

CANOEING MAGAZINE



AUGUST 1971

15p



SPRINTER 3

DOWN RIVER RACER

1971

**NATIONAL CLASS 3 EVENTS
10 STARTS - 10 WINS**

TWELFTH INTERNATIONAL LIFFEY
LIFFEY DESCENT

Fastest single seat kayak (including K1)
over 8 minutes off existing White Water
Class record.

NEW - TARKA

Now after extensive testing during 1971
we are pleased to introduce to our range
of top flight slalom kayaks THE TARKA

ESPECIALLY SUITABLE FOR THE
HEAVIER PADDLER



SCORPION 3

PROBABLY THE MOST SUCCESSFUL
SLALOM KAYAK EVER PRODUCED IN
BRITAIN

SPRAYDECKS SENT BY RETURN CASH WITH ORDER

STANDARD MODEL £2-50

SPECIAL MODEL £4-00

Carriage, packing and Insurance -

One Spray-cover 15p Two Spray-covers 20p



STREAMLYTE LTD.

LANCING, SUSSEX. U.K. TEL. LANCING 62431

GAYBO



**WORLD
CHAMPIONSHIPS
12
GOLD MEDALS**



**REAL CHAMPIONSHIP
PERFORMANCE FROM
CHAMPIONSHIP CANOES
AND KAYAKS**



INTERNATIONAL CANOES & KAYAKS



WRITE FOR DETAILED BROCHURE ON OUR PRIZE-WINNING BOATS H.P. AVAILABLE

GAYBO LIMITED

1, RINGMER ROAD, BRIGHTON, BN1 9JD

Tel: Brighton 684599

CONTRACTORS TO - MINISTRY OF DEFENCE - EDUCATION AUTHORITIES

UK AGENTS AND MANUFACTURERS OF
PAVEL BONE, KLAUS LETTMANN,
& TONI PRIJON CRAFT



GRANTA TROPHY

SLALOM KAYAK

**also RANGE
OF TOURING KAYAKS**

GLASSFIBRE: WAYFARER, WANDERER, WIPPET
FOLDING: SPRITE, SILVER AIRFLOW, LIGHTWEIGHT
KITS: KITTYWAKE, KINGFISHER, KESTREL, KIWI

VISIT OUR NEW SHOWROOM AT 640 HIGH STREET,
NORTH FINCHLEY, LONDON N12.

SEND FOR 1971 CATALOGUE



**GRANTA RAMSEY, HUNTINGDON,
BOATS PE17 1HG. ENGLAND.
LIMITED Ramsey 3777 (STD 04-872)**

THE SOAR VALLEY KAYAK

**A TOP QUALITY GENERAL
PURPOSE KAYAK** which comes
complete with polystyrene
buoyancy, footrest, rolling bars,
stem and stern loops, plus a
choice of seat widths -
for ONLY £32.00

**The BEST VALUE FOR MONEY KAYAK -
also in kit form for only £25.00 (joined)**

SEND FOR ILLUSTRATED CATALOGUE

P & H FIBREGLASS PRODUCTS
76 DALE ROAD, SPONDON, DERBY, DE2 7DF.
Tel: Derby 61108. Ilkeston 3155



A sign of quality
Paddles made by
craftsmen



SLALOM

Constructed of 34 wood laminations
Shaft: Pine - Ash - Pine
Blade: Edges of Hardwood
Aluminium tip for protection

☆ £12-75

RACING

Shaft: Spruce - Hardwood - Spruce
Blade: Five-ply Moulded
Hardwood tip

☆ £6-00



TOURING

Shaft: Prime selected white-wood
Blade: Five-ply moulded blade
Hardwood tip

Ferrules: Brass, notched for
positive connection ☆ £4-00

DELUXE

Shaft: Spruce - Hardwood - Spruce
Moulded Shaft

☆ £6-00

'MARK GEES' 21, Tower Road,
PADDLE & VENEER KAYAK REPAIRS Twickenham,
PRICES ON REQUEST Middlesex.
tel. 01-892 3635

☆ Recommended selling price

CANOEING MAGAZINE

Vol. 11
Number 8
August 1971

EDITOR: Mike Clark
Circulation Manager: Ernest Clark

Editorial Office: 25 Featherbed Lane,
Croydon, CRO 9AE. Tel: 01-657 6986

SPECIAL CORRESPONDENTS

Slalom:
Susan Witter

Long Distance:
Mike Carvell

Overseas:
Frank Whitebrook
-Australia

Eric Wheeler
-Canada

Jorgen Hansen
-Denmark

Hiske Runeman
-Netherlands

Art Vitarelli
-United States

CONTENTS

CANOE SPORT COMMENT	9
AROUND AND ABOUT	11
SLALOM SCENE	13
THE MONTH AHEAD	18
LONG DISTANCE	19
PHOTO OF THE MONTH	22
AUSTRALIAN CANOE SPORT	23
INTERNATIONAL CANOESPORT	24
BUILDING IN GLASSFIBRE	25
CANAL SCENE	29
LLANGOLLEN '71	30
TRADE PAGE	31
CLASSIFIED ADS	33

COVER PHOTO

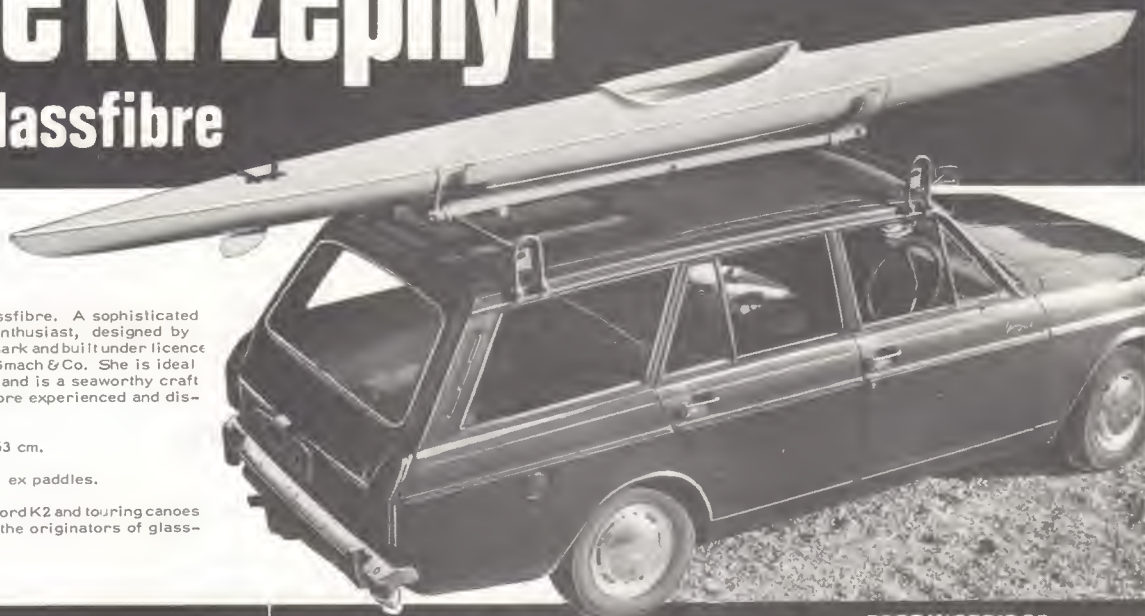
National Long Distance Canoe Championships at Worcester. Up over Diglis Weir - competitors make the return portage up the side of the weir. See Long Distance report. Photo - 'CANOEING MAGAZINE'

SUBSCRIPTION RATES: United Kingdom and Eire, £2-20: Australia and New Zealand, 5.60 Dollar: Austria, 165.50 Schilling: Belgium, 320.00 Franc: Canada, 7.00 Dollar: Denmark, 47.75 Krone: Finland, 27.50 Markka: France, 35.50 Franc: Germany, 23.25 D.mark: Italy, 4000. Lira: Netherlands, 23.00 Guilder: Norway, 45.50 Krone: Spain, 445.00 Peseta: Sweden, 33.00 Krone: Switzerland, 28.00 Franc: United States, 6.50 Dollar.

CANOEING MAGAZINE is published monthly by Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE. and printed by Kingprint Ltd, Richmond, Middlesex.

Copyright Canoeing Press 1971.

the K1 Zephyr in glassfibre



The K1 Zephyr in Glassfibre. A sophisticated single canoe for the enthusiast, designed by Jorgen Samson of Denmark and built under licence in this country by J. L. Gmach & Co. She is ideal for training or touring and is a seaworthy craft in the hands of the more experienced and discriminating canoeist.

Length 520 cm. Beam 53 cm.

PRICE £48, ex works, ex paddles.

Also builders of the Accord K2 and touring canoes in glassfibre. Built by the originators of glassfibre canoes.



J. L. GMACH & CO. LTD

FORDINGBRIDGE
9 ASHFORD ROAD,
HANTS · Tel: 2422



JH
TYPE K
£3-90
carriage 40p

A medium priced paddle featuring glassfibre blades on a shaped alloy shaft.

Details of this and other paddles from:

JON HYLAND
42 DIDDINGTON LANE,
HAMPTON-IN-ARDEN,
WARWICKSHIRE.

tel: (workshop) 021-772 7146

**GOT A REPAIR
PROBLEM?**



**THEN
CONSULT** 

GLASSFIBRE REPAIRS OF RACING OR SLALOM KAYAKS

Also agent for
LENDAL PADDLES
SABRE K1

JONATHAN WEST
17 Queens Road,
Kingston, Surrey.
tel. 01-546 0249

CANOE-CAGS

THE IN JACKET
FOR THE CANOEIST

- ★ 4oz NEOPRENE BACKED BRI-NYLON
- ★ MANDRIN STYLE COLLAR
- ★ VELCO NECK & WRIST ADJUSTMENT
- ★ COLOUR - ROYAL BLUE WITH YELLOW TRIM
YELLOW WITH BLUE TRIM
- ★ ALTERNATIVE HOOD TO COLLAR + 25p
- ★ SIZES L.M.S. PRICE £4-50 + pp 10p



CANOE CAGS & SPRAYDECKS

now used by members
of GB Slalom and Sprint Squads

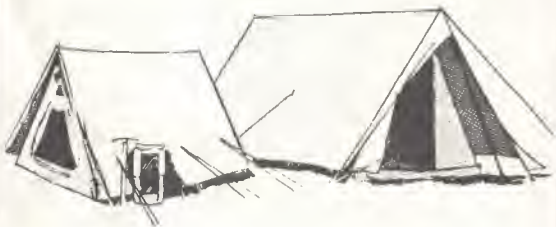
send for leaflets

HOWARTH'S SPORTS, 27 LIMEFIELD ROAD,
Smithills, BOLTON. tel 0204-43777

AGENTS FOR:- PUMA KAYAKS - LENDAL PADDLES
LENDAL ARE HOWARTH AGENTS
FOR SCOTLAND & N. IRELAND

CONTRACTORS TO HM FORCES - OUTDOOR PURSUIT CENTRE'S - ED AUTHORITIES

Travel Light... Travel Right... Travel Centresport



For the latest in lightweight tents and
equipment...plus a complete selection of the
finest Canoe Camping, Mountaineering, and
Outdoor gear, look to Centresport.

CENTRESPORT

40 Woodhouse Lane, Merrion
Centre, Leeds 2. Tel: 31024

TWO OF THE BEST!



PIRANHA AND MERANO



COMPLETE RANGE OF CANOES
& KAYAKS FOR SLALOM, DOWN
RIVER, & TOURING. PADDLES,
BUOYANCY AIDS, CRASH HATS,
& RANGE OF ACCESSORIES.

JC

SEND FOR ILLUSTRATED CATALOGUE

JAYCEE GLASSFIBRE PRODUCTS

69 Knights Hill, West Norwood, London, S.E. 27

tel: 01-670 1234 SUPPLIER TO H.M. FORCES & EDUCATION AUTHORITIES

AVONCRAFT

THE MOST COMPREHENSIVE RANGE OF
BRITISH RACING & TOURING KAYAKS

GLASSFIBRE RAW MATERIAL SERVICE

Resin from 12½p per lb
E Mat from 22 p per lb
Glass Cloth from 15p per yd

SUBA WET SUIT SERVICE

Materials and Kits

NEW CANOE TRAILERS,
'V' BARS, ROOF RACKS

NEW RANGE OF PADDLE
KITS, SLALOM, TOURING,
AND L'D

COMPLETE RANGE OF
ACCESSORIES, PADDLES,
LIFEJACKETS, CRASH HATS...

GNAT MK3 SLALOM AND GP KAYAK



ADVENTURER TOURING DOUBLE



BLIZZARD WHITE WATER KAYAK



MINNOW JUNIOR KAYAK



LIGHTNING RACING K1 KAYAK



ABOVE KAYAKS
AVAILABLE ON OUR
MOULD SERVICE

WRITE FOR THE AVONCRAFT 1971 BROCHURE OF KAYAKS, WET SUITS, LIFEJACKETS,
PADDLE KITS, LENDAL PADDLES, GLASSFIBRE SERVICES, BUILDING MATERIALS.

AGENTS FOR PADDLES
BY:

Lendal
SCOTLAND

AVONCRAFT

30 CAVAN ROAD, REDBOURN, Nr St ALBANS,
HERTFORDSHIRE. tel: Redbourn 2303

GRAND CANYON PHOTO SET



SOAP CREEK



GRANITE FALLS



HERMIT RAPID



REDWALL CAVERN



CRYSTAL RAPID

CANOEING PRESS offer the above five photographs at 16" x 20" size at a price of £4-50 - a saving of £1-00. Individual prints at £1-10 each.

CANOEING PRESS
25 Featherbed Lane, Croydon.

Please send me Grand Canyon Photo Set at £4-50 total

Please send me Grand Canyon individual prints -

'Soap Creek' 'Hermit Rapid'

'Redwall Cavern' 'Crystal Rapid'

'Granite Falls' at individual price of £1-10 each.

I enclose P. O. /Cheque for.....

Name.....

Address.....

CANOE SPORT COMMENT

Mike Clark

OUTSTANDING PERFORMANCE BY RICHMOND PAIR

With wins in both Junior and Senior K1 and K2 events at the National Long Distance Championships - held in Worcester over the August Bank Holiday - plus the majority of other major placings, going to British paddlers, a weekend of fine racing was rounded off with the news that two British sprint canoeists had gained the fourth place in the K2 10,000 metre event of the World Championships.

The pair, Robin Avery and Doug Parnham of the Richmond Canoe Club, were only beaten by the Russians, Norwegians and Rumanians, being just 22 seconds away from a Gold Medal. Behind them were crews from Hungary, Austria, Denmark and Belgium - certainly this is by far the most outstanding World Championship performance by a British pair ever. Richmond can be well pleased with this crew.



NEW TRIO JOIN 'C M'

This month I welcome three new regular contributors to 'Canoeing Magazine' - Susan Witter, Mike Carvell, and Art Vitarelli.

SUSAN WITTER, wife of Rodney Witter - Chester Canoe Club, will be making regular contributions on the Canoe Slalom and Wild Water scene, and last month we carried her fine World Slalom Championship report. Susan is director of the newly formed 'Slalom Promotions Company' and is a familiar figure at major British events.

MIKE CARVELL, a paddler from the Caterham Canoe Club, will be covering a number of Long Distance events for the magazine and no doubt making other contributions on the British canoesport scene. Mike has been in canoesport some little time and has been vocal at the last two BCU AGMs. . . .

ART VITARELLI, the American canoeist who lead down most of the rapids on the British Grand Canyon Expedition, will be making reports on both Slalom and Sprint Racing in the United States. Art is a highly competent rough water canoeist, having run the Colorado River four times, while also being a top sprinter, - competing for the United States National Team in Denmark last year.



Californian paddler Art Vitarelli.

Canoesport in Britain is getting to be a little big and many of the competitive events are clashing over weekends making it impossible for one person to cover everything. For sometime I have been worried by the lack of slalom coverage in Canoeing Magazine and, I hope in Susan Witter this gap will now be filled. The majority of Long Distance racing events will be reported by Mike Carvell but this will not mean that Mike Clark will no longer be covering events in these two sides of our sport. Indeed, the photographs still have to be taken... However as more and more improvements are incorporated in 'Canoeing Magazine' the make-up time becomes longer and the load just has to be spread.

This month 'Canoeing Magazine' is increased in page number by four sides and with this increase we bring back again the 'photo of the month' feature. Since dropping this through lack of space two years ago we have had constant requests to bring it back.

PERMANENT L-D CHAMPIONSHIPS AT WORCESTER?



BATH



CONWAY



TAY

With the success of the Open and National Long Distance Canoe Championships at Worcester, I hear there are opinions that this should be made a permanent site for the Championships each year.

While there are strong reasons for changing the site each year - previous years have seen the Championships at Bath, Conway, Bedford, Tay, Exeter and Nottingham - this gives little chance for the organisation to become anything more than 'good efforts' each club tackling the problem in their own way. Organisation experience is not passed on and some problems have to be solved at short notice each season. If the Championships were to remain in one place, experience would mount and a very slick organisation could be developed.

Worcester Canoe Club, as proved this year, has the membership to run such an event, while the course is interesting, tough, and reasonably central to the L-D enthusiasts of the country.

The original idea behind the constant change in venue for the Championships was to encourage local interest in the sport, hence venues such as Tay and Exeter, but a permanent site would also encourage a sponsor to back the event. Now I know exactly what a number of paddlers are going to say - events should

be run for canoeists and not the sponsors... Agreed, but without money from sponsors we will always be 'poor canoeists'. With sponsorship backing, a permanent site, and really slick organisation, I believe more can be done for the Long Distance sport than at present is gained by the constant change in venue. The Tay was great with spectacular shoots, but the populace was lacking and vantage points on the river few. Nottingham had the crowds, but the river is a little too flat. Bath-Bradford has a unique course, but again lack of crowds and poor access for any number of people. Conway, a good course but lack of populace and local canoeists. Bedford has a good course but again vantage points are unsuitable for crowds. Exeter was in many respects better than this year's Worcester event but the venue is not central, the populace not so great as Worcester and vantage points lacking. Worcester is the first venue where 'Liffey type' crowds were at each of the weirs. These were not just hosts of club supporters, but the real local people - just the sort of publicity our sports needs....

I for one would be pleased to see Worcester as the permanent course for the Open and National Long Distance Championships.

BEDFORD



NOTTINGHAM



EXETER



AROUND & ABOUT AROUND & ABOUT

L-D COMMITTEE MEETING

The next meeting of the Long Distance Racing Committee will be held on Saturday 23rd October at 2 p.m. at Arbury Junior School, Carlton Way, Cambridge. Clubs affiliated to the B.C.U. are reminded that they are entitled to send two of their members to this meeting, one of whom may vote. Don't moan to your clubmates about things, let's see you at the meeting!

WATER SPORTS STUDY

The Sports Council, in conjunction with the Greater London and South East Sports Council Research Unit, are carrying out a detailed Minority Water Sports Study. A survey of water sports clubs will be carried out this autumn, initially through a questionnaire which will be sent round to all BCU Affiliated Canoe Clubs in England and Wales; it will also be sent to other known canoe clubs in the South East (Kent, Surrey, Sussex, London, Hampshire, Essex, Bedfordshire, Hertfordshire, Buckinghamshire, Oxfordshire, Berkshire, and the Isle of Wight).

Club secretaries who receive this questionnaire are requested by the British Canoe Union to fill in as much of the questionnaire as they can and return without delay. Even if it is not possible to complete all the answers, they are still asked to return the sheet. If any secretary wants advice, they can write or telephone Peter Rogers, 52 Cascade Avenue, London, N10 3PU (tel: 01-486 6339 office: or 01-444 8591 home).

The purpose of this survey is to find out our requirements for water facilities, so please help out - or you will have no cause to moan in future years about the lack of available water for our sport...

RICHMOND MARATHON

The Richmond Canoe Club Marathon K2 Race, held on the Thames during August, proved to be an interesting spectator event for those with enough knowledge to find all the weirs and vantage points down the 26-mile course. Some 30 crews of both Senior and Junior raced off the start at Runnymede bound for the Richmond Canoe Club.

The race was run under Sprint Status and thus we find such crews as Tandy/Chandler and Leach/Wetherall classed as Juniors - still it did make for interesting racing. As might be expected the host clubs crews were well to the fore, Boshier/Greenaway taking the win in the Senior event with a time of 2hrs 31min 30sec. Baker/Handyside were only minutes down and in fact three leading crews had been wash-hanging one another for the greater part of the race. In the Junior Event the win went to Leach/Wetherall of Richmond with 2hrs 35min 00 sec., followed by the Bradford-on-Avon crew of Purchase/Hoskins, the Longridge crew of Cornish/Webster gaining the third place.

Third in the Senior Event was that of Vitarelli/Evans, an American crew who were over in England for some weeks to compete the L-D Nationals, Liffey Descent, and any other events going. On the Thames this crew was a little handicapped by not knowing the water and lack of portaging experience - in the States there is no Long Distance Racing as we know it here. The crew did well to hold on to the leaders and finished only six minutes down - time that was certainly lost over each lock...



Top: Start of the Marathon at Runnymede.
Bottom: Baker/Handyside leading in crews at the first weir.

SQUIRES-GOODWIN



Saturday 18th September saw the marriage of Pauline Squires and Jon Goodwin at Parish Church of Holy Trinity, Coventry. The reception was later held at the Coventry Civic Hall and top slalomist numbered among the some two hundred guests. I am sure I speak for all our readers when offering sincere congratulations and every happiness for the future to this popular couple around the slalom scene.

NEW CANOE CLUBS

EAST SOLENT CANOEING CLUB - A small canoeing group recently formed, at present without premises, but active in canoe camping, expedition work, and training. Persons in the area interested should contact: Brian Cox (Chairman), 10 Staples Reach, GOSPORT, Hants, PO13 OEY. Tel: Fareham 3530.

SOUTHEND CANOE CLUB now a going concern and their aims are, naturally enough, water safety, the promotion of canoeing in the area and the eventual formation of a local Corps of Canoe Lifeguards. Anyone requiring information about the club should phone or write to:- Brian Smith, 128 Westminster Drive, Westcliff on Sea, Essex. Tel: Southend 523836.

UNOBTRUSIVE FENCE

The Sport Commission of the Olympic Organising Committee have voted unanimously in favour of separating the men's section of the Olympic village from the women's area by means of a "fence of inconspicuous design". It has not yet been decided whether the fence is to consist of trees and bushes, of wood and wire, or of some other material.

In the light of experience at former Olympic Games, the organizers consider the separation of the Olympic men's and women's villages to be indispensable - not because they wish to assume the role of chaperones, but because of the very varied problems entailed in caring for the 10,000 occupants of the Olympic village.

Munich (Olympia Press).

OLYMPIC POSTERS



As mentioned in the June issue of the magazine, there is now available an Olympic Canoeing Poster. 'Canoeing Magazine Sales' have acquired a number of these for re-sale, as well as a limited number of other official posters. The price of all Olympic Posters is eight D. mark which plus duty converts to 90p - including postage. Posters available at present: Canoeing; Gymnastics; Athletics; Equestrian; Yachting; and the Standard. By August of 1972 all 23 sports will be available in posters.

All the above posters are now in stock and available by return second class post, and rolled - not folded. Size 33inch x 23inch; price 90p each, U.K. or overseas.

AROUND & ABOUT
AROUND & ABOUT

SLALOM SCENE

Susan Witter

REGIONAL SLALOMS

With all the bickering that is going on over regionalisation it was interesting to attend Chester's open and Novice slalom at the beginning of July. This event is now so popular that 100 entries had to be turned away. The organisers were compelled to work to a first come, first served arrangement for entries, which is surely most unsatisfactory for everybody. How much better if such a junior event were only open to paddlers from the North West and Midlands.

Each region could organise its own minor events at which the standards of organisation would not have to be so rigorous as at the present national slaloms. The atmosphere at such regional slaloms would be less tense and 'competitive' and everybody would surely enjoy them more. The main stumbling block to the acceptance of regionalisation it seems is the method of progression from being a regional paddler to gaining promotion to the national third division. Whilst most people agree that regional competitions are a good idea, they can not immediately see a fair and equitable method of organising the promotions from the different regions. Various methods such as points systems are suggested but I feel that in the early years we may have to proceed very much by trial and error. Anyway I think that once the major principle of three national divisions and everything else organised exactly as a particular club or region wishes, is accepted, then the details will soon fall into place.

One has only to look at the thriving Weald Association of canoeists to see exactly what regionalisation can achieve. Here is a group of clubs promoting a series of 'closed' events and giving its members more slalom competition than they would achieve on the national circuit. It would be only a small step to arrange a system whereby such a member qualified for the national third division from his results at club events.

CONSULATE INTERNATIONAL

It is good to see that the Llangollen International has found a sponsor in Rothman's and that the event this year is to be known as 'The Consulate Inter-

national Slalom'. Obviously this company thinks there is publicity to be gained from slalom so let us hope that their experimental investment is a success. An idea of the organisers this year is to ensure adequate hosting of all the competitors by allocating to each nation a club whose members will be responsible for looking after that nation's entrants. This should avoid criticisms of previous years that everything was laid on for the East Germans and that nobody else got a look in.

The International organisers have found, in consultation with the television people, that slalom as we know it is basically too complicated for screening. Essentially the viewer is unable to identify with the competitor and with the competition because he does not know why a particular penalty has been incurred. The suggestion is that a similar scheme to ski-ing might be tried where the only penalty for failing to take a gate correctly is disqualification.

'Correctly' might be defined as getting one's head and shoulders through the gate in the right direction. Thus penalties would not be awarded for swinging poles and the competitor and viewer would be interested only in time taken down the course. Much the same sort of design of course as used at present would be needed.

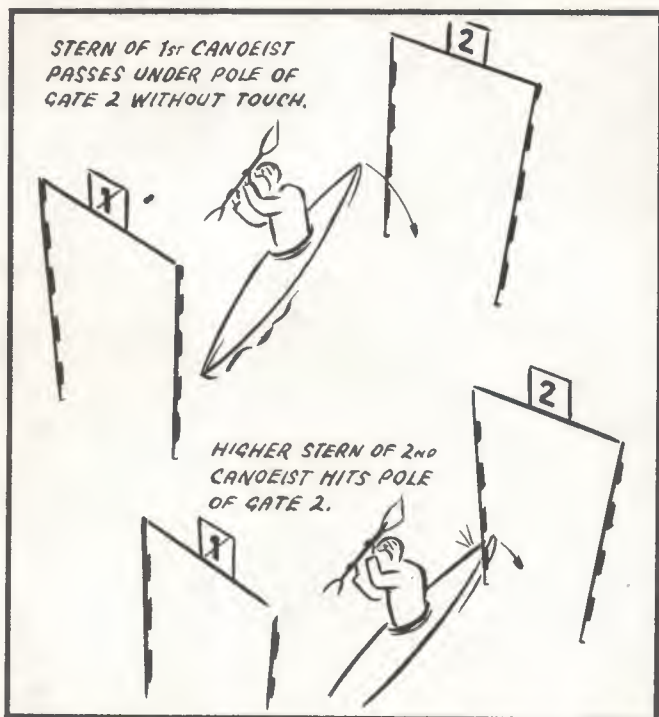
Anyway the International organisers have decided to try and hold a small experimental slalom in conjunction with Reading's Grandtully event to try out these possibilities. The result is to be evaluated and the Slalom Committee can decide whether or not the format of any future (certainly not in 1971) event for which publicity and television is desirable needs to be changed. It is however, expected that the International at Llangollen will again be televised this year on the Saturday afternoon programme 'World of Sport' - watch out for it if you are not actually going to Llangollen.

UNCERTAINTY OF RULES

Any change in canoe slalom is certainly not to be undertaken lightly as the new penalty rules rather prove. Even now with the rules having been in use for almost a full season, it is rather disturbing how few people really understand the changes which have taken place. In particular of course, the definition of the start of an attempt on a gate has been dropped. The year book says that this definition is unnecessary since repeated attempts at a gate are permitted (provided the body has not yet cut the gate line). However I suggest that the matter is not as easy as that and that we should have a definition of the start and finish of an attempt. Firstly we need it for the timing of the competitors through the team gate and secondly let us consider such a definition in the case of two consecutive gates close together.

Let us consider gate 1 a forward upstream gate in the slack, breaking out for which there is some danger of striking or breaking the gate line of gate 2, a forward downstream gate in the main stream below gate 1. The first competitor breaks out for gate 1 but in doing so his stern breaks the gate line of 2 by passing under the poles but not striking them. I think it is fairly clear under the new rules that he

has incurred no penalty and is free to continue with his attempt at gate 1. The second competitor does the same thing but his higher stern deck strikes a pole of gate 2, then comes out into the slack water. Clearly the minimum penalty which he can now get on gate 2 is 20 (it may be 50 if he does not subsequently negotiate the gate correctly). However the real question is: Is he free to go ahead and attempt gate 1? The rules say that gates must be taken in order, however we do not know that his attempt at gate 2 has started, even though he is assured of penalties on it, since the rules say that no definition of the start of an attempt is necessary.



However logic tells us that he has in fact started on gate 2 since it was live when he hit it. I suggest therefore from the foregoing that a definition of the start of an attempt is most necessary. Possibly something like 'The attempt on a gate is defined as beginning when either the competitor's body breaks the gate line or when he strikes a pole of that gate' would do.

Anyway it will be interesting to see whether the latest ICF rules which are to be published in English this autumn, throw any light on the problem.

AUGSBURG COURSE

The high point of the month was the international slalom on the new Olympic course at Augsburg. The West Germans have designed and nearly completed a canoe slalom complex which will be the envy of every canoeing nation. As well as the new course they have constructed four new bridges over the river, a number of buildings for administration, club rooms, etc. and have landscaped the whole area most pleasantly with trees, shrubs and turf. The river course itself is naturally the most inter-

esting item. Essentially half the course is the old, fast flowing Eis Kanal, which has been gingered up with the addition of a few 'rocks'. (These are smooth cement covered humps given such names as Moby Dick and Avery Brundage the latter so named presumably because of the turbulence it leaves in its wake). Then the stream divides, the Eis Kanal continuing into the town to serve the water works and industry, whilst the slalom course continues down a brand new channel which returns it to the main river bed.

The total length of the course is 660 metres, of which 350 metres is the new channel.



Kayak paddler covered in spray on the Olympic course at Augsburg.

Some of the dimensions of the course give new hope to the plan for the construction of a slalom course at Holme Pierrepont on the Trent. Although the head of water available on the British site is about half that of Augsburg, the water flow available is at least double. This leads one to conclude that with careful design a very acceptable world class course could be designed at Holme Pierrepont, especially in view of two factors. Firstly all the available head is not made use of at Augsburg for the slalom course and secondly, 660 metres is quite a long course, 400 to 500 metres would be quite adequate at the Nottingham site. Some idea of the costs involved was also gained at Augsburg where they have spent 4 million Deutschmark purely on the course construction and the bridges. Thus one would guess that a shorter course with perhaps only one bridge, should not cost more than £300,000 over here. That sort of money should not be too difficult to find to make what would be, with the existing administrative buildings, one of the top slalom venues in the world.

AUGSBURG COMPETITION

To return to Augsburg, the resulting water flow down this new course is extremely strange. Far from being stable it hunts and surges in the eddies, out of the main stream, rather like a Thames weir. This one suspects is due to the vertical sides of the channel - a natural river with sloping banks giving more stability to the water flow. Consequently our paddlers were far from happy on the water and the results certainly showed this for each nation; out of the four events the West Germans took the top places in all, thus proving the value of training and practice on this unusual course. Our results were not good although one should mention Ray Calverley in Kayaks who finished well up and Gay Goldsmith in C1 who came a very creditable 8th. In the women's event newcomer Vic Brown is to be commended on her 10th position. The C2s were another story altogether - of our four crews not one finished the course on either run. Having said that it should be pointed out that out of 26 starters only 12 finished on both runs, and the only C2s besides the Germans to stay upright, were Steindl-Mullneritsch (Austria) and Olry-Olry (the French 1969 World Champions). It is clear however that with practice both at Augsburg and such places as Hambleden and Marsh Lock, our Canadians will be able to hold their own and put up a good show at the Olympics (where, let us remember, the important thing is to take part and not necessarily to win).

It was, however, a little upsetting to find that the West Germans were not exactly playing in their desire to win the medals and give their competitors the maximum practice. Whilst they had invited an entry of four per class from other nations, one was surprised to find eight West German names on the Start list. The best interpretation one can put on this is that it was extremely bad manners and at worst it smacks of skulduggery and jingoism. Anyway the BCU would do well not to let such actions on the continent tempt us into similar bad manners at internationals in Britain.



All photos by John ALBERT.



1. C2 crew of Nusing/Hitz from GFR, 3rd in their class.
2. Gay Goldsmith of Great Britain, 8th in the C1 at Augsburg.
3. Spectacular shot of Rook/Schmidt of GFR competing at Augsburg.
4. Winner of the C2 - Schuhmacher/Baues of GFR.
5. Bremmer of GDR at Augsburg - he could only make 12th place in the K1.
6. 4th place winners in the C2 event Steindl/Mullmeritsin of Austria finding at least one gate to miss!



GRANDTULLY SLALOM

The August Bank Holiday weekend saw the third leg in the National Championships at Grandtully. The Tay is usually regarded as being one of the most stable of our slalom courses with only a slow rise and fall - it was not so on this occasion however. The river had been very low and a course with many upstream gates had been erected, heavy rain on the Friday night, however, caused the river to rise some eighteen inches and the team event on the Saturday was delayed whilst course adjustments were carried out. The new course was more of a downstream affair and resulted in somewhat faster times being returned. Because of the delay the team event had to be restricted to one run per team. Manchester showed their mastery of the water and won the event from Reading with Chester in third place.

It says a lot for the administration of this difficult event that the organisers, Reading Kayak Club aided by St. Bede's and others, were able to recover so quickly from this setback of so great an increase in the river level. Altogether the organisation of all aspects of the competition was first class, although one does rather feel that the weekend was overloaded with too many events. By the time the organisers had put on a judges' event and the Youth Championships, there was hardly a spare moment in the day when something was not going on. In spite of this the timing of the events was hardly geared up to spectators. Everything finished about 4 p.m. on Sunday afternoon, just when the maximum number of spectators had arrived on the site. This, coupled with the lack of any sort of public address

system, must have frustrated the onlookers more than a little. Organising a slalom at Grandtully will always be a problem, however, due to the vast distances everybody has to travel and the desire to pack up and go home as soon as possible after the event. Slalom will never become the spectator sport which it deserves to be until we are able to cater for the spectators by providing them with well publicised and convenient events and up to the minute information during the competition. Perhaps the answer could be Holme Pierrepont where everything we need is provided, except the slalom course!

As for the results at Grandtully the men's K1 was handsomely won by Ken Langford with Ray Calverley second and newcomer Alan Edge from Manchester in 3rd place. Ken has really come back on form lately and should make the trip to Augsburg next year. Alan Edge has been slowly moving up the results lists and this is the first time that he has achieved a placing - we shall be hearing more of him. Heather Goodman won the women's event with Vic Brown second. It could be argued, however, that this was an artificial result since Pauline Squires was not competing, as it seems she did not send in an entry in time. The C1s were won by the powerful paddler from Edinburgh, Rowan Osborne with visiting American international paddler, Wick Walker second. John Wilde improved on his usual standing to take a very good third place. In the Canadian doubles the crews were out to put up a good show after the debacle at Augsburg the previous weekend. The final result in this class was first Williams/Allen with Court/Goodwin second, whilst the Witter brothers came in third.



6

the month ahead

OCTOBER



LONG DISTANCE

3rd/PANGBOURNE, SJB12P2. Details: L.D. Organiser, Dolphin House, Whitchurch Road, Pangbourne, Berks.

10th/CATERHAM, S12P8/J8P5. Details: M. Carvell, 120 Stafford Road, Caterham, Surrey. (CATERHAM CC).

17th/KENNET VALLEY, S15P15/J11P11. Details: M. Browey, 1 The Pentlands, Kintbury, Nr. Newbury, Berks.

24th/CAMBRIDGE, S11P4/J8P4. Details: A.C. Smith, Downing College, Cambridge. (CAMBRIDGE UNIV. CC)

31st/LONGRIDGE, S14P2/J9P2. Details: P. Lee, NSBAC, Longridge, Quarrywood Road, Marlow, Bucks.



SLALOM

3rd/POTACH, 3rd O.N. Details: A.W. Maxwell, Dept. of P.E. Aberdeen University, University Road, Old Aberdeen. (ABERDEEN UNIV. CC).

3rd/BULTH, 2nd O. Details: B. Cubberley, 24 Bolton Road, Wolverhampton, Staffs. (WORCESTER CC).

3rd/LEVEN WILD WATER TEST. Details: E. Totty, Craigmuir, High Knott Road, Arnside, Westmorland, (LAKELAND CC).

10th/LLANGOLLEN TOWN, 1st. Details: R. Witter, 5 Walnut Close, Upton by Chester. (CHESTER CC).

17th/LLANGOLLEN INTERNATIONAL SLALOM.

24th/LLANDYSSUL, 3rd O. Details: K. Valteris, 39 Laurie Crescent, Westbury-on-Trym, Bristol. (BRISTOL UNIV. CC).

24th/LEVEN WILD WATER TEST.

31st/ROUAL DEESSIDE RACE 1. Details: A. W. Maxwell, Dept. of P.E. Aberdeen University, University Road, Old Aberdeen. (ABERDEEN UNIVERSITY CC).



YOUTH EVENTS

3rd/AVONCRAFT YOUTH SERIES - CHELMSFORD. Details: E. Boesch, 44 Longstumps Avenue, Chelmsford, Essex.

17th/AVONCRAFT YOUTH SERIES - HEYBRIDGE. Details: D. Courtman, Fairplay House, Wickham Bishops, Witham, Essex.

31st/AVONCRAFT YOUTH SERIES, 1971 FINALS - BEDFORD.

ASSESSMENT COURSES

Assessment courses for the Senior Instructors Award will be held at Bisham Abbey on the following dates: 1st to 3rd October; 7th to 9th (April (1972)).

These Assessment Weekends are intended for BCU Instructors who wish to be 'up-graded' to the new Senior Instructor Award. Examiners will be BCU Hon. Coaches and the fee is £5.00. Further details can be obtained from: CCPR (L & SE) 160 Great Portland Street, London, W1N 5TB. Tel: 01-580 9092.

CANOE ROLLING



Canoe Rolling starts again in London for the winter season on October 5th. Rolling will be at the Fulham Public Baths on Tuesday evenings. (North End Road, Fulham, S.W.6.) Joining fee is 50p plus 15p per session. Beginners particularly welcome. Details and entrance tickets from: S.F. Holtorp, 54 Claygate Lane, Hinchley Wood, Esher. Tel: 01-398 3118.

LONG DISTANCE

Mike Carvell

NATIONAL CHAMPIONSHIPS

"This year's Nationals will be bigger and better than ever before", thus stated the handouts issued by Worcester Canoe Club, this year's organisers. And this is what they proved to be! The course was highly interesting, but for K1s it was also quite a tough one being over 14-miles on the Severn and Teme Rivers.

The start was just above the Worcester Road Bridge and competitors had to race upstream for some 2½-miles to Bevere Weir which had to be portaged on the left, and then, after turning around the island above, the weir was shot down the left side. From here it was back downstream past the start to Diglis Weir, which could be shot down the salmon shoot, or as favoured by most, down the weir face itself. After a further three-quarters of a mile the entrance of the Teme was reached, and this narrow fast flowing river required considerable watermanship to negotiate to Powick Weir, which then had to be portaged. In a pool some 50-metres above was the turn buoy, and after this had been passed, it was possible to go down the sluice and race back the Teme, up the Severn, portaging at Diglis and on to the finish at Worcester Canoe Club.

With teams from Spain, Holland, Belgium, Denmark, and Austria, together with entries from the

USA and lone Swiss girl, plus a very large number of home based paddlers, the standard of competition for the Championships was in prospect very high. Thus with some of our top paddlers away at World Sprint Championships, on paper it looked as though we would be hard pushed to keep some of the titles from going overseas - but events proved the theorist wrong!

The first event was the K1 held on the Saturday, and with some 200 starters, the scene at Worcester Road Bridge proved a real spectacle. From the gun, it was not possible to tell who would be first to show but by the clubhouse the leading group was seen to contain most of those who would contest the latter stages, with Martin Boshier, Brian Greenaway and Chris Baker all of the Richmond Canoe Club being the first three, but with Norman Jackson of Grappenhall, Norman Mason of Nottingham, Mike Perrin of Royal, and the better placed Spanish and Austrian paddlers all closely bunched. On up past the race-course and on towards Bevere the lead was always changing, but as they came down the shoot Mason was just leading from one of the Spanish, whilst Muller of Austria, Jackson, Boshier, Greenaway, Baker and Perrin had joined in the leading group by Mike Pawlow of Royal Canoe Club.

Back past the start, Mason was just holding the lead, but the leading group were all in very close contention. Over Diglis Weir came the first paddler and to the delight of the crowd it was one of the home team - Mason, followed by the Spaniard, Muller of Austria, and Perrin. As the leading group raced on down the Severn heading for the Teme, the rest of the field started to come over Diglis fast and thick.

Up the Teme Jackson started to make headway and for the whole of this narrow twisting section of the course the two Normans fought a cat and mouse battle for the lead, whilst the leading Junior - David Lawrence of Royal - was always close on their heels. It was over this section of the course that those in difficulties came to grief, including Perrin who had the misfortune to break a paddle.

At the turn the order was Mason, Jackson, Lawrence, Pawlow, Muller - and in close contact all with one another. By Diglis Weir on the return trip





1. Neck and neck over the return portage of Diglis Weir - N. Jackson and N. Mason.
 2. K2s up over Bevere, the Royal crew of Lawrence/Tilford leading Richmond crew of Tatum/Kolar.

3. One of the funniest pictures of the weekend was among the spectators - Sam Marsh dashing across a field between vantage points took a header into a mud stream.

4. Winner in the Womans K1 Jane Rowse of Longridge making the portage of Diglis.

5. K2s making the portage of Diglis Weir.

6. Ann Linder of the USA taking last minute instructions from boyfriend Art Vitarelli.

7. Over Diglis Weir - a K2 from Longridge makes good judgement in placing craft over the weir sill.

Photos - 'CANOEING MAGAZINE'



the crowd saw the leaders come through with the only change being that Jackson was holding a fractional lead over Mason, a lead that he continued to hold over the finish thus completing a hat-trick of wins in this event. In third place overall came Lawrence who paddled a great race to win the Junior title by a considerable margin, whilst Pawlow gained the third place in the Senior event to give the home paddlers a clean sweep of the K1. In the Womens event Jane Rowse of the Longridge Canoe Club lead the race from start to finish, thus successfully defending the title she won at Exeter last year.

Sunday, as last year, was turned over to a Sprint Regatta, and thus gave most paddlers a rest before the K2 event on the Monday.

The start of the K2 on Monday saw just over 100 K2s on the start line just above the road bridge, and as in the K1 most of the crews were crowding the right-hand bank, which was to prove disastrous for quite a few. From the gun Boshier/Greenaway went off like a bullit, with Baker/Handyside in hot pursuit and the Junior crew of Lawrence/Tilford well up with these two. Now, just what happened under the railway bridge a few hundred metres from the start will not be known, but the ensuing collision of which Lawrence/Tilford was part but came from without a mark, caused hot favourites from USA, Belgium, Holland, Ireland, and Spain, out of the race with damaged craft. Meanwhile, the Nottingham crew of Mason/Gray had opted for the lefthand bank with the result that when they moved across at the clubhouse they were already in third place. Just above here the Royal Signals crew of Pawlow/Wink hit their first piece of bad luck when Pawlow had his paddles broken, and by the time they had been given a new pair they had slipped well back.

At Bevere Weir the order was Mason/Gray, followed by Boshier/Greenaway and Baker/Handyside, with Lawrence/Tilford in close attention, the order remaining unchanged back past the start. As the spectators waited at Diglis Weir, the first crew down the face were Mason/Gray, going in great style and having opened up a lead on the next two crews of some 150-yds. Next over the sill were Boshier/Greenaway of Richmond, with Lawrence/Tilford of Royal coming down almost at the same time, and the two crews raced neck and neck for the Teme. Following them came Baker/Handyside still going well but showing signs of the early pace. Then after what must have been a marathon task to pull through the field, came Pawlow/Wink in hot pursuit of the leaders.

Up the Teme Mason/Gray put the latter's local water knowledge to good use and lengthened their lead to almost two minutes by the turn, with the Richmond crew of Boshier/Greenaway still holding on in second place, the question now was would the Nottingham boys be able to hold on to their slight lead in the closing stages. The Junior crew of Lawrence/Tilford still held a commanding lead over the rest of the field, and the real battle was going to be for second place between the Spanish crew and that of Cornish/Jackson from Longridge.

Back down the Teme the crews raced, while back at Diglis the great crowd of spectators waited their arrival for the last portage - the first crew round the bend was still Mason/Gray, looking very tired, and with Boshier/Greenaway having closed the gap to little more than a hundred yards and still gaining.

Just 200-metres from the finish the Richmond crew took up the lead from Nottingham - the crew that had the greater part of the running - and gained the win by some three lengths. In third place came the Spanish crew of Cueto/Rodrig, thus preventing the clean sweep by British crews of the Saturday, whilst Pawlow/Wink had another piece of bad luck in the breaking of a paddle portaging Diglis and had to be content with a fifth place.

In the Junior event Lawrence/Tilford pulled off a very fine win and thus Lawrence added the K2 to his K1 win of the Saturday, while the poor Spaniards did not have a good time at all, as their Junior crew, although finishing in second place, were disqualified for portaging Diglis Weir on private ground. Thus Cornish/Jackson of Longridge moved up into second and Brown/Speight of Nottingham gained third.

For the Womens event, Jane Rowse/Di Lawler gained the win over Chris Battie/Pat Longford.

The events of the weekend certainly proved to be highly successful, although the Sprint Regatta was rather poor and ran way over time. However with the largest mass of racing kayaks ever seen on a British river going off the start on Saturday and the Monday, it could not have failed to impress the Rt. Hon. Peter Walker MP, Secretary of State for the Environment, who opened the Championships and presented the prizes.

The only note of real criticism was the cost to the paddler - for this event we MUST get sponsorship if the Championships are to improve and become a public spectacle, the cost cannot be borne by the paddlers....

RESULTS

WOMENS EVENTS

K1

Jane Rowse
Longridge CC 2. 37. 14
K. Clarke
Ireland 2. 45. 49

K2

J. Rowse/D. Lawler
Longridge/Richmond 2. 26. 29
C. Battie/P. Longford
Royal/Longridge 2. 35. 20

SENIOR EVENTS

K1

N. Jackson
Grappenhall ACC 2. 09. 10.
N. Mason
Nottingham KC 2. 09. 19.
M. Pawlow
Royal Signals CC 2. 13. 23.

K2

M. Boshier/B. Greenaway
Richmond CC 1. 58. 10.
N. Mason/C. Gray
Nottingham KC 1. 58. 17.
L. Cueto/J. Rodrig
Spain 1. 59. 02.

JUNIOR EVENTS

K1

D. Lawrence
Royal CC 2. 11. 36.
J. Luis
Spain 2. 16. 02.
A. Bennett
Pangbourne 2. 16. 02.

K2

D. Lawrence/G. Tilford
Royal CC 1. 59. 11.
T. Cornish/A. Bennett
Longridge CC 2. 02. 01.
S. Brown/T. Speight
Nottingham KC 2. 08. 40.



Crews on the Richmond Marathon making a portage
or shoot of the lock bypass at Bell Weir.
Photo - 'CANOEING MAGAZINE'

AUSTRALIAN CANOE SPORT



CANOE CLUB MAGAZINES

Communication between clubs both interstate and within state borders is increasing, not only through the service supplied by Canoeing Magazine, but by way of the increasing numbers of club Journals which are being produced. It is the custom of clubs, within NSW at any rate to post a copy to all other clubs.

In West Australia, 'Canoe Review' is the official Journal of the Touring Canoe Club of that State, the Secretary is Mary Rossini Flat 205 128 Carr St., West Perth. Amongst other articles, the August edition gave an account of the crossing of Bass Strait by three slalom canoeists.

Peter Richards (21), his brother Ian (24) and Rodney Harris completed the trip as a trio. The trip was planned from Wilson's Promontory which is the southernmost part of Victoria. The next stop was Hogan Island (about 20 miles), then Deal Island in the Kent Group (approximately another 20 miles), then about 25 miles to Flinders Island which is long enough to have merited two stops, then Preservation Island and finally Cape Portland in Tasmania. A total distance of 150 miles.

They are the first to have done the trip solo from north to south. The reverse had already claimed the death of an oarsman who had attempted it some time before. The article mentions that the greatest test was 16 hours of force five winds and 12 foot waves. One paragraph of a Melbourne newspaper said that:

"When a plane found them they waved and shouted and rolled their kayaks over in the water in a 'victory roll'."

The River Canoe Club of New South Wales publishes "Splashes". The Secretary is Glenys Thomson, Box 2192 G.P.O. SYDNEY. It records in detail experiences of John Egger whilst in England and at Merano. A highlight of their programme will be the Xmas trip on the Macdonald and Namoi Rivers.

Canobalas Canoe Club has a delightful little monthly brochure called 'Flotation!'. The Secretary is John Sumegi, 358 Peisley Street, Orange. Of course, the main item of interest is John Sumegi's trip to Rumania to compete in the Junior European Championships in August. The Club really got behind



Alan Mackey, teacher at Dapto High, demonstrating slalom skills at Uriarra.

John in helping to raise finance. Their efforts included a very successful street stall. It takes \$1000 to get a junior to Rumania.

'Paddelyn' is the catchy title of the Karen Lyn Touring Canoe Club's journal. The Secretary can be reached c/o Box 513, NEWCASTLE 2300. NSW. This club is ardently becoming involved in the task of the manufacture of boats for the coming summer.

Trinity Canoe Club of Victoria under the guidance of Roy and Jane Farrance publish their Newsletter. They can be reached at Trinity Grammar School, 60 Wellington Street, Kew. Jane is also Treasurer of the Victorian Amateur Canoe Association. The Secretary is Mrs. D. Macpherson of 322, The Boulevarde, East Ivanhoe, Victoria.

The Illawarra Canoe Club publish monthly, 'Kungarra News!'. This magazine is registered for transmission by post as a periodical. In the last number are set out the exercises recommended by the NSW Slalom Committee State Training Squad. The secretary is Hugh Fowler 38 Oaklands Avenue, Windang NSW.

A Newsletter from the newly formed Southern Tablelands Canoe Club that in the first three months of its existence, it financed an order of \$700 for bulk purchase of fibreglass to manufacture club members boats. The Secretary is John Bollen, Sydney Road, Goulburn 2580 NSW.

The new Secretary of the New South Wales Association is Bob Lawton, who can be reached c/o Sports Union Macquarie University, Eastwood, NSW.



Slight difficulty for a canoeist running 'Three-stager Rapid' on the Thompson River (about 150 miles N.E. of Melbourne). The paddler did however manage to recover from this, although swamped for the rest of the rapid!
 Photo - Ross KAIREs, Whitehorse Canoe Club.

INTERNATIONAL CANOESPORT CANADIAN PADDLING

In the Province of Quebec, the trials for the Canadian Championships have been held with Quebec City completely dominating the four clubs from Montreal. In the men's senior kayak event, the three Oldershaw brothers and Jean and Denis Barre were responsible for Quebec placing first and second in K4 and K2. They placed one through five in K1. Brian Hobbs, also paddling for Quebec City, won an upset decision by inches over Bill Lobban of Chateauquay in senior C1. However, Lobban teamed with Bob Kay, went on to win the C2 event.

On the international scene, five paddlers from Dartmouth, Nova Scotia and Toronto, Ontario, have been training for the past two months in Budapest. This is the second year that these competitors have trained there. Lee and Wood, Canada's best C2, are our top hopefuls for Munich 1972.

Top: Start of the Junior Womens K2 event.
 Bottom: Brian Hobbs - no 4. - of Quebec City takes a lead off the start at the Quebec Championships.



BUILDING IN GLASSFIBRE

THE ESPADA YOUTH K1

In the first two articles on the techniques of building in glassfibre (Canoeing Magazine May and June issues), we had a close look at the different procedures involved. This third part of the series shows in photographs the building of the Espada Youth K1.

The mould for the Espada was obtained from The Northern Wild Water Centre, but a second firm also produces moulds for the craft, that of Trylon Limited. The glassfibre kit was obtained from Strand Glass Limited, but here again there are a number of firms who will supply glassfibre materials either in kit form or as required and a list of these is given at the end of the article.

Our first step in building is to prepare the mould, both hull and deck. Photo 1. shows the hull being polished. The polish should be free of silicones and applied with a soft clean rag. The mould should be coated and polished two or three times for on this result depends the finish of your kayak.

Photo 2. Next a coat of release agent should be applied, and here again the best way is with the use of a soft rag rather than with a brush. Only a thin smear of this is required and may not be required at all if the mould is well used and in first class condition.

Photo 3. The Gel Coat is next applied to the mould both hull and deck, and, if you start with the deck this will be dry by the time you have finished coating the hull. Note here the use of a fair sized brush and the liberal application of the Gel Coat Resin. This resin should not be re-brushed once you have applied it and if brush marks are visible there is no need to worry for they will not be seen when the kayak is finished. However take care to completely cover the mould as any uncovered area will show through the glassfibre on the finished surface of the kayak.

Photo 4. While the Gel Coat is drying the glassfibre mat can be cut to the shapes recommended in Fig. 1. and 2. A sharp knife should be used for this and note use of knife cutting away from the hand; a sharp pair of scissors may also be used as in Photo 5.

Photo 6. A small quantity of resin should now be made up - as recommended in second article - and brushed over area of deck mould to first shape of mat. Photo shows first area of mat being pushed into place, note overlap at the mould edge and brushing on of resin when in position.

Photo 7. Areas of glassfibre laid up on the deck mould. Note overlap on mould around the cockpit and the dart cutting to obtain good shaping of the glassfibre.



Photo 8. Note action of the roller to impregnate the resin. Action should be across the mould and in short forward and backward strokes.

BUILDING IN GLASSFIBRE

Photo 9. Glassfibre prepared for the cockpit shaping. The mat is rolled over the cockpit coaming edge with overlap to later be trimmed. Finish of the cockpit coaming must be made with a layer of woven cloth followed by a heavy coat of resin brushed on and not rolled in.



4



5



6

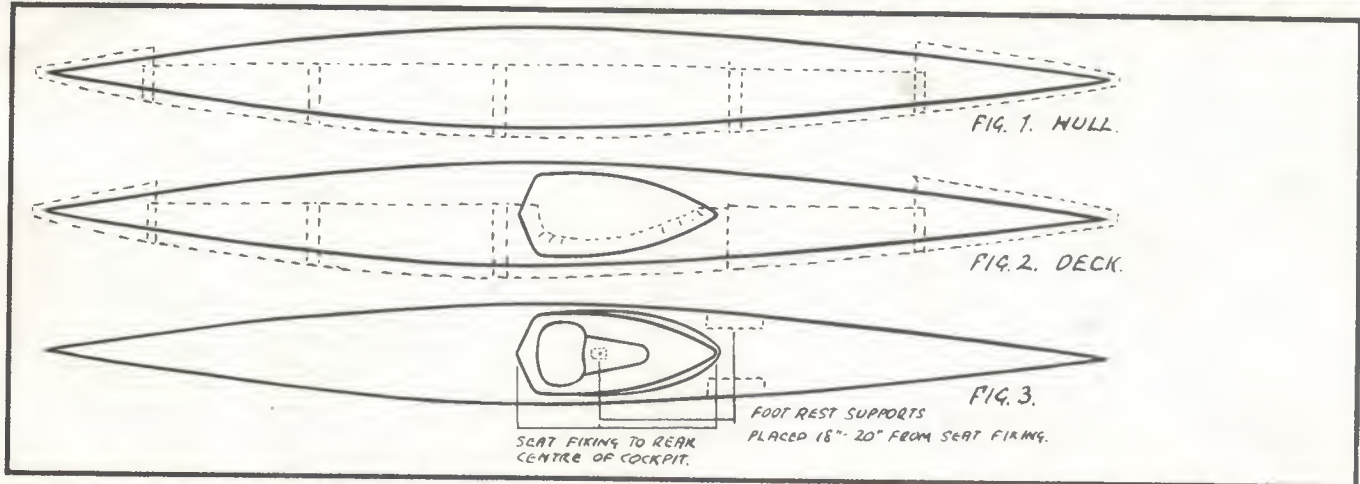


FIG. 1. HULL.

FIG. 2. DECK.

FIG. 3.

SEAT FIRING TO REAR
CENTRE OF COCKPIT.
FOOT REST SUPPORTS
PLACED 18" - 20" FROM SEAT FIRING.



8



9

Photo 10. After laying up two laminates on the deck, the work then continues on the hull using the same procedure. With two laminates of mat here the central area of the hull is then covered with woven cloth to give a smooth finish. The resin on this must be well rubbed through. Photo 11. shows the cloth with resin well impregnated.

Photo 12. With both the lay-ups of hull and deck completed, the waste overlap edges of both moulds should be trimmed off with a sharp knife. This must be done before the glassfibre is completely set and should be done with the knife cutting from the inside, otherwise there is a chance you will pull the glassfibre away from the actual mould.

Photo 13. The seat adjusting screw can now be glassed in position - see Fig. 3 for position - but before you start this cover the thread with masking tape to prevent resin getting in the threads. Fig. 4 shows details of this fitting, but these may be purchased from manufacturers.

Photo 14. Glassfibre supports for the footrest should be made up and now glassed into position - Fig. 3 and Fig. 5 shows details. Photo 15. shows the temporary former removed after drying.

Photo 16. With the glassfibre of both hull and deck dry, the two moulds should be bolted together in preparation for the joining of the two

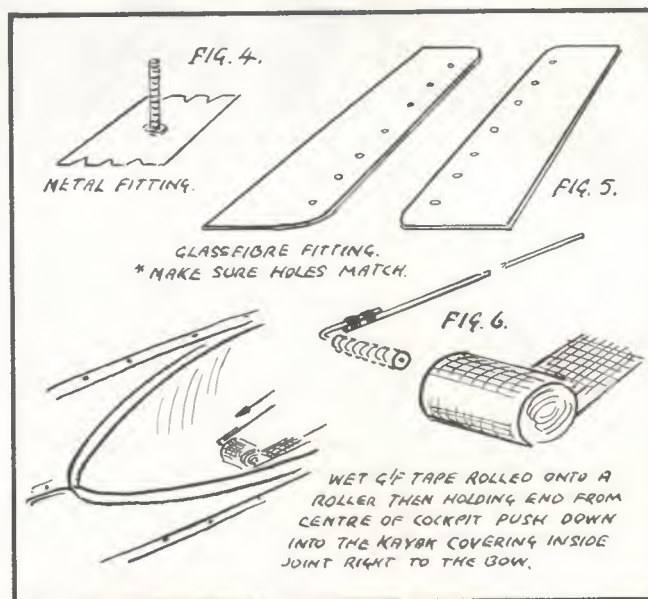
Photo 17. Glassfibre tape is used to join the hull and deck together and this is one of the most difficult procedures of the building. A brush on a long bamboo stick may be used for this or the tape can be rolled wet onto a small roller attached to a stick then, using a length of tape the distance from the mid-cockpit to bow, roll it out along the joint. See Fig. 6. The kayak must be on its side for this operation. Work first from cockpit to bow and then from cockpit to stern on one side only, waiting until the resin goes off before turning the kayak over to join the other side.

With the joining made on both sides, bow and stern, completed, the kayak can be left in the mould to dry. Then, with the mould bolts removed from the hull-deck and the centre deck bolts, both halves of the deck will be easy to take off the kayak. The hull

mould maybe a little more difficult to remove and it will be found best to use a thin strip of ply to insert between the kayak and mould, working it along the edge to free kayak.

Once the kayak is completely out of the mould there is still a great deal of finishing off to be done. The deck-hull joint must be cleaned up, then, using masking tape, a thick layer of resin must be applied to give a flash and finish to the joint. Also, with the kayak on its end, a wad of resin soaked glassfibre should be pushed down into the bow and stern of the kayak. Other fittings required to finish the craft are footbar, seat, and rudder. The first can be easily made up, while the latter two are available complete from manufacturers. No seat mould is supplied with the Northern Wild Water Centre Espada, but if you are to make a number of this craft, it would be best to make up your own mould.

All that now remains is for the release agent to be washed off and a few coats of polish applied to the deck and hull. You're now set to join the ranks of the ever growing Espada Class Youth K1 racing fraternity - providing you now register the kayak!





KAYAK FITTINGS such as rudders, seats, and spraydecks, are available from:-

THE CANOE CENTRE,
18, Beauchamp Road,
Twickenham, Middx.

OTTERSPTS LTD.,
Brunswick Place,
Northampton..

AVONCRAFT,
30, Cavan Road,
Redbourne, Herts.

THE NORTHERN WILD WATER CENTRE,
4, Victoria Street,
Wetherby, Yorks.

TYNE CANOES LTD.,
206, Amyand Park Road,
St. Margaret's,
Twickenham, Middx.

TRYLON LTD.,
Wollaston,
Northants.

AVONCRAFT,
30 Cavan Road,
Redbourne, Herts.

GLASPLIES,
68 Park Road,
Southport, Lancs.

PRIMA GLASSFIBRE MATERIALS LTD.,
Lower Sunbury Road,
Hampton, Middx.

STREAMLYTE LTD.,
Lancing, Sussex.

Glassfibre materials are available from :-

STRAND GLASS COMPANY LTD.,
109 High Street,
Brentford, Middx.

**BUILDING IN
GLASSFIBRE**



REMAINDER WATERWAYS REPORT

On 25th August the Inland Waterways Amenity Advisory Council published their report on 'remainder' waterways giving recommendations to the Secretary of State for the Environment. The recommendations were in respect of proposals received between 1968-1971 for the addition of certain 'remainder' waterways to the cruising waterway system.

The Transport Act of 1968 divided the inland waterways comprised in the undertaking of the British Waterways Board into:-

- a. commercial waterways (approximately 300 miles) to be available for the commercial carriage of freight.
- b. cruising waterways (approximately 1,100 miles) to be available for cruising, fishing, and other recreational purposes.
- c. the remainder (approximately 600 miles).

The 60 page report published by the Advisory Council is solely concerned with the remainder waterways. Some of these are still navigable either wholly or in part, whilst others need restoration. The report deals with some 20 sections or arms of waterways and of particular interest to the canoeist is that of the Kennet and Avon Canal.

The Kennet and Avon is of course the venue for the Devizes to Westminster and the Waterside Winter Series of races.

A scheme prepared by the Kennet and Avon Canal Trust for the restoration of the remainder lengths of the Kennet and Avon Canal and their promotion to cruising waterway status was presented to the Council on 17th June 1968. A party inspected the canal during August of 1968 and reported to the Advisory Council at the end of that month.

It is stated that the amenity value of the canal will not be fully realised unless it is restored to through navigation, but over the years 1967 to 1970 there has been a steady increase in canal use.

At present the major obstacles to restoration are 87 locks, of which 7 are in the process of repair and a further two scheduled for repair; the dry section in Limpley Stoke Valley; the land slips at Bathampton and Bradford-on-Avon; and the flight of 29 locks at Devizes.

The recommendation of the Advisory Council is that the remainder section of the Kennet and Avon Canal be restored and promoted to cruising waterway. Thus at some time in the future we may be able to race Bristol-London.....



Derelict locks and dry pounds on the Kennet and Avon Canal.



LLANGOLLEN

THE CONSULATE INTERNATIONAL CANOE SLALOM

The decision by Rothmans to sponsor this year's international slalom at Llangollen, has ensured the success of the event. The slalom, on October 16th and 17th, will be sponsored under the Consulate brand label and will be called "The Consulate International Canoe Slalom".

This year's event will have more foreign competitors than ever before, proving once again the popularity and prestige in which it is held with the top Continental paddlers. It should be a fitting climax to the season for both canoeists and spectators.

Rothmans sponsorship of the 'international' adds canoeing to the long list of sports in which it is involved.

The company is the largest tennis sponsor in the country, and has also had a long association with motor racing. The Carreras Rothmans group sponsors the Piccadilly World Match Play Golf Tournament and supports sailing on a large scale.

Now Rothmans are supporting canoeing for the first time and with top international canoeists competing, the event should not pale in comparison.

All the current World Champions have entered including Reinhold Kauder, of West Germany (C1), East Germans Kretchner and Trummer (C2), Siegbert Orn and Angelika Bahman in K1. The strong Austrian Kayak team will also be competing.

Competition will be particularly fierce among Britain's entrants following the announcement by the British Slalom Selection Committee that the Olympic Training Squad will be chosen after the event.

Making their first visit to Llangollen this year will be the Spanish and Czechoslovakian teams.

Although there will be no Down River Race this year, added to the programme is a Junior (under 18 years) mens kayak event which several European entries have been received.

Practice will be on the Saturday morning with the team event for all classes on that afternoon. On the Sunday all individual events will be conducted with the prize-giving at the Town Hall on Sunday afternoon.

Camping facilities have been arranged for the helpers and organisers in the lower Eisteddford field and at Valle Crucis Abbey, three miles from Llangollen towards the Horse Shoe Pass.



GAYBO-PRIJON AGREEMENT

GAYBO LIMITED announce that they now have the sole rights for manufacturing of all Toni Prijon canoes and kayaks in the U.K.

On a recent trip to the Continent, Bob Goldsmith of Gaybo Limited signed an exclusive contract with Toni Prijon of West Germany for the sole manufacturing and selling rights of all Prijon designs in the U.K.

NEW FROM CANOE CENTRE

THE CANOE CENTRE announce that they now have manufacturing rights of the new Struer RANGER K1 kayak and that this model will be put into glassfibre production within the next months. The range of glassfibre K1 racing kayaks from The Canoe Centre will then be five models - Ranger, Lancer, Hunter, Scimitar, and Espada.

Also from The Canoe Centre comes a new model of the Romer crash helmet. From the illustration it will be seen that the helmet is now made as a one piece mould - the material being plastic. The price is £3.90.



The Canoe Centre have also over the last months been importing a very comfortable buoyancy aid, the Espana. This originates from Spain and is of the closed-cell foam variety. An excellent buoyancy aid for the slalomist or Long Distance racing paddler.

WILDE CRASH HELMET

Still on crash helmets, the highly popular East German Wilde models are readily available from A.C. Imports of Chester, a new company formed by Robin Witter to handle slalom and wild water accessories. The outer shell of this helmet is produced in glassfibre. The price £3.50 plus 25p for packing and post.



TYNE PADDLE

Available since the beginning of the season has been a very nice medium-priced paddle from TYNE CANOES LTD. The paddle - suitable for Long Distance or Sprint - is well produced with moulded five-ply blade, hardwood tipped and with centre rib and splice jointed.

The paddle is not of Laminat or Lendal quality but there the price is also nowhere near as great either. The assymetric blade with overall good quality and servicability, is good value priced at £7-50. An ideal paddle for the Long Distance paddler who cannot afford the supreme quality blade, or others who cannot get on with the glassfibre paddles available.



NEW FILMS FROM CHRISFILMS

CHRISFILMS announce the availability of two new films as from 1st September. **WILD WATER - AN INTRODUCTION**, is an 18 minute film with optical sound showing white water technique for the beginner. Ref. no. 16/5

The second film is **MONSCHAU 70**, 23 minutes of wild water action filmed on the River Rhur in Germany. This shows top class paddlers in action and is a fine complement film for the above. Ref. 16/9.

Now in production with Chrisfilms is the new film of the Grand Canyon. This was taken on the British Kayak Expedition to the Grand Canyon and is expected to be ready early in 1972. It is planned to run for 50 minutes and will be in Eastman Colour with optical sound.

SABRE K1

Making its first appearance at the British National Long Distance Kayak Championships was the **SABRE K1** racing kayak.

The Sabre is produced by Pyranha Mouldings - Graham Mackereth being the proprietor - and the basic model retails at £48.00 ex-works. Design of the kayak is similar to the Struer Ranger in the hull but has its widest point a little forward and the section just after the bow is a little fuller. The deck lines are of original pleasing design, while over-stern rudder is of good quality and very servicable. The glassfibre on this 'prototype' was of very high quality, likewise the craftsmanship put into the production.



Canoeing Magazine August 1971

VOYAGEUR CAMP-PAK



At the beginning of this season a rather mysterious package arrived at our Editorial Office with a American post mark. On opening it was found to be a very servicable waterproof camping/canoeing gear bag.

The trade name is Voyageur Camp-Pak, a very heavy polyethylene bag with 22" x 36" dimensions, and a polypropylene woven outer bag that adds considerable abrasion and puncture resistance to the Camp-Pak. However the most unique feature of the Camp-Pak is its patented sliding closure, making it really watertight - and even airtight! The dimensions of the bag may seem a little big, but with the sliding closure it is possible to seal the bag at any point - thus it just depends on how much gear you want to place in it.

For kayaks however it is a little big and of rather awkward shape - I would like to see the firm make a bag of the same length but much narrower. For camping, just throwing your gear in the bag and sealing, or canoe camping (in a canoe), it is really the ideal. On the recent British Kayak Expedition to the Grand Canyon, these bags were used to great effect by a number of members - the gear of course being stowed on the support rafts. The bags were really given a testing with raft passengers sitting and walking over the bags throughout the day. A number of the sliding closures were slightly damaged but such treatment as on this trip would never occur at any other time.

The Camp-Pak and Camp-Pak-Guard are produced by Voyageur Enterprises, of Shawnee Mission, U. S. A., and priced at just under four dollars. It is hoped a number of these Paks will be available through 'Canoeing Magazine Sales' within a short time.

CANOEING MAGAZINE

Classified Advertisements
2½p per word prepaid
(minimum 40p).

classified ads.

CANOES & KAYAKS

FOR SALE - AVONCRAFT OLYMPUS K2, excellent condition, £35 o.n.o. DEFIANT Mk2 slalom kayak mould, good condition, £35 o.n.o. Also SHARKIE K2, £15. Apply: R. A. Knight, Culham College, Abingdon, Berks. Tel: Abingdon 188.

FOR SALE - KLEPPER FOLDING CANOE complete with bags, spraycover, slalom paddle, touring paddle, buoyancy bags, cushions, footrest, etc., suitable for slalom or touring. In excellent condition and undoubtedly worth more than the asking price of £35. Phone Nigel Swabey on 546-0164 after 7 pm.

FOR SALE - CUESTA REBELLE K2, overstem rudder, heavy mans boat in need of slight repair, hence £45-00 o.n.o. Apply Royal Canoe Club.

FOR SALE - CLASS 3 glassfibre U.K.3 hull, light-weight deck, 1 year old. £20 o.n.o. Phone: Stafford 51455.

FOR SALE - SECOND HAND GEAR - paddles, dry suit, moulds. All in good condition. Phone: Welwyn Garden 25946.

MOULDS

NEW FIBREGLASS MOULDS: Top quality fibreglass moulds with positive locating flange for 'DEFIANT' Mk2 and SOAR VALLEY Slalom Kayaks for sale: Price £65.00. Further details: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby DE2 7DF. Tel: Derby 61108.

DRY SUITS

DRY SUITS: Made to measure at £14.00. KITS: From £7.00. Send for samples and measuring forms from: P & H FIBREGLASS PRODUCTS, 76 Dale Road, Spondon, Derby DE2 7DF. Tel: Derby 61108.

BADGES

CLOTH BADGES - made to your own design, in quantities from 10 upwards. Low prices and swift delivery. Full information from S. A. CORY & COMPANY, 35b Tooting Bec Gardens, London, S. W. 16.

BUOYANCY

HARISHOK BUOYANCY JACKETS as worn by members of The British Slalom Team, I.C.F. Standard. Price £5.60 del. free. Also KITS £3.85. Measurements and cash with order. HARISHOKS now weigh 5 to 6 ozs less, whilst retaining the same flexible and durable characteristics.....

From: 22 Schools Road, Manchester, M18 8RF.

CANOE PLANS

BUILD-YOURSELF PLANS for canoes and other craft in PLYWOOD MOULDED VENEER FABRIC

Cheapest and simplest plans, with full-size drawings. Thousands of satisfied P. B. K. owners.

Stamp for list of fully detailed plans etc.

PERCY W. BLANDFORD
NEWBOLD-ON-STOUR, STRATFORD-ON-AVON

FILMS

Definitive Instructional Films (8mm) of C1 and C2 technique. Demonstrated by East German and Czech experts. Complete with duplicated explanation. For sale or hire. Details: Robin Witter, 5 Walnut Close, Upton by Chester. Tel: Chester 25277.

THE LIFFEY DESCENT. Film sponsored by Messrs Coca-Cola. Now available for Hire. No. 16/8. Other titles available: Arkansas River Race U. S. A. 16/1, World Slalom, France 16/3 and 16/4, Llangollen International 16/7, plus others in 16mm and 8mm. Send foolscap S. A. E. for Leaflets to: CHRISFILM, 4 Victoria Street, Wetherby, Yorks. LS22 4RE.

Always mention

**CANOEING
MAGAZINE**

when answering
Advertisements



HOLIDAYS

FOR SCHOOLS AND YOUTH ORGANISATIONS our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park and our River Ardeche Centre provide an inexpensive introduction to CANOEING for school party groups. Write now for our 1971 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire. Tel: ROSS 3311.

PHOTOGRAPHY

CANOE SPORT PHOTOGRAPHS published in this magazine and credited to 'Canoeing Magazine' are available for sale. Half plate ($6\frac{1}{2} \times 4\frac{3}{4}$) @ 15p; whole ($8\frac{1}{2} \times 6\frac{1}{2}$) @ 25p; 10×8 @ 40p; 12×10 @ 65p. 15×12 @ 80p; 20×16 @ £1.10. Plus 10p postage on sizes over whole plate. Available from Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE.

BOOKS & MAGAZINES

SUBSCRIBE to Canoe Camper the specialist magazine for those who canoe for relaxation and pleasure. Send 60p for annual subscription to: Canoe Camper, Dept C., Bulls Green, Knebworth, Herts.

INSTRUCTIONAL BOOKS

WEIGHT TRAINING FOR SPORT AND FITNESS by M. Fallon. 95p

CIRCUIT TRAINING by R.E. Morgan and G.T. Adamson. 75p

CANOEING COMPLETE by B. Skilling and D. Sutcliffe. £1.60

LIVING CANOEING by A. Byde. £1.95

MODERN CANOEING by C. Sutherland. £1.35

HOW TO BUILD A GLASSFIBRE CANOE by J. Crane. 30p

☆ PRICE INCLUDES POSTAGE

**CANOEING BOOK
MAGAZINE SHELF**

Canoeing Press 25 Featherbed Lane, Croydon.

CANOE MAPS & GUIDES FOR TOURING

CANOEISTS' GUIDE TO THE RIVER WYE
by A. Greenhil/R. Shoesmith. 20p

RIVER THAMES, Stamford's Lechlade to Richmond, $1\frac{1}{2}$ " to 1 mile. 35p

CANOEING MAP OF ENGLAND AND WALES Stamford's wall map 26X32. 35p

CONTINENTAL MAPS AND GUIDES

LE ARDECHE (strip map) Aubenas to Pont St. Esprit. 30p

DU TARN (strip map) Florac to Millau 20p

DU TARN (strip coded) Florac to Moissac 330km. 25p

L'ALLIER (strip coded) Langogne to Loire 360km. 25p

L'AIN and LA BIENNE (strip coded) Champagne to Rhone 160km. 25p

LA LOIRE and LE LOIRET (guide in French). 20p

LA DURANCE, LE VERDON, and LE VAR (guide in French). 20p

CANOE-KAYAK EN FRANCE guide to all French rivers (in French). £1.10

☆ Canoeing maps and guides to other popular Continental rivers available to order.

☆ PRICE INCLUDES POSTAGE

**CANOEING MAP & GUIDE
MAGAZINE SERVICE**

Canoeing Press 25 Featherbed Lane, Croydon.

Sabre

RACING K1 KAYAK

Outstanding new K1 designed for long distance racing and built in high quality glassfibre. Already acclaimed by leading paddlers.



Exceptional value at basic price of £48.00

agents for HOWARTHS SPORTS
LENDAL PADDLES

PYRANHA MOULDINGS
23 POACHERS LANE, LATCHFORD,
WARRINGTON, LANCS.

Lendal

**BOATS
CRASH HATS
LIFEJACKETS
HARISHOK
WET SUIT KITS
ANORAKS
SPRAYDECKS
DUFFLE BAGS**

PLUS many more items in stock



WHITEWATER
Robust down river paddle. Available with fibreglass shaft and patented handgrip, or ash laminated shaft with pronounced oval grip.

Complete range of fibreglass and wood shafted paddles. Plus superior paddle kits.

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

FIBREGLASS MATERIALS

LAY-UP RESIN - Lloyds and BS approved

3lbs @ 20p. lb 110lbs @ 13p. lb
 10lbs @ 18p. lb 275lbs @ 12p. lb
 55lbs @ 15p. lb 507lbs @ 11p. lb

FIRE RETARDANT RESINS - 5p. per lb extra

GEL COAT RESINS - Lloyds and BS approved

Prices as for Lay-up Resins plus 3p per lb.

GLASSFIBRE MAT - 1st grade 'E' type Lloyds and BS approved

1oz Mat @ 18p. s/yd 1½oz Mat @ 27p. s/yd
 2oz Mat @ 36p. s/yd Discounts on larger quantities
 2nd Grade Mat - 60lbs @ 24p. per lb.

SURFACE TISSUE - 7p. per s/yd.

ALL RESINS SUPPLIED WITH HARDENER FREE OF CHARGE

Carriage charges - 2p per lb, min. 17p. FREE on £35 or over

MOULDING DEMONSTRATIONS DAILY

SEND FOR FREE BROCHURE

CALLERS WELCOME MON-FRI 9-5 SAT 9-12

PRIMA GLASSFIBRE MATERIALS LTD
 Lower Sunbury Rd. Hampton, Middx.
 tel: 01-979 0164

ADMIRALTY and LLOYDS APPROVED FACTORY

WILDE

CRASH HELMETS

**THE BEST-AS USED
 BY THE WORLD'S
 TOP CANOEISTS**

'WILDE' (East German) crash helmets - giving full protection to the head and ears, and which are light, strong and comfortable - are now available from the address below - also from Major retailers.

PRICE £3-50 25p for post & packing

ALSO C.1 and C.2 moulds for hire. These are internationally renowned designs. Further Details:

A.C. IMPORTS
 5 Walnut Close,
 Upton by Chester.

Tel: 0244-25277



NOW BUILD YOUR OWN CANOE FOR £14.00

the strand glass "Apache"

A slalom Kayak to international specifications that provides the best of both worlds, a boat for the young slalomist who wants to get to the top or a boat that is rugged enough for general purpose, sea, estuary or white water use.

MOULD HIRE

A specially designed mould is available for purchase or hire consisting of three parts one piece deck, one piece hull and bucket seat.

HIRE PRICE £1.00 per day

PURCHASE PRICE £50.00

For £14.00 you can buy from Strand Glass the following materials (39 lbs) that are sufficient to build your boat (27-30 lbs)

- | | |
|---------------------------------|----------------------------------|
| 12 yds 1½ oz chopped strand mat | 6 lbs Resin B including hardener |
| 20 lbs Resin A | 1 lb Wax release agent |
| 1 lbs Release agent no.2 | 2 x 3" Rollers |
| 2 x 3" Brushes | 1 Tube Barrier Cream |
| 1 Tube Cleansing Cream | 1 Gallon Brush Cleaner |
| 2 Polythene Buckets | 1 Tube Pigment (for seat) |
| 1 lb Pigment (for boat) | 12 yds Open Weave 3" |
| 3 lbs Putty for fixing seat | |

STRAND GLASS CAN MAKE UP THE MATERIALS YOU REQUIRE AS A KIT IF YOU WANT THE MATERIALS LISTED TICK THE APPROPRIATE BOX ON THE REPLY COUPON AND ENCLOSE A CHEQUE OR POSTAL ORDER FOR £14.00



strand glass

Strand Glass Company Limited

109 High Street Brentford Middx. 01 568 7191
 980 Stockport Rd. Manchester 19. 061 224 5458
 72 London Rd. Southampton 0703 31391



Please send me the material listed in your advertisement
 I enclose a cheque for £14.00 Please send me details of your mould hire service
 Please send me your full colour brochure on glassfibre and its uses

name _____
 address _____

THE WASP KAYAK

STREAMLYTE

HAVE A FEW APPRENTICE MADE
KAYAKS FOR SALE AT ONLY

£35. each

THESE ARE NOT SECONDS AND EVERY
ONE IS MADE UNDER CLOSE SUPERVISION
IN OUR MODERN FACTORY AT LANCING.

ALTHOUGH PRIMARILY DESIGNED FOR
TRAINING THE YOUNG CANOEIST, THIS
KAYAK CONFORMS TO INTERNATIONAL
SLALOM SPECIFICATION AND IS SOLD
COMPLETE WITH SPRAY-COVER AND
BUOYANCY ETC., AS WITH ALL OUR
RANGE.

Please write for the special leaflet on
the "WASP"



STREAMLYTE LTD.

LANCING, SUSSEX, U.K. TEL. LANCING 62431



Trust Witter Towing Brackets -the car manufacturers do!

Approved by the car manufacturers and combining
lightness and strength with unobtrusive appear-
ance, Witter towing brackets are designed to
ensure safe and easy towing. Supplied with illus-
trated fitting instructions—there are Witter towing
brackets to fit most British and several popular
Continental models.

Also available: Chromium plated coupling balls
(shock absorber types)—and 'Mongoose' friction
stabiliser designed to prevent 'snaking' at high
speeds, also special Trailer for up to 15 canoes.

Write for full details stating year and model of car.

WITTER

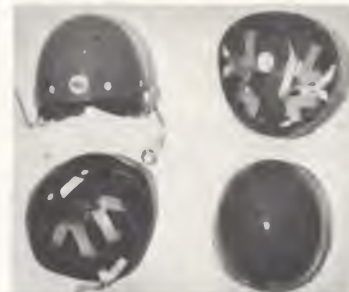


C. P. WITTER LTD., CHESTER 34

Tel: 0244-41166

THE NORTHERN WILD WATER CENTRE

COMPLETE SERVICE FOR THE W/W CANOEIST



CHRISLID

Strong, light and
bright - two sizes
Price £2.60
p-p 20p

LIFFEY LIFELY

To ICF and BCU
requirements.
Small, med. lge.
Standard £5.50
De-lux £6.50
p-p 20p



RANGE OF KAYAKS INCLUDES

Inn, Inn-spezial, and Olympia

complete at £47.50

RACING KAYAKS

Electron k2 £65.00
Club k4 £140.00
Espada Youth k1
kayaks from £34.00
moulds £70.00

SEND FOR LITERATURE ENCLOSING STAMP

THE NORTHERN WILD WATER CENTRE

4 VICTORIA STREET, WETHERBY, YORKS.
TEL. WETHERBY 3220

CONSULATE-THE COOL CIGARETTE

The coolest taste in smoking.
That's Consulate.
Britain's largest selling menthol
cigarette. By far.

27½p for 20
Recommended price



See the thrills and
spills of



**THE CONSULATE
INTERNATIONAL
CANOE SLALOM**

at Llangollen Town
On Oct. 16/17

Sponsored by
Rothmans of Pall Mall

cool as a mountain stream

NOVICE OR EXPERT

RACE KAYAKS FROM THE CANOE CENTRE



LANCER
TOP RACING K1



ESPADA
YOUTH RACING K1

STRUER-KIRTON-KLEPPER

SEND TODAY FOR ILLUSTRATED CATALOGUE OF COMPLETE RANGE

THE

CANOE

CENTRE (Twickenham) LTD

18 BEAUCHAMP RD. TWICKENHAM. MIDDX.

TEL. 01-892 8979

MARSH LANE. CREDITON. DEVON.

TEL. 0363-2 3295