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MAGAZINE**

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COVER

Pete Knowles leads down a small group of the Deptford Swimmers on the upper part of the Guisane River.



The start of Senior K1s at the Thames Race.

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Canoeing Magazine June 1975

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CanoeSport Comment

mike clark

Crystal Palace Meeting

In this column of our last issue, I was exploring for a meeting between the B.C.U. (Exhibitions Committee) and the British Canoe Manufacturers Association to try to resolve differences between the two regarding the National Canoe Exhibition at the Crystal Palace. Well, I am pleased to be able to report that such a meeting has taken place.

The meeting was called by the B.C.U. (not a bad start!) with invitations going out to all interested parties and the meeting being held at the Sports Council London and South-East Offices at Gt. Portland Street in London on Saturday May 3rd. The B.C.U. Exhibitions Committee, chaired by Jim Bright, spent some four hours in discussion with six members of the trade and the B.C.M.A. Secretary representing some 15 major manufacturers. Discussion ranged basically over the cost of stand space (the major reason for the non-appearance of the trade at the Crystal Palace over the last two years), publicity and the allocation of stand space. But more important was a request from the B.C.M.A. for representation on the B.C.U. Exhibitions Committee for one of their members (presumably Dick Goodman the Secretary), and a member of the trade from outside the B.C.M.A. The B.C.U. committee was in agreement with this.

Outcome unresolved - but hopeful optimism

The outcome of the discussions is not yet too clear as no agreement was concluded on the major issue of the cost of stand space. An order of stand space allocation was however agreed upon and at least the meeting did prove that the two sides can get round a table and talk. Dick Goodman, Secretary and spokesman for the B.C.M.A., commented that there was reason for hopeful optimism that next year would see once again the full weight of the canoe/kayak trade giving support and exhibiting at the Crystal Palace National Canoe Exhibition. But it must be pointed out that the B.C.M.A. has already set provisional plans for their own Exhibition, although the venue is not decided, and that they have firm quotes of a maximum of £2.50 per a square metre for stand space. Thus it is up to a meeting and decision of all B.C.M.A. members as to whether support is given to the B.C.U. Exhibition with a possible cost of £3.00 a square metre at Crystal Palace and a declining or static number of visitors over the last two years, or whether to go ahead with their own Exhibition that attracted a similar number of persons this year and with every reason for a B.C.M.A. Exhibition to be a greater and growing success in coming years than the first effort proved.

Vatman snatches boating tax

So Canoesport has been clobbered by the imposition of that 25% luxury VAT rate in the Healey budget on our craft – it seems canoes and kayaks in the eyes of the uninitiated are just to be regarded as 'boats'.

Our sport over the last year has already been hard hit by the tremendous increase in the cost of oil. This has had to be borne two fold – petrol for car transport, and in oil based resins used in glassfibre construction. Like almost no other sport, the competitive canoeist travels a vast number of miles in pursuit of the sport and the increased cost of petrol has already made a mark in lower numbers of competitors at many events this season. Almost 99% of canoesport craft are built of glassfibre and the increased cost of raw materials has certainly been reflected in the large rise in the retail price of finished craft.

New price for average canoes kayaks

This new VAT rate on canoes/kayaks must surely have a very adverse effect, not only on the sport as a whole, but also on the manufacturers. Over the past twelve to eighteen months, while other sides of watersport construction has decreased and been going through some very bad patches with a number of firms going broke or ceasing to trade, canoesport has been relatively unaffected by the general market trends and most manufacturers, far from being pushed for work, have hardly been able to cope with the demand for craft. However, this new 25% VAT rate will certainly give the biggest increase in canoe and kayak prices the sport has known. For instance, the average slalom kayak at around £58.00 basic ran out at £62.64 at the old rate but will now become £72.50, an increase of almost £10.00. A sprint K1 at around £70.00 was £75.60 with tax and will now be £87.50, an increase of almost £12.00.

Such increases are not going to put every manufacturer out of business overnight. A paddler who really wants a kayak will find the extra cost, but it is in the educational and outdoor centre field where the increase is going to hurt. Educational Authorities are already under pressure to make severe cut-backs in expenditure and such cut-backs will obviously come in the educational sides of lesser importance – sport such as canoeing must be high on this list. Outdoor Centres with a large turn over in craft are more likely to start building their own craft rather than purchasing new craft, particularly in the light of the fact that moulds and glassfibre materials for building are not included in the new rating but still classed at the 8% rate.

Massive price for veneer kayaks

Kayaks and canoes built in veneer for sprint racing are another market altogether. Even before the increased VAT the price of a K1 was well outside the average paddlers pocket, with a cost of just on £240.00. With tax this was then £259.20, but with the new rate now becomes exactly £300.00. It's interesting to note that the tax rate itself will almost buy a glassfibre version of the K1. The price of the K2 and K4 does not bare thinking about!

With such increases, it becomes obvious that in Britain the sale of veneer racing kayaks and canoes is likely to be solely to the Union or Clubs. Racing at local and national regatta level will be competed almost exclusively in glassfibre craft, and the veneer boats only brought into use for Championship and International regattas.

Boating - only side of sport hit

With regard to the placing of this tax, Mr. Healey seems to have hit at just one particular branch of sport. A set of golf clubs still carry only 8% VAT, likewise running shoes, track equipment, waterski equipment, cricket bats, footballs, and the hundreds of other items associated with various sports. Why should sailing, rowing, and canoeing be singled out for this massive increase in tax? One may well look at the monster luxury craft designed for the 'super-rich' at the Earls Court Boat Show and say, yes these come under luxuries – but surely not the modest dinghy or kayak? Here the Minister is hitting at a physical sport competed by youth, the young adult, and even

the not so young, hitting in fact at a wide range of the population who by no stretch of the imagination be classed as rich or indulging in something that could be classed as a luxury. Yet by putting this tax on boats over a minimum weight of say 600-pounds this would then have taxed those boats the majority of which are designed for leisure as distinct from a physical sport. What about it Mr. Healey? Do our canoeists, rowers, and dinghy sailors have to bare yet another disadvantage on the international competitive field?

Equipment affected by new tax

The higher rate of VAT at 25% announced in the April Budget, applies as from the 1st May 1975 and is placed on the below listed items:

Kayaks and Canoes: Surf Skis or Surf Boards which are shaped or adapted to be sat upon and paddled: Part-finished or kits of parts for kayaks and canoes: Footrest, Deck, or other fittings specifically made to be fitted into kayaks or canoes: All charges for servicing, alterations, repair and maintenance, of kayaks and canoes: Toggles: and Kayak/Canoe Trailers.

Items that remain at the previous 8% VAT are as follows:

Water Skis and Surf Boards (except as previously stated): Paddles (except when supplied in with the basic cost of the craft): Spraydecks (except as for paddles): Lifejackets and Buoyancy Aids: Crash Hats (provided they are not of a type that can be solely used for canoeing): Canoe Moulds: Protective Clothing (including anoraks, cags, wet-suits etc.): Unshaped building materials (including painter line sold by the length) Letting or Hiring of Kayak and Canoes (max. 28 consecutive days) by persons who customarily Let or Hire kayaks and canoes to the public: and Air Bag Buoyancy etc.

The above lists have been agreed with the Head Office of H.M. Customs and Excise, London, after consultation with the B.C.M.A. or the S.B.B.N.F.

T-Shirt days

Summer is just round the corner and those 'lazy hazy days' are not too far away, days when the anorak can be forgotten and its on with the T-shirts and summer wear.

Talking of T-shirts, our Canoeing Magazine T-shirt offer has been gaining a steady sale throughout the winter, and, while the initial seven designs have gone very well, readers will see from the current advert in this issue that I have been at the drawing board again and now introduce another three designs to the range of canoesport motifs - K1s, Slalomist and Surfer.

For Outdoor Pursuits Centres or Sports Organisations where large quantities of T-shirts are required for resale, generous discount rates can be quoted on request. T-shirts of course carry your own Centre or Organisation design.

Super Grip Holdall - new line now available

A new line being introduced by the magazine is a super grip holdall printed each side with a canoesport motif. The holdall is produced in a high quality tan coloured vinyl-plastic with black contrast trim. The base is approximately 20" x 12" with a depth of 12". Incorporated into the holdall is a separate waterproof zipped bottom packet, thus keeping wet used canoeing gear away from other clothes and gear in the main compartment. Price, including VAT and postage, is £7.90. The canoesport design at present available is CM8 (K1 paddlers in silhouette), however, if more than 10 slalomists write in for a slalom design holdall, holdalls with design CM9 (slalomist) will be available. (See T-shirt advert in this issue for designs as quoted.)

Details or orders for above T-shirts or holdalls available from: Canoeing Magazine, 25 Featherbed Lane, Croydon CR0 9AE.

Canoeing Magazine June 1975



The new Super Grip Holdall available from Canoeing Press.



Gillie Howe reports

DEVIZES WESTMINSTER

*Tough conditions for Easter Marathon -
but new record set...*

The 1975 Devizes to Westminster Canoe Marathon must surely go down in canoeing history as the worst year weatherwise since 1958—in that year it snowed non-stop for 14-hours. At Devizes the night before the race, experts past and present were discussing the likelihood of a new record this Easter. The wind was blowing north-easterly force 3—4 with intermittent snow showers. A new record in 1975? The unanimous decision—No Chance!

Start from Devizes

At first light on Good Friday morning, it looked even more so; the ground was covered with two to three inches of snow. In the Council Car Park at Devizes, it was the usual hustle and bustle chasing up the last minute items and final briefings between bank parties and crews, until the time arrived for the crews' kit, kayak and safety check in the isolated area of the Canoe Park on the Wharf.

By between 0800-1030-hours, all the

Juniors and most of the Seniors had left (the new rule of last year confining all Senior starts to the Saturday, has been dropped and now reverts to the old start period of between 0800 on the Friday to 1000-hours on the Saturday). It now remained for the faster crews to play Cat and Mouse in the starting game. Favourites for the Senior event were the Royal Engineers who in the Waterside Series (designed and run to assist canoeists in their DW training) had come 1st, 2nd and 3rd. Certainly they had the strongest and most formidable team to be seen in this race for a long time. Of course the Royal Marines are always a force to be reckoned with, the Royal Marine crew of Alan-Williams/Chapman holding the record of 18hrs 34mins which was set up in 1973. Among other top crews this year, Cornish/Nash had done well in the training—Cornish being a former DW Junior Champion and very much in the running for the Senior title—Perrett/Greenham had also done some

very good training times, Perrett being a very experienced canoeist at 38-years old, while Greenham is a member of the National Long Distance Team.

Because of the bad weather, most of the experienced crews put their starting times forward by 30-minutes to an hour. At 1232hrs Wallace/Rycroft, the fastest of the Marines crews set out; 1245hrs Perrett/Greenham of Leighton Park School/Royal Canoe Club started down the course; while at 1252hrs Cornish/Nash of Richmond/Reading Canoe Club left. But where were the Royal Engineers? 1330 came and went, no more fast starters who were trying to catch the tide at Teddington. Then came the realisation that the REs were starting at night. This is rather a gamble—only one pair in the last 25-years who had made a night start have won the race: Gillie Howe and Brendan Strickland in the 1966 race, and Howe had 15 years experience behind him on this his last active D.W. race.

At Horton Bridge just a few miles down the course, most of the crews were one or two minutes behind their schedules, mainly caused by the wind in their teeth—still north-easterly. At Wootton Rivers the first portage, the beautiful white carpet of snow which a few hours earlier had been the river bank, was now transformed into a quagmire of mud and slush by the seemingly hundreds of feet of the Junior and Senior crews. At Newbury the Juniors stopped over with the finish of their first leg of the race, while the field of Seniors were closing up. Fastest times were Perrett/Greenham with 5hrs 42mins, Wallace/Rycroft with 5hrs 47mins, but these had had a kit check, and Cornish/Nash making the third fastest time. By now the wind had shifted round to the north-west and it was noticeably warmer. But it was still anybody's race...

Onto the Thames

At Reading, the portage of Blakes Lock and the start down the Thames, Perrett/Greenham were 4-minutes up on the Royal Marine pair but the time was 35-minutes slower than that set up by Alan-Williams/Chapman in 1973. It seemed there was no chance of a new record.

At Shiplake the race started to change, Perrett/Greenham's Bank Party missed the pair by 2-minutes, and they had made up 8-minutes on their scheduled time in only 6½-miles! The Thames lock keeper at Reading had said that all the sluices were pulled and all the weirs clear through to Teddington. Crews and Bank Parties now began to realise the significance of this. By Marsh Lock, 61-miles down the course and just under the half-way mark, Perrett/Greenham had made up another 4-minutes and were also 6-minutes up on the Marines. Cornish/Nash were 6-

minutes down on the Marines and the pattern was beginning to form.

Record in sight

Hambledon, Hurley, Temple—as each lock was passed the minutes were being knocked off. Passing under Windsor Bridge, Perrett/Greenham were just 2-minutes down on Alan-Williams/Chapman's record winning schedule of 1973. Thus at this stage it was now certain that if the pair could keep going and avoiding accidents, a new record was certainly on the cards and defying the weather and the predictions of the 'experts'. It seemed age and experience were now paying off. Their style was good, the stroke near perfect for the Thames fast water conditions, and a striking rate of 85. The clock was now telling the story as they passed under Staines Bridge—6-minutes up on the 1973 record time...

Teddington Lock

At Teddington such high water had not been experienced in over 25-years on the race. The water was some 18-inches to 2-feet deep over the top of the rollers making for a very easy shoot. But for some unknown reason, the race official was bringing the crews out on the left of the rollers, making them portage the Lock Island. At this stage, Greenham was paddling No 1 and being deaf did not hear the official instruct him to get out and portage the lock. He paddled straight over rollers and away, gaining possibly 3-minutes. This action could have led to disqualification or a one hour penalty being added to their time, as had happened to other crews on past years. Happily, this was not the case.

Over the last 17-miles to Westminster, it started to snow heavily, but nothing could put them off, Perrett/Greenham knew that victory was in their grasp. Even as they finished the race, photographers and Bank Parties had not caught up with them, but they were not worried as their smiling faces told all concerned that they had smashed the existing record by about 40-minutes, time to be corrected. This was all the accolade they required at that moment.

Engineers challenge

Second at this stage were the Royal Marine crew of Wallace/Rycroft with 18hrs 46mins, and third were Cornish/Nash with 18hrs 58mins. The Royal Navy crew of Chandler/Rowell took the fourth place.

However, the big question now was where were the favourites, the Royal Engineers who had started out from Devizes in the late evening. A telephone call revealed that the whole team had

started from Devizes between 2359 and 0140hrs. The burning question was could they repeat their success of the Water-side Series and beat the new record of Perrett/Greenham. At Newbury the time of their fastest crew—Haskey/Waterton—was some 5-minutes up on Perrett/Greeham, while at Theale they were 8-minutes up, at Reading nearly 10-minutes and at Shiplake over 11-minutes up on the time of Perrett/Greenham. Alas, this was the peak of the REs run and the Easter weekend river traffic began to take its toll and gradually their lead was whittled away. But right up to Teddington where they dropped to 7-minutes behind on the new record, the result of the race was still very much in the balance. Haskey/Waterton pulled over the finish at Westminster with a running time of 18hrs 07mins—just outside the new record, but good enough to take second place overall. What would have happened if the Engineers had split their crews down the middle with half going by day and half at night? We can only wonder if the result would have been the same.

Devizes result

SENIOR EVENT

1st B. Perrett/B. Greenham, Leighton Park School, 17hrs 50mins 23secs. 2nd A. Haskey/E.Watterton, Royal Engineers, 18hrs 02mins 24secs. 3rd W. Wallace/J. Rycroft, Royal Marines Canoe Club, 18hrs 42mins 50secs. 4th A. Mawer/C. Norton, Royal Engineers, 18hrs 46mins 12secs. 5th T. Cornish/S.Nash, Richmond Canoe Club, 18hrs 55mins 05secs.

Senior Team Event—Royal Marine Canoe Club.

JUNIOR EVENT

1st I. White/C. Gale, Sussex Police Cadets, 16hrs 08mins 07secs. 2nd S. Shepherd/A. Chapman, Harlow Outdoor Centre, 16hrs 29mins 27secs. 3rd H. Yardy/M. Albrow, Sussex Police Cadets, 17hrs 06mins 50sec. 4th R. Kinch/M. Davis, Leighton Park School, 17hrs 16mins 31sec. 5th R. Carter/P. Fleming, Chelmsford Canoe Club, 17hrs 17mins 43sec.

Junior team Event—Sussex Police Cadets.

DEVIZES-WESTMINSTER WINNERS ROLL

1948 P. Brown/L. Jones B. Walters/B. Smith	1st Devizes Rover Scouts	89hrs. 50min.
Whitsun		
R. Parker/G. Busby D. South/F. Attrill	Chippenham Sea Cadet Unit	76hrs. 50min.
1949 F. Luzmore/H. Ross G. Flint/M. Pay	Richmond Canoe Club	49hrs. 32min.
1950 H. Ross/R. Webb	Richmond Canoe Club	34hrs. 52min.
1951 O. Dansie/R. Dry	21 SAS TA	24hrs. 07min.
1952 H. Ross/M. Wilkins	Richmond Canoe Club	24hrs. 51min.
1953 J. Junor/E. Marchant	21SAS TA	30hrs. 47min.
1954 D. Mitchell/S. Syrad	Royal Marine Canoe Club	28hrs. 13min.
1955 D. Mitchell/S. Syrad	Royal Marine Canoe Club	25hrs. 32min.
1956 G. Howe/J. Clark	Royal Marine Canoe Club	28hrs. 32min.
1957 K. Aston/B. White	Royal Marine Canoe Club	25hrs. 28min.
1958 G. Howe/C. Edmonds	Royal Marine Canoe Club	24hrs. 27min.
1959 T. Shenton/S. Syrad	Royal Marine Canoe Club	23hrs. 17min.
1960 J. Cann/T. Hardy	21 SAS TA	23hrs. 01min.
1961 G. Howe/C. Tandy	Royal Marine Canoe Club	20hrs. 59min.
1961 (B Class)		
W. Crook/R. O'Keefe	Lancashire Regt.	20hrs. 37min.
1962 G. Howe/C. Tandy	Royal Marine Canoe Club	20hrs. 23min.
1963 J. Haynes/D. Arnold	Royal Marine Canoe Club	21hrs. 58min.
1964 K. Aston/R. Donnison	Royal Marine Canoe Club	21hrs. 46min.
1965 T. Cook/M. Stimson	RASC Para. Brigade	20hrs. 27min.
1966 G. Howe/B. Strickland	Royal Marine Canoe Club	21hrs. 04min.
1967 B. White/J. Lowe	Royal Marine Canoe Club	20hrs. 12min.
1968 P. Pagnanelli/R. Evans	63 Para. Brigade RCT	21hrs. 38min.
1969 P. Pagnanelli/R. Evans	63 Para. Brigade RCT	19hrs. 47min.
1970 P. Pagnanelli/R. Evans	63 Para. Brigade RCT	19hrs. 14min.
1971 P. Lawler/C. Baker	Richmond Canoe Club	19hrs. 22min.
1972 T. Shenton/T. Cardale	Royal Marine Canoe Club	19hrs. 09min.
1973 A. Alan-Williams/A. Chapman	Royal Marine Canoe Club	18hrs. 35min.
1974 A. Alan-Williams/J. Dyke	Royal Marine Canoe Club	19hrs. 43min.
1975 B. Perrett/B. Greenham	Leighton Park School	17hrs. 50min.

SPRINT & L-D

Richmond Regatta

The first major Sprint Regatta of the season was held at the National Water-sports Centre, Holme Pierrepont, over the weekend May 3rd/4th and organised by the Richmond Canoe Club. With conditions quite reasonable, a full programme of events were run, including all Espada Classes, and incorporating the British Universities Championships and the National K2 10,000m Championships.

Outstanding among the Seniors were the Royal Canoe Club pair of Dave Lawrence/Eric Farrell, the pair taking the win in the 500m, 1000m, and the K2 Championship 10,000m. Joined by Fowler and Williams, as a K4 crew they won both the 500m and 1000m.

In the C1 events the racing was as usual dominated by Willy Richenstein from Scotland. Willy left no doubt that he is supreme in the country with a 9sec lead in the 500m, 22sec in the 1000m and over 12 minutes in the 10,000m. .!

In the womens events the regular sprint girls were somewhat shadowed by the Wild Water Racers Team – these being Pauline Goodwin, Hilary Peacock, Peggy Mitchell, and Jill Clark. These four literally cleaned up to win every one of the womens events. . . .

Thames Long Distance

The Thames Race, held at the beginning of April, attracted quite a good crowd of paddlers, and in fine conditions the Senior K1 officially went to E. Farrell of the Royal Canoe Club. However, first to cross the line was Parnham from Richmond – he had not entered and was just racing without a number. . . Avery/Hunter, a Richmond/Royal combination took the win in the K2 to hold off a strong pairing of Dave Mitchell (slalomist) and Graham Mackereth (now manufacturer) in second place. . . !

Poor turn-out at Lincoln

The Lincoln Canoe Club Long Distance Race at the end of April attracted only a poor entry of paddlers. However, in the K1 (always Senior 'A'), the win went to Lawrence of Royal Canoe Club with Farrell on his tail. . .



Farrell/Lawrence of Royal Canoe Club looking highly pleased after wins at Holme Pierrepont.

The British Long Distance Racing

Team opened their 1975 international programme with a visit to North Amsterdam for the Dutch Long Distance two day event held over the weekend 26th/27th April. Competition was for both K1 and K2, with a Senior course of 25km, and a Junior course of 12km. Among the competitors, the Belgium Team contained some world class paddlers and in fact these dominated both the Senior and Junior classes.

On the Saturday in the Senior K1 race, only Brown and Williams managed to stay with the leading group off the start and some very good tactical paddling by the Belgians broke up the field. By the half way mark and into the first portage, a second group had formed with four Belgians, the Dutchman Jacobs and the British paddlers Williams and Greenham. At the second portage, just after the 17km point, a long fast run by Greenham produced an amazing change of positions – he led the field with Jacobs. However, the Belgians, working together, caught them just 4km from the finish. Unfortunately a clash of blades with just 2km to go, capsized Greenham and he could then only manage 8th place after paddling a really excellent race. The win went to Hoekstra with a time of 2hrs 02mins

The numerical supremacy of the Belgian crews in the Junior K2 event, gave them the advantage in the tactical race along the shallow, narrow middle section of the course. The two British crews of

Sheriff/Mikhail and Freeman/Fieldus were left too much to do and finished behind the three Belgian crews.

Our best result of the weekend came in the Womens K2 event. Here Nadal/Money took an early lead and throughout just continued to extend it. They finished with an easy win from a German crew and a Belgian crew in third place.

The Sunday saw the Senior K2 event, and here again the racing was dominated by the Belgians. Only Brown/Williams stayed with the leaders at the start, but a passing pleasure craft split the front group and Brown/Williams were left initially with Speaight/Burr to contend 4th place with the Belgian crew of Hoekstra/Tomansky. Both our crews were outspurred by the Belgians and Brown/Williams finished in 5th place just over a minute down of the leaders – the world bronze medalist crew over 10,000m of Brokes/Stinkens.

The Junior K1 class followed a similar pattern to that of the K2, with the young Belgians sufficiently fit and strong in numbers to break up the British Juniors on the shallows. Sheriff finished 5th, with Fieldus a length down in 6th place.

In the Womens K1 event, our girls were not able to repeat their performance of the K2s. Both were dropped badly at the start and, despite some improvement, Kath Nadal could only finish 4th and just under two minutes down on the Belgian winner. Heather Money paddled well to finish 8th in a very strong field of German paddlers.



Peggy Mitchell/Jill Clark of the Wild Water Racers at Holme Pierrepont.



Paddler launching for the start of classes at the Thames Race. A familiar sight of Ted Tandy (standing lower right).

Dutch results

SENIOR K1 – 1st P. Hoekstra, Belgium, 2hr 02min 03sec. 2nd J. Broekx, Belgium, 2hr 02min 07sec. 3rd P. Stinckens, Belgium, 2hr 02min 11sec. (8th B. Greenham, Britain, 2hr 03min 57sec.)

SENIOR K2 – 1st Broekx/Stinckens, Belgium, 1hr 52min 16sec. 2nd Alders/Broekx, Belgium, 1hr 52min 18sec. 3rd Van De Doe/Tinkeman, Holland, 1hr 52min 23sec. (5th Williams/Brown, Britain, 1hr 53min 56sec.)

JUNIOR K1 – 1st J. Alders, Belgium, 1hr 13min 40sec. 2nd A. Sheriff, Britain, 1hr 14min 21sec. 3rd A. Fieldus, Britain, 1hr 14min 24sec.

JUNIOR K2 – 1st Alders/Van d. Looy, Belgium, 1hr 09min 24sec. 2nd Verhoeven/P.v Hees, Belgium, 1hr 09min 26sec. 3rd Vervack/De Bucke, Belgium, 1hr 09min 44sec. (4th Sheriff/Mikhail, Britain, 1hr 12min 57sec.)

WOMENS K1 – 1st M. Kuppens, Belgium, 1hr 21min 49sec. 2nd T. Schaffer, Germany (FGR), 1hr 22min 29sec. 3rd B. Mairich, Germany (FGR), 1hr 23min 31sec. (4th K. Nadal, Britain, 1hr 23min 42sec.)

WOMENS K2 – 1st Nadal/Money, Britain, 1hr 17min 52sec. 2nd Leibold/Schaffer, Germany (FGR), 1hr 18min 37sec. 3rd Kuppers/Sentens, Belgium, 1hr 19min 55sec.

*Report from Jim Rossiter,
Long Distance Team Manager.*



K2 10,000m event at Holme Pierrepont.



Leighton Park pair at the Thames Race.

EVENTS & COURSES

Holme Pierrepont

The major Sprint Regatta of the year in Britain, the Holme Pierrepont International, will be held over the weekend June 21st/22nd at the National Watersports Centre, Nottingham. However, with other international events at Brandonburg, and Budapest, being held the same weekend, it is going to be hard to pull any great number of international teams – despite the Olympic standard facilities. But of course, the regatta, combined with the British Schools Canoeing Association Championships, should at least attract the largest 'home' entry of the year.

Den Helder

The 2nd Julianadorp-Den Helder Long Distance Race will be held over the same weekend as the Holme Pierrepont International. Organised by the local Dutch Tourist Office, this race is round the island of Razende Bol and a total distance of 25km. The event is open to single or double kayaks and full details available from: VVV Julianadorp-Den Helder, Julianplein, P.O. Box 41, Den Helder, Holland, Netherlands.

Nordkapp Expedition

During the month of June the Nordkapp Expedition gets under way. Six British paddlers under leader Colin Mortlock will attempt to canoe from Bodo to Nordkapp, the most northerly point of Europe and a distance of some 500-miles. The group expect to arrive around the middle of August. Photo shows one of the Expeditions' specially designed kayaks being taken from the mould at Valley Canoe Products workshop.

Lakeland events

The Lakeland Canoe Club announce alterations or additions to their canoeing programme. Lakeland will run the Eden Wild Water Race on November 16th, but the Leven Wild Water Test planned for October 5th is now amended to October 12th. The Strangerrthwaite Slalom programmed for September 7th has now been cancelled. Details of above events can be obtained from: E. Totty, Esq., Craigmuir, High Knott Road, Arnside, Westmorland, via Carnforth, Lancs.

Thames Canoe Rally

In conjunction with the Port of London Clipper Regatta, it is proposed to hold the largest ever Canoe Rally on Saturday August 30th. The run will start at 09.00hrs at Putney and finish at Greenwich Pier – just on 12-miles with the helping tide through the centre of London. Any type of kayak or canoe can be entered provided it has correct buoyancy, and that participants wear lifejackets and able to swim. For interested clubs or individuals, full details can be obtained from: Canoe Camping Club, Thames Group, 53 Hollies Avenue, West Byfleet, Surrey, KT14 6AL.

Teviot Bridge Slalom

The Teviot Bridge Slalom for Novice and 4th Div. paddlers, originally planned for the weekend April 26th/27th was cancelled and now moved to September 13th/14th. Full details from: K. Fraser, Mansfield Square, Hawick, Roxburghshire.

JULY EVENTS –

6th
Linton Slalom – 2nd/Open Divs.
Matlock Slalom – 3rd Div.
Chester Weir Slalom – 4th/Novice Divs.
Tewkesbury Long Distance – 12m.
Bungay Youth Series –

13th
Linton Slalom – 3rd/Open Divs.
Darley Abbey Slalom – Novice/Open Divs.
Exe Circuit Long Distance – 11m.
Joint Services/Open Regatta, Holme Pierrepont.

20th
Stone Slalom – Novice/Open Divs.

27th
Royal Navy Long Distance – 25m.

AUGUST EVENTS –

2nd
Richmond K2 Marathon – 21m.

3rd
Lee & Stort Long Distance – 12m.

10th
National Sprint Championships,
Holme Pierrepont.
Clywedog Down River.

17th
Wolverhampton Long Distance – 12m.
Trent Marathon.

24th
Grandtully Slalom – Home International.
National Long Distance Championships.

31st
Trywern Slalom – Home International.
Marple Slalom – Novice Div.



canoe tour



PETE KNOWLES
check out

Les Quinzaine International des Torrents Alpestres

For any kayakist or group of paddlers looking for a trip to the French Alps but wondering where to go and which are the best rivers to run, the Quinzaine International des Torrents Alpestres offers a great deal.

A small group of us went to this event last year, following recommendations from Peter Van Stipdonk, some German paddlers, and Manchester Canoe Club—the latter have been going to the competitions for a number of years—say no more! In short Les Quinzaine Torrents Alpestres (hereafter referred to as Q.I.T.A.) consists of two weeks of friendly, mildly competitive runs on the tastiest rivers in the French Alps. Everything is laid on, venue facilities, itineraries, campsites, even the water where dam controlled. The competition is very loose and friendly, with points being awarded to a team of six persons on the basis: number of hours, plus grade of water, plus persons completed, with bonus points for 'Grannies' & Veterans, Ladies, etc. You chose the sections of river you want to do—anything from Grade II to Grade VI, but the points system and the organisation encourage one to have a bash at something more than you would do otherwise.

continued overleaf

Severaise River

We met up with the Manchester Canoe Club on the River Severaise for a gentle two days in an idyllic unspoilt valley for a little practice and some fun before the competition started—practice consisted of a lilo down river race...with the loss of three lilos!

Moving on to the Guisane River we joined the Q.I.T.A. and acquired our team mascot—a now well known accredited Grade VI rubber duck called 'Whoppy'. Things started with a bang—a fireworks display and campfire, plus free wine (shame we only had pint mugs...)—they burnt the forest down the previous year. But that's another tale.

Guisane River

The fireworks were preceded by the shooting of an 8-foot weir, lit by the light of flares and with the kayaks eerily glowing from torches in the bow and stern. Richard Knight showed off by rolling with a head light on (we put it out by throwing rocks at it!). However, the Guisane itself was a handsome little river—huge boulders and shoots, with a pretty continuous drop. It was somewhat off-putting to look at (certainly the Grade V section we wouldn't normally have done), but in practice it was a beautiful, interesting run with little damage to our boats—we would liked to have repeated it several times. 'Whoppy' did well on this, managed to get the timekeeper on the river race (optional) somewhat confused, and was presented with a medal—the proud little duck kept squawking all night. So did one or two of our other members after a 2am session wining with our rivals—a team called 'Les Medjoires'.

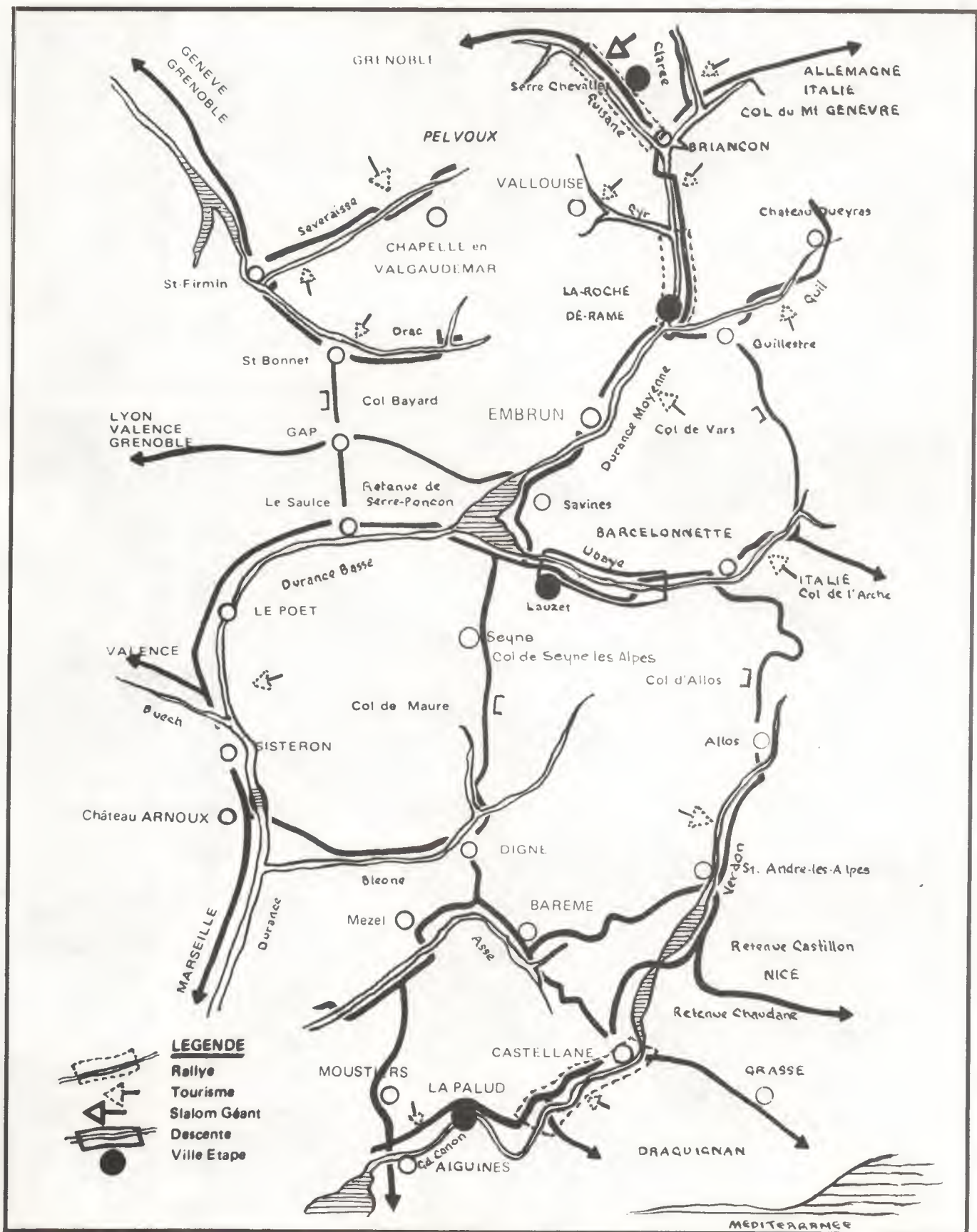
Durance River

From the Guisane we moved on to the Durance and during a practice run we met up with these three open Canadians (not Q.I.T.A.), suggesting that they might meet a rapid 'tres formidable et dangereux' at Rabouil, only to be returned with a Gallic shrug. We carried on down through some nice heavy water to the top of the infamous Rabouil Rapid—this we found to be a real handsome 5-foot deep hole with a stopper and standing wave. This just couldn't be resisted, so we 'played-about' here doing pop-outs, loops, pirouettes, etc.—this quite impressed the French who thought we were trying to write-off our boats.

continued overleaf



Deptford Swimmers on interesting water on the Guisane River.





- the weir at the Guisane campsite.



Running repairs made by John Williams, with a little 'help' from Richard Knight ...!



various paddlers of the group at play on Rabbiou Rapid, Durance River.





After half an hour the three open Canadians appeared and pulled in above the rapid. After inspecting it, to our complete astonishment one of them set out to run the rapid. The canoe rushed down the shoot—into the hole and promptly sank to the bottom of the river. We rescued two half-drowned paddlers and looked upstream to see what their mates were doing – the next canoe was setting off! This time a girl in the front was wearing water-wings but when the guy in the back saw the hole coming up he jumped out into the river and left her to it! We rescued the girl (Hi-ho silver!), the paddles and then the guy, but the canoe went off downstream (with all their gear) and broke in two around a rock. Now just imagine our feelings when we saw the third canoe setting off! Another two swimmers (no lifejackets of course) and another canoe written off. We reckon there was about £500 of canoes and equipment and clothes lost in just under 15-minutes!

Needless to say the Q.I.T.A. paddlers fared a little better. We took the following day off for a trip up to the local glaciers to show "Whoppy" what snow was like...

Part of the Czech National Team joined the Q.I.T.A. at the next venue, the River Ubaye. We promptly traded bourgeoise wine for some excellent revolutionary fibreglass. Also we managed to negotiate an excellent private campsite with a local farmer in some pine woods by the river (the campsite, not the farmer). Martyn Shakeshaft decided to do the hermit trick, pitched his tent in the depths of the forest, went back to our truck to get the rest of his gear and couldn't find his tent again that night...!

The next day we did a practice run down the difficult sections of the Ubaye – Grades IV to VI. It proved to be quite an interesting river – similar to the Guisane but more technique with some heavy water and stoppers to run, quite tasty stuff. We had one or two incidents in the party, one boat jammed down a boulder choke, a couple of swimmers, and a very nasty incident when 'Whoppy' made a malicious unprovoked attack on Jim Barbour, wrapping her lead round his paddle and thus Jim and myself were tied together going down this shoot straight into a rock garden... A little further on we rounded a massive boulder and disappeared down a 6-foot fall – popped out nicely thankfully (a C2 looped here the following day). This section of 2-miles took us 4 hours – not too good.

On the next day and in competition, we ploughed straight down in about 20-minutes, cheered on by sadistic photographers. (It seems there weren't that many paddlers attempting the last drop, with most of the Czech and French teams portaging.) At the end of the days section, there was an optional river race through a beautiful 200-foot deep gorge. Feeling on good form, our group put up excellent times here – Jim Barbour winning the Veterans and Richard Knight putting in a tremendous performance to win 3rd prize and paddling his old Olymp IV slalom against Czechs in Down River Racers!

Verdon River

To get to the Verdon, our next river, we had to cross the backbone of the Alps via the Col d' Allos, one of the most pic-

turesque passes with superb views. Having found the camp-site, we not only had to pitch tents and prepare the evening meal, but also set to and repair the kayaks ready for the days run and the navigation of the Canyon of the Verdon.

The following day we spent running the river from Castellane to the entrance to the Canyon. This was a pleasant Grade II to III paddle until you reach a rather hairy looking rapid called 'Le Marlet' at the end. This is probably a little more than Grade II. . . ! But as a forerunner to the Canyon it is an excellent guide to the level of competence required for the Canyon itself.

In the afternoon, we joined the tourist circuit in driving round the rim of the Gorge, trying to plumb its dark depths and pick out details of the river down below. The evening was spent in careful briefing, preparations, and checking for the expedition down the Canyon the following day.

Verdon Grand Canyon

The Verdon is unlike any other river in Europe – a twisty, real tasty, demanding river flowing through grotesque limestone formations, in a gorge some 200-feet deep down and so narrow that the sun rarely reaches parts of it at all. Called the 'Grand Canyon of Europe', in its own way it is just as impressive both from the canoeing and scenery as the Grand Canyon of the Colorado River in the States.

The Canyon of the Verdon is only some 33km long, with a drop of 130m. There are several major portages requiring the use of ropes, and one underground section to the river. The traverse of it has been described as a joint climbing-caving-canoeing expedition. There are no roads, and only limited access points for escape. Although the canoeing in normal water conditions is not more than Grade IV, the above factors and the continuous technicality of the rapids make it a fairly demanding little expedition.

One particular problem the kayaker meets are the numerous syphons – places where the river or part of it is sucked under a boulder choke or through an underground cave. These are usually partially blocked by tree trunks and other debris (although I wasn't tempted to find out for myself), making swimming not recommended and break outs in the right place quite a good idea! The other main danger is a rise in the water level. In summer when the reservoirs controlling the flow are low this is usually no problem – however because of the narrow cross-section, even a small increase from its normal 15cusecs to 25cusecs will change it into a roaring, foaming, impassable torrent. This happened in a previous year and a party had to abandon their boats

continued overleaf

'Le Merlet' rapid on the Verdon.



Battered boats and a couple of trophies, plus members of the group (big Pete on the right!) at the P.G.L. Ardeche Centre on homeward route.

and climb out of the gorge.

We were quite impressed by the technical skill of the Czechs – many of them paddled White Water Racers through the Verdon. In our slalom boats our (rather large) party of seven were happy to arrive safely at sunset out the lower end of the Canyon, having set off at 7a.m. and been on the water for over 12 hours...

Don't be put off by this description... three of us did the Canyon in 1973 in borrowed P.G.L. KW7s using homemade polythene spraydecks, plywood paddles, and no guide... that was a real fun trip! Certainly people tend to get gripped-up too easily, but a suitably prepared and equipped small party of competent Grade IV paddlers should have no major problems. (Roger Verdegen's Guide to the Canyon of the Verdon is well worth buying, both as a guide and to have on the bookshelf to impress people!)

After the traverse of the Verdon, the following day Q.I.T.A. finishes with a French buffet lunch in the local village square, with wine, presentations, wine, speeches, wine, dips in the fountains, more wine, and fond farewells. And of course even more wine...

Group Roll-call

As for the members who made up our trip... well that's a little difficult as we were a rather mottley loose bunch. Outstanding among the paddlers was yours truly Pete Knowles (cheers and bows all round), Richard Knight (hisses and boos), Jim Barbour (give the man a walking stick), Martyn Shakeshaft (award for orienteering), Mike Fennessy, John Clifford, John Williams and a number of others to total around 13 who appeared on the competitions at odd periods during the Q.I.T.A. But wait, we have forgotten the most important person of all – yes young 'Whappy' (our hero!).

Roger Verdegen organises a Q.I.T.A. every year, and if you enjoy white water canoeing for its own sake, lots of wine, laughs, and comradeship with other paddlers from all over Europe, then you'll find a warm welcome at the Quinzaine 'International des Torrents Alpestres'. For those interested, details of the above competitions can be obtained from: *Les Quinzaine International des Torrents Alpestres, Plein Air Promotion, Boite Postale 29, 13640 La Roque, d'Antheron, France.*

Verdon Guide

The superb guide by Roger Verdegen 'Le Guide des Gorges du Verdon' is available at £3.20 inc. postage, from: *Canoeing Magazine, 25 Featherbed Lane, Croydon, CR0 9AE.*

SURF news

South West Champs

At the South West Canoe Surfing Championships held at Fistral Beach, Newquay over the weekend May 10th/11th, some 80 surfers competed in nine events.

The surf was not Cornwall's best, with only small swell and onshore wind, but at least it was sufficient for the country's top kayak surfers to show off their skills. The standard of surfing in the senior events has greatly improved and in future it may be necessary to limit entries. The standards in junior and novice events were also very high, although some competitors were noticeably not proficient 'rollers' (in one junior event it was possible to count five swimming canoeists!). The conditions were not especially dangerous, but had the surf been bigger or the wind onshore, the situation would have caused great concern.

Among the results, the Slalom Kayak Handling event went to Andy Knight of Bristol, with John Hermes of Cornwall in second place. The Surf Kayak Handling went to Ron Graham of Devon with Ian Faulkner in second, The Junior Slalom Kayak went to M. Harvey, while J. Goodey won the Novice Slalom Kayak. Miss Beeson won both the Womens Slalom Kayak and the Womens Surf Race.



Photos by: Tony Foster Surfing Photos.



Hungarian Exchange

by Ben Edom

Hungary, the home of more of the greatest canoe and kayak racers in the last 20-odd years than any other country, and we were to train there for 12-days. Thus there was at least a little apprehension in the 13 paddlers and 2 coaches of the British Olympic Training Squad, especially from those who had not met—let alone raced a Hungarian.

To make us feel at home when we first arrived...it was raining. The Honved Sports Club, where we were to stay is on the east side of Margit Island in the middle of the River Danube where that enormous waterway flows at four or five knots between the twin cities of Buda on the west and Pest (pronounced Pesht) on the east. Our first taste of Hungarian hospitality came as soon as we arrived, a meal but really more of a feast, and the first of the two massive cooked meals a day (not that there was anything diminutive about the breakfasts). Few of us felt like moving for the rest of the day...

In the morning we went down to the 300-foot long barge which serves as boathouse and changing rooms for the canoe/kayak section of the Honved Sports Club, just one of 20 sections of this huge Army Club and one of the 22 Canoe/Kayak clubs in Budapest!

Inside this barge were hundreds of racing boats (literally) of every class with the kayak only outnumbering the canoes by 3:2. But outside was the great brown River Danube, each half split by the island being as wide and as uninviting as the River Thames at Tower Bridge.

In fact the River Danube is one of the Hungarians' two secrets to success; if you can learn to paddle on the River Danube with the long trains of barges and the inter-city ferries like floating office blocks ploughing up and down them, paddling anywhere else is a doddle! It wasn't long before we discovered the second secret, and they didn't bother to hide it — hours hours of back breaking training. Those training programmes that we were so anxious to see were only a refined version of paddling as hard as you can for as long as you can and then start again and again in the season (from March 1st), and twice a day running, swimming, weights, circuits, and paddling in a tank throughout the winter.

We were telling one of their top C2 paddlers about our training time snatched before breakfast, before lunch, and after work in the evenings. He smiled and said kindly, 'You are amateurs.' He also told us of a group of canoeists who asked their coach for a day off and then surreptitiously paddled 128-km without telling him...80-miles on a free day!

Wednesday afternoon was spent on a bus travelling around the architectural sights of Budapest, which were all impressive, sometimes fantastic, and often beautiful. Saturday saw us in the same bus to travel to the Lake Balaton—a 40-mile long stretch of water which is surrounded by the best wine growing area in Hungary. The weather was as hot as the best British summer day and a clear blue sky over the vast blue lake with miniature looking sailing boats making the most of the warm southerly wind, set the scene for near perfect paddling conditions.

The last day of canoeing was given over to an International Club Match—Honved Sports Club against the members of the British Olympic Training Squad. We did quite well, considering...

In the Mens K1 500m Gorman and Fieldus took a very creditable 1st and 2nd placing. Ilona Tozser came over from

another local club to race our three women and proved she is the fastest in Hungary. The C1 5000m saw Reichenstein giving the Hungarian Buday a well fought race to come 2nd, while in the C2 Reichenstein and Buday joined forces to take two second placings in the first two C2 races for our paddlers. In the K1 1000m and the K2 events, the Hungarians were able to show their greater depth of fitness from their full time training.

Certainly none of us failed to appreciate the wonderful friendliness and generosity of the Hungarian people, and of course the dedication and speed of their paddlers. It will be hard to return such hospitality.

Return visit

Some 20 paddlers from the Honved Sports Club made a return visit to England during May and the trip included a mini-regatta at Holme Pierrepont, plus 10,000 events organised by the Richmond Canoe Club on the Richmond Reach of the Thames. With more than a couple of previous world champions among the party, the Hungarians took numerous wins although our top paddlers were not over outclassed and the competition more on a friendly basis than in deadly earnest.



World Slalom Team

The World Championships in Slalom and Wild Water Racing take place in Skopje, Yugoslavia at the end of June and the British Team looks to be in with a very good chance of gaining medals, these particularly in the Wild Water events.

The British Wild Water Team are: **Mens Kayak** – N. Jackson, D. Mitchell, M. Swallow, A. Avery; **Womens Kayak** – P. Goodwin, P. Mitchell, H. Peacock, J. Clarke; **Mens Canadian** – W. White, J. Goodwin, G. Goldsmith, K. Dyer; **Mens Canadian Doubles** – J. Sibley/T. Hewitt.

The British Slalom Teams comprises: **Mens Kayak** – R. Calverley, A. Edge, N. Wain, J. Shakleton; **Womens Kayak** – P. Mitchell; **Mens Canadian** – M. Hedges.

Wedding Bells

For those readers who purchased this years 'Canoeing Magazine Calendar', it will be noted that a highly attractive young lady features on both the two week periods for June. This is no coincidence as your editor has more than a passing interest in 'Gillian – paddlemate for June.' In fact at the Heysham Parish Church on June 21st, Gillian will become the wife of your editor. . .

The first year in eight that I have not covered the Devizes-Westminster, and now it seems I have also clashed with the International at Holme Pierrepont – oh well, you can't win 'em all! At least I should be back from honeymoon to cover the regatta at Holme Pierrepont in early July, possibly even the 3rd. Div. at Matlock. . . !



Gillian – paddlemate for June . . .



Annie Vitarelli behind the video-tape camera at the Kernville Slalom.

Kernville Slalom

The 11th Kernville White Water Races were held at Kernville in the United States over the third weekend in April. This years event saw low water but stiff competition, especially in the mens K1 slalom class.

The slalom and down river was held under clear skies and warm conditions, in contrast to the past weeks of rain and sometimes snowy conditions. However, a major problem arose just two days before the event when the slalomists found that local fishermen had cut down the entire course. It required some 17 hours to 'fish' out the tangle of wires and poles, then splice and re-string the gates. Thanks to Tom Johnson and Virginia Johnson, plus the boaters of 'Peanut Butter Park', a super race went ahead on time despite this set-back.

The Mens K1 went to Dave Gilman; Womens K1 to Candy Clark; Men Down River K1 to Chuck Stanley; and the Womens Down River again to Candy Clark.

Canalphone for Information

The British Waterways Board have introduced a new telephone information service for the increasing number of users of inland waterways under the Board's control.

This experimental service will be in operation until October 31st. Members of the public will be able to get the latest in-

formation on any waterway closures, important waterways events, and also on publications available. For information ring Canalphone on 01-723 8485.

Olympic Regatta Course

The British firm of M. F. Associates Ltd., has won the contract for preparing the Canoeing and Rowing course in Montreal for the 1976 Olympics.

Officials from Montreal approached this Peterborough firm after receiving reports on the regatta course at Holme Pierrepont, where the courses for 2000, 1500, 1000 and 500-metre were designed and equipped by Modular Flotation Ltd., part of the M. F. Associates organisation.

Comment: While the rowing installation at Holme Pierrepont may well be highly satisfactory for the rowing events, the start punts at the 500-metre and start platform at the 1000-metre points of the canoeing course at Holme Pierrepont, are anything but suitable and in past issues of the magazine there has been a number of articles on this subject.

One would have thought that in making preparations for the Olympic Canoeing events in Montreal, the Canadian authorities would have approached the firm that equipped the Olympic course at Oberschleissheim that was proven so superb in use under Olympic Regatta conditions.

NOTES NEWS

LETTERS TO THE EDITOR



The British Canoe Union seems to be doing its bit to get this new rate of VAT taken off our canoe and kayaks, with the below letter having been sent to the Chancellor, Right Hon. Denis Healey, M.P.

Dear Chancellor,

We are deeply concerned at the proposals in the Budget to increase the VAT on boats and canoes to 25%. We can appreciate that in some cases a boat could be classed as a luxury item, but in our efforts to get the youth of the nation afloat such an escalation in costs seriously affects our work. In this connection there are two aspects which call for special consideration.

In the first place, amongst the younger generation, from ten years old upwards, every penny counts; and we have even tried to bring down the costs through the

encouragement of amateur construction by the provision of kits. Manufacturers have co-operated in this, and have kept their prices to a minimum. This activity is a branch of the educational system, and many schools, Youth Groups and Colleges are incorporating it in their curricula. Therefore we will now be introducing children to canoeing in school and to use canoes when they will not be able to afford them when they leave school.

The second group which concerns us particularly are the competitive canoeists who aim at Olympic Games, World Championships and similar competitions. The craft used by these people are already very costly. For instance, the Kayak two-seater costs £361.00 to which now must be added 25% making a total of £452.00. Similarly, the price has gone up for single seat canoes and four seat canoes.

Another consideration in our sport is that in the branch of canoe Slalom and White Water racing, also of World Championship standard, there is a heavy wastage of craft due to damage and destruction. This means that a competitor may, in the course of one season use up several craft. In our sport the principle that we have followed is ownership of one's own canoe. Clubs do not normally provide craft for the people who represent themselves or the country. It is also of considerable worry to note that among the sports of Olympic and World Championship standards, water sports are the only ones to be taxed in this manner.

Although we can appreciate your problems and quite understand that where sacrifices are necessary, they may reasonably be expected in the field of luxuries, we do not accept that such small craft as canoes should be treated as one of this class any more than bicycles or climbing boots. We would, therefore, urge that your proposals should be seriously re-considered and so amended that manually propelled vessels and small boats could be excluded from the higher rate of VAT.

Yours sincerely,

O. J. Cock,
Director of Coaching.

TRADE PAGE

REVIEW OF NEW KAYAKS, CANOES, AND EQUIPMENT.

Address change for Tyne

The firm of Tyne Canoes Limited have a new address (as below), but the London showroom and works is still in the immediate vicinity of its previous address, just round the corner in fact.

The full colour and highly attractive 1975 catalogue is now available from Tyne and showing their full range of craft – both Tyne Touring and the Streamlyte Competition canoes and kayaks. Copies available on request to: *Tyne Canoes Ltd., 117 St. Margarets Road, St. Margarets, Twickenham, Middx.*

P. & H. on the road

To give an even better service to the slalomists, P & H have at last gone on the road and invested in a Transit Van. It is the intention to travel to most of the slaloms this year with the van packed with goodies – range of Mark Gees, Mitchwood, and Lendal paddles, buoyancy aids of all sizes, Ace, Wilde, and Jofa crash hats, plus spraydecks, anoraks, overtrousers, in fact most canoeing accessories. If you require specific canoeing gear, why not ring P & H and have it delivered to the next major slalom . . . telephone Ilkeston 3155 and ask for Dave Patrick.



The new Makker K2.

New K2 from Struer

A new K2 racing kayak is at present coming off the line at the Kajakbyggeriet Struer works in Denmark. Designed by Jorgen Samson, the new kayak is to be called the Makker, the Danish word for *Partner*.

Super Limpet range from Valley

When Valley Canoe Products began work on the Nordkapp Expedition Kayak it was realized that not only would the expedition members need a superb quality kayak, but they would be looking for, and helping to design, a whole range of accessories of a similar standard. One spin off from the thought that has gone into accessories is a whole new range of wet-suit equipment especially designed for the kayaker. Valley Canoe Products have collaborated with Typhon Limited to produce the following:

Super Limpet standard spraydeck—an expanded neoprene deck with a new seal to the cockpit rim.

Super Limpet Vest-top spraydeck – as above but with a vest – top. The shoulder straps are fastened with Velcro and six sizes are available.

Super Limpet wet suit trousers—high-waisted and cut to fit the sitting kayaker, with open-ended zip front opening from below.

Neoprene swimming trunks—double-lined to give quick-drying and to add that extra comfort to your canoeing.

A new repair kit is also now being marketed by V.P.C.—Treble-S. This is an ultra-violet light curing resin already impregnated into a glass woven roving tape. This tape can be cut with a knife and applied direct to a wet kayak or canoe! It sticks immediately and the paddler can continue his journey after a bank-side repair. Exposure to daylight hardens the resin and a permanent repair is the result. No more carpet tape! Full details are available from: Valley Canoe Products, Private Road 4, Colwick, Nottingham.



Ray Calverley with the 'Phazer-Powered' slalom K1.

News from Ireland

The address of the Secretary of the Irish Canoe Union was incorrectly quoted in a recent issue of 'Canoeing Magazine'. Address for 1975 is: David Jacobs, Secretary Irish Canoe Union, 24 Avoca Road, Blackrock, Co. Dublin, Ireland.

Also from Ireland comes news that the firm of Venture Sports Northern Ireland is now under new management of Mortons Yacht Supplies of County Down. There will be no change in the policy of the firm and in the service given to canoeists and surfers.

The firm of Venture Sports Limited in Dublin will continue to trade and now hopes to concentrate more on developing its wholesale business and promoting canoe sport throughout the whole of Ireland.

CANOEISTS ACCESS SOLVED!

COLLABORATION BETWEEN TYPHOON & VALLEY CANOE PRODUCTS HAS RESULTED IN A RANGE OF GEAR FOR THE CANOEIST—SUPER LIMPET, FULL-LENGTH TROUSERS IN 4mm NEOPRENE ARE FASHIONED TO FIT THE PADDLER IN THE SITTING POSITION, UNIQUE TO IS A ZIP-FLY SET UPSIDE DOWN—IT OPENS FROM THE LOWER END—THINK ABOUT IT!

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CANOEING MAGAZINE

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OAR AND PADDLE – American quarterly magazine of river running, canoe, kayak and rafting, also articles on outdoor recreation and conservation – **£2.80.**

AMERICAN WHITEWATER – journal of the American Whitewater Affiliation covering rough water canoe and kayak sport in the States. Published bi-monthly – **£3.30.**

CANOE-KAYAK MAGAZINE – French independent canoesport magazine covering all aspects of the sport but restricted very much to French aspects, six issues a year – **£3.65.**



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