

CANOEING IN BRITAIN 15p

THE MAGAZINE OF THE BRITISH CANOE UNION

JUNE 1972



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CANOEING IN BRITAIN

THE MAGAZINE OF THE BRITISH CANOE UNION

Canoeing in Britain is published in March, June, February, May, August and November for the September and December, by the British Canoe Union. Comments, articles, photographs and reports are welcomed, and should arrive by the 10th of the month prior to publication. Opinions expressed in this magazine are those of individuals and do not necessarily reflect official B.C.U. policy.

EDITORIAL

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Newcastle upon Tyne NE1 7PQ
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Enquiries regarding non-receipt of magazine, notification of changes of address and general enquiries should be sent, quoting your membership number, to the General Secretary.

Names and addresses of the principal officers of the British Canoe Union can be found on the B.C.U. Calendar.

The General Secretary,
The British Canoe Union,
Room 315,
26/29 Park Crescent,
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Tel: 01-580 4710.

This year seems to be one of great activity in the canoeing world, so many events have been organised, expeditions both at home and abroad, preparation for Munich, etc.

Rothman's sponsorship of the International Slalom at Llangollen must give us all some incentive to grasp this further opportunity for a great year! Many who know the team limbering up to tackle the descent of the Blue Nile will be waiting with baited breath in late August — this is indeed a real hair-raising trip. We wish them all good luck.

Perhaps you can all sense as I do the tremendous upsurge in the popularity of our sport. We are always on the 'box', in the newspapers and sporting magazines.

In this year of activity we welcome Mr. D. P. H. Tudor-Williams and wish him great success in holding down the many activities and decisions to be made in his capacity of General Secretary in one of Britain's fastest growing sports.

By the way we still have a need to build up a good bank of transparencies — particularly sprint and long distance racing. The volume of information on future events and results of races still pour in, frankly we must draw the line and be a little brutal in our selection of copy.

Thanks once again to so many of you for your obvious interest and support in the production of this magazine. Your help is invaluable.

W. Balmain

POSTER COMPETITION

The General Secretary would like to receive entries for a poster competition featuring 1973 Crystal Palace Exhibition. If you are interested he will be pleased to send details.

N.B. 1st prize £10!

Cover Picture: Gay Goldsmith of Great Britain competing in the Canadian Single event at Llangollen International Canoe Slalom.
Photo: Mamiya High Speed Ektachrome — Mike Clark, Canoeing Magazine.

DUE TO THE PRESSURE OF SPACE IN THIS EDITION, THE 'CAR TEST' FEATURE AND SEVERAL OTHER ARTICLES HAVE HAD TO BE HELD OVER UNTIL THE SEPTEMBER EDITION.

EXTRA COPIES OF THE 1972 CALENDAR ARE AVAILABLE, 15p INCL. POSTAGE FROM: CANOEING IN BRITAIN
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NEWCASTLE UPON TYNE, 1

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OLYMPIC GAMES 1972 MUNICH

To many travellers in Europe the word Munich conjures up beer gardens with green tables and chairs and smiling wenches carrying enormous trays of beer mugs; or yodelling, leather shorts and the popular and well known Bavarian folk dance, the Schuplattler, in which the lads stamp their feet, or, in tune with the music, heftily slap their brawny thighs and foot sole, while the young girls spin in circles so that their Dirndl skirts whirl up like bells, showing white lace petticoats. This ancient dance is reputed to having been inspired by the mating habits of the capercaillie.

But this year Munich 1972 has another meaning, and to the canoeing world it stands for the Canoe Regatta on the new Regatta Course at Feldmoching, some four miles from the Olympic site just outside the city, and where, as in Mexico 1968, Tokyo 1964 and Rome 1960 the designers and architects have attempted to create the best regatta course in the world. But this year a new Olympic event is in the canoeing programme, canoe slalom, and for this it was necessary to go away from

Munich itself and build an artificial Slalom Course at Augsburg, reached by public transport in about 30 minutes. Augsburg is a fine city and has a long history: even in the Middle Ages it had a population of 50,000 and it was the native town of the Holbeins, Mozart and Brecht. It has retained its splendour and vitality, and the outdoor cafes, pedestrian shopping precincts harmonize with the Renaissance architecture.

Full details of the wonderful facilities for racing and slalom have been published in previous issues and I will restrict myself to saying that the two teams which Great Britain will be sending to the 1972 Games will have been better trained and prepared than any preceding Olympic Canoe Teams.

The Racing Team under the direction of Ron Emes has followed a consistent programme for over three years and during the last two years has met regularly at Holme Pierpoint where the new international course has provided the best facilities in this country. By the time it leaves for Munich it will have had a wide experience of top level competition, but it will then begin a new part of its preparation. It has been found that final training at high altitude leads to a better performance on descent to lower altitudes. In view of the fact that some countries have facilities for such training and use them, the B.O.A. has provided some of the teams involved in "endurance" events with an opportunity to enjoy the same advantages, and the Canoe Racing Team will spend the last three weeks before the Games at St. Moritz. Thus they will not start with a feeling that they are disadvantaged from the start.

The Slalom Squad faced with the problems connected with the unusual water flow on the

artificial course at Augsburg, went to Augsburg in mid May for a preparation week, and when the team has been selected it is likely that it will go there for another period in June. We hear that a number of leading German slalomists have moved to Augsburg for Olympic Year, taking work there and of course seizing every opportunity to learn the tricks of the water.

Never before have our teams had such a chance to give of their best: we have done all we can to help them, now it is up to them. They leave these shores with high hopes and fortified by our good wishes.

Naturally such elaborate preparation has cost a lot of money and this has come both from the paddlers, the Slalom Committee and the British Olympic Association. In the previous issues I have discussed our British Olympic Appeal and the Olympic Preparation Fund. A few donations have already come in, and I shall not be giving away secrets when I mention the generosity of Denstone College Canoe Club in auctioning the Bat they won at the Crystal Palace and donating the proceeds of over £30 to the Appeal. Please send your donations to me as soon as you can, and if you wish to give to both appeals, it is helpful if you send separate cheques, one to the B.C.U. Olympic Appeal Fund, and the other to the B.C.U. Olympic Preparation Fund:

J. W. Dudderidge,
President,
Council Member of the
British Olympic Association.

The Programme of the Olympic Games is too large to print here but the following condensation of the parts involving our canoeists may be of interest:

Saturday, 26th August

Opening Ceremony in the Stadium

Monday, 28th August

Canoe Slalom at Augsburg:

1.0 p.m. K.1 First Run
3.0 p.m. C.1 First Run
4.0 p.m. K.1 Second Run
6.0 p.m. C.1 Second Run

Tuesday, 29th August

Rest Day

Wednesday, 30th August

1.0 p.m. K.1 Women — First Run
2.0 p.m. C.2 First Run
3.0 p.m. K.1 Women — Second Run
4.0 p.m. C.2 Second Run
Finish of Slalom

Tuesday, 5th September

Canoe Racing — Feldmoching:
9.0 a.m. to 2.0 p.m. — Heats

Wednesday, 6th September

9.0 a.m. to 2.0 p.m. — Repechages

Thursday, 7th September

9.0 a.m. to 2.0 p.m. — Semi-Finals

Friday, 8th September

10.0 a.m. to 1.0 p.m. — Finals of K.1, C.1, K.1W, K.2, C.2, K.2W, K.4.

Sunday, 10th September

6.30 p.m. Closing Ceremony in Stadium.

The following members of the British Canoe Union have been selected to officiate at the Olympic Games:

Olympic Regatta

J. W. Dudderidge and H. Thelen

Olympic Slalom

J. Spuhler, A. Kennedy, I. Pendleton.

Following the end of the Olympic Games, all Federations in the International Canoe Federation will assemble for the biennial World Congress on Saturday, September 9th.

J.W.D.



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**THE ADVANCED SEA KAYAK CLUB
ENGLISH CHANNEL CROSSING**

On Saturday May 6th, 1972, five members of THE ADVANCED SEA KAYAK CLUB left Dover to canoe across the ENGLISH CHANNEL to Wissant in France.

They left Dover at 09.00 hours just five canoes without an escort boat. The five canoeists were John Bell, Dave Birch, Kevin Buxton, Dave Eillmore and Martyn Barker.

The weather forecast was winds of force 3 to 4 however outside Dover harbour the group experienced very large waves and very rough conditions.

The journey took 7½ hours and the group landed safely and very fit at the sandy beaches of Wissant in France. They were welcomed by an old man (wearing a beret) who asked the group from where they had come. He then raised his eyebrows in surprise and offered cigarettes all round.

On Saturday evening the group had a very good meal at a local restaurant (owned by a Welshman) and numerous glasses of wine.

After an excellent good nights sleep on the beach in Poly Bags and sleeping bags the group checked the weather with the French coastguard.

The forecast was winds of force 4 to 5 with local storms and winds rising in those areas to force 6. After a further check with the English Coastguard who gave the conditions as force 4 to 5 with sunny likely conditions and *no* storms. The group left Wissant at 11.00 hours and left for Dover.

The group arrived fit and very well at Dover after 7½ hours.

The only difficulty that may have occurred

Continued Page 7 Col. 2

NATIONAL SURF CANOEING CHAMPIONSHIPS 1972

2nd & 3rd September at Bude

Once again Crooklets Beach at Bude, Cornwall, is to be the venue for the National Surf Canoeing Championships.

The excellent publicity given by B.B.C. 1, who used film of last year's championships in the final programme of their 'Canoe' series, should add further to the popularity of this great annual event. In addition to surf and sunshine, canoeists and their families can look forward to a warm welcome from the local authorities, plus the use of an excellent camp site at specially reduced charges.

This year's events will be:

Canoe Handling (Open, Ladies, Juniors)

Canoe Race (Open, Ladies, Juniors) in which slalom type canoes only are allowed.

Surf Board Type Canoe Handling (Open) for craft of the Surf Shoe, Surfyaak, Vega, Wedge, etc. type.

Relay Race.

There is also a Team Trophy, which will be awarded to the named team with the highest aggregate of points gained in all the above events.

All competitors must be individual members of the B.C.U., and teams entering for the Team Trophy and the Relay must be from affiliated clubs.

Entry forms for the competitions, and full details of rules, with information about facilities at Bude from:

Competition Secretary,

7 Cornwall Terrace, Penzance, Cornwall.
(NOTE: Not from address given in the B.C.U. Calendar.)

NATIONAL SURF CANOEING CHAMPIONSHIPS

2nd & 3rd September, 1972

at
BUDE, CORNWALL

EVENTS

CANOE HANDLING

(Open, Junior, Ladies)

CANOE RACE

(Open, Junior, Ladies)

SURF BOARD TYPE CANOE HANDLING (Open)

TEAM RELAY

TEAM CHAMPIONSHIP

For full details and entry form send stamped addressed foolscap envelope to:

COMPETITION SECRETARY
7 CORNWALL TERRACE
PENZANCE, CORNWALL.

(NOTE: Not to address in BCU calendar)

Entries to be returned by

Monday 14th August

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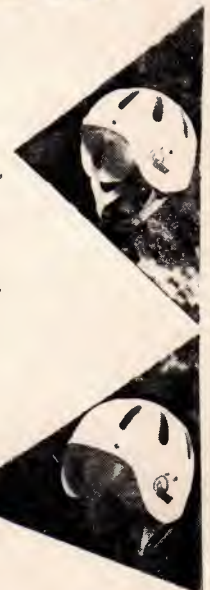
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HEADQUARTERS NEWS

from 26, Park Crescent, London,
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APPOINTMENT OF A GENERAL SECRETARY TO SUCCEED THE LATE GILBERT TOMLINSON

About thirty applications were received for the post, and 12 were interviewed. The successful candidate was Mr. D. P. H. Tudor Williams, M.A., B.Sc. Worcester College, Oxford who comes to us from several years' service with the Courtaulds Group, preceded by 15 years with the Plastics Division of Shell Group. During the last war Mr. Tudor Williams served with the Royal Marines and after the war spent some years as a Pilot Officer in the R.A.F.V.R.

Mr. Tudor Williams has however links with sport administration, for he was Chairman of the Federation of Judo Organisations, and Chairman of the Japanese Sword Society in Great Britain. We extend a warm welcome to our new General Secretary and hope that he will soon find his way through the complexities of our multi-sided sport and, with the support of the Council, carry the Union forward into a period of change and development which undoubtedly lies ahead.

WANTED A PART-TIME AUDIO TYPIST AT H.Q.

At the time of going to press we have a vacancy for a part-time audio typist in H.Q. office, who can give us, say, four hours per day and whose timetable could be accommodated to her other responsibilities. The post would suit a married woman with children and living within easy reach of Park Crescent. She could attend to her domestic duties and spend mid-morning to mid-afternoon leaving in time to collect children from school. Applicants should contact the General Secretary. Salary negotiable at current rates.

COACHING HANDBOOK

We apologise to members of the Coaching Scheme for the long delay in delivering their copies of the Coaching Handbook. The hold-up was at the printers, but adequate supplies are now available.

was the "buzzing" or nearness to the group by the large and very fast hovercraft. The group was very pleased on more than one occasion that they had informed the hovercraft company of their journey and course.

The club now plan to canoe to Steep Holm and Flat Holm in the Bristol Channel and then later to Lundy. Other Advanced Trips are planned.

P.S.
All five canoeist are very experienced sea canoeist and all can Eskimo Roll, etc.

The club is planning another English Channel crossing and return crossing in July.

The club which was started in early this year has now more than 30 members and each week more people are joining.

Runs Organiser 27 Rundells
Martyn Barker Harlow, Essex
Harlow 23925

NEWS FROM THE RIVER FRONT

The news from the rivers is not very cheerful or encouraging, and our policy of approaching anglers and riparians in a spirit of sweet reasonableness does not appear to be winning us many friends or influencing many people. Certainly at the lower levels represented by officials of angling clubs and regional associations of same we are getting little co-operation in most areas and none at all in others.

In our last issue we reported on the successful defence of a canoeist who paddled his canoe on the Wharf one day when no-one was fishing and found himself sued for damages by the Bradford Waltonian Angling Club who lease one half of the river just there. We now hear that the anglers have decided to take the judgment to the Appeal Court, and so the battle moves one step higher.

The Spey situation has not yet come to court and now we are informed that Worcester C.C. is being hampered in its efforts to stage the L/D Championship over the course used last year and which includes a piece of the lower reaches of the River Teme. And so it goes on and we shall do all we can to fight against the anglers in their persistent attempts to exclude all sportsmen but themselves from those rivers where a legal right of passage is disputed. We hear of a slalomist training for the Olympic Games being excluded from unfishable polluted waters by anglers who have taken out fishing rights in anticipation of a time far in the future when perhaps the river will have been cleaned up enough to sustain fish.

Please continue to inform us of any new restriction you meet so that we can build up our dossier of selfishness, a record which may serve us well when we approach Government Departments for their help. Remember that except for the few rivers over which there exists a public right of way (Thames, Wye, Severn, etc.) unless we can produce convincing evidence of use for not less than 20 years, and without objections being raised, we shall not be able to support a claim of right of way. However, this does not mean that we must abandon all canoeing on such rivers, any more than the Ramblers gave up walking the mountains years before the "Access to Mountains Act" came onto the Statute Book. However I must warn members that we do not have infinite funds to enable us to leap to the defence of our members who, for no good reason on their part, find themselves the objects of litigation. With our limited means every case must be studied and fought only if a matter of principle and precedent is involved.

We are taking legal advice on procedure in each case.

In another part of this issue I refer to the Olympic Appeal for funds to help competitors to train for and take part in the Games. We hope and expect all or most clubs to assist, even those with no interest in the competitive branches of the sport. Similarly I hope that the clubs which specialise in the competitive aspects of canoeing will feel a responsibility to subscribe to our Defence Fund which is more likely to be used in connection with canoe touring than with competitive canoeing. In unity lies strength and I hope the large organisations affiliated to the B.C.U. such as the Services, the Scout Movement, the Boys Brigade, the British Schools Canoeing Association and so on will put this appeal over to their constituent clubs and groups. Donations to the B.C.U. Defence Fund c/o the Hon. Treasurer, at Headquarters.

SUFFOLK STOUR : The struggle to keep this old navigation open to canoeists and other small boats goes on; the Sports Council Eastern Region has called a meeting of all interested organisations to attempt to work out some way of living together. It will be remembered that this was another case of anglers trying to close the river.

LITTLE OUSE : For some time this river has been closed upstream of Thetford by a tree felled across it by a landowner and a wire barrier. Attempts to open talks with the landowner were not successful and the River Authority threatened to move the obstruction unless it was removed. This threat has proved empty and we hear that direct action by unknown individuals has now removed the obstruction and made it possible to canoe through the estate. We recommend our members to take advantage of this to make the very enjoyable run down from Knettishall before summer brings its weeds.

Again may I reiterate, send us your news, however bad, but please do not expect miracles.

SELECT COMMITTEE OF THE HOUSE OF LORDS, ON SPORT AND LEISURE

The terms of reference of this Select Committee are to consider the demand for facilities for participation in sport and in the enjoyment of leisure out of doors, and to examine what impediments may exist to the fuller use of existing facilities or the development of new ones, and how they can be removed.

The B.C.U. is submitting a Memorandum on this subject and will be prepared to attend and give evidence before the Committee if this is desired.

SEA—ASSESSMENT AND TRAINING COURSES AND C.C.L.G.

June 16th, 17th, 18th at Penzance, Cornwall

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Techniques

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Closing date for applications May 22nd 1972

Application forms from: **Mrs. Clare Allan,**
7, Cornwall Terrace, Penzance.

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how fit are you?

by Oliver Cock, Director of Coaching

Last February I attended what has become the annual conference at Bisham Abbey on Fitness for Sport. It was again disappointing that the competitive side of canoeing was so poorly represented, especially as this conference really sets out to help high-level coaches get their best athletes to world championship standard. Those of you who do take an interest in coaching our international competitors may like to note that this is an annual conference, always held at Bisham Abbey at a week-end in February. I hope you will make a real effort to get there next year.

Among the lectures was an extended one on "Cardio-vascular physiology and its Relationship to Fitness", given by Dr. P. Travers, a Senior Lecturer in P.E. at St. Luke's College, Exeter, which lecture was nicely counter-balanced by one on "Sport and Health - Uneasy Partners?" by Dr. J. G. P. Williams, Acting General Secretary, International Federation of Sports Medicine. I made extensive notes because I saw that these gentlemen were exposing certain "fashions" which I have long disliked.

But first a few definitions.

The Sino-atrial node is a node in the atria of the heart which fires a signal which sends a wave of action across the atria of the heart causing them to pump. The node is entirely automatic and the waves travel across the atria at about 1 M/sec. On reaching the ventricular node, after a short delay this is fired and a similar signal is sent across the ventricles at 5 M/sec. (Fig. 1). The sino-atrial node is entirely automatic and would, without control, make the heart beat at 90 beats per

second. The heart is slowed down to its normal resting rate of 60-70 beats per sec. by the vagus nerve. It is accelerated as necessary, according to the exercise being taken, by the sympathetic nerve.

A standard heart-beat appears as shown in Fig. 2 on a cardio-graph.

The small curve "P" shows the atrial contraction.

The interval "x" is the ventricle node delay.

The curve "QRS" shows the major pumping action.

The curve "T" is the final return of the heart to normal before the action starts again.

The interval between this cycle and the next is known as the diastolic pause.

There are two blood pressures:

- i. the systolic pressure is that at which the blood is pumped through the whole system (say 120).
- ii. the diastolic pressure is that at which the blood remains between the pumps (say 75).

The two will be expressed as 120/75.

Of these two pressures the one that is really important and must not go up too high is the diastolic pressure.

In a series of experiments, Dr. Travers noted that on giving one muscle only an isometric load (i.e. not moving) of 1/3 its capacity the pressures rose to 160/110. It is considered that a diastolic pressure of 95 is already dangerous. Therefore isometric exercise can lead to excessively high diastolic pressures and severe risk of heart attack.

This was subsequently confirmed by Dr. Williams, who said "Weight Training and Weight Lifting contribute to excessively high blood pressure".

We now move on to plain exercise. This can roughly be split into two: "steady state", i.e. moderate exercise, where the heart rate will rise to 120 and be kept there. Hard exercise: where the heart will rise to a rate in excess of 150. Let us look at hard exercise.

Fig. 3 shows two curves, the solid one that of the unfit person, the broken one that of the fit person. The unfit person may be said to be anaerobic (unable to take in air (= oxygen)). The fit person is aerobic (able to take in oxygen). The anaerobic person incurs a high oxygen debt and has a low uptake; hence the high pulse rate. The aerobic person incurs a less high oxygen debt and has a high uptake; hence the lower pulse rate and the better recovery.

In the low range of fitness the machine is 22% efficient.

In the high range of fitness it is 27 - 30% efficient.

A high oxygen debt of a fit man increases the "T" curve. This is of no significance.

The "QRS" curve varies about 30 to 36 times per minute. The high peaks occur at maximum inspiration, since the lifting of the chest box causes a partial vacuum and draws the blood into the heart. The low peaks occur at maximum expiration, since the contracting chest causes pressure, and the blood is prevented from getting into the heart. This, also, is benign (Fig. 4). *Cont. Page 9*

From page 8

At extreme oxygen debt the athlete is in agony. The interval "x" gets shorter and shorter until the "P" curve and the "QRS" curve interfere with each other. When this happens there is a violent heart beat, after which everything settles down and the cycle begins again. As soon as the exercise stops the healthy heart returns to normal. This, however, is abnormal and dangerous. If the heart is the least diseased it could result in death.

(This, by the way, is not the same as the irregular heart beat of hyperthermia. In this case the irregularity appears to be due to a failure of the sino-atrial node.)

Why does the heart have this seizure? Obviously the output per minute varies according to the heart rate. With a resting rate of 60, the output will double up to about 120. At this rate the diastolic pause is long enough to allow the heart to refill. After this the diastolic pause is not long enough. Eventually the intake falls too far for the pumping action to function properly. (Fig. V).

Where the heart maintains only a low rate, as in light exercise, the muscle fibres are thin, these have a poor oxygen intake, and if any

debris arrives it cannot get through. With exercise causing high heart rates the fibres are large and coarse, thus allowing greater oxygen intake into the muscle and greater ease in allowing the passage of debris. Only hard exercise will achieve this. The heart should be taken up to about 180, then allowed to drop only to 150 before being raised again. The rest interval, therefore, is very short. To achieve a rate of 180 needs very hard work. The rest becomes essential but it must not be allowed to be too long.

If we do steady state work, maintaining the heart at about 120, the diastolic pause will increase, and the heart will grow larger. It will take longer to fill and so the resting heart rate will fall. If the work is high quality (150-180) the muscle will increase but the blood flow-through will remain the same. Combine the two and one achieves a large cavity with strong, thick walls which is what one wants. (Fig. VI). Whereas the heart with a large cavity can be reversed, the muscular heart cannot. Therefore high-quality work must be balanced by endurance (steady-state) work.

Dr. Travers drew attention to the fact that

school children did not appear to be given this balanced exercise. He urged that it is important to the subsequent good health of the child that this situation should be altered so that they do get a proper balance. *It is not possible to strain the muscles of the heart.*

One other point from Dr. Travers' lecture. Iron is carried round the body by the mioglobin in the blood. In high quality (hard) exercise the mioglobin loses the iron to the muscle and does not regain it. Therefore additional iron should be allowed in the diet.

And one from Dr. P. N. Sperryn, Honorary Secretary to the British Association of Sports Medicine. "A strained muscle must be worked; at first passively (very lightly), then with some work, and finally under load. Only thus will it heal properly and with full mobility."

Finally one from R. Williams, the Coaching Organiser of the Welsh Rugby Union: "In introducing people to a sport, one must put them in positions in which they have to make decisions - not within five weeks but within five minutes of their starting". (Some of my readers may recall an earlier harangue I wrote - against those who will not permit their students or pupils to think for themselves.)

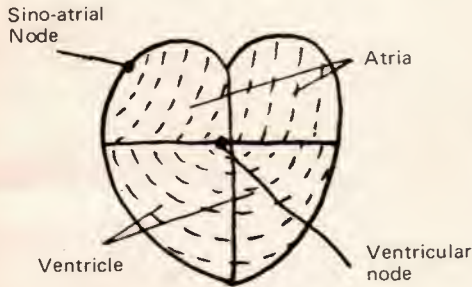
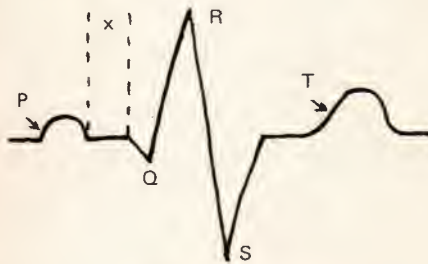


Fig. I

Diagrammatic sketch of the Heart, showing the direction of the Waves generated by the impulse from the nodes



A standard Heart Beat

Fig. II

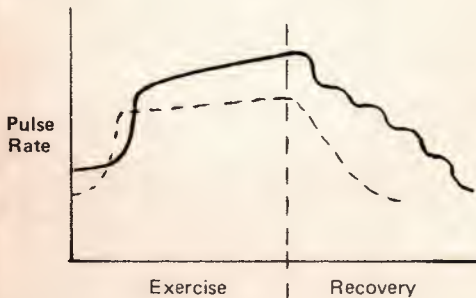


Fig. III

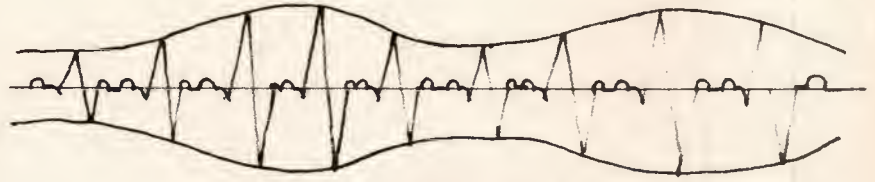


Fig. IV

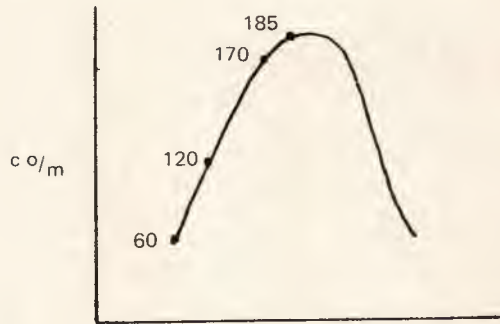


Fig. V Pulse

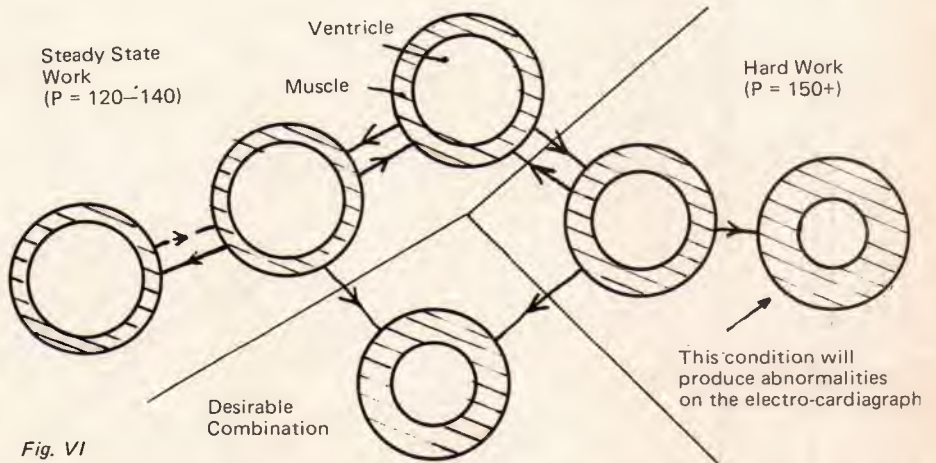


Fig. VI

A diagrammatic representation of a ventricle, showing its growth and that of its muscle employing different forms of exercise

SURFING IN THE SOUTH WEST

Local lifeguard organisations on surfing beaches appreciate the presence of parties of able canoeists in their areas, and have found them of great help in cases of emergency. They now ask if they may be informed of the presence of such parties, so that they may call on them for their help when necessary.

Will all members who are organising parties to the surfing beaches please inform the Director of Coaching in the first place (address "Rivertrees", Wargrave Road, Henley-on-Thames, Oxon., RG9 3JD) of the dates of their visit, and the area in which they expect to work. He will pass the information on to the local Surf Life Saving Club, the R.N.L.I., the Coastguards and the local Beach Safety Officer, the Surf Life Saving Club and/or any professional lifeguard, and to keep them informed of where the party proposes to be, so that members can be got hold of quickly if the necessity arises.

If any incidents do arise, the Director will be very grateful if he may have full reports of them.



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1972

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Other craft available in mould service are:—White Water Kayak, Junior Kayak, K.1, K.2, Touring Double and the best known of all, The "Gnat" Mk. III which this summer successfully descended The Grand Canyon with the British Expedition.

NEW FROM GERMANY FOR 1972

Avoncraft are pleased to announce a distinctly new range of kayaks from Germany. These include: K.1, K.2, Slalom and W.W. Kayaks.

Construction incorporates new materials and some unique methods of manufacture. This in turn adds tremendous strength and additional stiffness to the structure whilst maintaining extreme lightness.

The K.1 and K.2 craft both won Gold Medals at the German National Sprint Championships, this being the first occasion that a glass kayak has taken first place to a wooden craft.

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- * Resin from 12½p per lb. Mat from 14p per yd.
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- * New range of Canoe Trailers and racks.



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HERTFORDSHIRE - tel: Redbourn 2303

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Devises Westminster Race, Mick Perrin and Keith Savell of the Caterham Canoe Club at Boveney Lock
Picture by: J. F. Rossiter of the Wey Kayak Club

LENDAL - paddles for novice or expert

The Pacemaster for sprint or l-d

EQUIPMENT IN STOCK:

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CANOE CENTRE
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**Plus range of
accessories**



PACEMASTER a

PACEMASTER b

PACEMASTER a (without grip). Strong light top quality Fibreglass shafted racing paddle. Blade fitted with stabilising rib.

PACEMASTER b (with grip). As above, but fitted with patented handgrip. Weight 920 grammes.

Complete range of fibre-glass and wood shafted paddles. Plus superior paddle kits.

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FOR THE CANOEISTS & TROPHIES
BROCHURE ON REQUEST

WILSON (Prestwick) Ltd
167 AYR ROAD, PRESTWICK, AYRSHIRE

AN EXCLUSIVE INTERVIEW WITH ROY STALEY · BRITAIN'S LEADING KAYAK MANUFACTURER

C in B Everyone knows that all Streamlyte Products are British designed and made. Do you believe that this is your major success factor?

Staley I believe that British designers are far ahead of the rest of the world, Streamlyte has bought continental designs in the past and, with the exception of the "K.W. Strike" C.2 which is a Czech designed world beater, we have found them to be trailing behind on many design details, but I think that success depends mainly on good quality, reliability and service. These are the things that matter in the long run.

C in B With the Olympic Games a matter of months away, to the outsider it would appear that German designed canoes will dominate the event. Despite this, your 'Scarab' model is obviously designed with the Olympic course in mind. The general opinion amongst slalomists in this country appears to be that the Scarab is a good match for any German design. Just why do you think the German designs are popular?

Staley Obviously with the Olympics being held in Germany, the German competitors have a distinct advantage over the other competing countries. The availability of the Augsburg course must be at least one beneficially strong factor in their favour. However the "K.W. Scarab" has proved to be a highly successful design and has already won the two Olympic qualifying trials in America. On this form the "Scarab" must be considered to be on equal if not better terms than the German designs.

C in B Your ability to spot a 'good young paddler' who will make the grade eventually is very well renowned, and a lot of today's top slalomists benefited from your help and encouragement in their early days. Do you foresee a good future for British slalom in today's

young paddlers?

Staley I have not had the opportunity to study the younger kayakists on the continent so it is hard to make comparisons. When I look for a promising slalomist I go by style and it appears to me that there are many very promising British paddlers on the way up. With our present top slalomists setting the standard I have no doubt that Great Britain will remain among the leading canoeing countries for many years to come, with possibly, the danger coming from America. Although lagging behind at the moment, when the Americans get their teeth into a particular sport they do not rest until they arrive at the top, and with their great resources and determination they are well provided to do just this.

C in B The kayaks you produce in your factory are certainly the best finished kayaks available. With standards of finish varying so much within the trade do you attribute this to your ultra modern production factory, or the long experience of your staff?

Staley Streamlyte were producing top quality kayaks years before we moved into our new factory, so the credit must go to our excellent staff. However with plenty of space, controlled temperatures, clean working conditions, machinery and the latest materials we can offer the best quality kayaks available. Anyone who has worked with fibreglass knows that it can be unpleasant if the working conditions are poor. With the new Streamlyte building, working conditions are excellent and this reflects on the finished article.

C in B As well as pioneering designs of your own, 'Streamlyte' are renowned for a lot of major 'firsts' in canoe building. Polystyrene foam, carbon fibre, Diolen,

to name just a few, are all Streamlyte innovations, much copied in the canoeing industry. Is your policy still to research and introduce new techniques and materials, etc?

Staley I don't think we can claim credit for 'Diolen' as the continentals have been using this material for some years. Our policy is one of continual improvement and we spend a great deal of time and of course money on research into materials and design. We work very closely with the Royal Aircraft Est. on many projects and have obtained much valuable experience from this quarter. This is the only way to stay ahead. We pioneered seamless joins, rounded gun-wales, suspended seat units, sunken coamings and many other features which are regarded as standard on most kayaks, not forgetting carbon fibre which is the biggest step forward in kayak building since the introduction of the fibreglass kayak.

C in B What of the future? Your new factory appears capable of phenomenal production, and the canoeing market is certainly 'exploding'. Is the potential with the canoe manufacturer, or the 'back street' manufacturer? The larger canoeing market would indicate larger orders and quicker deliveries demanded.

Staley It is very true that the demand for kayaks is very much increasing and this reflects on the number of new manufacturers that have appeared recently. Some of these are producing good kayaks but there are a few who leave a lot to be desired. It is not always a good policy to buy the cheapest on the market and I would advise the customer to stick to the manufacturers that he knows. G.P.R. kayaks are all hand built and unless the manufacturer has the capability to handle large orders without undue production difficulties, the finished product will suffer and the customer will be disappointed. On the whole I would say that the British canoeing public have some of the best manufacturers, and some of the most competitively priced kayaks in the world to buy from.

WANDERINGS ON BLADES

by John Macleod

"Why curve the ends of your paddles?" I'm asked. "Why indeed should I have them square, together with rock grabbing Aly tips?" I reply.

Fashion? Maybe, but there are a few reasons behind mods to blades. Bourg St. Maurice in 1969 gave the slalom team a problem. It was a problem we've all encountered at one time or another, but at Bourg it was giving quite a few headaches — and duckings. Aluminium tips on paddle blade ends were catching on the rocks. Rocks at Bourg are bulldozed into place and are therefore quite sharp; a temporary measure was to tape over the tip.

Could this be the only reason why we have several butchers who get out their knives, axes and saws to mutilate the beautiful balance of the Prijon? What happens when a blade is trimmed? The blade area is reduced of course. Peters & Baum at Augsburg trimmed their blades, the DDR have paddled with a smaller blade ever since we have known them!

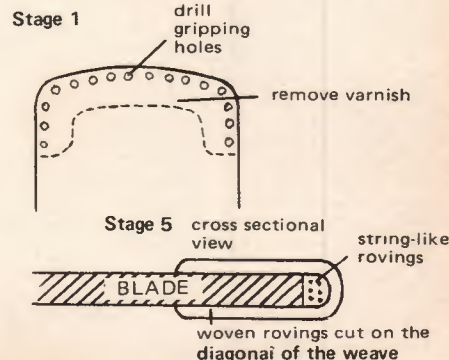
A third quality of the smaller blade is the increased speed at which it can be recovered from the water. Recovery time is wasted time. Blades with spoon are notorious for poor recovery because they pick water up.

Tipping curved ends to blades presents a problem. Some panel beater types have made themselves aluminium tips. A simple, quick, efficient method is in glassfibre as described:

1. Shape ends of blades to desired curve, remove varnish and drill several one-eighth inch gripping holes about half-an-inch from the blade edge.
2. Cut, for each blade, two strips of 10 ounce woven rovings long enough for the required tip. They must be cut on the **DIAGONAL OF THE WEAVE** and to width as required.
3. Cut, for each blade, pieces of straight rovings (like strings stripped from woven rovings) about the thickness of hairy string (sisal).
4. Mix resin, soak out straight rovings on a sheet of paper, pick up and lay on edge of tip.

5. Soak out two layers of woven rovings and lay over tip. Form into place removing wrinkles.

The straight rovings provide strength across the blade and avoid air bubbles forming under the woven rovings.



OLYMPIC SELECTION NEWS

GOLDSMITH REJECTED!

No Comment From Slalom Selection Committee

The hard fought battle for Olympic selection in the slalom world ended with decisions announced at Grandtully, over the Spring Bank Holiday.

The selectors' decision has not been an easy one, and a lot of speculation on behalf of the slalomists ended with disillusionment. Whilst no clear selection policy has been dictated by the selectors, phenomenal activity and effort by the Olympic Training Squad has shown a dramatic increase in the standard of slalom.

Controversy and shock were the immediate reactions of the majority of slalomists when C.1 exponent Gay Goldsmith, from Brighton, was excluded from the Olympic line-up. Goldsmith (the C.1 paddler featured in the B.B.C. series 'Canoe') has a very formidable record in British C.1 competition. An accomplished Division 1 kayak paddler, Goldsmith turned to C.1 in 1968, which was followed by a string of Internationals, including the 1969 World Championships. Goldsmith's clinching of the 1969 National Championships was followed by a 'runners-up' position in the closely contested 1970 and '71 National Championships.

A very successful 1971 season during which Goldsmith, after performing well at Zwickau, being best placed C.1 paddler at the Merano World Championships, appeared to secure his Olympic ticket with a virtually brilliant result at the Augsburg pre-Olympic slalom. His position of 8th was bettered only by paddlers from East and West Germany. Only Rowan Osborne could take the National Championship from Goldsmith in 1971.

By all accounts Goldsmith appeared certain, especially in the light of his Augsburg success, for Olympic selection.

With competitions such as the Olympic Games, one can train for the event, or train for selection. Goldsmith justifiably chose to adopt the former policy. However, his victory at the Easter 1972 event at Grandtully was achieved in an event which must rank as one of the most competitive and closely fought slaloms ever staged in Britain.

It is indeed a surprise that Rowan Osborne will not have his close rival Goldsmith, for private dwelling at Augsburg. The other selected C.1 paddlers are John Albert of Chalfont, with his club mate Geoff Dinsdale.

In the men's K.1, Dave Mitchell, Ray Calverley and John MacLeod have had their hard training and dedication well rewarded with Olympic selection. This trio of paddlers have all shown themselves as powerful figures in world ratings. Each paddler has a medal from world championship competition. Their combined experience, skill and dedication must surely leave the British canoeing public in no doubt whatsoever that this is the finest men's K.1 slalom team ever to compete abroad.



GAY GOLDSMITH - REJECTED

Ken Langford has been named as reserve, but one cannot envy the job of selecting 3 paddlers from these 4 'all time greats'. If only we could send 4 paddlers, and see Ken Langford in that line-up!

The C.2 crews have been taxed to their utmost this winter, and a supreme effort, by both crews, brings Olympic selection to the long standing crew of John Court and Jon Goodwin, with national champions and stars of T.V., newspapers and cinema, Dave Allen and Lindsay Williams.

On the ladies kayak side of things, Pauline Goodwin, who is just unbeatable this year, will accompany husband Jon in the trip to Munich. Heather Goodman, a paddler of long and arduous experience has perhaps the longest competitive experience of any paddler

making the trip to the Olympics. Her selection is a just reward for her dedication and maintenance of such a high standard of paddling over the years.

The third paddler chosen for the ladies event, Vic Brown is somewhat of an unknown quantity in slalom.

The very experienced team selected for the Games is contradicted only by the selection of Vic, as we have yet to see evidence of her ability, either at home or abroad.

Her reputation, however, for rolling and tackling the heaviest of water should prove very useful at Augsburg.

Nigel Morley, John Fazey and Alan Harber are to accompany our squad to Munich, and we all wish them every success.

No Decisions Yet From Sprint Selectors

Olympic Slalom Team!

KLEPPER
Loisach

TOP COMPETITION KAYAK FOR
OLYMPIC SLALOM



JOHN MACLEOD



VIC BROWN



DAVE MITCHELL



RAY CALVERLEY



LINDSAY WILLIAMS/DAVE ALLEN



GEOFF DINSDALE



JOHN COURT/JON GOODWIN



HEATHER GOODMAN



PAULINE GOODWIN



ROWAN OSBORNE



JOHN ALBERT

All photographs - Stewart Fraser 'Colorsport' Tel: 01359 2714

SLALOM ROUND UP

The first half of any season is a time for shaking the cobwebs of winter off, for thrilling anew to the stimulus of competition and for finding out whether all those Eskimo rolls, which seemed so easy in the swimming pool, will work in the heat of a slalom run.

Already we have witnessed far more slaloms than up to this date in previous years. Many of them are following the path initially trodden by the enterprising Manchester club with their Goyt competitions. The formula is basically to provide an Open/Novices slalom with restricted entries (either by numbers or by geographical areas to introduce the concept of regionalisation) and somewhat restricted facilities. Thus a thoroughly enjoyable slalom can be laid on for about 80 competitors without all the paraphernalia of organised practice runs, protest committees, and juries, split second timing, etc. There is quite a movement away from the trend of the past few years of over-organisation, back to these basically simple and enjoyable slaloms.

Of course such attitudes have their place but they are inappropriate for our top events where such important questions as National Championships and Olympic Team selection are decided. Just such an event was the Easter Grandtully slalom — the second in the National Championship series and all important to our Olympic hopefuls.

As always the organisation at Grandtully is a thankless task requiring as it does so much long range communication and arranging. On this occasion Ian MacLeod and Harry Calverley from Manchester were the 'big wheels' who got the whole mammoth show on the road. They were plagued by the organiser's nightmare of changing water levels — in this case the river rose throughout the weekend, resulting in changes to the course and altered start times.

On the Saturday in the team events, Chester at long last vanquished their age old foes, Manchester, by bringing in their first team (Dave Mitchell, Melvin Swallow, Mike Thomas) into the top position ahead of Ken Langford, Ray Calverley and John MacLeod. Chester rubbed salt into the wound by having their supposedly junior team of Tony Young, Mike Hignall and Nicky Wain come home third out of a total of 40 teams.

For the Sunday the course again had to be redesigned so that competitors now went through the big stopper to the left of the main rock half way down the course. The river continued to rise throughout the day so it was not surprising that, the best runs were those recorded in the morning. Ray Calverley again won the Men's Kayak event with a superb, clear round in 210.4, second was team mate Ken Langford also clear in 211.1, third Melvin Swallow (Chester) with a total of 212.9 (including one '10') and fourth John MacLeod 213.9. A gap of a full 20 seconds separated these four from the next batch of competitors, fifth being Mike Thomas (Manchester) and sixth Dave Mitchell (Chester).

The Canadian classes had to be decided from the results of only one run owing to the loss of a set of results by one judge. The C1's were won by Gay Goldsmith (Brighton) in 310. Geoff Dinsdale (Chalfont Park) was second with 313 and third was Rowan Osborne (Edinburgh) with 317.

The C2's produced a bit of an upset in that the winning streak of Williams/Allen (Sheffield) was broken by Court/Goodwin (North Staffs.) who came home first with a clear round of 280.6. Second was Witter/Swift (Chester) also clear with 289.2 whilst

the Sheffield pair came in third with a clear round in 290.0.

Because of the Olympics there will not be a National Championship event at Grandtully over August Bank Holiday. However, there is to be a National 1st Division Slalom over the Spring Bank Holiday weekend. As this is to be the all important final slalom before selection of the complete Olympic team, the B.C.U. in conjunction with its publicity agents, Slalom Promotions, has invited the B.B.C. Grandstand programme to televise the competition. In fact the event is to be known as 'The B.B.C. Grandstand Slalom Championships' and should provide a useful boost to our sport. Although slalom has been shown a number of times on the independent network, this would appear to be the first occasion on which the B.B.C. has shown the sport on a non-news or magazine programme. As such it is an achievement for the B.C.U. to be proud of.

Suicide Trip?

1st DESCENT OF THE BLUE NILE BY CANOE, 1972

Crocodiles, bandits, and uncharted rapids are just a few of the hazards facing an intrepid band of canoeists who are planning to shoot over 600 miles of the Ethiopian Blue Nile.

The expedition is being led by 20 year old Mike Jones of Keighley in Yorkshire who is a medical student at Birmingham University. To help finance the expedition he has been awarded a Winston Churchill Travel Fellowship worth over £1,000.

The attempt will take place in late August and early September when the river is in flood, which lessens the chances of the paddlers writing off their boats on rocks which are submerged by the extra water. All the equipment needed by the team will be carried in their boats, as the nearest roads are several hundred miles away.

Having flown out the paddlers will pick up their expedition landrover which is being supplied by the Rover Company, and drive north along the all weather road to Lake Tana, from where the attempt will begin. One of the first obstacles they will encounter are the 400 ft. high Tissisaut Falls.

Below this there are several major gorges leading down to Shafartak Bridge.

From Shafartak they plan to canoe another 300 miles to Sirba on the Sudanese Border from where they hope to be airlifted out.

The history of exploration in the area is an unhappy one, virtually no expedition having taken place without loss of life and none having successfully completed a full descent. In 1965 two members of a German Expedition were killed by bandits and in 1968 a member of the Army Expedition to the area died by drowning.

All the expedition members are experienced white water canoeists and all are in Division 1 of slalom competition. They are Mick Hopkinson, Graham Castle, Chris Hawkesworth and Jim Hargreaves.

Film of the expedition is being shot for B.B.C. television. As well as the Winston Churchill Trust the Expedition has also been supported by several canoe firms and educational trusts.

CONTINENTAL COMPETITION FOR UNIVERSITY PADDLERS

Ray Calverley is one of eight 1st Division University paddlers selected to represent the British Universities in a series of three International Slaloms at Muotul, Lipno and Spittal.

Lasting 3 weeks in the latter part of June and early August the Tour will enable Ray, and two other International paddlers on the Tour, John Albert and Pete Wakeling, to become accustomed to continental water conditions.

The remaining five paddlers are Mike Jones, who is organising the Tour, Pete Robinson, Martyn Peters, Bill Frazer and Richard Knight.

Sponsorship for the Tour to the extent of £250 has come from the British Universities Sporting Federation, which is the organising body for sport in the Universities.

A continental Tour is just one aspect of canoeing which is supported and promoted by the Sporting Federation. The Universities annually hold their own Championships in Slalom and White Water racing, as well as L.D. and plans for a sprint championship are in hand.

Return to Grand Canyon

After the highly successful British Kayak Expedition to the Colorado River and Grand Canyon last year, a second British based Expedition is to be mounted next year.

'Grand Canyon '73' is organised by Mike Clark, editor of *'Canoeing Magazine'*, who was of course photographer on the '71 trip. Commenting on the trip Mike stated "The Colorado and Grand Canyon is a superb place and I think I have been bitten by the Canyon bug. Our first trip, although the regular ten day run as organised for most raft parties, was just too short to really take in all the sights of this place and to explore some of the fine side Canyons. This next trip, open to persons from all Europe and America, will be for 20 days in Grand Canyon, and I have planned for at least one big 'walk-out' of Thunder Creek. This will take a small party away from the river, up Thunder Creek, then over the top to descend again to the river by route of Deer Creek. It should be three days of walking through the most spectacular scenery. Of course we also hope for the full Expedition to make shorter side trips to other canyons."

The trip is at present planned for 20th June to 20th July 1973 and the cost will be around £300.00 per person. (This may seem a great deal, but not so when one considers what we are doing.) Only 20 persons will be taken from Europe, while the Expedition as a whole will comprise a maximum of 30, and already there are eight firm bookings. Anyone interested in the trip should apply to Mike Clark, *Canoeing Magazine*, 25 Featherbed Lane, Croydon, CR0 9AE, for further details. Priority booking will be given to paddlers although there will be a maximum of six passenger places.

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LEADERS IN THE BATTLE FOR A LOWER COST WET SUIT

NOTTINGHAM REGATTA LOOSES SPONSOR

A change in festival policy and a reduction in the overall budget available has meant that Nottingham Festival is no longer able to support the combined Rowing and Canoeing Regatta.

Despite this setback the organisers still intend to go ahead with the Regatta and Long Distance Race, and at the same LOW entry fees as last year. The Long Distance Race will again take place on Saturday and the Sprint Regatta on Sunday, the 15th/16th July. Full details can be obtained from Colin Gray, 128 Greythorn Drive, West Bridgford, Nottingham.

NATIONAL SPRINT CHAMPIONSHIPS

This year's National Sprint Championships should prove to be even bigger and better than last year's event with its record entry. Once again the National Youth Championships, organised by the British Schools Canoeing Association, will be held in conjunction with the other events, and once again the B.S.C.A. will make available for loan Espada canoes for those young paddlers who do not yet own their own. All events will be spread over the weekend 8th/9th July.

One or two administrative changes have been introduced into this year's championship. Firstly for Senior, Junior, Novice and Lady paddlers, a basic regatta fee of 50p will be charged plus an entry fee of 20p per seat. For Youth events there will be no basic regatta fee, entries being 20p per seat. The basic regatta fee is introduced to cover the overall administrative expenses and will include for the competitor, car parking, changing and shower facilities and boat accommodation. By July Holme Pierrepont will be fully operational and will offer facilities second to none.

The organisers would also like to bring to your notice that the closing date for entries will be Monday 26th June; TWELVE clear days before the event.

Send for information from C. A. Gray, 128 Greythorn Drive, West Bridgford, Nottingham.

BRITISH OPEN SPRINT CHAMPIONSHIPS AND NATIONAL YOUTH CHAMPIONSHIPS

HOLME PIERREPONT, NOTTINGHAM (8th/9th July 1972)

Senior	K1, K2, K4 - 1000 m
Junior	K1, K2, Relay - 500 m
Novice	
Ladies	K1, K2, Relay - 500 m
12-14	Boys/
14-16	Girls
16-18	Espada, K2
Youths	(Under 18) K4.

CLOSING DATE : MONDAY 26th JUNE

DETAILS : C. A. Gray, 128 Greythorn Drive, West Bridgford, Nottingham

Progress Report from Ascot

F. R. Goodman

This month, the Sports Council will meet to decide whether or not money will be forthcoming for the construction of an artificial slalom course in Britain. If their decision is affirmative, then we can expect to see its repercussions at every level of the sport. No doubt in the future, May 1972 will be looked back to as one of the momentous months in the history of slalom in this country.

Do we need one? What will we get? Will it be as good as the Olympic Course at Augsburg? - Can we make it better? How will it affect slalom?

The sub-committee appointed to look at the whole question of an artificial course, has been busy doing its homework. We know that the Trent has the most consistent flow of any river in the country, and can be relied on for

at least 1,000 cubic feet of water every second (cusecs.) for literally 99.9% of the year. We know that at Holme Pierrepont, Colwick Sluices control the river level above a drop of about 12 ft., and that the National Water Sport Centre lies cheek by jowl with this perfect site, just waiting to be developed!

Only the new Olympic Slalom Course at Augsburg sets a precedent.

The course by-passes sluices on the River Lech and utilises an existing ice-canal carrying almost 1,000 cusecs. 200 metres from the start, the course divides, allowing over 600 cusecs. to flow away to Augsburg, for industrial use, the other 360 cusecs. pouring down a narrower channel to give a total course length of 480 metres, before dropping over a vertical weir about 4' 6" high, back to the bed of the River Lech.

Continued on page 19

CANOE POLO LEAGUE

It is hoped to start a series of Canoe Polo leagues in the near future. These will be run on a regional basis and the area organisers are listed below. Any club wishing to enter a team in the league or requiring more information should write directly to the appropriate area organiser.

- E. Wallace, 31 Birch Road, Burghfield Common, Reading.
- P. Smith, Edgecombe House, Bourne, Brimscombe, Nr. Stroud, Glos.
- D. Harper, c/o Education Dept., County Hall, Cauldwell Street, Bedford.
- N. Dearn, 14 Park Road, Warrington, Stoke-on-Trent.

Entries for the Canoe Polo National Championships which will be held at the next National Canoe Exhibition should be sent to K. D. Clark, Denstone College, Uttoxeter, Staffs. The closing date for entries will be 1st October.

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SHEFFIELD. S7 1RP.
Tel: 55997

1972 NATIONAL CANOE POLO CHAMPIONSHIPS

Those who watched the 1972 matches at Crystal Palace on 19th/20th February must have certainly been aware of the tremendous advance in skills and techniques developed over the last year. Of the eight teams qualifying at the quarter finals on Saturday, Hants 'A' and Denstone College, won through to the finals played before packed galleries on Sunday afternoon.

The final was played in the true spirit of the game with obvious skill and tactical ability on both sides. Denstone College under their Captain Robert Hignall, after a somewhat slow start emerged clearly as the 1972 champions. Their handling of boats and skill in passing and shooting was outstanding, and it is hoped that both their skill and approach to the game will set a pattern for the future of this comparatively young sport.

Full credit must go to all the teams competing this year for their sportmanship in playing to rules which were far from complete. The Referees Mike Baines (Birmingham) and Eddy Wallace (Pangbourne) had no difficulty in keeping the very fast and exciting matches under control.

The final was watched by Dr. Roger Bannister, Chairman of the Sports Council who afterwards presented awards to the finalists.

With the game now under the guidance of the newly formed National Canoe Polo Sub Committee Executive of the B.C.U. we can look forward with confidence to the 1973 finals.

Ascot continued

KLEPPER munchen

THE IDEAL SLALOM TRAINER OR
GENERAL PURPOSE KAYAK

Vital statistics are:

	Flow (cusecs.)	Head (ft.)	Length (metres)
Top Section	998	2.66	200
Bottom Section	360	11.66	280
Total		14.32	480

After watching and talking to the British Team in training, trying a run down the course myself, and talking to the architect in charge of the project, the following points emerged:

GOOD:

- i. The water is difficult — grade IV/V.
- ii. The course is very safe — smoothed outlines give an easy swim down the course when necessary.
- iii. The bordering paths give unprecedented access for canoeist, trainer and spectator alike.
- iv. Gate gantries allow very speedy erection and dismantling of the course.

BAD:

- i. The lower section is too narrow, especially for C2's.
- ii. The high vertical walls are intimidating, reduce the width of the course psychologically, and remove skin at an alarming rate from the knuckles.
- iii. The whole course, but particularly the upper section, is prone to surges that make fair competition almost impossible.
- iv. There seems to be little chance of controlling the flow to provide novice as well as international standard water.

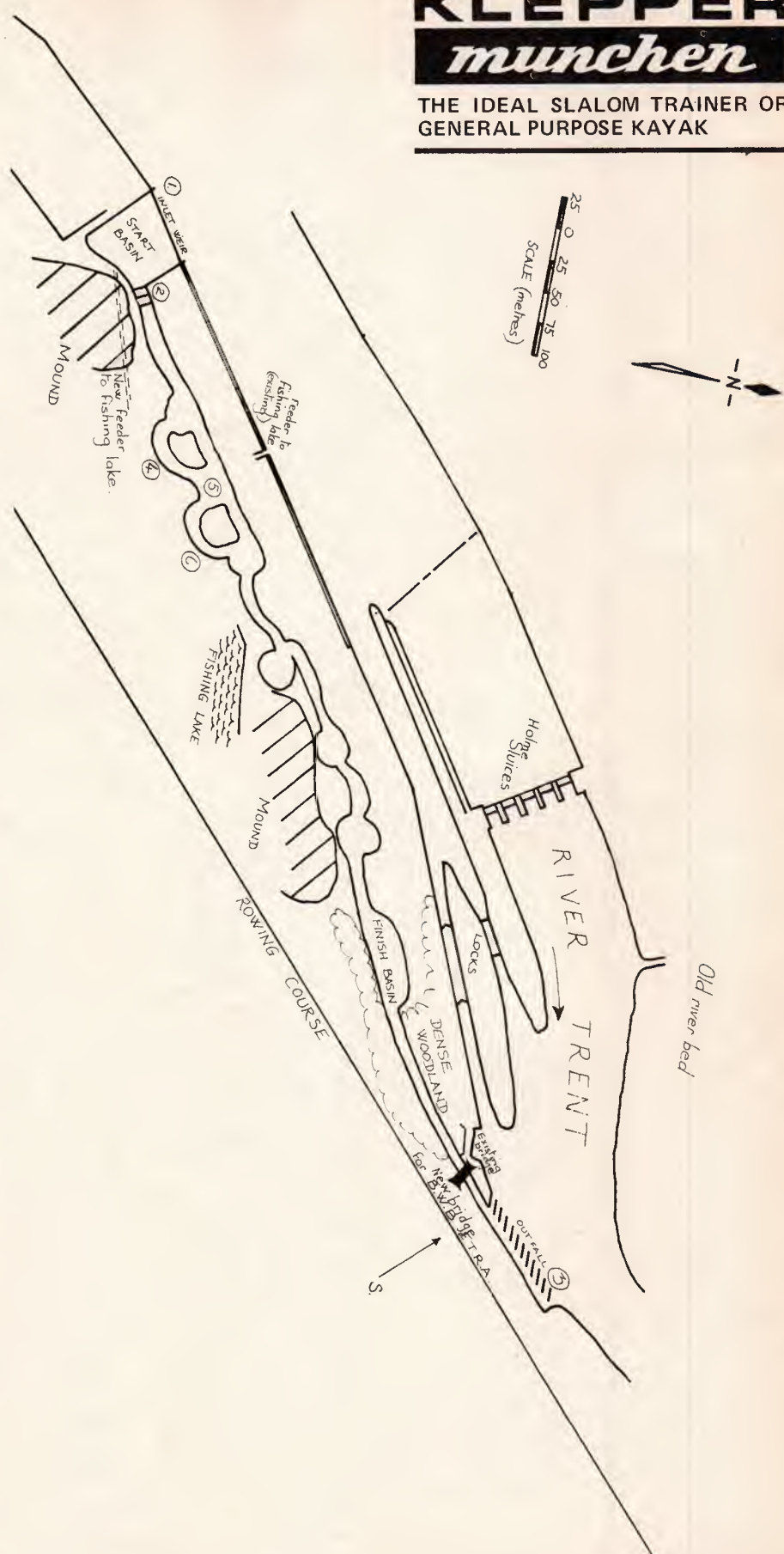
If we have approximately 2 ft. less head at Holme Pierrepont but nearly three times the volume of water for most of the course then the chances are we can make a more impressive course than Augsburg.

Do we need it? The last few internationals at Llangollen show the inadequacy of our natural rapids, and most canoeists know that only in high water do we get top-level competition conditions — a rare occurrence. Holme Pierrepont could provide a stimulus to slalom throughout the country, providing not only top-level competition water, but dependable training facilities for both first class paddlers and novices alike.

How can the design of Ascot be improved in relation to the Augsburg Course? Most important the walls must go. After paddling the course I soon found out that it is the walls that are far more intimidating than the water, it seems that concrete beaches are the answer, as they will dissipate the waves and allow the paddler to use the whole of the width of the course. As we have plenty of water, the width will be wider than Augsburg anyway.

From a study of 20:1 scale model of part of the proposed Ascot, it is clear that it is possible to build a course divided into channels of about 40 metres length separated by small basins of about 20 metres diameter.

Throw in a control room, a judges' room, timing gear, changing facilities, a canoe park, maintenance workshops, gantry store, press room, results verandah, refreshments, car parks, etc., etc. and this **must** be the finest slalom course in the world!



MANTA KI



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The British Schools' Canoeing Association hopes to publish occasional papers on subjects relating to canoeing in education.

In the first of these —

CANOEING IN EDUCATION : No. 1

A Survey · Edited by G. Sanders

Published in May 1972

A number of experienced people engaged in different aspects of educational canoeing have been asked to write about their work — its past development, details of present structure and facilities, possible future lines of development. Such a survey enables us to assess progress so far and, by giving us a better understanding of patterns of development, allows us to plan for the future.

Approx. 48 pages (A4 size). Price: 50p incl. package & posting. Obtainable from 'Canoeing in Education', 4 Barston Lane, Solihull, Warwicks. Money should be sent with the order; cheques and P.O.'s should be made payable to the "British Schools' Canoeing Association"

ESPADA

From October we shall have sixteen manufacturers in the scheme.

There are now about 120 registered Espadas and each regatta and L.D. race this season has had Espada classes.

With the decline in access to rough water, the Espada has to succeed for it is the way to canoeing enjoyment on tidal waters, canals and the sea.

Last week I saw an eight year old girl on the River Trent in a high wind happily paddling an Espada.

DAVID COOK

FROM THE INITIAL STATEMENT OF POLICY 1970

"Competitive events for the B.C.U. Espada Youth K1 will be arranged in each year's racing programme. Organisers of regattas and L.D. events will be asked to arrange races for the Espada Youth K1. It is planned to organise Area and National Youth Championships which will use the Espada.

Age groups for events will be:

Espada A

Competitors should have reached their 12th birthday and not have reached their 14th birthday by January 1st of the year in which the event is being held.

Espada B

Competitors should have reached their 14th birthday and not have reached their 16th birthday by January 1st of the year in which the event is being held.

Espada C

Competitors should have reached their 16th birthday and not have reached their 18th birthday by January 1st of the year in which the event is being held."

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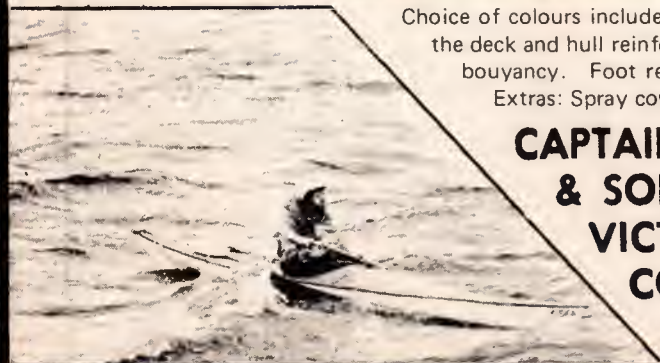
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3 MILES
OFF M.1
JUNCTION 31

TRADE NEWS

A newcomer to the canoeing scene is Biota Products Ltd. of Dinnington, near Sheffield. An established firm in the fibreglass and automotive engineering field, they have applied their experience and extensive equipment to producing a fast and responsive slalom kayak in the East German style at a truly competitive price - £34.99. To achieve this price the company has applied production stream techniques, limiting their interest of just one design, available in two different lay-ups, in seven colours, and a standardised weight. While this restricts the customer choice, it does mean that boats can be bought direct from stock and it is certain that their off-the-shelf service will be appreciated by a large section of the canoeing public.

AVONCRAFT have successfully negotiated an arrangement for Diolen and other Polyester type fibre, to be manufactured here in Britain. Also the Sole Concession for marketing the fibre to the Glass Fibre Industry, and general public.

These materials have by special process been extended from the Textile Industry, into the Glass Fibre Industry, and as a result have become an alternative to glassfibre fabrics and rovings.

By a variation of processes using glass fibre with the new Polyester fibre as a combination, weight, strength, flexibility, and rigidity can be improved, and in a number of cases by an astonishing margin.

To begin with only Diolen will be available, however by July, alternative Polyester fibres will be available, offering various alternatives in structural make up, etc.

By manufacturing in the U.K. importation costs are almost eliminated making the fibre highly competitive with that of glassfibre.

All enquiries concerning the above product should be made to **Avoncraft Polyester Sales, 30 Cavan Road, Redbourn, Herts.**

BECCLES TO BUNGAY

L.D. Race - 13.8.72

Senior B10 P2

Junior B7 P2

DETAILS FROM:

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D. Williams
52 Beccles Road
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Suffolk.

EVENTS IN IRELAND

1. Lisburn/Belfast L.D. May 6th
2. River Blackwater L.D. May 20th
3. C.A.N.I. Sprints May 27th
4. Enniskillen Sprints June 11th
5. River Bann L.D. June 25th
6. Lurgan Sprints August 20th
7. Enniskillen L.D. Sept. 16th

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1, Delmont Road,
Bangor, Co. Down,
Northern Ireland.

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TOURING DOUBLE FOR CANOE CAMPING OR JUST FUN

AMENDMENTS & ADDITIONS TO B.C.U. CALENDAR

River Arun L.D. - 2nd Worthing Scouts
9th July (not 10th September)

River Rother L.D.
29th October (not 29th September)

For details contact:

- Alan D. Duncan
- Sussex Canoeist Association
- Weald Slalom Association

Third Party Only Insurance

You will see elsewhere in this issue a note from Oliver Cock inviting those members who go on to surfing beaches to get in touch with the local Life Guards, etc.

May I also add a note inviting all such members to make sure that they have Third Party insurance cover whilst using their canoes and surf. It is thought that many Local Authorities will insist on this cover before long, and whilst the ordinary B.C.U. canoe insurance gives free Third Party cover, not all canoes are so insured.

A scheme has been arranged for those wishing to take out Third Party Only cover as follows:

"Third Party cover in the name of

.....(Assured) to cover his Third Party liability arising out of the use of any canoe owned or used by the Assured and/or members of his/her family, in an amount of:

- £ 10,000 any one accident - (Premium £3.00 in full per annum).
- or £ 50,000 any one accident - (Premium £3.50 in full per annum).
- or £100,000 any one accident - (Premium £4.00 in full per annum)."

This cover is in respect of all types of canoeing, not just surfing, but is limited to use in the UK/NI only.

If you wish to take out an insurance on the above lines, please write to:
B.C.U. Insurances,
62 Rupert Road,
Sheffield, S7 1RP;

giving full name and address, current B.C.U. membership number, and amount of indemnity required, together with the appropriate remittance.

A Certificate will be issued, valid for 12 months, and this should be carried on to the surfing beaches with you, as you may be asked to provide proof of Third Party insurance before being allowed on the surf.

Joan Baker

Fenders

by

S. Fisher

Whatnot College Canoe Club has a problem. Some of its members have reached a reasonably high standard in slalom — sufficiently high for them to require fairly light boats to prevent their performances at competitions from suffering. The other club members are fairly inexperienced but enjoy tours with the more competent paddlers on the surrounding rapid and rocky rivers. On a recent trip a boat was written off and some money was obtained from the insurance and this, together with the remains of the year's grant from the college, is sufficient to buy a new boat. The problem is whether to get a light or a heavy boat. The whizz-kids want a lightweight boat as they claim many of the lighter boats are being damaged and are getting heavy as a result of being repaired so many times, damage which is largely being done by the rabbits of the club. (All boats are owned by the club as members do not have money in the quantities required for boats.) The rabbits want a heavy boat because they say thin light boats get damaged too easily and they get into trouble with the whizz-kids when that happens, a view supported by the club treasurer.

A further problem is the disposal of the wrecked boat. To throw it back in the river would have done little to improve relations with fishermen and other local river users. The friendly neighbourhood scaffic would decline from taking it away in his dustcart while in one piece, and to cut it into bits for him seems almost heretical.

The club genius does some research and, naturally enough, solves both problems with one solution. He discovers that most of the damage on the boats is done on the keel line under the seat, and on the keel line and gunwale lines within a couple of feet of each end of the boat. He thus proposes that a lightweight boat be bought and fenders cut from the old boat to form a sheath over the vulnerable parts of the new boat, the fenders to be fitted for tours but to be removed for competitions.

The boat (*fig. 1*) has lost most of the cockpit rim and seat and the buoyancy, the front end is held on by the plastic gunwale strips and there is extensive damage to the deck and hull, particularly down one side. Ideally the end should have broken off as a rather larger piece and it is necessary for the old back to become the new front and vice-

versa. The boat is cut up (*fig. 2*) making the broken off end as large as possible while a tongue is left projecting from the other end to give protection under the seat. Any strengthening is removed from the old spine as the rib is no longer needed and will make it difficult to fit the fenders. The fenders are then fitted (*fig. 3*) over the new boat. A slit along the top edge of each fender allows for any difference in cross-section of the old and new boats and these slits can then be tied up with string through eyelets cut in the glass. The two fenders are held on by tying them together with more string through eyelets.

Provided the ends are tied on tightly performance is not seriously curtailed, indeed, fenders might be equally useful to, say, a C2 pair learning a river race course somewhere in the Alps, the hard way.

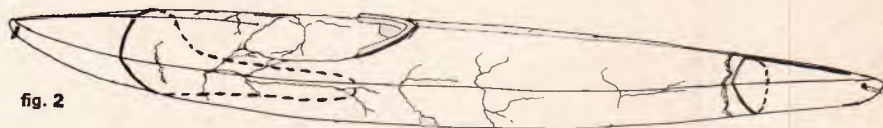


fig. 2



fig. 3

CANOEING COURSES AT GLENMORE LODGE

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Further information and booking forms from the — **Scottish Sports Council,**
4, Queensferry Street,
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Tel: 031.225.5544.

THE "SMALLS"

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BIOTA BUCCANEER PADDLES. See page 24.

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CANOEING MAGAZINE — British and International canoeing. Race reports, tours, news and photos. Subscription rate £2-20 per year: Spec. copy 15p. Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE.

OFFICIAL OLYMPIC POSTERS — attractive posters of all Olympic sports (22 different posters available by August) including CANOE SLALOM. Size 33" x 23": price 90p each including postage. Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE.

4TH B.C.U. MIDLANDS COACHING WEEK-END. Glasbury-on-Wye. 30th September/1st October. Coach/Senior Instructor training or assessment. Residential. S.a.e. for full details from C. E. Quaife, 70 Coopers Road, Birmingham, B20 2JX. Telephone: 021-554 7116 (Note changed date.)

VENEER STRUER POINTER 65 for sale, immaculate condition, used very few times. £75 o.n.o. Karen Twine, 24, Barn Crescent, Newbury, Berkshire. Tel: Newbury 2399.

MOONRAKER S3 RACING CANOE. Good condition. £15 o.n.o. Tel: Southwold (Suffolk) 3551.

GAYBO SPRINT W/W RACER. Blue/clear, 28 lbs., almost new, unfractured. £37 o.n.o. Tel: Frilford Heath (Berkshire) 436.

OLYMPIC CANOESPORT REPORT — a special 80 page issue of Canoeing Magazine, to be published early October, featuring the whole of the Olympic Canoesport Events, Slalom and Sprint Racing, plus all the results, heats, repeche, and finals. Commentary and photographs by Mike Clark, Britain's leading canoeing sport photographer, and record of past Olympic Canoesport times. Limited print run — order your copy NOW to avoid disappointment. Price 75p including postage (overseas 80p). Canoeing Press, 25 Featherbed Lane, Croydon, CR0 9AE.

AVONCRAFT FIBREGLASS UK4 — as new, plus paddles and spray-covers. £50 o.n.o. Tel. 061-736 2541.

OPEN FORUM

Dear Sir

As a professional Forrester and keen amateur canoeist I find that modern outdoor leisure garments are too often garishly coloured and clash violently with the subtle colours of river and stream.

Such loud colours are most upsetting to wild life and also, one suspects, to farmers and fishermen also. The possible safety aspect of brightly coloured clothing and craft is largely exaggerated away from the open sea.

Will manufacturers please produce articles in quiet colours for those who prefer to fit into the environment rather than to clash with it.

L. Skelton
26 Bodenham Road
Hereford

Dear Sir,

Canoeing in Britain claims to be "The Magazine of the British Canoe Union" so why, in the March issue, do we have to have a half page devoted to 'Seachute', a compressed air life saving apparatus, which has nothing to do with canoeing, and threequarters of a page wasted on a very expensive car. If I wanted to buy a car I would buy a car publication, not a canoeing magazine.

Surely you have more relevant articles to print? If you were so short of material why didn't you include my course advertisement? It reached you by Feb. 10th even if it missed the Advertisement Copy Date.

I have always looked forward to receiving *C. in B.* Please don't spoil it, we only have four copies a year.

J. Clare Allan
(B.C.U. Coach)
7 Cornwall Terrace
Penzance

Dear Sir,

The Southend Canoe Club has been in existence for about nine months to date yet there are still some who don't know of us.

We have the normal canoe club aims, also we are currently forming a corps of canoe lifeguard unit. Anyone wanting any information on the club or the local water (?) should contact the Hon. Secretary, A. F. Mullinger, 128 Westminster Drive, Southend-on-Sea, Essex.

Dear Editor,

After reading the March edition of *Canoeing in Britain* I feel I must write and tell you what I feel about page 16.

Shurly if member's wish to purchase a car, he can without the help of Mr. Wickham, who seems to have more monie than sense.

Dose he not relise that 90% of B.C.U. member's dont ern £2,463 in a year.

If we must have car's in a canoeing magazene, lets have them in a price Bracket that some member's can afford.

My advise to Mr. Wickam is "come off it" and come down to Earth. For Surly that is Where most of us are.

Mr. B. D

Exactly as written - K. Wickham

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To: The General Secretary, B.C.U., 26/29 Park Crescent, London W1N 4DT.				
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<input type="checkbox"/> I wish to pay my/our subscription of.....by cheque/postal order enclosed herewith. <input type="checkbox"/> I wish to pay my/our subscription of..... and a similar subscription in subsequent years by Bankers' Order which I have despatched to my bank.	N.B. Membership Fees FULL - 1.25 YOUTH - 75 each member			

NOTE—If you have already signed a Bankers' Order no action is necessary, unless you have changed your address or are a member of the Coaching Scheme, then we ask you to return this form with your address or the appropriate tick against the Coaching Award section.

≡≡≡≡≡ CUT HERE IF USING BANKERS' ORDER ≡≡≡≡≡

To..... Bank, Ltd.

Address.....

Please pay to the Westminster Bank Ltd., 6 Glasshouse Street, London W1.,

for the credit of the British Canoe Union No. 1 Account the sum of £.....d.

(words.....)

on the 1st November, 1972 or on such later date as this order shall be received,

and continue to pay this amount on the 1st November of every year until further orders are received from me and debit my account accordingly.

This order cancels all previous orders by me in favour of the British Canoe Union.

Name (Block letters).....

Address.....

..... Signature.....

..... Date.....

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