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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
-Netherland

Art Vitarelli
-United States

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COVER PHOTO

HOLME PIERREPONT - contractors plant still the site, a great deal of work is still to be done, and many of the support buildings are still not above ground level. However the water is there and already being put to good use. (See report).

Photo - 'CANOEING MAGAZINE'

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CANOE SPORT COMMENT

Mike Clark

BEST SPRINT YEAR

At a recent meeting of the BCU Sprint Racing Committee it was reported that 1971 had been the best season ever for British Sprint Kayak Racing, both at home and overseas.

The most outstanding performance was that made by Robin Avery/Doung Parnham at the World Sprint Championships (as reported last month) and it was thought by those present that the fourth place in the K2 10,000m was of greater importance than the third place gained by Ron Rhodes in 1959. In this pair we have our brightest hope for a medal at the Olympic Games in Munich next year.

Rowland Lawler, reporting on the Junior World Championships, held on Lake Snagov near Bucharest in Rumania, commented on a number of points. He noted that the accommodation was very good, but the food was Rumanian and only just acceptable. The organisation was based on a different part of the lake to the competitors and this made communications difficult, with paddlers often not knowing official results or draws until several hours after races. This made the whole atmosphere unnecessarily tense.

Of our team performance Mr. Lawler reported that all three had reached their highest standard, although only one - Helen Woodhouse - was placed in a final. Times in events were: Helen Woodhouse 2. 19. 5sec for K1 500m. David Lawrence 1. 59. 5sec for K1 500m. David Lawrence/Geoff Tilford 1. 49. 5sec for K2 500m. Lawrence/Tilford were eliminated in the semi-final.

All winning medals were gained by East European countries, top score being taken by the host country, Rumania with 72pts. Second was Russia with 64pts, while Hungary took third. Twenty-one countries competed, Britain gaining 14th, with the highest placed West European country being West Germany in sixth place.

AMATEUR PADDLERS?

While managing the Junior British Sprint Team at the World Championships in Snagov, Rowland Lawler made the following observations:

'We were accommodated in a Rumanian training camp used by all Rumanian sportsmen in all Olympic events - it would house approximately 300 athletes. The regatta base was another training camp, specifically for canoeists, which would accommodate about 100 paddlers and their boats.

'All around the lake there were more training camps, canoe clubs and rowing clubs. It was perfectly obvious that the Rumanian National Team was on full-time training, but also, judging from the vast number of canoeists and oarsmen on the lake while we were there, it seemed that canoeists of only club standard were also on full-time training.

'We also heard that the Russian Team trained in a camp for 8 months before competing, and that the Rumanian Team are based at the Snagov camp for Olympic year.'

INTERNATIONAL SPRINT EVENT

Plans are being laid for the first International Sprint Canoeing Regatta to be held in Britain next season. The regatta, which it is hoped will be a four sided invitation match along with a full regatta, will be held at the National Watersports Centre, Holme Pierrepont, over the weekend 17th/18th June 1972.

The weekends events will include match events by invitation, Senior, Junior, Women, Youth, Novice, and all Espada classes, over distances 1000m and below.

The regatta organisation will be from the Sprint Racing Committee under the direction of Mike Clark. Details of the event will be announced at a later date but mark the date in your calendar.

BROCHURE BOOB?

A very attractive brochure has been produced to publicize the Holme Pierrepont National Watersports Centre. However Sprint Racing canoeists will be disappointed to find that printing seems to have gone ahead without consultation to the BCU or BCU Sprint Racing Committee with regard to use of canoeing illustrations. Two colour photographs are included in the leaflet, but both show a slalom kayak..!

It seems a pity that the Sprint paddlers - who will be among the main users of the regatta course - have been overlooked in such a way.

HOW FIT IS A CANOEIST

How fit is fit to a Canoeist? How much more of the vitamins and minerals, proteins and sugars that everyone needs in their daily diet just to stay healthy does an athlete or a sportsman in peak condition need? Let's look at just one example - the controversial case of vitamin C. In Britain, the recommended daily intake is 30 milligrammes - the vitamin C in one orange or one-sixth of a pint of orange juice. In America, the recommended intake is 70 milligrammes. But an American professor of Chemistry, Dr. Linus Pauling, claims that, just to keep the cold at bay, we need 1,500 milligrammes of vitamin C every day. Which would either mean eating an awful lot of oranges or drinking 15 pints of orange juice a day.

If that's the sort of massive dosage of just one vitamin that you need just to stop you catching cold, what sort of diet does a top sportsman need?

Why, after all, do the American win more Olympic medals than we do? Why do they boast more world records than we do? True, there are more of them. And perhaps, they have greater resources for coaching and training, a better year-round climate, better sporting facilities. But could it be because they are fitter to start with? Dr. Arnold Bender, a top nutritionist at Queen Elizabeth College, University of London, believes that they are. He believes that American sporting supremacy may have to do with the higher daily intake of vitamin C in the United States.

Dr. Bender's theory that sportsmen - and indeed all athletes - might benefit from extra doses of the vitamin is backed by leading scientists in Germany, Austria, Holland, Russia and Japan. They have all noted - under strict test conditions - that added vitamin C intake leads to a significant improvement in physical performance. But there is, obviously, more to an ideal diet than vitamin C. Protein, the body-builder, naturally figures high in a Canoeist's diet. And almost every sport demands a different diet to meet its specialised demands, a daily menu tailored to meet extra work for muscles in extra use. The right diet is as important as the right training. And it may mean re-educating the eating habits of a lifetime.

Canoeing Magazine October 1971

KLEPPER *Coisach*

LATEST KAYAK FROM KLEPPER WERKE

You might not like milk, or hate cheese, or have a terrible aversion to spinach. Fish may have been a lifelong hate to you. So you must learn to like them, or to switch your foods around to make up with other items the nutrients you lose by refusing to face cabbage or mild Cheddar or even milk - though milk is one of the most painless ways to pack in a great deal of protein.

If you are using a lot of energy, you are burning up large quantities of carbohydrates, so you will eat food in much larger quantities than the average adult, simply because you need more.

For the average adult, whose only exercise may be a daily dash for the down-train and a leisurely game of bar billiards, an athlete's diet would soon turn to non-athletic fat. So what should athletes eat? We talked to five well-known figures in the world of athletics.

Mr. Denis Watts, principal national coach and British Olympic coach of the Amateur Athletic Association said "The general diet should include a slight excess of high quality protein, such as steak, most meat, fish eggs, cheese and milk. This will not increase efficiency, but it helps growth and physical condition.

"For an athlete needing long-distance stamina, heavy work should be stopped 48 hours before event to allow the body to store reserves of carbohydrate, and more fairly high-carbohydrate foods should be eaten."

Mr. W. Paish, national coach of track and field athletics for the A.A.A. believes that the normal diet of most adults in this country is "adequate" for a high level of fitness, and rarely suggests special diets unless there is a suspicion of anaemia. But for the thrower in athletics, a special diet, far bigger than most dieticians recognise, is a must.

Said Mr. Paish: "Throwers need large quantities of fresh meat, fish cheese and fresh vegetables and fruit every day. They should drink at least six pints of milk a day, as well as food supplements like Complian, and extra vitamins in tablet form. Some of the throwers I train eat a five-pound chicken and vegetables at one meal, or perhaps one pound of liver and half-a-pound of bacon."

But that is a very special diet, and Mr. W.E. Marlow, the AAA's national coach, said that athletes in general needed no special food. He added: "The only exception I ever made was in one case where I laid down the law to an athlete who was eating too many chips."

Mr. Peter R. Harper, another national coach with the A.A.A. advises: "Plenty of fresh fruit, vegetables, fresh fruit juices, fresh steak, liver,

continued

cheese, milk, malt, Complan, glucose drinks, and extra vitamin tablets."

Miss Marea Hartman, honorary secretary to the Women's Amateur Athletic Association, put the feminine viewpoint. She said: "A woman in sport needs the same quality diet as a man, only the quantity may vary. I advise plenty of meat, fish, eggs, milk, fruit and vegetables. And, after a training session, a glass of Guinness or a lager can be psychologically beneficial."

So, unless you are planning to switch to discuss throwing or putting the shot or, indeed, tossing the caber at the Highland Games, your diet simply needs the same healthy elements that balance daily meals for every one of us. It needs to be richer in protein, full of vitamins and minerals, with some sugars and starch.

Indeed, as the experts all agree, for peak fitness, no matter what your game, you owe it to yourself and your team, to eat well.

COMMENT

LETTERS TO THE EDITOR

COMMENT

Canoe Polo

There has been some criticism concerning the possibility formation of new Technical Committees to administer new activities and interests of B.C.U. members.

Looking back over the years we soon become aware that all the existing Technical Committees were formed by a few canoeists with a particular interest. Indeed the B.C.U. was formed by just a few canoeists. In many cases a few can be defined as about 20 interested persons.

Taking the case for a Canoe Polo Committee the numbers of competitors are considerably in excess of 20, nearer 200 in fact. If the information I have is correct we can expect many more will join them and this indicated that councils action in calling the meeting was the correct one.

The Council is the servant of the members, not the master and as such is obliged to follow its published intentions. Among those is the requirement that it will encourage and foster new interests in Canoeing. The B.C.U. is not in being just to cater for sectional pursuits, there is and must remain a much larger purpose. Although many fail to grasp this fact, the B.C.U. caters for ALL canoeists in the U.K. even to some extent those who are not yet members.

I feel it very wrong to use the word 'fun' in a derisory way. When we say fun we mean enjoyment and I would dare say that the great majority of the 3,000 competitive canoeists who are members; only ever bother to enter any event because they enjoy themselves. There is of course a need for competitors to take their sport seriously, particularly the top few who compete Internationally, also those who aspire to replace them in our Canoe

Team's. However, let us never fail to remember that without the 2,900 odd who compete for fun and without the other 2,900 odd who canoe for fun the British Canoe Union would look a bit sick; take away the fun and there is nothing left for the majority of us.

Incidentally anyone doubting that Council are spending time and money on the Competitive Divisions should study the accounts and minutes of meetings held.

To conclude, the Council will continue to foster interest in any canoeing activity and providing those concerned accept the responsibility of administering that particular facet of canoeing there is no reason to suppose that they do not have the right and freedom to run their own activity in the way they choose.

J.M. Woolley,
Chairman Competitive Council.

COMING EVENTS

NOVEMBER

21st/EDEN WW RACE. Details: R. Marsden, Primrose Hill Farm, St. Michael Road, Bilsburrow, Preston, Lancs. (LAKELAND CC)

28th/ROYAL DEESIDE RACE (11). Details: A. W. Maxwell, Dept. of P.E. University Road, Old Aberdeen. (ABERDEEN UNIV. CC)

DECEMBER

12th/TEES WW RACE (111). Details: J. White, 6 Ash Lea, Stanley, Wakefield, Yorks. (WEST YORKS CC).

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Canoeing Magazine October 1971

KLEPPER *Loisach*
NEW TOP COMPETITION SLALOM KAYAK



It was not until 20th July, 1970 that an enormous bulldozer started off the excavation work for the slalom course in Augsburg. Hardly ten months later the canal, which is approximately 660 metres in length, had been completed, and in some sections totally reconstructed. On 22nd August, 1971, the Olympic course had its first test.

continued

HOLME PIERREPONT SPRINT CANOE COURSE

Over the past few years within a great bend of the River Trent some three miles from the centre of Nottingham, contractors have been building the first British National Water Sports Centre. The site - Holme Pierrepont. Great moulds of earth, hundreds of steel reinforcing bars, scaffolding and plant still litter the site, and all the major buildings - that will include boat houses, changing rooms, administration centre, hostel for 34 visitors, lecture room, conference hall for 200 persons, gymnasium, restaurants, snack bar and licensed lounges, seated accommodation for 1500 spectators, and finish tower with full international requirements in all aspects - are still little more than marked areas with the foundations being prepared. However the finishing date is July of 1972 and already the water is available and being put to good use.

The course is 2000m long with nine buoyed lanes for canoeing. The overall constant depth is 3.5 metres, providing ideal paddling conditions and from the National Sprint Championships held there in September there was no report of any 'poor lane'. A great deal of work has still to be done and the eventual landscaping to prevent the funnelling of wind will no doubt take some years. However we have a course to International and Olympic standards, gone are the days of bent National courses on the Thames, the days of wash-hanging in constricted waters. At least until the proposed rowing and canoeing course in the Lee Valley is completed, all our major sprint canoeing events will be held at the Holme Pierrepont site. Indeed, the first International Sprint canoeing Event to be held in Britain is already planned to take place at the centre before its official completion date.

The total cost of the centre is around the million pound mark, the greater part of which has been contributed by the Nottinghamshire County Council and the Government. However more money is still required and any donations would be gratefully accepted. Donations should be sent to: The Secretary, Holme Pierrepont Management Committee, The CCPR, 26 Park Crescent, London, W1N 4AJ.

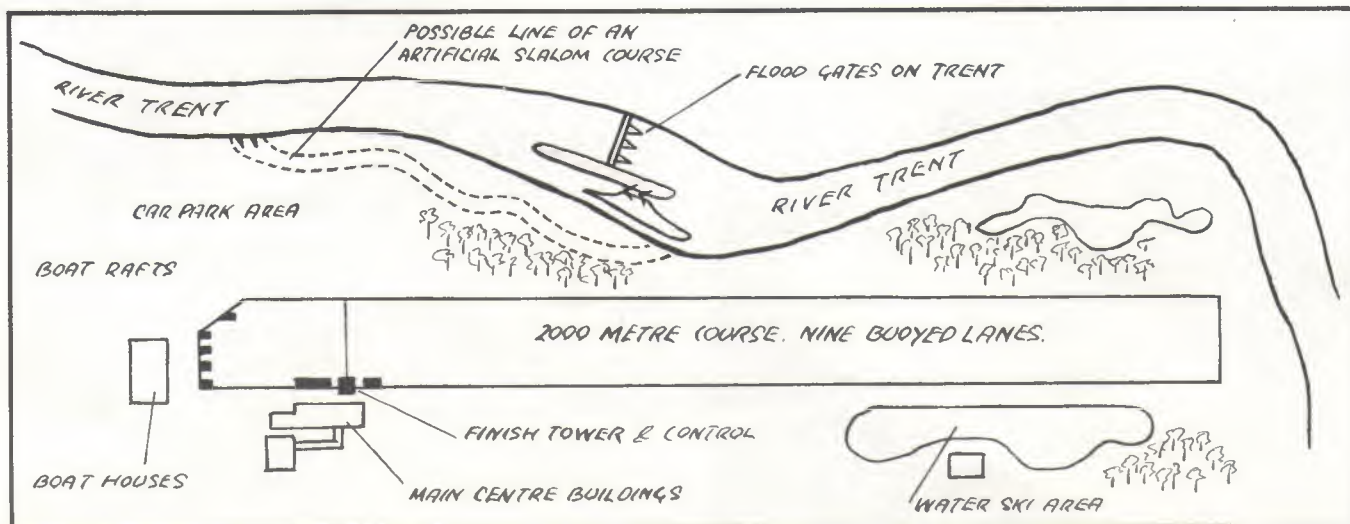
We have the centre, its now up to the canoeists to make full use of it. As mentioned, an international is planned there for next season and the organisation of the event will come from the BCU Sprint Committee. While it is expected to draw on the membership of the Nottingham Club for organising support at future internationals and National events held at Holme Pierrepont, a nucleus of regatta officials must be pulled from ALL sprint or interested canoe clubs. If first class events are to be run, no matter how good the water, the result still depends on the organisation.

HOLME PIERREPONT WHAT OF SLALOM?

What of Canoe Slalom at Holme Pierrepont? As can be seen from the following article there are thoughts in the slalom world of a course at Holme Pierrepont similar to the one built for the Olympics in Munich next year. The cost could be around £300,000 and, as can be seen from the plan, there is certainly space for such a venture at the Nottingham site.

Talking with the Centre Director, Mr. Dibley, while at the Nationals, he was very enthusiastic at such a course being constructed, but there is the problem of the cost.

The first full Canoe Slalom has already taken place on the Augsburg course and the water proved



very difficult. So much so that in C2 event only 12 of 26 finished on both runs. With this in mind there are feelings among some slalomists that the artificial rough water course is not to be encouraged, after all we do have the natural course of Llangollen Town Rapids on the River Dee. The big draw-back here is certainty of water, as seen over the last two years. With the artificial course there may be some draw-backs, but lets push for a course while construction work at Holme Pierrepont is still going on and before any other construction at the Regatta Course uses up the space at present available.

HOLME PIERREPONT CANOE SLALOM COURSE

A look at a map of England reveals that the River Trent reaches the Humber only after curling round the south end of the Penines in a semi-circle that gives definition to the largest river-basin in the country. Away to the west, the River Dee takes a similar circuitous route to the Irish Sea, and in the Witham bends itself into the wash.

Long before man appeared on the globe these three rivers were in fact, one. The head waters of the Dee, the middle portion of the Trent, and the estuary of the Witham were all part of a single river that carried run-off from the Welsh hills to the North Sea. The great glaciers of the last ice age changed all that, and as the ice finally melted, the river had to compromise with this archetypal sculpture of nature, and three huge rivers, carrying the ice-melt water were the result. I say huge, because the present Trent is a mere trickle compared with the one that laid down the gravel beds of the middle Trent valley where Mastadon lost the battle of survival with early man.

The point about all this is that the present River Trent is not really a very good 'fit' in its present valley, and every so often it makes an attempt to give us a glimpse of its former grandeur!

March 1947 was scheduled for one of the biggest floods to be recorded in the Trent Valley. Heavy snowfalls in February, on already saturated ground, melted very quickly under a warm rain that had been sucked up from the south by a vigorous depression. The citizens of Nottingham who surfaced through six feet of muddy flood water were not impressed!

It was decided to spend £2 million on a flood prevention scheme that would make sure that future flooding in the Trent Valley wouldn't affect Nottingham and its environs, but should be allowed to flow downstream very quickly and flood Newark instead! The nub of this scheme was a set of sluice-gates, some three miles down-stream from Nottingham, that could control the level of the river automatically. Some levee-building and channel straightening took place, and the sluices were built. These

KEPPER *Coisach*

POOL KAYAK FOR AUGSBURG SLALOM

were under-shot gates that would automatically rise 2" for every $\frac{1}{2}$ " raise in river-level, and could continue to do so until the gates were fully open and the river levels above and below the sluices became the same.

Thus right in the centre of the country, we have a set of automatic sluices that control a drop of just over twelve feet on one of our biggest rivers and whose minimum flow is at least 800 cusecs, (that is cubic feet per second). The set-up is just perfect for an artificial slalom course that could by-pass the sluices; water passing down a channel cut in the river gravels, and the dug-out gravel used to make concrete obstructions to give the course some turbulence.

As long ago as 1967 the idea was presented to the City of Nottingham Planning Department, who were at that time designing a Marina on the north bank of the river, but nothing further was done about it until last September, when the 2,000 metre rowing and canoeing course that will be the main-stay of the National Water Sport Centre at Holme Pierrepont, was well under way. This lies on the south bank of the Trent, a stones-throw from the sluices, and includes a separate water-ski-ing lake together with all the ancilliary services as changing rooms storage, etc. Obviously a National Water Sport Centre should include facilities for the White-water canoeist, if possible, and it looks as though it IS possible at Holme Pierrepont. The additional fillip of slalom entering the Olympic Games, and the construction of an artificial slalom course at Augsburg for the 172 event made the B.C.U. slalom committee realise that if such a scheme were ever to become reality, now was the psychological moment to put suggestions before the Sports Council and thus the Government. Certainly before the completion of the Holme Pierrepont Scheme, tentative plans must be made so that nothing would jeopardise the building of such a course if and when money became available. And don't let us be fooled - a lot of money will be needed!

Having just returned from a year in the U.S.A. and neglected my job as county canoe rep. to the B.C.U., I volunteered to have a close look at the site and see what the possibilities were. It seemed that someone on the spot could best keep an eye on things, and my interest in geomorphology and therefore hydraulics would be a good asset. I was of course at the bottom of the garden, as it were - though I dare say I shall be too old to paddle it by the time it is built!

After the first look around at the site it seemed as though a rough survey should be made to check distances and heights, but before starting on this exercise it was decided to check with all the people who would ultimately be concerned with the scheme.

continued

This meant visits to both the City and County Planning Authorities, the Trent River Authority and a gravel company who were digging gravel on the north bank. At no stage did I meet with any sort of opposition. Everyone was most helpful and though a few eyebrows shot back over people's heads when I outlined the full extent of the idea, they certainly wished me well. So, with their goodwill, and the backing of the local Representative of the Sports Council, not to mention the B. C. U. Slalom Committee, a survey was begun.

The resulting figures looked reasonable, with a head of 12.1ft. and a possible course length of anything between 400 and 800 metres. We checked these figures against a survey we did of the 1st. Div. Lune course, which we discovered was over-long - much more than the stipulated 800m - with a total drop of just over 19ft with the lower fall taking up 7'6" of the head. We realised that the flow on the Trent is much greater than the normal flow on the Lune, and this large amount of water, coupled with a reasonable drop could well make a very exciting course. We had looked at several possibilities for siting the course, but eventually the south bank seemed to be the best bet. This has one snag in that this side of the river has locks for barges by-passing the sluice-gates, and provision must be made so that water taken from the Trent does not suck unsuspecting river traffic with it. The next job was to sit down with data from the Trent River Board, together with various formula culled from treaties on hydraulics and try to work out what sort of weirs and sluices would be needed to deal with the water from the Trent, and what sort of channel would carry the water. Many cups of coffee later I managed to get out a rough plan of a course with some details of possibilities, which has now passed into the fantasy world of committees, decisions, arguments and I don't know what, not to mention the problems of cost!

This of course is just a minute part of the work that will be necessary before a detailed plan is drawn up, governments made interested, contractors hired, and work begun, but at least there is just a chance that we could have an artificial course in the centre of the country where controlled water could give top paddlers and novices the various conditions they need, regardless of droughts, floods, fishing rights, landlords etc., and even maybe free from the mud that is so normal at slaloms!

AUGSBURG CANOE SLALOM COURSE

The artificial canoe and Kayak slalom course for the 1972 Olympics has recently been completed on the River Lech in Augsburg Germany. It is the first artificial course built specifically for the sport. The course is 1968ft. long and a spectator area for 30,000 people lines the banks.

Prior to the construction of the Augsburg canoe slalom course there was considerable experimentation with models. The behaviour of the currents along the entire course was tested on a model, scale 1:22, measuring 23 x 0.5 metres. It was thus possible to incorporate improvements until the model corresponded to the actual course requirements.

By the use of artificial contours, such as transverse channels and conical or oblong obstacles, narrows and rapids, eddies and backwaters are produced which make for turbulent waters and lend the course variety. The most noticeable of these obstacles, some of which rise above the surface, have long since been given names: "Moby Dick" and "Sugar Loaf".

Ralph Krummit says "The Olympic people and canoe experts looked at the test results and told us where they wanted the rapids a little more difficult or where they wanted a faster flow." Krummit points out that it was impossible to form the course to exact specifications, and that the course had to be developed by trial and error. "There was some apprehension whether a course with these requirements could be developed within the time available, but we met the deadline," he says. If suitable test results had not been obtained in time, it was possible that an alternative, natural course would have been chosen. However, the Olympic officials were eager to have the Augsburg site because the water required to feed the course (almost 1,000 cfs could be guaranteed even in late summer.

Site preparation began in late July, and excavation of the 984-ft now portion of the course got under way in early August. This section varies in width from 19.5 ft to 39 ft and in depth from 1.3 ft to 4 ft. "All the contouring and obstacles are shaped by hand," explained Edmund Ubelhofer, Augsburg city official in charge of the project. "While concrete for the walls and bottom of the course could be pumped into wooden forms, the concrete for the obstacles and contoured bottom had to be nearly dry to hold its shape." All obstacles and contours were sculptured first in rough concrete and then finished with 2 in. of sprayed concrete for smoothness. The complete course will contain more than 7,850 cu yd of concrete.

While there were relatively few technical problems in the actual construction, time was an essential element in renovation of the older section. "It was only possible to let the town's industry go without canal water for two weeks," explains Hermann Ebner, Augsburg's chief of water and bridge construction. "During this short period the city's industry could obtain alternative sources of electrical power and industrial water. But they had to have canal water again after this period." During the two-week period last fall, two 70-man crews worked 12-hour shifts to complete the old section. The old concrete canal bed had to be broken up and handed from the site before new construction could begin. Workmen then poured about 1,830 cu yd of reinforced concrete for the bottom and walls of the course. Then two mobile cranes placed the 2,000 cu yd of partially cured concrete required for formation of the obstacle and contoured bed. Wooden

planks with small gauge sticks hanging every 6 in. were placed across the canal during formation of the contours to enable workers to judge the proper height of a contour at a specific location on the course. The men completed the job two days early. As soon as the concrete cured sufficiently and the course filled with water, canoeists conducted a few trials and reported no problems.

The tight water velocity requirements are closely controlled by the volume of water that enters the course. This volume, 988 cfs, is kept constant by a series of three sluice gates that cross the course at the beginning of the slalom. After building up initial speed during the first 200 ft, the paddlers will enter the slalom portion of the course through the centre sluice gate.

Should the water level drop below the normal 1,587 ft, an automatic water level control will open two side gates to maintain flow at 988 cfm. Velocity of the water at the sluice gates is 17.3 fps.

Even when rivers are low, the reservoir supplies about 1,400 cfs to the canal system. This ensures a very adequate supply of water.

KEPPER *Coisach*

AS SUPPLIED TO OLYMPIC ORGANISERS

Following the Olympics, the course will be used by local clubs as well as a training area for Germany's future international canoeing competitors.

Holme Pierrepont Slalom Course article written by Frank Goodman.

Augsburg Slalom Course article taken in part from 'Voyageurs News'.



High Water on the Grasse River

by Vern Mauk

The following short article is on the Grass or Grasse River which flows north out of the Adirondach Mountains of Northern New York in the U. S. A. The Grasse joins the St. Lawrence River at Massena on the site of the St. Lawrence Seaway Project.

Vern Mauk, the author and illustrator, is an art instructor in the Massena schools, also a sport kayak dealer for Northern New York.

The Grasse River, near home lazy water, appropriately named, great place for canoeing. A few easy rapids with long liquid mirrors in between.

Chamberlin's Corner to Louisville, have paddled this many times in an open canoe. Good place for a first run by Nat and his son. Nathaniel has been paddling flat water craft for most of his 40 years but his new interest in white water canoeing has added a C-1 to his personal fleet. Winter pool sessions have sharpened his skills, and even mastered rolling. Nathaniel Jr., a real natural, has the ease and grace of a young athlete. Rides his kayak as smoothly as a circus performer in the ring. The kayak roll was a snap; rolling without a paddle took a little more effort...

Their boat flotation was a little makeshift, but the Grass is a gentle river. Life jackets, helmets, start them out with proper gear. Set an example.

Nice cool spring day, typical of Northern New York, ducks scatter before our boats but we fail to excite bold Canada geese. The river is out of its banks, cows graze in swampy pasture, and three kayaks and a C-1 get only a passing glance as they gaze at some unseen object. Lazy fishermen raise a hand in greeting.

The water's high, a few easy "sets" excite the new white water paddlers. Young Nat wants to run the rapids at Chase's Mills, they portage, Bob and I select a good route, its a little more difficult than usual but it's clean and unobstructed. Mountain snow has melted and rains have pushed the Grass out of its banks - looks a mile wide at some spots - swamp land is filled by the gently flooding of the river.

The longest rapids on the run. At low water it's a real boat scratcher but at this level, a sleigh ride. The pulse of the river quickens. Never felt the Grass move like this. The ledge across the corner should be level. Never realised just how narrow this section is. The river is squeezed like a grape seed, it squirts ahead. Bob and I first, it leaps, roars, rolls, too late. Bob shoots by, his Prijon Sprint scaples through huge standing waves. Can't look back, around the corner, the ledge, it's gone, not flat, two huge standing waves bridge the entire river. No way out, be aggressive, like being hit with a basket of grapefruit, dig, dig, dig, through the first one, the

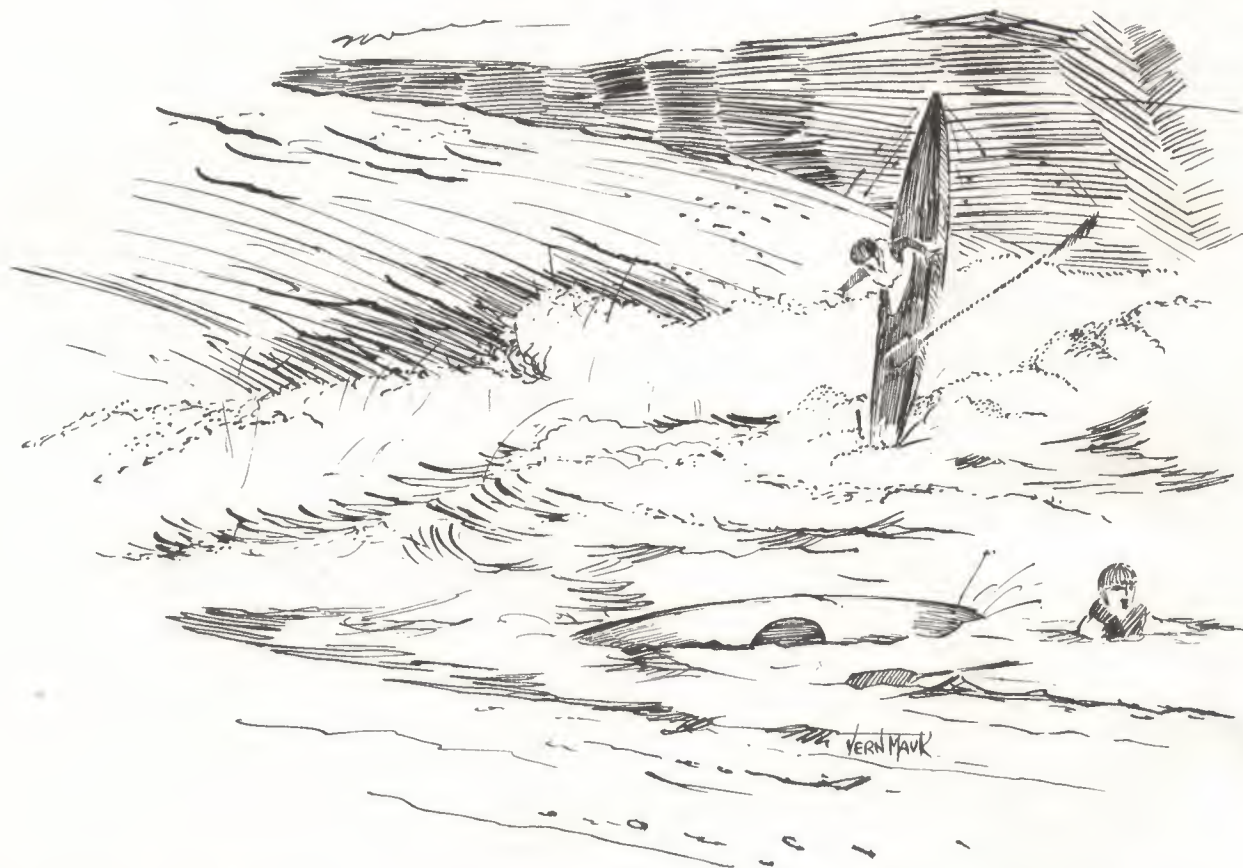
next, it's a huge stopper, into it, more like a truck-load of watermelons. Bite deep, dig down for solid water, shoot over the edge. The first one freezes Nat, he swoops into it like a Nantucket sleigh ride, the great white wave knocks him down. Young Nat climbs through the first one, paddle looks like a pinwheel, a stop action camera freezes him, the river doesn't wait, it swallows him, gone, he's shorn of his paddle but keeps his seat like a bronco rider, stern first, until his kayak teeters, a pirouette, lands right side up, tries to dig out with his hands, slow motion, he's gone, boats gone. His father sweeps by swimming for shore. A swamped C-1 labours by. Nat pops up, sucked back in two-three times. It spits him out, he scrambles for shore, a tortured Klepper flip flops like a fish out of water,

KLEPPER *Loisach*

PRODUCED IN UK BY THE CANOE CENTRE

finally it turns its white belly up and slithers out of the foam. Boats and swimmers are nudged to shore by waiting kayaks. Paddles are recovered. The Grass is quiet again, pasture lands slide by, a duck rises from a swamp, birches again reflect on the liquid mirror.....

* Bronco-rider - a cowboy who rides bucking horses.



BRITISH COMPETITIVE CANOE MANUFACTURERS ASSOCIATION

For a number of years there has been a need for some sort of 'canoe builders association'. The idea has been mooted around on occasions but, until now, nothing was done about it.

At a provisional meeting in London on 19th October, representatives from The Canoe Centre of Twickenham, Gaybo of Brighton, Jaycee Glassfibre Products of West Norwood, and Streamlyte of Lan-

cing, established themselves as the four member firms of an association to be known as the 'British Competitive Canoe Manufacturers Association'. Proposals were put forward for a draft constitution and these will be discussed at a second meeting of the firms during November.

The idea behind the Association is to create and sustain a high standard of competition craft manufacture, ensuring that, when a customer buys a canoe or kayak carrying the Associations approval, he is getting a craft of top quality and also one that has safety standards to the Association requirements.

AROUND & ABOUT AROUND & ABOUT

SURF-RIDE RECORD

During September a canoeist from Wales snatch a world record from the surfboard riders with a tremendous run on the Severn Bore.

Mike Evans, of Towyn, Merioneth, picked up the front wave of the Severn Bore at Rea on the morning of the 8th September, and surfed for twenty-five minutes before it threw him up over the crest of Maisemore Weir, nearly four miles upstream.

This feat almost doubled the previous record set up by the 'Drive' magazine team of surfboard riders who managed two miles to Lower Parting the previous year.

Eric Wynter, the well-known authority on the Severn Bore, was lucky enough to witness the whole of the bore's progress from Newnham-on-Severn to Maisemore, some $18\frac{1}{2}$ miles, by riding on, and in front of the bore in a Buccaneer Jet Boat. He saw three canoeists pick up the wave at Rea, all surf-type kayaks. The trio were Mike Evans, Ian Faulkner, and Dick Goodman. The latter two eventually lost the front wave after about a mile, but Mike managed to survive the extreme turbulence and made it to the bore's end at Maisemore. He had to cross the river twice in the trip upstream, and was helped by the very low river level that made the front of the bore very steep, and, in fact, breaking for most of the journey.

It seems that this type of kayak - the surf-kayak - has the edge on both slalom kayaks and surfboards, for this ride... A slalom kayak would almost certainly have hooked onto the breaking wave broadside, losing control, and giving a very hazardous ride among the willows lining the banks, while the surfboard rider would have been hard-pressed to keep the board moving forward on the wave without paddles, on the few occasions when the wave tended to slump and the kayak was in danger of being left behind.

Various independent witnesses in this world Record have come forward, and it will be forwarded to the Guinness Book of Records for inclusion in their next edition.

OFF TO SOLOMON ISLANDS

Mr. Martin Sexton, a rural science teacher at

Petersfield County Secondary School, is soon to leave for a two year tour in the British Solomon islands.

He is to be Assistant Master, teaching biology and health science at the King George VI School at Honiara. At Petersfield he runs the school canoe club and is representative for canoeing with the Hants Association of Canoeists. He holds the BCU Advanced Proficiency and Senior Instructor Awards.

TRAINING WEEKENDS

A series of five one-day Training Sessions will be held monthly from November '71 to March '72. They will be based at Nottingham using the excellent facilities of Holm Pierrepont National Watersports Centre and Bingham Centre. The aim of these training sessions will be to improve the participants performance in both Sprint and L-D Racing.

The benefit of paddlers from a region meeting together during the winter season cannot be overstressed. In this respect the five sessions will provide up and coming Midland competitors with a valuable opportunity they can ill afford to miss.

This series will be organised by Colin Gray and assisted by Senior members of the Nottingham Kayak Club. Membership of the training sessions will be open to anyone, but preference will be given to those under 18-years of age. Persons interested in membership of the squad should write for full details to: C.A. Gray, 26 The Poplars, Rectory Road, West Bridgford, Nottingham.

Membership of the squad will be strictly limited - so apply at soonest date...

KENNET RIVER RACE

The Kennet River Race, held on 17th October, attracted quite a large entry, particularly in the 'K' classes.

Winner in the Senior K1 was Robin Avery of Richmond, finishing just one second ahead of A. Crossman of the Aylesbury Club. A. Bennett of Pangbourne took the Junior K1, winning very easily from G. Tilford of Royal, Bennett being over seven minutes ahead. First Espada in was D. Brown of Caterham some twenty minutes behind.

Senior K2 win went to William/Chapman of the Royal Marine Canoe Club, while in the Junior event, Harrison/Harrison of Leighton Park School gained the win.

YOUTH RACE

An almost record number of Youth Paddlers attended the annual Chelmsford Youth Canoe Race held on 2nd October. The event was this year part of the 'Avoncraft' Youth Series and a very large part of the entry came from local youth organisations.

ROYAL MARATHON

Peter Lawler of the Richmond Canoe Club set up a new record of 4hrs 49min for the Royal Canoe Club 35-mile canoe marathon race on the Thames from Marlow to Teddington, which was held on 19th September.

The first five places in the Senior event - the race being for K1 class only - were all from the Richmond Club. However in the Junior event the win went to Geoff Tilford of Royal Canoe Club with a time of 5 hrs 35 min. N. Clarke from Pangbourne gained the second place. The youngest paddler was 14-year-old J. Freeman from Thames Canoe Club, who gained fourth place in the Junior class with a time of 6 hrs 11min.

The womens class was taken by Helen Woodhouse with 5hrs 50min from Christine Battle of Royal Canoe Club

SCOUT ARUN

The 22nd Annual Arun Kayak National Race for Scouts (and members of the Guide Movement) over the age of 14 for Juniors and unlimited for those over the age of 18, took place between Pulborough and Littlehampton on the 19th September 1971 in broiling heat and un-remitting sunshine, with a very late Spring tide that made most race times slow by comparison with some previous years. However, three records were broken and, indicative to the current upsurge in Canoesport with out younger competitors, it was the Juniors who showed the "way home"!

The outstanding feat of prowess was the fastest time of the day over the 20½-mile course from Pulborough to Littlehampton by 14-year-old Dave Powell and 15-year-old Richard Kelloway (of 3rd. Shoreham and 2nd. Durrington Sea Scouts respectively), who did the distance in 2. 45. 07 beating the Seniors by 35 secs.! The Second outstanding record was by Peter Gorman (1st Pulborough Sea Scouts), who paddled 1b in a record time of 1. 16. 10, (lopping over 2 mins off Andy Hunter's record of last year), over the 10-mile race from Houghton to Littlehampton. Both of these record-breakers also gained the special awards for the fastest time by under-16-year-olds in K1 and K2, presented by Martin Boshier, who started his canoeing career in this race a few years ago!

The third main record to be broken was by the Ladies Open Doubles race, competed by members of the Scout & Guide Movement. Here, the entries were encouraging and the record was shattered by P. More/V. Connor of 1st Walton-on-Thames in 1. 34. 35 over the 10½-miles from Pulborough to Houghton, followed by C. Pack (2nd Worthing Rangers)/C. Sayers (1st Latymer Guides), also just within the record after having only taken-up competitive canoeing two weeks before the race!



LATEST KAYAK FROM KLEPPER WERKE

OLYMPIC SPRINT SQUAD

Sixteen men and four women form the Sprint Canoe Racing Olympic Training Squad selected at the last Sprint Racing Committee meeting. Six weekends have been planned for the squad between October and the end of March and all will be held at the National Water Sports Centre, Holme Pierrepont.

SYMONDS YAT SLALOM

The weekend of the 9th/10th October saw the first Open Slalom to be held on the lower Wye River at Symonds Yat in Herefordshire. The event, organised by the Gloucester and Wydean Canoe Clubs, saw a win in the K1 class by D. Legate of the former club, with the Womens K1 taken by Mrs. Pat Maynard of the Birmingham Canoe Club. It is hoped that this will become an event on this new site.

CHANNEL CROSSING

That double channel crossing by members of the Canoe Camping Club and the question of whether it had been done before has brought a response from one of our readers, Dr. L. Clarke.

Dr. Clarke notes that the earliest record of a two-way crossing goes back to 1887 when H.B. Henderson paddled to France and back. However, Henderson made an overnight stop in France and did not paddle back until the following day.

OUT OF PRINT

The Alan Byde book 'Living Canoeing' is now out of print. The publishers, The British Canoe Union, and Canoeing Press have all sold out of copies and none will be available until sometime in February of 1972 when a second edition is to be published.





the falls of dochart

KIM MELDRUM

The BCU Handbook states that the falls of Killin on the River Dochart in Perthshire are impassable for about one kilometre. At first glance my immediate reaction was that this was a somewhat exaggerated claim, but on closer inspection I came to believe that it was probably true.

Working at the Edinburgh University's Field Centre not far away, gave me plenty of opportunities to see the falls in all water conditions. With the water at a very low level the BCU assessment is almost certainly correct - a number of large rock sills are exposed and the falls under the Killin bridge are channelled into a narrow vertical slot. When the water is in flood it would be barely possible to pass under the main arch of this bridge! However, medium water, when the rocks under the bridge are all covered, seemed to offer the optimum conditions for success of a run of the falls. Rumours of an abortive attempt were rife; an Army group in canvas kayaks were alleged to have attempted it some years ago and broken up their craft in the process. The only established descent was made in early July of this year by one of the instructors at Glenmore Lodge, the S.C.P.R. centre. This descent was done in fairly low water and although the most hazardous section under the bridge was certainly canoed, the long stretches of rapid both above and below were not canoed entirely. Although inspired by this feat, I was still undecided and needed the competitive spur of other paddlers



to make the complete shoot of the falls.

The opportunity occurred during the late summer when I noticed a VW car with two kayaks on the roof parked by the falls. The owners turned out to be Volker Koch and Dieter Ernst, two German paddlers who had come to Scotland in search of canoeing waters. They asked if I could suggest any good river in the area and of course with the roar of the Killin Falls coming from below the bridge we arranged to meet the next afternoon to run the complete rapid...

The easiest point of access to the river is on the right bank opposite the Killin War Memorial (see diagram) which is about fifty metres above fifty metres above the beginning of the Falls. The real rapids start with a 50m stretch of grave yard which finish in a 2m fall. It seems to be best canoed on the left but in any event it is easy to break out on either side after the fall. Even in the event of a capsize - and Volker did go in here - there is no problem in getting to the bank.

The next 100m is continuously difficult with large waves and numerous rocks preventing any possibility of stopping. This section was canoed by starting on the right then bearing over to the left under the trees to finish with a zig zag to the left and right to break out into a pool below the first island. Dieter and I waited for Volker. His kayak still appeared to be in one piece, Volker hanging on to the

stern. From where we were we couldn't give any help and by this time a large crowd of some fifty persons had congregated on the bridge to watch the action. All were anxious to help and as Volker was swept into the right bank there were many hands to drag him from the water and salvage his craft.

Dieter who was very worried about his own kayak and even more about his own safety he decided to portage to below the bridge and content himself with the vicarious satisfaction of taking photographs.

From below the first island there is again a committing section finishing in the 3m fall under the bridge. In medium water this can only be canoed with safety by making the shoot left of the centre, but the large pool below leaves room to reorganise. However in the event of a capsize the next 500m to the railway viaduct would be an inevitable swim. Although not so gripping as the upper falls, this lower section is still very demanding with several large falls and one of 2m.

Dieter joined me below the bridge and on reflection reckoned that this stretch was some of the most enjoyable canoeing he had ever done. Assessing the grade of these falls is like trying to grade a new rock climb - an essentially subjective problem, and a problem which is further aggravated by the fact that river conditions are always changing. I was particularly interested in the observations of my

German friends, both of whom had canoed extensively on the Continent.

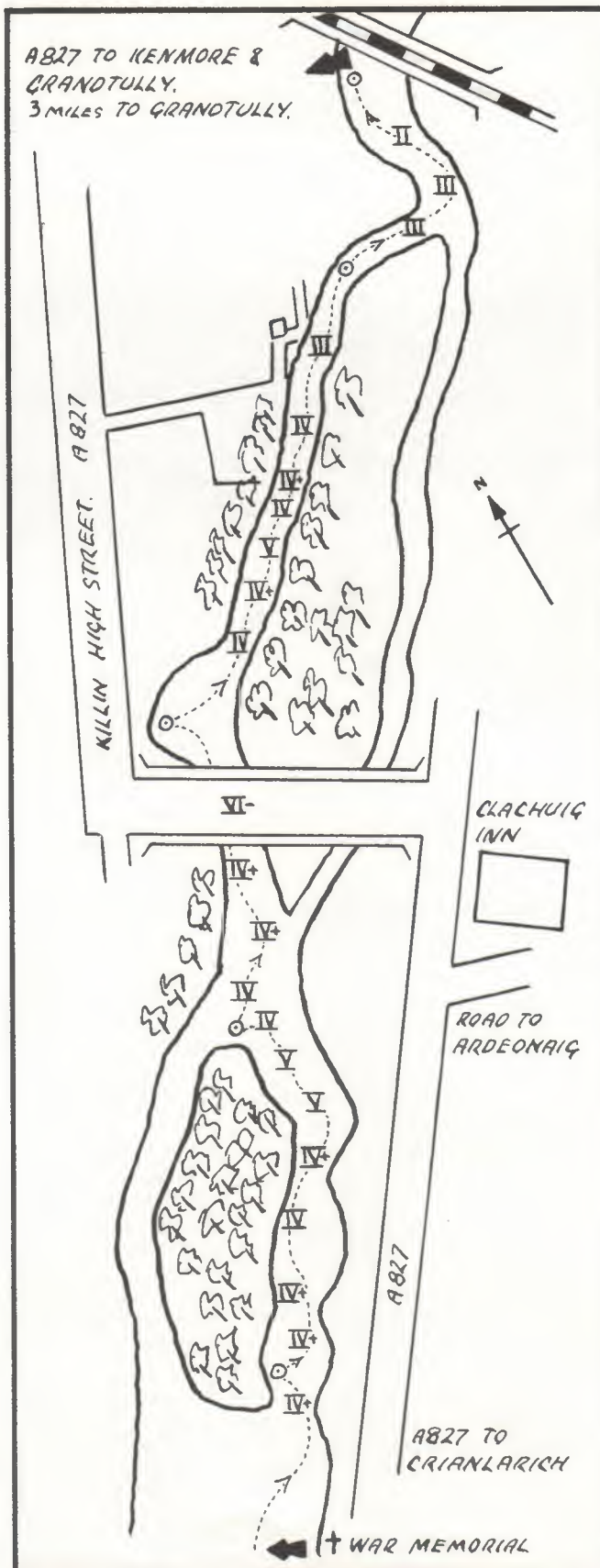
The Falls of Killin were certainly more committing and more continuously difficult than any other river I've run in Britain and therefore on my assessment must have been appreciably more than grade IV. Both Dieter and Volker reckoned the upper section (as far as the bridge), was grade V and V-plus with the falls under the bridge being VI. The lower part from the bridge to the railway viaduct was IV and V. Any single section taken out of context would not be overwhelmingly difficult but taken as a whole the Falls of Dochart must be among the most demanding stretches of wild water in Britain.

Even the upper part of the River Dochart can provide some interest, although there are a number of long flat stretches. The river can be canoed from Loch Dochart near Crianlarich, to Loch Tay - a total distance of some 30 kilometres. Apart from the Killin Falls there are two other interesting rapids; one, about 6km from the start, is a short grade IV, and the other some 2k, upstream from Killin of about 150m with a grading of 111.

Looking for British wild water? Then travel the far north dear reader...

KILLIN FALLS RIVER DOCHART PERTSHIRE, SCOTLAND.

..... ROUTE OF DESCENT.
 ⊙ POINTS TO BREAKOUT.
 GRADES OF DIFFERENT SECTIONS MARKED APPROX.
 SCALE 0 100 200
 YDS.



MIKE CLARK on competitive CANOEING

LIFFEY DESCENT

As in past years, the first weekend in September saw the spectacular International Liffey Descent in Ireland. Once again the Water Board opened up their dams to let the usually still waters of the Liffey run wild... and this year they had promised that the head of water would produce far spectacular water than ever before.

It was in 1965 that I covered my first 'Liffey' and in that year there were freak water conditions producing real floodwater. Since that year I have never seen the river in a comparable state but my then remarks of it being the most spectacular of Long Distance events still holds good. And this is even more so now that the course has been lengthened, moving the start to above Straffan Weir and bringing the finish upstream to above Island Bridge. The new course, introduced last year, presented the competitors with a great weir just 1000m down from the start. Quite a few made it no further than this.... However the 'Liffey' has been a great technique improver - I am sure that even if we found a grade V on the river, there would be a number of writeoffs the first year, but competitors would have learnt to tackle such water by the following year. And so it was with Straffan. This year there were hardly any real break-ups on Straffan, the paddling technique is over coming all the hazards. (Kayak Magazine carried a joke on the 1975 Liffey Race - 'And now folks, for the first time in years, this team is attempting to PORTAGE at Lucan Weir!!') This may be a little optimistic for, in my opinion, the shoot of Lucan for K1 or K2 is just not worth the 50/50 risk of a kayak break-up in view of the fast and safe portage. Still it does illustrate the thinking of most canoeists to shoot anything in sight.

Brilliant sunshine and high water was the order for this year's Liffey Descent, and, as the water Engineers had predicted, the water was certainly





better than last year. The international K1 and K2 classes had a good entry with crews from Great Britain, Denmark and Ireland, and in K2 one crew from the U.S.A. Outstanding entry of the eight classes was that of the Open singles with almost 120 competitors, the Open Doubles attracting a mere 13 crews. However the premier classes at the 'Liffey' are the International K1 and K2.

A little after 13.30 and the first crews were away - the K2 Senior and Juniors came racing down to the first weir, the mighty Straffan. First over was Boshier/Green - away of Great Britain, taking a line down the centre over the sill, with the American crew of Art Vitarelli/Jim Evans opting for the rough water shoot between the steps on the left bank and the weir face. The weir face produced a kink in many of the K2s last year but the British crew got away with the shoot, most of the following crews took the line of the Americans. Close on the sterns of the leading two crews were Tilford/Lawrence of Royal Canoe Club and Gray/Mason of the Nottingham club. The Senior and Junior K1 were next down and here paddlers shot the weir at all angles and places. Among the early leaders were Watkins off Ireland, with Jonathan West of Royal on his tail, but it was surprising to see Norman Jackson well down in the first stages. The Womens K1 and K2 followed, and of course here was some capsizes to please the great crowd on the bridge. Young Kathy Smith of Royal Canoe Club, made an excellent shoot of the weir but came out in the water below after colliding with one of the capsized Irish girls.

A race now down to Celbridge Town to see the leading crews through, two great weirs in between to sort the competitors out. Way out in front by some minutes was the American crew of Vitarelli/Evans - much to the joy of Ann Linder, the girlfriend of Vitarelli who was travelling with me - Tilford/Lawrence followed just ahead of Boshier/Greenaway.

Paddlers raced on down through the Celbridge Rapids, across the draining lake above Leixlip Rapids, a shoot of Sluice Weir and on to Lucan Weir. Here we made it by some minutes having pushed out way through the crowds of spectators, and given the magic word to gain access out onto the actual weir.

Still out in front were the American crew, but only just holding off the Nottingham crew with West/Lawrence some lengths down. The first two made a run in to the weir as if lining for a shoot. But Vitarelli, seeing my indication for a portage, raced into the bank to make a quick carry over the weir, followed by the Nottingham boys. The Royal came next round the bend and proved the futility of shooting this weir in a K2 by coming out in the stopper and sustaining damage that was to cause the kayak to break up on Wrens Nest Weir a few miles down... Leading the Junior event over this weir was the Pangbourne crew of Danniels/Bennett, going in great style and taking things in a calm manner, the crew was to win the event with a time of 2hr. 15min. 08sec.

Now on to Palmerston, the last great weir on the course, if the Americans were in the lead here

they would almost certainly win. The IV of Palmerston was particularly blocked by a tree trunk and it looked as if there was going to be some fun here. With Ann jumping around with expectancy for an American win, we waited in hope that Vitarelli/Evans had shot Anna Liffey and Wrens Nest without mishap. The river at Palmerston is obscured by trees and it was not possible to any way upstream but within a few minutes of arriving the waiting was over. Still out in front were the American crew and looking in real winning form. The combination of Art Vitarelli with rough water experience (he led down the Colorado on the recent British Expedition), and the sprint paddling ability of Jim Evans, made a great crew for Liffey Descent. It was certainly their type of water and they were out to prove they could take on the best of British paddlers and win. The pair successfully took the weir, shooting beside the tree on top of the IV. Now all that lay between victory was a few miles, the broken weir of Glenaulin and Chapelizod Weir.

Over a minute down came Gray/Mason of Nottingham. The pair shoot over the top of the tree on Palmerston, pulling the stump down with them. Boshier/Greenaway were third through but there was no chance of pulling up on the American crew now.

In the K1 event a really great race was developing. Right on top of one another were three paddlers - Watkins of Ireland, West of Royal, and Jackson of Grappenhall, the last two racing for the British team, - and this was the order over Palmerston. Before the finish, Jackson had pulled up from third place to take the class (yet another Liffey win for him!) with a time of 2hr 17min; West remained in second place just 10sec down, while Watkins was pushed down into third place with 2hrs 19min 02 sec. In the K2 indeed the American crew held on to their lead and raced home with a time of 2hrs 08min 20sec, over a minute clear of the Nottingham boys.

In other classes the wins of Junior K1 went to Ireland, I. Pringle making 2hrs 32 min; Ann McQuaid of Ireland taking the Womens Singles with 2hrs. 47 min; the Open Doubles won by the partnership of E. Lawrence/A. Snell with 2hr 27min - nearly 20 min ahead of second place; and D. Smith of Great Britain took the Open Singles with a faster time than that of the International K1. - 2hrs 15min.

KEPPER *Coisach*

POOL KAYAK FOR AUGSBURG SLALOM

NATIONAL SPRINTS

The weekend following the Liffey Descent, it was the turn of the Sprinters to show their paces with the National Sprint Championships at the new Holme Pierrepont Water Sports Centre.

The weather, although producing a heavy mist during the early mornings during which it was impossible to take photographs, turned out bright in the afternoon of both days. The racing, although there is still nothing but the water there, was of first class with some really fine organisation coming from members of the Nottingham Kayak Club and excellent starting - dead to time - by Mark Giddings of Royal. Comments from the Centre Director, Mr. Dibley, were that if such a standard could become from such few amenities, it spoke well of sprint organisation when all the technical systems were installed.

Both in Senior and Junior Classes, the racing saw almost complete domination by the Richmond Canoe Club. Of the 12 events, 11 went to Richmond, while the odd event - the Junior K2 1000m went to another London Club, Royal, with Wink and Slee taking the honours.

Parnham, Avery, Lawler, and Baker, were all in top form to give Richmond the win in all Senior events. In the K1 500m it was Parnham out in front with a time of 1min 57.2, Oliver of Lincoln taking the second place - as he was to the K1 1000m and all other crew events. Avery was out in the lead of the K1 1000m with 4min 13.1., an easy win over three seconds down. Avery/Parnham took the K2 1000m in a very fine race, the Lincoln pair of Oliver/Edwards having to be content with second place. In the K2 500m the Richmond paddlers changed crews and it was the pairing of Parnham/Lawler who gained the win with 1min 48.2, just

1. Norman Jackson taking the rough water below Palmerston.
2. The American crew racing through Coelbridge.
3. Pangbourne crew in rough water...
4. Open singles taking Straffan Weir.
5. Boshier/Greenaway at Palmerston.
6. The Nottingham crew taking Palmerston and a tree-trunk.

Photos: CANOEING MAGAZINE



5/10 sec ahead of the Lincoln boys, and with Avery/Baker taking the third place. In the K4 and the Relay, the win went to Richmond, with Argonauts taking the second place.

In Junior events, Handyside was in top form to take both the K1 500m and the 1000m, R. Oliver of Lincoln taking second in the former, and Wetherall in the latter. Chester/Wetherall gain the win in the K2 500m but could only make second to the Royal crew in the 1000m. Again the Richmond crews gained the win in K4 and Relay, crews made up from Chester/Wetherall/Leach/Taylor/Handyside.

In the Womens events the picture was almost the same with Richmond right out in front. The only exception here was the singles that went to Jane Rowse of Longridge. In the final Pam Renshaw managed to capsize on the start having taken but one stroke. . . . The time was a little slow at 2min 24.5 , but in the heat Jane had made a time of 2min 15. 0. The Irish girl, Ann McQuaid took second place, but in other events it was Richmond all the way.

In the Novice events, an outstanding performance came from E. Farrel of Royal with a win in the K1 500m and th K1 1000m. Crews from the

Nottingham Kayak Club made a great impression here also, Brown/Speight taking both the K2 events, and their crews taking the K4 and second and third in the Relay behind Royal Canoe Club.

Most encouraging of the events at Nottingham were the number competing the Espada Classes. Here there was something like 120 cross entry of the classes. For the first year of the class this says much for the promotion. However it was a pity that all the Espada classe events had been planned for just one day. Some of these young paddlers were being asked to race four or five times during the course of events. No doubt the organisers were taken by surprise at such an entry and things arranged differently in the following years.

It is interesting to note that the Championships not only attracted the Scottish clubs, Batchelor/Reichenstein taking a fourth place in the Senior K2 500m and 1000m, with Batchelor also gaining a fourth place in the K1 500m, but also brought in a large number of entries from Northern Ireland, while among the Espada there were a host of School and Youth Groups new to the sport.



Above: A coy Pam Renshaw after capsizing on the start of the K1.

Top right: Start of the Senior K2; while below Avery of Richmond leads out the Senior K1.

Photo on Page 28: Girls K2 off the start.



The American crew of Vitarelli/Evans – winners of the Liffey Descent – take the rough water of Palmerston.
Photo: CANOEING MAGAZINE.

SLALOM SCENE

Susan Witter

SLALOM JUDGING

It is becoming very apparent that if changes in any of the rules governing the organisation or running of slalom are proposed they should be first considered very very carefully. Take the case first of all of the new rules for awarding slalom penalties; Whilst it is probably true that the rules themselves are an improvement on the old system, their introduction has not been at all satisfactory. It is clear that at many slaloms, including first division national championship events, judges have not understood exactly what penalties to apply in certain circumstances. This is an unfortunate state of affairs and can lead to great dissatisfaction amongst paddlers when penalties are incorrectly awarded, either through lack of knowledge of the rules or inattention by judges to what is happening on the water in front of them.

I believe that the calibre of judges, and hence the quality of slaloms in general, can only be improved by continuing the good work started by the 'White Water' judges' exam. At present the exam is only taken as a matter of personal pride by the individuals concerned. How much better it would be if the results were published for all to see, so that slalom organisers could have some idea of the judges they employ. It might then be possible to make some ruling such as, 'only judges who scored above 55 out of 60 can be used for 1st Division events'. In this way status would be attached to success in the exam and judges would take pride in becoming of sufficient standard to judge at national championship events.

The judges event was introduced at slaloms to entice people to help with judging, but in my opinion, this has merely lowered the standard by attracting individuals who are more interested in getting a run on water they would not ordinarily paddle on, rather than those who genuinely wish to do the job properly. It should be sufficient reward for judging an event to know that one has been chosen for one's competence and that one is putting back into the sport some return for the great deal of pleasure received from it.

AVERAGE CHANGE

On the same subject of changes to slalom rules not being easily understood, I see that there is a proposal to 'simplify' the method of calculating percentages and averages of slaloms. Surely this is a most inappropriate time to suggest such changes just when we are taking the first steps in trying out a points system. The reason for the new scheme proposed is given as the present inability of organisers to compute averages and percentages correctly. The 'simplified' system seems equally complicated and far less trustworthy than the existing one and, of course, will take the usual number of years before it is understood by all. No, let us have some stability in the sport and change things gradually and then only after very careful thought.

SERPENT'S TAIL SLALOM

Now to report some competition: The weekend of September 25-26 saw the Serpent's Tail 1st division event organised as usual by Manchester Canoe Club. The river was disappointingly low but Ray Calverley had designed a top class course on the rather thin water. Having learnt from continental experience this summer, and specially from the Olympic course at Augsburg, Ray had built a course with many tight turns and gates calling for rapid changes of direction.

The team event on the Saturday was the usual dispute between Manchester and Chester, although the Manchester trio of Macleod, Calverley and Langford are now looking invincibly superb. Their first run was unfortunate in that Ken Langford picked up the end of a ball of string which the organisers had left in the river and quickly became inextricably entangled with it. The protest committee, after much deliberation awarded a re-run - which must be an interesting test case and precedent for future juries. In general, of course, re-runs are not awarded for impediments encountered unless something drastic, like the gates falling on a competitor, occurs. In this case the jury felt that since it was the organisers' fault that the string was where it was, then the team was entitled to a re-run; a sound decision I feel. The subsequent runs of Manchester confirmed their invincibility however, and they recorded a convincing win.

In the individual events on Sunday there were some surprises. In the men's K1 for some time past, it has been common to see that the fastest time of the day has been recorded by Mike Thomas (Manchester) although he has never synchronised his performance with a clean round and has usually finished about 6th or 7th. This time he came good and recorded an amazing 217 clean (having done 214 with 20 penalties on his first run). The nearest to that was Dave Mitchell 225 including 10 penalties. Ray Calverley came 3rd with 226 and Melvin Swallow only one tenth of a second behind him in fourth place. Dave Mitchell's return to the top is good to see after his exclusion from the team and withdrawal from the training squad, whose methods he felt were not beneficial to him. Obviously he still has the

ability to regain his place at the top.

In the C1s Rowan Osborne took a very creditable win with John Albert gaining a somewhat unexpected 2nd place with a very fast time indeed. Gay Goldsmith was 3rd whilst Albert Woods, who has been pushing his way steadily up the results lists improved to fourth this time. In the C2 class William/Allen took 1st place with the new international pair of Dawson/Elliot (Devas) second. Third were Court/Goodwin. The Witter brothers were not paddling at this event. The women's event result was fairly predictable with Heather Goodman first, Pauline Goodwin (we shall all have to get used to the new name of the former Miss Squires) second and Carol Gostling third.



WATERWAYS GUIDE

The first of a series of completely new guides to British waterways was published in October. First in the series is 'The South East', covering the Grand Union Canal, Birmingham and Fazeley Canal, Oxford Canal, Coventry Canal, Ashby Canal, Kennet & Avon Canal, and the Lee & Stort Rivers. (Kennet & Avon covers only between Reading to Kintbury.)

This guide is the result of nine months extensive research and cartographic design by the country's foremost producers of Guides. The services on the waterways are shown on ninety-seven maps on a scale of 2" to the mile. The Guide also contains attractive photographs, fine line drawings, and much other information of use to the waterway user.

The size of the Guide is 9 x 4½ inches of vertical format and available at 85p (post free) from British Waterways Board, Willow Grange, Church Road, Watford, WD1 3QA.

WATERWAYS CALENDAR

Also from the British Waterways Board is a very fine 1972 Calendar showing in full colour twelve waterways scenes. This is priced at 58p and available from Mrs. Betty Smith, Press and Publicity Office, Melbury House, Melbury Terrace, London, NW1 6JX.

Canoeing Magazine October 1971

KEPPER Coisach

AS SUPPLIED TO OLYMPIC ORGANISERS

RIVER AVON

£25,000 has been offered by the Department of the Environment to the Upper Avon Navigation Trusts as a contribution towards the estimated £250,000 cost of re-opening the River Avon between Evesham and Stratford-on-Avon. This is the first occasion on which the Government has offered a grant of this size for such a purpose.

Ten new locks and six weirs are being constructed, mainly by volunteer labour. When the work is completed, the Upper Avon will be the final link in a circular system of waterways consisting of the River Severn, the Birmingham and Worcester Canal, the Stratford Canal and the Lower Avon. This system will provide a through route for pleasure craft between main inland waterways and the sea.

Ten long lakes will become available for dinghy sailing, one of the country's fastest-growing sports. Future plans envisage facilities for a number of other pastimes and sports, including bird watching, riverside walking, sub-aqua and swimming.

BRIDGEWATER BREACH

In August a serious breach occurred on the Bridgewater Canal, isolating all waterways in the system north of Lymm from the rest of the canal system. However more serious is the fact that the Manager of the Bridgewater Company has indicated that there is a strong possibility that, for financial reasons, the canal would not be repaired.

If this happens the canal will stagnate, through navigation will be lost, a linear amenity area will also be lost; while the effort involved in the restoration of the Cheshire Ring will be wasted, and the Leeds and Liverpool Canal will be almost severed from the Waterway system.





NSW SLALOM CHAMPS

After a very severe winter - which curtailed almost everything except canoe building - the beginning of October saw the start of the NSW slalom season with the usual early State Championships held over the long weekend at Wyangala Dam on the Lachlan River.

Once again the Dam Supervisor helped things out with the required number of cusecs, but of interest was the record number of entries and the growing number of youngsters coming up to adult standards. A huge crowd also came from the surrounding district and traffic became quite a problem at the slalom site. Most of the State white water clubs had put their shoulders to the wheel and the NSW Slalom Committee had purchased telephones and walkietalkies so as to make the whole organisation more effective. Lilli Pilli had built a kayak to raffle for the Association and this netted \$87.

In addition, we had the return of John Egger from the World Championships at Merano with films which were shown at the caravan site. John Sumegi also returned from the Junior Sprint Championships in Rumania where he missed out on a final by inches, but paddled extremely well. At the slalom he de-

monstrated the power that comes from racing.

John Egger of course did very well. He scored a first place in the K1, third in the C1, first in the Team event and the C2.

Roy Farrance from Victoria came second in the K1, first in the C1, third in the Mixed C2 with his wife Jane, who also won the womens K1.

Gary Nelson, the up and coming Junior from the Illawarra Club did magnificently to tie with John Sumegi on their best runs, but lost first place on a lower second run.

CASUATINA DOWN RIVER

Five clubs attended the Lilli Pilli Kayak Club's 7-mile down river race between Casuatina Sands and Uriarra on the Murrumbidgee River, which was held over the weekend 16th/17th October.

Melting snows off the Alps helped raise the river level to a point where there was little scraping, although rapids were still only I and II at the most. Interest was added to the camp life through two 13 year old youngsters setting out late in the first event, running into trouble and not turning up before dark. All turned out well in the end however, with nothing more disastrous than a 'bent' kayak!

The Open K1 event went to B. Arnold with a time of 58min 15sec; Slalom K1 went to I. Royds with 1hr 02min 45sec; Womens Slalom K1 winner was Miss M. Homon.

Below: Helen Brownlee prepares to breakout of gate 11 at the NSW Champs.

Above right: A Lilli Pilli Kayak Club member through gate 9 at the same event.

Photos: Frank Whitebrook.





KEPPER Coisach

PRODUCED IN UK BY THE CANOE CENTRE

but in the logistics involved in getting canoe, tent, 36 meals per person, and all equipment 100-miles from the hiring point to start on river and then back 200 miles from the take-out point and back to the hirer. For the individual the price could be prohibitive. Another point is that about one canoe in fifteen is wrecked in the rapids. No-one ever seems to get injured - let alone drowned in the rapids - but if you plan to go alone or with another companion, visualize yourself scrambling to the bank in wet clothes, possibly minus your canoe and equipment, in a trackless, 'phoneless forest 50-miles from any village, with the prospect of up to £200 to replace the canoe when you reach civilisation...

The big advantage of a group like the 'Voyageurs' is that in addition to handling the transport at minimum cost, they know how to get in supplies and even replacement canoes and lost equipment at no extra charge. They also know from long experience which risks are acceptable and which are not, so that on the no hand they may decide to shoot a waterfall through a broken dam yet on the other will wait in camp rather than venture on the 20-mile length of Chamberlain Lake in squally weather.

What does the Allagash have to offer? It is a land of sudden and dramatic changes. Miles of brilliant blue and green in the sunshine, warm swimming in clear lakes - sudden grey skies and frantic squalls - equally sudden changes back to calm. A very sociable life around the evening campfire. American cooking with fresh baked muffins and rolls, maple syrup, molasses, and barbecued lamb - which is all the better for its setting. Canoeing involves dramatic changes too; miles of lake - with woods full of squirrels and the occasional deer or possibly moose, and where one could well imagine Hawkeye stalking from the undergrowth - followed by 9-miles of continuous rapids. Sudden low water that may call for all your skill in manoeuvring among the rocks, or sudden floods that make the going swift and easy.

When is it best to make such a trip? For the canoeist or swimmer certainly it is the late summer or very early autumn when the insect pests have vanished. Possibly fishing fanatics who can tolerate icy water and being eaten alive by blackfly may prefer May to June. For the hunter, summer is a close season, but for the naturalist and canoeer the Allagash in late summer is really something to remember... What of the cost? As an individual enterprise - prohibitive. But for the group it ought to be possible to work out a passable price if enough persons wanted it. Anyone interested in an American trip for next season should contact: St. Croix Voyageurs, /o Bob Hall, 13 Beckford Close, Warminster, Wiltshire.

WILDERNESS CANOEING

The northern half of the State of Maine, U. S. A., is almost entirely one vast forest with little human habitation. Winding through its heartland is the Allagash Wilderness Waterway with scenery that mostly differs little from Thoreau's description of it in 1857 which he included in 'Through Maine Woods'. It offers some 98-miles of conifer lined lake, stream, rapid, and fall; the river itself five yards wide at Lock Dam, about 350-yards wide at St. John with many islands, and finally the sight of Canada on the far bank.

Take to 'wilderness canoeing' in this area, but go with the St Croix Voyageurs. Why with an organised group rather than in a small party of two or three? The answer is not on the Allagash itself,

DIOLEN—NEW FIBRE

Gaybo Limited and Jaycee Glassfibre Products are working together and finding out the technique on the new material Diolen, which has been used for some time on Continental competition canoes. A number of canoes in this material are being tested at the present time, and Gaybo and Jaycee Glassfibre Products will be producing boats made of Diolen, but like all good things it will be more expensive to produce.

This material is especially good for competition canoes, as the advantage of Diolen is that when given a severe blow it does not fracture, but is extremely flexible; a combination which you do not get in ordinary fibreglass.

100,000 PLANS

In the recent edition of PBK News, Percy Blandford announced that during his years of business over 100,000 of his plans — for kayaks or larger craft — have been sold.

Percy Blandford has been designing boats since before the second world war, but it was only in the late forties that he started getting commercial. A large proportion of the early plans were for fabric-covered kayak, but there have always been other craft, and nowadays only about a quarter of PBK Plans are for kayaks.

Percy states that the 100,000 mark was passed rather more than a year ago. Although some plans get used more than once, others are not used, and thus it averages out. However you look at it, its one mighty number of plans! Well done Percy...

GLASS RANGER K1

The new RANGER K1 to be produced in glass-fibre by The Canoe Centre — announced last month — is to be available in early December and will be available in early December and will be priced at £59-50. The Kayak will be an exact replica of the Struer veneer model with the exception of the cockpit which is to be enlarged to cater for the needs of the long distance canoeist. The Ranger will be available with either over or under stern rudder and all fittings — under stern rudder and seat fittings — will be of original Struer manufacture.

FAIL-SAFE FOOTREST

After yet another accident where a canoeist's foot has jammed behind his footrest, Valley Canoe Products of Ruddington, Nottingham, is now fitting a 'Fail-safe' footrest as standard in all their kay-

aks. The footrest swings clear if the canoeist's foot inadvertently by-passes the footrest. The new footrest will fit existing horizontal plate footrest supports. It is simpler than the normal bar type of footrest to fit, adds no extra weight, has no parts to go wrong, and is no more costly than the alloy tube footrest normally fitted.

These new 'Fail-safe' footrests are fitted free in all V.C.P.'s new boats of course, but they are available separately, to replace old type ones at a cost of 65p. complete with $\frac{1}{4}$ " diam. brass bolts and wing-nuts.

The supports for this new type of footrest can also be adapted, in new boats, to allow adjustment of the footrest to take place without removing the wing-nut from the bolt. This will be a boon for centres who provide kayaks for their courses and are continually losing wing-nuts while adjusting footrests frequently.

Captive wing-nut adjustment is provided at an extra cost of 95p. per canoe.

V. C. P. Fail-safe Footrest and captive wing-nut adjustment is covered by a provisional patent, and is available only from V. C. P., who would welcome trade enquiries from other manufacturers who may wish to use the idea.

HEAT SHEET

A new material which is waterproof, windproof, windproof, washable and capable of conserving up to 80% of body heat is being introduced to the public in this country. On sale as the "Heat Sheet" it comes in a plastic wallet about the size of a cigarette packet and opens to a full 7 1/2" x 4 1/2". It weighs only 2oz and yet is strong enough to support the weight of a 17 stone man.

Developed during the space research programme the sheet consists of a polyester film covered on one side by a silver foil which reflects heat and on the other by gold lacquer to make it easily visible. The Heat Sheet, which is already extensively sold on the continent, is being introduced in this country by the Virilium Company Limited of Pentonville Road, London. It should sell in the shops at about £1.50.

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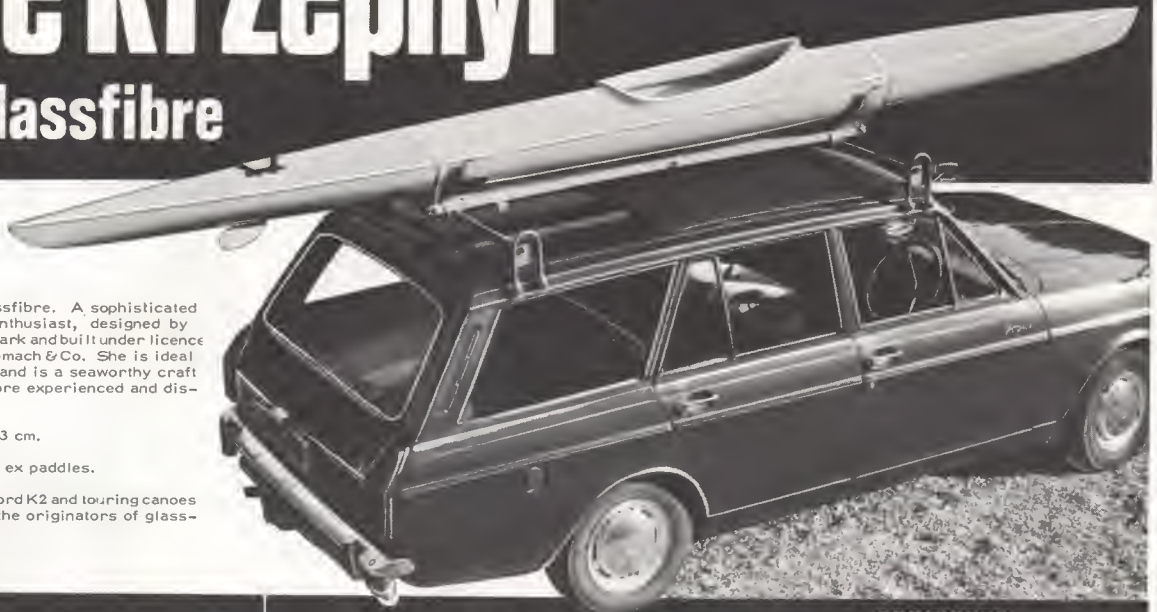
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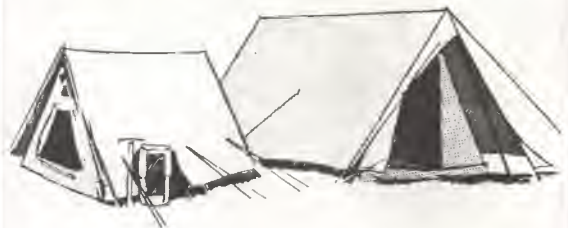
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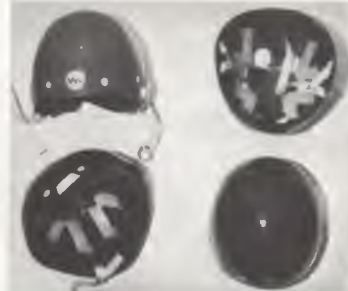
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