

# Canoeing

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VOL 8 NUMBER 1 DECEMBER 1967



## SPECIAL FEATURES

1-2 Starts  
Lapoe Sailing  
Competitive Starts

"Tommy c" Ray at Shepperton.  
photo by S. Frazer

# LLANGOLLEN TOWN SLALOM

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1st JAMES PARKER KW7

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## CONTENTS

Editorial	1	Competitive Canoeing	10
L-D Starts	2	Canoe Sailing	13
News-News-News - In Brief	4	Comment	14
Focus on Josef Sedivec	6	Stop Press...	15
The Month Ahead	8	Competitive Greenland	16
November Report	9	Result Round-up	18
		Small Ads	20

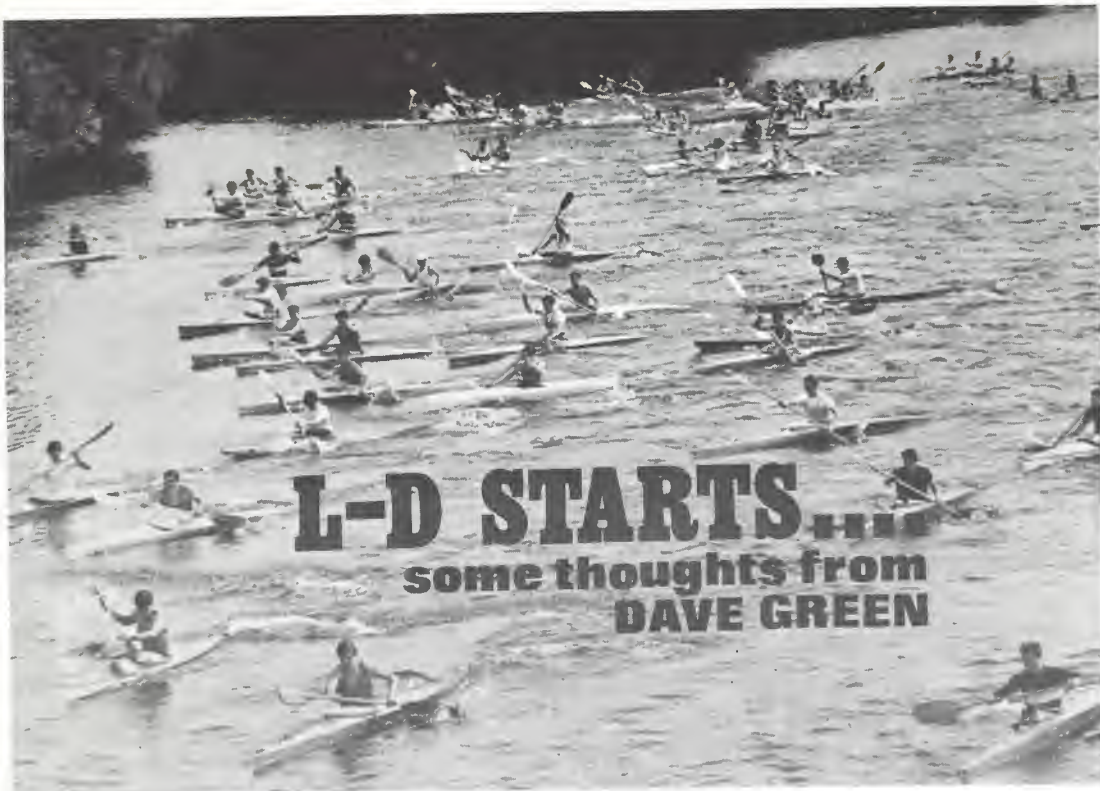
## editorial

### MORE PROFESSIONALISM

Slalom canoeing has been growing again this year, and various organisations have been creaking under the strain of catering for the hordes. Whilst I would agree that organising a slalom is usually a pretty thankless task, it is not a job to be undertaken lightly. In the past it has been a fact that slaloms were run more or less as a weekend's entertainment, with nobody much caring who won as long as a jolly time was had by all. Now I would not deny that there is a place for such feeling, in fact, since most slalomists can never hope to reach the top or even to join the elite in the training group, it is an attitude which must be fostered i.e. we wish people to enjoy their canoeing.

However, we must also consider the fact that our international team now stands a very real chance of being the best in the world: only one man beat Dave Mitchell at the Championships this year, and our team missed the gold only by the cruellest bad luck. We look to Bourg St. Maurice in 1969 and the probability of slalom being included in the Munich Olympics in 1972. It is therefore my opinion that a rather more professional approach to slalom organisation would be welcomed by all those aspiring to these future events. Chester showed the way with some good ideas at their Llangollen slalom and others might like to take a leaf or two out of their book.

I know that this year a number of organisers have sworn never to go near the running of a slalom again, after they had been moaned at for a whole weekend by competitors about one thing or another. To these I would say, come back we need you badly. To competitors I would say, if you must criticize, do it pleasantly and constructively.



# L-D STARTS... some thoughts from DAVE GREEN

## A PLEA FOR SOME ORGANISATION

During the past few years, the increase in numbers on the L.D. start line has shown up the lack of discipline on the part of the paddlers and the lack of control on the part of the organisers.

For the paddlers part, the increase in participation in International racing has stimulated the 'urge to be off' as part of the gamesmanship of the sport and he will take full advantage of any sign of temerity by the starter. Starters in general do not have the professional touch of the combatants and being unpaid, pressganged officials, it is hard to criticise their inability to control the massed and determined canoeists. All too often the starters command increases in pitch as his voice races to catch up with the fast

disappearing paddlers.

On open water different problems arise. Generally the starter is totally inaudible and few paddlers are prepared to wait for those nearest the starter to set the pace. This situation of breakaway sprints before the 'go' are degrading to our sporting image and a nightmare to the organisers. In what other sport can a competitor so blatantly get away with ignoring the starters orders? The increasing numbers on the starting line will play the farce still further and nothing good can come from the continuation of this policy.

What can we do to help the starter? Let us consider some of the alternatives.

a) The Grid Start. This is impractical on fast moving water and on the open sea, and with the ever

growing numbers would not simplify the organisation problem.

b) The Le Mans Start. Anyone who has been at the back of the rank in the Sella river race will know what I mean when I say this is an unfair system. Not only do you have the extra distance to travel but you also have the wash of all the other boats to contend with.

c) The Mass Start. As a paddler I am in favour of the mass start. I like the excitement of the close tight pack, the anticipation of the starters word, but I would like to see some discipline introduced.

There are a number of ways in which we could ensure that all the paddlers were behind the starting line at the off and I offer these for your thought.

On still water where the river is narrow, perhaps a line could be drawn across the river by two starters assistants who would raise the line at the gun. This gate system as used until quite recently in horse racing, has the advantage of being positive; the canoeist cannot over-shoot the startline. This, however, would not be practical on open water and it could be better to adopt the yachting system. This would involve the use of a five minute warning gun, (every boat onto the water and behind the starting line,) followed by a one minute gun, (a reminder of the precise time,) and then the final gun for the start. Any crew over the line before the final gun would be penalised on a minutes for seconds basis, or something on these lines. A further variation on the 'yachting start' would be that as used by the Hydroplane racing fraternity, in which the final minute is ticked away on a clock with a dial several feet in diameter and so positioned as to be clearly in the view of the paddlers on the start.

These suggestions I put to you for discussion. It seems to me that some legislation on starting discipline is due. What do you think?



photos by Aqua-photo.

# NEWS-NEWS-NEWS-IN BRIEF

## DEE 1 CANCELLED

Due to Foot and Mouth disease in the northern part of the country, Manchester Canoe Club cancelled their White Water Race scheduled for the Dee on 19th November. Watch the press to judge whether the disease has abated by their second race scheduled for 3rd December and send your entry in good time so that you may be notified by post of any cancellation.

## CONGRATULATIONS DUE

Although the Hasler Trophy outcome still seems to be in the balance with one club leading three others by one point (at the time of going to press the results were being re-checked) at least we know who has won the "Rhodes-White Trophy". This trophy is awarded each year by the L-D Committee to the best Men's Singles paddler in L-D racing who has not previously been placed in the L-D National Championship. The winner this season is David Clarke of Cambridge University Canoe Club - well done Dave....

Congratulations too to Charles Evans who gained an invite to the "Sportsmans Lunch of the Year" held at the Savoy in London Wednesday 8th November....



Dave Clarke



Charles Evans

## TONI PRIJON "PHANTOM"

The Northern Wild Water Centre wish to make known that they now have the sole U.K. rights for the production of the Toni Prijon "Phantom 1" white water racing kayak. There are a number of moulds of this craft around the country and paddlers attention is drawn to the B.C.U. ruling of last year that anyone competing in a "pirated design" will be disqualified.

## KAYAK DESIGN COMPETITION (N.W.W.C. AGAIN)

Win a complete set of canoeing gear - a kayak or C2 of your design in glassfibre, lifejacket, crash helmet and a pair of paddles.

The competition is for the design of a slalom kayak or slalom C2. All designs must be original and must have a plan, elevation, sections and buoyancy curves. The designs will be judged by a committee of five 1st Division canoeists.

The 1st prize for the Kayak is a free kayak of your design complete with spraycover, crash helmet, buoyancy aid and paddles. The 1st prize for the slalom C2 is a free canoe of the design chosen, plus paddles only. Entry forms from: The Northern Wild Water Centre, "Ridge Side", Hillcrest, Collingham, Wetherby, Yorks. Please mark envelopes "Competition".

All designs submitted will be returned to the entrant if required while the two winning designs will become the property of The Northern Wild Water Centre together with all rights of production. CLOSING DATE SATURDAY 10th. FEBRUARY 1968. A Wild Water Racing Kayak and Canadian design competition will also shortly be launched.

## WINTER L-D RACE SERIES

The L-D calendar seems to be getting ever bigger - just in its news of a series of L-D races to be run on the Kennet & Avon Canal in January, February and March of the new year. The series of four events organised by the Waterside Centre at Newbury are for Senior and Junior K2 crews only. The first race is on 21st January and over a distance of 15 mile with 20 portages, the second and third are in February covering distances of 22 and 26 miles, while the last of the series is in March and over a distance of 34 mile with 36 portages. With the progressive increase in distance this series seems ideal training ground for the D-W paddlers while being short enough to attract the ranking L-D paddlers. Watch out for further information on these races in "The Month Ahead".

## NEW EQUIPMENT

TYNE CANOES have a new lightweight Competition Slalom Kayak in transparent glassfibre now in production. The kayak has bucket seat, kneepads, adjustable footrest and retails at £37.10. Tyne are now also stocking asymmetric Sprint Paddles - price £6.10.



TYNE SLALOM KAYAK



THE CRESTA

## GRANT FOR FAIRTHORNE MANOR

Fairthorne Manor, Botley, on the River Hamble, is to be turned into a permanent international youth training centre. The Y.M.C.A. has just gained over £12,000 in the way of a grant from The Drapers Company to help towards the conversion of this existing national centre. Canoeing and boating are major activities in the Association's "adventure" training scheme and much of the grant is earmarked for the building of a new boathouse at Fairthorne.

## PYROTECHNICS

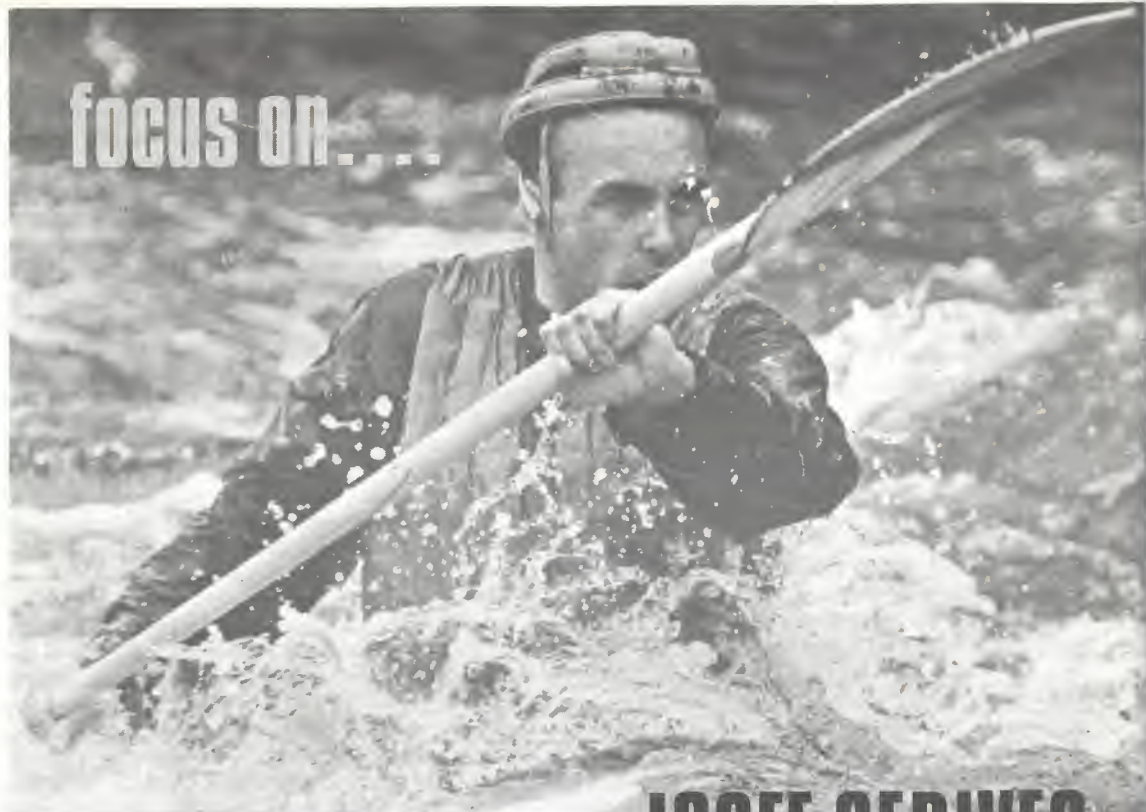
Rescue services report that a great and growing number of unnecessary sorties have been caused by the mis-use of flares and other distress signals.

Sea canoeists wealthy enough to carry flares or Verey pistol are reminded that their use to signal the wife or girlfriend to put the dinner on as you are coming ashore may cause the local rescue service a pointless journey. Even a white flare which is not an official distress signal may cause alarm for if stored for some time they tend to give off a pinkish glow.

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THE CANOE CENTRE announce a new kayak to their range, The Cresta. This kayak is classed as a white water tourer built in glassfibre. The Cresta will be available as a kit or completed kayak - no price quoted at present.

focus on.....



## JOSEF SEDIVEC

This year has seen the first full season of C2 slalom competition in Britain. A completely new class of canoe has been introduced to the British scene, a canoe that demands a very specialised style of paddling technique and the top crews owe much of their now quite advanced skill in C2 to one man - Josef Sedivec.

Josef Sedivec comes from Czechoslovakia, he is a member of the Motorlet Canoe Club, Prague, and has been canoeing for eleven years. Josef started paddling in kayak but it was not long before he took to the C2 - the slalom Canadian double. After five years in the sport he met Jirina - who is now his wife - and they raced as a mixed pair, within two years gaining a place in the national team. 1965 saw Josef and Jirina in Spittal for the World Championships and

here they made World Class gaining 2nd place in the C2 individual Down River Race and the Slalom while in the Czech team they gained another 2nd place in the Slalom and won the Down River. On the home front they have been Czechoslovakian mixed C2 Champions three times in Slalom and four in Down River..... it was certainly fortunate for our paddlers that Josef was sent to Britain on a computer course just when the C2 class was being launched here.

Our photo shown Josef racing in a kayak at Grandtully earlier this season. He came off the water smiling - this was the first time in ten years that he had paddled a kayak and he had managed to get down the course without capsizing!

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# THE MONTH AHEAD

WHERE TO GO - WHAT TO COMPETE - WHAT TO SEE

2 9 16 23 30  
Mon. 3 10 17 24 31  
Tue . 4 11 18 25 ..  
Wed . 5 12 19 26 ..  
Thu . 6 13 ..

## December

3rd DEE WHITE WATER RACE (11) Details: E. Cooper, 5, Farley Way, Nr. Reddish, Stockport.

3rd MEDWAY RALLY. Details of all events: P. Antwis, Four Admirals Canoe Club, 38, Hill Road, Rochester, Kent.

10th TEES WHITE WATER RACE (11) Details: J. Slater, 42, Queens Drive, Ossett, Yorkshire.

## January

3rd-13th INTERNATIONAL BOAT SHOW Earls Court, London.

7th 1968 TEES WHITE WATER RACE (111) Details: J. Slater, 42, Queens Drive, Ossett, Yorkshire.

## CANOE ROLLING

LONDON, Seymour Hall Baths, Seymour Place, London W.1. Every Tuesday and Friday from 9 to 10 pm.

BRENTFORD BATHS, Clifden Road, Brentford, Middx. Every Thursday from 9 to 10 pm. Everyone welcome along with members of the Isleworth Canoe Club.

NORTHERN, Almshouse Lane Baths, Wakefield. Every Monday from 9 to 10 pm. Organised by the West Yorkshire Canoe Club.

WAKEFIELD ROAD BATHS, Bradford, 4, Every Thursday 8 to 9 pm. with Leeds Canoe Club.

LEEDS CANOE CLUB at Leeds, Kirkstall Road Baths, Leeds 4 Every Friday 8 to 9.30 pm.



Rolling at Seymour Hall - photo by Aqua-photo

# Long Distance Racing

# NOVEMBER REPORT

The 1967 Open Championship Race and Regatta has proved a historic milestone in the world of canoeing. Apart from the fact that the events were successful there are a number of other aspects to be recorded. The most important came through a meeting in Dublin between representatives from Great Britain, Denmark, Spain and Ireland, when it agreed that a I.C.F. Committee should be formed to administer the sport on an International level. An International Canoe Federation Committee on Long Distance Racing with equal status to other Committee's has been the dream of many British canoeists for years. Now we have achieved our ambitions it is up to these interested in L.D.R. to continue to work for the good of the sport.

The President of the Spanish Canoe Federation has also proposed that an annual competition between eight countries should be held, each country to play host in turn and the match would involve the minor canoeing countries of Europe. The third item is that the Danish Federation hopes to invite a Team of British Canoeists over to compete in two or three of the Danish L.D. races, but possibly the most important result of the joint weekend of canoeing is the enormous amount of good-will created through competitive and social activities.

It would appear that sponsorship by Player's No.6 has helped us to take a considerable step forward and the British Canoe Union is indebted to them for their interest and financial help. There were errors at Bedford, the administration needs polishing up on our side and perfection is a long way off. However, I am sure that with more people willing to take an

active part in organisation this will come. The Bedford-St. Neots Race Committee and the Viking Kayak Club played a big part and one person in particular, Brian Sidaway, did wonders. Without this help we would have been in real trouble. It will be as well to remember that the Executive Committee decided the 1967 venue rather late in the season. The 1968 venue will have to be agreed fairly soon and when this matter is settled I shall be looking around for responsible people who would like help. Anyone willing to assist should write to me now so that jobs can be allocated.

---

Never in the history of our sport has there been such a close fight for the Hasler Trophy. Only 6 points separated the top four clubs - Lincoln, Royal, Exeter, and Bradford-on-Avon - before the Championship was decided at the Cambridge L-D held on 29th October. The event broke all records for any L-D ever held in this country with almost 200 crews entered from all parts of the U.K. The Hasler result is still being checked but will be available shortly.

---

The first of the winter meetings will be held towards the end of November and it would be most helpful if those interested in staging L-D races next season could now submit their proposed dates and venues. If anyone has any matter which they feel should be brought before the Committee they should write to me fairly soon.

We hope and trust that all L-D paddlers have had an enjoyable season's racing and that you will continue to support L.D.R. in 1968. J.M. Woolley,  
Hon. Secretary L.D.R. Committee.

# MIKE CLARK on competitive CANOEING

Leicester, Sheffield, Wakefield and then at last the Otley turn off at Leeds; it was five hours after leaving London, the wind was at gale force and drenching rain made driving very difficult but I was within a few miles of my destination - APPLETREEWICK.

Soon I was warm and asleep within my tent, the gale still sweeping across the hills and vales of Yorkshire....

Morning brought clear skies and even before breakfast I had to wander down to the slalom course that I had heard so much about and see for myself just what it was all the Leeds paddlers raved about. Wild rushing water, massive waves, stoppers and rocks everywhere, it was water to thrill any 1st division paddler but this was a 3rd/4th div. slalom - surely I thought the Leeds canoeists are not this good!

Gates had been put up on the Friday and Leeds were set for another great slalom at Appletreewick but just what Chris Hawksworth was talking about last month had happened. With all the rain through the night the river had risen by five feet turning the interesting rapids into water far too advanced for the lower division paddlers. Leeds managed to hold an Open event and a White Water race but after the first six of the Novice event had capsized and with rain again during the Saturday night the advertised 3rd/4th and Novice event had to be cancelled. A great pity this for Appletreewick looks a great place for a slalom and with quite



Slalomists at Llangollen.

the largest campsite I've seen at any event. There was plenty of competition, I shall certainly return to Leeds for this event next season

The end of the season proved to be extremely busy with no less than ten events over the last three weeks in October. Shepperton Canoe Club held a well attended 3rd/4th division slalom at their weir on 14th/15th October while further South the 4 Admirals Canoe Club held another Medwat Rally at which the four hour Barrier was broken twice. Jupp/Ashton put up the fastest time of 3hr 47 min. with Johnson/Smith made a time of 3 hr 54 min. The 22nd of the month was really crowded with four events on this weekend - London River L-D, Chelmer Youth L-D, Kennet River L-D and the Llangollen Town Slalom!

London River Race seems to be attracting a smaller entry every year, but with much land water overflowing the rising tide this year proved to be a very tough race. If you have any ideas of improving this event the organising committee would like to hear of them - it would be a pity to lose this race through lack of entries. Maybe three L-Ds on the same day had something to do with depleted entries - our calendar is getting just too big!

Chester Canoe Club can be well pleased with the 1st/2nd division slalom they organised at Llangollen Town on this weekend - course, water competition and organisation was first class. The course - somewhat below the usual Serpent's Tail venue - runs right through the centre of Llangollen taking in very exciting rapids and the broken weir. What a place to get publicity for our sport with the town bridge crowded with spectators - a far cry from many of our 1st division events that are tucked away in the countryside. I just cannot see why this fine course has not been used before...?

Player's No. 6 sponsored the event and even after local hooligans had cut down a number of gates during the Friday night things ran very well with a necessary loud-speaker system - Peter Rogers gave a very interesting and enlightened commentary throughout - an efficient radio link over the course and very fine competition. The course itself with 30 gates had thrilling and spectacular falls well covered with water and to my mind being one of the few really 1st division events of 1st division difficulty. Only one gate number 16, seemed a bit of a joke; it was placed to the side of the main fall and right between the poles was a rock just showing above the water - even Dave had difficulty taking this one! Many paddlers did not waste time by trying for it and went straight for 17.

Saturday as usual saw the C2 event and the Team slalom. In the C2 the Witter brothers were on top form and really showed their skill in the Canadian by winning the event almost a hundred points ahead of Goodwin/Court of Newcastle. The Witters first run was a little poor making a score of 716 pts but made a fine second run of 478 pts to take the event. There were many capsizes - much to the amusement of the crowd - and the heavy water proved too much for the skilled crew of Mike Hillyard/Mike Ramsey who were unfortunate to come out on both runs. A great pity this for I hear it maybe the last time Mike Ramsey will compete.

The Team event was again a walk-over for the winning crews. Manchester A Team comprising Ken Langford, Raymond Calverly, and John MacLeod, took the event with a score 464 pts while Leeds X could only make 599 pts. The Manchester Team has been together all

season and has in fact made an outstanding performance by winning every 1st division Team event this year. "I'm fantastic!" commented modest Ray Calverly after the event! ('Quite good, yes' - Mike Clark.)

On the Sunday the slalom got away a little after the programmed time when a number of the judges could not be found. In the 2nd division young James Parker from Worcester Canoe Club had a great win over Chris Whiteside from Lakeland with a score of 366 pts. against 415 pts. while John Leggott of Halifax took third place. In the ladies division it was Heather Goodman all the way with a score of 606 in the first run and a winning score of 493 pts in her second. Audrey Keerie of Sunderland managed to capsize on the first run but made a fine score of 567 pts on the afternoon run to gain second place. Pauline Squires picked up a number of penalties on her first run but was out for a winning run with the second. However it was not to be, for she capsized in the heavy water and the first run could only bring her third place.

Competition in the 1st division was supreme and after the first run it was Chris Skellern of Worcester CC who was out in front with a very fine run of 332 pts. while Dave Mitchell was down in fourth place. Ken Langford made a magnificent second run to finish with a score of 295 pts and first it was thought there was a tie between Dave and Ken. However after the prize giving was held up for some quarter of an hour, Dave was given the first place with a very fine 285 pts. and a win of the British Slalom Championship for the sixth year. What a supreme paddler slalom has in Dave Mitchell...

The following weekend, 29th October, L-D records were broken at the Cambridge race when almost two hundred crews competed - a larger entry than at the National L-D. The cause was the battle for the Hasler Trophy - four clubs being within a few points of winning it. Just in, is the result of the Hasler giving a win to the Lincoln Canoe Club with a total score of 134 pts, 2nd Bradford-on-Avon with 130 3rd Exeter Canoe Club 129, 4th Royal Canoe Club 127 pts.



# CANOE SAILING: IC.IC.IC.

I.C. AT GRAFHAM - 14/15 OCTOBER

Grafham Water is an artificial lake set in the flat fields of Huntingdonshire some 60 miles north of London on the A.I. It has been formed by building a dam across a shallow river valley and provides a stretch of tideless water some 3 miles long and 1 - 1½ miles wide. It is under the control of the Great Ouse Water Authority, a forward looking body who have developed a comprehensive scheme from the outset which provides for controlled recreational use of the water, which is impounded for drinking water purposes after processing. It is to be hoped that other water authorities may be persuaded to follow this example.

As soon as details of this scheme became known it was obvious that it would provide some of the finest water in the United Kingdom for canoe sailing and the IC class was well in the front of the queue for fixtures. By kind invitation of the Grafham Water Sailing Club, which has now been running for 18 months, the Royal Canoe Club held a week-end event there on 14/15 October. This new venue seemed an appropriate place to hold the first competition for the recently instituted Centenary Trophy. All went according to plan - except the weather! A full blooded gale swept across the country and caused havoc impartially among the Olympic aspirants in the Flying Dutchman and Finn classes and the International Canoes. In these survival conditions Giles Biddle (younger brother of National Champion John Biddle) sailed Pizpireta to victory in the only two races held in a somewhat curtailed programme, winning both the Centenary Trophy and the Novices' Cup. With the anemometer

reading a steady 25 - 30 knots with gusts up to 40 knots there is no doubt that on any coastal water there would have been no racing at all, for it would have been far too rough.

On the Saturday ten of the twelve canoes entered were bold enough to set out and were deceived by the calm appearance of the water into carrying full sail. By the end of the first round only Giles Biddle, despite numerous capsizes still survived with full rig, while Ken Davis (renowned for his seamanship) took Shrimp II ashore and reduced his rig to reefed mainsail only. These two alone completed the course.

On the Sunday the gale blew as strongly as ever although bright sunshine brought a sparkle to the water. Five canoes set out with varying degrees of small or reefed sails. Alan Hassall soon had Impala well in the lead and going fast but failed to notice a change in the course from the previous day. He took in an extra buoy and having let through Pizpireta and Shrimp II could not make up the lost ground.

There is no doubt that on fairly smooth water (though as on all largish lakes a pretty lumpy sea works up on the lee side) provided it is reefed enough a canoe can be sailed under almost any wind imaginable. It is to be hoped that there will be more opportunities to sail Canoes at Grafham\* and that other similar resevoirs will be made available for recreational use.

\*Grafham Water will be the venue for the World Championships 1969.

PETER E. WELLS

# COMMENT *Letters to the Editor*

Oh dear! What an unreasonable letter from Mr. Lloyd, (October Issue) and oh dear, how hypercritical, and how very unhelpful.

I do regret that my article was published in three separate parts as this makes the first publication heavy going. Despite its shortcomings, the article, which took many months to prepare, is a serious piece of work intended to provide teachers and canoeists with a sensible basis for canoe rolling.

Mr. Lloyd having read one third of my article, basing his criticism on a false premise, and going on to criticise "most text books" and the B.C.U. rolling pamphlet, writes a most unreasoning letter.

His selection of a picture of a beginner canoeist failing to roll, nothing to do with my article is not helpful at all. Even his five points (particularly point 5) are completely without value as, dare I say it, any thoughtful person who teaches rolling will know. Oh dear!

I hope Mr. Lloyd found the rest of my article of value, and perhaps we may have the benefit of his constructive comment.

Yours faithfully,

Alec Knibbs,  
Carnegie College, Leeds 6

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Is it not perhaps time that some of the manufacturers of canoes paid more attention to the safety factors in their products? We in the Coaching Scheme of the British Canoe Union along with a number of organisations who instruct in water sports stress safety, which, in the case of craft, in particular includes buoyancy. In fact anyone teaching canoeing does not regard a

canoe as being complete unless it contains some means of buoyancy.

The negligence of some manufacturers in this respect was brought home to me recently when I visited a public school in Kent to introduce canoeing. The school had purchased ten glass fibre canoes from a wellknown firm on the recommendation of a coach. When, however, I came to check the canoes I found that not one contained buoyancy and commented on this. I was informed by the master in charge that the suppliers had asked whether buoyancy was required and said that if so it would cost approximately £2 extra per canoe. Having already spent about £450 and not knowing any better, being novices to the sport, the school declined. I suggest that to include buoyancy during construction of any type of canoe costs a manufacturer at the most a very few shillings per boat. Assuming that he passes this additional cost onto the customer it should not make much difference to the basic price and the customer can be sure of having a safe canoe. To offer buoyancy as an extra to a ready-built canoe is not only a disservice to the customer but to canoeing as a whole.

Incidentally later I went through the brochures of nine manufacturers of canoes and only three included built-in buoyancy in their basic products.

To take this point a step further, perhaps to a logical conclusion, why do not suppliers of kits include buoyancy as one of the parts?

Yours faithfully,

Jack Travers  
B.C.U. National Youth  
Officer

I have, over the past year formed a school canoe club. I have at present 30 active members and this is increasing each week. The founder members are now becoming fairly advanced canoeists so I decided to take 10 of them to watch the International Slalom on October 1st, G.B. v France at Shepperton so they could see the experts at work. The day was marred for me in 3 ways.

1) Throughout my coaching, I have placed safety first, and the boys have accepted certain aspects of canoeing as both common practice and common sense. I was alarmed and disgusted to see the organisers allowing both practice and competition by many of the competitors without life jackets and crash helmets. The lack of wild water below Shepperton Weir is not an excuse to ignore safety precautions.

Officials at club slaloms and wild water races are now insisting upon life jackets and crash helmets. Canoeists failing to wear them are disqualified. How can we expect and demand that young canoeists wear life jackets and take safety precautions when we see many of our best slalomists allowed to compete in an International Competition without life jackets and crash helmets?

2) In both September and October editions of Canoeing and also in Canoeing in Britain (Sept.) the International was scheduled for Oct. 1st (no time was given). The B.C.U. though decided to hold the slalom on Sat. Sept. 30th and Sun. 1st October. Did the B.C.U. suddenly change its mind? Many of the boys I brought to watch had expected the competition to last all day with one run in the morning and one in the afternoon.

3) At an International, one expects the best not only of performers but of organisation. Directions to the venue by the customary "S" signs were not visible. Stencilled programmes were available, but the canoeist wore no numeral identification, this would have helped greatly. Added interest could have easily been given over a tanoy system giving details of each canoeist, name, age, occupation, family canoeing experience etc. This would add more interest for the spectators. Such an idea would be possible at a confined weir like Shepperton.

If then, the B.C.U. is to put on an International meeting, it must aim to put on an event that is well publicised to encourage spectators and that they are kept fully interested. A high standard of safety must be demanded and that the event is worthy of the title - International Slalom.

Yours faithfully,

Robert Castle B.C.U. Instructor

#### STOP PRESS...

Just in is news that our slalomists might be in for some strong competition at the Grandtully slalom to be held over next Easter - there is the possibility that a team of top slalomists from East Germany will be coming over for the slalom.

# COMPETITIVE GREENLAND

## by chris hare

Last year when in Greenland with the British Geological and Kayaking Expedition, Dr. Harold Drever, the Expedition Leader, and myself became concerned about the lack of long distance paddling among the hunters. Nowadays the affluent hunter owns a motor boat. True, in many cases, little more than a dinghy with an outboard motor, but he is motorised. This has to a certain extent caused a deterioration in the traditional kayaking skill of the Greenlander. Kayak rolling is dying out, but mostly the lack of paddling over long distances is having its effect upon the paddler in the development of skill.

The answer seemed to be ready-made in a long distance race, provided we could persuade the normally non-competitive Greenlander to have a go, and to this end on our return to Great Britain Dr. Drever approached the Greenland Ministry for permission and blessing to run a race. This was duly forthcoming, and when Dr. Drever returned this summer the projected race was held.

87 kilometres from Umanaw to Igdlorssuit - through the ice fiords for about 20 kms. then into the open sea for the next 20 kms., then up Igdlorssuit Sund in the protection of the 1,000 ft. cliffs for the rest of the trip. Gruelling by any standards, but in the icy waters of Greenland when capsizes can be fatal, a true test of skill and courage.

The Danish administration circularised the whole area, and by the time the great day arrived everybody within a 150 mile radius of Umanaq knew of the race and the sports day which was to be held after it at Igdlorssuit. Eight competitors; it does not seem many, but for Greenland that is a good turnout; lined up on a fine still morning in Umanaq harbour waiting for the gun. Ludvig Quist, my hunting companion from 1966 defending the honour of Igdlorssuit, sits calmly in his kayak waiting for the off. Not for the Greenlander the histrionics of European style competition, if it cannot be done calmly it cannot be done.

Off they go, threading their way through the icebergs round the edge of the harbour and out of sight, while the people back in Igdlorssuit hang round the radio for news. The Administration had arranged for a commentary to be broadcast periodically on the radio from Gothaab so that all Greenland was following the race. 12 hours drag past then the first kayak slips round the towering headland into Igdlorssuit bay. There, finishing with a flourish is Ludvig. The village goes mad, guns are discharged, and everyone runs down to the beach. 7 kilometres an hour for 12 hours non-stop with 4 in. wide paddle blades! He has every right to swagger up the beach. Later he says his neck is stiff and hands blistered, but the muscles are still "ajungilaq" - O.K.

The second man is Richardi from Umanaq, so the rival villages have their revenge for a beating Igdlorssuit took at football in '66. The celebrations go on with an all night "dancemik" - dance, and "kaffemik" - coffee party. The village is thronged with people coming in from the whole area for the sports day on the morrow.



Ludvig Quist Winner of the Greenland L-D. Photos by Chris Hare.

The following day the champion roller of Igdlorssuit, Enoch Neilsen with 18 types of roll to his credit, steps out to defend the village honour, but loses in the contest to an Umanaq hunter, so the competition between the villages is on again. Obstacle races, rifle shooting, harpoon throwing make up the day and bring an end to Igdlorssuit's first L.D. race and annual sports day.

Dr. Drever, the sponsor and driving force behind the encouragement of recreational kayaking in the area is on his way back to Great Britain and the villagers now have gone back to the toughest competition of all, wrestling a living from the land of ice and snow during the long black winter. But 1968 will bring the renewal of one of the toughest L.D. races in the world - Umanaq - Igdlorssuit L.D.

# RESULT ROUND-UP

## APPLETREETWICK 7th OCTOBER 1967 OPEN SLALOM

1/ Raymond Calverley 218. 2/ Bob Moore 272. 3/ Tony Young 279. 4/ John Woodhouse 304. 5/ Geoff Slater 308. CANADIAN DOUBLES 1/ Hill-yard/Ramsay, Chalfont Park C.C. 395. 2/ Witter Bros. Leeds/Chester. 439. 3/ Chaplin/Wigmore, Cambridge 504. WILD WATER RACE 1/ David Mitchell, Chester 17.56. 2/ Chris Skellern, Worcester. 18.15. 3/ Norman Jackson, Manchester 18.17. 4/ Stuart Hatton, Manchester. 18.52 5/ Roger Marsden, Lakeland 19.01.

## SHEPPERTON C.C. SLALOM 14/15th OCTOBER, 1967

3rd Div. 1/ Peter Durey, Royal C.C. 157 2/ Alan Clarke, Itchen V. 159 3/ Barry Gilliver, Soar Valley 163 4/ Nigel Leeming, Brighton 176 5/ Denver Rowberry, Worcester 179 4th DIV. 1/ Albert Woods, Nottingham 191 2/ John Handyside, Stowe 197 3/ Richard Iwinski, Brighton 214 4/ Chris Tatam, Newham 220 5/ Stephen Chapman, Haberdashers 223 LADIES 1/ Pauline Squires, Coventry 150 2/ Sue Buckett, Southampton 338 3/ Janet Harber, Chalfont 567. NOVICES 1/ Mike Goodwin, Riverside 139 2/ D. Lander, St. Lukes 161 3/ Stan Cooper A.C.U. 199 4/ Patrick Helly, Stowe 213 5/ D. Owen, Leaside 231.

## CAMBRIDGE LONG DISTANCE RACE 29th OCTOBER 1967

CLASS 1 1/ P.Lawler, Richmond 1.43.41 2/ D.Clarke, Cambridge 1.43.46 3/ M.Mean, Harlow 1.44.02 CLASS 1B 1/ S.Weaver, Lincoln 1.17.38 2/ C.Leah, Grappenhall 1.18.00 3/ G.Chester, Boston 1.20.15 CLASS 1C 1/ B.Mean, Harlow 1.21.24 CLASS 2 1/ L.Oliver/A.Edwards, Lincoln 1.35.24 2/ J.Roberts/P.Gardner, Royal 1.37.35 3/ M.Giddings/C.Baker Royal 1.44.35 CLASS 2B 1/ J.Wesley/A.Woods, Notts City 1.13.10 2/ W.Bunce/C.Shore Jr. Ldrs. Regt. 1.14.47 3/ S.Bulley/G.Martin, Bourne Youth Wing 1.15.20 CLASS 2C 1/ R.Page/C.Baker, Notts City 1.27.35 2/ L.Julian/A.Palmer, Boston 1.35.37 3/ S.Thomas/J.Bowden C.T.C. 1.40.07 CLASS 3 1/ S.Ash, Harlow 1.55.01 2/ K.Yates, Wolverhampton 1.58.55 3/ C.Leach, Exeter 1.59.02 CLASS 3B 1/ J.Last, Eagle 1.20.36 2/ M. Carpenter, Exeter 1.22.29 3/ W.Fraser, Gailey 1.22.58 CLASS 3C 1/ D.Lawler, Richmond 1.28.57 2/ R.Worth, Exeter 1.33.07 3/ L.Bosher, Maidenhead 1.36.54 CLASS 4A 1/ Smith/Lilley, Lincoln 1.44.04 2/ A. Tullett/A.Young, Royal 1.54.57 3/ R.Lancefield/G.Brinkworth, Bradford on Avon 1.55.32 CLASS 4B 1/ Parnham/Taylor, Richmond 1.18.48 2/ S. Oakenfold/D. Thurston, Eagle 1.20.15 3/ M.Bonglen/A.Pegg, Charlton School 1.20.15 CLASS 4C 1/ Bryant/Coombes, Bradford-on-Avon 1.42.45 2/ Bainton/Gunning Bradford-on-Avon 1.47.33 3/ Raynes/Raynes Bradford on Avon 2.03.27

KENNET RIVER RACE 22nd OCTOBER 1967

CLASS 1A/ J.Glavin R.M.C.C. 2.33.50 2/ P.Brett, Exeter C.C. 2.43.32  
3/ B.Hughes, Nomads 2.56.00 CLASS 1B.1/ P.Webster, Bradford/A.R.C.  
2.00.42 CLASS 2A 1/ D.Johnson/J.Omach 4 Admirals C.C. 2.16.51 2/ J.  
Harding/D.Lander, St. Lukes C.C. 2.19.06 3/ Newett/Lee R.M.C.C. 2.  
24.21 CLASS 2 B.G.Hill/G.Tricker, Bourne Youth Wing 1.45.40 2/ S.  
Bulley/G.Martin, Bourne Youth Wing 1.46.31 3/ P.Jones/M.Cripps,  
Waterside Y.C. 1.52.56 CLASS 3A 1/Purchase, Bradford/A.R.C. 2.23.06  
2/ C.Leach, Exeter C.C. 2.30.50 3/ N.Weston, K.V.C.C. 2.42.31 CLASS  
3B 1/ G.Harris 4th New Forest C.C. 2.00.52 2/ K.Jury, Nomads 2.06.39  
3/ B. Taylor 4th New Forest C.C. 2.15.40 CLASS 4A 1/ D.Dalrymple/  
Whitlock, Southampton C.C. 2.24.02 2/ M.Brown/W.Fisher, K.V. C.C.  
2.27.53 3/ Hamblin/Hobbs, Bradford/A.R.C. 2.28.50

This was the first major canoe event ever run by the Kennet Valley Canoe Club. 58 crews started in four batches from Newbury Warfe to paddle over a course that included canal, river and gravel pits. Seniors covered 14 miles with 18 portages passing the start point twice before finishing again at the Warfe. Juniors paddled 10 miles with 12 portages - there were no entries in the ladies classes much to our disappointment.

Prizes were presented by Mike Tappscott who has in the past often paddled through Newbury while competing in the D-W.



3A & 4A start at Newbury Warfe - photo by courtesy of the Evening Post

LLANGOLLEN TOWN SLALOM 22nd OCTOBER, 1967

1st DIV. 1/ D.Mitchell, Chester 285 pts. 2/ K.Langford, Manchester 295 3/ R.Calverley, Manchester 326 4/ C.Skellern, Worcester 332 5/ J.MacLoed, Manchester, K. Wickham, Sunderland 343. 2nd DIV. 1/ J. Parker, Worcester 366 2/ C.Whiteside, Lakeland 415 3/ J.Leggott, Halifax 422 4/ R.Chaplin, Cambridge 503 5/ J.Harrison, Midland 508 LADIES 1/ Heather Goodman, Lakeland 493 2/ Audrey Keerie, Sunderland 567 3/ Pauline Squires, Coventry 638 CANADIAN DOUBLES 1/ Witter / Witter, Chester 478 pts. 2/ Goodwin/Court Newcastle, 564 3/ Parker/ Powell, Worcester 642.

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