

A black and white photograph of a rural landscape. In the foreground, there is a field of tall grass or reeds. In the middle ground, a large, leafless tree stands prominently. In the background, a person is visible, possibly walking or working in the field. The sky is overcast.

# CANOEING MAGAZINE

**DEVIZES-WESTMINSTER  
THE ENGELS IN LABRADOR**

*MARCH-APRIL 1972 15p*

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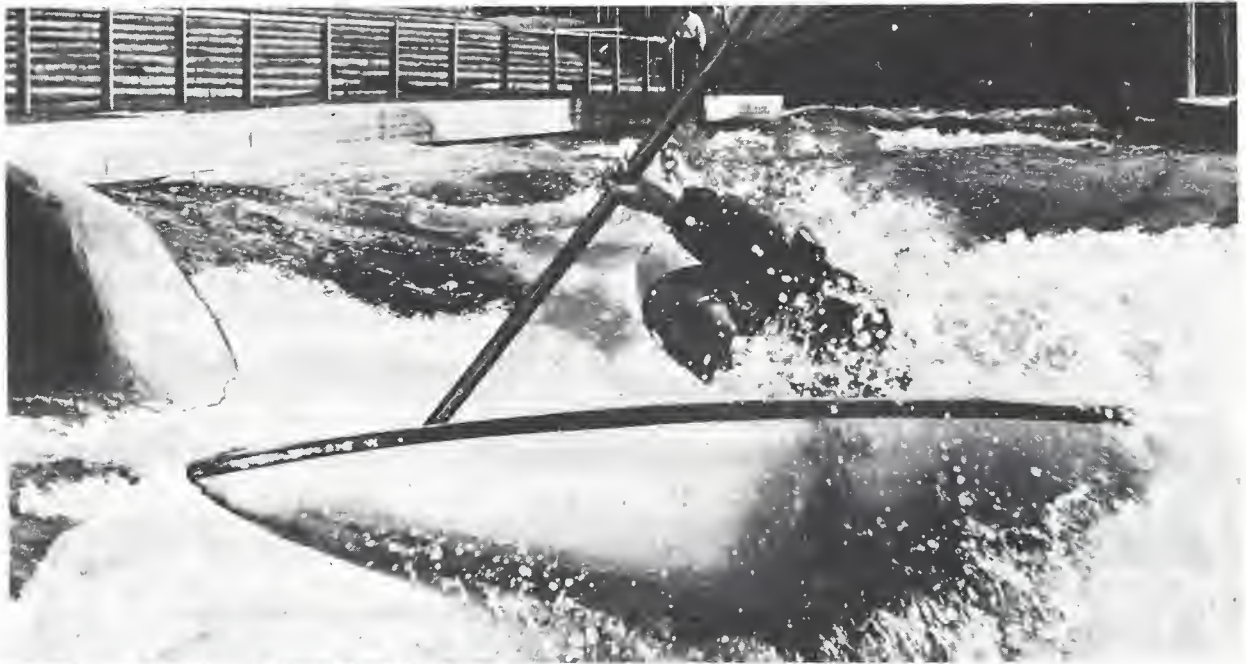
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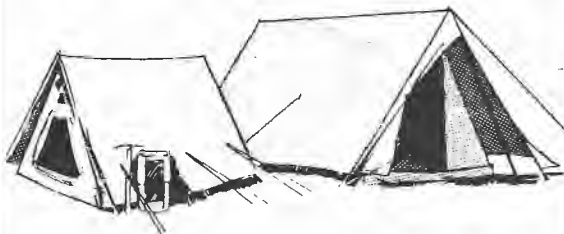
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## COVER PHOTO

Devizes to Westminster, the great Easter Canoe Marathon. The Danish crew of Hansen/Jorgensen trot the long portage over the dry pounds of Crofton, highest level of the Kennet and Avon Canal. Photo: Canoeing Magazine.

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# DEVIZES WESTMINSTER

The Devizes to Westminster Senior Race, seen and reported by Mike Clark.

The engine of my little Renault roared a defiance to the sleeping world of South London as I headed out of the suburbs for the M4 Motorway (I really must get that silencer fixed!). Soon the roar had subsided to the loud purr as I sped along the open road on my way to Devizes in Wiltshire...

It was Friday morning of the Easter Weekend and once again I was covering the Annual Devizes to Westminster Canoe Marathon - some say 'the toughest canoeing event in the World.' From Devizes in Wiltshire to Westminster in London, 125-miles with 76 locks to be portage. For Senior crews it is a non-stop race, while for Juniors it is raced over 3½-days with only actual paddling time to count. Over the years, both conditions and rules have changed. When I covered my first 'D-W' some ten years ago, weed on the canal was one of the greatest obstacles to the fast crews. Weed and reeds were prevalent almost right into Newbury - the first 34-miles of the race; to-day the water conditions are far better, while the rules now allow a certain amount of assistance to racing crews. Boats, like the course, have changed. At one time the Accord Glassfibre K2 was the favourite among top crews, to-day it is Mirage and Glider...

In under two hours of leaving London, I was pulling into the car park at Devizes - a car park that was one hive of activity, even though all the junior crews had long since left and were now racing down the course on their first leg of the race. My only interest was the Seniors, and I planned to follow the leaders yet again down the course and right through the night to Westminster. In past years it has been relatively easy to select ten or twelve crews to follow and be almost certain of having the winners among them. However, this year, I had not even seen a start sheet before reaching Devizes and was somewhat disappointed to find that there were not more than four or five crews who I fancied as 'top crews' and in with a chance. After last year, when we had top crews from Richmond racing, as well as fine Para and Marine crews, it looked as if this 1972 race was going to be lacking in real interest. Little did I know...

With the tide at Teddington just after 0500hrs., it is logical to assume any crew leaving Devizes between 1100hrs to 1300hrs on the Friday is going for a fast time and any crew within this period is worth watching. This gave me five crews to follow: the Danish crew of Steen Hansen/Arne Jorgensen at 11.21: Sheil/Wallace of the Royal Marines at 12.08: Haskey/Collins of the Royal Engineers at 12.30: Royal Marine crew of Ennis/Flynn at 12.39: the Para crew of Kidstone/Wheeler at 12.50. I felt that maybe the Danish crew had left a little early to make any real fast time, but they were interesting to watch from the point of view of being a top overseas crew.

With the time nearing 13.00hrs I was ready to be off down the course and see how crews were fairing. However, at Devizes there still remained one Marine crew, that of Shenton/Cardale. Of course the pair would not say when they were leaving (I hoped they would not remain until the Saturday as past Marine crews had done), but was determined not to leave down the course until I had some indication that they were to start. Just after 13.00 the pair moved their kayak into the kit-check area and was close at hand when Cardale dropped 13.31 as the start time to a marshall who was concerned with starting judges hanging around under the road bridge - no other crews were due to leave for some hours. With 13-31 on my 'leader board' I was off like a shot down the course, I had never left this late from Devizes. First was to find the Danish crew, earliest starters on my board, get a few photos and see what time they were making. Two hours down the course, they must be nearing Wootton Rivers, the first portage and some 14-miles from the start.

By the time I reached Wootton Rivers, the Danes had already gone through and, obtaining their time it proved they were moving very fast with 2hrs. 10min for the 14-miles - this later stood as the fastest time of all crews to Wootton. There was no time to stop for other crews coming behind them, the few hours of good sunlight left was all I was going to have for photographs. Thus I dashed on to the entrance of Bruce Tunnel, only to once again find that the Danes had gone through - oh dear, its going to be one of those races, and certainly it was going to be difficult to follow with my first and last 'leader board' crews over two hours apart on the water. It was

going to be a dash forwards and backwards the whole time.

At Bruce Tunnel the Danes could only just have gone through, for I caught them a few miles down at Crofton - the long portage around three quarters of a mile of dry pounds at the top level of the Kennet and Avon Canal. Hansen/Jorgensen were looking in great form and paddling very easily. Their portage here was a slow trot, while at other portages down the course it was to be only a walk - in great contrast to the fast run at all locks of the Marine and Para crews. I decided to follow the Danes for some miles, over Crofton, down through Great Bedwyn, Froxfield and on to Dunmill. Martin Boshier of Richmond Canoe Club, was doing a good job as bankman for the crew - and there can be little doubt that he knows just what can be done to keep a crew going... The Danes made 3hrs 41min to Froxfield, a good time at around 6-miles an hour. With a few words of encouragement to the crew, I left to drive back down the course and see how others were fairing.

At Wootton Rivers I calculated that Kidstone/Wheeler of 63rd Para was just 4mins behind the Danes, followed by Shenton/Cardale another 3 mins down (also confirmation that they had started at 13.31), then came Haskey/Collins with 2hrs 23min., 13 mins down on the Danes and looking very well. (Haskey of course had won the race as a junior and I reckoned this should be a good crew, not burning too fast at the beginning, but capable of holding a steady pace.)

For the latter part of the afternoon I followed these crews through to Newbury. 34 miles of the race gone and now it was possible to get the first real indication of how the race was developing.

The Para crew of Kidstone/Wheeler were out in front now with 5hrs 37 min and going very well - their bankman being Roy Evans. Second came the Marine crew, Shenton/Cardale just three minutes down, with the Danes another minute behind. The Marine crew looked in fine form, although I reckoned their start was over late; while the Danes had already passed through and had not seen them since Froxfield, and their start time seemed too early.

With darkness falling fast over the canal, it was time to leave Newbury and head for Reading. First

was to see if I could again make contact with the Danes. I had spent some time at Newbury, both to watch the crews coming through and to take time out to eat. By now the crew must have been past Aldermaston and getting well into Reading. The stop at Theale confirmed the Danes passing. There was nothing for it - I headed for Blakes Lock, the warming fire of the Lock Pub and The Thames.

At 20.03hrs the Danes reached the Thames. They had made 8hrs 40min for the first 54 miles just on 6-miles an hour and going even better than when last seen. But still the time seemed far too early and a few quick calculations confirmed the worst - at their present rate they would almost certainly reach Teddington before the tide had turned....

Over two hours later the Marine crew came through, now in second place with 8hrs 49min for the canal. The Para boys had already gone with 8hrs 51min., dropping to third place, while the Royal Engineers had dropped even more with 9hrs 02min for the run. Also other crews now came into the reckoning; two civilian crews were making good time, that of Perrett/Croft of Reading and Courtman/Cook of the Newham club. These two had started well before the Danes in the morning and were leading crews on the water down the Thames but with the Danes closing fast. Well before 'closing time' I was off once again. For all senior crews this time of the race is a very difficult period and if news could be got through to Boshier that 'his' crew was leading, it would do a great deal to encourage them. It was down at Boulton that I once again caught them. Martin arrived with the news the crew were only minutes away... What seemed like hours past and then Danish voices were heard from the lock cut - the crew had missed the right channel and gone through the actual lock! All I could do was to shout greetings over the water into the darkness.

Now it was a rush back to Marlow (upstream) to find the Marine crew. Here the wait was even longer (it always seems this way at night), but at last the pair came through - tailed by a K1 support paddler, as they had done for many miles back and now on until the finish. The rules do not actually say support teams may not go on the water with their crews, but in past years there has been many harsh words

directed towards Richmond Canoe Club paddlers for such action - it would be interesting to see what action the Devizes to Westminster Race Committee take in this case! The Marine crew went through with a time of 2hrs. 45min from Blakes, dropping another eight minutes on the Danes (but I have a feeling that must have included a kit check.)

Having seen the Marine crew through I decided I personally had had enough for a couple of hours, thus took off right down course to Hampton to get my head down....

Sometime later I was awoken from slumber by the slamming of car doors and the running of feet - the main bulk of supporters were down to Hampton and it was time to be on the move once again. Of course the Danes had already gone through and must have been very far down the tideway - later I learnt that they had hit the incoming tide and had a hard paddle for almost three quarters of an hour.

Once again the quiet early morning of London streets was shattered by the roar of the Renault and with only minutes to spare I arrived in Westminster to see the Danes come off the water. The pair had made it at 06.34.20, a total of 19hrs 13min 05sec - just inside the old record! What a pity the pair had had to paddle against that tide, but still that's part of the race.

Hansen and Jorgensen were of course highly pleased they had finished the race, but no never again would we compete such a race! I asked what was the hardest part of the race, and Steen replied 'Oh the last part, we look always for Big Ben, but always only see more bridges!' (I saw the pair again on the Sunday and then it was a very different story - 'Certainly we come again, it is a great race.'

With the Danes at Westminster, there now came

the great wait for the Marines, the only crew who could get anywhere near the time. At 0642 Shenton/Cardale were on the tideway...

The minutes ticked away, 07.30, 08.30...Marine supporters started to arrive, the pair could not be far away. I almost hoped the crew would not be in by 0900 to thus give the gallant Danes the win. But it was not to be, and at 08.45.45 Shenton/Cardale gained the County Hall Steps. Their time was 19hrs 14min 45sec - just 1 min 40sec behind the Danes! Now who was the winners? Both these times did not include any stop for kit check. Talking with the Marines, it was certain the pair had at least one stop - five minutes off maybe... Later in the afternoon I phoned Martin to find how many stops the Danes could account - alas the pair had not a single kit check and their time stood. The final result gave the Marines T.Shenton/T.Cardale the win with 19hrs 09min 15sec. No action was taken by the Devizes to Westminster Race Committee on the K1 pacing...

## Senior results

1. T.Shenton/T.Cardale, Royal Marines, , 19hrs 09min 15 sec.
2. S.Hansen/A.Jorgensen, Sunby Kayak Club, Denmark, 19hrs 13min 05sec.
3. P.B.Perrett/M.Croft, Reading Kayak Club, 20hrs 05min 35sec.
4. D.Courtman/A.Cook, Newham Canoe Club, 20hrs 31min 07sec.
5. E.Ennis/P.Flynn, Royal Marines, 20hrs 47min 56sec.

*Left to Right: Belgian crew with folding double: Haskey/Collins at Dunmill: The Danes at Foxfield, being fed at Crofton, and going well below Newbury: Shenton/Cardale over Crofton.*



The Devizes to Westminster Junior Race, seen and reported by Mike Carvell.

Once again the old car park besides the Kennet Avon Canal buzzes with life on the one day in the year when the motor car takes second place. Yes, its Good Friday morning of the Easter weekend and the Annual Devizes to Westminster is on 'the road' again.

The car park is a hive of frantic activity with the Junior crews having a last minute check before they start on the first days racing, the result of which will see them spending the night at Newbury, some 34-miles, 36-locks, and about six hours paddling along the canal behind them.

This year the conditions over the course were giving all signs of being the best for several years weather being very mild and such wind as there was coming from the south-west to give a tail wind for crews. As a result of the Waterside Winter Series, Cornish/Bennett of Pangbourne were certainly the crew to watch, but among other well fancied crews were Carter/Mann of the Sussex Police, and Brown/Fowler of the Wey Kayak Club.

Over the first 14 miles to Wootton Rivers, the crews were putting up good times with Cornish/Bennett raising a few eyebrows. However, over the Wootton portage, they damaged their rudder mounting and this was to prove almost disastrous at a later stage.

On through Bruce Tunnel and over the top of Crofton, the crews strung out all down the canal as they descended through Hungerford to race the few miles into Newbury and the first overnight stop. Times showed many of the strong crews in with 5hrs

# KIRTON *mirage*

## FOUR TIMES JUNIOR RECORD HOLDING KAYAK

30 min to 6hrs 15min - with just one exception. This was Cornish/Bennett, and their time on the leader board gave way to speculation of a record. The pair had made 5hrs 20min for the first 34-miles, and was well within the record set by West/Hunter two years before.

Day two dawned with the wind still blowing from the south-west and thus giving some assistance to crews. It was to remain in this quarter for the duration of the race. Slower crews were soon on the water and heading down towards Reading, while for the leaders it was a game of *cat and mouse* to see who would put in first, none wishing to be out in front and set the pace. However soon all were under way and on route for The Thames and Marlow - the second nights stop. At the end of the day Harrison/Harrison of Leighton Park raced in at 5hrs 25min for the 36-miles, the second placed Pangbourne crew of Clarke/Rafferty making 5hrs 35min, while Brown/Fowler consolidated their position as leading Scout crew with 5hrs 28min. However, what of Cornish/Bennett and Carter/Mann?

For the former the time was fantastic - 4hrs 58min - and one could almost think in terms of hours off the record rather than minutes! The pair had now built



up a lead of over three quarters of an hour on the latter crew from Sussex Police. With Cornish/Bennett in an unassailable position - barring any mishap - the battle for the Team Event was truly hotting up. Pangbourne and the Sussex Police were again the leading protagonists, with both camps advancing their claims for the lead...

Sunday, the third leg of the Junior race, saw your correspondent missing the start and, due to the speed with which leading crews were pulling through the field, did not make contact with top crews until Bell Weir. First of the leaders to arrive were Brown/Fowler, by now in third place on the water and not waiting more than seconds for a drink before pressing on. In close order followed Carter/Mann, Harrison/Harrison, Clarke/Rafferty, and of course Cornish/Bennett. On down the course the pace remained very hot but at Shepperton, Cornish/Bennett were looking very worried. The damage to their rudder at Wootton was becoming worse and now it was only about 20% effective. However there was no stopping, and at Teddington they had moved up to second place on the water just behind Carter/Mann.

With times for the three days racing to Ham totted up, two questions were posed - by what final margin were Cornish/Bennett going to beat the record (for they could almost drift down the tideway to be well within it!), and who was going to take the Team Event, both teams only minutes apart?

07.30 on the aster Monday morning and off in a mass start go the remaining 60 odd crews in the race on the final 17-mile dash down the tideway to Westminster.

From the gun the real leaders are out in front - Cornish/Bennett all the way down. Kew, Barnes and

Hammersmith, and on to Putney, all crews out in the middle of the tideway to take the best water. Albert, Chelsea, and Victoria go by and its now under Vauxhall Bridges, the finish almost in sight. With just 1hr 39min from the start, Cornish/Bennett pulled into County Hall Steps - there was no question of them not beating the record - it was just by how much! Minutes later the result board showed a total time of 16hrs 52min 3sec, a lowering of the record by over an hour - and with still any kit check time to come off...

*(Official time was 16hrs 48min 18sec. Well done lads. Ed.)*

In second place came the Sussex Police crew, Carter/Mann, with their team mates Twibbill/Gordon beating Clarke/Rafferty for third place. Fifth place went to Harrison/Harrison of Leighton Park, while Brown/Fowler of Wey Kayak Club took sixth and the first Scout crew home. Pangbourne took the Team Event.

## Race conditions

**Weather conditions** for the this years Devizes to Westminster were undoubtedly the best for some ten years - certainly the best I have ever seen them. The biggest advantage crews gained was from the almost following wind, that not only prevailed for the Senior race, but all four days of the Junior event. For Seniors the Friday night was quite warm - no hint of the snowstorm we had a few years back! On the water it was just as good, plenty of water all along the canal and a fine flow on the Thames...

*Left to Right: Junior winners, Cornish/Bennett on the tideway: Junior crews down the tideway: Junior crews under Mortlake Bridge.*



# CLUB CORNER

## SEA VENTURE CLUB

**The Advanced Sea Kayak Club**, formed in October 1971 and affiliated to the BCU in November 1971, is one of the few canoe clubs in Britain that is currently promoting *sea canoeing*.

The Club was formed by a number of very experienced sea canoeists who wanted a club with aims at undertaking the more advanced sea trips, the development of skills, techniques, and the navigational expertise as applied to sea canoeing, and to promote the 'sport' of sea canoeing. New members will be trained to take the BCU Sea Proficiency Test and later the BCU Advanced Sea Test. The Club will also teach new members the rolling techniques, with facilities for instruction in a swimming pool, and of course in the sea.

Members have trained continuously throughout the winter months and for the summer every other weekend will be spent on the sea. Six main trips are planned for the 1972 season, including a circumnavigation of The Isle of Wight, a return English Channel Crossing, a Lundy trip, and sea canoeing and surfing both in Scotland and Cornwall.

Membership of the Club is open to anyone over the age of sixteen, the fees being 50p up to 18-years, £1-00 over 18-years and family membership at £1-50 per year. For complete details: *Martyn Barker, 27 The Rundells, Harlow, Essex.*

## IMPROVEMENTS ON THE THAMES

**The Richmond Canoe Club**, the leading sprint club in Britain, has made a move during April to new boat house quarters just 50-yards along the towpath from the present site. The old canoe club boat house is due to be pulled down to make way for a car park to serve the Watney Public House.

The new club house - previously occupied by Messums - will give Richmond far more urgently needed space and very much better than the dilapidated quarters they have been toiling in over the last years. Although the new boat house is only on a year lease, the whole area of the towpath under

# KIRTON *mirage*

## TOP BRITISH DESIGNED K2 FOR L-D

Watney control is at present being re-planned and developed, it comes at a time when the club is fast expanding and has for the first time in four years a growing nucleus of very young paddlers (12 to 16-years old). This new boat house comes within the development area and may, in the near future, be pulled down. However, with this development area still being planned, there is every chance that the Canoe Club will be included in any new building.

**The Royal Canoe Club** at the head of Trowlock Island on the Thames, is to have a new abolition block that will contain changing rooms, hot showers, and toilets, both for men and women. This development has been made possible by the long awaited main drainage scheme for the whole of Trowlock Island. The final cost of this improvement is likely to be around the £4000 mark. Much of this cost will be covered by a grant from the Department of the Environment, plus a loan from the London and Middlesex Playing Fields Association.

**Further upstream** from Royal Canoe Club, the Navy League National Sailing School and Boatwork Training Centre on Ravens Ait has been completely reconstructed. The buildings have been purpose built to provide the finest modern facilities for training in sailing, canoeing, and associated subjects.

Although the training programme has been continuing during construction, the Centre is to be officially opened on 1st June by H.R.H. the Duke of Edinburgh.

Details of courses are available from: *The Principal, Ravens Ait, Surbiton, Surrey, KT6 4HN.*

## RANKING STATUS FOR CHANDY

**After four years of hard work** the Burgess Hill Scout Group's canoe race. The Chandy Challenge Open Long Distance, has gained national ranking status for 1972, making it one of the 30 races eligible for Hasler Trophy points.

The event is to be held on Sunday 21st May and some 200 entries are expected. The course is of 11½-miles from Pulborough to Lord Norfolk's estate on the Arun. Record times for the course were set last year and stand at 1hr 29min 25sec for singles and 1hr 25min 30sec for doubles.

# COMING EVENTS

## SPRINT

### JUNE

10th/  
**NATIONAL CHAMPIONSHIPS**, K1/K2  
10,000m, Holme Pierrepont, Nottingham.  
Details R.Emes, 147 Gravelly Hill, Er-  
dington, Birmingham B23 7NR,

11th/  
**NORTH v SOUTH REGATTA**, Holme  
Pierrepont, Nottingham.

17th-18th/  
**OPEN REGATTA, INTERNATIONAL  
MATCH**, Holme Pierrepont, Nottingham.  
Details: M. Clark, 25 Featherbed Lane,  
Croydon, CRO 9AE.

18th/  
**BRIGHTON SPRINT REGATTA**. Details:  
J.Goldsmith, 43 Heathill, Lower Beven-  
dean, Brighton.

24th-25th/  
**TATTON PARK REGATTA**, Warrington.  
Details: C.Leah, 149 Ellesmere Road,  
Lower Walton, Warrington, Lancs.

### JULY

1st-2nd/  
**FINAL OLYMPIC SELECTION REGATTA**,  
Holme Pierrepont, Nottingham.



8th-9th/  
**NATIONAL SPRINT CHAMPIONSHIPS**,  
Holme Pierrepont, Nottingham. Details:  
R.Emes, 147 Gravelly Hill, Erdington, Bir-  
mingham B23 7NR.

15th-16th  
**NOTTINGHAM REGATTA.**, Details:  
C.Gray, 128 Greythorne Drive, West  
Bridgford, Nottingham NG2 7GA.

22nd-23rd/  
**BOSTON REGATTA**, Details: F.Royle,  
West End, Benington, Boston, Lincs.

29th/  
**SPRINT REGATTA**, Hove Dairy Foods  
Festival. Details: A.Duncan, 3 Namrik  
Mews, St. Aubyns, Hove BN3 2TF.

## SLALOM

### JUNE

4th/  
**CARLISLE**, 3,0. Details: G.Fletcher, 20  
Kirkstead Road, Belle Vue, Carlisle, CA2  
7RD.

**ABINGDON**, NJOT. Details: H.A.E.  
Wilkins, 16 Ashmole Road, Abingdon,  
Berks.

11th/  
**BEVERE**, 3. Details: The Secretary, Wor-  
cester Canoe Club, Hylton Road, Wor-  
cester, WR 2BE.  
**LENY**, 3,ON. Details: D.Michie, Alloa  
Academy, Alloa, Clackmannanshire,  
Scotland.

18th/  
**LEVEN WILD WATER TEST**. Details:  
E.Totty, Craigmuir, High Knott Road, Arn-  
side, Westmorland, via Carnforth, Lancs.

25th/  
**FAIRNILEE**, 3,NJ. Details: D.Cuthill, 2  
Merchiston Bank Avenue, Edinburgh  
EH10 5ED.

### JULY

2nd/  
**CASTLEFIELDS**, 3,0. Details: M.H.Colgan,  
252 Leeds Road, Fagley, Bradford,

9th/  
**MATLOCK**, 3,0. Details: K.Rooker, 40  
Warren Rise, Dronfield, Sheffield S18  
6EB.

16th/  
**B.S.C.A. SCHOOLS** Slalom Champion-  
ships. Details: R.N.Castle, Education Of-  
fice, Rope Walk, Ipswich IP4 1LU.  
**ABINGDON**, ON. Details: D.Green, Bor-  
sdane, Tanners Lane, Chalkhouse Green,  
Reading RG4 9AD.



23rd/  
**CHESTER WEIR**, ON. Details: E.P.Jones,  
43 Morton Road, Blacon, Chester CH1  
5NR.

## LONG DISTANCE

### JUNE/

4th/  
**POOLE**, Jun.6mIs/PO: Sen.12mIs/PO.  
Details: The Secretary, Royal Marines  
Canoe Fed. A.T.U.R.M. Poole, Dorset.  
Clos.30th May.

**BOSTON**, Avoncraft Youth Series. Details:  
F.Royle, West End, Bennington, Boston  
Lincs.

11th/  
**CHELMSFORD**, Jun.13mIs/P10:  
Sen.13mIs/P10. Details: Mrs. M. Marriage,  
Budds Farm House, Highwood, Chelm-  
sford, Essex. Clos.4th June.

18th/  
**EXETER**, Jun.11mIs/P2: Sen.11mIs/P2.  
Details: Mrs. M. Schnepf, 139 Monks  
Road, Exeter, Devon. Clos.10th June.

25th/  
**SHEFFIELD**, J Jun.8¼ mIs/P3:  
Sen.12¼ mIs/P3. Details: S. Lamb, 20  
Becket Walk, Greenhill, Sheffield.  
Clos.18th June.



## JULY

2nd/

**GLOUCESTER,** Jun. 9m/1s/P2: Sen. 12m/1s/P5. Details: M.R. Blundell, 22 Colerne Drive, Hucclecote, Gloucester, GL3 3SX. Clos. 25th June.

**NORWICH,** Avoncraft Youth Series. Details: L. Harmen, 21 Blakes Court, Sprowston Road, Norwich, NOR 69P.

**THREE HARBOURS RACE,** Jun. 12m/1s/PO: Sen. 16m/1s/PO. Details: R.N.L.I. Chantler, 78 East Cosham Road, Cosham, Portsmouth. Clos. 25th June.

15th/

**NOTTINGHAM,** Jun. 10m/1s/P2: Sen. 10m/1s/P2. Details: C. Gray, 128 Greythorne Drive, West Bridgford, Nottingham NG2 7GA. Clos. 10th July.

23rd/

**WORTHING,** Jun. 12m/1s/P2: Sen. 18m/1s/P3. Details: N.J. Tricker, 59 Twitten Way, Worthing, Sussex. Clos. 15th

30th/

**ORWELL,** Jun. 8m/1s/PO: Sen. 13m/1s/PO. Details: Miss C. Bell, Flat 4, 39 Park Road, Ipswich, Suffolk. Clos. 25th July.

# COURSES

## JUNE

2nd-4th/

**SENIOR INSTRUCTORS** training course, Ass., Advanced Test Sea. Resid. Beal. Details: D. Lilley, 65 Queens Road, Whitley Bay, Northumberland.

8th/15th/22nd/29th/

**NOVICE INTRODUCTION,** Inland. Nottingham. Details: CCPR, 26 Musters Road, West Bridgford, Nottingham.

9th-11th/

**ADVANCED PROFICIENCY** Ass. Sea. Resid. Calshot. Details: The Warden, Calshot Activities Centre, Calshot, Southampton, Hants.

Canoeing Magazine March 1972

10th-11th/

**SENIOR INSTRUCTORS** Ass. Inland. Camping Pateley Bridge. Details: K. Rooker, 40 Warren Rise, Dronfield, Sheffield.

17th-18th/

**SENIOR INSTRUCTORS** Training course, Ass. Kayaks Sea. Details: A.B. Allan, 7 Cornwall Terrace, Penzance, Cornwall.

**ADVANCED TESTS,** Sea Kayak Resid. Swansea. Details: T.R. Cole, 1 Alma Street, Tynewydd, Treorchy, Rhondda, Glam.

17th-24th/

**ELEMENTARY COURSE.** Resid. Bisham. Details: CCPR, 26 Park Crescent, London W1N 4AJ.



18th/

**PROFICIENCY TEST.** Inland Kayak. Details: K. Rooker, 40 Warren Rise, Dronfield, Sheffield.

24th-25th/

**SPRINT APPREVIATION** Course. Resid. Ravens Ait. Details: R.V. Spence, Ravens Ait, Surbiton, Surrey.

**ADVANCED TESTS,** Sea. Kayak Resid. Dungeness. Details: W. Young, 25 Barton Road, Canterbury, Kent.

**SENIOR INSTRUCTORS** Training Course, Inland. Kayak Resid. Peacehaven. Details: M. Macdougall, 44 Cowley Drive, Woodingdean, Brighton, Sussex.



## CLUB ADVERTS

**EVENTS OR COURSES ONLY**  
Copydate 1st of month for events in following month.

2 1/4" column - £2.50

1 1/4" column - £1.25

accepted space permitting.

BCU

**PADDLE RACING COMMITTEE**  
**HOLME PIERREPONT,**  
**NOTTINGHAM**

17th - 18th June 1972

*OPEN REGATTA - All sprint distances, Senior, Junior, Youth, Novice, 10,000m for Senior, Junior, Women. Espada Classes,*

Senior Classes - 25p per seat

Junior/Women - 20p per seat

Youth/Novice - 20p per seat

Espada Classes - 10p per seat

Closing date for Entries 1st June.

Details: Regatta Secretary,  
25 Featherbed Lane,  
Croydon, CRO 9AE

## AVONCRAFT YOUTH SERIES

**BOSTON RACE**

4th June

Details: F. Royle,  
West End,  
Bennington,  
Boston, Lincs.

## SEA COURSES

**BCU TRAINING AND**  
**ASSESSMENT COURSES**

June 17th/18th PENZANCE,  
Cornwall

Basic Sea Canoeing; Advanced Sea Prof. Assessment; Senior Instructor Training and Assessment Courses; Corps of Canoe Life Guards Training and Testing.

Details:

Mrs. C. Allan, 7, Cornwall Terrace,  
Penzance, Cornwall.

Cost £4.00 Closing date May 22nd 1972.

# the ANAS ACUTA story



by **GEOFF BLACKFORD**

About three years ago at the British Canoe Union Conference I looked around all the exhibitors displays, I must have been feeling off colour, because I began to feel that there just was not anything there to interest me. I looked at this slalom canoe and that one and thought that if I took half an inch off this one and added it to that one I would have the same boat. And so from here I went to look at the White water racers, there was a little more variation here but a quick look told me that most of these were very good for what they were designed to do, but that was not "Sea Canoeing". At this stage I get decided to go and see Chris Hares film and talk on his Eskimo Expedition, this slightly relieved my feelings and I went away thinking.

After much thought and a good look through the book "The Bark Canoes and Skin Boats of North America" it was obvious to me that the Eskimo was no fool when it came to designing craft for the sea. More than half the kayaks were chine built, and of these threequarters were hard chine.

I now had a real problem, the only reason to build a chine boat is because the material you are using won't go into the shape you want, and the best material for canoe construction, at the moment, is glass reinforced plastic which if you have enough skill and time can be made into the perfect shape. So where do I go from here? Well I like wood, it is a beautiful material to work with, it floats, and if I am going to build a chine boat then there will not be the difficulties that there would be with another shape, so wood it is.

How am I going to build the boat? The Kayak construction (Plywood bonded at the keel and chines with glass fibre tape and resin)? This is a good system if you know the exact shape of the panels, but I didn't, so that was out. Go back to more traditional methods! Build a wooden frame and

cover it with ply-wood, with this system I could see what it was going to look like even before I started to cover it. Well that was it, I would do it like that. Now I only had one problem-which was the best design to use? My thoughts went back to that exhibition, there just wasn't anything outstanding or unusual, to the untrained eye they might easily all have come out of the same mould. So let's be different. Let's settle down and think what I want, what must it do? What are the important things in life at sea in a Kayak, these are questions I asked myself.

The sea kayak must first of all be comfortable, you must be able to enjoy being in it for six or seven hours without discomfort. From this point of view it must be a good fit but not too tight so that you have no movement, and yet you must have a positive fit. Having got the living accommodation sorted out what else is there? I like to keep dry (I don't know why I canoe then), and therefore the kayak must be able to cleave through the water, a fairly high bow and a deep 'V' at that. But it's no use cutting through the water if there is no lift, and so a cleaving bow with a fairly good lift. If I go on a long sea voyage then I want to make it as effortless as possible therefore I must have a fast boat, speed means long and thin, if its too thin it will be unstable, if its too long I can not turn it. Chine built will give more stability than the same width in a round bilge, 23" is alright in the latter and so if I knock an inch off either side and have it chine this might be alright. But what about length, if its too long I shall have to have a rudder. Now rudders are mechanical, things mechanical go wrong when you least expect them to and always at the most embarrassing time, therefore no rudder. The eventual dimensions were to be 17' aprox. by 21" beam. I liked the look of the Eskimo kayaks with the upturned tails and yet a fairly low deck line would not catch the wind. The nearest I could find to this was the *Igorssuit Kayak*, Duncan Winning had let me have drawings that Ken Taylor had made from an actual kayak. The main thing that was wrong with this was the living accommodation being far too little room for me, but very nice lines, and so it was from here that I set out to design *Anas Acuta*. Where did I get that name? Well I hoped that I was going to have a classic design and so why not go to the Latin name of the pintail duck.

The boat took many hours of work, starting by building the hull in the upside-down position on a jig. The frames were cut out of 3mm marine ply and the stringers were of clean parana pine, with a deck support that I laminated from 1/8" veneers, all this was covered with 3 mm ply. At this stage the whole lot was taken up into the attic through a small window in the end of the house, and there all the excess wood on the stringers was removed to keep the weight down as much as possible and to give as

smooth an inside as possible. The interior was then varnished with two coats of thinned oil bound varnish (not poly-urethane) taking care not to coat any joints that were going to have to be made in fixing the deck on at a later stage.

The next big problem was the shaping of the fore deck, the rear deck only had a very small pitch-in fact  $\frac{1}{2}$ " just behind the cockpit. The fore deck had a fair sheer and was also curved in the beam thus giving a two dimensional curve, and, although the wood was only going to be  $7\frac{1}{2}$ mm ply there was still going to be some very difficult cutting to get a smooth effect. The method used was to join three of the 4'x4' sheets with a scarf joint, but after much bending and stretching it was obvious that this wasn't going to work and so a piece was cut out of the centre from about four feet forward of the cockpit back to the cockpit and then replaced with a tapering piece which worked fairly well. If I had to do the same job again I would make three separate pieces the whole length of the foredeck and shape them in as I went along, thus getting a much smoother line.

The cockpit hole was the next thing to design, I had completely decked the whole boat except for a small hole and now I had to cut out a size that would take most sizes and yet not be too big and require a large spray cover. I must also be able to lean back for some of the modern type rolls. I sat down with bits of cardboard around me and cut a bit out here, tried it on and cut another bit out there, then looked at the whole shape from an artistic point of view, fined down the shape and cut it out of the deck. Then it was a case of building up the edge to make the coaming and the final layer of that to be larger to make a reasonable rim for the spray cover to fit over. Then came the job of shaping the inside to make it smooth and comfortable no matter how I moved around in the cockpit.

The varnishing of the inside of the decks was quite difficult getting a brush into a small cockpit hole without dripping all the stuff off and getting right into the ends, this was achieved with the aid of several bambo sticks tied with hairy string and the brush on the end of all that.

The outside finishing was much more simple, although I wanted the best appearance possible I had an idea that if the boat was as good as I hoped I might get someone to make it in glass-fibre, and therefore I did not put on a capping piece where the gunnel joined the deck so as not to spoil the lines.

Eventually the launching day arrived, she looked very sleek and I began to wonder if I had in fact made her too narrow. I got into her in the usual way of entry into an Eskimo by sitting on the stern deck and lowering myself into the cockpit, first im-

# STRUER *glider*

## THREE TIMES D-W RECORD HOLDING KAYAK



*Geoff trying out the Anas Acuta on the Solent.*



# the ANAS ACUTA story

pression was that stability was a little tender, I soon realised that it was many a year since I had paddled a chine boat and soon settled down to enjoying the feeling of cutting effortlessly through the water. The next thing was to look for some waves and see if she would cut through and lift over, and at this stage I realised just what I had been missing all my canoeing career a really true thoroughbred that took to the sea like the proverbial duck. I paddled it around for that season, but was very reluctant to get the beautiful varnished wood scratched. It was at this stage that Carel Quaife came to me and asked which was the best sea kayak on the market, I said that mine was but it wasn't on the market, yet (not at that time ever thinking that it might go into commercial production). Carel asked if he could take a fibre-glass mould off it, I said yes if you will give me the first one off. At this stage I don't think that Carel and his wife Ann knew what they had bitten off, in fact I think that it was almost Carel without a wife, the problems of moulding a long thin boat with fine turned up ends were terrific. Eventually it was decided to mould two opposite sides and join them top and bottom unlike the majority of other production canoes, joined around the gunnels. Well so as not to steal a long chapter out of Carel's memoirs, when he writes them, my boat was produced in natural colour and I collected it. It was quite a few pounds lighter than the original wooden one, and this was a big advantage. (This is only a very short and brief section and does not really do credit to the work Carel and Ann put into the boat).

This glass *Anas Acuta* was much more the type of boat you could take out and paddle around, somehow there isn't quite the same feeling scratching a glass-fibre boat as there is with a wooden one, or was it that I hadn't put in the same number of hours in getting the later one and easy come easy go, I don't know. Well the next chapter started one Saturday afternoon when Alan Byde, who is renowned for his repartee on canoeing subjects, was camping on the Spit at Calshot when I returned from the Isle of Wight with a group of students. I offered him the use of my boat to go across to the River Hamble, he jumped at the opportunity, and when he returned was making all sorts of appreciative sounds, about how he must get one of these for himself. This reaction along with that of many of my own students who tried out the boat

made us (Carel, Alan and me) think of the chances of commercial firm being interested in producing these for the market. One or two firms were approached and were a bit slow off the mark in taking up the design, and Alan decided that he would like to perfect the original mould which was taken directly off my wooden boat and had a few imperfections. He also thought that the joining system was not the best as there would be a join continually under water and this was a potential weakness. Here again I think that I can not do credit to the work that Alan has put into the boat, both in work and hours. But to cut a long story short the ANAS ACUTA has now been taken up by Valley Canoe Products who will produce it under licence from the three of us, they will have the sole commercial rights.

I have now clocked up over 350 miles in my glass *Anas Acuta*, most of which has been expeditions carrying all the necessary, and some in addition, kit for a five day camps, I have circumnavigated the Isle of Wight three times, and been out to the Needles on quite a few times, and in all conditions I have always had complete confidence that the boat is so well behaved that I shall not get caught out, just so long as I don't stick my neck out too far!

To recap on my original thoughts of what characteristics sea going kayak should have :-

1. It must be comfortable.
2. It must be fitted to each individual.
3. It should be as dry as possible, cleave through the water and lift well, also shed the water from the deck.
4. It should have good touring speed but not necessarily high flat out speed.
5. It should have sufficient inherent stability for the paddler to relax without having to support himself on the paddle.
6. There must be sufficient directional stability not to require a rudder. This is achieved by underwater shape and also freeboard design.
7. A small cockpit is necessary.
8. Internal fittings are personal but should have a "Safe" footrest, knee grips or bars according to choice, and the most important thing of all is a nonrestricting seat. Thigh grips should be there but not too tight and very carefully designed.
9. Deck fittings, optional, but I think there should be provision for towing and being towed. For towing there must be an attachment just behind the cockpit otherwise you can only go directly away from what ever you are towing. For being towed a toggle, a loop or gromet.
10. Not essential, but it helps if the kayak has eye-appeal, if it looks good it probably is good.

## BYDE RE-PRINT

'Living Canoeing' by Alan Byde is once again available from 'Canoeing Magazine Sales' as of 1st May. This book, certainly one of our best sales over the last two years, is a highly recommended publication and with this second edition, Alan has thoroughly revised the work to keep it right up to date.

This second edition has a price rise and is now published at £2-25 per copy. The price through 'Canoeing Magazine Sales' (to include packing and post), will be £2-46'

# AROUND & ABOUT AROUND & ABOUT

## BOAT AFLOAT SHOW

The Boat Afloat Show will be held at London's Little Venice from 24th May until 3rd June. This annual show is ever growing in popularity with daily displays of aquatic sports - water skiing, skin diving, canoeing, sailing, and many others. Admission tickets are priced 25p, why not make a date to come along...

## TYNE CANOES

Mr. F. O. D. Hirschfeld, founder and director of Tyne Canoes Limited, Twickenham, Middlesex, resigned as a director on 9th March, 1972. He has decided to partially retire from business and has sold his shareholding in the Company.

Mr. Hirschfeld is now employed by Tyne Canoes Limited as their consultant and becomes an employed person for the first time in 37-years! He came to Britain in 1933 and in 1935 he turned to building canoes on Tyneside. In 1936 he moved to Richmond, Surrey, where he developed the Tyne Folding Canoe which became acclaimed throughout the world. During the war Mr. Hirschfeld worked very closely with the Admiralty on the use of canoes.

During the years following the war Mr. Hirschfeld continued as a prominent figure in the canoeing

# STRUER *glider*

## WORLD CLASS K2 IN GLASSFIBRE OR VENEER

world and has made many canoe expeditions to the Arctic Circle. The result of Mr. Hirschfeld's labour is a magnificent up-to-date range of glassfibre and folding canoes which are today produced by Tyne Canoes Limited.

On interviewing the new Managing Director of Tyne Canoes Limited, Mr. Allen W. Feary, it was confirmed that the Company's policy was to maintain the excellent quality and finish which has been Mr. Hirschfeld's trade mark throughout his career.

## NOVICE L-D SERIES

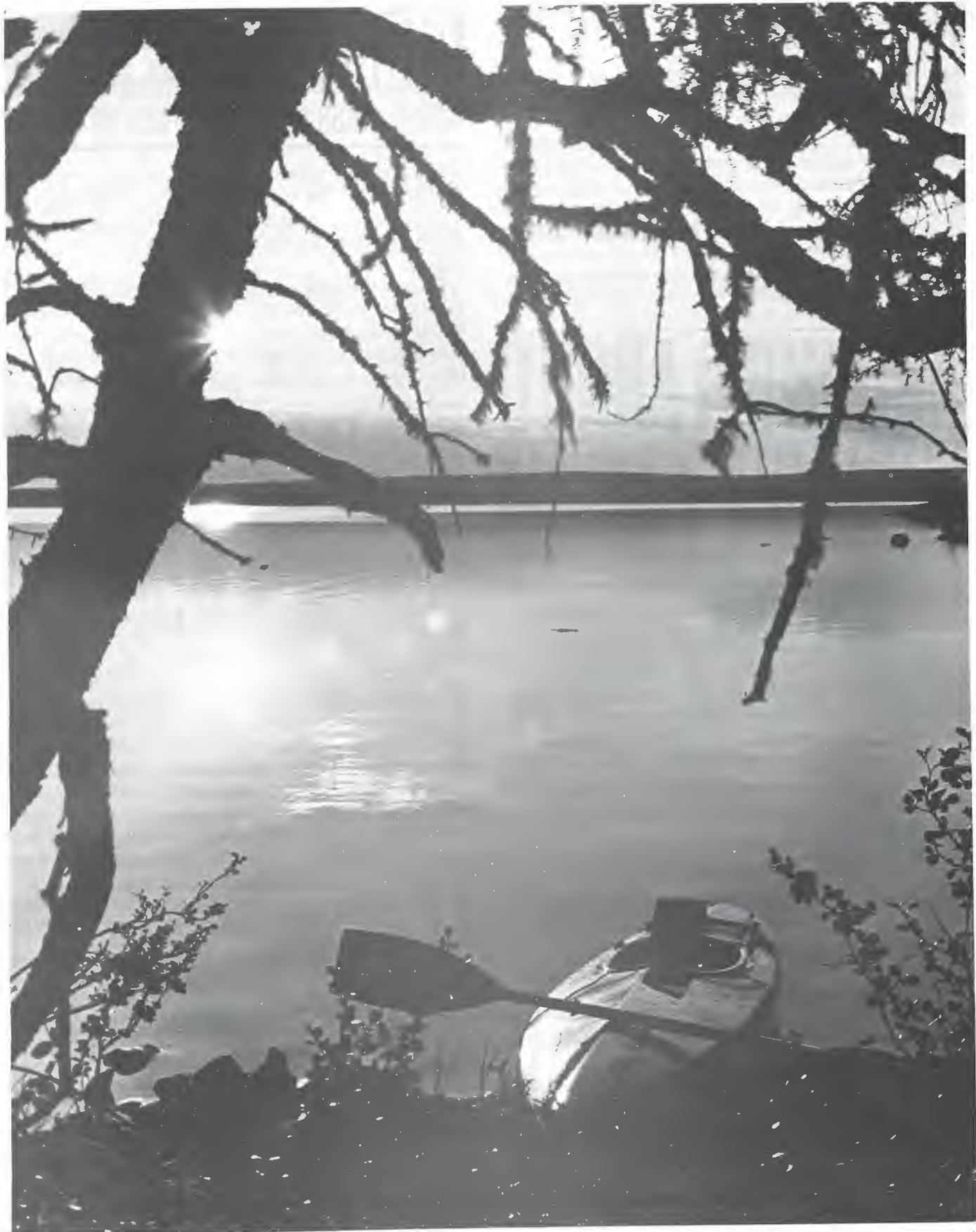
The Birmingham Canoe Club are to hold a series of three Long Distance Events through May to July to stimulate interest in the Long Distance scene and the Espada Youth Class in particular. This is strictly an informal 'have a bash, come in the waters fine' effort (quoted from BCC Newsletter), so whilst it would be nice to see a fleet of Espada's there is no restriction on the type of kayak used - no handicap system either - come and have a thrash...

The first race will be held on 21st May - River Seven from Arley Ferry to Bewdley Bridge: second event on 18th June - venue Edgbaston Reservoir: the third event is at the latter venue on 2nd July. For details three stamped/addressed envelopes should be sent to: J.Edwards, 36 Long Mynd Road, Birmingham 31. Competitions will be by two classes (singles only) under 18-years or over 18-years on 2nd July.

## D-W SOLO

Over the Easter Weekend Hugh Hoskins, of the Bradford-on-Avon Canoe Club, completed the Devizes to Westminster course in a K1 single. His start was at 08.00am on the Friday morning, taking 6hrs 20min to reach Newbury and making the Thames in 9hrs 55min On down to Marlow, where he was to stay the night at the Longridge Centre, his time for the first day was 13hrs 10mins.

Hugh re-started at 10.10am on the Saturday morning and reached Westminster by 19.15hrs, making a total time of 22hrs 15mins - an excellent time for a single kayaker. Well done, Hugh.



# ADVENTURE IN LABRADOR

**STRUER** *glider*  
FOR TOP BRITISH L-D OR WORLD CLASS SPRINT

Brigitte and Elmar Engel return to their beloved Northern Wilderness to bring us another story from the Canadian wilds.

Part 1: Our adventure starts.

'This is the land God gave to Cain!' Thus wrote the French explorer Jacques Cartier on his discovery of the land we now call Labrador.

He was in search of the legendary North West Passage, but instead found a barren, uninviting coast of rocks, muskeg and mosquitoes. A country called *coast of slaves* by the Portugese Cortereal some three decades before - 'Terra dos Labradores', where he hoped to find wood for his Majesty's Fleet and at the same time Indian slaves to row them.

Never did man live permanently in the interior of Labrador. Only a handful of Naskapi and Montagnais Indians, plus a few settlements of Eskimos lived along the coast, travelling up the turbulent rivers to the millions of lakes left by the Ice Age to hunt for Caribou - but always they returned to their coastal homes. The harsh climate, mosquitoes and '*The House of the Water Spirits*' kept them off.

*The House of the Water Spirits* - Churchill Falls - a roaring, tumbling, waterfall, dropping 250 feet sheer, with the river above falling almost a thousand feet in just eighteen miles. Alas the spirits have now faded away, the water diverted to a power scheme to serve Montreal and Toronto in the May of 1971... And so the arm of 'civilisation' comes to this desolate country, a few air schedules connect the major 'cities' such as the iron ore towns of Schefferville and Wabush, the Eskimo settlements of Fort Chimo and Nain, the Quebec North Shore and Labrador Railway runs in to Seven Islands, iron ore port on the St. Lawrence Gulf - where all roads end... One railway, some aeroplanes, and one gravel highway - nothing more than needle stitches for a sleeping giant; the peninsula of Labrador, a huge landmass six times bigger than the German Federal Republic, a landmass of bush and tundra that has been virtually unchanged since the dawn of history...

'You shouldn't go, everything is against you!' one of the elderly Canadian ladies told me, disapprovingly shaking her head within the great flower-decorated monster of a hat she wore, but still sip-

ping her martini at one of these cocktail parties we had been invited to as a 'curiosity'. And not only superstitious people shared her opinion; whilst everything had turned out perfectly well on our first kayak trip to the Canadian Northwest Territories and Alaska, there had been obstacles from the very first beginning of this new trip...

Our start from Germany was delayed four weeks due to ground employees of Air Canada being on strike and when we finally arrived in Montreal we had to pay a tidy sum for the storage of our kayaks - sent forward from Klepper and stored much longer than we had planned. Then opening the boxes, we found the spraydecks were missing. This would be no great handicap on warm summer days and still lakes, but we were headed for the St. Lawrence - a damned wide river with much traffic on the Seaway. You just can't paddle with open cockpit when you are likely to meet enormous tankers and hit great waves that will come right over the foredecks.

Nevertheless we decided to continue and travelled to Quebec City just in time to learn of a snow storm over Labrador (in June!) and of the strike on the iron ore railway. We continued our way down to Seven Island - with new spraydecks sent in from Germany as you can't buy these in Canada. We had planned to travel to Schefferville, iron ore town in the heart of Labrador, by the railway. However negotiations with the union and picket lines were of no avail. We could go with the one-weeks plane but our kayaks on the train during the strike - definitely not! As journalists we were official guests of the Provincial Government of Quebec, who finally sent us a DC-3 through whose narrow doors we forced out 'long ships'...

Three weeks of waiting in Seven Islands, another day of waiting in Schefferville; the propeller of the chartered turbo-prop Beaver to bring us out to the De Pas Headwaters, was broken in an emergency landing. The middle of July already and you can be sure of snow in Labrador in early September again!

At long last Tim, the bush pilot, tied our kayaks to the pontoons of his 'plane and loaded our gear. We were set for another adventure.

*'We'd better fix these rubber things on the kayaks'* Tim decided, *'In case the wind catches the boats - you never know.'*

*'You think they will stay on the boats?'* I doubted. *'I fastened them tight - and, mylady, I never lost anything of my loads!' he reassured me.*

The flight across the divide between north and south flowing rivers was tremendous. Deep blue sky, snow patches on the hills, and the countless blue arms and bays of the Attikamagen Lake stretching north-east like great fingers. There were chains of lakes, connected with white-foaming rapids, surrounding by green spruces, brown marshy lands, and trees making deep bows towards the mirror surface of the waters. Then a river emerging from this labyrinth of lakes in a broad and rocky step, and a round lake, rippled by a light breeze - Jamin Lake, headwater of the De Pas River, the biggest tributary of The George, the river which was to bring us down to the Eskimos of Ungava Bay.

Tim reduced speed, swung down, circled three or four times to look for rocks just below the water surface, and then glided in. He pulled on the brakes and a high bow wave rushed up from the pontoons. I looked down, relieved; the kayaks were still there! Tim was right - these Canadian bush-pilots fly like devils in any type of weather, but never lose anything of the load they are responsible for... Still slowing down, Tim taxied the Beaver towards some log cabins on the lake edge just below the rapid where the upper lake entered Jamin Lake. These cabins - a camp for sportfishermen who fly in during the salmon season and pay up to 150 dollars a day for the privilege of fishing the waters - had looked like match-boxes from the air, but now grew bigger and bigger until Tim brought the 'plane to a halt just a few feet from the lake shore.

Fritz, the German-Canadian outfitter and owner of the camp, had offered us to stay here and do a little exploring before starting 'the big trip north'. (*'To get used to the bugs again!' he had teased.*)

With stiff legs, we climber down the steps, jumped into the shallow water and waded ashore. My heart dropped as I turned around to see our kayaks - there was this big hole starring at me, a hole in the middle of the kayak where usually a spraydeck should be...

Tim caught my glimpse, pushed his cap back on his head, and scratched his short cropped hair. *'Yeeeahh,' he sighed, 'I lost that bloody damned thing while flying over Attikamagen. But I couldn't turn round to catch that son of a bitch, could I?'*



*Elmar lining up rapids above Jamin Lake. In the wilderness you have to be a pretty tough tourist...!*

Elmar told him after a deep breath that he was right, and that there was no blame. *'It's still Mother Nature who's the boss in the North!'* he grinned with good humour. Then he turned towards me and grumbled in German, *'You're a real charming, sweet and cute little girl - if you hold your tongue. There's no use loosing your temper.'*

Later, the Beaver circled a 'farewell' over our head as Tim flew back, and in his pocket a telegram to Klepper in Germany: *'Rush three spraydecks for Bummler!'* - just in case we loose yet another one... Certainly we could have made a trip on the St. Lawrence without spraydecks, although at times it would have been very uncomfortable, but for our proposed trip on the De Pas and George Rivers spraydecks were a top priority. Thus once again we had time to waste, time to study the maps and now the terrain itself.

The idea of going down De Pas and George had been born in an office of the Canadian Department of Indian Affairs and Northern Development a year before. In Ottawa we had met Don Pruden, a Cree Indian with a university degree in sociology. At the mouth of the George he had helped to build up a new community for formerly nomadic Eskimos, had been the first administrator of this settlement of *'George River'* - in Eskimo *'Akisakudluk'*, in French *'Port-Nouveau-Quebec'*.

Don Purden had made one of the half dozen ever canoe trips down the George, starting by dog sled from Schefferville, then continuing by canoe after the ice break-up. He was enthusiastic about the river and told us about the first white-man - or rather women - to go down. This was Mrs. Leonidas Hubbard from New York who in 1904, completed the task her late husband had failed to succeed in the year before. No doubt poorly equipped and with little experience of wilderness travel, Mr Hubbard had starved before his two companions - a New York lawyer and a half-bred Indian - could return with help after the trip had run in trouble.

His wife learned his mistakes, took four men with her and two canoes instead of one, and reached the mouth of The George in just one month, having started from the Labrador coast across the divide. (In passing I also make mention that she carried an extra skirt and blouse for Sundays! Also a rubber hot water bottle and an eiderdown bedspread...) But anyhow, her success was still admirable, when one considers the time; women's liberation still in its beginnings, and this young and beautiful widow of 23-years alone in the wilderness with four men becoming the first to shoot the white water of The George River! It must have seemed a suicidal adven-

## FOR RECORD BREAKING MARATHON KAYAKS

ture for her contemporaries - to go without maps or wilderness experience.

Like Mrs Hubbard, we also had not accurate maps of the area - since they were still in preparation and not yet published at the time of our trip. But here we were, after all the delays, still waiting to start down 'our' river and we could not surely get lost? Afterall we just go downstream - that's what we thought. We waited, fished the lakes above Jamin, watched bears on the banks, fished some more.... Three weeks passed and at last the Beaver circled over the camp to hit the lake with a hissing noise and come to rest just short of the shore. Out stepped the first fishermen - Americans with broad Texan accents, Texan hats and woollen jackets in red Scotch tartans, plus loads of fishing gear and of course whiskey! On the 'plane also was a small air-parcel from Germany, our spraydecks, at last we could start...

We had had plenty of time to prepare for our start and so the very next morning we had said goodbye to Fritz and were on the water. The first rapid was a grade IV. Not too difficult to run through and just below calm water to the first bend. We had inspected it each day of our stay, watching the level drop from the high Spring water (in July!). Of course the Texan fishermen wouldn't miss the spectacle of our run - even if it did mean missing half their first 100-dollar-a-day-fishing - and in other circumstances we may have lined down this one. But now we had to defend a certain reputation and soon our kayaks were bucking as we hit the first waves. We ran without mishap, the Texans waving their hats in the air and as we rounded the bend the strains of 'Deep in the Heart of Texas' drifted over the water. Then we were alone...

Behind us the noisy party with all the so-called civilisation, before us our beloved Northern Wilderness - water, rocks, and bush, and an unknown river. Our map showed 600-miles to the Arctic Ocean and the settlement of Akisakudluk.

*'Everything is against you.....'* echoed in my mind. Freeze-up would start in early September and our only route out was the river, a river with a high drop, impassable falls and severe rapids without regular portage trails...

*Continued next month...*

# D.W.4

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# D.W.4

## THE SPORTSMANS ENERGY DRINK

Over the last eighteen months tests have been carried out in a number of sports on the use of a new preparation that sustains effort and aids recovery. It is not in any way a drug, but merely a formulation of minerals to keep the body in balance. Below Doctor Bernard Watkin - who is well known in the Sprint and Long Distance side of canoe sport - gives a detailed account of this preparation - D.W.4.

D.W.4 is a scientifically balanced, patented, electrolyte/ascorbic acid/carbohydrate preparation, which when taken in the specified amount of cold or tepid water, assists the maintenance of the electrolyte/fluid (salt water) balance of the body whilst under conditions of stress - conditions of stress both physical and mental, such as encountered by athletes when training or in competition.

It was developed by the author and an international expert in human nutrition at Oxford. It is basically four constituents (hence D.W.4) with the purpose of delaying the onset of fatigue and accelerating the recovery phase by the controlled replacement of body minerals:- sodium and potassium chloride in associated fluid which is lost during exercise and stress, with the additional reinforcement of adrenalin production through the inclusion of ascorbic acid. The fourth constituent, glucose, has been included partly to maintain the liver and muscle glycogen (the body's fuel) and also has a specific effect on sodium transport.

Used by the winning civilian crews in the 1971 Devizes to Westminster Canoe Marathon, and by the Senior winning and second place Danish crew in the 1972 Easter Marathon; by pilots flying arduous trans-polar routes; marathon runners, pot-holers, squash and tennis players, even weight lifters. The bronze medal winners in the 1972 European Ice Skating Championships used D.W.4. (later taken to the World Championships in Calgary), while football and rugby teams have made good use of the preparation

*Canoeing Magazine March 1972*

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## CHOICE OF MARATHON, L-D OR SPRINT CHAMPS

and at present D.W.4 is undergoing trial with the British Olympic Swimming Team. Its success in the descent of the Colorado River (used by British paddlers on the 1971 Expedition), where the temperature was around the 120° mark has precipitated its current test by certain specialised armed forces in the middle east. Thus right across sports to the armed services, D.W.4. is proving of great benefit. There are no side effects and it is not a drug, being quite acceptable to all governing bodies of sport.

The D.W.4. preparation is now being marketed in small sachets, each making up to a pleasant drink in one pint of cold or tepid water and enough to give coverage for some two hours. It is advised that half should be taken twenty minutes before events, the rest during competition when fatigue is being felt. From this it will be seen that D.W.4. is ideal for Long Distance events or the marathons where feeding during the competition is practical. However, what of slalom or sprint events where exertion is for only a limited period? Well here again D.W.4. can be of benefit. Half should be taken as above twenty minutes before the event, the rest after competition to aid complete recovery.

D.W.4. is to be marketed through exclusive agents in each sport and for canoeing the preparation will shortly be available through 'Canoeing Magazine Sales'. Two sizes of pack will be available, the regular pack being a wallet of four sachets and priced at 70p including postage; the super pack is of ten wallets (enough for forty doses) and priced at £6-10 including postage (for overseas postage an extra 10p should be added to both prices).



*Canyon member Allen Miller taking his daily dose of D.W.4.*

# SLALOM SCENE

Susan Witter

**It was with great regret** that the death of the BCU General secretary was received during February. Although not directly coming into contact with the slalom scene at headquarters, it can readily be imagined how much in the way of correspondence, minutes, etc. required redirecting by Major Tomlinson to the Slalom Committee for attention. This was particularly true at the time of the International Slalom when many national federations communicated directly with headquarters and replies had to be obtained quickly from the slalom administrators.

His was a most exacting post and it is hoped that the BCU Council will consider very carefully the appointment of his successor. He will be in the unique and highly privileged position of being able to influence and help the development of all aspects of canoe sport in the 1970's. Now that the running of the coaching scheme has been decentralised to the Director of Coaching, the General Secretary may well find he has more time to help out with the problems of access, touring, competition, etc. Council should consider the applicants for the job very thoroughly and ensure

that the one they appoint has the requisite qualities.

British canoeing certainly appears to be taking off and gaining respect on the international scene. First we have had Ken Langford spending a period in the Antipodes at the beginning of the year, teaching the Aussies a thing or two about real slalom canoeing, and now we learn that John MacLeod and Dave Mitchell are to spend the best part of May over in the States. Also the Royal Air Force is mounting a three week expedition to Canada which will embrace some rapid river touring and it is hoped, at least one slalom competition. Probably the most interesting news received during February was that of Mike Jones' planned expedition to the Blue Nile. Mike is an experienced slalomist who took part in the Daily Telegraph Inn Expedition and in last year's Grand Canyon fandango. He is from the Birmingham University Club (let me boast - the club I formed some years ago with a little help from my spouse) and has obtained a Churchill scholarship for this most worthwhile and adventurous project. For my part I would prefer to face uncompromising rocks on a stretch of grade VI on the Inn rather than the crocodiles

which Mike and his fellows will be up against.

Mike plans were broadcast on a national radio programme in February and gained some good publicity as did two separate television items on the Olympic C2 pair, Williams/Allen. The 'telly' seized on the newsworthy story of how this pair has to train each evening on a Sheffield canal illuminated by street lamps under the massive, new Tinsley motorway viaduct. The Daily Mail and Mirror also gave the story some mileage.

In contrast to this publicity was the opportunity lost at the Birmingham Boat Show during the same month. This show is very much the poor relation of the magnificent Earl's Court affair earlier in the year. As such it probably attracts a public more willing to be interested in canoeing than in yachting. Admittedly the Birmingham Club had a stand showing visitors the range of its activities and one or two firms were showing 'slalom' canoes, along with their range of flat-bottomed 'safe' canoes, but there was no co-ordinated effort or display by the accepted competition boat manufacturers.

Here I would have thought was an ideal opportunity for the BCU to have presented a good face by taking a stand, subscribed to by suitable manufacturers perhaps, on which to display a full range of top quality kayaks and canoes and to present information on all facets of the Union's activities. The Crystal Palace fulfills this function for the South but the Birmingham Boat Show would be an ideal site for a similar exercise in the Midlands. Such organisations as the British Steel Corporation (Chay Blyth's round-the-world yacht), the RNLI, the Outward Bound Trust (exhibiting

of all things a C2 down river racer) and our old friends, Rothman's, the Llangollen sponsors, all considered they had a *raison d'être* at the Bingley Hall. They would not have made unreasonable stable mates for a BCU conglomerate stand.

As to the Crystal Palace Exhibition, this year's affair was a most satisfactory show. Its main strength is its formula of being an amalgam of a canoe exhibition, display conference and beano all at once, with much to interest all cross sections of the canoeing fraternity (yes, sailing canoes were there as well!). Perhaps of most interest was the credibility which bat polo has gained recently. Even dyed in the wool slalomists were heard to remark how interesting and enjoyable they thought some of the matches were - particularly those played by the very skilful Denstone College team. Although no doubt if pressed, these people would reassert their conviction that this new branch of canoeing has more relevance to television's 'It's a Knockout' rather than to the BCU.

Out in time for the conference and exhibition was this year's slalom handbook. In previous years difficulties in producing this invaluable little book have caused it to stagger into circulation in mid-April or even May. This year the Committee has disciplined itself to decide the calendar earlier and thanks to the extremely hard work of Chris McAllister and others, the year book was ready to beat the deadline of its appearance at the Crystal Palace. Slightly larger than its predecessors, it now sports stiff covers and a smart red colour and is just the thing for ready reference on all matters slalomistical.

Oh, so you thought I wasn't going to write about actual canoeing this month. After the atmosphere at competitions there is nothing more refreshing than a good tour on a sporting river on a mild February day. Just such a diversion took place during suitable floods on the river Onny (about which it was once said 'The river what?'). A normally placid Shropshire riverlet, this stream becomes most interesting after decent rainfall, although a sharp eye has to be kept open for barbed wire stretched across the flow. It runs through magnificent scenery underneath a famous gliding site on the 'Long Mynd'. This is a long hump backed hill which, in suitable wind conditions, produces a standing wave of air over the hill in which the gliders can soar for hour after hour in exact analogy of the surfer holding an aquatic wave. The quiet pleasure of meandering along this brook with the sailplanes hanging above in a grumbling winter sky was very soothing for the soul.

**March Bows in** and the slalom competitions are under way once again. After the long dark months of hibernation it is good to see the red and green poles hanging once more over the white water and to hear the campsites resounding to the age old cry of 'I wuz robbed'.

For many, of course, there has been no lay off, the Olympic Squad in particular having been in gruelling training throughout the colder months. The intensity of this training was demonstrated at the very first top competition, the Lune slalom, which the first three in the kayak event finished within seven tenths of a second of each other. Naturally the spur

of Olympic competition has goaded these ace slalomists on to such superhuman efforts, but one does wonder whether these people still *enjoy* their paddling under such intense conditions of stress.

The Lune site in foul weather is one of the most inhospitable place, imaginable - on a fine Spring day however, there is nowhere more pleasant than this charming secluded valley. This year was kinder than some we have known and although the Saturday was cold with a stiff, pole disturbing, breeze, the Sunday was as warm and pleasant a Spring day as one could wish to spend in the English countryside. Unfortunately the water level did not live up to these idyllic weather conditions and this opening round for the British National Championships (and for a lucky few the chance of Olympic selection) was disputed on very poor quality rapids.

Nevertheless the Midland Club had managed to erect a full length course which taxed the stamina of more than a few. Saturday saw the team events, and here Manchester showed their usual skill and coherency to win with a score of 239, a full 42 seconds clear of Chester in second place, with Leeds filling the third slot a further 27 seconds down. So well knit is this team of Ray Calverley, John MacLeod and Ken Langford that their composite total was only 17 seconds slower than the fantastically fast winning individual run on the Sunday.

For the second day of the competition the top paddlers pulled out all the stops to impress the selectors and overcome their fellows. By the lunch time break a number of clear rounds had been recorded with Manchester's John MacLeod leading the field

# SLALOM SCENE

**Susan Witter**

with 222.2, the nearest to him being Mike Thomas at 228. After the break, with the chips really down, scintillating, clear runs were put in by Ray Calverley and Dave Mitchell in an attempt to break John's lead. In this they only just failed and the final order was John MacLeod (222.2), Ray Calverley (222.4) and Dave Mitchell (222.9).

The C1 class is improving its standard by vast strides, as was evident from the results at the Lune. Here Rowan Osborne (Edinburgh University), last year's champion, won with 264, a time much closer to the kayak winner's than we normally see. In second place was Geoff Dinsdale (Chalfont Park) with 274 and third John Albert (Chalfont Park) making a come back after his lay off because of exams last year, with 275.

The C2s produced the predictable result of Williams/Allen (Sheffield) first with Court/Goodwin (North Staffs) second and the Army pair Cooper/Hewitt in third place. Since coming to the notice of their senior authorities at the inter-Services championships last October, this latter pair has been given every help and encouragement to train by the Army. They should benefit enormously and clearly they have already increased their chances of being selected for the Olympic team through this result.

The very close margins now existing in the top echelons of competition whereby we have to

split seconds into tenths to separate the paddlers demonstrate just how sophisticated the sport has become. It is only just over a season since we introduced the tenths second digital timer, which has gone a long way to eliminating the many ties which used to exist. The question must be asked, however, whether our starting and finishing methods, adequate for timing to the nearest second but still in use with the new equipment, are accurate enough to place much credence on the placings which are mere tenths apart.

It seems that the time has come to reduce the magnitude of the error which inevitably creeps in when the timing relies upon a voice signal being passed by the starter/finisher to the timer operator pressing the relevant button. The ideal arrangement would appear to be a starting gate, or bar, which is knocked sideways by the competitor's chest to operate a switch which starts the clock. This is the starting system at the Swiss Muota slalom. If the clock is placed on the line of sight of the finish and

all competitors have their individual clocks stopped by the same person at the instant they cross the line, then most of the present sources of error would be eliminated. A further sophistication would be the introduction of a photo electric beam to judge the finish moment. If the above proposals concerning starting and finishing were adhered to however, I do not consider that a light beam system would be necessary.

The above suggestions would be well within the scope of our electronics experts who have laboured so hard to evolve our present apparatus to its current level of sophistication. In particular, of course one should mention the extremely hard work put in over the years by Leamington's Colin Manton, who has produced TUTTI almost single handed. It was gratifying to see this work recognised at the AGM in January when Colin was presented with the Torch award. This national trophy is awarded to people who have devoted much time and trouble over a period of time to a particular activity. It was fitting that it would have gone to one who has done so much for slalom.



*Raymond Calverley, almost certain of a place in the British Olympic Slalom Team.*

# AUSTRALIAN CANOE SPORT



**Frank Whitebrook**

**The continuing story** of Ken Langford's visit to Australia arrived too late for inclusion in the last issue but Frank Whitebrook takes up the report:

Ken Langford's visit to New South Wales will be remembered always in the history of canoeing in that State. The final stage of his time here was spent with the Illawarra Canoe Club based at Wollongong. This is a city about 50-miles south of Sydney.

Ken spoke to pupils at Dapto High School and impressed all present; he also addressed fifth form pupils at Wollongong High School and to some 180 members of the Illawarra Canoe Club. President Col. Foye escorted him to various places of interest, including Channel 4 television station for an interview.

Ken was present at the Tallawarra Power House Pump outlet to coach 12 groups of 10 paddlers each in gate negotiation. It was a tremendously hard day for him, but he did it. He also made his own run slow and fast, then the wiggle test followed by particular turns and negotiations that were filmed in slow motion. Ken was worn out before the day actually started, but his teaching efforts after this were superb.

The next day the slalom was on the flat but running water. The organisation was master-minded by Allan Mackey ably assisted by the parents of the juniors and

other interested administrators. Bill Gowans, Col. Foye, Dave Harriot, John Egger, Maurie Nelson, the Sales, Hursts, and many others all helped make the meeting a tremendous success. Ken, as well as competing, also have the benefit of his administrative experience to the running of his administrative experience to the running of the show, and certificates were being presented within 15-

minutes of completion with all gates down and lines coiled.

However, one of the main features of the slalom was the almost unbelievable improvement which has taken place since Childowlah in December. It is just not possible to predict winners anymore!

Ken gave his farewell speech at the presentation of certificates, while during his stay he had been presented with the Illawarra Club singlet, badge, and honorary membership. We will all miss him, but he can rest assured he will not be forgotten, and as long as the present administration has control of slalom in NSW it will continue to grow at the same tremendous speed which he has certainly accelerated.



*Top: Robert and Wendy Fuller competing in the Mixed C2 in the Junior Slalom at Tallawarra.*

*Bottom: Jenny Sale starts her run at Tallawarra.*

# JUNIOR SLALOM

The feature highlighted by the Illawarra Canoe Clubs Junior Slalom Regatta held on March 4/5 at Illawarra Power House was the fantastic improvement in skill and speed evidenced after the visit of Ken Langford. Although the water was merely that which was running out of the turbines' pumps, it was most suitable to attract even the youngest paddlers. Yet, it allowed those who had competed in the water of the Australian Championships at Wyangala to show their form.

Parents had come from Goulburn, and Sydney to attend and officiate. Several had passed the Official Gate Judges' Examination and many are showing the exactitude which comes with continued interest and a desire to be precise.

Allan Mackey who had engineered the idea (this was the second such slalom) did a perfect job of the organisation and he is now withdrawing temporarily in order to pursue further study. He has played a vital part in setting up competitive slalom for juniors without the usual accompanying bickering which seems to badger most other sports and other branches of canoeing. In addition, the continued positive steps which are being taken by slalom officials and parents to insist on keen friendliness as well as competition, is one of the main reasons this branch of the sport is so far ahead of the racing section.

All canoeists will wish Allan Mackey and Peter Lyell who always assisted him, the very best in their continuance of their studies as teachers. We all look forward to their return to slalom at the successful completion of their courses.

The next great move ahead is being made in touring. Geoff Thomson is compiling lists of tours in NSW which will be available to clubs and he has distributed questionnaires for completion by club enthusiasts. Geoff has been elected convener of the Touring Committee of the NSW Association and it is hoped he will obtain the support from all clubs that he desires.

As well as the Freemans who visited New Zealand, the Neils have also done the trip and came back with awe inspiring tales of the tremendous water which is available to WW paddlers. It looks as if the Tasman Sea is going to be more constantly traversed by paddlers both ways in the future!

Tasmania, led on by Carl Clayton has volunteered to accept the task of organising the 1975 Slalom Nationals. They will probably be held in January and interested competitors should be thinking of booking their passage on the Bass Strait ships as it is the tourist season.

## RACING CHAMPS

**Conditions** once again at Lake Wendouree in Ballarat, Victoria, marred the Australian Racing Championships. Long delays caused by starters doing their best to ensure fair starts in strong winds that capsized adults as well as juniors, added to the ennui generated by not being able to see competitors 500 and 1000 meters away in the middle of the lake. True, the finish line is close to the spectators, but so is it usually in most courses.

The tradition of going to Wendouree every 4-years because the Olympic Games were held there in 1956, should be reviewed. The Championships to be used for Olympic Selection were probably less attended than the highly suc-

cessful Junior Championships organised by the Victorians last year in Melbourne. The worn out excuse of being able to compare times is not valid when the lake is 2 or 3 feet shallower, heavy winds are blowing and now that we have some paddlers of international experience to use as criteris.

There are better courses than Wendouree, both from the competitors' and spectators' point of view. Let's use them, Olympic trials or not.

However the most pleasing feature of the Championships was two fold. The first was the developing power of the Juniors which will be really ripe by 1976, and this should enable Australia to make the real jump into current world standards in racing. The second was the emergence of New Zealand as a nation to be reckoned with in the growth of its Juniors. Their paddlers took home gold medals from Australia for the first time and when Phil Brown and Peter McDonald come back in four years time, they could do quite a lot of damage to our own Olympic Selection, particularly in K2. Their 1min 53sec in the under 15-years K2 was the most remarkable performance of the Championships, and, considering the conditions can well be compared with the times in Snagov last year.

Paddlers present at the Championships were from Queensland, New South Wales, Victoria, and New Zealand, with a large number of clubs involved. Australian Federation President, Gary Gardner, was present here as at Wyangala the week before. He chaired the Selection Committee meeting for the nominations for the Olympic Games, and seven paddlers with two reserves were named in order of priority.

They are: John Southwood, NSW: Dennis Green, NSW: Gor-

don Jeffery, Queensland: Graham Johnson, NSW: Adrian Powell, Victoria: R. Fox, Victoria: and D. Heussner, NSW. The two reserves are Greg Jarman and Dennis Macquire, both from NSW. Dennis Green is up for his fifth Olympic Games which is an Australian record.

What are the prospects? It's

hard to say. There are quite a few old faces in the group and what this means could be interpreted differently...

However, the situation of Australian Sprint overall is not healthy. After 16-years the total roll call of paddlers in the Open Class for Olympic Selection in the Championships is about 30. What

is the cause of this oligarchy type approach to racing? Why is it that we are still at the stage where every paddler enters every event? This by itself, after 16-years, is surely a sign that reform at inter-club level is required, and that the import of an overseas coach (like Langford for Slalom) could be a start.

# AMERICAN SCENE

## SLALOM CAMP

During the months of February and March of this year approximately twenty whitewater boaters were training on the Kern River in Kernville California. This camp was organized and supervised by Tom Johnson, the U.S. Olympic Slalom Team Manager. The purpose of the camp was to raise the boating levels of American Boaters. Besides paddling 4 hours a day on a convenient set of rapids, many of the paddlers were lifting weights, running, following special diets and getting together to discuss their efforts, their progress, and any possible improvements or changes in the schedule.

A typical routine was as follows: on weekdays, the trainees split into groups, each training on one section of the 40 gate slalom course. Short sequences stressing upstream, reverse, or downstream off-set gates, were run in the morning with an hourly changeover onto a new section of the river. In the afternoon a slalom course between 20 and 30 gates long was designed by two volunteers and each boater made a minimum of seven runs on this course. Relays were also run between fairly even teams (wind sprint), after the slalom practice.

*Top: John Holland of Sacramento, Calif., one of the top U.S. Slalom paddlers.*

*Middle: Lyn Ashton from Maryland.*

*Bottom: Mary Nutt of Aetna, New Hampshire.*



On weekends, with the assistance of weekend boaters from Los Angeles and the San Francisco Bay area, a full scale slalom was run under race conditions - only one practice run and two racing runs.

Any other runs were optional and were not scored. Gate penalty averages were totalled after each weekend race, those type of gates upstream, reverse, etc., most frequently penalized were stressed strongest during the following weeks training. Training was also aided with the use of a video tape machine supplied by Art Vitarelli.

Many boaters were from the Eastern Division of the U.S. and had postponed school or a job for a chance to compete for the U.S. at the Olympic Games in Augsburg this summer.

Some of the paddlers attending the camp were former U.S. team members such as John Evans and John Holland (K1), Lyn Ashton, Louise Holcombe, Cindy Goodwin (K1 W), Jamie Mc Ewan, Angus Morrison (C1).

A camp of this type can only lead to improved paddling ability and results in the future racing season.

*Cindy Goodwin/Art Vitarelli.*

*Photos: Art Vitarelli.*



*Top: Charles Martin from Berkeley, Calif.*

*Bottom: C2 pair of Brent and Kevin Lewis, paddlers from Los Angeles, Calif.*

*Top Right: John Evans, also from Los Angeles, top K1 paddler and member of the U.S. team to Bourg St. Maurice.*



## WORLD TALK

**Mario Pedretti**, South African Sprint Champion and well known to British paddlers after tours in England, has been invited to compete for a place in the Italian Olympic Team. Mario flew to Italy during the latter part of February and will be a guest of the Italian Federation for some time. He is the only South African sprint paddler of real international potential and it will be interesting to see how he shapes against the Italian sprinters.



**At the AGM** of the South African Canoe Federation, it was decided that, if financial assistance should be obtained, a canoeing team will be sent to compete in Europe during the 1972 season.

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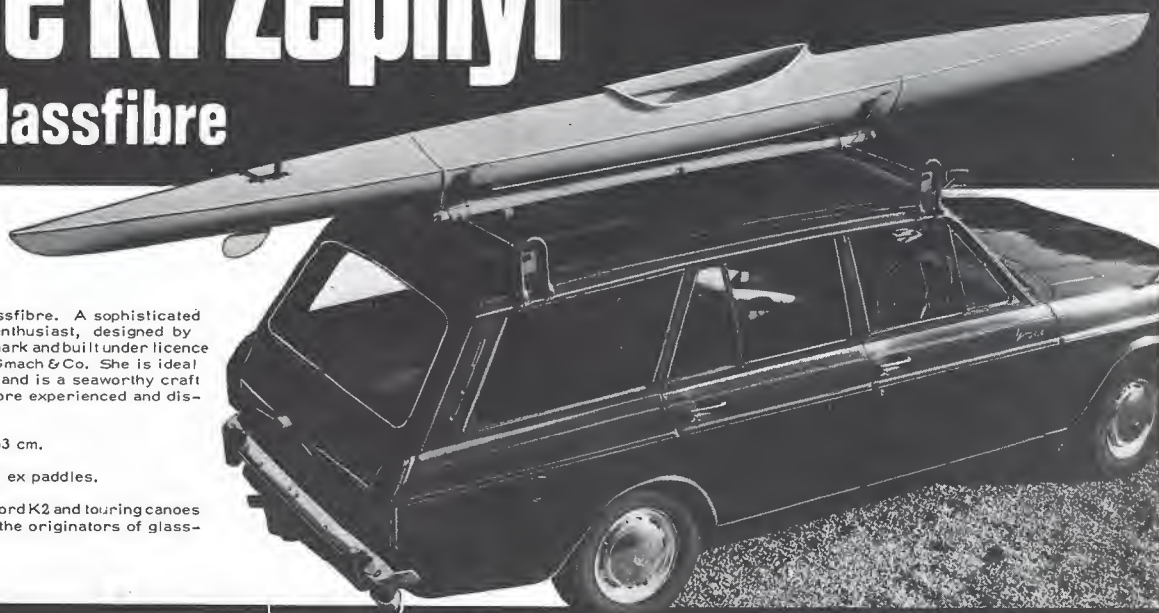
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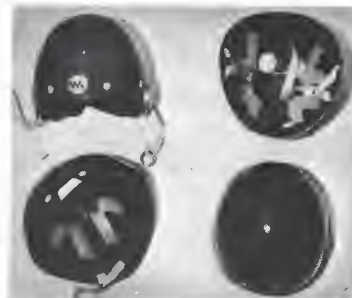
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