action in the new year.



PRESS AWARD FOR FRASER

The above photograph has just won Stewart Fraser a prize in the Sports Category of the World Press Photo competition. Stewart, who has gained much publicity for our sport in the past with his photos, has recently turned to full-time freelance sports photographer and this prize should help him immensely in his career. Many congratulations from a fellow photographer.

THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

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

Whilst the present outbreak of foot and mouth disease continues, the British Canoe Union requests all canoeists to avoid canoeing on all rivers flowing through agricultural land. All organised canoeing events in and around affected areas are being cancelled.

December

31st ROYAL CANOE CLUB - New Years Eve Dance at The Clubhouse, Trowlock Island, Kingston. All paddlers welcome.

January

3rd-13th INTERNATIONAL BOAT SHOW Earls Court, London.

27th BRITISH CANOE UNION A.G.M. at Crystal Palace, London.

FEBRUARY 17th - March 2nd.

BOAT AND LEISURE LIFE EXHIBITION, Bingley Hall, Birmingham 2.

CANOE ROLLING

LONDON, Seymour Hall Baths, Seymour Place, London W.1. Every Tuesday and Friday from 9 to 10 pm.

BRENTFORD BATHS, Clifden Road, Brentford, Middx. Every Thursday from 9 to 10 pm. Everyone welcome along with members of the Isleworth Canoe Club.

WIMBLEDON BATHS, Latchmere Road, S.W.19. Rolling with the Wimbledon Young Mariners every Friday 7.30 to 8.30 pm. Age limit of 14 to 21 years 1s 6d per session all year round.

NORTHERN, Almshouse Lane Baths, Wakefield. Every Monday from 9 to 10 pm. Organised by the West Yorkshire Canoe Club.

WAKEFIELD ROAD BATHS, Bradford, 4, Every Thursday 8 to 9 pm. with Leeds Canoe Club.

LEEDS CANOE CLUB at Leeds, Kirkstall Road Baths, Leeds 4 Every Friday 8 to 9.30 pm.

Canoe Clubs wishing to have their events included in this regular column, whether Slalom, L-D, Sprint or Cruises, should send details to editorial address at least eight weeks prior to the date.

NOT BAD FOR A START!

1967 RIVER LUNE - 3rd,4th and NOVICES
SLALOM

The SOAR VALLEY SPECIAL canoe used by the winner of both the Novices division and the Fourth division.

The SOAR VALLEY SPECIALS were among three canoes which were paddled by three instructors from North Wales in a marathon trip around Anglesey, 78 miles in 27 hours.

NEWS FOR 1968 - A NEW SLALOM C1

See this and the SOAR VALLEY SPECIAL at the Crystal Palace Canoe Conference in January 1968 or try one out at most of the major slaloms in 1968, where both these canoes will be available.

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DOWN RIVER RACERS ANALYSED

BY BOB MOORE

Looking at the boats arriving at a river race the first striking fact is the number of Down River Boats that appear. Only about 30% approximately, the other 70% presumably being hard up enthusiasts (if they go to a river race in January they must be enthusiasts) who think the outlay of river boat a little high for the use it would get. To these people, plus a few others also, the next few lines will seem wildly extravagant if not beyond all their reason.

The theme being that one should arrive at a river race with at least two river boats each on top of the car. Rally drivers change their car tyres to suit conditions, I believe we should vary our river boats to suit the water conditions in a similar fashion. As the sole purpose of a river boat is to be fastest over a measured course lets work out why we need two boats or more to fulfil this aim to its utmost.

Take two examples:-

- (a) A nine mile USK River Course in low water, long flat stretches, few smallish rapids, 35 minutes duration approximately.
- (b) A two or three mile DEE or TEES River Course in near flood conditions, heavy waves, almost continuous rapids with deep stoppers in the most awkward of places. Duration of 8 to 10 minutes approximately.

It is obvious that one could not and should not expect one boat to perform at its maximum in both these varied conditions.

Taking Course (a), a typical boat for these conditions must primarily be very fast on the larger part of the course i.e. flat water, have direction to prevent Yawing and loss of speed. The design features that give these results by theory are - A long narrow water line cross section for speed, buoyancy at water line symmetrical, to prevent bobbing, measured beam aft of cockpit, high unrestricting seat for maximum paddle efficiency, and if

possible as low a profile as possible to miss crosswinds (quite important). Analysing these ingredients it is easy to see the boat is approaching a scaled down K.L. and very nearly as unstable.

Turning to example (b) emphasis must now be put on making the boat more controlable even at the sacrifice of flat water speed. The boat should feature, a lightly rockered hull to aid turning in between stoppers, plenty of inherent buoyancy amidships, a fine bow line and a steep fore-deck angle blended smoothly to gunwale line, all for quick water shedding, therefore speed through stoppers and waves. A low seat can now be incorporated to give a little inherent stability while the measured beam can be moved amidships to help buoyancy and give central turning axis. In actual practice in heavy water high efficient paddle style cannot be used, so having the measured beam amidships is no sacrifice in paddling style.

By comparison of design theory these two boats are completely different concepts. The fact that boat (b) inherently slower than boat (a) will finish a short heavy water race way ahead of its faster rival and vice versa of course, proves the need for a great deal of thought when choosing your River Racer/s.

So far the paddlers own preferences have remained unmentioned and I think they should take second place to cold facts in the case of a River Boat.

In Slalom for example there are many differing designs and the paddler chooses one that suits his style. (I believe a slalom boat should be completely neutral in handling leaving the paddler complete freedom of choice of style). In a river boat however, the best boat design will be the fastest over the course in question and the boat which helps the paddler as much as possible on the respective conditions leaving him free to concentrate on paddling efficiency. This will obviously give him advantage over others.

WINTER TRAINING

A POOR MANS GUIDE

This article is not being written for the few top class paddlers that we have in this country, nor for those who have access to well equipped gymnasiums. I hope that it will be of help to those who have very little equipment and have to train either at home or in their clubs, often alone. It is the programme that I have used myself for the last few years and I think that it should cover the needs of paddlers in all branches of the sport. The canoe racing season now extends from March to September and some hard souls race through the winter. On the whole the Scandinavians keep off the ice water in the winter and train in the gym or go running, however, an increasing number of the top Danish paddlers keep paddling for the whole year. Their emphasis in the winter is on strength and speed - not endurance. They practice starts, paddle twenty strokes flat out, repeating this thirty times and try to paddle every day. This type of winter training is quite the opposite to traditional methods, but it does seem to get results. Most people however train in a gym three times a week, paddle a canoe once or twice a week, and the majority run about five miles a week. Winter training should start in October and finish at the end of March. A rest for a month at the end of the racing season helps the stale paddler to re-develop a little interest, but physically it is of no value.

May I now divert into a brief analysis of the canoeing stroke. The movements are really very simple, and every paddler knows them quite well. Following one arm, there is first an active powerful punch forward at eye level, the blade is then dropped into the water, and there is a powerful pull back and down, finishing near the hip. These two movements are accompanied by a powerful rotation of the trunk, and also a twist on the seat. The blade is then lifted from the water

with an abduction movement of the shoulder. The object of weight training is to mimic as closely as possible the individual movements involved and to strengthen the muscles, that by their contraction, produce these movements. Only four exercises are needed; the legs are so strong, that they do not need any exercise in the gym, and heavy legs are a dead weight in a canoe! Now at last the exercises! I am stating the weights that I use as a guide.

(1) The pull or fruit machine exercise. 90lbs on short bar with handgrip. 18" high stable bench. 10 repetitions. One shoulder is exercised at a time. Right hand on bench, right knee on bench. Left hand on the weight on the floor and left foot on the floor. Pull weight up so that the hand comes to near the lower ribs and the weight touches the side of the chest. Change round and exercise the other side 10 times. This exercise also strengthens trunk rotation.

(2) The Push. 25lbs disc, 2'6" table, chair etc. 15 repetitions; the bench-press used to be the favoured exercise for this, but with big weights assistants are needed, and to have 150 lbs just above the head is potentially dangerous. I therefore do press-ups with the feet elevated and with a weight 25lbs balanced across the shoulders and on the back of the neck. I find that there is only 50lbs of weight on the feet, and that the exercise is therefore equivalent to hand-pressing 135lbs, and much safer. Hands 2' apart.

(3) Shoulder Abduction. 17lbs on short bar (total weight). Take the weight in one hand, keep the arm straight and raise the weight sideways in an arc until it is above the head. Repeat 10 times each side. This exercise is also good for the abdominal muscles.

(4) Trunk Rotation. 10lb Disc Bar or similar 6" from the floor. 10 times each side. Sit-ups with the toes hooked under the bar and the 10lbs weight held behind the neck. Touch left elbow on right knee and vice versa.

HOW MUCH!

The series of exercises called a circuit is repeated three times, though in the Spring I usually increase the number of circuits, dropping the wei-

ghts by 20₀ for the extra circuits. I end up doing 5-6 circuits 3-4 times a week.

HOW HARD!

You should aim to finish training tired - so tired that even with an unusually attractive girl watching you could not go round again!

HOW HEAVY!

The weight used is dictated by the advice given above, but will depend on the individual. On the pull-up I am using about 4/5 of my maximum. On the push-up one could start without on the back and if necessary drop to 10 repetitions. (I only do 15 because I cannot manage more than 251bs on the back of the neck). For the abduction exercise, start with 10lbs and adjust according to strength. The sit-ups I regard as a rest to the shoulder muscles. If you cannot complete an exercise without cheating then the weight

is too heavy. You will do yourself more good with a lighter weight so that the exercise can be done properly.

Avoid jerking at weights, it may produce pulled muscles. For the same reason, when you start training, have a warm up: for example with some springs on the wall, Swedish gymnastics etc., and it is a good plan to use light weights for the first week of winter training.

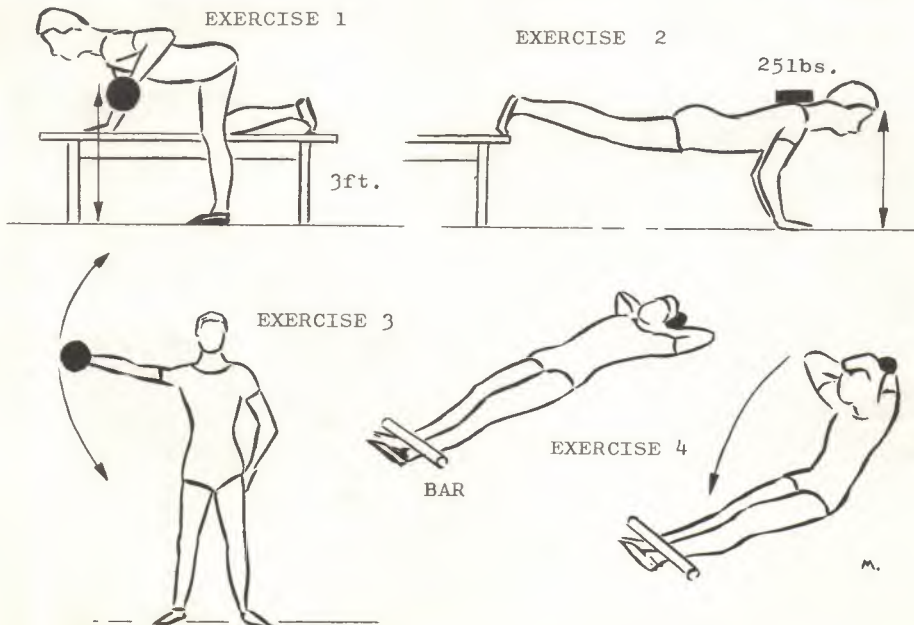
HOW FAST!

To do the basic circuits should take around 30 minutes with a brief warm up before.

HOW OFTEN!

Weight training must be fitted into a programme that includes paddling and running. eg. Sunday-paddle 10 miles. Monday - weights. Tuesday - Weights. Wednesday - Run or Paddle. Thursday - Weights. Friday - Weights. Saturday - Day off. One day can be left out without loss.

CHARLES EVANS





DAVE MITCHELL



RAYMOND CALVERLEY

SLALOM TOP RANKERS



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KIRTON KAYAKS

**MILL STREET,
CREDITON, DEVON.**

COMMENT *Letters to the Editor*

Reading the December Edition of 'Canoeing' has stirred me into passing on two tips that may be of some use to your readers. Firstly, with reference to massed starts - has anyone thought of using a 'start line' made of synthetic rope; many varieties float. Such a device would be less effective than a liftable barrier, as proposed, but would be a great deal simpler. The orange variety of rope would be clearly visible, and on starting should present no problems to the competitors.

Secondly, about rolling. We were playing around with an old Slalom 62 last week - demonstrating the need for built in buoyancy, by sinking it. As many people know, it is not easy to roll up a canoe half full of water - but it is quite simple when the canoe is only just afloat. On thinking about it the advantages are obvious: the hull form of the canoe hardly matters (it need not be a 'good roller'), the human frame is lower in the water at all times - and hence the latter part of the roll is easier. In practice we found that the whole action of the canoe was sluggish - a determined and correct action has to be made with the paddle, but a slight mistake does not lead to an immediate ducking. Two people who had never rolled before succeeded in rolling first time. Obviously the situation is artificial - but has anyone else found a suitable 'trainer' for rolling? It seems (on scant evidence) that the techniques can be learned without a great effort. Perhaps, as time progresses, the pupils will find that rolling an empty boat is also effortless - their previous attempts had been anything but! Immediate success was a thing to be considered in the method's favour, and don't forget the final crunch (especially when canoe/pupil ratio is small), spray covers are not required, neither need the canoes be emptied after every 'bale out'. Harmless fun anyway.

H.M.S. Raleigh Canoe Club,
Torpoint, Cornwall.

The second point on rolling is interesting but the first point on mass starts is very intriguing. If our reader means for the line to float in the water and paddlers to race over it on the word go, I envisage quite a few canoeists having trouble with their stern rudders (Ed.)

MORE ABOUT ROLLING - WATCH WHERE YOU'RE GOING.

"Having read with interest the first two parts of Alec Knibbs' 'Rolling Mechanics' I would like to raise a point, so simple that all your readers may know of it, but which I have never yet seen in print.

Let us assume that the paddler has been shown and understands roughly what he is supposed to do with his arms, paddle and body in order to roll. So he rolls over and peers up through his goggles, positions his paddle and keeps his eye on the paddle blade and on the surface of the water, watching to see that he does all he has been told to do. Result - he fails to come up. After much practice he eventually learns to make it to the top - most times - probably with lots of brute force.

The trick is this, having got the paddle into position, as soon as the stroke is commenced, TURN your head and look upwards towards the overhead lights or the sun. Look upwards in the direction in which you wish to go and you will find that your body, arms and paddle will tend to do what they are supposed to do, almost automatically.

I got this information from another member of my own club who had observed my rolling difficulties and it worked for me like magic. As for the scientific reason behind it, let someone else work it out, I only know the trick works.

Sandy Burke,
Ontario Voyageurs Kayak Club,
Toronto, Ontario, Canada.

"Now that we are assured of the continuance of "Canoeing Magazine" under the new publishers - Canoeing Press - and as so many would have been disappointed to see the publication die, would it be reasonable to suggest that Canoe Clubs ease the practice of purchasing one copy for distribution and persuade their members to pay their annual subscription to get their own copy.

In the long run the success and improvement of our own publication must be based on economics and since the sport is enjoyed by comparatively few of the population it would appear to be essential for clubs to do everything possible to promote its sale.

Many other suggestions come to mind such as sales of copies to members of the public who watch slaloms free of charge arranged by the club promoting the event, the distribution of subscription forms at all instructional and practice courses etc.

I feel that the publishers, and us the readers, could do a lot to promote and thereby improve "Canoeing Magazine" - as excellent as it is.

Yours sincerely,

Stan Holtorp.

"TONI PRIJON PHANTOM"

"With reference to the note under this heading in the December issue, it is quite incorrectly stated that the Northern Wild Water Centre have the sole U.K. rights to make the Toni Prijon "Phantom 1" W.W. racing kayak.

The present licence from Prijon specifically permits the LEEDS CANOE CLUB to make the Phantom 1, and no other person. The benefit of this permission has not been assigned to any other party, thus at the present time no commercially manufactured boat made in this country is allowable under B.C.U. Slalom Committee rules."

Chris McAllister, Sec., Leeds C.C.
P.P. The Committee, Leeds C.C.

Last month's note on the Phantom "1" was taken from a letter sent in by Chris Hawksworth and "Canoeing Magazine" acted on it in good faith - as we must with much of the information sent in. (Ed.)

Letters for this column should be sent to the editorial by the 1st of the month to publish 25th.

ON L-D

With the L-D season over for another year we can look back over 1967 and take stock of what progress this side of our sport has made. The standard of paddling has continued to get higher and the competition even better. Organisation of events still needs to be more polished and a much faster publishing of results. Competitor wise it was another record year and the few statistics below show well how L-D has taken on over the past seven years.

National Ranking Races

1960 - 30 clubs & 154 paddlers
1961 - 38 clubs & 240 paddlers
1962 - 47 clubs & 360 paddlers
1963 - 60 clubs & 461 paddlers
1964 - 85 clubs & 580 paddlers
1965 - 93 clubs & 721 paddlers
1966 - 87 clubs & 674 paddlers
1967 - 99 clubs & 969 paddlers

Other L.D. Races

110 paddlers
131 paddlers
190 paddlers
220 paddlers
350 paddlers
320 paddlers
344 paddlers
600 paddlers

These are most interesting figures and show a remarkable increase over the period. With a little luck and a lot of effort it could well be possible to make 1968 another record year, 100 clubs and 1,000 competitors.

WHAT NEXT IN SCHOOLS' CANOEING?

asks geoff sanders

Canoeing continues to boom in our schools. Many canoeists will know of schools that have taken up the activity in recent years and more than a few will have assisted by giving advice or instruction. What many of the Colleges of Education now offer canoeing courses for teachers in training, suggests that the growth of canoeing in schools is to expand still further. We can envisage a large number of schools, in each part of the country, organising activities.

The development must not be allowed to stop at this stage. If each school acts as an isolated unit they will not be gaining the maximum benefits the activity can offer. Many pupils will want to compete against members of other schools and, besides, standards can only be improved if there is contact with other groups. I believe that the B.C.U. Coaching Scheme has helped to emphasise this need for high standards and that we are right in suggesting, in the strongest terms possible, that all who are in charge of canoeing in schools should hold the Senior Instructor award. But more is still needed.

Regional schools' canoe associations could provide the answer to this. Looking quickly through the list of B.C.U. affiliated clubs I see that there are about 14 such schools' associations already in existence. Some of these associations are closely linked with sailing - others are quite independent. Some of them appear to be sponsored by the education authorities, whilst there are those which have been formed by the teachers in the schools, but usually with the good-will and even assistance of the L.E.A. I know that many of them -

and suppose that most - arrange regular events for their member schools ... training sessions, displays, inter-school competitive events, etc.

I rather feel, however, that the time has come for the formation of a National Schools' Canoe Association. I appreciate that there is a National Schools' Sailing Association which incorporates canoeing, but I am inclined to feel that this liaison between the two activities is now always helpful. In many regions, for example, there would appear to be little point of contact between canoeing and sailing. (In some areas canoeing and sailing do work well together and, naturally, one would see no reason for disturbing present arrangements in such cases).

What would be the purpose of such an Association? It could obviously act as a national voice of canoeing in schools. I believe that communications between different regional groups (and individual schools in area where no local association can be formed easily) can do nothing but good. A News-sheet could circulate ideas as well as give information. It may prove possible to arrange national schools' events - perhaps something on the lines of an 'all-in' weekend with all kinds of serious, and not so serious, competitive events. The development of a canoe designed specifically for inter-school, competition might even be contemplated. Its main purpose might well be, however, to encourage the formation of regional schools' canoe associations in all parts of the country. A further look at the list of B.C.U. affiliated clubs shows that there are a large number of affiliated schools in areas where there are no schools' ass-

ociations; there must be even more who are not affiliated to the B. C.U. I believe that if we could entice them into a national organisation, with active regional

programmes and working in close co-operation with the B.C.U., we would provide a great service for them and educational canoeing generally.

CORPS OF CANOE LIFE GUARDS

Over the year, there has been a considerable change in the Corps of Canoe Life Guards. First of all, the Qualifications have been changed in order to widen the appeal, and also to raise the standard of those taking up the work on a more permanent basis. What has been shown, perhaps most clearly by the work of the Atlantic College Beach Rescue services under E. Evans, is that the canoe is a very useful addition to the many kinds of rescue techniques available.

The new qualifications are, perhaps some of the most strenuous and difficult to obtain in any of the Rescue Organisations, and point ahead to the kind of qualification that any volunteer should have who offers his services on beaches and rivers.

We are not aiming for the impossible, but we are asking for the recruiting of those willing to train and learn. The Standards are: BRONZE SILVER, and GOLD STANDARD.

For Bronze Standard a candidate must obtain the B.C.U. Proficiency Certificate, and the Bronze Medallion R.L.S.S. They must also demonstrate one canoe to swimmer rescue.

For Silver Standard, he must be up to the standard of the Advanced BCU Canoeist Test, and will be observed in the water as being a good roller in rough water, and able to handle his canoe to a high standard; he will have to keep a log, he will have to show a sustained interest, and help in all ways in training the less qualified. He will have to have the BRONZE AWARD of the S.L.S.A.G.B. or the R.L.S.S. Life

Guard Proficiency Certificate, the Adult Certificate of First Air, or equivalent award in any other body, and the B.C.U. Instructor's Certificate. Any Silver Standard holder would be able to call himself or herself a LIFE GUARD.

A GOLD STANDARD would be obtained by a Life Guard who would be in service for two years, becoming a Senior Instructor of the B.C.U., and also being passed as suitable by the Committee. Tests would be undertaken by Chief Life Guards, and would be perhaps like some of the tests run by the B.C.U. in that there would be a greater stress on the canoe handling in all kinds of water over a period of time.

On the other hand the BRONZE STANDARD is a qualification which we hope will appeal to a wide number of schools, and Youth Organisations so that they can train in the rescue techniques being developed by Canoe Life Guards. The BRONZE STANDARD is one which is held for life, once obtained. There will be a badge available shortly, and the cost of the test will be 7/6d. The important feature of this qualification is that it embodies the basic ability to handle a patient in the water as well as handling a canoe. Experience has shown that a canoeist who has not had the actual Life Saving training is of less use in an emergency with a swimmer than one who has been trained.

This Bronze Standard is also linked to the Duke of Edinburgh Award Service section, which is shortly to be amended as follows:-

For BRONZE AWARD... he has to take the Bronze Medallion R.L.S.S. course for SILVER AWARD, he has to take the B.C.U. Proficiency Test Course... for GOLD AWARD he has to train for the LIFE GUARD SILVER STANDARD.

Shortly a Manual of the Corps of Canoe Life Guards will be published which will be available to all units and to anyone wishing to buy it, and this will contain an up-to-date account of many of the relevant techniques. It is hoped that in due course we shall see canoes playing a vital role in all the Beach rescue services of the country.

The second change that has been made is that the Corps of Canoe Life Guards Committee has been formed, to set up the Corps under it's own constitution. Formerly it was part of a charitable association; now it is on it's own.

Before Mr. Jack Hodge left the Southern Area of the C.C.P.R. he undertook to publish a handbook called 'Canoeing in the South; and this excellently printed book came out recently and is available from the C.C.P.R., Watlington House, Watlington Street, Reading at 3/6 a copy. In this book, it was decided that for the section on the waters of the Solent we would adopt a grading system. We started at Grade I, and went up to VI. Inevitably, the system is open to difficulties, but we tried to analyse the variables and allow for these, so that the system could be applied allowing for weather, tide, and topography.

Since the issue of this book, there has also been a suggestion that there should be something of this nature in the B.C.U. 'Guide to the Waterways', which is now being revised. What is now suggested is that some kind of grading should be devised which could be applied

to SEA AREAS only. In a short article like this it would be impossible to set out all the obvious problems, but if there was a general opinion that something Universal could be evolved, would people like to write to me, giving their view, suggestions and otherwise.

The Grading system evolved for the Solent and the Coast to Bournemouth was as follows:- Area Gradings were made, 'but it must be pointed out that the wind can make all these waters hazardous, whatever the grading.' From Grade III upwards it must be realised that Spring Tides or Wind Force IV upwards or a combination of both can increase the gradings to high values even to Grade IV, and considerably higher with wind over tide. The Gradings given below are therefore for Conditions with wind force UNDER IV. (with Special applications for winds over Grade III areas)

GRADE I. Easy water for beginners, but subject to the rise and fall of the tides. Even in high winds the water does not become difficult due to the shelter. There are no hazards from rip races and overfalls.

GRADE II Medium water, with large stretches of open water reasonably sheltered from the wind, but will need average skill to cope with the mild chop and swell. There are no hazards from rips, tide races, overfalls but tide effects will have to be dealt with.

GRADE III(for conditions with under WIND FORCE IV) Medium to hard water in which waves of a foot high can form. In large open stretches the waves will be of a rough choppy kind, peculiar to inland waters. There will be rips, tide races, overfalls, and effects from wind and tide.

GRADE IV Water which needs a high degree of sea canoeing skill. Wind and tide effects can create difficult water and progress against the current will be difficult, if not impossible. These waters are not sheltered and can be hazardous.

GRADE V Water in which there are definite features which are hazardous, such as tide races, standing waves, whirlpools, overfalls and dangerous shores. These effects occur daily and are not necessarily caused by bad weather.

GRADE IV Very difficult and foolhardy to attempt. NOTE from the above it will be seen that with a wind over Force IV all the grades above II will rise in difficulty and those areas on the map which

are marked grade III, IV, and V can all become grade IV.

This completes the quotation from the publication, and if there are any comments which would lead to the formulation of a nation-wide survey of the shores, and also to a nationally acceptable Grading system, please let me have your views. M. R. Eckersley, Hon Secretary, Corps of Canoe Life Guards, Embley Heathcote, Embley Park, ROMSEY. Hants. SO 5 ODL

CLUB NEWS

CHELMSFORD BOATING CLUB.

The Club is pleased to announce that the first stage of building the new permanent Club headquarters is now complete. The second stage of the building work comprises the completion of the Clubhouse, the shell of which has been built. This will include a social hall plus changing accommodation and bar - it is expected that this will be completed by the end of the winter.

The Club expects to be able to considerably expand its activities next year and hope for a large influx of new members. For this reason it is planning stage three of the development which will comprise an extension to the boathouse to accommodate 80 canoes. Unfortunately no money is available for this project and for this reason the Club is to impose an entry fee on all new members after March 1968 to finance it.

ROYAL CANOE CLUB

At the Autumn General Meeting on 25th November, Peter Wells was re-elected Commodore and Dr. Bernard Watkin as Captain. Alan Tullett will continue as Paddling Mate while Vic Binstead, a recent convert from slalom to Sailing, takes over from Alan Perks as Sailing Mate and will have the responsibility for this side of the Club's activities with the help of John Abel-Smith as Salt Water Mate.

Reviewing the year's activities the Commodore said that the Club had entered its second century in good form. In L-D racing the Club came very close to winning the Hasler Trophy in a year of keen competition, in Sprint racing and Sailing the Club had played its usual leading role and members had competed in Spain, Sweden and Germany.

Membership over the year had increased from 208 to 241 which represented good progress towards the Club's target of 300 members. It was satisfactory to see that the membership was well spread over age-groups and the various branches of canoeing. This was important if the Club was to continue to thrive.

NOTE. "CLUB NEWS" will now be a regular feature in "Canoeing Magazine" provided club secretaries and press officers send in enough material for inclusion in this column, copy and photographs should be sent to the editorial address not later than the 1st of the month to publish 25th.



S.34 - European Champion Lars Nicklasson sailing Gatan at Hayling Island. Photo by Alan Hassall.

RESULT ROUND-UP

BRITISH CANOE UNION Slalom Committee

Ranking Lists 1967

1. Dave Mitchell, Chester 46.8%	2. Ray Calverley, Manchester 53.3%
3. Ken Langford, Manchester 56.1	4. John Macleod, Manchester 56.2
5. John Woodhouse, Chester 59.5	6. Chris Skellern, Worcs. 59.7
7. Keith Wickham, Sunderland 59.7	8. Richard Prince, Manchest. 60.6
9. Brian Palmer, Forth 62.2	10. Jeff Slater, Leeds 62.3
11. Norman Jackson, Man. 66.3	12. Malcolm Thompson, Worcs. 67.2
13. Lindsay Williams, Camb. 67.6	14. Alan Taylor, Shepperton 69.1
15. Howard Dyer, Riverside 69.2	16. Colin Gray, Worcester 70.2
17. Peter Hazelton, Chester 70.4	18. Stuart Hatton, Man. 70.4
19. Melvin Swallow, Chester 72.3	20. Graham Goldsmith, Bright. 72.6

LADIES Overall Ranking List.

1. Heather Goodman, Lakeland 62.7%	2. Pauline Squires, Cov. 67.4%
3. Audrey Keerie, Sunderland 68.5	4. Lesley Calverley, Man. 89.7
5. Jane Rowse, Chalfont 94.7	6. Jean Battersby, Man. 97.5
7. Jane Tupper, Forth 114.1	8. Carolyn Rowntree, Birm. 124.7
9. Aileen Evens, Lakeland 125.9	10. Sue Beckett, Southamp. 133.1
11. Carol Gosling, Buxton 140.9	12. Wendy Horne, Leeds 152.5
13. Wendy Preston, West York. 176.6	14. Eileen Sharples, Forth 194.2
15. Joan Hetherington, Wol. 217.5	16. Jenny Whitehead, Forth 221.4

At the time of going to press the ranking results for C2 Slalom are still being finalised but it seems likely that top honours have gone to Mike Hillyard/Mike Ramsey of Chalfont with the Witter brothers in second place.



Mike Hillyard/Mike Ramsey



The Witter brothers

WEST YORKSHIRE CANOE CLUB, TEES RACE 1 NOVEMBER 12th, 1967

1/ D. Mitchell, Chester 14 mins 30 sec. 2/ N. Jackson, Manchester 15.42 3/ C. Skellern, Worcester 15.55 4/ T. Young, Leeds 16.35 5/ J. Woodhouse, Chester 16.36 6/ K. Wickham, Sunderland 16.50 7/ C. Hawksworth, Leeds 17.04 8/ D. Fawcett, Manchester 17.05 9/ R. Mardens Lakeland 17.13 10/ J. Slater, Leeds 17.34. First Lady, Pauline Squires, Coventry 17.56.

The river was about one foot above the level paddlers became accustomed to last season, so the times are good.

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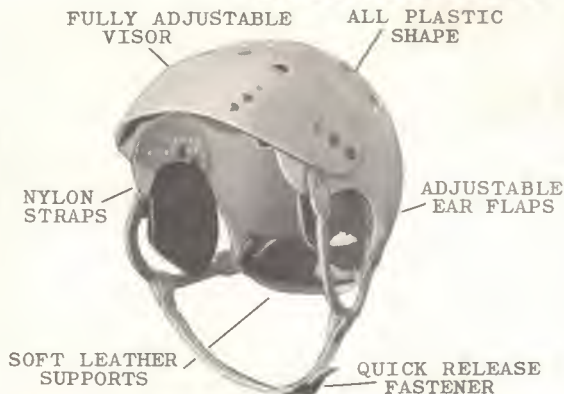


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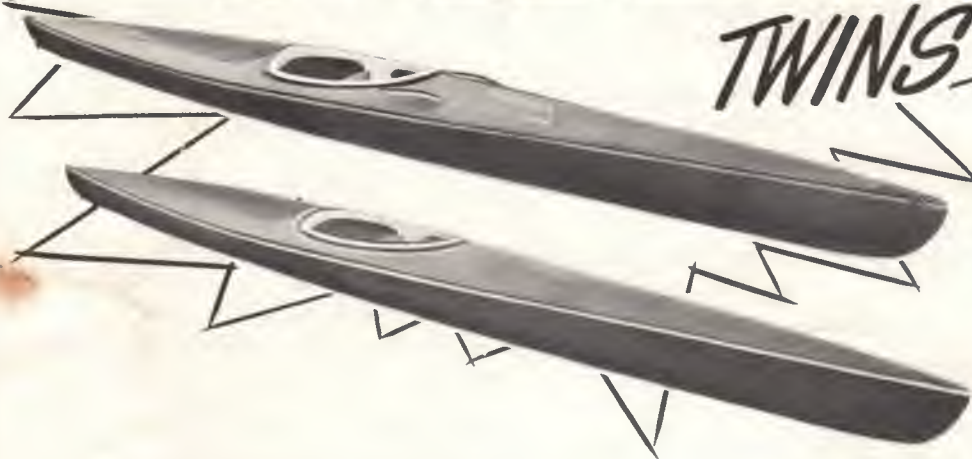
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