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February 1970 two shillings

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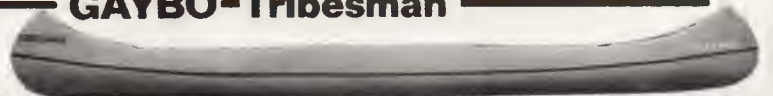
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LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

four or five weeks later records officers are still chasing for them. What sort of way is this to run events? Organisation in the hands of too few ever to be able to run a really successful event. Again it comes back to a total lack of pride in ones club.

Take a look at our Championship events where Players have given sponsorship. In Long Distance the sponsor has been passed from organising committee to organising committee, not a single person coordinating a firm link between the sponsor and the race committee each year but treated with almost indifference, indifference with which the paddlers themselves seem to treat the sport.

Make no mistake, canoe sport has lost a sponsor and this is serious. We cannot afford such a loss. Canoe sport is growing fast but we need to have international events in Britain if our paddlers are to stand any chance of making good on the continent; international events in Britain must have a sponsor, the competitive side and the Union cannot afford to put such money as a sponsor into the events.

So we have to find another sponsor for our sport and quickly if we are to run the two major internationals as last year. If a sponsor can be found

I feel that it should not be for the Long Distance Committee or the Slalom Committee to negotiate with the sponsor at all. Both sides are in need but it should be the responsibility of a single person on the Competitive Committee to act as representative between the sport and the sponsor. In time the sponsor will get to know the man he is dealing with and thus a link is forged between the sponsor and our sport. Now don't tell me that such a man on the Competitive Committee will change from year to year. We voted in an Olympic Team Manager for four years, we can do the same with this post, and anyway just look at our B.C.U. Council members, their names have a familiar ring - they have been around the sport for years.

So we have to find another sponsor for our sport and quickly. . . . but it is up to the clubs, and to every paddler, that if we get another sponsor, whether we keep them. Pride in the British Canoe Union, pride in your club, pride in yourself as being a canoeist, esprit de corps - this is surely how a sponsor judges us. . . . It is not just how much publicity he can get out of our sport, surely its also whether our sport is worth supporting. . . . It is only you and I who can make it worthwhile.

MAYHEM ON

The Macquarie

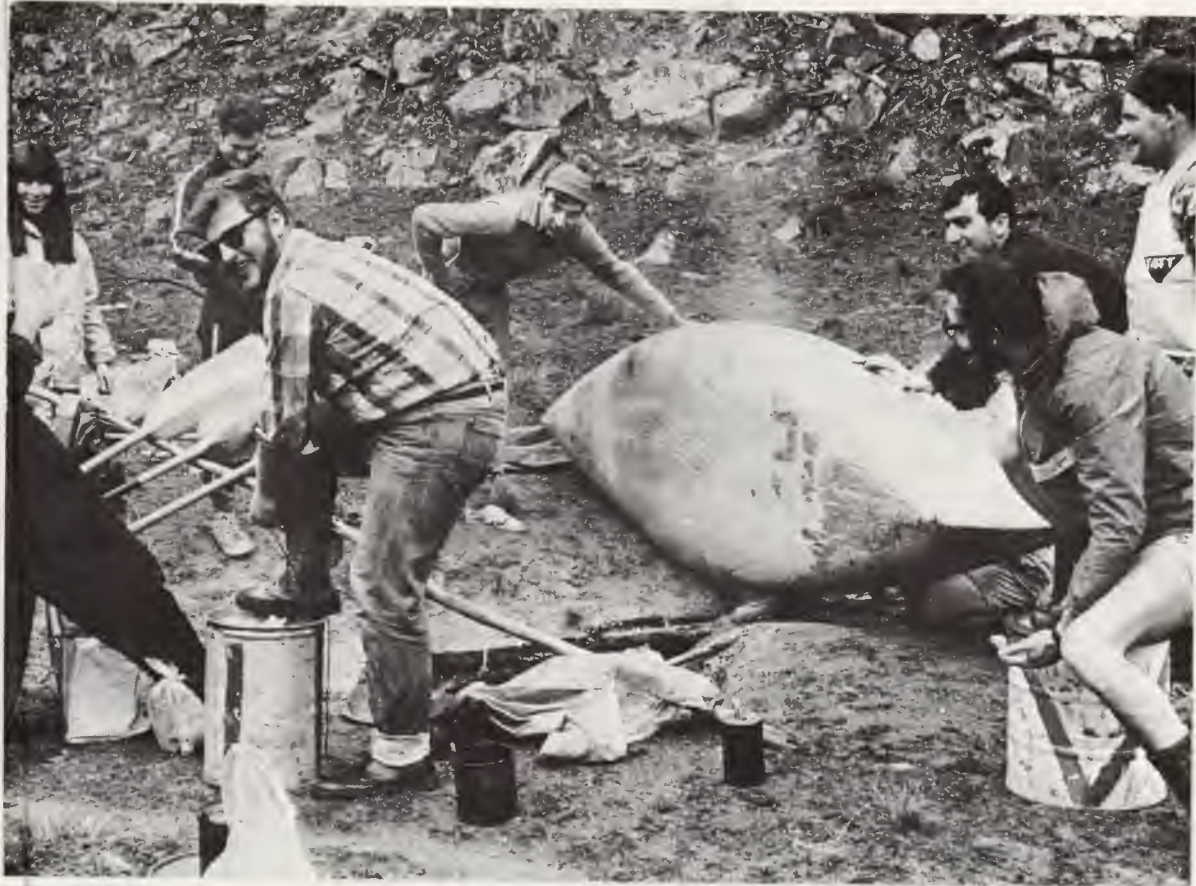
by frank
whitebrook

The winter journey of 13 New South Wales canoeists down the Macquarie River near Bathurst was not unlike battle experience. An event you are so glad to have survived, but not the type you relish having to repeat. At least, that's the way it seemed to the canoeists from three different clubs who communed together for this devastatingly delicious aqueous sacrament during the 1969 winter in Australia (that is between June and August for you people who paddle upright in the northern hemisphere).

The Macquarie River in the summer, oozes out of the Blue Mountains, then slithers down the Western Slopes and scratches its way towards the Darling River near Brewarrina. Here in marriage it loses its name, first to the Darling and finally to the Murray at Wentworth. Its ultimate burial in the Southern Ocean beyond Lake Alexandrina occurs so sluggishly that barrages had to be built at the mouth to prevent the salt water coming too far inland.

In the winter, it's a different story, at least on the Slopes. Here the river works like a huge gutter gouging its way to a peaceful existence on the Western Plains. To paddle the Macquarie at this time, one pays with some discomfort for the ultimate satisfaction. The river is a winter girl; where she's the most exciting, she's the most inaccessible and mistakes in handling are expensive. Care, this stream demands, but gives little time to be over cautious if one has a vacation time schedule to maintain.

Members of the River Canoe Club of New South Wales, the Illawarra Canoe Club and the Orange C.C. teamed together and met at Fremantle Bridge



Canoeists from three clubs set up camp on the banks of the Macquarie and turn to with repairs after the days canoeing. Photo: Frank Whitebrook.

30 miles downstream from Bathurst one cold and foggy Saturday morning. The car turn-around took the best part of the morning and all the vehicles except one were left unattended on the bank of the river at our finish point in the midst of the goldrush country of the 1850s. Drivers were driven back by the most helpful George who drove over 400 miles just to perform this act, which would allow us to drive straight home from our finish point at Bruinbin. This name was deceptive, as are many Australian names on maps. It was just an area with not even a shed to indicate that anyone lived in the neighbourhood. The track would have made a four wheel drive advisable in wet weather!

By early afternoon on the first day, three two seater, heavily laden Canadian canoes and seven slalom K1s, pushed off into the mist covered river. Fortunately this shroud soon lifted, decreasing the eeriness and allowing full visibility of the river ahead. As the rapids increased in frequency it became delightfully obvious that we were to paddle the equivalent of a giant slalom course. Instead of obliging wooden poles, however, nature had provided rocks for gates. These rocks were to prove to be both indicators and mute judges!

Not many boats escaped penalty points! These were recorded not painlessly on paper, but by scratches and cracks in fibreglass hulls. As darkness fell quickly, we pulled out on the first day, to a lush camp spot at 3.30 p.m., opened the waterproof tins with ski binding fasteners; the not so waterproof duffle bags and set up camp. The camp fires at night dried any dampness, inhibited the frost and warmed the friendships of the canoeists who had come from 200 miles apart. We also repaired several ominous looking dings after drying out the damaged craft by the fires. It was decided to save the methylated spirits for instant drying if and when it became necessary during paddling time.

Ian, a university science student and ardent seeker of the ultimate truth, had brought a thermometer. We crackled our way out of pup tents and sleeping bags just making out each others abode through the mist in 11 degrees below freezing - Fahrenheit! The old pioneer spirit prevailed however, and it wasn't long before the smell of bacon in the pan loosened up the deep-freeze countenances.

Packing wasn't easy. The tents remained in place even when the ropes and pegs were withdrawn, held in glassy shape by the frost ice on the outside and



Ian Muir and Hugh Fowler, of the Illawarra Canoe Club, paddle a heavy laden canoe through the white water - the lads willingly took on gear from the kayaks.
Photo: Frank Whitebrook.

frozen condensation on the inside. It was necessary to melt them over the fires to fit them into the containers. Then again, there was considerable chipping of ice out of boats before the fleet was ready to move off into the Stygian waterway.

In a few moments, every paddler was warmed to the anticipation of the excitement which was to be unfolded by the ever-bending river. That is, all except Chris, who was well on his way, sheeted into his Sydney slalom K1 before he realized that he was sitting on a colourless, unseen block of ice, which had congealed in his moulded seat. He chose to overcome the problem by using the warmth of his own 'personality' to melt the ice. We were all very proud of him!

The continual wear and tear was beginning to have its effect. Layers of glass were worn thin through the continual rubbing on granite, which, because of its very nature, never eroded smoothly. Mick's industrial tape, eight inches wide with an instantaneous vice-like grip kept the casualties on the move without more than a few minutes delay. The tape was impressive and for the Illawarra Club was standard equipment. They came from the biggest industrial district in the nation.

The most spectacular rapid of the day involved a vertical fall into a stopper, but with a circuitous entry. It was necessary to approach the lip flow from the side just before the fall, then perform a complete U turn and straighten to dodge jagged rocks penetrating the lip and to avoid going over sideways. Three craft attempted it. The worst part was waiting while those who portaged unwrapped their cameras and took up strategic positions so as to record the process for later club meetings. All three came through safely, the open loaded C2 took in some water over the stern after the drop into the stopper, but made the bank before swamping.

We had to make camp before darkness began its swift fall and this time, all went to a great deal of trouble to withstand, as comfortably as possible, the rigours of well below freezing temperatures. Our mileage, however, was not the best; we hadn't reached the Forge, which we had been told was quite an obstacle and we still had half the total distance to complete in less than half the available time. We had to reach our RV before dark the next day as the Orange trailer crew was to be there and we all had to be accounted for that night.

It will never be known whether it was deliberate



Young Ian, 15 years of age and member of the Orange Canoe Club, picks his way through the rock garden.
Photo: Frank Whitebrook.

or not that one of the group woke the camp at 4.30 a. m., declaring that the time was 5.30 a. m. He had confidence in his voice because the discrepancy was not discovered until we were all on the move. It did, however, get us on to the water just after dawn and gave us the hour we were sorely to need before the day was over.

We hadn't gone 100 yards before John inexplicably capsized and came out of the cockpit of his KW7. The kayak started off quickly towards another vertical fall of about five feet studded by rock pillars on the lip and looking like a battery of Stonehenge slalom gates. Great fun if you make it in line with the flow, but the KW7 was going sideways and was about two feet too long at either end to fit through. The penalty was going to be much greater than 100 points!

John wisely made for the bank and then luck caused the almost submerged kayak to scrape onto a covered rock and stick precariously with only 30 yards to go before the lip with those rock teeth. We attached a long line to John, took him upstream and he swam down and across to the KW7, he attached the rope to the craft, eased it off the rock and the current then brought both back to safety at the end of the line.

Then we had time to survey and found a glorious, straight uncomplicated green sluice entry at the side; Kodak, Ilford and Agfa all profited well at that rapid without loss of points!

Further down damage became more frequent and the delays were eating up our time. We reached the Forge. It was well named. . . . Water hammered against perpendicular rock walls surrounding a cauldron like basin where freezing water boiled in partial captivity before it could batter its way to freedom through a narrow opening. No one had second thoughts about the portage. It took over an hour to lift the

boats and gear up the banks and then down the 20 feet walls of the basin just downstream from the fall.

Subsequent rapids became constant. It must have been over a mile of continuous delectable, weaving, gliding, bracing, before one of the C2s, heavily laden with extra gear from the slaloms, bored into a rock head-on. The bow looked as if a shark had taken a mighty bite from what had been previously its graceful flare. No tape could hold this together! We lit fires and dried the bow inside and out. Soon the atmosphere reeked with the familiar tang of resin overloaded with hardener and slowly the stem assumed something like its previous shape.

Time however, was running out. Our leader split the group and one C2 with three kayakers raced ahead towards the RV so as to establish communication before darkness came. This contingent made it with about 30 minutes to spare and then a quick drive back over the cliff track with lights on and horn going exhorted the others to make it just as the day ended.

One sieve-like C2 had to be left with its gear about a mile and a half from the finish; the crew were retrieved by car after a two mile walk. At that point also a more junior K1 paddler had to be moved into the remaining C2 in a state of exhaustion and his kayak paddled by the former stern hand. Yet another K1 came in over the last few miles with a single blade.

The crew of the beached C2 stayed overnight in Bathurst after next of kin were notified over the 200 miles by 'phone that we were all through. They returned to their craft the next day, repaired it and paddled it down to the retrieval point.

As said earlier, it was a trip we were all pleased and proud to have undertaken; it was a great learning experience in many ways, but it wasn't the type of activity one wishes exactly to repeat.

the month ahead

1st/OXFORD L-D RACE. Details: G.P. Littler, Worcester College, Oxford. (OXFORD UNIV. CC)

1st/MINI CANOE SLALOM, DUCK MILL WEIR, BEDFORD. Details: Area Youth Officer, County Hall, Cauldwell Street, Bedford. (COUNTY YOUTH SERVICE)

8th/WATERSIDE WINTER SERIES. K2s only/senior/junior. Details: K. Donkin, 47 Wendan Road, Newbury, Berks.

8th/MATLOCK SLALOM, 3rd Div. Details: J. Fazey 13 Park Road, Buxton, Derbys. (BUXTON CC)

15th/WATERSIDE WINTER SERIES. K2s only/senior/junior. Details: K. Donkin, 47 Wendan Road, Newbury, Berks.

15th/MINI CANOE SLALOM, BROMHAM WEIR, BEDFORD. Details: Area Youth Officer, County Hall, Cauldwell Street, Bedford. (KEMPSTON YOUTH CLUB)

15th/APPLETREE WICK SLALOM, 2nd Div. Details: M. J. Markham, 22 Wrenbury Crescent, Leeds, LS16 7EG. (LEEDS CC)

20th/22nd SCHOOLS SLALOM TRAINING WEEK-END, SHEPPERTON WEIR. First event for Schools Challenge Trophy. Details: G. A. Lee, c/o Calshot Activities Centre, Calshot, Hants. (Open to Hampshire Schools only).

22nd/MINI CANOE SLALOM, WILLINGTON, BEDFORD. Details: Area Youth Officer, County Hall, Cauldwell Street, Bedford. (BEDFORD MOD. SCHOOL/BOYS BRIGADE)

22nd/WHARNCLIFFE SLALOM, Open / Novices. Details: Miss S. Wallis, 44 Beaconfield Road, Rotham, Yorks. (DON VALLEY CC)

22nd/INTER-UNIVERSITIES SLALOM, LLANDYSSUL. Details: The Canoe Club, Leeds University Union, Leeds 2.

22nd/LEVEN WILD WATER TEST. Details: E. B. Totty, Craigmuir, High Knott Road, Arnside, Westmorland. (LAKELAND CC)

27th/DEVIZES TO WESTMINSTER CANOE MARATHON. Details: D. Keane, 118 Glebe Avenue, Ickenhams, Middx. (Closing date 6th March).

29th/GRANDTULLY SLALOM, 1st Div. Details: C. McAllister, The Nook, Balmoral Road, Grappenhall, Warrington, Lancs. (LEEDS CC)

SCOUT/VS and GUIDE CANOE COURSES at the LONGRIDGE CENTRE and covering all aspects of the sport. Full details available from: The Warden, NSBAC Longridge, Quarrywood Lane, Marlow, Bucks.

CANOE ROLLING

LONDON - Fulham Public Baths, Tuesday evenings 9.00 - 10.00 any standard. Thursday evenings, 9.00 - 10.00 beginners only. Admission by ticket only. Details: S. F. Holthorp, 54 Claygate Lane, Hinchley Wood, Esher, Surrey. 01-398 3118

LONDON - Dartford College Baths. Tuesday evenings, series of six sessions. Details: C. C. P. R. (L. & S. E.) 160 Great Portland Street, London, W1.

LONDON - Culvert Youth Centre Baths. Monday and Friday evenings, 8.00 - 10.00. Space limited. Details: I. Allan, Devas Canoe Club, Culvert Youth Centre, Culvert Road, Battersea, S. W. 1.

MANCHESTER - New Islington Baths. Tuesday evenings, 8.00 - 9.30. Manchester Canoe Club.

CHESTER - Atlantic Baths. Wednesday evenings, 8.00 onwards. Chester Canoe Club.

NATIONAL CANOE EXHIBITION

The National Canoe Exhibition, organised by the British Canoe Union and the Central Council of Physical Recreation, will be held at the Crystal Palace on 14th February.

The Exhibition seems bigger than ever this year with some 25 club stands and 20 trade stands. Once again 'Canoeing Magazine' will have a stand at the exhibition and readers are welcome to visit us and air any comments! As well as the magazine, we will have 'Canoeing Magazine Sales' book list available for purchase - less the postage charge - and a fine display of canoe sport photographs that space has not permitted to us in the magazine this season.

At the Canoe Conference - in conjunction with the Exhibition - there are many interesting lectures and displays of canoeing skill, as well as a number of films. All told it should be a great day talking 'shop'. Make a date to come along. Tickets are available from C. C. P. R. (L & S. E.), 160 Great Portland Street, London, W. 1.



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YOUTH CANOE SPORT



SCOUT CANOEING

1969 went out with a Christmas paddle on the Sunday Morning before the holiday when some 30 canoeists of the Longridge Canoe Club paddled over the senior L-D course - with of course a halfway stop for liquid refreshment! Back at the Longridge Centre, the cruise finished with a Christmas dinner for 50 persons. The Editor (Canoeing Magazine) came along, but held us back with an outclassed kayak, most of our paddlers using the 'K' class boat!*

Later, after the fine Christmas dinner, trophies were presented to Paul Raynes and Ian Why for their outstanding efforts in competitive canoeing during the past year.

The first Sunday of 1970 saw 8 K2 crews leaving the Centre to paddle down stream to Royal Canoe Club. Weather conditions were far from ideal with many of the lock cuts iced over and spray from the paddles forming as ice on the kayak decks. One crew dropped out a little above Bell Weir, another at Bell Weir and finally yours truly packed it in at Shepperton Weir! Five K2s reached Royal Canoe Club to finish the trip in just under 6 hours! Real hard men these Scouts!

Boat Show

PADDLE A K1 - this was one of the themes of the Scout and Guide Marina in the Warwick Hall at the Earls Court Boat Show. With two K1 racing craft in an artificial pool, we ran a daily competition that provided a little more interest than the usual type of competitions, the public being able to take a really active part. The youngest person who actually paddled a K1 in the pool was just 3½ years old - just big enough to see over the cockpit!

The first day some 110 young people tried their hand at the paddling, while on the first Saturday of the show there were over 130 competitors. Now during the whole show we did not have one single person capsized in the K1s - and these were almost all total beginners. The secret of this success - for those who don't know how we slightly 'doctored' the K1s - will be disclosed in the next issue of 'Canoeing Magazine'.

I would like to thank all the people who gave daily prizes to make the event a success. Among them being The Canadian Slopp Shirt Company, Percy Blandford, Lendal Paddles, The Canoe Centre, Ottersports, and of course 'Canoeing Magazine'.

Devizes-Westminster

This year I believe we will see the biggest entry ever of Scout crews competing this arduous marathon - The Devizes to Westminster Race, held over the Easter Weekend.

On the weekend 21st/22nd February at the Longridge Centre, there will be a training course for any Scout crew who are taking part in the above event. Indoor accommodation will be available and total cost of the weekend £2 2s 0d. Write for details c/o The Warden, N. S. B. A. C. Longridge, Quarrywood Lane, Marlow, Bucks.

Cross Channel Attempt

Arrangements are being made for a Venture Scout crossing of the English Channel. This summer an attempt will be made on the record by Venture Scout crews, but at present no date is fixed. Watch out for coming details.

Alan Tullett,
Ass. Warden, Longridge.

*Yes your editor did paddle a kayak just a little wider than the K1 BUT, if I remember rightly Alan, it was I who was waiting for paddlers to catch up, particularly on the way back.

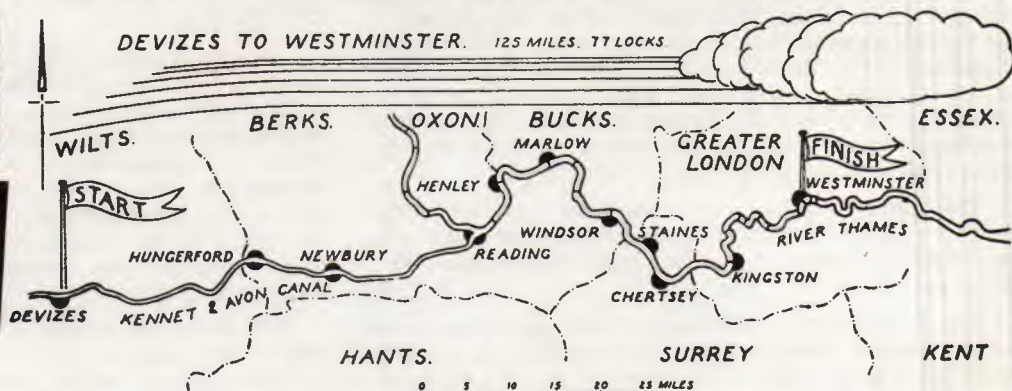
NEW 'CANOEING MAG' BINDER

Shortly available will be a 'Canoeing Magazine' Binder to the new format size. Once again the binder will be of the same design as before - orange hard covers, black spine, with gold lettering. The cost will be 18s including postage and packing. The binder will take twelve issues of the magazine and will be available early in February or at the National Canoe Conference.



RACING THE D.W

DEVIZES TO WESTMINSTER CANOE RACE



Your Editor has covered the Devizes to Westminster Race for some 7 years now and I am getting to know the course as well as most hardened competitors. Quite often I get asked to give advice on training for the race but reams could be written on the subject, Eric Hopper of AAC Harrogate gives a brief outline of the race and training for those new to the event.

One hundred and twenty five miles of paddling, seventy - seven portages some long and difficult; blisters, aching muscles, scratch meals and the possibility of inclement weather make the Devizes to Westminster Canoe Race one of the toughest in the international calendar, and put it on a par with other classic feats of physical and mental endurance.

The event was born primarily as a result of a wager in 1948 and secondly by the imagination of Frank Luzmore a veteran canoeist who initiated the event as an annual race. The race was first run in 1949 and won in a time of 49 hours 32 minutes, Frank Luzmore being a member of the winning team. This race has done much to popularize canoeing and advance canoe design construction and use.

The time chosen for the race is between Good Friday and Easter Monday and it is, therefore, well supported by civilian and service crews. The start is in Devizes itself which ensures a fair number of spectators.

For the first 53½ miles, as far as Reading, the course is over the almost disused Kennet and Avon Canal with fifty-seven locks which must be portaged. The canal is in a very neglected state being thick with weed in places, so much so that very dry weather can result in competitors carrying their craft for long distances or at the best walking the tow path - towing! The remaining 71½ miles is completed on the River Thames with twenty locks to be negotiated. At Teddington Lock paddlers join the tideway for the last 17 miles. With high tide and a blustery wind this can be a frightening experience quickly sorting out the "men from the boys". Westminster Bridge marks

the accomplishment of no mean feat for those left on the water.

The Senior section of the race may be entered by male crews of not less than 18 years of age on March 1st of that year. In special circumstances and at the discretion of the Committee entrants of under 18 years of age may be allowed in the Senior class but this is most inadvisable.

Seniors may choose their own starting time between the limits of 0800 hours on Good Friday and 1000 hours on Easter Saturday but must state their starting time on the entry form.

Although many Seniors elect to paddle virtually non-stop they must carry a minimum scale of serviceable equipment as well as food and drink, no outside assistance being allowed.

A Senior crew intending to return a reasonably good time must predict very accurately the time in which they can cover the course. This time is then used to determine the starting time in order that the tideway is paddled on an outgoing tide. A miscalculation here can present a tired crew with the alternatives of waiting or paddling against an incoming tide, neither prospect being pleasant after having canoed 108 miles!

Most of the "fast boys" aim to start in daylight and paddle the canal section before darkness, leaving the Thames to be paddled 'blind'. The principal reason for this would seem to be that most competitors find difficulty in sleeping well during the day and therefore, would start at night already tired.

For an inexperienced crew, however, there is much to be said for starting late and paddling "safe" canal sections in darkness, so leaving the Thames with its deep water, boiling weirs and awkward locks to be paddled in daylight. If this is done, great care must be taken over the final stretch of the canal in Reading as it is very easy to take the wrong turning and thus lose time.

A Senior crew attempting a fast time is faced with the problem of food and drink, as to stop and cook or even "brew-up" is quite out of the question.

The need for liquid is found to be greater than

the need for solid food, possibly because the stomach muscles are already working overtime - paddling. A patent mixture of glucose, Ribena and proprietary liquid food such as "Complan" can be the answer, but some experimenting is necessary to provide an acceptable fuel. Solids can be divided into chewable pieces and carried in small plastic bags, taped to the boat or carried in spraydeck or anorak pockets. The question of food is discussed further in the section on training.

The Junior section of the race may be entered by male crews of under 19 years of age who are not less than 16 years of age on March 1st of the year of the race.

The fundamental difference between this class and the Senior is that Juniors have three compulsory overnight stops at Newbury, Marlow and Teddington after 34 miles, 70 miles and 108 miles respectively.

At Newbury and Marlow accommodation is provided, competitors having to cook their own meals. At Teddington competitors have to use their own tents and cook their meals, before the 17 mile 'sprint' down the tide-way early on Easter Monday morning.

Before the race, each Junior crew packs three 9" x 9½" x 10" biscuit tins with the food required at each overnight halt. These tins are carried by the race organisers and issued to the respective crews when appropriate. Like the Seniors, Junior class paddlers must be self-supporting whilst paddling, that is food and drink required during the day must be carried by individuals. This is of course in addition to the minimum scale of kit.

Since Juniors paddle the whole course in daylight their starting time is of comparatively little consequence. They may start between 0800 hours and 1200 hours on Good Friday, competitors generally being allowed to choose between these limits. The last day's paddle from Teddington to Westminster is in the nature of a 'sprint' as the race organisers give a massed start at the most advantageous time to get full benefit from the tide.

In both classes, crews may be called off the water for kit checks, inadequate or missing items of kit carrying heavy penalties in the form of "minutes added", and it is in the interest of any crew to evolve a foolproof method of securing kit to the boat. The time taken for a kit check is noted and credited in the final calculation of paddling time.

A list of kit is printed in the Rules and Regulations and every effort should be made to provide kit which is light but which never-the-less complies with the regulations. Attempts to "get-round" the regulations can result in penalties as well as bad feeling between the Committee and competitors.

Once the race has started no material or physical assistance may be given to any crew; the penalties for breaking this rule are immediate disqualification, withdrawal of the right to enter the race in future years and a report of the incident to the British Canoe Union.

"Canoes may be of any type but must be constructed to accommodate and be manned by a crew of two.

The only method of propulsion shall be single or double bladed paddles." Thus state the regulations and hence leave the field wide open to kayaks or Canadian canoes.

The most successful canoes have been international class racing kayaks (K2's). These craft are built to ICF specifications of maximum length, minimum beam and weight, as well as limitations on shape. Clearly then these kayaks do not necessarily represent the ultimate for this race and there is much scope for development. The ideal craft would be designed to be fast and stable, and would be constructed to be light, yet strong and able to withstand knocks and abrasions.

First and foremost the crews must be able to sit their boats, that is they must be able to keep the boat upright whilst having the "power turned on". For an inexperienced crew in a K class boat this is no small task and only many visits to (and I'm afraid into) the water will give the necessary confidence. The canoes will be slightly more stable when loaded with kit, so it may be an advantage to pack them for early paddles to give some extra stability.

The use of lifejackets during the race is mandatory and this should apply during training from both points of view of safety and getting accustomed to their use.

Because of the basic difference between the Senior and Junior classes the training schedules diverge at many points but fundamentally the principles are the same.

Off the water much work can and should be done towards improving the strength of the paddler by pure weight training. As the time of the race gets nearer this weight training for strength should give way to circuit training for speed and endurance. Although the 'Old School' will probably raise their eyebrows at this I believe that the circulo-respiratory system (hearts and lungs) can be developed by using canoeing muscle groups rather better than by slogging out road or cross-country runs. By all means have the occasional run, but purely to give some extra variety to the training programme. Basically the idea is to paddle deeply, close to the boat, and with a long sweeping rhythmic movement.

Once the paddlers can sit at their boats, the distance over which they paddle should be increased until Junior crews are regularly covering 20 to 30 miles and Seniors considerably more depending on the time available. If it is possible to have only an hour or so on the water then a distance of 8 to 10 miles paddled flat out is useful for improving speed, but whenever possible, longer distances should be the aim.

Choice of partners is very difficult and although the ideal is to have paddlers of identical dimensions and strength, temperament is usually the deciding factor. It cannot be stressed too much that to compel two paddlers to crew together is to invite trouble. A serious argument during training or worse still, during the tension of the race, will cause loss of time and may cause retirement, perhaps using a deliberately damaged boat as the reason. If it happens that the crew members are of similar leg length then it is possible to change cockpits during the

paddle, thus allowing the ex-front paddler to relax concentration and get some circulation into his legs. This arrangement is particularly beneficial in the Senior Event.

During training a selection of portages should be tackled so that crews gradually develop a drill, flexible enough to cater for any portage, but rigid enough to ensure that the boat and rudder are protected from possible damage and that vital seconds are not lost. Consider that a time loss of only half a minute per portage accumulates to over 38 minutes for the whole course!

Not very much is known about "food for sport" but some common sense experimenting during training can produce an answer which is acceptable to the individual, if not to the gourmet. Food for consumption during the paddle should be completely in the "ready for eating" stage: even unwrapping a bar of chocolate can be frustrating, time wasting and sometimes almost impossible to cold, wet fingers. Naturally each individual will have his likes and dislikes and although it is possible to prepare D/W diet it would suit one man only - the originator.

Clothing is again very much a question of personal choice but the old favourite, wool, takes a lot of beating. A light anorak can be very beneficial particularly to the man in the back cockpit, slowly being drenched by the water thrown up by his partners blades. Spraydecks make life for both crew members much more pleasant but take time fastening and unfastening at portages and therefore should be used with discretion during the actual race.

The last three topics of crews, food and clothing can be "tied up" on long training runs. Aim to paddle at least twice a week irrespective of weather. Occasionally paddle 30/40 miles one day and a similar distance the next day as apart from the obvious physical benefits, latent squabbles can be brought into the open and dealt with in one way or another.

On all training runs make a rule that once on the water crews should be self-supporting in the respect of repair kits for boats, food and extra clothing. Similarly make it the rule to give as much moral support as possible by having vehicles covering as many points as possible.

During training this cover has the added advantage of safety in that the position of a "lost" crew can be tied down with some accuracy. On the race itself the benefits of this moral support are very obvious particularly when dealing with young or inexperienced crews.

One vitally important part of the training is at least one 'recce' of the actual course. This should be completed about three weeks before the race to give blisters a chance to heal and tired muscles a chance to recover.

The whole course should be covered in stages, each stage being paddled in daylight. In this way crews have a chance to assess, carry out, and memorise portages. Senior crews should, if possible, then go back and paddle the night section in the dark.

After the 'recce' training runs should be shortened to avoid staleness. A 10 mile run followed by

twenty minutes interval sprinting helps to improve speed, keeps the crews interested and gives more confidence.

In the two weeks prior to the race considerable thought and some time should be spent on the subject of kit packing. Bear in mind that the kit must be kept dry and safe, it must be easily removed and replaced in the boat (kit checks), it must not hinder the movement of the crew whilst paddling or portaging and of course, it must not foul the steering gear. PVC fertiliser bags are useful for kit as they are strong and easily obtainable.

During this time the boats must be checked over carefully, preferably by several people and any weakness repaired. Leave nothing to chance, a crew which has trained hard doesn't deserve to have a rudder line break purely because it was overworked in the past and because no one bothered to check it.

Repair kits are an absolute must and should contain at least PVC/canvas patches, sticky tapes and a contact adhesive. For running repairs on a wet hull "Sylglas" is hard to beat and is readily obtainable from "Do-It-Yourself" shops or ironmongers. A fibre glass kit is a worthwhile addition, as with some ingenuity almost anything can be repaired with it. Spare rudder lines, blades, pins and stocks can be carried but don't clutter up the boats or your crews will never lift them at portages.

The carrying of spare, two piece paddles is advocated in some quarters, but I prefer to inspect the paddles at the start, dispense with the extra weight entailed in carrying spares and trust to luck.

Individuals or units never having entered such a race and not possessing potential winning craft should not be put off entering as the completion of the D/W course is a fine achievement.

From a military point of view the race could have been designed as an exercise, for it involves those qualities so often sought; determination, team spirit, initiative and leadership. Briefly, by this race a man may prove to himself that he is able to go on when feeling utterly beaten and therefore that the mind has considerable sway over matter.

Any individual crew or unit wishing to enter should "go out" and talk to the admin kings and the paddlers of a nearby unit or club for they will find help and advice readily forthcoming. The aim of a novice individual crew should be to complete the course in a scheduled time and thus gain certificates for finishing. The aim of a novice unit or club should be to enter a team (of at least four) with a view to taking the team trophy. In 1964 the Senior team trophy was not awarded as no complete team finished in that class. Roughly half the crews who started at Devizes finish the race. This indicates that, if a crew is to gain a certificate for completing the course it must train very hard.

Ordnance Survey maps that cover the course are: 167, 158, 159, 169, 170.

Entry forms, course map (showing distances and locks), and rule book is available from the Race Secretary: David Keane, 118 Glebe Avenue, Ickenham, Middx.

BEGINNING CANOESPORT

STANTON/CLARK

part 2

In the case of the Eskimo kayak advantage is taken of the flat loading deck just behind the circular cockpit. Lay the paddle across the boat behind the cockpit, so that the offshore blade is just clear of the kayak. Stand behind the shaft facing the bow, and hold the back of the cockpit and the paddle shaft with the nearest hand (fig. 23). Making this a firm grip will prevent the kayak rolling. (fig. 23 inset). While retaining this hold, turn your back on the kayak, sit on the loading deck and grasp the gunwale under the legs with the other hand (fig. 24). Now raise the feet one at a time (or both together when you are used to it), twist to face the bow and place them on the seat (fig. 25). The shoreward hand is now moved forward to hold the shaft down on the shoreward gunwale. Straighten both legs, raise yourself by straightening both arms and 'walk in' on the heels (fig. 26), until you can lower yourself onto the seat (fig. 27). Once again the sequence is reversed when putting in.

Now let us consider putting out from a steep bank, boating raft or anti-erosion wall, into deep water. Pick up the kayak as before and move to the edge of the raft or wall. Feel for the edge with your feet, and stand with the big toe of each foot sticking out over the edge, then when you lower the kayak into the water it will not fall foul of the edge. Next put the paddle on the bank so that you can reach it when you are in the kayak.

When the cockpit is long enough, face the bow and place one hand on the front of the cockpit and the other hand on the bank close to the edge. The foot nearest the boat is placed on the cockpit on the fore and aft centre line of the boat a little ahead of the seat (fig. 28). The other foot is then placed just behind it (fig. 29). Notice that the hand on the shore is still taking the weight of the hand and chest. Should the boat for some reason move away from the bank at this stage, it can be pulled back if the shorehand has a



(fig. 23)



(fig. 24)



(fig. 25)



(fig. 26)



(fig. 27)



(fig. 28)



(fig. 29)



(fig. 30)



(fig. 31)



(fig. 32)



(fig. 33)



(fig. 34)



(fig. 35)



(fig. 36)



(fig. 37)



(fig. 38)



(fig. 39)



(fig. 40)



(fig. 41)



(fig. 42)

fair amount of weight on it. If not you may disappear ignominiously between the boat and the bank! Now bring the shore elbow onto the bank as you sit down (fig. 30). The body weight is now supported completely by the kayak, but stabilised by the shore elbow. Move the feet forward and take up the paddle (fig. 31). Notice that the shore elbow does not leave the bank until you are ready for the first stroke.

To put in, come alongside put the paddle ashore and put one hand and elbow on the bank (fig. 32). Pull both feet as close up to the seat as possible with the free hand which then holds the front of the cockpit and pressing down with the shore hand, bring your weight over your feet and stand up (fig. 33). Then immediately sit on the bank (fig. 34).

The method for a boat with a short cockpit and the Eskimo is the same this time. Sit on the bank with your feet in the cockpit (fig. 35). Lean and twist the body towards the bow of the kayak until your weight is supported by the offshore hand and the shore forearm. Sit on the loading deck and, keeping as much weight as you can on the shore forearm, move the offshore hand round the body and place it palm down on fore and aft centre line and with the fingers pointing almost forward (fig. 36). Straighten the legs and raising your weight with the shore forearm and the hand behind you, wriggle in (fig. 37) until you can lower yourself on to the seat (fig. 38). Pick up the paddle and leave the bank as before.

To put in, reverse the sequence until you have both hands on the bank. Then stand up in the kayak with most of your weight on your hands, and step ashore.

The short cockpit will have no loading deck, so sit on the back of the cockpit.

FADDLE AHEAD

Once in the kayak get clear of the bank and bring the arms into the position shown in (fig. 39). Check for the right angle between control wrist and blade (fig. 40). Now move the control hand forward and the other hand toward the head to take up the position shown in (figs. 41 & 42), all set to take a stroke. Now do everything gently. To slam on a great deal of power is to invite a capsize! At this stage we want style not speed...

Keeping the near arm straight (fig. 43), straighten the far arm and at the same time lower the near hand so as to take the position shown in (fig. 44) with the paddle blade immersed. The important point here is that both arms are straight. This position is seldom seen because during normal paddling it is held for only the briefest instant. It is however essential for a good performance of any kind. Now relax the near arm so it bends slightly, then draw the paddle back, keeping it as close to the kayak as is practicable, until the near hand is beside the hip. The far arm meanwhile remains straight, and the far hand swings forward, down and a little sideways to a position over the fore and aft centre line of the kayak (figs. 45 & 46).

To take the blade out of the water, the near elbow already is bent even more and the near wrist

extended. If these two things are done together the blade is flicked up and the near hand brought up to eye level. The paddleblade on the other side of the kayak is then ready to repeat the cycle, on that side.

When you have got the hang of this action and feel able to pull harder, check on the following points:-

During a stroke, the far wrist remains extended so that the palm side of the knuckles where the fingers join the hand, are pressing against the shaft, (figs. 47 & 48).

Do not begin the stroke with a jerk. A hard yank on the paddle will produce a lot of shock but little movement of boat. Smoothly hook on to a load of water so as to feel the strain in the fingers and keep the pressure to the finish of the stroke.

Do not allow the body to swing backwards and forwards.

Use plenty of body twist during the stroke.

The near elbow should come back, just miss the waist and swing round behind you (fig. 49). To get this right imagine that your worst enemy is just behind you and that you are slamming your elbow into his ribs!

The forearm (wrist to elbow) of the near arm should be just about horizontal throughout the stroke (fig. 50).

Although the boat may roll the head must face forward and travel in a straight line.

Do not flex the wrist (fig. 51) at the end of the stroke.

Now do not expect to get all this right the first time out. Although this is the thing every canoeist does most of, it remains the most difficult manoeuvre to perfect. Check up on some part of it each trip you make in order to prevent bad habits forming. Time and trouble spent on this will be handsomely rewarded.



(fig. 43)



(fig. 44)



(fig. 45)



(fig. 46)



(fig. 47)



(fig. 48) (fig. 50)



(fig. 48) (fig. 50)



(fig. 49)



(fig. 51)



ICF NEWS - ICF NEWS

INTERNATIONAL CANOE FEDERATION NEWS

reprinted from ICF BULLETIN

OLYMPIC SLALOM - BUT WHERE?

It is with regret and some disappointment that we have to report that still no final decision has been reached where the canoe slalom events of the 1972 Olympic Games will be held.

It will be recalled that the ICF Board of Management and the ICF Slalom Committee unanimously expressed their considered opinion that for technical reasons and reasons of principle the events should be held in Munich itself.

However, the city administration supported by the state of Bavaria from the beginning rejected the idea on the alleged grounds that the proposed site on the Isar near the Maximilian Bridge would have to undergo substantial work of reconstruction to basin and banks that the inclusion of a slalom course in this project would be far too expensive. In view of our insistence on our original demands the city finally announced that a start to the work for largely financial reasons would have to be postponed until after the Games. As alternative site the Ice Canal in Augsburg was suggested.

This created a new situation, and at a meeting between the ICF and the Organising Committee in Munich on the 20th October new plans were submitted - taking the river Isar in its present state - building into the river only a number of rows of temporary dikes and thereby reducing the expenditure to negligible proportions. A decision of the Organising Committee was expected to be reached at its meeting on the 21st-22nd November.

However, all hopes for a speedy settlement were dashed when shortly before the meeting the city of Munich produced new technical evidence that, according to technical advice, the mentioned reconstruction would have to be started after all not later than 1971 and that therefore at the time of the Games the river would be just one huge building site.

This means that we are back on square one and that new consideration will have to be given to alternative sites. However, it is not expected that any progress can be reported before some time in the new year.

SLALOM TRAINING

The meeting of the ICF Slalom Committee at its meeting in London on 28th - 30th November took up the suggestion that, with a view of the Olympic Games and in order to assist smaller and new slalom nations

the ICF should sponsor special training courses.

Two different plans emerged from the meeting. In 1970 teams of less experienced competitors can be given training facilities in France. Mr. J. Besson (92 rue Vimaine, 38 Vienne, France) has undertaken to co-ordinate the proposed training weeks. Furthermore, at the end of the 1970 season, possibly in October, a course for trainers and instructors will be organised in or near Prague. Dr. Czech (Palačkeho 60, Dolní Popernice, Prague, Czechoslovakia) will make the necessary preparations for the course.

Further details will be announced in due course, but in the meantime interested federations are advised to contact as soon as possible one or both of the organisers indicating their particular requirements.

SLALOM RULE PROPOSALS

The ICF Slalom Committee met on 28th - 30th November in London to draft the Committee's proposals for changes in the ICF Slalom Rules. The proposals which now will go to the Board of Management for ratification before going on the agenda of Congress do not involve any major changes. With a view to the forthcoming Olympic Games and in practice just 1½ competition seasons left between the date the new rules come into force and the Games it was felt that any radical changes should be avoided. Most of the proposals mean a change in the wording in order to clarify the rules which in their present form lend themselves to misinterpretation.

Some of the principal changes are the following

1) The organisation of international competitions is to be changed by the introduction of a jury and a Chief Technical Officer. The principal organs of the competition will in future be: Jury, Chief Official, Competition Organiser, Chief Judge and Chief Technical Officer. The national delegates (or team leaders) will no longer form part of the competition organisation.

2) The width of the C1 shall be reduced from 80 cm. to 70 cm. With effect from the 1st January 1973 the restrictions to the design and construction of the Canadian canoe shall be lifted. However, with effect from 1st January 1971 a rule shall be added that any artificial extensions or similar means to bring boats to the dimensions required by the rules shall be prohibited.

3) It is proposed to introduce youth (or junior) classes in international competitions for the age group 14 - 18 years.

4) The course shall have between 25 and 30 gates of which at least four shall be reverse gates and one team gate. The so-called "Free Gate" shall be abolished.

5) The penalty points system shall be amended as follows:

No points - Correct passing of gates without touch (as before).

10 points - One pole of the gate touched from the inside.

20 points - a) Both poles of the gate touched from the inside.

b) One pole of the gate touched from the outside with subsequent correct negotiating of the gate.

50 points - a) Pole of gate touched from the outside without subsequent correct passing of the gate.

b) If maximum time of 15 seconds at team gate is exceeded.

c) Eskimo roll in gate.

d) Gate missed.

No differentiation will be made between touch by body, boat or paddle, the present maximum penalty of 100 points is to be abolished. The "imaginary" touch shall be disregarded.

6) Organisers of international events are requested to state in the invitation the maximum number of entries they are willing to accept for each class and event. The maximum number of entries in championships events shall be four per nation with one reserve.

7) World Championships shall be held on two consecutive days with the following timetable:

1st day - 1st run in the morning, 2nd run in the afternoon

Men 3 x K1 team

Men C1

Women K1

Men 3 x C2 Team

C2 Mixed

2nd day - 1st run in the morning, 2nd run in the afternoon

Men K1

Men 3 x C1 Team

Women 3 x K1 Team

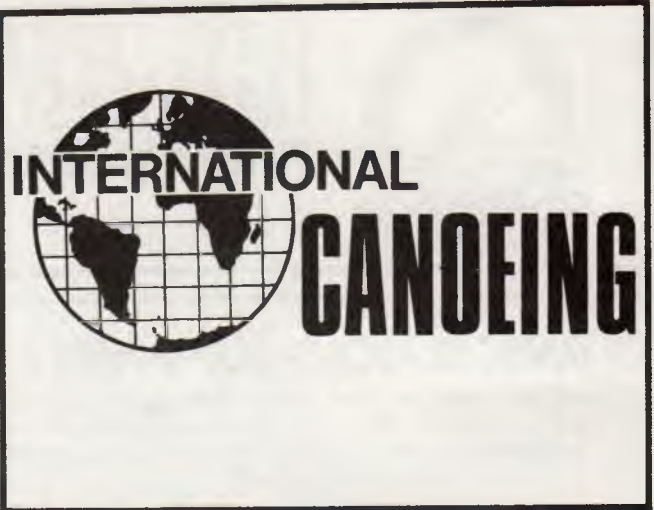
Men C2

3 x C2 Mixed Team

In the individual classes there shall be a timegap of minimum 90 seconds between the races - in team events minimum 3 minutes.

TOURING BADGE

There seems to be some confusion over the rules regulating the award of the ICF Touring Badges in Gold. It is not correct that one of the requirements for the applicant to gain this badge is his or her having been for a minimum period of five years an officer of his/her national federation. The Board of Management took this paragraph out of the draft submitted by the Touring Committee because it was felt that it was too restrictive, and it was the revised version of the regulations which was accepted by the 1968 Congress.



NETHERLANDS

The last months of the year 1969 did not pass uneventfully for the Dutch Canoe Union. As a matter of fact trainer/coach Mr. K. Muys, who served the canoe sport for over 10 years, left for West Germany. His task certainly is not an easy one; he will be the top-trainer of the West German paddlers, who want to take medals in Munich in 1972.

Karel Muys was a pioneer in his job, and gave competitive canoeing in Holland the publicity it needed. The chairman of the Dutch Canoe Union underlined this in his speech by calling him a real ambassador. Ten years ago competitive canoeing in



Holland was no more than fallow ground, and the top was very small. Through the efforts of Karel Muys, however, our top-paddlers (among them the silver K-2 of Tokyo - Anton Geurts and Paul Hoekstra) have made a noise in Europe. This attracted the attention of the foreign canoe federation. First Mexico cast an eye at him and afterwards West Germany offered such a future, that he could not possibly refuse.

During a reception organised by the Dutch Canoe Union, the secretary of the D.C.U. handed Mr. Muys a watch with chronometer (a present from the Dutch paddlers) carefully expressing the wish that in Munich the future trainer could stop the chronometer just 0.1 of a second earlier for dutch paddlers!

The new full-time trainer is Hein Runeman, 27 years of age and formerly top-canoeist himself. He is assured of the help of a very progressive board - who are hard at work to increase the number of canoe clubs, for 1400 paddlers is not that much in a country so rich in water - so it is up to him....

AUSTRALIA

BURRINJUCK DESCENT

One hundred and nineteen canoeists, from New South Wales, camped on the banks of the Murrumbidgee River at Childowla during the Christmas New Year Period. They came from the Illawarra Canoe Club, the River Canoe Club of New South Wales, the Canobolas Canoe Club and Nepean Club. Many of these were finishing off preparations for the Australian Slalom Championships to be held at Wyangala Dam during Australia week end on 24th-26th January.

A highlight of the camp was the pioneer expedition from Burrinjuck Dam to the camp site eight

miles downstream. The Dam superintendent, Mr. Kevin Davies, after being approached by the Illawarra Club, kindly offered to overcome the difficulty of access to the gorge, by lowering the craft on the aerial cableway and drop car. This was previously only used to lower equipment and gear to the dissipator and power house.

Some good logistics resulted in seven Canadian canoes and one kayak being transported down into the gorge in two lifts in a little over half an hour. Extreme care had to be taken in lashing the craft on to the open drop-car, in case the high winds experienced 400 feet above the river dislodged any of them!

Nineteen hundred cusecs. were being emitted at the time, into a fairly narrow channel. This resulted in a fair degree of turbulence and an exciting piece of rock-studded, foam covered water to the somewhat smaller rapids about 1 mile further down. All craft made it without mishap, other than a few dings.

Two groups, comprised of four boats each, were used. This being done for safety reasons and to enable photographs to be taken without appreciably slowing down the progress. Each group leapfrogged through the other which usually waited in a back eddy at the foot of the more spectacular rapids.

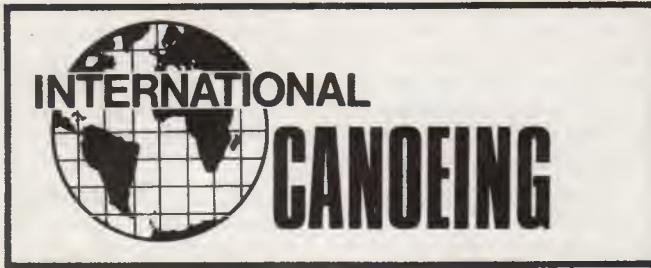
It was satisfying for the pioneers to be greeted by the rest of the camp, and cheered for their efforts, as they emerged from the last rapid in front of the tents.

The Childowla New Years Eve celebrations will be remembered for a long time for the display of outstanding vaudeville talent, the fellowship, the star-studded night and the audible reminder of the Murrumbidgee rapids.

Frank Whitebrook.



A member of the canoe group at Childowla fights to pull himself out of a stopper.
Photo: Frank Whitebrook.



AMERICA

I thought readers of your magazine might be interested in the enclosed photograph. It is of the buildings which comprise the Ledyard Canoe Club of Dartmouth College - the college is named after your Earl of Dartmouth; John Ledyard being an early Dartmouth College explorer in the 18th century.

From left to right: these buildings house An Olympic boat shed which houses 50 slalom kayaks and a handful of flat water racing canoes.

The small white building is the fibreglass shop where kayaks are moulded by club members.

The large white building with the three doors contains a canoe storage shed which houses 20 Canadian style pleasure canoes.

Behind the porch and adjoining the canoe storage area is the clubhouse itself which contains a living



rooms with a fireplace and trophy display, a kitchenette, shower, locker room and storage facility.

Extending to the right and left of the wooden dock are two practice gates which can be lowered for us to practice the 'English Gate' and they can also act as goals for kayak polo which is quite popular.

The clubhouse buildings are on the grounds of the College and adjacent to the Connecticut River which is seen in the foreground.

Jay Evans.

P. S. The Club was founded in 1920.

AROUND & ABOUT AROUND & ABOUT

RIVER SWALE

The 'Telemark Canoe Club' of 24th Signal Regiment, (which is currently seeking affiliation to the British Canoe Union), sponsored a non-ranking white water race on the River Swale on 7th December, 1969.

John Cornforth of the Club set out the course which was approximately $3\frac{1}{2}$ miles between Marske Bridge and Lownethwaite Bridge just above Richmond. The river grading at the time was II-III, the difficulty being mainly due to low water but this did not deter the entries who made some good times. It is felt that the conditions of the river and its grading of II-III are ideally suited to the novice and

that the race itself can provide a useful introduction to White Water Racing. With this in mind a separate class for canoeists under 18 was included and this proved to be a popular move. There were only 3 White Water Racers in their class but the Slalom/General Purpose class attracted 20 entries from several Clubs in the North East.

It is intended that this race will be an annual event sponsored by the 'Telemark Club' and it is hoped that the heartwarming response shown by the numbers who entered the race this year will continue to our next meetings on the Swale.

MAJOR DOUGLAS-JONES

It is sad to relate that one of the longest connections with Kayak Canoeing was broken by the death of Major Stanley Douglas-Jones, D. S. O., M. C., on the 12th October, the Sunday of the Llan-gollen Town Slalom and only a few miles up river at his home at Glyndyfrdwy thus Oliver Cock's hope of inviting him to see Britain's first International Canoe Slalom the following weekend was lost.

Major Douglas-Jones was well known to the Manchester and Chester Clubs and to other canoeists who obtained his ready permission to paddle down the section of the Dee below Corwen where he enjoyed his fishing.

I first met the Major between the wars, when, on

leaving the Staff College, Camberley, he became Secretary to the Cheshire Territorial and Auxiliary Forces Association for 15 years and stayed at Chester on Dee Banks, only a few doors from where the Witter brothers grew up and from where Paul Farront's sister, Pam, and her children now live. I met him again in recent years when canoeing and when he lent his coracle (one of the few on the Welsh Dee left) for the race during the Chester River Carnival in 1966. It was then that I discovered from the books in his home of his long connection with our sport. His uncle was the renowned John McGregor who started it all over a hundred years ago when he built and introduced to Europe the first design of canoe based on the Eskimos' Kayak, which he called Rob Roy and with which he toured the rivers of Europe and the Nile.

C. P. Witter

LEVEN RECORD 8min?

It has been brought to our notice that the Leven Wild Water Test final results, published in the December issue of the magazine, were incorrect, the Slalom Kayaks and Womens Slalom Kayaks being transposed. They should read as follows:

Slalom Kayaks

1. N. Morley Lakeland CC	7min .04secs
2. B. Wilkinson Halifax CC	7 " 21 "
3. M. Hopkinson St. Bedes CC	7 " 23 "

Womens Wild Water Kayaks

1. Pauline Squires Leamington CC	6 " 42 "
2. Heather Goodman Lakeland CC	6 " 46 "

Womens Slalom Kayaks

1. Jean Rosser Ghyll Head	8 " 41 "
2. Tina Lyne A'Cruach	9 " 44 "

C1 Men

1. Peter Dolan Lakeland	8 " 57 "
2. S. J. Gillett Halifax	9 " 13 "

ISERE OR SPEZIAL?

I have never paddled a Gaybo Isere in any competition. The boat in the picture of myself on the Gaybo advertisement is your December issue is an Inn Spezial which I have been using for the latter half of 1969.

I am not splitting hairs over makes, models or designs for I have tried out both boats and the Inn Spezial with the modifications made, performed sufficiently different for me to have no problems in making my choice of boat.

Yours sincerely,
Ray Calverley.



SPEZIAL OR ISERE?

Two British manufacturers - Gaybo Limited and The Northern Wild Water Centre - are both producing the continental range of Toni Prijon Kayaks. Both are producing what is claimed the latest slalom model from the Prijon range - under the Gaybo range under the Gaybo banner it becomes the 'Prijon Isere' while under the Northern Wild Water banner it is called the 'Prijon Inn Spezial'. Both manufacturers picked up models from Toni Prijon in Germany within a few weeks of each other and supposedly they both came from the same plug, yet above, Ray Calverley, who has paddled the 'Spezial' with great success, suggests there is a difference in the models, yet speaking with Chris Hawksworth of Northern Wild Water, the only alteration made seems to be with the seat - this to me does not make it an entirely new model, its still the latest Prijon as is the Isere. I would suggest paddlers try each model for themselves before buying.

As far as 'Canoeing Magazine' is concerned, I would point out that manufacturers advertising with the publication have signed a warranty that their advertisements do not transgress the terms of the Trade Descriptions Act.

Mike Clark, Editor.

THE WORLD OF WILD WATER

KAREL KNAP

part 2

SWEEP STROKES

In the first set of strokes the vertical or nearly vertical position of the paddle shaft was requested. In this second set - the sweep strokes - the effect should be made to guide and keep the paddle in an almost horizontal position. The purpose is evident; these strokes have to turn the boat and by leaning out, keeping the paddle almost horizontal with the blade a distance from the boat, the effectiveness of the stroke is increased. However the distance of the blade from the boat is, and must, be limited by the standing of the basic principle - the arms must stay smoothly bent in the elbow.

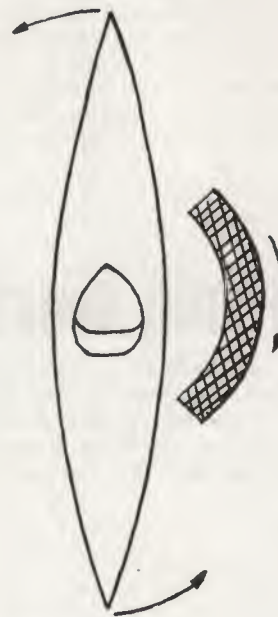
FORWARD SWEEP STROKE

The blade is put into the water in front of the trunk. Seen from above, the centre line of the paddle is at 45° - 30° angle to the centre line of the boat. The upper hand is level with the lower ribs and close to the body. The lower arm is softly stretched with an angle in the elbow of about 150° , the shoulder of the lower arm turned forward. The stroke side of the blade must be inclined at an angle of some 75° to the water surface and the shaft - seen from the front - is a little off the horizontal. The angle is about 30° to the water surface. The blade is guided through the water by the lower hand in a wide arc, almost without changing the angle blade, shaft and surface. The upper hand does not move much and can be almost regarded as a fixed point. In the C1, the blade is moved on this wide arc completely from bow to stern, while in C2, although there is no substantial difference regarding the arc, the bowman lays more stress and effort on the first part of the stroke in front of the trunk, while the sternman puts

more stress and effort into the last part of the stroke.

The stroke pushes away the bow, pulls the stern and the boat turns in the opposite direction of the blade stroke of the paddle.

FORWARD SWEEP STROKE



BACKWARD SWEEP STROKE

Once again we have the basic position with the upper hand at a level with the lower ribs. However in comparison with the 'forward sweep stroke', the body is twisted more sideways and out of the boat. The movement of the upper hand is again very significant but the arc is the same as for the forward sweep. Likewise the position of the shaft is comparable with the forward sweep, the angle being some 15° - 30° to the water surface. The blade angle, the front side this time, inclines slightly more to the surface, being some 30° - 45° , the starting position being behind the body going in a sweep to the front of the canoe.

Of great importance is the angle in the elbow of the lower arm - this is nearly standard with the basic principle. Thus in this position the lower hand is able not only to push the blade forward from back to front, but at the same time the lower hand pushes down on the blade. Hence the stroke not only gives a turn to the canoe, but gives support for the canoeist and this will be found of special importance in the use of combination strokes later.

The stroke pushes the stern away from the blade and pulls the bow towards it, the most efficient and effective part of the stroke being the section of the arc behind the trunk. This suits the C1 canoeist and the sternman of the C2. In the bow of the C2 it is possible, sometimes useful or necessary to use the stroke section in front of the trunk. However it is more effective when combined with other strokes such as the drawstroke; but more about this later.



BACKWARD SWEEP

As said above - the forward sweep pushes the bow away and draws the stern. The backward sweep draws the bow and pushes the stern away. The purpose of these two strokes is to turn the canoe. With the C1 it is very clear: sweep forward on the right side turns the canoe to the left, sweep forward on the left side and the canoe turns to the right. With the backward sweeps, the canoe again turns to the opposite side the stroke is performed.

However in the C2 things are not quite so simple for here it is necessary for the paddlers to perform different strokes in bow and stern. Thus the following combinations must be used:-

For turning to the left:

sternman/righthanded - sweep forward
bowman/lefthanded - sweep backward

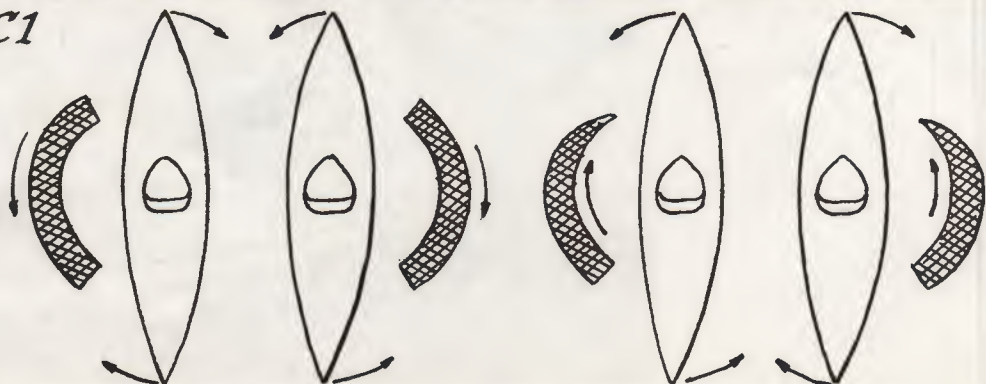
sternman/lefthanded - sweep backward
bowman/righthanded - sweep forward

For turning to the right:

sternman/righthanded - sweep backward
bowman/lefthanded - sweep forward

sternman/lefthanded - sweep forward
bowman/righthanded - sweep backward

TURNING C1



Now having a thorough knowledge of these four strokes, having mastered going forwards, backwards and the sweep strokes, it is possible to master streams, rivers and simple rapids up to grade II, possibly up to grade III. The forward stroke will be repeated many times during a trip and will be improved in efficiency, the muscles will work in co-ordination and the stroke will become a natural action. The sweep strokes are also simple for the novice to master and add the feeling of confidence for taking to rough water.

The draw and pry away strokes are a little more difficult to master than the preceding strokes and should only be learnt once the paddlers have gained some practice and experience in Canadian canoeing, as far as possible canoeing on flowing water. However these strokes are not so difficult to learn but rather it is a case of thoroughly learning the four basic strokes before going on to more advanced techniques. Over enthusiasm in learning a great number of strokes at one go leads to bad habits in their performance, which, once obtained are very difficult and in some cases impossible to eliminate.



TURNING THE C2





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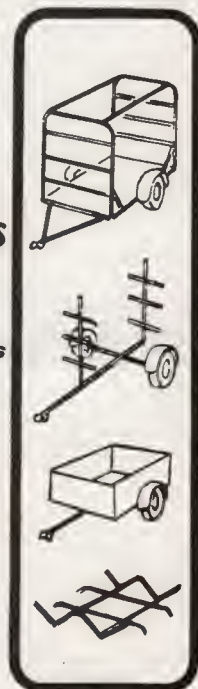
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