

Canoeing

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SPECIAL FEATURES

Canoe Conference Preview

The Leven Wild Water
Trib '67

International Canoeing

EDITED BY ADRIAN BROWN
PHOTO: Mike Clark



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David Mitchell won his Silver Medal at
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paddling a

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Canoeing MAGAZINE

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editorial

WHAT OF THE FUTURE?

This is the seventh issue of "Canoeing Magazine" under the imprint of Canoeing Press. We hope these issues have shown improvement, will show even more improvement in the coming months and that the articles are the type you the subscriber want to read.

In the last seven months we have learnt many things and one that effects all our readers is the fact that "Canoeing Magazine" is under-priced. As from next month each copy will cost 1s 9d bringing the annual subscription to £1 1s. This may seem a large increase but in July the second class postal

charges will go up to 5d so this will take care of 2d leaving only an increase of 1d in effect. If our magazine increases in size during the coming year there may be a further charge for it is right on the maximum 2oz now. (Readers may have noted the increase in the number of pages last month - this was to take in more advertising without loss of copy). All current subscriptions will run the full number of issues and the increase will only come into effect when they expire. Again from next month our magazine will be published on the 25th of the month instead of the 20th. We trust in your continued support of "Canoeing Magazine", an independant magazine that keeps paddlers everywhere in the know on what is new in canoe-sport.

CANOE CONFERENCE PREVIEW

The Annual Canoe Conference and a chance for canoeists to compare the different canoes and kayaks on the market. Below is a short preview of what the main manufacturers will be showing at the trade exhibition at Crystal Palace. This maybe of help to paddlers who will be attending but I hope it will be of greater interest to those not getting to Crystal Palace.

AVONCRAFT will be introducing three new craft at the B.C.U., A.G.M. The most revolutionary being the worlds first Hardskin collapsible canoe. Our new patented system allows the craft to be section-alised one section sliding inside the other for easy packaging. By eliminating two sections from the middle of the craft, one can make the craft from a double into a single canoe. Assembly of such a craft takes less than five minutes.

The "Phantom" Mk.3 K2 has been designed to eliminate much of the drag caused whilst paddling in shallow water (6ft less). Facts show that more than half of the L.D. paddle racing is on water around, or less than 6ft deep. Results have proved the prototype to have the right qualities and it could prove to be the right craft for the D - W race, especially over the canal section for a crack at the 20 hour barrier.

The new "Invader" Mk. 3 K1 preceeds the highly successful Mk.2 which won last years International Liffey Descent L.D. race. Again, the emphasis has been on reducing drag in shallow water, thus the newly shaped hull, The bow has also been altered to a new rounded shape, giving the craft pleasing lines.

THE SOLENT CANOE CENTRE

This year the Solent Canoe Centre have gone to town on new models so in addition to the popular CYGNET and SWAN they will be showing a range of craft from the all-glass TERN instruction canoe to Olympic RACING K2s. Excluding the TERN, all canoes have glassfibre hulls with ply decks and are available in kit form or as hulls only. As a result of increasing demand for a canoe to suit the younger paddlers, Solent have introduced an 11ft. single with safety as its main feature and a new 15ft double with large open cockpit. On the racing side they will be showing an improved Class 3 boat and a round hull Class 4. The latter designed and built by Bob Orchard with his new formula construction weighing only 36lbs. Other craft in their range on display will be a glass-hulled racing K2 and an improved Canadian.

P. & H. FIBREGLASS PRODUCTS

P. & H. will be showing their range of canoes and kayaks as well as a wide range of accessories. Of great interest to the slalomist will be the new C1 slalom canoe and the well known SOAR VALLEY SPECIAL slalom kayak. In their range of accessories will be WET SUITS of top grade nylon lined French designed as well as all materials for making your own. Also available will be SPRAT DECK MATERIAL and FIBRE GLASS MATT AND TAPE for repair kits.

THE CANOE CENTRE

The Centre will as usual display a comprehensive range of canoes and kayaks for slalom, racing and touring. They hope to be able to show their complete 1968 basic range in glass fibre, which includes the SL7 Mk2 pure slalom, SPIDER Mk3 down-river racers SPORT-VIVAK C2 slalom Canadian, SPORT CRESTA general purpose sport-single, COMRADE touring double, GANNET Class 4 racing tourer, the light weight GLASS-POINTER racing K1 and the GLASS-GLIDER racing K2. Also a new range of Touring, Slalom and Racing paddles, including the very latest Danish Racing Paddles specially designed by Jorgen Samson for the next Olympic Games. There seems a chance the Centre will have on display the first STRUER WINNER K4 - if it arrives in time.

KIRTON KAYAKS

KIRTON KAYAKS will be exhibiting their three new models for 1968, the "Scimitar" K1 racing kayak, the "T.S. Mk 4" slalom kayak and the "Mirage" K2 Mk2" racing kayak, plus other popular models in their range. The Scimitar K1 has been especially designed for construction in glass reinforced plastic, using the latest laminating techniques. Also in this kayak is a seat of unique design, being of such a shape as to distribute the body weight over the greatest possible area, and a completely new rudder assembly which gives a smooth and immediate response. The T.S. Mk4 is a further development of the very successful Mk3 and has more buoyancy in the right places as well as a redesigned cockpit incorporating foam padded knee grips. In The Mirage K2 Mk2 the centre of gravity has been moved further aft to lift the bow and make the kayak more manoeuvrable. All the Kirton craft have built-in foam buoyancy. Also on the stand will be a range of accessories including laminated slalom blades, flat blade paddle kits, and glassfibre slalom and racing blades.

STREAMLYTE MOULDINGS

The main attraction on the Streamlyte Mouldings stand must be the actual K.W.7. used by Dave Mitchell to win the Silver Medal in the 1967 World Championships. Also of great interest is a newcomer the K.W. Dart, making its debut. This is an extremely fast wild water racing kayak designed for sheer speed.

Owing to the foot and mouth epidemic cancellations, information on its performance is limited, but all the tests conducted by Streamlyte have come well up to expectations and have convinced them that this is indeed a very potent racing canoe.

Among the other exhibits on this stand will be the K.W. "STRIKE" C.2. designed in co-operation with the Czechoslovakian World Champions one of whom, Zdenek Valenta, will be in attendance at the stand, the K.W9. Rough Water and sea kayak and of course the very popular K.W.4. Wild Water Slalom Kayak.

A complete selection of new paddles of new paddles by paddle-maker will be on exhibition including K.W. Paddles for wild water racing and slalom, the new Deluxe Slalom/Wild Water and C.2. paddles.

LAWLER ENGINEERING LTD.

Many of the racing paddlers will be familiar with the canoe racks that Lawler Engineering have to offer but those outside the L-D and Sprint circles will find interest in the two types of CANOE RACK that will be on display. Specially designed for the racing kayak but suitable for many of the sports singles is the V-shaped car roof rack made entirely from steel tube with foam rubber facing on the support angle of 100°. The second rack is a U-shaped support with a webbing sling and suitable for slalom kayaks or soft skinned craft.

OTTERSPORTS LIMITED are at the B.C.U. Conference with a selection from the range of Canoes, Kits of Parts, Lifejackets, Paddles and other Accessories they exhibited at the Boat Show.

Emphasis will naturally be directed somewhat towards the strictly 1968 features, amongst which are:-

Redesign of the Glassfibre Ready Built Otter T.1. and T.2. Canoes has given a complete and permanent seal between hull and Deck, making them virtually one; it has provided a stronger and more rigid deck, and a cockpit with a very comfortable and efficient extruded PVC coaming.

The Kayak-Otter Mark III Slalom Canoe - which won the Liffey descent this year against all comers - has retained its lines, but in becoming the Mark IV has been lightened by the substitution of a glass-fibre joint for deck stringers, and has a new and much better cockpit and coaming. The Kit of Parts now includes hip-boards, knee-bars and a glass-fibre seat. This canoe has a new brother - the Mark V, which is confidently tipped to prove a better boat for both Slalom and Touring work.

Slalom enthusiasts will be interested to look at the Moldau Paddle, which they will know well by repute, and which can be supplied to the individual purchaser's own choice of length and control.

Ottersports Lifejackets are now all made of Neoprene-Nylon - giving them much greater resistance to abrasion - and also to oil, petrol, and ozone-ageing - thus ensuring a much longer, effective life.

The 1968 Catalogue has expanded to 48 liberally illustrated pages, but is still supplied entirely free of charge. It will be available at the Conference, or will be sent post free to anyone who applies.

JOHN CRITCHLEY

John Critchley will be showing the new JAYCEE COBRA C1 canoe, plus two new models from Mendesta, THE COMPETITION for white water and a new two-seater for touring. Also on the stand will be the very popular Jaycee COUGAR slalom kayak as well as many of the Mendesta range of canoes, and a number of canoeing accessories.

Just as we go to press we hear that the Northern Wild Water Centre and Wrockwardine Canoeing will also be exhibiting. The latter of course will be showing the very new W14 - the latest development in canoe construction, being built in ABS (acrylonitrile-butadiene-styrene) with the unique vacuum formed process.

THE LEVEN WILD WATER TEST - '67

In spite of a full white water programme in the canoeing world the past year attracted more entries for the Leven Wild Water Test than ever before and competitors from 19 clubs from all parts of the country were responsible for 167 timed runs being recorded, whilst others were content to cruise down the course in order to gain experience. Only 34 failed to qualify for a badge (20 less than last year) whilst the number qualifying for a Bronze (1st Class) was 64 (an increase of 32 over the previous year. In other categories the pattern remained much the same as in 1966. The conclusion to be drawn is that the general standard of white water canoeing in Britain has improved although David Mitchell's record run of 5 mins 41 secs in 1965 remains unbeaten.

The challenge for the Gold Dipper for 1967 remained open until the final minutes of the last Test of the series in November, when with good water, Norman Jackson, Stuart Hatton and Chris Hawkesworth emerged ahead of the other competitors. Chris very sportingly offered his new Pryjon white water

racing canoe for each of these to use on their final runs so the difference between their times is without doubt a measure of their paddling ability in white water conditions. The times recorded were:

Norman Jackson 5 mins 45 secs.
 Stuart Hatton 6 mins 08 "
 Chris Hawkesworth 6 mins 10 secs.

It was a pity that David was unable to be present as Norman equalled David's time of last year although 4 secs short of the record.

The Leven Trophy for the best performance by a member of the home club was awarded to Roger Marsden for his run in June with a time of 6 mins 31 secs. On this occasion Roger was only 2 secs. behind Norman. Tony Young of Leeds Canoe Club made the fastest run of the year in a Slalom canoe at 6 mins 58 secs.

Norman's win was well deserved for previous runs earlier in the year had given him a consistent lead over his nearest rivals. The final runs merely confirmed the position and earned him well deserved congratulations from all quarters.

1967	Water Level	Gold	Silver 1stCl.	Silver 2ndCl.	Bronze 1stCl.	Bronze 2ndCl.	Failed	Total
Jan.	9ft 1.2"	-	-	2	10	4	1	17
Feb.	10ft 3.0"	-	1	6	9	3	4	23
Mar.	9ft 1.6"	-	1	-	7	9	10	27
May.	8ft 8.6"	-	3	1	3	2	5	14
June	8ft 6.0"	-	4	1	4	2	5	16
Oct.	10ft 0.4"	-	9	3	16	5	5	38
Nov.	9ft 4.6"	1	4	4	15	3	4	32
TOTALS		1	22	17	64	28	34	167

For leading awards in the Leven Wild Water Test '67 refer to Race Results.

INTERNATIONAL CANOEING

RACING THE MANAWATU RIVER

Fourteen competitors raced the Manawatu River Race held over three days in the southern part of North Island, New Zealand in October. The course is over 80 miles of the Manawatu River and starts at Ballance Bridge near Woodville to finish at Foxton water-front on the coast. The river was running quite high and many of the exciting falls were turned into racing wild rapids. Competitors came from the Auckland, Wairoa, Wellington and Palmerston North Canoe Clubs. The race was for the Rothman's Cup.

FIRST BRITISH PAIR RACE SOUTH AFRICAN L-D.

On the 10th January, Paul Dearling/Mike Sutton-Pratt started on the first leg of the three day Umsindusi-Umgani 110 mile L-D race in South Africa to become the first British pair ever to compete this event. Paul and Mike from the Oatlands Canoe Club have raced the Devizes-Westminster eight times between them but are in for a rougher ride down these South African rivers. The rivers rise and fall ever rapidly and the event can be anything from a ditch crawl to a three day wild river race. However whatever the state of the water there is at least 30 miles over which crews have to carry their kayaks! Sounds tough, very tough.

The British pair flew out a full week before the race so they should have gained a chance to have a good look at parts of the course and get a little training

in the new glass K2 that had been supplied free by the South African Milk Promotion Council. Over 70 crews competed the event but at the time of going to press no results are available - we hope to carry a full report next month with photos.



Dearling and Sutton-Pratt out training on the Wey.

"CANOEING MAGAZINE" goes out to over a dozen different countries and we would like to hear from our readers overseas. Let "Canoeing Magazine" know what you are up to, what sort of events you hold, what type of craft you race and general news of interest to paddlers everywhere. If we get enough material "International Canoeing" will become a regular part of our magazine. Copy and photos (preferably negatives - these are easier and cheaper to send) should be sent to the editorial address marked "Canoeing Magazine I.C."

RACING THE USK by mike ramsey

"Stage 1 flood warning" were the words used by the Brecon Constabulary when they advised us to move our tents from the riverside camp site at 10 o'clock on the wet Friday night of the Usk weekend.

The River really lived up to it! Some fast times were the result, the fastest being about 6½ minutes shorter than last year. Large waves were the order of the day at Mill House Weir, Llanganydyr and Spuhlers Folly to mention only a few. In case the river had turned out a bit "thin" additional water was at the ready in the Usk, Cray and Talybont resevoirs with the co-operation of the West Glamorgan Water Board and the Newport and South Monmouthshire Water Board.

The team events were the first on the Saturday with Manchester 'A' finishing first in 33 minutes 59 seconds. The C2 a little later was quite an entertainment....

The event was won by Messrs. John Court and John Goodwin of North Staffs. Ploytechnic and second Messrs. Ramsay and Hillyard of Chalfont Park Canoe Club. The first two crews were competing in racing C2's which gives all the more credit to the performance of John Lloyd and Jim Sibley of Windsor using a slalom boat and finishing 3rd, only about 2 minutes, after the racing boats. An interesting C2 racer was produced by the brothers Robin and Rodney Witter which unfortunately did not stand up to the rigours of the prevailing state of the river and finally gave up the ghost at Spuhlers Folly (the final stopper that broke the canadian's back) and the pieces were given a time as they crossed the line 2 miles downstream! The C2's times make interesting comparison with those of the Kayaks. The relative pos-

itions being high, but this may only indicate faster water on the Saturday. Racing C2's with the kayaks, rules permitting, might prove of interest in future years.

The big event of the weekend was the kayak event on the Sunday. The first four positions were the same as Last year, Dave Mitchell, Norman Jackson, Chris Skellern, and John Woodhouse, may we see big things from these lads in the 1969 World Championships? A performance to note was that of Tony Young of Leeds who came 11th and was the first slalom boat home well in front of any others. One wonders what he would have done in a racing boat. The first lady home and placed seventeenth overall was Pauline Squires who must have made some of the men look twice with a performance like this! * Roger Marsden another member of the World Championship training group hit a spot of bad luck in the race otherwise we may have seen his name high up the ladder, the same as last year.

The weekend wound up on the Sunday afternoon with the prize-giving and a demonstration of the "kiss of life" method of artificial respiration by the St. John's Ambulance who we wish to thank for being at the ready in all weathers over the weekend.

The races were made possible by the co-operation of the many riparian owners and Chalfont Park Canoe Club would like to thank and the numerous other local people for their co-operation.

*(No matter what her performance young Pauline Squires ALWAYS makes the men look twice - just ask some of the long distance paddlers who have seen her at a number of L-Ds for the first time last season!Ed.)

THE MONTH AHEAD

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

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

FEBRUARY

- 3rd ROYAL CANOE CLUB DANCE, The Clubhouse, Trowlock Island, all paddlers welcome.
- 4th TEES WHITE WATER RACE (IV) Details: J. Slater, 42, Queens Drive, Ossett, Yorkshire.
- 4th KENNET WINTER SERIES L-D (A) Gt. Bedwyn to Newbury, 15 mile. Details: Waterside Youth Centre, Northbrook Street, Newbury.
- 11th DEE WHITE WATER RACE (IV) Details: E. Cooper, 5, Farley Way, Nr. Reddish, Stockport.
- 17/2nd March. BOAT AND LEASURE LIFE EXHIBITION, Bingley Hall, Birmingham 2.
- 18th KENNET WINTER SERIES L-D (B) Pewsey Wharf to Newbury, 22½ mile. Details: Waterside Youth Centre, Northbrook Street, Newbury.

MARCH

- 10th LUNE CANOE SLALOM, 1st Div. Details: Midland CC. D.Patrick 6, Charles Ave., Spondon, Derby.
- 10th KENNET WINTER SERIES L-D (C) Honey Street to Newbury, 26½ mile. Details: Waterside Youth Centre, Northbrook Street, Newbury.

Although canoe racing is starting once again it is requested that all paddlers who live in areas that are still restricted to cattle movement should not attend or compete in the above events. The L-D events are definitely on but competitors should check that the last White Water races are being run.

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.



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LONG DISTANCE RACING REPORT

Have you ever had a bad dream? My particular nightmare began in the middle of a weekend's canoeing course, on 12th November to be exact. The phone rang mid-day - "Will you report to the Foot and Mouth Disease H.Q. Oswestry ready to start work by tomorrow morning". I was one of hundreds, quickly to become thousands, becoming involved in something I knew little about but soon to learn the hard way.

The first two or three farms were grim training routine, then the first job on my own - 198 dairy herd, 450 other cattle, 300 sheep and the personal tragedy to the farmer and his family.

You came to know when it was Saturday by the advertisements in the papers, time by the clock became meaningless, only daylight and a good water supply really mattered.

I do not want to upset or bore you with all the horror of the killings, the burial pits, the burning pyres lighting up the night the filth and the human suffering, sufficient that you know that it happened and is still happening as I write. It's important that you know because you, the canoeists, are involved. Much of the disease was concentrated along the banks of some of our most popular canoeing rivers. Some of what I experienced I will forget, other things I will try to forget, but one memory I'll always carry with me - the miles and miles of empty country, the hills bare of sheep, the empty river meadows and the strange quiet of the missing country sounds.

Suddenly part of a heritage has been cut off short - the relationship; well, the countryside has changed and if and when we canoeists again take to our tours our races of our slaloms we will want passage through the farming

lands. The agricultural industry has taken a hard knock, the country has taken a bad set-back. Country people will be readjusting themselves to a new situation and people in the towns and cities will need to tread carefully and by invitation when they again venture to share in the beauty and pleasures of their outdoor activities. Spare a thought for the farmer as you pass through his fields and follow the country code.

And so back to six weeks of canoeing correspondence, irate letters and the general business of L.D. racing.

The 1968 Calendar is about agreed, some of the early National race dates may have to be cancelled if the Foot and Mouth epidemic does not cease but we can cross those bridges when we arrive.

John Players & Sons have again agreed in principle to sponsor the 1968 Championship race and to combine an International Regatta in a two day event at Nottingham, provisional date 7th and 8th September 1968. The International Liffey is firmly fixed for Saturday 14th September.

I hope to be back in full circulation about the end of January.

John Woolley, L-D Secretary



INTERNATIONAL BOAT SHOW '68

Once again CANOEING and CANOE-SPORT was noticeable at the International Boat Show, Earls Court, by the lack of major canoe manufacturers exhibiting. In fact there was only one major firm and that was OTTERSPTS LTD., on stand UQ7. However there were a few smaller manufacturers, plus the B.C.U. stand in the Warwick Hall and canoe displays by Messrs. Gimber and Calverley in the pool four times a day. As a water sports enthusiast I personally found the

Talking of luxury, the Peter Storm stand had the very latest idea in camping luxury on display - the heated sleeping bag. This runs off ones car battery and really is first class, no more cold nights for our slalomists at such places as Llangollen and the far north at events in the middle of winter, once this gets on the market! Also there was a heated waist coat on display, just the thing for the poor old slalom judges to wear under their anoraks! Ah but WHAT OF THE CANOES!!

Ah yes the canoes... OTTERSPTS LTD. once again had their full range of canoes and kayaks



OTTERSPTS stand at the Boat Show

whole show very interesting with the Pembroke Hall gaining top marks as the most absorbing part of the show. Here there was the Water Ski-ing Simulator, Wet suits of every kind and the fascinating sub-aqua feature "It's a Diver's World". Ah, but what of the canoes.

Fibreglass really has taken over as the major material in boat building these days for it seemed that over 75% of the craft exhibited at the show was manufactured in it, from the smallest sailing dinghy to the luxury cabin cruisers. Ah but what of the canoes.

on display, their stand in the same place as last year on the first floor. A very comprehensive range this, exceptional value and first class workmanship in all their products. A new slalom kayak was to be seen, built on the Kayel principle and supplied as a kit, the new Otter Slalom Mk.V. This boat has a double chine and from accounts, handles very well being suitable for competitive slalom and white water racing. The Otter T1 and T2, touring canoes in glass fibre, have been improved from last years models, although the

hull-shape remains the same. Nylon deck fittings have been added plus P.V.C. rubbing strips and an excellent P.V.C. cockpit coaming. The Ottersports range has always been directed at the canoeist who wants to tour or just potter and generally have fun on the water, their slalom kayaks are not to be seen in the top division, for anything other than glassfibre is out. However among their accessories this year was a new paddle the MOLDAU. This blade is really for the slalomist, good quality, very strong, nice design and at £5.10s great value. Make a note to have a look at it at the B.C.U. A.G.M. you white-water paddlers. I think you will be impressed.

The B.C.U. stand was a bit tucked away in the corner of the Warwick Hall, but the lads who built it made a good job and when

ever I was at the show there was always someone giving the canoe-patter to inquirers. Now that Thermo-plastic kayak we have heard so much about. Well the design is a little disappointing for the hull is made in a number of concave curves. This puts it right out of racing of any kind under the present rules and while it might handle well on a down-river and easy to roll I would like to see it in action on a slalom course before making any real comment on its performance. The Wrockwardine W14 (as it is known) is ideal for the fast water touring paddler but the bit thing about it is THE MATERIAL ITS BUILT WITH. This is the material of the future, TOUGH HIGH IMPACT RESISTANCE, requiring NO MAINTENANCE and the whole craft built in a matter of hours. Certainly it is the first of its kind.



B.C.U. stand at the Boat Show.

COMMENT *Letters to the Editor*

"It has been stated recently that bad relations are developing between L-D competitors and race organisers through the non-return of trophies on the part of the competitor.

It is about time race organisers looked at the situation from the competitors point of view. If they did they would soon see that if trophies left for engraving after L-D events were despatched promptly to competitors when completed they would go a long way towards saving the situation.

I won a trophy at Leamington on 9th April 1967 and after a letter of enquiry - to which I received no reply - and a number of complaints all of which have fallen on deaf ears, I am still without the trophy.

After such behaviour as this on the organisers part, can a competitor be blamed for returning a trophy 12 months from the date he receives the late trophy,"

Yours faithfully,
G. Jackson.

I have read with some amazement the letter by Jack Travers, B.C.U. National Youth Officer. He accuses six canoe manufacturers "not only of disservice to customers as a whole". It seems to be a coincidence that we have recently supplied ten glass-fibre canoes with paddles, spray covers and British Standard Institute Approved life-jackets to a public school in Kent. We therefore feel that some comment is called for. The price Mr. Traver's mentions of £450 included in our case, not only ten two-seater and single-seater canoes with paddles and spray covers, but £80 worth of the said B.I.S. approved life-jackets, therefore the safety of the canoes was well catered for.

We supply five different types of buoyancy for our canoes, i.e. three inflatable and two different types of expanded plastic, and our customers, particularly Educational Authorities, are always advised of the desirability of having buoyancy provided. If Mr. Travers knows how to provide buoyancy "for a very few shillings per boat", then he should divulge this knowledge in the interests of canoeists and canoeing as a whole which are all served so badly at present by well-known firms."

Yours faithfully,
F.O.D. Hirschfeld.
Director of Tyne Canoes Ltd.

I cannot help but comment on the letter published on the December number of "Canoeing" penned by Mr. Travers. His suggestion that it would only cost a manufacturer of canoes a very few shillings to build buoyancy into their craft is quite inaccurate.

The basic materials to make expanded Polyurathane buoyancy blocks in situ, are costly, approximately 10/-d per lb, and it takes at least 3 lb of the stuff to make one cubic foot of expanded Polyurathane.

The basic materials to make expanded Polystyrene buoyancy blocks in moulds, and then bond them into place, are cheap, however the equipment needed to expand the plastic, cure it, heat it and mould it into shape is very expensive.

I agree with Mr. Travers in that manufacturers should include built in buoyancy in their basic price, as indeed we do, but it must be remembered that just because something looks easy to make cheap is not necessarily the case.

D. Heslop, Flame Fabrications.

ANNOUNCING THE FIRST THERMO PLASTIC KAYAK. W.14.



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CANOEING** TEL: KELSALL 255

**QUARRY LANE.
KELSALL. CHESHIRE.**

LOW COST SMALL BOATS.

M.J. Ivory-Plastics Ltd. of Luton introduce a range of low cost fibreglass boats including an 11ft single seater canoe in combinations of red, blue and white. It has built in foam buoyancy, weighs about 30lbs, is supplied without paddles and retails around £20. The canoe is available through agents, details from M.J. Ivory-Plastics Ltd., Luton.

panded material with excellent wearing qualities, high thermal insulation and resistance to ozone, sun-light, fresh and sea water; the colour goes right through the material and there is no adverse effect on the physical properties or characteristics of the material through pigmentation.

All suits are nylon lined and are fitted with nylon zips. They fit snugly and are figure flattering and do not restrict

AGE-TRADE PAGE-TRADE PAGE-TR/

NORVALL (SMALL CRAFT) LTD.

Norvall (Small Craft) Ltd. advise all customers that negotiations have been satisfactorily concluded, subject only to formalities, for the sale of the Company to Fenton Hill Marine Ltd.

The sale includes the entire business heretofore carried on by Novall's (Small Craft) Ltd., namely oars, paddles and fibreglass boats, plus the Norvall Registered Trade Mark. Fenton Hill Marine Ltd. will maintain the same high standard of quality and craftsmanship which made Norvall the first name in top quality oars and paddles. The factory will continue to operate from the same address but under the following title:- Fenton Hill Marine Ltd., 17, Towerfield Road, Shoeburyness, Essex. Tel. Shoeburyness 2318.

movement. It is believed that these suits, made from this particular material, are the only kind in the world and are suitable for water-skiing, diving, sailing and boating. Colours: Ladies - tangerine and light blue. Mens - dark blue and forest green.

Details and prices from Collins and Chambers Ltd., 197-199, Mare Street, London E.8.

COLOURED WET SUITS

Collins and Chambers introduce for 1968 the "Nao Coronet" coloured Wet Suit. Different to conventional styling, these Suits bring colour, fashion and a touch of glamour into watersports.

The material from which these suits are made from is not neoprene but an entirely new synthetic ex-





jorgan samson ON PADDLES

The shape and structure of a paddle mainly depends on the paddling technique. This "style" changes however in the course of time and is naturally affected by individual factors. Accordingly races are sometimes won in the so called 'continental style' and sometimes in the 'Scandinavian style' and very often in crossing between them.

The older European style will call attention to the paddle steamer, the hands making vertical circles on either side of the kayak. Mechanically, the method is excellent but to the muscles of the arms this movement is complicated and exhausting. 30-40 years ago we had something corresponding which we called the 'whip style'.

Later the course of the hands was flattened to an oval; the 'straight push' appeared. This style is still in use, being impressive by the high level of the hands enabling the paddle to be drawn close to the gunnel of the kayak, but unfortunately the oval is broken by the feathering hand and the style makes an even larger demand on the stamina of the arms.

A few years ago the attention was attracted to a new technique which had been developed by Danish and Swedish canoeists. Roughly speaking, the vertical circles

mentioned above were replaced by horizontal arches. The result was an improved physical effect, at the expense of the mechanical efficiency. Contrary to the former style the movements of this one are quite simple and the feathering process need not break the movement of the stroke. When transferring the power from the rotating trunk, the arms are nearly fixed a stretched position and cannot utilise much of their strength. Consequently modifications are often made, especially by strong canoeists, but fortunately variations in style need not confuse the paddle maker. To him it does not matter whether the elbows are kept high or low he is interested only in knowing how the paddle is working in the water. In that respect he will find many points of resemblance.

One of the most conspicuous features among the skilled canoeists is the "standing hand." Regardless of the style, the pushing arm remains stretched until the opposite hand has completely finished the feathering process. This method acts on the paddle so that its position trends toward vertical (when seen from the side).

First the front hand is swung down and to the rear, all strength especially from the muscles of the back, is put on the paddle which enters the water close to the bow.

Modern canoeing strokes always start very hard. The direction of the paddle is good due to the above mentioned and curved blade takes a solid grip in the water. From now on the most important of all is to add more power and inertia to the paddle so that the maximum thrust can be reached in one sweep. On a Moulton dynamoter, installed in a kayak, the stroke shall manifest an even curve of power transference. In this respect spoon shaped paddle blades with hollow cross sections prove bad as they work like a parachute without any hole. Such forms

are not used by primitive people either, on the contrary their paddles are vaulted on the front side corresponding to the rib on modern blades.

In order to stabilise the course of the paddle the unsymmetrical shape was introduced and after a series of tests it has now developed to a pointed tip which is also seen in native paddles from the Pacific to the Arctic. The idea is to insure that the paddle always hits the surface with the middle. Regarding the rib, a flat and even shape proved advantageous the rise being extended from the middle of the blade to its very end. When the blade is fully immersed the most powerful part of the stroke takes place. In a good paddle no zig-zag tendency has been observed and the inertia is not broken. The direction of the shaft is now in a right angle to the force and the paddler himself is most efficient at this stage, pushing and pulling simultaneously. Experiments show that the highest thrust is located a little after, when about one quarter of the stroke has been made. From now on the strength is decreasing more and more, from the middle of the stroke it is falling rapidly. By sloping forwards the paddle already now has lost much of its efficiency and tends to bury itself. Later, in the last phase the paddle is sloping so much that the canoeist risks a loss of power when working against this tendency, he can either let the paddle draw deep and start feathering deep in the water or he can reduce the power or

possibly shorten up the stroke.

Paddles where the blades are 'leaning back' in proportion to the shaft are also a remedy but which must not however be exaggerated.

In the late 'Scandinavian style' feathering is started from the moment when the position of the paddle enables it to cut sideways and upwards free of the water. While swinging it forwards it is feathered.

Continental paddlers generally draw further to the rear and closer to the kayak. Very few are still "drawing all the way through" until the paddle, being nearly horizontal is out of the water. Instead the blade is starting a loop in the water so that it is feathered completely when the hand has elevated to a position near the ear ready for the straight push. If this process is not carried out very precisely, cascades of water will tell about it. For dry and smooth feathering a softly curved rise of the centre line of the paddle blade is naturally better than a sharp rib.

Among canoeists it has often been discussed whether pulling is more effective than pushing. Tests on muscular strength confirm the inferiority of the latter, and in fact the push itself does not move the paddle much. The shaft makes a long lever which means a low gear to the pushing hand. In modern paddling technique, however, all efforts have simultaneousness in view, hence the push is of great importance accelerating the first phase of the stroke.



SAILING WITH HYDROFOILS

Canoes designed for paddling tend to be poor performers under sail. This is because lack of stability prevents sufficient sail from being carried. Stability can be improved by fitting floats or by fitting hydrofoils. The latter method is described in this article.

The boat shown in the photograph is a standard PBK 18. This is a canvas covered canoe 17 feet 6 inches long and 34 inches wide. In its case the hydrofoils enable a sail of about 100 square feet to be carried which gives quite a satisfactory performance. The method of construction should be reasonably clear from the photographs which I will augment with comments below.

HYDROFOILS

These are constructed of soft wood and are "toed-in" approximately 5 degrees. The principle being that as the wind drives the boat over and along the foils sink deeper and provide an increased righting moment.

MAST AND SPARS

These are hollow and made by boxing and planing parana pine.

RIGGING

Wire with bottlescrews. We were surprised by the strains imposed and snapped a lot of gear in the trial stages.

RUDDER

About four times the original size. Controlled by two tiller bars and by foot lines.

SAILS

6 oz. tent material with four battens. We came to the conclusion sails are more difficult to make than we expected, and that the material we used was too heavy.

COST

Excluding the cost of the canoe, the conversion cost about



£12, approximately half of this being the sail material.

ASSEMBLY TO SAILING FORM

The sailing parts are attached by wing nuts so that the canoe may be assembled to sailing form or changed back to paddling form in about 20 minutes.

SAILING TECHNIQUE

We usually sail the boat with two people though it is satisfactory with one or three. It is necessary to "sit-out" in strong winds to counterbalance. Two are necessary in stronger blows with one on the float arm and one on the sitting out board mounted outside the cockpit coaming.

I will conclude by summarising the good and bad features of such a conversion for anyone who might like to try the system. Bad features first.

Because of the hull shape, difficulties are experienced going about when tacking. A few strokes of the paddle are necessary to get the boat round to the opposite tack. At high speeds the boat "squats" with the stern sinking as the canoe attempts to plane. The hydrofoils are vulnerable and prone to damage, particularly when going out and coming in to land. In order to prevent damage we usually start and finish standing knee to thigh deep in water. Because of lack of rocker the boat is not very manoeuvrable and we now confine our sailing to open water. Getting the sail up and down has always been a problem. We do this by raising and lowering the sail spar which can be seen in the photograph. The wind sometimes takes control during this operation and things get broken.

Now for the good features. The boat has never capsized under sail, nor even shown signs of capsizing. The foils give quite remarkable stability. Sailing is tremendous fun, acrobatic with a great sense of speed enhanced by being very



close to the water. Performance is best in a fresh wind and is up to average dinghy standard. Transportation of the boat on the car is no difficulty. As mentioned already the canoe is usable in paddling form.

All things considered it has been a worthwhile experiment. The system was I understand "pioneered" by an American, Mr. Bruce Clark. Our conversion was done by a friend (Paul Dearling) and myself. We relied on the experience and advice of Mr. Van Gelderen of Miami with whom Paul exchanged correspondence concerning the system.

Michael Sutton-Pratt.

MINI-TIPS

The best and cheapest cleanser of brushes and hands covered in polyester resin is a solution of Fairy Snow washing powder and hot water. This is much kinder to the hands than acetone or similar solvents.

How many times have you seen crews out of a race with a hole in their craft and unable to repair it, how many times slalomists searching round for tape or glass to patch their kayak? Well here is something for a quick repair that will get you by in an emergency, SYLGLAS. This is a tape that will literally stick to anything and keep out the water. Sylglas is quite inexpensive and can be purchased at good ironmongers shop. Take a tip, try it.

NEWS-NEWS-NEWS-IN BRIEF

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.



C2s FOR LOAN

Since the C2 class was introduced in slalom there have been three canoes available to clubs on loan from the B.C.U. slalom Committee. These craft are at present based at Manchester, Worcester and Midland Canoe Clubs. If any other club feels that one of the C2s could be put to good use by its members and create even more interest in the class, they are entitled to apply to the slalom secretary for its loan - usually about six months. However it must be pointed out that the club will be expected to take the canoe to all slaloms that include a C2 class and the boat available for any crew to use.

WASHED OUT AT MARLOW

At the end of last season Chris Baker from Royal Canoe Club was swamped by the wash from a cabin-cruiser while out paddling at Marlow on the Thames - obviously a clear case of "almost hit and run". However Chris emptied his kayak and gave chase. We since hear that the person responsible has been fined by Marlow magistrates for navigating the cruiser without due care and caution. Well done Chris, too many river users seem to think that their group are the only people with a right to enjoy the water.



Zdenek Valenta (mentioned in last month "N in B") competing with his partner Miroslav Stach at the World Slalom.

RESULT ROUND-UP

CHALFONT PARK CANOE CLUB

RIVER USK WHITE WATER RACES, October 28th/29th 1967

K1 EVENT 1/ D. Mitchell, Chester, 1989 sec. 2/ N. Jackson, Manchester 2030. 3/ C. Skellern, Worcester 2039. 4/ J. Woodhouse, Chester 2098 5/ L. Williams, Loughborough, 2100. 6/ J. Sibley, Windsor, 2113 7/ S. Hatton, Manchester 2117. 8/ C. Hawkesworth, Leeds 2138. 9/ G. Goldsmith, Brighton, 2139. 10/ J. Parker, Worcester 2164. 11/ T. Young, Leeds 2165. 12/ M. Couch, Chalfont, 2166 13/ R. Williamson, Worcester 2167 14/ H. Dyer, Riverside, 2173 15/ T. Rowntree, Leamington 2178. 16/ G. Powley, Leeds 2201. 17/ 1st lady P. Squires, Coventry 2204. 18/ J. Slater, Leeds, 2210. 19/ B. Moore, Shepperton 2215. 20/ D. Ollernshaw, Leamington and M. Swallow, Chester 2216. C2 EVENT 1/ J. Court /J. Goodwin, N. Staffs., 3520.2/ M. Hillyard/M. Ramsey, Chalfont, 3556 3/ J. Lloyd/J. Sibley, Windsor, 3810 TEAM EVENT 1/ Manchester "A" 3359 2/ Chalfont "A" 3528 3/ Windsor "A" 3540.

LEVEN WILD WATER TEST. LEADING POSITIONS - 1967

N. Jackson	Nov.	5	mins	45	secs.	R	Gold. Dipper
S. Hatton	June	6	"	06	"	R	Silver 1st Class
C. Hawkesworth	Nov.	6	"	10	"	R	" "
Roger Marsden	June	6	"	31	"	R	" "
N. Morley	Oct.	6	"	47	"	R	" "
K. Wickham	Oct.	6	"	51	"	R	" "
T. Young	Nov.	6	"	58	"	S	" "
B. Gilliver	Nov.	7	"	18	"	S	" 2nd Class
D. Rushfirth	May	7	"	20	"	R	" "
G. Mackereth	Oct.	7	"	22	"	S	" "
M. Thomas	Nov.	7	"	26	"	S	" "
R. Briggs	Feb.	7	"	30	"	S	" "
M. Jones	Nov.	7	"	32	"	S	Bronze 1st Class
J. Leggott	Nov.	7	"	32	"	S	" "
M. Nicholls	June	7	"	38	"	S	" "
G. Carroll	Nov.	7	"	38	"	S	" "
G. Smith	Nov.	7	"	38	"	S	" "
P. Dolan	Feb.	7	"	40	"	S	" "
P. Walklate	Oct.	7	"	40	"	S	" "
Robin Marsden	Feb.	7	"	41	"	S	" "
K. Jenkinson	Feb.	7	"	41	"	S	" "
Ian Usher	Nov.	7	"	41	"	S	" "
R. Goodman	Nov.	7	"	42	"	S	" "
M. Martin	Nov.	7	"	42	"	S	" "
C. Whiteside	Oct.	7	"	43	"	S	" "
C. Whittle	Nov.	7	"	43	"	S	" "
D. Cauchee	Nov.	7	"	43	"	S	" "
G. D. Hoggson	Oct.	7	"	44	"	S	" "

Only the best run of each individual is recorded above. Other award winners are held over for lack of space.

CANOES & EQUIPMENT

MOONRAKER K2 for sale, good condition, apply to M. Brooks, 16, Cleveland Street, Kempston, Beds.

FOR SALE - AVONCRAFT HUSTLER Mk 4, class 7. Raced one season only - £25. WOODEN STRUER LIMFJORDEN K1 - £20. M.F. Taylor, "Ardneil", Riffhams Lane, Danbury, Essex.

USED CANOEING EQUIPMENT for sale at very competitive prices - Tyne Ottersport Fibreglass Touring doubles and singles; Kirton Kayaks - List from P.G.L. HOLIDAYS, Ross-on-Wye.

HARISHOK BUOYANCY AID KITS, 6 Kgms - overs with best industrial NYLON and making instruction, £3.10.0d. plus post and packing 6s. or delivered for 1s 6d to any ranking canoe slalom. H. CALVERLEY, 22, Schools Road, MANCHESTER 18.

INSTRUCTORS

EXPERIENCED CANOEISTS (Instructors or Coaches) required to lead parties on Canoe Camping Holidays - all periods April-Sept. Young ladies also required as COOKS. Details from P.G.L. HOLIDAYS, Ross-on-Wye.

WANTED

KLEPPER SL 59, folding slalom, wanted in good secondhand condition, details and price please to J.T. Crowson, (Student) Wye, College, Nr. Ashford, Kent.

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BOOKS & MAGAZINES

CANOEING FOR SCHOOLS & YOUTH GROUPS by G. Sanders. A booklet giving a practical introduction to canoeing price 6s. post free from editorial address.

WHITE WATER Magazine issued quarterly 10s. per year post free or 2s 6d. per copy plus 6d postage from C.M. Rothwell, (White Water) 21, Windsor Road, Clayton Bridge, Manchester, 10.

BOUND VOLUMES OF CANOEING. Bound copies of Canoeing Volume 7 will shortly be available price 25s. (post free) Only a limited number will be bound so make sure of your copy now by sending an order to the editorial address.

CANOEING MAGAZINE wants to hear from you the paddler; written articles with or without photographs on any aspect of canoe sport, what your club has been up to and what it plans for the season. Make CANOEING MAGAZINE really your magazine - articles and photographs should be sent to the editorial address at 25, Featherbed Lane, Croydon, CRO9AE. Contributions will be handled with every care but we can assume no responsibility for their safety. To ensure their return a stamped envelope must be included with copy or photographs. We retain the right to adapt or revise copy to suit our requirements. Comments expressed in "Canoeing Magazine" are not necessary those of the editor.

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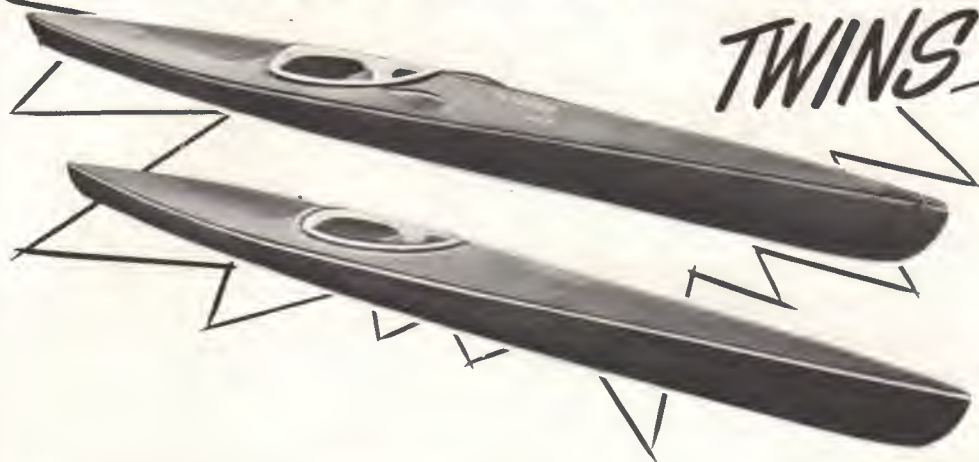
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