



**CANOEING  
MAGAZINE**

**CANOE EXHIBITION PREVIEW  
EXPEDITION NORTH-WEST**

*JANUARY 1973 15p*

# STREAMLYTE

**TOP BRITISH DESIGNED  
ROUGH WATER KAYAKS**

## \* SCORPION 3

*WINNER AT LLANGOLLEN (W.K1) GOLD MEDAL –  
7 OTHER 1st DIV. WINS DURING 1972 SEASON –  
BRITISH SLALOM CHAMPIONSHIP LADIES K1*

## \* SPRINTER 3

*SEVERN BORE WINNER – PLUS MANY OTHER  
WINS IN CLASS 3 L.D. – WILD/WATER CHAMPIONSHIP –  
GOLD DIPPER – CLASS 3 CHAMPIONSHIP*

## \* SCARAB

*OUTRIGHT WINNER OF THE TWO U.S. OLYMPIC  
QUALIFYING SLALOMS – WINNER OF TOWN SLALOM MENS K1 –  
AS SELECTED BY BRITISH OLYMPIC TEAM MEMBERS*

\* *FOR WINTER/SPRING 72/73 – THE VAMPIRE  
BATH ADVANCED TRAINER*

**STREAMLYTE – KAYAKS FOR WINNING  
– KAYAKS FOR FUN!**

SEND FOR ILLUSTRATED LEAFLETS OF OUR FULL RANGE



## STREAMLYTE LTD.

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

CONTRACTORS TO – MINISTRY OF DEFENCE – EDUCATION AUTHORITIES

# GAYBO

INTERNATIONAL CANOES & KAYAKS

## LETTMANN

## PRIJON

**WORLD CLASS DESIGNERS**

## OLYMP

## OLYMPIA



### **Munich Olympics**

### **Llangollen International**

**GOLD -**  
**SILVER - K1**  
**GOLD - C2**

**GOLD - K1 men**  
**GOLD -**  
**SILVER -**  
**BRONZE - K1 jun.**

**Wild Water** **SPRINT, PROFESSIONAL, MATCH.**  
**AMONG THE TOP DESIGNS IN THE WORLD**

*For details of our Slalom, Wild Water and Touring designs write to:-*

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

*Canoeing Magazine January 1973*

**GAYBO LIMITED**  
**4 Rose Hill, Brighton, BN2 3FA.**  
Tel: Brighton 684599  
CONTRACTORS TO - MINISTRY OF DEFENCE - EDUCATION AUTHORITIES

# MIKE BRUTON

## KAYAK MANUFACTURER



**KELD** Slalom Kayak  
£32.50



**AGGRESSOR** White  
Water Racer  
£42.50



**ODIN** Surfer & Sea  
Kayak  
£36.50



**BUBBLE** General Fun  
kayak & Baths Trainer  
£19.50

ALL KAYAKS COMPLETE WITH STRENGTHENERS, PILLAR BUOYANCY, ADJUSTABLE FOOTREST, BOW AND STERN LOOPS.



**SPORTY** Buoyancy Aid  
Standard £5.25  
De-Lux £6.25

ALSO AVAILABLE — SPRAY DECKS @ £2.75: CANOE BUILDING MATERIALS: MOULDS FOR HIRE AND FOR SALE: ALL PRICES EX-WORKS

**MIKE BRUTON, Dean & Chapter,  
Ferryhill, County Durham.**

# NORTHAW WET SUIT KITS

WITH THESE STAR FEATURES

THREE KINDS OF KIT—CUT OUT, MARKED OUT AND ECONOMY.

12 SIZES FOR MEN, 9 FOR WOMEN AND 5 FOR CHILDREN.

SPECIAL DESIGN WITH NO UNDERARM SEAMS

TOP QUALITY JAPANESE AND ENGLISH NEOPRENE, NYLON LINED OR DOUBLE SKIN.

APPLY FOR FREE BROCHURE TO

**NORTHAW MARINE LTD. Dept. C.M.**

**25 FRENHAM ROAD,  
LOWER BOURNE,  
FARNHAM, SURREY.**

Tel: Farnham 6022

# VALLEY CANOE PRODUCTS & KAYAK CLERMONT offer CANOE HIRE EN FRANCE



FULL DETAILS FROM:

**KAYAK CLERMONT**

**% VALLEY CANOE PRODUCTS  
Ruddington, Nottingham.**

WE DELIVER ALL YOU NEED TO YOUR LAUNCHING POINT, AND COLLECT AT YOUR TAKE-OUT POINT.

TRY:

THE ALLIER  
THE ARDECHE  
THE DORDOGNE  
THE ISERE  
THE LOIRE  
THE LOT  
THE RHONE  
THE TARN

OR: SURF WITH OUR SHOES  
ON THE BAY OF BISCAY.

PLAN THE TRIP YOURSELF — WE'LL HELP IF YOU WISH. TELL US WHERE YOU'RE GOING AND THE SIZE OF PARTY. THEN: BON VOYAGE —

# CANOEING MAGAZINE

Vol. 13  
Number 1  
January 1973

**EDITOR:** Mike Clark  
Circulation Manager: Ernest Clark

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

## SPECIAL CORRESPONDENTS

*Slalom:*  
Susan Witter

*Long Distance:*  
Mike Carvell

*Overseas:*  
Frank Whitebrook  
-Australia

Eric Wheeler  
-Canada

Jorgen Hansen  
-Denmark

Hiske Runeman  
-Netherlands

Art Vitarelli  
-United States

## CONTENTS

CANOESPORT COMMENT	Mike Clark	7
TIME FOR A CHANGE	John Woolley	7
NATIONAL CANOE EXHIBITION		9
INTERNATIONAL CALENDAR		14
LONG DISTANCE RACING		15
CANOE CLUB AFLOAT	Lt. Peter Grigsby	17
EXPEDITION NORTH-WEST	Alan Murray	18
AUSTRALIAN CANOESPORT	Frank Whitebrook	23
SOUTH AFRICAN REPORT	Neville Truran	24
ICF NEWS		26
LEVEN WILD WATER TEST		26
TRADE PAGE		27
LETTERS TO THE EDITOR		28

## COVER PHOTO

Ashley Cox of the Lachlan Canoe Club in New South Wales, seen competing in the State Schools Championships 1972.

Photo: Allan Mackay.

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

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

© Copyright Canoeing Press 1973



# AND CANOEING

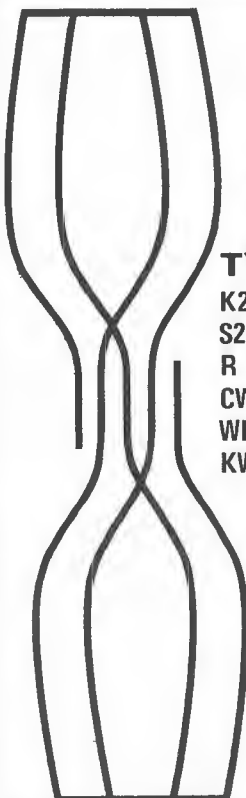
CAMPING OR CLIMBING



Send for Catalogue/List:

## MOUNTAIN CENTRE

34, Dean Street,  
NEWCASTLE UPON TYNE,  
NE1 1PG. Telephone 22139



# JH PADDLES

### TYPE

K2 and K4	— Slalom	£4.20
S2 and S4	— Slalom	£6.80
R	— L.D. Racing	£5.90
CW	— Canadian	£5.30
WB	— W/W Racing	£7.00
KWB	— General Purpose	£4.40
	— Carriage	50

## JON HYLAND

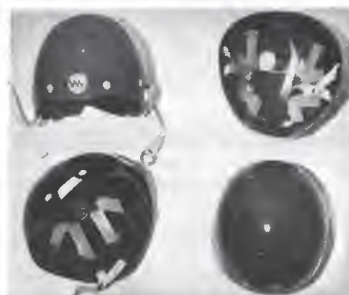
42 DIDDINGTON LANE,  
HAMPTON-IN-ARDEN,  
WARWICKSHIRE.

Tel: 021-772 7146 or 067-55 2247

# THE NORTHERN WILD WATER CENTRE

CHRIS. HAWKESWORTH LTD.

COMPLETE SERVICE FOR THE W/W CANOEIST



### CHRISLID

Strong, light and  
bright - two sizes  
Price £2.75  
p-p 20p

### LIFFEY LIFEY

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



### RANGE OF KAYAKS INCLUDES

Inn, Inn-spezial, and Olympia  
complete at £47.50

### RACING KAYAKS

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

SEND FOR LITERATURE ENCLOSING STAMP

THE MILL, GLASSHOUSES, PATELEY  
BRIDGE, HARROGATE, YORKS. HG3 5QH.

Tel: Pateley Bridge 310 (STD 042-373)

# AVONCRAFT

**WE PROUDLY ANNOUNCE THE OPENING OF OUR  
NEW FACTORY AT WELWYN GARDEN CITY**

Our stock of Canoes, Kayaks, Paddles, Lifejackets, Glassfibre Raw Materials and Accessories etc., are the most comprehensive and competitive in the London and South East area and customers are welcome to our over-the-counter service.

## OUR RANGE INCLUDES:—

- \* Touring, Slalom, Racing and White Water Kayaks.
- \* Largest Moulds and Kit Service to Schools, Colleges and recognised organisations in the U.K. These include the very popular "Gnat Mk. 4" slalom G.P. kayak. "Mistral" touring single. "Supa Bat" bath boat. "Espada" etc.
- \* Glass Materials, top quality Resin from 12½p per lb.  
E Mat. 1 oz from 14p per sq yd. 1½ oz from 21p per sq yd.  
2 oz from 28p per sq yd.  
'Diolen' from 40p per sq yd.
- \* 'Suba' Wet Suit Kits and materials in top quality smooth and sharkskin Nylon lined Neoprene. Sheet size, 10' x 4'.
- \* Paddle Kits from £2.25.  
Complete range of Racing Paddles from 'Lendal': also Slalom paddles.
- \* 4 oz Nylon Neoprene quality spray covers for all kayaks from £2.75 each.
- \* New Trailers for 6—8—10—16 and 20 canoes.  
Roof Racks and V Bars.
- \* A complete range of Buoyancy Aids and approved Lifejackets.
- \* A host of other accessories



**SEE YOU AT  
CRYSTAL PALACE!**

SEND FOR OUR FULLY ILLUSTRATED CATALOGUE

AGENTS FOR PADDLES  
BY:

*Lendal*  
SCOTLAND

**AVONCRAFT**

**Burrowfield, Welwyn Garden City,  
Herts. tel: Welwyn Garden 30000**

# CANOE SPORT COMMENT

**Mike Clark**

## BRITISH ADMIN.

**The past year will certainly not go down in history** as being particularly successful with regards to the administrative side of British competitive canoeing. A sorry state exists in our slalom world with wranglings and internal strife within the Executive Committee that now culminates with the resignation of the Chairman, Alan Harber, member David Rushfirth, and the non-standing for re-election of Chris MacAllister, the Secretary.

Few persons in our slalom sport can match up to Alan Harber for the tact, reliability, commonsense, and degree of character required to fulfill the post that he has held. Just who will now take over? As difficult to fill will be the post of Secretary vacated by Chris MacAllister. I am sure every slalomist would be staggered by the number of hours work Chris has put in for the benefit of slalom over the past years, while at the same time being sniped at from many quarters for the short comings of the Slalom Committee. Okey so you reckon you can do a better job than Chris—so now's your chance, the post is vacant...

In the Long Distance side of canoeing, the Committee seems only to be ticking over with none of the dynamic leadership of past seasons. In Sprint Racing there are problems of the National Squad morale and administrative difficulties with payment of Government Grants some dating back over twelve months. However, in Sprint at least, steps have already been taken to put matters right with a new set-up for the National Training Squad and a spreading of the administrative load, these ideas to be put before the Annual Meeting in January.

Thus from the three major sides of competitive canoeing there is little reason for us to be complacent. In some cases the problem has been a lack of authority on the part of the Executive Committees, in others too few persons are taking on the ever growing amount of work, while paddlers are only willing to criticise instead of advise... Over the past year the Council of the British Canoe Union has not been totally unaware of this state of affairs, it is time for a change in the management of our sport.

Within the last six months rumours have been circulating the competitive scene that great changes are proposed in the running of the British Canoe Union and the Technical Committees. Discussion has taken place among competitors at venues, while as editor of Canoeing Magazine, I have received a number of letters from paddlers showing concern at the lack of information available from B.C.U. Council on these proposed changes, or requesting any information that I have.

Concern at the lack of information is hardly relevant when the Sub-Committee for these rule changes was still meeting, and even when such changes had been finalised these still had to be discussed in full Council.

The following article by John Woolley—*Chairman of the Rules Sub-Committee*—is printed with the permission of the B.C.U. Council.

## TIME FOR A CHANGE

**This organisation of ours has been in existence** since 1936. The rules governing the management have been basically the same, for a very long time, with one vital exception. Some 10 years ago the system of membership was altered from a capitation system to an individual membership structure. However, the rules relating to representation of members were never altered.

Over the years, each section of interest has evolved and the development rate has largely been governed by the enthusiasm generated by those engaged in their particular sport. In some instances the sections have grown at a fantastic pace, but the

various Hon. Secretaries have been bound to carry out the administrative procedure laid down by the out-of-date "Capitation Rules". A well supported section must therefore circularise clubs, and ignore individual members; the procedure is there for you to read and it's far too involved to explain in detail. Let me summarise it by saying that if Hon. Secretaries were to apply the system properly they would find it too great a burden to carry. Apart from the "red tape" let me also say, fairly I think, that they present rules do not give the individual members the rights they are entitled to and the new proposals will regularise the position without being detrimental to the future of the sport or those presently engaged in it. The facts are that they are designed to be an administrative improvement.

Generally the Union administration needed an overhaul. There was a time when "the few" canoeists were nearly all within a small organisation and all on the same side of the fence; this is not true today and it is a sad indictment of canoeists that so few bother to join the BCU, possibly these proposals will help to convince all canoeists that their future lies within the Union.

To start at the fountain head, our President. The Council feel that whosoever holds this position should be above internal politics. In place of an administrative President we propose to have an Executive Chairman and Vice Chairman. With regard to the Council itself, this should be the body which determines future policy and makes decisions for the future; a meaningful administrative group, meeting with purpose. Too often it is a Council governed by events which have already happened, snowed under with minutes from Executive Committees which are duplicated by Technical Committees and which are debated by a fairly large group, representative of various factions of opinion. It is a large group which will be enlarged as and when new Technical Committees are formed.

I believe it is sensible to keep Council to a manageable size, and one which is capable of reasonable constructive debate. The changes in rules will accomplish this end. Each specialist section will retain the right of representation.

Now let me deal with *Technical* or *Specialist* Committees as we propose to call them. At the moment each is managed by an Executive and they are supposed to administer the section according to the wishes of the Club representatives (not the individual members). They are answerable to the Clubs as and when the Full Committee name the date of the next meeting. The burden falls on an

# Zombie

**NEW DOWN RIVER RACER MANUFACTURED BY THE CANOE CENTRE**

Hon. Secretary and the more the section grows the bigger the load he carries. There is little chance of help from HQ because HQ operate an individual administrative system. Often the Secretaries address books are the only link with the Club. The Club itself may have 200 members, but only 6 need be members of our organisation for the Club to exert an influence on our policy. A BCU member within that Club can end up with no say in National policy because he had no direct access. Let's face it, the present system is undemocratic, wrong, unfair, and it must be altered. The alternative is that we should go back to the old capitation system and do away with the individual structure; it has to be one or the other!

I have not tried to explain all the proposals or start to reiterate the hours of argument and discussion that led to them. The proposals you have, and if you compare them to the BCU Rules publication (Blue Book) dated March 1969 you will see the complete picture and how the changes will operate.

There could be opposition to these proposals and constructive argument will be welcome for it is only by gaining the views of the members that we can finalise an acceptable administrative structure. I am convinced that the framework of the proposals is sound and will stand criticism, and I further believe that the acceptance of these proposals will give the BCU and in particular, the Specialist Committees, a sound base upon which we can all work together for the future.

*John Woolley,  
Chairman, Rules Sub-Committee.*

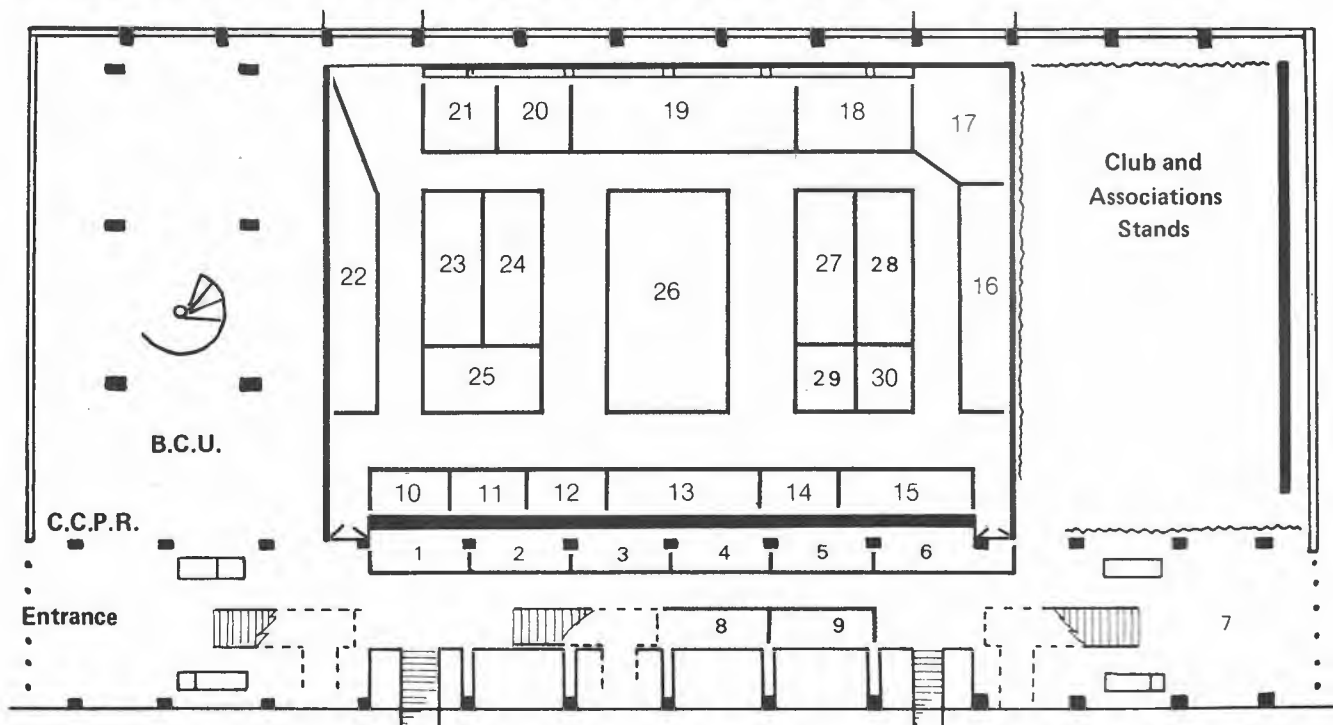


## YORKSHIRE CHAMPIONSHIPS

**The Yorkshire Canoe Championships—restricted to paddlers in Yorkshire—was held over the weekend 11th/12th November and saw Ken Langford taking the win with a total of 103pts. Tony Young took second place with the same best score of 103pts, the result being decided on 2nd run. Some 50 paddlers took part.**

# NATIONAL CANOE EXHIBITION

Crystal Palace  
National Sports  
Centre, London



Sat 24th Feb 10am-7.30pm  
Sun 25th Feb 10am-5.30pm

## TRADE STANDS

1. Jon Hyland Paddles
2. Top Craft Canoes
3. Howarth Sports
4. Mark Gees Paddles
5. CANOEING MAGAZINE
6. Prima Glassfibre
7. Euro Kayaks
8. Biota Canoes
9. Specialist Roofracks
10. Circle Products

11. Aquaequipment
12. Captain McNulty
13. Ottersports
14. P.G.L. Holidays
15. P & H Fibreglass Products
16. Trylon
17. Jaycee Glassfibre Products
18. Streamlyte Mouldings
19. Gaybo
20. Ludham Plastics
21. Mike Bruton
22. Valley Canoe Products

23. Granta Canoes
24. Tyne Canoes
25. Northern Wild Water
26. The Canoe Centre
27. Avoncraft
28. Watling Trailers
29. Strand Glass
30. Eric Bergqvist

## OTHER EXHIBITORS

Explorer Films

**Sponsored by the British Canoe Union and The Sports Council**, the National Canoe Exhibition will be staged once again at the Crystal Palace in South London over the weekend of 24th/25th February.

The Exhibition promises to be the biggest and best ever, almost all the Trade Stands being sold by the September of last year. As before, there will be displays of canoeing skills in the pool and a showing of all the latest canoe films, but of greatest interest will be all the new kayak models on the Trade Stands. Judging by the short pre-views below, there is more than a few new models to tempt those seeking a new kayak for the coming season...

### **THE CANOE CENTRE (Twickenham) LTD**

**Without doubt, The Canoe Centre produces the largest range of kayaks in Europe and as such it is fitting that their stand at the National Canoe Exhibition will form the centre of the show.**

Taking the total of the central block, The Canoe Centre will have on display some 35 to 40 models covering Racing, Slalom, Down River, Surf, and Touring. Many new models will feature among their established kayak designs from Struer, Klepper, and Kirton.

For the Slalom and Down River enthusiasts there will be The Tempo—a new slalom kayak for World Championship year: The Zombie—a new river racer designed by one of the leading Belgian exponents; and the Loisach slalom kayak introduced last season for Olympic year.

On the Racing side there will be the new Mirage Mk.III K2 and it is also hoped to have the first Racing Canoe—the Delta C1.—on show for the first time. With the Delta, The Canoe Centre now produce the entire range of current Struer Racing Models, giving British paddlers the opportunity of buying top quality glassfibre replicas of the World beating Struer Veneer Kayaks and Canoes.

On the Touring side, The Canoe Centre will be introducing their new Saga—a touring single for the real enthusiast, as well as a new Junior Kayak—these being additions to the established range of Tramp S, Tramp W, Comrade S, Comrade W, Cresta, Cygnet, SL7, and Minor.

The Canoe Centre Stand will offer something for every side of the sport—Slalom, Down River, Sprint Racing, Long Distance, Surf, and Touring. And of course there will be a wide range of canoeing accessories on show, as well as the widest range of paddles available anywhere.

# *Zombie*

**NEW DOWN RIVER RACER MANUFACTURED BY THE CANOE CENTRE**

### **CIRCLE PRODUCTS**

**Circle Products introduced their 'Waikato One'—a general purpose glassfibre kayak—just eighteen months ago, and has now topped the 200 sales figure.**

'Waikato One' performs well under most conditions—surfing, white water, and light touring. However, it is not intended to be a Division One slalom boat but does get used in Division Two with surprising success. If you are looking for a strong, reliable craft, give 'Waikato One' a try.

For this year's Exhibition, the firm is producing a touring double to complement the single seater. The double will carry all you require for a week afloat while still giving a good turn of speed. Price wise, it will be as competitive as the single, so pay a visit to the stand at Crystal Palace.

### **EURO KAYAKS**

**One of the newest firms on the canoesport scene, Euro Kayaks will be showing four entirely new kayak designs for competition at the Exhibition.**

Four new designs—two for slalom, one for down river, and one for surf. The slalom kayaks are models Europa I and II; the down river is The Arkansas; while the surf kayak will be known as The Platypus.

Behind the firm is Ian Gall, an experienced rough water paddler and of course a member of the 1971 British Expedition to the Grand Canyon.

### **GRANTA BOATS LTD**

**The Granta range of kayaks has been increased to 27-models and these will be on show at the exhibition. The glassfibre range includes the Wayfarer, Wippet, and Wanderer, plus the superb Trophy slalom kayak—all well established models that have had modifications and a face lift to meet the 1973 season. Two additions to the glassfibre range are the Granta Tytan, a 13ft slalom kayak designed to meet the needs of the young slalomist; and the Granta Warrior, a fast 15ft single touring kayak. Most of the above models are available in standard, super, or deluxe versions.**

The Granta 'K Class' rigid kayaks have no design

*continued overleaf*



*Keld Slalom Kayak from  
Mike Bruton.*

*New Tyne Concord Slalom  
Kayak.*



*Panther Slalom Kayak  
from Trylon.*



*White Water — Canoe from  
Ludham Plastics.*

*Zombie Down River Racing  
Kayak from the Canoe  
Centre.*

changed, but an addition comes with the Granta Kelo—a lightweight single kayak of 13ft 9inch. The Granta Family K has also been re-introduced.

The famous Granta Folding Kayaks range from the single seat Sprite to the elegant 20ft Clipper, complete with sails, leeboards, built-in buoyancy and rudder.

### JAYCEE GLASSFIBRE PRODUCTS

**Kayaks for slalom, down river, sea, and touring**—this is the range of Jaycee Glassfibre Products.

On display will be the fantastic Mendesta Match down river racing kayak that has taken the competition world by storm over the last seven or eight months. For the slalom expert there will not only be the established range of Jaycee kayaks and canoes—including the 400 super that is now available in kit form as well as a production model—but also an entirely new slalom kayak for the 1973 season. The new slalom kayak will be the newest from the range of Mendesta Kayaks.



*New Kayel-Otter Touring Double from Ottersports.*



*Anas Acuta Sea Kayak from Valley Canoe Products.*

# Zombie

**NEW DOWN RIVER RACER MANUFACTURED BY THE CANOE CENTRE**

On the touring side the established range has undergone some minor changes to keep the designs right up to date, but also it is hoped to have a new general purpose kayak that will appeal to education authorities and outdoor pursuit centres.

In the range of Jaycee accessories there will be the Slipstreamer paddle that has been proving so successful over the last months, being produced by an injection method with glassfibre. Developing this method further, Jaycee will have on show the first of the new Sentinel crash hats—available in glassfibre or a far stronger Diolen shell. Take a look at the Jaycee stand—there will be plenty that is new and of great interest...

### HARISHOK

**Nearly 50% of the slalom competitors at the Olympic Games in Germany last year wore British made Harishok Buoyancy aids.** The Harishok' jacket gives complete freedom of movement, all round body protection, and confidence to the paddler that he will be kept riding clear of waves if he gets a ducking. Manufactured to ICF requirements and now approved by the S.B.B.N.F., Harishok will have a wide range of their buoyancy jackets on display at the Exhibition, as well as Crash Hats, Anoraks, and Waterproof Bags.

### LUDHAM PLASTICS ENGINEERING LTD

**Ludham Plastics Engineering Ltd will have on show their Canadian canoe model 'White Water'.** Length 14' 7" with a beam of 31", the canoe weighs approx. 56lbs and available in a range of colours.

### MIKE BRUTON

**All new designs are to be seen on the stand of Mike Bruton.** Included is the 'Keld', a lightweight slalom kayak suitable for both expert and beginner; the 'Keld' Junior', a smaller version of the above and suitable for youngsters up to 12-years of age; the 'Agressor', a down river racing kayak for the real expert.

Both the 'Keld' and 'Agressor' were designed during the summer/autumn of 1972 after experimentation and much is expected of these

*continued overleaf*

models during the 1973 season. Being in the lower price range, it is hoped the craft will encourage many more potential slalomists and wild water racers to graduate from the general purpose class of kayak.

Other models on the Mike Bruton stand will include the 'Panther' slalom kayak—designed by Colin Green; two kayaks designed by Lofty Wright (BCU Coach and experienced sea expedition leader), will be found in the 'Odin', a first class sea kayak, and the 'Bubble', a fun kayak for expert or beginner.

Equipment to be shown will include the 'Sporty' buoyancy aid, 'Surf' paddles, and 'Surf Junior' paddles. It is also hoped to have a new safety helmet with chin strap and ear protection in time for the show.

## OTTERSPOUNTS LIMITED

**On display at the Exhibition for the very first time** will be curved ABS paddles to complement the Ottersports range of flat ABS paddles. In the range of kayaks, the Kayel-Otter Touring Double kit of parts has been up-dated, bringing it in line with the Kayel-Otter Touring Single. No alteration has been made to the underwater shape, but the after deck and centre deck have been lowered to give a pleasing 'rake' and an overall effect that is more 'sporty'.

Ottersports introduce this year an ABS seat to replace the fibreglass kayak seat. This has the advantage of being stronger and of course no raw fibreglass edges.

Although the majority of craft are manufactured in fibreglass, Ottersports are pleased to claim that the sale of plywood kayak kits of parts continues to rise, both on the home market and now through fifteen overseas agents.

## TRYLON LIMITED

**A new slalom kayak designed by Colin Green is** now available from Trylon—The Panther. It is fast, highly manoeuvrable, and has built-in strengtheners in the deck. The design has been successfully used in divisional slaloms with excellent results but is also well suited for surf.

The Trylon publication 'How to build a glass fibre canoe' has been completely revised and now has sections on lightweight kayak building, mould copying, and fitting footrests. Also available is a 35mm colour filmstrip 'Glass fibre canoe construction'.

On the material side there are the special lightweight canoe building resins—SP701PA—as well

as new colour pigments. All these and more will be on the firm's stand at the Exhibition.

## TYNE CANOES LTD

**Apart from the well established range of Tyne** Canoes, the firm will be showing their new competition slalom kayak at the Exhibition—the 'Concord'. Intended for top canoeists aiming at National and International competition, the 'Concord' is a development of the highly successful Tyne 'Slalom'. An increase has been made in the amount of rocker to give even greater manoeuvrability, the bow is finer than before, while in cross-section the lines have been rounded off to give a smoothly curved deck and gunwale line. These improvements, in expert hands, make for ease of rolling and give the paddler greater control of the kayak.

As in all Tyne canoes, cast-in buoyancy and securing points are fitted as standard.

## VALLEY CANOE PRODUCTS

**Four new kayaks will be on display at the stand of** Valley Canoe Products. For slalom competition there is the new Venom Slimline, a new version of V.C.P. Venom that has been especially produced for the lighter paddler. Following the success of the Anas Acuta sea kayak, Geoff Blackford has now come up with a child's version to be called the Anas Acuta Chick. Strictly for the non-canoeist comes the Carano—the first knock-about fun kayak designed to meet the needs of the canavanner.

On show for the first time will be the V.C.P. Viper—a new kayak that the firm will not talk about!

In the accessory line there will be the new two-part lifejacket—the Chevron-Duo and new thinking on the Fail-Safe Footrest. Plus of course the other fine kayaks and accessories of the Valley Canoe Products range.

## WATLING TRAILERS

**On display on the Watling stand will be the answer** to car top transportation of kayaks and the mass moving of kayaks.

The Watling Canurack is designed to carry a limited number of craft on the roof of a car or minibus. It comprises a strong roof-rack as used commercially, to which is clamped a layer of up to three Watling Canoe Carriers. It is possible to add a second and third layer, giving a carrying capacity of six kayaks. For the movement of larger numbers of kayaks there is the Watling 10-Canoe Framework to be used in conjunction with the Watling Trailers—capacity of 10 kayaks.

# INTERNATIONALS '73

## SPRINT RACING

- 18th/19th May – **Shitomir, U.S.S.R.**  
W/champ Programme
- 26th/27th May – **Sofia, Bulgaria**  
Olympic Programme
- 2nd/3rd June – **Paris, France**  
?/Programme
- 9th/10th June – **Nottingham, England**  
W/champ Programme
- 16th/17th June – **Prague, Czechoslovakia**  
W/champ Programme
- 16th/17th June – **Brandenburg, G.D.R.**  
Invitation
- 23rd/24th June – **Bochum, G.F.R.**  
500m/10,000m
- 30th/6-1st/7 – **Snagov, Rumania**  
W/champ Programme
- 7th/8th July – **Belgrade, Yugoslavia**  
W/champ Programme
- 14th/15th July – **Hannover, G.F.R.**  
W/champ Programme
- 21st/22nd July – **West Berlin**  
W/champ Programme
- 26th/29th July – **Tampere, Finland**  
World Championships
- 3rd/5th August – **Walz, Poland**  
Junior European Champs
- 22nd/23rd Sept. – **Munich, G.F.R.**  
Festival Regatta



## SLALOM AND WILD WATER

- 4th/6th May – **Zwickau, G.D.R.**  
Slalom
- 26th/27th May – **Goumois, France**  
Slalom
- 9th/10th June – **Tacen, Yugoslavia**  
Slalom
- 16th/17th June – **Merano, Italy**  
Slalom/WW
- 21st/24th June – **Muota, Switzerland**  
World Championships
- 30th/6-1st/7 – **Spittal, Austria**  
Slalom/WW
- 7th/8th July – **Lipno, Czechoslovakia**  
Slalom/WW
- 1st/2nd August – **Skopje, Yugoslavia**  
Slalom/WW
- 11th/12th August – **Augsburg, G.F.R.**  
Slalom
- 1st/2nd Sept. – **Nowy Sacz, Poland**  
Slalom

## OTHER EVENTS

- 28th April – **Monschau, G.F.R.**  
WW/Slalom ?
- 16th/17th June – **Zaanregatta, Nederland**

# LONG DISTANCE

## EXE DESCENT

Once again the Exe Descent Canoe Race was the last Long Distance Race of the 1972 season, and attracted a very large entry. 26 paddlers competed the Senior K1, 17 finishing with N. Mason of Bristol University Canoe Club taking the win in 2hrs 17min 08sec. The Senior K2 saw 27 crews competing, 12 finished and the win went to Richmond Canoe Club members J. Handyside/D. Parnham with a time of 2hrs 19min 15sec.

By far the largest classes were the un-official slalom classes. In Class 5a some 96 paddlers raced with 81 finishing the course, while in Class 5b the entry was 62 with 39 finishing the course..! The race was held on 19th November.

## AVONCRAFT YOUTH SERIES

Almost one hundred young paddlers turned out for the final of the 1972 Avoncraft Youth Series, held at Chelmsford on 5th November. The course of 7½-miles, was from Kings Head Meadow to Stonham Lock and back, including seven portages.

Winners in the K1 Classes were: Class 'A' (12-13 years) – A. Wootton, Lichfield Canoe Club, in 1hr 25min 02sec: Class 'B' (14-15 years) – S. Wilkins, Newhan Canoe Club, in 1hr 20min 03sec: Class 'C' (16-17 years) – S. Blackwell, 2nd Worthing Scouts, in 1hr 14min 25sec.

## HASLER TROPHY RESULT

With the close of the Ranking Long Distance Races, the last being Cambridge on the 22nd October, the Hasler Trophy was finally resolved with a win for the Wey Kayak Club.

The season started with the Richmond Canoe Club as leaders but after the first four races the lead was taken up by Nottingham Kayak Club. However, after the eight races, Richmond was once again in the lead, Royal Canoe Club jumping into second

place, and the Wey Kayak Club in fourth behind Nottingham. With eleven races gone, Wey raced to the top of the table only to be pushed into second place by Nottingham after 16 races. Wey Kayak Club were again at the top after twenty races, followed by Nottingham, Richmond, and in fourth place Pangbourne. Over the last five races, Wey held onto their lead to take the overall win on points with a total of 674pts, and the Hasler win taken over the best eight races with a score of 447pts.

In second place came Nottingham Kayak Club with 442pts, third Richmond with 277pts, and fourth Pangbourne with 211pts. Twenty-four clubs gained a Hasler placing.

T. Fieldus of the Wey Kayak Club won the Rhodes-White Trophy with six-1sts, one-2nd, and two-3rds. The David Shankland Trophy went to Miss S. Burnett of the Richmond Canoe Club with eight-1sts, three-2nds, and one-3rd.

## L-D SEASON '73

Once again it seems the Long Distance season is to be longer than ever before. The first ranking race of the season will as usual be Oxford Long Distance. The date I hear for this is to be 11th February. (No details yet supplied from the Long Distance Race Committee on full programme for the year.)

## WATERSIDE WINTER SERIES

The Waterside Winter Series of Long Distance events is, for many competitors, the training ground of their Devises to Westminster effort, the series of four being raced over parts of the D-W course. Dates for the Waterside Series are: 25th February, 11th March, 25th March, and 8th April. Full details of the Series can be obtained from: *The Race Secretary, C/o Waterside Youth Centre, Brook Street, Newbury, Berkshire.*

## DEVIZES-WESTMINSTER RACE

With the start of a new year, those hardy Devizes to Westminster crews will once again be out training for this annual Easter Marathon—no doubt breaking the ice in more than a few places!

Full details, entry forms, and rule books can be obtained from: *The Competition Secretary, David Keane, 12 Swaleleys Drive, Uxbridge, Middx. UB10 8OB.* (New address.) No major rule changes have taken place this year, but the entry price is increased from £4.00 to £5.00 per crew. Closing date is 30th March, 1973.

Throughout the past years, the Metropolitan Police Cadet Corps has been closely connected with the race and has had Corps Teams competing for the last nine years with varying success.

On behalf of the Cadet Corps, and as a mark of its pleasurable association with race, the Commandant, Commander B. Dix, Q.P.M., has presented to the Race Committee a shield for presentation to the team taking second place in the Junior Event.

*Presentation of shield to the D-W Committee. Left to right: Chief Inspector Wilfred Osbourne (Officer i/c Adventure Training), Commander Bruce Dix, QPM (Commandant), Fred Bartlett (Chairman D-W Committee), P.C. Jack Shepherdson (D-W Committee), P.C. Tony Parker (Coach, Cadet Corps Team).*





*H.M.S. Ark Royal at Oslo. Crown Copyright photo.*

**H.M.S. ARK ROYAL** has what is probably the largest and most active Canoe Club in the Royal Navy, with some 40 members, most of whom are present at every opportunity. Running a Canoe Club in a Warship presents some difficulties which are possibly not experienced ashore. The kayaks and their equipment have to be stored in whatever space is available, and in this ship the gear is spread out around eight decks from the boatdecks, to the hangar, to the Flight Deck. When going ashore, as well as having to take into account the normal safety and weather factors, there is also the problem of physically getting the boats into the water, stowing the kit in them whilst alongside the ship, which is as often as not anchored off in open water, and then manning the kayaks. A wetting at the outset is frequently the rule. Canoe Club meetings are held at frequent intervals around the ship depending which classroom or lecture room is available and how many of the Club are free from duties and able to attend. Filmshows and talks accompanied by projected slides are given now and again by the keen amateur photographers of the Club. Obviously when the ship is at sea, there is no opportunity for canoeing, and it is at this time that kayak maintenance is carried out. In a U.K. Harbour, particularly in the warmer months, kayak activity is pretty brisk, and in the lighter evenings the craft are out until nearly sunset, and occasionally some night surf training is carried out. It is emphasised that all

# ARK ROYAL CANOE CLUB AFLOAT

**report by Lt. Peter Grigsby**

of our canoeists are leisure boatmen and are not trained for, or required to, canoe operationally. Abroad, whenever local conditions permit, the opportunity is taken to have a couple of days away from the ship canoeing in local waters. This happened in Oslo during October, and again in Barcelona during the third week of November.

To the South of Barcelona is the Llobegrat River. The Ship was at anchor some 2½-miles to the North East of the river mouth and the weather on the Saturday morning was warm and sunny with a flat calm sea. The canoe Club made a very colourful picture as they assembled just off the ship before setting out, accompanied by the Ship's Dory as safety boat. 11 kayaks in all, comprising Slaloms, K1 and K2s, and a Shark. Making a good landfall, they found that the river mouth was blocked by a sandbar and had to manhandle the boats and the dory across it into deeper water. Once on their way upstream, the initial feeling was that the Llobegrat was not a very good choice, as it was very fast flowing and in addition badly polluted with sewage and industrial effluents, but after about 2-miles the water cleaned up considerably, but the going became harder. A mile further on the reason for the stronger flow became apparent. A road bridge had been washed out and the rubble remaining in the river blocked two of the three spans of a new bridge and caused the water to funnel through the remaining span. 3-miles upriver from the bridge it was decided to call it a day, and camp was made about 1-mile from the industrial town of Molins de Rey. A reasonable campsite was found, which eventually turned out to be on the fringe of the municipal rubbish dump, but it was fairly clean and quite acceptable. After a meal from various tins (known in the Navy as a Potmess and usually quite delicious), a visit to the town was made, where the natives

# Tempo

## NEW COMPETITION SLALOM KAYAK FROM THE CANOE CENTRE

were found to be very friendly, but an early night was had by all. The early part of Sunday morning was spent in a very leisurely fashion, with a running breakfast which was remarkably like Saturday's supper! About 1130, most of the Club were recovered from their intake of the previous night's hospitality, and decided to try their luck on the rapids around the two bridges.

The efforts to canoe upstream were initially unsuccessful, and included two capsizes, which began to bring spectators from the town. Eventually the canoeists were successful not only in working the fast water, but also in winning all of the spectators away from a local Rugby match. After a good afternoon and early evening canoeing, it was decided to call it a day and take time off for shopping in the town before a meal and an early night. The forecast weather for the Monday had given the risk of a heavy swell in the afternoon and thus an early start was made downstream on Monday morning. The downriver trip was easy, but on arrival at the sandbar, it was found that the forecast had been correct, and there was a heavy sea running. The dory and the experienced slalom canoeists returned back to the ship, and the seaboat was called away to recover the rest of the party. It was generally felt that the weekend had been well spent, giving valuable training to the less experienced members of the Canoe Club, and making a welcome break for all of them.



*Members of the Ark Royal Canoe Club.*



*Skye from Raasay — at the first camp.*

# EXPEDITION NORTH-WEST

by Allan Murray

part 2

## Sunday 18th

The Sabbath dawned grey, overcast and depressing. Everyone awoke tired and aching (first day out is always like this). Breakfast was made and we struck camp slowly and painfully. After ten staggering, stumbling trips up and down the beach with the loaded canoes, we set off at one fifteen in a flat calm. (These trips up and down the beach later turned out to be the most exhausting part of each day.) The tide was with us and we made very good time. Landmarks and the coast slipped past rapidly and we were soon round into the Sound between Raasay and Skye.

Here we met a swell coming down the sound, fifty feet crest to crest and some five feet high. Still we glided along, pass the entrance to Portree harbour. (We had decided to give that town a miss since it was Sunday) We sighted a landing spot for lunch just south of Prince Charlie's cave. This shore had been most inhospitable and had offered very few possible landing places. The one we chose was far from ideal in the swell but it served its purpose, with Mad Mike landing first, then the rest of us coming in to an assisted landing one by one. (We were to adopt this method on most of the beaches we visited in an effort to avert the happening we most feared, another holed canoe.)

As we came in to land, two girls came down off the hill and stopped to rest a few yards from where we set up our cookers for lunch. Naturally we made contact with them and we invited to share lunch with us. They turned out to be from Amsterdam and they were on a hiking tour of Britain. We chatted and laughed over our soup, bread and cheese. They could not understand why we all burst into laughter when they asked the question referring to our craft, "Do these things turn round easily?" We all assumed that they meant on the vertical plane, thus the reason for our amusement is abundantly evident. I don't think we have them an answer to that question but they still expressed amazement that we should be able to carry all our gear and be self supporting and independent. However pleasant it might have been to have enjoyed their company a little longer we could not afford to spend any more time with them.

We packed, launched and set off at five-thirty, hugging the coast which was gradually becoming less and less hospitable. Soon we came close to Holm Island where our attention was drawn to huge breakers curling over a reef between the island and the shore. As we came closer we could see that the

# Tempo

## NEW COMPETITION SLALOM KAYAK FROM THE CANOE CENTRE

swell was running on to a submerged reef and Dave, Mike and Campbell went for a closer look. I stayed clear adopting a more cautious approach to this turbulence, which was not surprising with the memory of two jagged holes in my hull so indelibly imprinted on my mind.

However, the three Musketeers paddled closer until the breakers were running past them. Dave who was ahead, turned to Mike and pointing inwards shouted, "*There are the rocks they are breaking over!*"

"Yes, it is getting a bit shallow here," Mike replied and as Dave casually looked at the shallows beneath the boat, Mike was staring fascinated at a rock which was surfacing ahead of him. His strangled cry of "ERGH" prompted Dave, who was still studying the bottom to look up, and up, and up, to the crest of a wave towering above the bows, blotting out even some of the sky. The canoe climbed and climbed to totter on the ridge-like crest before slamming down the other side. Mike followed hot on his heels but Campbell came out through the foaming crest as the wave broke. Their descent down the back of that wave was alarming to say the least as there were only a few inches of water covering the reef beneath their bows. However, all was well, the only casualty being a rather wet and bedraggled Campbell. My remark to them when they eventually came over was, "*All I saw was two canoes standing on end with Campbell surfacing like a blowing whale*". This seemed to coincide with their own impression of the incident so without further comment we pressed on. A possible Camp site, Berreraig Bay, was passed and it appeared to be satisfactory, but we did not stop. As time went by we all took turns at feeling ready to stop. The cliffs dragged by as we struggled on, seagulls laughed mockingly at us and cormorants stood silently on the rocks and surveyed us. When we reached a camp site at Inver Tote, we decided that we would go ashore and call it a day. However we took one long look at the sloping grassy hillside and the exposed beach pounded by rollers and resigned ourselves to another few miles of paddling, so we headed for Sgeir Gharbh. Rounding the point just short of our landing place made all the effort seem

*continued overleaf*

worthwhile. The swell crashed against the very foundations of the island and sucked restlessly back to join the next oncoming wave. The frothy water was an indescribably pearlescent green and as we rose and fell in the resultant joggle we marvelled at the sheer beauty of it. We rounded the point at last and cut through the quieter surf to land on another shingle beach. Thirty-six miles had passed under our keels. The back breaking task of carrying the canoes up to safety commenced and we thankfully made camp. Within ten minutes of our arrival, a shepherd came down from his cottage to ask where we had come from and where we were going. When we mentioned the Minch, his eyebrows rose. "Nasty bit of water," he said slowly. - "They say the tides meet out there. It's quite nasty. I've never been there myself mind you". We said nothing but I am sure we all had our private thoughts. Dinner was hearty and rapidly devoured, except by Jim who nibbled quietly at burnt Paella. He justified his mistake by commenting, "I thought you had to fry the rice till it was soft". Well we cannot all emulate Philip Harben!

After our meal we relaxed thankfully on our beds and the usual chatter commenced. Mike, the only smoker in the tent, politely asked, "Do you gentlemen mind if I smoke?" Dave wearily quipped, "You can burst into flames for all I care", and as if to confirm his total lack of concern, promptly fell asleep.

## Monday 19th

**Breakfast at eight o'clock of bacon and beans, bread, jam and coffee.** Weather bright and overcast. Sea calm with a swell running from the North. Midges!! The rain started just before we set off and we slipped and stumbled up and down the beach on our daily canoe carrying operation. Five men to a canoe.

Soon we were afloat and heading for patterns of surf a few hundred yards off shore which looked very inviting. The shepherd of the previous night had warned us of the reef but Dave, Mike and Jim went to have a closer look. They were swamped! Some people never learn! We were heading at the least for the top of Skye. We would see the Minch from there. Then we would know what had to be crossed. Further up the coast we stopped to take photographs by a waterfall which plunged off the cliff into the sea. The cliffs reared black and menacing above the heaving waters. Pinacles of rock jutted from the sea, forming narrow channels between them and the cliff-face. Through one such channel the northerly swell thrust and broke rebounding in a foaming fury.

Campbell went tearing through on the crest of one such wave to discover a tight right hand bend which it was necessary to negotiate to avoid being dashed to pieces on the cliff-face. His jubilant cries of excitement prompted the others to attempt similar runs. Sit at the entrance between the cliff and the rock with no more than three feet clear on either side, ahead, a forty foot run with a cliff wall at the end of it and the only way out - a sharp right turn. Wait for the wave, when it comes, surge forward, bow down, up and through the foaming rebounding crest. High telemark to the right - Hang on- Hang on. The cliff comes nearer, pull harder, feel the water cushioned between the bottom of the boat and the cliff wall, then suddenly through. Once is enough!!!!

Onward up the coast, past huge caves which defied inspection; therefore they were inspected. Entry was made in reverse as the water thrust and sucked. We paddled back and forward to maintain position in the cave. The sides, too close to allow us to turn, rose high above to meet at an impossible height. Beneath no bottom could be seen. At the back small openings led to unimaginable places. The atmosphere of this large echoing cavern filled with the restless sea produced a feeling of intense unease. We did not linger long, and as he broke through the incoming wave to freedom, muttered Dave, "It's a bit creepy in here." Retorted Mike, "You're dead right. I'll see you outside." As we continued North, it soon became a plod, seeking a landing for food. We stopped at the northern tip of Skye in a small bay complete with boulder strewn beach. As we rounded the headland the water was disturbed and uneasy and in a sea of any size it would be a most treacherous and unpleasant place to be.

From where we stood we could see the Hebrides some twenty to thirty miles away. More information was desired so the headland was climbed. The view from the top was magnificent. Some islands, the biggest being Fladda Chuain, lay seven miles off the coast. In the distance, over the very large span of water, lay the Hebrides. Our objective was a particular bay - the only one with fresh water marked on the map, somewhere over there. The day was calm and bright but it was getting late.

We launched with a will and struck out for Fladda Chuain. Our plan was to have a short rest there to gather our resources for the big push. We could not have chosen a better night. The sea was calm and there was little wind, only the persistent swell. Our spirits were high and we paddled steadily towards our objective, seven miles distant. As we approached the island, nothing could be seen of a landing. The peat turf ended in vertical rock slabs

about thirty feet high. About a mile of this passed till we reached the north tip, where at last we found an area of flat rock. We disturbed the seals which were in the water near our landing place, circling and peering curiously at us. This was obviously their spot - we were the intruders. Once ashore, we brewed up and made the final decision to set course for Harris. There was no turning back now. We launched and lined up facing a point fifteen miles away. We estimated four hours for the crossing, so we would arrive at midnight. This was the climax of months of preparation and anticipation. Preliminary bearings were taken and paddling commenced. We swung out with much singing and chattering and joking. We watched the sun go down behind the Hebrides. Porpoises leapt and splashed abreast of us for a few moments and then were gone. Puffins squacked and scattered before four surging prows. Our first objective was a beacon marking shallows. These shallows made their presence felt with swirls and eddies, spinning the kayaks through forty-five degrees. As we approached the beacon the tidal flow became faster and our passage became a huge ferry glide. Five seals at the beacon came to meet us - splashing and thrashing the water, their tails clearing and smashing down on the surface. Was this play or was it a challenge? We did not wait to find out. Discretion is the better part of valour. Once clear of the shallows, transits were taken on the Shaint Island and Scalpay Light - eleven miles to go. Glucose sweets were handed round and forward once more. The sun slipped quietly behind the Hebrides and we were alone in the fading light, except for the occasional seagull. The sea-scape was unforgettable. To the west the Outer Hebrides lay, shrouded in the colours of the setting sun. To the east was darkness with the kayaks picked out brightly in the lingering light. We were alone on vast, usually troubled waters. We had found the beast sleeping.

# Delta C1.

GLASSFIBRE SPRING RACING CANOE  
FROM THE CANOE CENTRE

The line between Scalpay and the Shaints was crossed and more bearings were taken to pinpoint our position - four miles to go. The gloom deepened and the light-houses began to flash. We were heading for a small bay, Sgeir Nan Sganìh, which we had mapped out as a possible landing place for our purposes. We had to find this bay in the dark! Two lights, Gob Rudh Uisnis and Gob Na Milaid, came into line - two miles to go. Surprisingly we were paddling far better than we had earlier that morning. Our paddling rhythm was automatic. The cliffs crept out of the gloom ahead of us. Still working from the compass and map, we tried to seek out our objective. Ahead, a break in the cliffs to slip into. A white line ahead was beach. Low tide had uncovered black shiny boulders, not so easily seen by some who stopped in a flurry of spray to our warning cries with only inches to spare. We were over. The crossing had been made. Our time of arrival - two minutes past midnight! - a total of thirty-two miles were covered that day.

We beached and climbed stiffly out, clambered up the slope and found the stream. We were there, bang on target. Pitches were found for the tents thirty feet above the beach, where we danced a jig and gave vent to our pent-up elation. We had conquered the Minch, but our celebrations were cut short as we set about the arduous task of bringing up the canoes. Camp was established, fire lit and dinner was cooked at two o'clock in the morning - then bed!!!

*continued next month*



*Some of the group...*

# AUSTRALIAN CANOESPORT



Frank Whitebrook

1. Bill Gowans of the Illawarra Club eases his bow hand down one of the rockier rivers of New South Wales.
2. Australian 'canoe camp followers' on recent tour. Facing at right — Wendy Fuller and Annete Hurst of the Dapto High School.
3. Jenny Fuller of the Illawarra Club, competing in the first State Schools Slalom Championships.
4. Peter Bodycott, also Illawarra, in State Schools Championships.

All Photos: Allan Mackey.





3



4

# Delta C1.

GLASSFIBRE SPRINT RACING CANOE  
FROM THE CANOE CENTRE

## SOUTH AFRICAN REPORT

N. Truran

### K2 CHAMPIONSHIP

**Springboks Andre Collins and Sunley Uys** of Stellenbosch University are the new South African Champions. Probably the greatest doubles marathon in the history of South African paddling has just ended. This was the first K2 Championship of the new Inter-Provincial Log, contested by the three Unions—Natal, Western Province and Transvaal—and was a triumph for Transvaal, being the biggest canoe race ever held in the Province, also a triumph for the organiser, *Johannesburg Canoe Club*.

The Vaal River is a stately matron holding sway over her domain between the Orange Free State and Transvaal. Her wider parts are well corsetted by wealthy riverside estates and her flatter parts are deceptively concealed by the frill and froth of shallow rapids. Her landed property includes the mighty Vaal Dam, with its 900 mile perimeter, its waters holding the key to the prosperity of the vast mining and industrial empire strung out along the Witwatersrand over 30 miles to the North. Her waistline contained by the Barrage above which bulges the expanse of Loch Vaal. The race was described as a fairly sophisticated long-distance river trial with flat water for most of the way. This was true for the previous sixteen years in which this annual marathon had been run.

This year, we decided to give Madame Vaal a bit of a prod. Our policy was one of *'nothing venture nothing gain'* and we made a direct approach to the Authorities who control Vaal dam and the Barrage. The result—1,500 cusecs from the Dam for six hours

*continued overleaf*

before the start and a further release of eight hours from midnight into the second day from the Barrage! Normal flow is about 250 cusecs.

At precisely 9 a.m. on the morning of December 8th, the crack of the starter's pistol echoed in the amphitheatre of Vaal Dam, water thundered from six open sluice gates, a cameraman hung precariously from a helicopter and 76 pairs of paddles flashed into the bright sunlight from the shadow of the wall. With 80 miles to go, the first hurdle was the low-level bridge 100 yards away offering only two or three good openings. Breaking out on the other side, the paddlers swung through the rocky shallows, wrestling to escape the mass of boats yet careful not to crash into the protruding rocks. A pile-up at this point unseated the favoured pair Enslin van Riet/Jac van der Merwe, Springboks from the Western Province.

The massive flow of water whipped the already treacherous first six miles of the race into an unexplored wilderness of white water, creating unprecedented conditions, even for Transvaalers who know this stretch well. Sorting itself out into a discernable head and tail, the corpus of the race swept on through the 'chute', a narrow cataract confining half the volume of the Vaal within a width of some ten yards, spewing out the leaders into the notorious Visgat Rapid. Three tail-enders were wiped out here and their boats lie forever at the bottom of Visgat (Fish Hole). Even Robbie Stewart/Rowan Rassmussen, top white water men from Natal University, holed their boat here.

After the Green point Prison Weir the river widens and deepens and, in no time, becomes a dignified Henley-type pool, continuing like this to the overnight stop at the Eligwa Club downstream of Vereeniging (*the place where the Peace Treaty of the Anglo-Boer War was signed.*) Paul Chalupsky/Tony Scott covered the 35 miles of the first day in the record time of 4 hours 7 minutes and 26 seconds.

Like the first day, the second dawned sunny and clear with a cool breeze blowing upstream at the start. Conditions were near perfect—in a land where sunshine can be a dangerous hazard. Only 30 crews turned out and were soon away and warming up beyond the Ascot Bridge and pushing on over the flat water of Loch Vaal towards the Barrage. A notable casualty here was the retirement of Jac van der Merwe/Enslin van Riet. This seems to be the first ever recorded case of admitted mental fatigue. Jac had won the Vaal K1 three weeks previously, run over the same distance, and he simply declared that he could not contemplate the last 30 miles.

At the last checkpoint at van Heerden's Farm, Andre Collins/Sunley Uys made their bid and closed to within fifty yards on the leaders, Paul Chalupsky/Tony Scott. Close behind came the Junior pair from the Cape, Springbok (and record breaker on the 1972 Tour of England, Ireland and Denmark) Stephan Hugo with his partner J. T. Basson of the Navy. It is worth noting that the difference in age between Stephan and Paul is 18 years.

Tension mounted at the finish when it was announced that the first ever 10-hour Vaal Kayak Marathon was attainable. News movie cameramen checked their equipment and took up positions for a photo-finish. The record book showed the best previous time for this event as 10 hours 27 minutes and 46 seconds, put up by Paul Chalupsky/Glyn Horton in 1967. Suddenly radio contact was made with an upstream observer who reported Paul Chalupsky (six consecutive times South African Marathon Champion) and Tony Scott neck and neck with Andre Collins/Sunley Uys. But trouble was afoot. Paul's boat had been holed and was low in the water. The second day start had been staggered in the order of arrival on the previous day and therefore the position reflected the actual situation. The two boats swung out of the main stream and into the backwater to which the Leguan Canoe Club has frontage. They had twenty yards to go.

I clocked in the Cape pair—and waited— anxiously for the other. Seconds built up into a whole minute. Had I missed them? '*They have sunk*' cried someone. And so they had . . .!

Valiantly vanquished, this mighty crew waded waist deep through the Vaal (*Afrikaans for muddy*), and pulled their water-logged boat across the finish, like a scene from '*The African Queen*'. Eight minutes later the Junior side of Stephan Hugo/J. T. Basson arrived, making it three boats in all to break the elusive 10 Vaal Kayak Marathon.

Later, there was more drama, rather comedy than tragedy, when a Navy crew also sunk in the roads. The usually staid, bearded and portly Petty Officer Keller pranced down the river bank to urge his men to greater effort in what sounded like typical Naval language, admirably suppressed by the presence of lady spectators.

#### FINAL PLACINGS:

1st Andre Collins/Sunley Uys—9hr 42min 26sec:  
2nd Paul Chalupsky/Tony Scott King—9hr 45min 25sec:  
3rd Stefan Hugo/J. T. Basson—9hr 53min 33sec.

76 crews started—26 gained a finishing time.

## OLYMPIC SLALOM - THE FUTURE?

After the undoubted success of Canoe Slalom in the Olympic Games at Augsburg, the question now arises as to whether this newcomer to the Olympic programme will remain. The cost of the Olympic Slalom course was a tremendous 26-million DM, but this included all the amenity buildings. Actual cost of the course was around 2.3-million DM.

In the first instance, the decision lies with the Montreal Organising Committee and whether a suitable course can be found.

At the invitation of the Montreal Organising Committee, President of the I.C.F. Charles de Coquereaumont, and Chairman of the I.C.F. Slalom Committee, Rudi Landgraf, went on an inspection tour to Montreal in the late autumn to give approval of proposed sites for an Olympic Slalom. (At this time their decision is not known.)

If this inspection proves successful, it will then be up to the I.C.F. to make a request to the International Olympic Committee for an Olympic Slalom. In such an event, the support of all National Federations must be sought—16 nations is not enough to guarantee the sports future in Olympic competition...

## LEVEN WILD WATER TEST

Although both dates arranged for the end of October had to be cancelled through lack of water following an exceptionally dry summer and autumn, the remainder of the year provided excellent conditions for the Leven Wild Water Race Series. No fewer than 38 clubs provided some 234 paddlers from all parts of the country to make the second highest total of time runs in this the 19th year of the Leven Wild Water Test.

Canoeing Magazine January 1973

## FUTURE CHAMPIONSHIPS

At the I.C.F. Congress held in Munich after the Olympic Games, the following venues were determined for future World Championships:

- 1974 – World Championships in Canoe Racing. Mexico, (Xochimilco).
- 1975 – World Championships in Canoe Slalom and Wild Water Racing. Skopje, Yugoslavia. (If the course is not ready, the Championships will be staged at Bourg St. Maurice, France.
- 1975 – World and European Championships in Canoe Racing, late August. Madrid, Spain, followed a week later by Junior European Canoe Racing Championships.
- 1975 – World Championships in Canoe Sailing. Great Britain.
- 1976 – Olympic Games. Montreal, Canada.
- 1977 – World Championships in Canoe Racing. Sofia, Bulgaria.
- 1978 – World and Pan-American Championships in Canoe Racing. Dartmouth, Nova Scotia, Canada.

Tony Young of the Leeds Canoe Club took the lead at the June fixture with a very fast run of 5min 31 sec to secure the Gold Dipper award for 1972. This was just one second better than his previous winning time in 1968. Best time in a slalom canoe went to Roger Longfellow of West Yorks with 6min 52sec in January.

Nineteen women competitors—more than ever before—attained a very high standard with only one failing to gain an award. Mary Blythe of Manchester Canoe Club took top honours with a fine 7min 25sec in June.

The Leven Paddle Trophy went to David Denton of West Yorks for the fastest time in C1. Bradley/Johnson of Tees Kayak Club set the fastest C2 (River Racer), while Kerr/Hully of Carlisle set the fastest time in C2 (Slalom).

### CANOE CENTRE KAYAK

When you start a pudding race (or should that be pudding race?), the best way is always to 'Sago!'—but not so when we are talking about the new touring kayak from the Canoe Centre. Yes folks, once again that little ol' printers devil got in the magazine and on page 14 of our last issue the new *Saga Touring Kayak* was referred to as the new 'Sago' touring kayak! Our apologies to the Canoe Centre . . .

### CANOECRAFT FILM SERIES

**Explorer Films is a company that has specialised** in instructional films dealing with outdoor pursuits. Among films available are the 'Hillcraft Series', four films dealing with camping, survival, and navigation in the hills. The 'Expedition Series' deals with Lake Survey, Expedition to Norway, Uganda Adventure, Exploring in Iceland, and Greenland Reconnaissance. Within the last six months the firm has been producing a 'Canoe Craft Series', and the first to become available—'Canoe Craft Two'—I took a look at this this month.

The film, very well produced and in 16mm colour with optical sound, covers forward stroke, reverse paddle, sweep stroke, draw stroke, sculling draw, slap support, sculling for support, low telemark, and hanging draw. A technique of stopping action at critical points show very well how each of the strokes is executed.

Of course, with diagrams, words, and even films, there is no substitution for actual instruction on the water, but for groups of beginners this film is an ideal way for instructors to show their courses what is to be undertaken in a particular session.

The Eskimo Roll was shown in this film, but did not go into any detail of how it was performed. A word with the makers explained that the roll is to be fully covered in later films and that the series should be taken as a whole.

Technical advisers for the film were Dennis Ferris—(Senior Instructor, BCU), and Oliver Cock (Director of Coaching, BCU). Canoeist, George Hodgson (Senior Instructor, BCU). Running time 15-

minutes. Full details of the Canoe Craft Series can be obtained from: *Explorer Films, 58 Stratford Road, Bromsgrove, Worcester B60 1AU.*

### SENTINEL CRASH HELMET

**Towards the end of last season, Jaycee Glassfibre Products** introduced their new Slipstream paddle, an all-round smooth glassfibre paddle using a new injection moulding technique. Within the last months, Jaycee have further developed this technique and now have in production a new Diolen helmet called the 'Sentinel'.

The injection moulding of the shell produces a strong helmet of style extending to cover the ears, while the inner cradle protects the head from any shocks. The adjustable nylon chin strap also incorporates a chin guard. At £3.60 for the helmet, it will no doubt prove popular with all rough water canoeists. (Trade enquiries welcomed.)



### VALLEY CANOE PRODUCTS

**Valley Canoe Products are building their own** works on the banks of the Trent, just a stone's throw from the Holme Pierrepont Water Sport Centre. The building should be complete in the spring of '73, and permission to build a slipway into the Trent means that easy access for canoes and bigger craft is assured. At the same time the partnership will transform into V.C.P. Ltd., and will divide itself into specialist divisions to deal with, canoe manufacture, canoe hire, mould hire and materials sales. Frank and Dick Goodman say they are looking forward to the prospect of getting their own custom-

built building, but their work-load looks formidable for the winter!

The proprietors of V.C.P. have another exciting project afoot. They have joined with Brian Smith, the well-known founder of Southend Canoe Club, and member of the Corps of Canoe Life Guards, to form a French-based company based on Le Mont Dore, near Clermont Ferrand in the Central Massif. Brian will be leaving England before Xmas to act as a ski instructor until Easter, while the brothers Goodman will be visiting him during the winter to sort out all the problems involved in opening up a new V.C.P. with a French accent! At Easter, Brian will lay down his ski-sticks and grab a paddle, stippling brush or anything else needed to get Kayak Clermont, as the new company will be called, into top gear.

**Canoes, and all accessories, including building materials and mould hire will be marketed in France, but of particular interest to the canoeist**

THE **CANOE**  
**CENTRE (Twickenham) LTD**

**THE LARGEST & FINEST RANGE IN EUROPE**

over here will be their Canoe Hire Service. Parties of any size can plan their canoe holiday in France and then travel light to Kayak Clermont, France, by car, train or plane. There, Kayak Clermont will loan them all the gear they need for a canoe holiday. The group, together with their hire equipment will be taken to the launching point, no car shuttle for them to run, wasting valuable paddling time, and then, seven, ten or fourteen days later, Kayak Clermont will be there, at the take-out point, ready to run the party back to Kayak Clermont's base at Le Mont Dore.

## LETTERS TO THE EDITOR



**In his article on the Umkomaas Marathon in your August 1972 edition, Mr Lynsky states that the river was first canoed by individuals and the Kingfisher Canoe Club.**

To the best of my knowledge the first men to canoe the stretch of river from Josephines Bridge to the mouth were Messrs F. Schmidt and I. Player, two founder members of the Natal Canoe Club.

*Yours faithfully,*  
M. J. Ayling,  
Hon. Secretary,  
Natal Canoe Club.

**Duncan Winning's notes about the Anas Acuta ('Canoeing Magazine' issue 6) are very interesting. We have already found, as manufacturers of the Anas Acuta, that every seagoing canoeist wants his own pet ideas incorporated in his boat—maybe this is one reason why there are very few 'manufac-**

turers' boats around. We find that it is best to make a basic kayak, give deck fairleads, toggles, etc. to our customer and let him fit it out to suit himself!

As Duncan points out, varying conditions call for differing designs, and I doubt if there can ever be 'the correct' design for a sea-touring kayak. Certainly the Anas Acuta seems to be getting a very good name among the sea-going crowd, but as a canoeist whose main interest on the sea has been surfing, I cannot personally claim to be competent to judge the relative merits of differing touring designs.

One point that I thought I may be allowed to comment on was Duncan's remark that '*a hard chine hull does not make the best use of the materials (glassfibre) properties*'.

While it is generally true that round bilge boats are more suitable for building in glassfibre than hard chine kayaks, one must examine the reasons for this before one can be categorical about it.

Glassfibre, although stronger, weight for weight, than many metals, is not rigid. It is this lack of rigidity that lies behind the usual practice of using as many rounded sections as possible in any design—corrugated iron is stiffer than a flat sheet. However, there are many times when flat surfaces are desirable. One example that springs to mind is that a V-deck on a kayak can be made much lighter in weight than an elliptical deck. A look at the Cadet or Soar Valley Special will underline this point—it is impossible to make a really lightweight S.V.S. (I

*continued overleaf*

mean in the under 20lbs bracket) simply because the elliptical deck would collapse if it were made very thin. On the other hand the Cadet deck (or any V-deck) can be made thin yet stay strong as long as the central rib is rigid. The disadvantage with such a thin deck is that it tends to rattle and distort between rib and gunwale. The Venom deck is a slightly concave vee to prevent this distortion as much as possible.

Under water, thin, flat surfaces and hard chines tend to distort. They easily puncture when a rock finds a 'hard-spot', and the increased wetted area makes the hull less 'efficient'. Quite formidable faults! However, a close look at the advantages of a hard chine design for a sea-boat far outweigh these adverse features.

Firstly, a sea-going kayak does not need to be a very light-weight kayak, so the flat areas of the hull need not be very thin. Thus thickness, rather than curvature gives rigidity (I seem to remember that the rigidity of a material increases as the fourth power of the thickness, is that right?).

Secondly, and this is the important bit, a sea-going kayak needs to be controlled by body-lean as well as by paddle stroke. If a kayak can be made to veer to starboard by leaning right, and vice versa, this is a far more natural control than leaning right and finding that the boat veers off to the left!

Generally speaking, round bilge kayaks tend to veer away from the direction of lean, and one of the beauties of the Anas Acuta hard chine design is that it follows the direction of the canoeist's body lean.

Always interested in design problems, I sat down and drew out a round bilge design that would 'follow the lean' but when I made a model, I found that it looked all wrong! While I dare say it is possible to produce a satisfactory round bilge tourer, I've a sneaking suspicion that a hard chine boat is the answer, even in glassfibre. Certainly, I'd be interested to see a round bilge design that does follow the lean', but I think it will present other problems that will be worse than the ones I have already noted for hard chine glassfibre hulls.

Off the point, really, but I had a 'phone-call from Geoff Blackford last week, saying that he has finished a plug for an Anas Acuta Chick—a child's size Anas Acuta—so we hope to have this available by the spring too, together with a new version of the Anas Acuta with larger seat and cockpit. I'm afraid some of the sea-touring fraternity are not as slim as they might be!

*Yours faithfully,*

*Frank Goodman, Valley Canoe Products.*

**I look forward to my copies of 'Canoeing Magazine' and must say you are keeping up the high standard—it's a credit to all concerned.**

If I may suggest it, some of us here would like to see articles on the top European paddlers—how they train, their paddling techniques, etc., something like you did on Eirik Hansen.

In the meantime keep up the good work and may I wish you all GOOD PADDLING.

*Regards,*

*A.E. Hopkins,*

*Oyster Bay, Australia*

★ *Quite a number of letters came from readers who liked the profile on Erik Hansen (sent in by our Danish correspondent Jorgen Hansen), and I will see what can be done to include profiles on other top paddlers in future issues—not only Sprint, but paddlers from Slalom and Down River.*

*As always I feel quite proud when letters start like that above. Although our 'Contents' page shows a number of 'correspondents', it may not be generally known that the only full-time member of 'Canoeing Magazine' is infact myself as editor. I also wear a number of other caps such as — journalist, photographer, advertising manager, designer, layout artist, secretary, and right down to office and tea boy..!*

*'Canoeing Magazine' gets bigger with each month. Circulation is vastly up from when I first took over, and, I hope, the layout has become greatly improved. The coverage still continues over the whole spectrum of canoesport and I hope the magazine is not weighed too much in any one direction. Producing 'Canoeing Magazine' takes as much time as I can find and on a number of issues I would have liked to have had more time. I also have a great number of ideas (no other details than this!) on which I want time. Time, not only for writing, not only for more interesting trips. Time in which to produce once again twelve issues of the magazine in a year! All this leads to one fact—by myself I do not have enough time in which to put ideas into action. Thus, within the first months of this new year I plan to take on an 'editorial assistant' who will enable me to find time for a bigger and better 'Canoeing Magazine'.*

---

#### **NEXT MONTH...**

- \*British Canoesport feature.
- \*Blue Nile Expedition report.
- \*British Canoesport Calendar.

# the K1 Zephyr

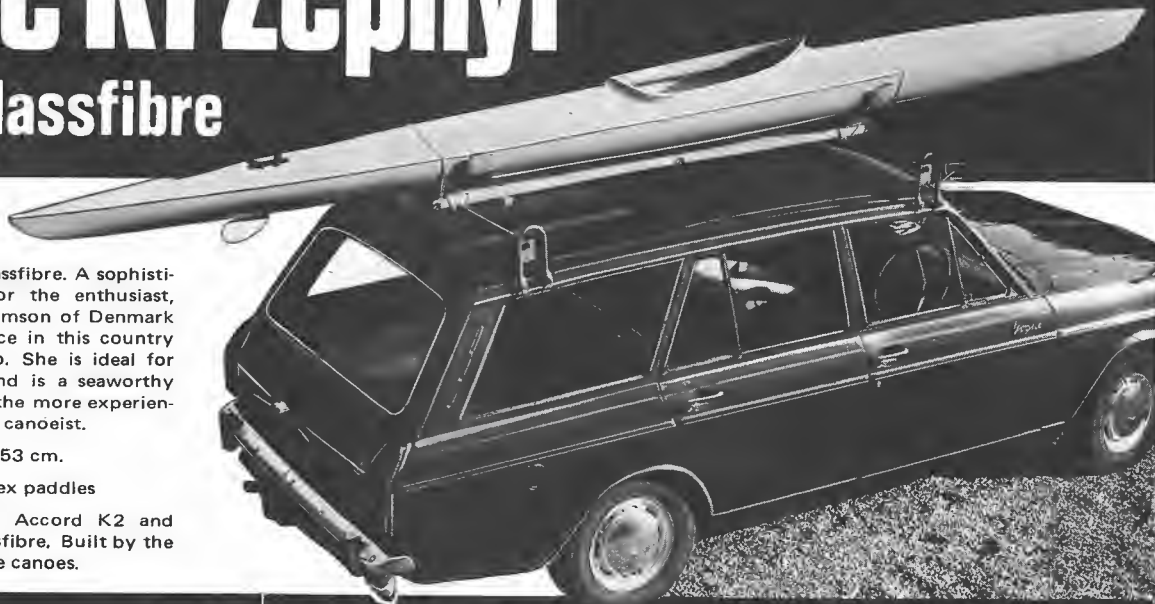
## in glassfibre

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

Length 520 cm. Beam 53 cm.

PRICE £48 ex works, ex paddles

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



**J. L. GMACH & CO. LTD**

FORDINGBRIDGE  
9 ASHFORD ROAD,  
HANTS Tel:52422

# strand glass

**BUILD YOUR OWN KAYAK FOR  
AS LITTLE AS £14.50.  
CHOICE OF 4 DESIGNS ...**

## **FOR ALL GLASSFIBRE MATERIALS, KAYAK KITS, AND MOULD HIRE**

STRAND GLASS offer the widest range of glass fibre materials and resins of top quality, yet at the most competitive prices.

MOULD HIRE — specially designed kayak moulds for amateur construction use are available for purchase or on hire. Throughout Britain countless youth clubs, schools, and individuals have used Strand Glass Moulds to produce kayaks of high quality.

CHEROKEE — Racing Double to ICF specifications. Designed as a Long Distance craft but also is suited to fast double touring.

APACHE — Slalom Kayak to ICF specifications and now used in the lower divisions of ranking slaloms.

PAWNEE — Touring Single Kayak giving safe canoeing on rough or flat water. Ample room for use in canoe camping.

PAPOOSE — Bath 'Polo' Kayak. Short manoeuvrable kayak for the growing sport of Canoe Polo, also highly suited as a fun surf boat.

**AVAILABLE AS OF OCTOBER — BCU ESPADA YOUTH K1**



**strand glass co ltd**

109 High Street, Brentford, Middlesex.

Tel: 01-568 7191 (10 lines)

Britain's largest glass fibre and resin stockist.  
London, Birmingham, Bristol, Ilford, Manchester and  
Southampton.

- Please send me details of your mould hire service  
 Please send me your full colour brochure on glassfibre and its uses

name \_\_\_\_\_

address \_\_\_\_\_

# **NEW for 1973** See our Stands 17.18.19. National Canoe Exhibition

- \* Colour Filmstrip "Glass fibre canoe construction" £2.70
- \* Lightweight Canoe Building Resin – SP 701 PA
- \* "How to build a glass fibre canoe" 3rd Edition 30p
- \* New Colour Pigment Pastes
- \* Panther Slalom Kayak Mould £70

Please send me **FREE** Leaflets:

GLASS FIBRE MATERIALS & TOOLS  
 DEMONSTRATIONS  
 CANOE MOULDS FOR SALE OR HIRE  
 CANOE ACCESSORIES  
 C2.

BLOCK CAPITALS:

NAME .....

ADDRESS .....

.....

.....

**TRYLON LTD. WOLLASTON. NORTHANTS.  
 NN8 7QJ. tel:Wollaston (093-363) 275**



## **GRANTA TROPHY SLALOM KAYAK** also RANGE **OF TOURING KAYAKS**

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

VISIT OUR NEW SHOWROOMS AT  
 640 High Road, Finchley, N12 (01-445 1133)  
 & Great Whyte, Ramsey, Huntingdon.  
 NO DEPOSIT TERMS AVAILABLE



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

## **THE SOAR VALLEY KAYAK**

**A TOP QUALITY GENERAL  
 PURPOSE KAYAK** which comes  
 complete with polystyrene  
 buoyancy, footrest, rolling bars,  
 stem and stern loops,

**for ONLY £34.00**

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

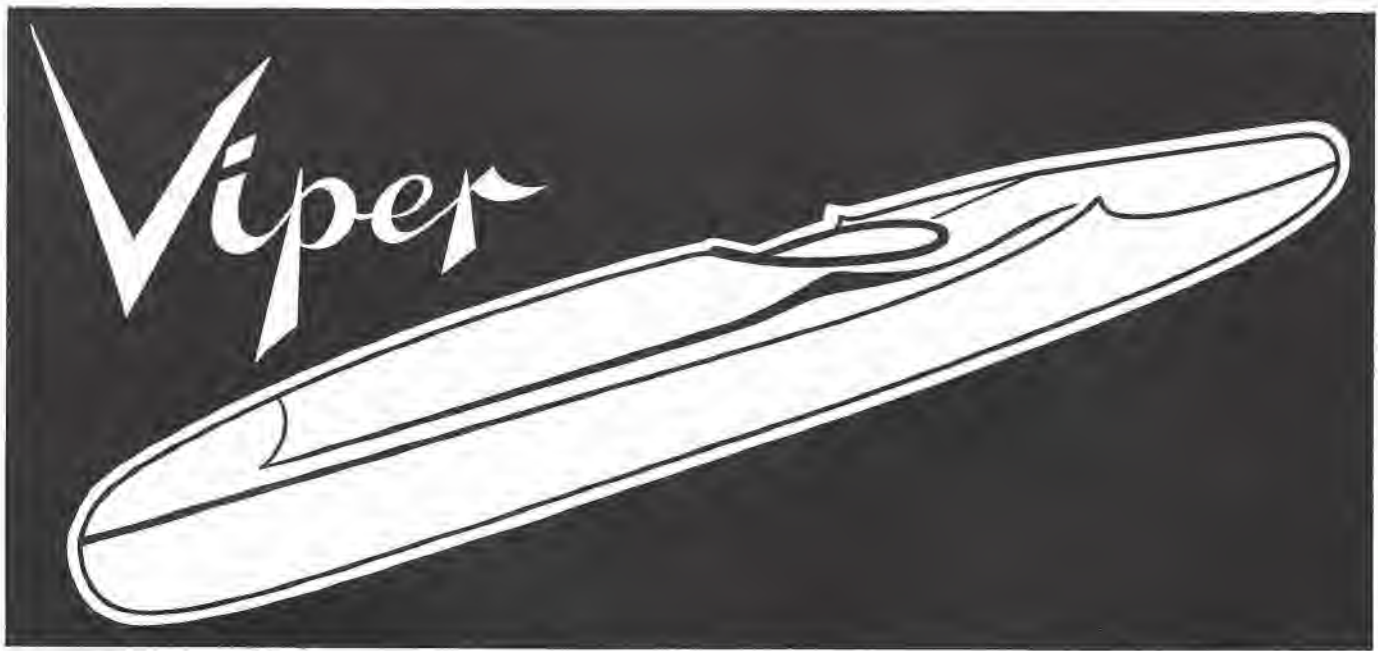
SEND FOR ILLUSTRATED CATALOGUE



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

**NEW!**

**AT LAST - AN ALL BRITISH  
DESIGNED WILD WATER  
KAYAK TO LEAD  
THE WORLD**



*Further details of this revolutionary kayak from:-*

**pyranha**

**PYRANHA MOULDINGS**

**23 Poachers Lane, Latchford,  
Warrington, Lancs. tel: Warr. 31484**

# CANOEING MAGAZINE

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

## classified ads.

### CANOES & KAYAKS

**FOR SALE—GLASS HUNTER K1**, fairly good condition. Apply: Miss K. Smith, 62 Holmesdale Road, Teddington, Middlesex. Tel: 01-977 5575—Royal Canoe Club.

**FOR SALE—STRUER LANGER K1.** (wood veneer), excellent condition, 6 months old. £160.00 o.n.o. A. Lawrence, 25 Cherston Court, Gloucester, GL4 7LE. Tel: Gloucester 69701.

**FOR SALE—STRUER RACER**, one year old £125.00 Tel: 01-892 8979.

**FOR SALE—SPANISH HUNTER K1.** Fair condition, little used, no damp places. £50.00 Kitson, 106 Bywell Road, Dewsbury, WF12 7LJ. Tel: Dewsbury 3705.

**FOR SALE—ESPADA K1.** Reg. June '71, very little used, orange/white. £35.00 Tel: Boston 3544 (Lincs.)

**FOR SALE—MENDESTA MATCH** ex-stock, £51.00 from The Canoe Centre. Tel: 01-892 8979.

**FOR SALE—SPRINTER W/W RACER**—s/hand, only used twice. £40.00 Tel: 01-892 8979.

**WANTED—STRUER K2** (veneer), must be in good condition. Hoskins, 107 Church Street, Hilperton, Trowbridge, Wilts.

**WANTED—KW7** Kayak. Also Junior General Purpose fibreglass kayak. Poppylands, Crowthorne Road, Bracknell, Berkshire. Tel: Bracknell 28403.

**WANTED—IMP, MINOR, MINNOW** or similar kayak for 9-year-old. Beresford, 3 Cambridge Cottages, Kew Green, Richmond, TW9 3AY. Tel: 01-940 4668.

CANOEING  
MAGAZINE

SMALL ADVERT VOUCHER

**EXCHANGE**—boys' club have (a) Klepper T66 (folding) kayak; (b) 18ft L-D glassfibre Kayak; (c) Bat mould—WANT, slalom kayak for 'a' and 'b', temporary exchange slalom mould for 'c'. Tel: Swanley 3632 (G. Wratten).

### PADDLES

**QUALITY PADDLES**—Kits £2.56; Touring £4.90; Slalom £12.75 and £10.05; Racing £8.25 and £11.20. Brochure from—MARK GEES, 21 Tower Road, Twickenham, Middx. TW1 4PD.

### EQUIPMENT

**ROMA CRASH HELMETS** 'give most protection' in red/yellow/black/white—£4.00 plus 25p post/packing from: The Canoe Centre, 18 Beauchamp Road, Twickenham, Middlesex. Tel: 01-892 8979.

**CANOE EQUIPMENT BAGS**—Extremely durable, rot proof and waterproof PVC/Nylon laminate material; 100% waterproof when used with inner polythene bag. 30" long with 8" diameter, drawcord closure. Colour—orange. Price £1.50. LD Mountain Centre, 34 Dean Street, Newcastle-upon-Tyne, NE1 1PG.

### MOULDS

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

### WET SUITS

**WETSUIT SPECIALISTS**—D.I.Y. Kits for tailored suits. L.C. Products, (CM), 137 Lightwood Road, Buxton, Derbys. SK17 6RW. Tel: Buxton 2731.

### DRY SUITS

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

## BADGES

**CLOTH BADGES**—made to your own design, in quantities from 10 upwards. Low prices and swift delivery. Full information from: S.A. Cory & Company, 35b Tooting Bec Gardens, London, SW16.

## FILMS

**COLORADO**—This brilliant 45-minute film of the 1971 Expedition is now available in 16mm colour with optical sound track (no. 16/10). **WILD WATER**—An introductory film for Wild Water Paddlers (no. 16/5). Seventeen other film titles to choose from—for Hire or Sale, 16mm or 8mm. Send Foolscap SAE: CHRISFILM, The Mill, Glasshouses, Pateley Bridge, Via Harrogate, Yorks. HG3 5QH. Tel: Pateley Bridge 310 (2-lines).

**CANOE/CRAFT**—16mm INSTRUCTIONAL FILMS now available. Explorer Films, 58 Stratford Road, Bromsgrove, Worcestershire, B60 1AU. Tel: Bromsgrove 73566.

## HOLIDAYS

**ADVENTURE HOLIDAYS with YHA.** If you would like to lead a canoeing holiday on the Wye or in Cornwall July-September for 1 or 2 weeks, write for application form and details to: R. V. Davis (LC), YHA., St. Albans, Herts.

**FOR SCHOOLS AND YOUTH ORGANISATIONS** our River Wye Centre, Tan Troed Adventure Centre, Brecon Beacons National Park, and our River Ardeche Centre provide an inexpensive introduction to CANOEING for school party groups. Write now for our 1973 colour brochure: P.G.L. ADVENTURE HOLIDAYS, Ross-on-Wye, Herefordshire, Tel: Ross 3311.

## INSTRUCTORS

**TEMPORARY CANOEING INSTRUCTORS** required U.K. and France short/long periods March - October. Details: P.G.L. Adventure Ltd., Ross-on-Wye, Herefordshire.

Always mention

**CANOEING  
MAGAZINE**

when answering  
Advertisements

Canoeing Magazine January 1973

## CANOE PLANS

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

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

Stamp for list of fully detailed plans etc.

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

# D.W.4

## THE SPORTSMANS ENERGY DRINK

D.W.4. is a scientifically balanced 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) equilibrium of the body whilst under conditions of stress — both physical and mental — such as encountered by athletes when competing or in training.

D.W.4. is the ideal drink for all types of canoe sport — Long Distance, Sprint Racing, Canoe Slalom, or even Touring. Whether you are on the water for three minutes or three hours, D.W.4 will be of benefit, while for the marathon paddler it is the real answer of what to eat/drink during the event.

USED BY BOTH 1971 and 1972 DEVIZES-WESTMINSTER WINNERS FOR RECORD RUNS. USED BY ALL MEMBERS OF GRAND CANYON EXPEDITION 1971. ACCEPTED BY MANY LEADING SPORTS BODIES. (PATENTS PENDING)

Please send me by first class post:

4 SACHET REGULAR PACK OF D.W.4. @ 70p

Name.....

Address.....

.....

SOLE CANOESPORT SUPPLIER:

Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE

# THE SLALOM SHOP

**FOR YOUR CONVENIENCE  
WE WILL BE BRINGING  
A LARGE RANGE OF  
ACCESSORIES AND BOATS TO  
MOST SLALOMS**

*SPECIAL DISCOUNT FOR EDUCATION AUTHORITIES  
AND SERVICES – CONTACT STEVE NASH TEL 61568  
FOR ANY SPECIAL REQUIREMENTS FOR  
THE NEXT SLALOM.*

Slalom Shop, 16-20 Wokingham Road,  
Reading, Berks.  
Contact: Steve Nash. Tel: 61568.

*ALSO AVAILABLE AS  
USUAL AN ENORMOUS  
RANGE OF ACCESSORIES FROM  
THE SLALOM SHOP.*

## CRASH HELMETS



At last readily available. Tough outer shell (replacing previous glassfibre). Colours, white and fluorescent orange (for safety at sea). Soft internal plastic cradle, fully adjustable for all head sizes. Light, strong, and comfortable to wear, and offering full protection to both the head and ears.

**AT NEW PRICE: £2.60**

Available now from canoe dealers and retailers,  
or from (add 25p for postage and packing):—

**A.C. IMPORTS**  
5 Walnut Close,  
Upton by Chester.  
Tel: 0244-25277



**DESIGNERS & MANUFACTURERS  
FOR OVER 35 YEARS**

## CANOES & KAYAKS

**QUALITY BRITISH DESIGNED CRAFT FOR THE  
TOURING ENTHUSIAST, SPORTS, SLALOM, OR  
SAILING. IN GLASSFIBRE, FOLDING OR RIGID  
KAYAKS. GLASSFIBRE CANADIAN CANOES,  
SINGLE OR DOUBLES.**

**PLUS D.I.Y. KITS, PLAN DESIGNS, MATERIALS,  
AND FITTINGS FROM STOCK. ALSO COMPLETE  
RANGE OF ACCESSORIES.**

*EVERYTHING FOR THE CANOEING ENTHUSIAST!*

To: **TYNE CANOES LTD. (Dept. CM)**  
206 Amyand Park Rd., St. Margaret's,  
Twickenham, Middlesex. Tel.: 01-892 4033.

*Please send me your FREE catalogue.*

NAME..... ADDRESS.....

# HOWARTH SPORTS

Contractors to — H.M. Forces, Education Authorities, Outdoor Pursuit Centres.

27 LIMEFIELD ROAD, Smithills, BOLTON.

Telephone — Bolton 43777



## SPEZIAL SPRAYDECK

- \* 4 oz. Neoprene Backed Bri-Nylon
  - \* Barrel Shaped Waist Tube
  - \* Elastic at Waist/Deck Level
  - \* Personal Chest Adjustment
  - \* One Piece Shockcord Elastic at Cockpit Coaming
- £3.35 plus P & P 15p

STANDARD DECKS £2.65 plus P & P 15p.

## KUSTOMS DECKS

THE ULTIMATE IN SPRAYDECKS. A MUST FOR SURFING AND SEA CANOEING.

Manufactured in:

- \* 2.75mm Japanese Stretch Neoprene
- \* Non-Ladder Nylon Lined
- \* All Seams, Bonded, Zig-Zag Stitched and Taped.
- \* Elasticated Nylon Piping on Waist Tube Edge for Extra Grip.

TOP SLALOM PADDLERS NOW ACCLAIMING ITS WATERTIGHT QUALITIES

(When ordering state Waist and Chest Measurement and make of Kayak).

PRICE £7.00 plus P & P 25p.



## CANOE-CAGS

THE IN JACKET FOR THE CANOEIST

- \* 4 oz. Neoprene Backed Bri-Nylon
- \* Mandarin Style Collar
- \* Velcro Neck and Waist Adjustment
- \* Size — Small, Medium, Large
- \* Colour — Royal Blue — with White sleeve trim
- Yellow — " Black " "
- Red — " White " "
- Olive — " White " "

\* Alternative Hood to Collar — plus 25p

PRICE £4.80 plus P & P 15p.

NEW! OVERTROUSERS to Match £3.50

## CRASH HELMETS

OFFICIAL NORTHERN STOCKIST FOR A.B.C. HELMETS FROM SWEDEN

- \* Light, Strong, Comfortable
  - \* Fully Adjustable Harness
- £2.50 plus P & P 25p.



**CANOE CAGS & SPRAYDECKS**  
now used by members of GB  
Slalom and Sprint Squads

AGENTS FOR

LENDAL PADDLES, SCOTLAND

STREAMLYTE MOULDINGS, GAYBO, PUMA KAYAKS,

PYRANHA MOULDING:— K1, Slalom & White Water Racers

Lendal Paddles are Sole Stockists for Scotland & N. Ireland.

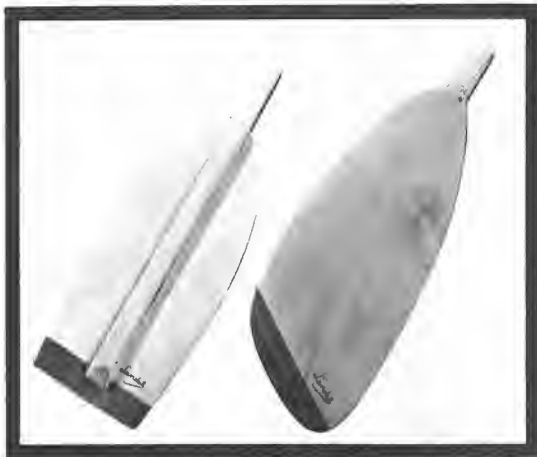
# LENDAL - paddles for novice or expert

## Standard Kit for novice or outdoor pursuit centre

EQUIPMENT IN STOCK:

Boats from AVONCRAFT  
CANOE CENTRE  
OTTERSPTS  
PYRANHA  
STREAMLYTE

Plus range of  
accessories



STANDARD BLADES

STANDARD KIT —  
replaceable  
blades available in  
flat, curved, or  
asymmetric shape.  
4ft or 5ft PVC covered  
alloy tubes with  
fixing screws.

Complete range of fibre-  
glass and wood shafted  
paddles. Plus superior  
paddle kits.

Telephone or write: Prestwick (0292) 78558

LOOK FOR  
THE *Lendal* TRADE MARK  
THE SIGN OF QUALITY

## LENDAL PRODUCTS LTD.

18-20, BOYD STREET, PRESTWICK, SCOTLAND KA9 1LG

# HARISHOK

WILL HAVE THEIR NEW  
RANGE OF S.B.B.N.F. APPROVED  
LIFE VESTS  
AT THE  
CRYSTAL PALACE EXHIBITION  
FOUR COLOURS IN  
TOP QUALITY NYLON.  
CRASH HATS, ANORAKS, BAGS.

TRADE AND EDUCATIONAL DISCOUNTS.

Ray Calverley, HARISHOK,  
22 Schools Road, Manchester M18 8RF.  
tel:061-223 0730

# GLASS FIBRE

Prima Glass Fibre Materials are the only suppliers with a Lloyds and Admiralty approved moulding shop—offering a complete range of materials and tools of top quality to Lloyds and B.S. specifications.

- CANOE MOULD HIRE SERVICE for
- PGM BAT MK 6—Baths trainer/canoe polo.
- PGM 100—Junior trainer. ● PGM 150—Slalom G/P.
- Full range of materials, tools and construction kits.
- Daily demonstrations in our Adm. Lloyds & D.T.I. works.

Fill in coupon for free brochure.

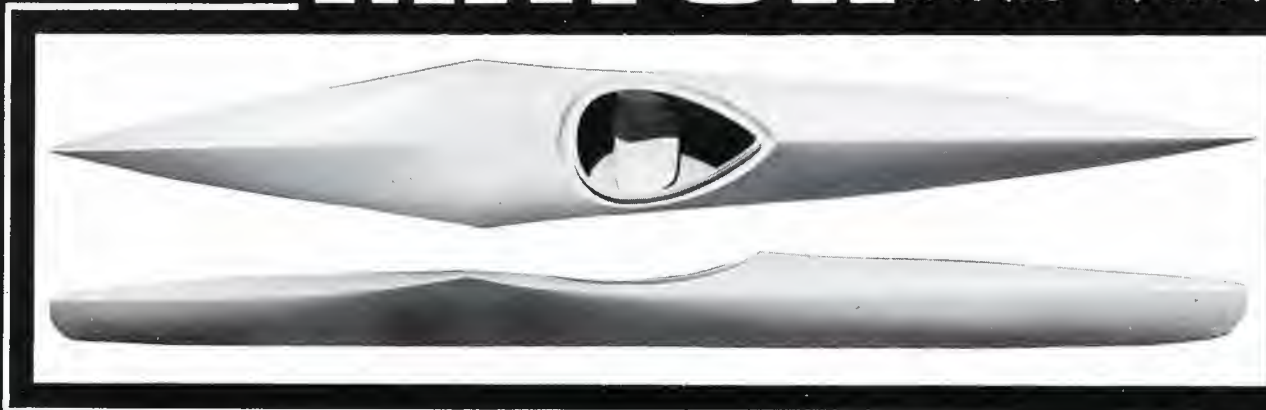
Name  
Address

PRIMA GLASSFIBRE  
MATERIALS LTD.,  
Platts Eyot,  
Hampton, Middlesex  
TW12 2HF.  
Tel. 01-979 0164

# MENDESTA

# MATCH

*THE ULTIMATE IN  
DOWN RIVER  
RACING KAYAKS!*



## SLIPSTREAMER PADDLE

JAYCEE, the first to build production C1 and C2 craft in Britain. Jaycee, the first to use as near as true one piece moulding for kayaks. Jaycee, now the first to produce an all-round smooth glassfibre blade! By using new methods, incorporating partial injection, Jaycee now offer a glassfibre spoon-blade paddle kit — the blade being strong and robust with all smooth surfaces, shaft of alloy. Price: £3.80 (without tip): £4.05 with alloy tip. Carriage 45p.

## SENTINEL CRASH HELMET

The 'SENTINEL' — a new crash helmet for the rough water canoeist. Manufactured in Diolen, the Sentinel uses the same injection moulding technique as the highly successful Slipstreamer paddle, producing a tough and strong outer shell of style extending to cover the ears. The inner cradle protects the head from any shocks, while the nylon, fully adjustable chin strap, incorporates a chin guard. Price: £3.60 in range of colours.



**NEW FOR 1973 SLALOM SEASON**  
**MENDESTA SLALOM** SEE IT AT CRYSTAL PALACE

Sole U.K. agent for MENDESTA CANOES

FULL RANGE OF  
SLALOM KAYAKS AND  
CANOES IN GLASSFIBRE  
OR DIOLEN. TOURING  
KAYAKS, PADDLES, AND  
ACCESSORIES.



### JAYCEE GLASSFIBRE PRODUCTS

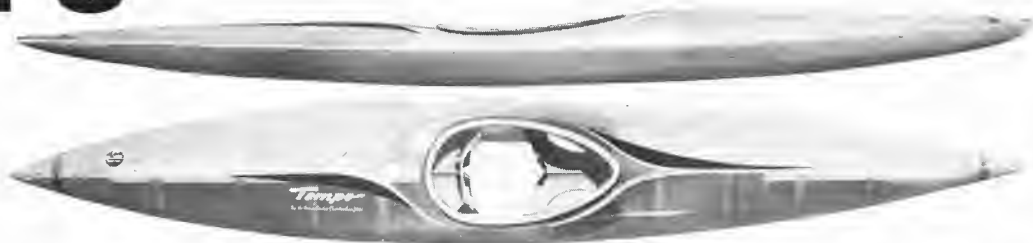
69 Knights Hill, West Norwood, London, S.E.27

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

SEND FOR ILLUSTRATED  
CATALOGUE. OVERSEAS  
REQUESTS, PLEASE SUPPLY  
INTERNATIONAL STAMP  
VOUCHER.

# NEW·NEW·NEW·FOR 1973

## TEMPO



*TOP SLALOM COMPETITION KAYAK*

## ZOMBIE



*COMPETITION DOWN RIVER RACING BOAT*

**DELTA C1**  
*GLASSFIBRE SPRINT  
RACING CANOE*

**SEE THESE AND  
FULL RANGE AT  
CRYSTAL PALACE**

THE **C**ANOE  
**C**ENTRE (Twickenham) LTD

18 BEAUCHAMP RD. TWICKENHAM. MIDDX.  
TEL. 01-892 8979  
MARSH LANE. CREDITON. DEVON.  
TEL. 0363-2 3295