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November - December 1973 18p

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CONTENTS

CANOESPORT COMMENT	8
SOMEWHERE IN WALES	9
HELEN WOODHOUSE	11
INTERNATIONAL BOAT SHOW	12
BCMA CONSTRUCTION STANDARDS	13
NOTES AND NEWS	14
KANU-CLUB GREVENBROICH	15
THE YOUNG ONES	16
GRAND CANYON - SUMMER '73	17
SPRINT RACING	23
LONG DISTANCE	23
NEW BOOKS	24
INTERNATIONAL CANOEING	25
TRADE PAGE	28
CLASSIFIED ADVERTS	33

COVER PHOTO

*Helen Woodhouse of the Richmond
Canoe Club, runner-up in the
Miss Sportsworld competition.
Photo: Canoeing Magazine.*



Ken Langford through a 'haystack' on a river in Wales. . .

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CANOE SPORT COMMENT

Mike Clark

MORE ON THE CRYSTAL PALACE EXHIBITION

B.C.U. replies to 'Comment' article

Following my article in issue number 7 of 'Canoeing Magazine' regarding the Crystal Palace Canoe Exhibition, the B.C.U. Exhibition Committee have made a reply to the comments with the following letter:

Dear Sir,

'Crystal Palace Exhibition - Shock Price increase'

Mr. Clark writing under the above heading in the latest edition of 'Canoeing' mixes fact, opinion and argument in the same article. Mr. Clark is, of course, at liberty to do so - 'Canoeing' is his magazine - but he does owe it to his readers to give them the correct facts so that they can make up their own minds.

He states that *'Revised prices (are) still a 50-90 per cent increase'*. This is untrue. The cost of a trade stand at the exhibition has been raised from £2.00 per square metre to £3.00. (Non-trade exhibitors, clubs, voluntary organisations and B.C.U. Specialist Committees pay nothing at all.) Furthermore, this is the first increase to the trade since 1970. It has to allow for all increases in costs to the organisers since then, including the cost of hiring the hall, which is not known at present. The profits from the exhibition, incidentally, are split 50-50 between the B.C.U. and the Sports Council.

Most manufacturers have found the exhibition a valuable shop window and judging by the time one has to wait for a new canoe, they are doing well. However, if they are not, they need spend no more on a stand than last year. They can simply have a smaller stand. The choice is theirs.

The allocation of sites at the exhibition is on a *'first come - first served'* basis. Mr. Clark considers this *'disgusting and degrading'*. The organisers consider it fair,

in its way, although it does favour the well organised.

Finally, Mr. Clark states that *'British manufacturers are THE SPORT in this country'*. He is entitled to his opinion.

Yours faithfully,

D. P. H. Tudor-Williams,

Secretary, National Canoe Exhibition Committee.

Comment and B.C.M.A. reply

As editor of 'Canoeing Magazine' I am naturally in close contact with most sides of our sport and, as far as is possible, the facts presented in the original 'Canoeing Comment' were a true and fair report of what was happening between the B.C.U. Exhibition Committee and the canoe manufacturers. The article was based on information supplied from the manufacturers and exhibition information sent out by the B.C.U. The above letter was passed to the Secretary of the British Canoe Manufacturers Association, Dick Goodman, and below is his reply:

Dear Mike,

Thank you for allowing the opportunity to reply to the letter from the B.C.U. Exhibition Committee regarding your article about the Crystal Palace fiasco. I will try to confine my reply to issues raised in the letter as the main points of contention were adequately covered in your article.

Firstly the facts: Here quoted are the actual figures from the B.C.U. notices to Valley Canoe Products Ltd. (These are to hand and are easily verified.) At the 1973 Crystal Palace Exhibition, V.C.P. were charged £80.00 for stand space. For the 1974 Exhibition, the B.C.U. were asking £300.00 for exactly the same space! An increase of 275 per cent! Following the meeting between representatives of the Exhibition Committee and the British Canoe Manufacturers Association, revised prices were issued and this same stand was then reduced to £150.00. Still an increase of 88 per cent! One is splitting hairs if this is NOT 90 per cent as stated in your article.

Secondly, the Secretary is of the opinion that the manufacturers find the exhibition valuable and that they are all 'doing well'. If this is so, why is it that, as far as I am aware, **NOT A SINGLE CANOE MANUFACTURER CAN AFFORD TO ATTEND THE 1974 EXHIBITION.**

With regard to the allocation of space on a *'first come - first served'* basis, the ridiculous situations quoted in your article prove the point adequately. Although *'the organisers consider it fair'*, I know of no other exhibition where space cannot be booked by 'phone or letter, and the subsequent payment of a booking fee. To give absolutely no priority to the firms who have supported the Exhibition for many years, does not strike me as being particularly fair!

Perhaps it should be pointed out that the B.C.M.A. first approached the B.C.U. after it became apparent that very few firms were interested in the Exhibition at the prices asked. The Association at that time had only six Members (although since increased to nine) and yet a total of thirty-nine firms asked the Association to speak on their behalf in an attempt to persuade the B.C.U. to be a little more realistic. In fact, the B.C.M.A. agreed to sort out the stand space available and, after lengthy negotiations with all potential exhibitors, the Association presented the B.C.U.

Exhibition Committee with a list of every interested exhibitor and his preferred stand space and position. This list formed the basis of the revised prices that were issued but which appear to be still not acceptable to the vast majority of the 'trade'.

It is most regrettable that this state of affairs has arisen and one can only hope that an agreeable solution can be found in the future. Unfortunately, it would appear that it is already too late to do anything to 'save' the 1974 Exhibition as far as the 'Trade Stands' are concerned.

*Yours sincerely,
R. H. Goodman,
Secretary, British Canoe Manufacturers Association.*

B.C.M.A. ANNUAL MEETING

Manufacturers reaffirm position

At the Annual General Meeting of the British Canoe Manufacturers Association, held in South London on 19th November, the nine major manufacturers forming the Association reaffirmed their position regarding the 1974 Crystal Palace Exhibition. No matter what prices are now asked for stand space, the firms of *Avoncraft, The Canoe Centre Ltd., Gaybo Ltd., Jaycee Glassfibre Products, P.&H. Fibreglass Products, Streamlyte Mouldings Ltd., Topcraft Ltd., Tyne Canoes Ltd., and Valley Canoe Products Ltd.*, will not be exhibiting.

For 1975, the British Canoe Manufacturers Association is now looking into the possibility of organising their own 'Canoe Trade Exhibition' and which would of course be open to all firms involved in the manufacture of canoes, kayaks, and accessories.

POSTER BAN

Of concern to sprint event organisers, there is a note from the National Watersports Centre, Holme Pierrepont, that it is not permitted – under planning bye laws – to place event advertisement posters in public areas such as bus shelters, tree trunks, telegraph poles, and walls, etc. For the future, the National Water Sports Centre is hoping to obtain permission for the erection of two advertisement hoardings, for use by event organisers, which would be located on the main Radcliffe road near the junction with the Centre service road.

GRANDTULLY - NUISANCE CANOEISTS

Once again our slalom paddlers are under fire from riparian owners – this time for mis-use of water at Grandtully. The position of the rough water canoeist in Britain is very precarious with regard to access of suitable slalom sites. Surely now every slalomist and down river competitor must know what problems exist for organisers of events? To mis-use sites – such as pointed out in the below letter – is putting the future of British rough water competition in grave jeopardy. If canoeists just cannot understand the instructions on entry forms restricting them to canoeing ONLY on the actual slalom site, then it

is up to the B.C.U. Slalom Committee to see that such paddlers are given severe penalties by banning the offenders from competitions for a minimum of six months or even greater periods.

Grandtully is one of the best slalom sites in the country and we just cannot afford to lose this through the misuse by a few un-caring or selfish competitors . . .

Below is printed a letter addressed to Mr. A. W. Manwell of the Aberdeen University.

*Dear Mr. Manwell,
Canoe Slaloms – Grandtully 1973
British Open Championships – 25th/27th August.*

I regret to inform you that I have been approached by the Fishing Tenant regarding nuisance caused to his fishing parties by canoeists taking part in the recent event at Grandtully. It is clear from the information I have received that canoeists have not restricted themselves to the stretch of water near Grandtully Bridge but have been canoeing in the pools upstream, while fishing has been taking place.

We are quite happy to allow the Slalom events provided the canoeists stay in the area of the white water, in the area above and just below the bridge, and we are also quite happy about properly organised parties who are canoeing down river and simply pass through the pools one at a time without causing a disturbance. The trouble is caused by canoeists who are practising while they are waiting for their turn on the Slalom Course, and I hope that you will draw the attention of your members to this problem.

We would be very unhappy to have to withdraw permission to hold events at Grandtully which have proved so successful over the last few years.

*Yours sincerely,
M. Davidson for A. W. Barbour,
Estate Factor,
Grandtully Estate.*



The Grandtully Slalom Course.





SOMEWHERE IN WALES

The weekend of 3rd/4th November saw some 20 of our top rough water kayakists and canoeists trying out the spectacular water of a small Welsh river.

With the standard of our slalomists and down river men going ever higher, the present slalom and down river sites in Britain are fast becoming far too easy and of course, on many, the water just cannot be guaranteed. The two best sites of Llangollen and Grandtully are adequate, but it is only in high water that the top boys are really tested. And as we have seen, for slalom Llangollen is rarely high. Thus the search was on for a new site. The requirements were that the water should be better than Llangollen or Grandtully, a water level that could be guaranteed, easy access for vehicles, and water access as regards land owners and fishermen. Just where do you find an ideal site as this in Britain? Well, with all the hard work of negotiation with water board and land owners done by Martin Boshier of The Canoe Centre, such a course has been found. Not only is there a possible slalom site, which in the opinion of Ken Langford could well be of World Championship standard, but also some five miles of almost continuous wild water that will certainly produce the finest down river course in Britain. Even better – the water is guaranteed and can be adjusted to whatever level is required!

Just where the site is, we are not permitted to divulge until firm agreements have been made as to use of the water. It is hoped that the site will be used exclusively for competition to the exclusion of all touring paddlers or those out for a quick weekend run on rough water. One thing that will almost certainly ensure this is that the river offers little sport without the water being 'turned-on'. As can be seen from the photographs here, when the water is high, there is great sport...

Photos: Canoeing Magazine – somewhere in Wales...





1



2



3

HELEN WOODHOUSE-Canoesport Miss.

2nd in Miss Sportsworld

On 10th November, our cover girl Helen Woodhouse of the Richmond Canoe Club, gained the second place in the 'Miss Sportsworld' contest.

Organised by the 'Sportsworld' magazine, the competition was 'to show that sportsgirls did not deserve the reputation of being hairy-legged Amazons with muscles coming out of their ears'. From the original entries sent to the 'Sportsworld' magazine, six finalists were chosen: our canoe girl Helen Woodhouse; Paula Harris, an art student from Isleworth; Shirley Biggs, voted Great Britain Junior Athlete of the year in 1968 and from Croydon; Wendy Phillips from Belfast, and holder of the all-Ireland native high jump record; Susan Oldall, pentathlete enthusiast from Woking; and Marion Russell, a runner from South London.

The final was held at Silks Discotheque in London and judges included Racheal Heyhoe-Flint, David Bedford, Barry Biggs, Dickie Davis, and Richard Meade. The first prize of a trip to the Commonwealth Games in Christchurch, New Zealand, next month, and the title 'Miss Sportsworld' went to Paula Harris. Helen Woodhouse, women's National Champion in sprint racing for K1, K2, and K4, was runner-up and wins a trip to Sweden for two by Tor Line in one of its luxury cruise ships. All the six finalists won £25 worth of sporting equipment, plus other items.

Canoesport career

Helen, who is at present attending teachers training college in London, started with canoesport in 1968 while still at St. Michael's Convent Grammar School, taking basic training on the Welsh Harp Youth Sailing Base run by the Brent Coun-

cil. However, she soon progressed to the Richmond Canoe Club and in 1969 was sponsored by 'Canoeing Magazine' to compete at the Zaanregatta in Holland where she took 2nd place in the 2000m K1 and 3rd in the K1 500m Aspirant Class. In 1971 Helen gained 1st place in the Women's Junior K1 500m at the International Holstebro Regatta, Denmark, and the same year took 8th place in the K1 event at the Junior World Championships. In 1972 she was selected for the British Olympic Sprint Team to compete in Munich. Here she competed the Womens K2 event with Pam Renshaw, the pair gaining through to 6th place in the semi-final.

Helen still has many years of international canoesport ahead of her, and, although she only managed to gain second place in the 'Miss Sportsworld' competition, in the British canoeing world she is without doubt 'a first place every time'...



1. A confident Helen at the Richmond Sprint Regatta.
2. Early days — instruction on sprint techniques at Bisham Abbey.
3. First race for Helen at the Welsh Harp Regatta.
4. Long Distance — Helen racing the Thames L-D event.
5. Photo call — one of a series taken for the Miss Sportsworld competition. Photos: Canoeing Magazine.



International Boat Show 1974

The International Boat Show opens on 2nd January at Earls Court, bringing the heartland of the beautiful Bahamas to wintry London. This will be the exotic back-drop of the exhibition. More than 400 British firms will be exhibiting, plus companies from some 17 other countries.

In the past years few of the major British canoe/kayak manufacturers have exhibited, only the firms of Ottersports and Tyne Canoes being regular participants. However, for the first time, this year's International Boat Show looks like having a fully representative display of canoesport craft. With the back-out of major firms from the Crystal Palace Exhibition, the alternative has become the Earls Court Exhibition.

WHERE TO FIND THE CANOE EXHIBITORS:

Stand UE11 — AVONCRAFT

Stand WH27 — CANOEING MAGAZINE

Stand WH28 — JAYCEE GLASSFIBRE PRODUCTS

Stand US7 — OTTERSPTS LTD.

Stand WH13 — P. & H. FIBREGLASS PRODUCTS

Stand WH1 — STRAND GLASS COMPANY

Stand UN8 — TYNE CANOES LTD.

These manufacturers will be exhibiting many new craft and accessories; Ottersports have a new range of glassfibre touring kayaks and a kit offer, plus a wide range of ABS paddles and the first ever sandwich injection moulded paddle using the ICI patented system. Also here will be a new Jofa Crash Helmet and life jacket covering designed especially for the sea canoeist. From Tyne Canoes comes further development of their Concorde Slalom kayak and will also have many of their range of glassfibre touring kayaks. Avoncraft will be exhibiting their range of touring and competition kayaks, many of which are available on their mould hire service, and again a range of accessories. P. & H. Fibreglass Products and Jaycee Glassfibre Products will both be showing touring and rough water craft. The former will have a new surf kayak, while from the latter comes a new slalom kayak and down river racer. Strand Glass Company, the main exhibitor in the Warwick Hall complex (also here P. & H. Fibreglass, Jaycee Glassfibre, and Canoeing Magazine), will have their total range of kayak moulds from the slalom single, touring single and double, to the B.C.U. Espada Youth K1. Canoeing Press, apart from selling Canoeing Magazine of course, will have a wide range of canoesport photographs and many of the canoesport books and publications on sale, as well as running a Canoeing Information Service.

New year opening

The International Boat Show opens at Earls Court in London on 2nd January and is daily from 10.00 am to 9.30 pm until 12th January. With new craft, kits, moulds, and a host of canoeing accessories, this year's Boat Show looks like being a real bonanza for the canoeist. If you're looking for a new kayak or accessory, why not come along, and even if you're not, why not come along for a browse and chat for surely you will find many canoeing friends there...

NEW STANDARDS SET FOR CANOE MANUFACTURE

Six leading canoe manufacturers met early in 1973 to discuss the possibility of forming a trade association. The outcome of the meeting was the formation of the British Canoe Manufacturers Association, whose membership has already risen to nine companies.

The primary objective of the association was to promote and maintain high standards of canoe manufacture with particular regard to safety, construction and craftsmanship.

It was decided that there was a need for a basic set of standards that could be applied to canoes built by members of the association, so that the general public could be assured of quality.

It was discovered that the British Standards Institute was also thinking on these lines, and founder members of the B.C.M.A. were invited to sit on the B.S.I. committee dealing with the safety of canoe construction.

BCMA, BSI, RoSPA, & BCU

The B.C.M.A. and the B.S.I. together with members of ROSPA and the B.C.U. by correspondence and committee have thrashed out a set of standards that form the first realistic attempt in this country to define a safe standard of construction for glass-fibre canoes.

Problems were encountered particularly where the strength properties of the hull, deck and cockpit of the canoe needed to be defined. While the experts could give general requirements in terms of strength, from case-histories of canoe usage, it was discovered that very little was known in detail about the destructive forces created when canoes were in collision with rocks on rapid rivers or surfing beaches. Even where case history details of accidents were available, there were no standard laboratory procedures that could be applied to canoes so that objective tests of strength could be related to real-life situations.

To cope with this problem of objectivity, the B.S.I. are devising a programme of tests specifically to measure forces produced within the canoe under accident conditions, and to

relate these to damage caused to the canoe and more importantly its occupant.

Unfortunately, to devise and execute tests of this complexity is time consuming. However, it was felt that while it would be wrong for the B.S.I. to produce more than a draft standard before their tests were complete, there was a real need for a safety standard to be available as soon as possible.

BCMA go ahead alone

The British Canoe Manufacturers Association are therefore implementing their standards at once, and at their first annual general meeting, held on the 19th November '73, these standards, revised in the light of the B.S.I. draft, were unanimously approved by its members.

What does all this activity mean in relation to the canoeist and the general public? What happens when a top competitor wishes to have a canoe built to his own lightweight standard, knowing that this boat is suitable for top competition only? Do standards for open cockpit canoes like the original Red Indian Birchbark, need to be the same as those for a closed cockpit slalom canoe based on the Greenland Eskimo Kayak? How will the public know that his boat is of a standard approved by the B.C.M.A.?

BCMA standards

The B.C.M.A. have decided to proceed as follows:

- 1). *The B.C.M.A. 'Standards of Construction and Safety' shall be binding on all its members.*
- 2). *To cope with differences in design between close-cockpit and open cockpit canoes, different rules shall apply to the two types.*
- 3). *Baths Training Canoes and 'Fun' canoes are excluded from the standards as are kits and part-finished canoes that are finished by the customer himself.*
- 4). *Should a customer specify a type of construction that is not in keeping with the Association's standard, the customer's delivery note, invoice, and canoe shall be marked to this effect.*

- 5). *From 4 above. Every canoe built by members of the B.C.M.A. shall carry a manufacturer's label inside, stating that the boat is EITHER: TO B.C.M.A. STANDARD. OR: TO CUSTOMER SPECIFICATION.*
- 6). *To ensure the highest standards are maintained, the B.C.M.A. have appointed an Investigation Committee which will report to the B.C.M.A. on any case where individual manufacturers in the association appear to have fallen below the required standard.*

Thus the B.C.M.A. is able to offer canoeists a set of standards that will immediately form a basis for quality canoe construction throughout the country, and indeed in many other parts of the world too. Also, as they are so closely linked with the impending B.S.I. standard, they can be easily modified as soon as the full testing programme, envisaged by the B.S.I. is successfully developed.

The B.C.M.A. is a young association, and has all the vigour of youth. In just a few months it has produced a document of vital interest to the canoeist, and indeed to all those interested in the safety aspect of sport. Its emblem is symbolic of the two basic designs from which all canoes have been developed – Eskimo Kayaks and Red Indian Canoes – reflected in the water that is their element.

Apart from the guarantee of quality that this badge implies, what specific points are covered by the label 'TO B.C.M.A. STANDARD'? What does the safety-conscious canoeist get? The details are too numerous to list here, but the main points of the standard for closed-cockpit canoes are:

Construction

1. Resins and glassfibre to marine standards.
2. Special emphasis on smooth interior surfaces to prevent abrasion to a canoeist abandoning his craft.

Safety

1. Canoe buoyancy of 25kg. and also sufficient to float a canoe horizontally even with a 12.5 kg. weight placed at either end of a swamped canoe.
2. Footrests must be of either the Fail-safe or the Platform type and able to withstand a force of at least 150 kgs.
3. All spraydecks to have release beackets, but in dire emergency, the spraydeck must release the occupant without recourse to the becket.

These are the salient features of the first safety standard for glass-fibre canoes, published, and put into practice in Great Britain. Luckily, the number of fatal accidents to canoeists in this country is very small indeed. However one type of accident that has claimed at least two victims, and endangered the lives of several

others can now be eliminated by the adoption of the B.C.M.A.'s standards. On the other hand, let us not forget that it is the lack of correct instruction both in canoeing techniques and safety procedures that cause the vast majority of canoeing accidents.

The British Canoe Union has a well-

developed coaching scheme, the British Canoe Manufacturers Association now has its standards of safe construction. It is to be hoped that both their efforts will further the sport of canoeing and make what is essentially a safe sport even safer.

NOTES NEWS

Breakthrough in the detection of anabolic steroids

A major breakthrough in the detection of anabolic steroids, the body-building drugs used by many of the world's leading sportsmen, has been made by a British research team grant-aided by the Sports Council.

Dr. Roger Bannister, Chairman of the Sports Council, announced in October that a research group at St. Thomas's Hospital Medical School in London, led by Professor Raymond Brooks, have developed tests for screening blood and urine capable of detecting the use of anabolic steroids by sports competitors. Their success, after three years of research, could have considerable effect on the Olympic Games and on many sports in which there has been widespread use of anabolic steroids to boost physical size and strength in order to 'improve performance. The Sports Council is informing the International Olympic Committee, international federations and national governing bodies of sport, with whom the responsibility now lies to devise appropriate measures. Professor Brooks has agreed to supply details of his research to such bodies.

Dr. Bannister said: *"Although drug-taking is forbidden by the IOC and all sports governing bodies throughout the world, there has been no method of detecting anabolic steroids until now. Sports governing bodies themselves pressed for a method of testing to eliminate this abuse."*

"I hope the IOC and other sports authorities will accept this new technique and go on to introduce whatever further checks will effectively rid sport worldwide of the evils of drug abuse. I am only sorry that it should be necessary to mount such

an expensive controlling operation".

"Dr. Bannister added: 'Sports competitors who take steroids are not only cheating, they may be risking serious damage to their health. There is evidence that steroids taken in large doses can cause liver damage and a reduction in fertility'"

Although it cannot be proved, it is generally accepted that the use of anabolic steroids has been widespread in sport for more than a decade, especially in sports where the chances of success are directly related to the physical size and strength of the athlete. It is claimed that anabolic steroids – known to athletes as the *'bulk bomb'* – are taken by many leading competitors in weightlifting and track and field events like sprinting and hurdling.

The use of anabolic steroids, which are taken orally or intramuscularly by sportsmen in training, is believed to have been a factor in raising performances in many Olympic and world championship sports to the point that in some events competitors not using steroids stood little chance of winning.

Dr. Bannister said: *"Successful testing and elimination of anabolic steroids may, of course, mean that many records set up during the steroid era might not be surpassed for years to come"*.

The detection method developed by the research group is based on a technique known as radioimmunoassay. It is capable of detecting one hundred thousandth part of a millionth of a gram of steroid, yet it is simple enough for one operator to measure about 100 samples in three days.

Grand Canyon - more regulations

The demand for permits to run the Colorado River, both by commercial companies and private groups has reached a critical point. New regulations, introduced early in this year and to take effect over the next few years, that it is hoped will save the wilderness of Grand Canyon and cut back the number of persons running the river to the level of 1969, put a limit on the number of persons in groups both commercial and private. During this autumn the Grand Canyon Parks Service has been overwhelmed by the number of applications for private parties to run during the coming year and, instead of turning down many requests has now cut back further the maximum number of persons in a group. The maximum of 30 persons per private group, is now reduced to 25 persons.

It seems a pity that the Parks Service does not cut back the larger commercial groups who do more damage to the environment and retain the small maximum of 30 in private parties. These private parties are, in the majority of cases, far more aware of the conservation problems of the Canyon than the *'all-and-sundry'* who run with the commercial companies and treat their eight or ten day wilderness experience with little more interest than a two week holiday on the beaches of the Pacific.

Other restrictions

Other restrictions being introduced to the area will ban all private vehicles from an eight mile stretch of the Canyon rim. The Parks Service will now run free double-deck buses on the route and free mini-buses to other parts of the Park in an effort to reduce the growing air pollution and avoid the massive traffic jams caused around sun-set – the most spectacular time to see Grand Canyon from the rim.

Kanu-Club Grevenbroich

visited by
A.D.L. Smith-Hilliard



Kanu-Club Grevenbroich must surely be a home, if not *the* home, of C-boat paddling in Germany. As seems to be common in Germany there is an excellent Club-house, here built onto the comprehensive Sports Complex at this fresh, attractive small town some 20 miles South West of Dusseldorf, its more modern commercial and shopping areas grafted admirably onto its older Schloss (castle) and courtyard area.

The Club faces a fast flowing canal spur running from the River Erft which flows through the town with a shaded walk not unlike the Sherwell at Oxford and eventually flows into the Rhine at Dusseldorf-Neuss, forming the site of the Silberschild race in the Spring and the weir slalom in the Summer, on its lower reaches.

The canal and river section adjoining the Canoe Club has no less than 41 permanent slalom practice gates. The Club building houses some 75 boats, mainly C-boats of all types ranging through slalom and river race boats to long traditional open boats for family river touring and the two Volkswagon mini-buses for Club transport. The building also houses large shower rooms and a general entertainment room on the ground floor, with a more elegant entertainment room and secretary-coach's offices

on the upper floor.

All age groups of paddlers use these facilities, whether they be young top competitive paddlers training hard on the practice gates or fathers introducing their very young children to the front end of a slalom C-2, before ending the day in the friendly well appointed bar.

Youngsters are welcome and we saw them arrive after school finished to be first happily organised by the Club coach into clearing up the boats and the transporters and the Club premises following the weekend competition outing by the slalom section, followed by them taking to the water themselves. Indeed as far as I could see it would be quite possible for a youngster to come across from the Sports Complex (including a gymnasium, swimming pool, running tracks and jumping pits, football pitches and tennis courts) and join a covey of young paddlers watching and copying or being instructed by any of the handful of top C-boat paddlers who live in the area and tend to work shifts so as to have some hours free each day to visit the Club for athletics and paddling practice.

No wonder the Germans have such sporting strength in depth. I need not start pointing the differences from the position in Britain!!



Views around the Kanu-Club Grevenbroich, plus Reinhold Kauder coaching Max Smith-Hilliard.



the **YOUNG** ones

Jane Blackford is one of the few 'very young' ones to have a kayak designed to suit her size. When she gets into it there is the same sensation that a grown person gets when getting into a full size kayak.

Her first experience of canoeing by herself was in the rock pools around Croyde in North Devon, but from these she soon graduated onto the edge of the surf with 'Daddy' holding the end of the bow line. She really did enjoy splashing over the incoming waves, but was a little less than happy when, running in on a wave, the Anas Acuta Mini Chick broached and capsized! However, she has since spent many happy hours under watchful eye and controlled conditions.

GRAND CANYON

SUMMER OF '73

story and photographs by
mike clark *part 2*

Badger Creek — the first rapid on the Colorado run. . .



Lees Ferry

While everyone worked, there was time for me to talk with my friend Dick Held before he had to rush off. I had arranged for us to begin the trip with a tour and hike in Zion Park, with the party tentatively arranged at Dick's weekend cabin there. However, with the delay in our flight plans, this had to be cancelled, but it turned out for the better because the Virgen Narrows we had planned to hike, were still washed out from the late winter snows.

Rafts take shape

Our trucks were empty within a couple of hours and the rafts took shape; first the J-rigs and then the 10-mans. The J-rigs were 22-feet long and formed from two great pontoons with upturned snouts and a cow-catcher to hold them together. Art had designed and built a framework to fit the pontoons and into this was placed boxes for food and equipment. The two J-rigs held the bulk of the food and even had one of the rear boxes lined with 3-inches of polystyrene to form an ice box to preserve our fresh food. The sides were packed with ice which, after 17 days in the Canyon, we were surprised to discover still existed! This home-made ice box really did work well.

The 10-mans were only 15-feet long, so only carried our pre-packed lunches in large amo-cans. The boats looked so small against all the other great commercial rafts in stages of rigging at Lees Ferry. Certainly we were going to have an exciting run, whether paddler or passenger. Most of the other rigs were 37-feet; one actually used similar pontoons to our J-rigs as small out-riggers to the main pontoon!

Our rafts, as most rafts used on the Colorado, were of World War II vintage. Art had picked up the J-rigs in Hawaii a couple of weeks previous; the 10-mans were found at a film studio in Hollywood and had been used in the film *'The Russians Are Coming!'* These

still had Russian markings on them, to the amusement of our fellow party members. Leon, however, had since renamed his *'Mary B.'* after our swamper.

As the members helped with the work of rigging the rafts and our girls began the job of sorting and packing the food into the raft boxes, I busied myself with odd jobs and taking a few photographs of the preparations.

Another old friend

Too soon Dick Held had to leave, but yet another old friend arrived at Lees Ferry. A voice loaded with a deep Texan accent suddenly came from behind me. *'Hi, yeh Mike.'* It could only be Jim Hall, the boatman from our trip of 1971 when Hatch Expeditions supplied the support rafts. Indeed, it was Jim, and Art and myself chatted away about the previous trip. But, alas, all three of us had work to do, which cut our talking short. Maybe there would be a chance to join up one evening down river as Jim was moving out with a group about the same time as us in the morning.

As the afternoon wore on our work diminished; by early evening we were as ready as we were ever going to be for the trip. Now there was time to make a trip to the Lees Ferry store for a long, long drink of 'slush'. This is flavoured soft ice and most refreshing in such temperatures and after all the hard work.

With the sun disappearing behind the high cliffs, most of the members piled into the Hertz to camp above Lees Ferry for the night. A few made the shuttle to Grand Canyon Cavern Motel to park the trucks near our pull-out of Diamond Creek, their reward for another long drive being the following mornings flight back to Lees Ferry taking them right over Grand Canyon.

Away from the river the air was very hot and dry, making it uncomfortable under the stars. Hot winds blew sand everywhere, but morning would bring the start of our trip down the Colorado.

Into Marble Canyon

17th July, 1869

'We continue our journey. In many places the walls, which rise from the water's edge, are overhanging on either side. The stream is still quiet, and we glide along through a strange, weird, grand region.'

John Wesley Powell

26th June. 0 mile to 12.5 mile. As usual, I awoke early, and to the disgust of most members, began waking them up by 5 a.m. Soon all were ready and packed. The gear was left at the campsite and all save myself hiked down the mile to Lees Ferry for breakfast at the general store. Later in the morning the Park Ranger, having checked thoroughly all our equipment and passed the trip as okay to proceed, came up to the site to collect me and all the gear. At Lees Ferry this was stowed onto the rafts, the shuttle drive crew was back on the early morning Canyon flight, and we were ready to start.

'Spam 73', Jim (Streaker) McKin-sky's J-rig (*for sure we had the wrong name here—it should have been 'Tuna 73'*), pushed off into the stream, with Jimmy's *'Astra'* J-rig and the two 10-mans following. Kayakists hustled all around and Lees Ferry drifted slowly astern. Our trip was really under way.

As done on the 1971 trip, we decided that none of the kayaks should come in front of the lead raft, and that the paddlers would use a *'buddy'* system to run rapids, trying to stick together in pairs. Art and I hoped this would work, but it was to take a couple of days for the group to get it together.

The water was crystal clear with a strong current. But I knew from the previous trip that this could change overnight when flash floods occurred in the canyon above, turning the clear water into a river of deep red mud. Then, with the bright blue sky, the orange and black walls, and the deep red of the river, the Colorado certainly earned its Spanish name meaning colourful.

continued overleaf

GRAND CANYON

SUMMER OF '73

The sun bore down on us from a blue sky and the temperature was well over the hundred mark—as it was to be for every day we spent in the Canyon. Only at nights did it fall, but never below eighty! The canyon walls closed in on us from the open banks of Lees Ferry, and the water ran deeper and faster. We were in Marble Canyon; great walls of nearly pure sandstone rose to hundreds of feet on either side. This canyon is just over 65 miles long, terminating at the Little Colorado River. Here at the start the walls are just 200 feet deep, but as we descend, these will increase to over 3,500 feet.

The first small ripples of rapids play under the rafts and kayaks to disappear astern, and after a few miles the party slipped under that spider-like bridge we had crossed the previous day. All signs of civilisation are behind us; for the next 17 days there would be only the Canyon, maybe a few commercial parties, some aircraft checking on the progress of groups, and the sun, sand, rock, and wild water.

Badger Creek Rapid

Just seven miles down we hit the first real rapid, that of Badger Creek. On my previous trip this had only been a few standing waves, but now, in the highest water of the day, the rapid was quite spectacular, but of no great difficulty. Waves reached skywards for some six feet, the roar of racing water echoed up the canyon toward us, and members slowed just a little. The 10-mans bounced through, bucking at every wave, spray flying over the bow. Certainly in such small craft as these, even the smallest of the rapids was going to be exciting!

The kayaks raced through the wild water, many of the boys heading for the biggest waves, really enjoying the water. Badger was a good opener, but only gave the smallest indication of what was to come. All but Hansen came through well. He showed some difficulty with the water, and at such

an early stage it was obvious he would have real problems with what lay ahead. Over the first days of the 1971 Expedition, the standard of our paddlers increased rapidly, and now I hoped the same would be true for Jorgen . . .

After the next mile we pulled into the bank for lunch. With Hatch Expeditions our lunches had been a mad dash to grab the food laid out on tables. But for this trip the girls had organised pre-packed lunches, each for two persons sharing. The idea worked well the whole trip, and the only criticism we had was the lack of variety. While the packs contained a wide range of biscuits and goodies, there was only canned Tuna or squeeze cheese for protein—after 17 days few wanted to see Tuna or squeeze cheese again!

Soap Creek Rapid

By late afternoon we reached Soap Creek Rapid, the first of the big ones, with a grading of 5-6. The rapids on the Colorado are graded on a 1 to 10 scale and all given a bracket of two or three. This is due to the fact that the water is controlled from the Glen Canyon Dam and, with a rise and fall over over ten feet, the rapids can vary greatly from this guide grading. In low water some become almost impossible, while others become easier. To make any form of comparison with the International Canoeing scale is difficult. The Canyon Scale was designed for raft use and not kayaks, but generally through Marble Canyon the rapids are around International Grade IV while in the harder rock of the Granite Gorge the degree of difficulty rises quite alarmingly.

However, here at Soap Creek, the rapid presented no real problem for any of the kayakers, and after another ¾-mile we pulled in to the right bank for our first overnight campsite on the river.

The cry of 'duffle line' echoed across the river—an expression synonymous

with all Canyon trips. It was time to set too and unload the rafts. First came the duffles of personal gear, then the kitchen equipment and food from the boat boxes for the evening meal and the morning breakfast. While dinner was prepared, the group members wandered along the rock ledges to select a sleeping place, and later, with dinner over and darkness covering the Canyon, the campsite was quiet by 10.00 p.m. Many had more than a few hours of sleep to catch up on . . .

House Rock Rapid

27th June. 12.5-mile to 31.5-mile. At 5 a.m. the morning was still cool, with only the highest point of the canyon wall reflecting the rising sun. Bodies lay sprawled along the rock ledges, most covered with only a sleeping bag sheet, some using cots, others using lilo air mattresses. Most nights in the Canyon I found it too hot to use a sleeping bag and just slept on top of my sleeping bag without even a sheet! Soon duffle was packed, breakfast finished, and the rafts loaded.

With an 'Okay, Let's go!' we were off on the second day's run. Four miles down lay House Rock Rapid, a grade 4-6 on the Canyon Scale but now far in excess of this. The rapid has changed greatly since it was classified, and gave our group their first taste of what big water, Colorado-style, meant.

The approach took us down through Sheer Wall Rapid, with an amusing bounce through rapids at the mouth of Tanner Wash. In the 10-man, Leon let our young swamper Mary Brownson take the raft through—she did well, and we made it upright! Later in the trip I was to have the chance to take the raft through other small rapids.

After another mile and a half of flat water and ripples, the echoing thunder of House Rock came up over the river. The rapid was in the form of an 'S', and rafts and kayaks pulled into the right bank above to scout the water.

The right bank was an open

continued overleaf



*Above: Leon's 10-man
takes shape.*

*Right: Rafts under the
Navajo Bridge and Greg's
10-man on Badger Creek.*

*Below: John Talbot taking
Badger and Richard Knight
down the top of House
Rock Rapid.*



GRAND CANYON

SUMMER OF '73



Left: Leon's 10-man pulled up for first nights stop.

Below: The two Canadians seen on House Rock Rapid.

Bottom: Bob Burnell in the rough of House Rock.



boulder shore, the left bank a sheer wall. The tongue led down the left side into four or five great standing waves of some ten feet, then a great 'hole' and stopper wave followed by an even bigger 'hole' and stopper ten yards away. Below this the rapid eddied out. The route to run seemed pretty clear; the kayaks should take either the 'chicken shoot' down the right bank, or those capable and the rafts would take the main hazards on the left. Leon's 10-man and the first J-rig made the first runs.

I checked all the duffle in the rear of the 10-man, made sure for the tenth time that my camera boxes were secure on either side of the craft, and bailed out the last drops of water from the rear cockpit as Leon pulled the 'Mary B.' into midstream. All passengers in the 10-mans face forwards, even the boatman on the oars. The procedure for running rapids was to constantly hold the craft back so the stream was flowing faster than we were moving (highly amusing if you happen to hit a stopper dead centre!). On a rapid like this one, with the main falls on the left side and a curve to the right, the raft had to be guided into the tongue at an angle, the bow slightly pointed to the left, and only when we hit the first wave was the bow swung round on a straight heading. The most control one could exert on the raft was to pull on the oars the whole time, keeping the bow heading into every wave and letting the river do the rest.

Slowly we were drawn down toward the rapid, the noise deafening our ears, and Leon pulling steadily on the oars to gain correct position. The smooth tongue swept down before us and the raft was committed; like Mary in the bow, my knuckles showed white as I pulled tightly on the safety ropes in preparation for the first shock. (One only holds on to safety ropes in these craft and is not tied on as the 10-man is rather susceptible to flipping in such water.) The bow rose high in the air, a wave broke over midship, and in a cloud of spray the bow crashed down

into the wave trough as the stern was thrown skyward. One wave, two, three, four; each was the same. Then came the holes . . . the raft raced down toward the first; the seething, boiling water dared us to enter. The bow dropped into the centre of the hole; the roaring white wave rose above the bow and then crashed over the whole raft. Water blinded the eyes and seemed to be hitting us from all directions; the raft bounced and bucked, and all I could do was to hold on and hope the water would throw the craft over the wave and onto the next. After what seemed an eternity Leon pulled the raft into an eddy below House Rock.

The 10-mans proved to be just the greatest! No more would I run with the 37-footers as we had done on the 1971 trip. The 10-man was no more than a fat kayak and, in many of the coming rapids, gave a more exciting ride than the boys in the kayaks were getting. On the really big rapids the kayakists skipped round all the very big holes, while in these small rafts, although it was possible to miss a few of the holes, Leon actually aimed for every hole going...

The J-rig pulled in beside us as I grabbed by cameras and headed for the best photographic position. In twos and threes the Kayakists ran down House Rock, some on the 'chicken shoot' but most on the main fall. Almost all of them capsized or looped. Art made a run missing the two big holes, but now most of my paddlers were actually aiming for those big holes! As they came ashore below, they nonchalantly heaved their kayaks onto shoulders and portaged back to the top for a second run down! There was little doubt now that the group was a real good one, well capable of handling this water, and, as the days passed they would all gain confidence and attain even higher standards of watersmanship.

We stayed there long into the early afternoon, making House Rock Rapid our lunch spot and letting the members run the wild water as many times

as they wanted. However, it was changing all the time and the water rose very fast. Within an hour the two holes at the bottom of the rapid were almost impossible to run safely. The rise in water level brought home the fact of just how quickly the Colorado can change and how a run that was spectacular fun only an hour ago was now a desperate gamble.

The thunder of House Rock quietened behind us as we headed down river. Ahead of us lay the 'twenties' rapids, small rapids from the 20 to 30-mile mark, rated between 4-6 and supposedly needed no scouting.

Twenties chaos

The Paddlers raced ahead of the rafts for the four miles of flat water between House Rock and the first of these 'small' rapids. An hour later Leon's 10-man ran North Canyon Rapid at 20.5-mile, but with high water now, it was anything but simple. Our raft bucked to the rough water and we got soaked from the spray, bailing like mad to dry the raft before hitting the next rapid. Single kayakists paddled past us, some had pulled up on sandy beaches to empty out. Others were dotted about all over the place. Down through 24½-mile Rapid a paddler on the bank indicated we should take it on the right. Waves once again covered our raft. On a few more hundred yards and we rounded a corner to drop down into great waves that seemed to cover the raft — hell, this was no rapid to run without scouting! We dropped into a hole and the world seemed to close in about us...but after what seemed like minutes we returned up to ride out the eddies. Canoeists were all over the place. There was certainly not the slightest form of the 'buddy' system; almost no paddlers were together at all. The spread must have been something like three miles; just what could we have done if one of these lone paddlers got into real trouble? The water quietened, the rapids fell behind, but I sat and worried over the situation for the next miles, hoping all

our paddlers had got through safely.

The afternoon closed in with the sun behind those majestic cliffs, and the rafts began to close in together. We neared our proposed campsite for the night — Shinumo Wash and the Silver Grotto. A number of paddlers were already beached at the campsite on the left bank, and our 10-mans pulled into the wash below, followed by the first of the J-rigs. But the second J-rig failed to make the eddy — even if it had a motor, there was little that could have been done, the campsite was lost and we had to go on downstream after the J-rig.

The rapid below Silver Grotto rendered us thoroughly drenched again, but without the sun to warm us we became very cold. *'But you can't be cold in a desert!'* was the only remark from Leon. Other small rapids lay ahead, which we ran with the utmost care to stay as dry as possible. It seems almost unbelievable, here we were at the bottom of Marble Canyon with a 90° temperature but I was shivering!

Three miles below Silver Grotto we pulled into the right bank at South Canyon, a sandy shore that was to be our campsite for the night.

With darkness nearly upon us we unloaded the rafts and the cooks set about preparing the evening meal. For me it was time to call the paddlers together for a discussion on the day's run, which had started out so fine at House Rock but ended in utter chaos and almost total lack of regard for basic safety precautions.

After some discussion, we generally decided that the paddlers would now run in one tight group, with two rafts in front and two behind. However, the 'buddy' system would still apply in the big rapids so that paddlers would run in pairs rather than singly. This worked quite well during the remainder of the trip, and the group held together pretty much. The afternoon lesson had been learnt well.

continued next month...

SPRINT RACING

Mike Clark

LONG DISTANCE

SPRINT MEETING

Members of the Executive of the BCU Sprint Racing Committee, International Racing Officials, and Hon. Racing Coaches, were invited to a meeting at National Watersports Centre, Holme Pierrepont, on Sunday 21st October to discuss views relating to the BCU Development Project Group (a group consisting of Geoff Sanders, Rowland Jones, Colin Manton, and Ted Owen who are undertaking an enquiry into the aims and operations of the British Canoe Union).

Nine members attended and discussion continued from 11.00 a.m. until the early evening. A draft paper of the views expressed is to be prepared and put before the Sprint Racing Committee Executive at a meeting in London during November before being sent to the Development Project Group.

World Championship bid for 1979

After the discussion relevant Sprint Racing matters were discussed with the selection of the National Training Squad, events for next season, and the possibility of holding a World Championship at Holme Pierrepont.

Members of the Sprint Racing Executive agreed that an application should be made for the Senior World Championships of 1979 – the first available date – although it was suggested that Spain might have a prior claim to this date and Britain would possibly be offered 1981 instead. However, in the first instance the application has to be approved by the BCU Council in November with our official application submitted to the International Canoe Federation by 1st January, 1974.

Team for Mexico

For next season, it was decided that, providing suitable financial assistance can be obtained, a team should be sent to Mexico for the World Championship. Also, the National Team would compete at the proposed Duisburg Regatta celebrating the I.C.F. 50th Anniversary. The International Holme Pierrepont Regatta was confirmed as being 22nd/23rd June, this being run as last season with the Schools Championships. A Combined Service Regatta is scheduled for 11th/12th May, a National Regatta for 27th/28th July, the National Championships for 17th/18th August, and the North v South Regatta over the weekend 21st/22nd September. It was also noted that the Brent Regatta would not be held this coming season – due to the Welsh Harp being drained – and that a substitute event would be planned. Barring the latter, all events would be held at the National Watersports Centre, Holme Pierrepont.

National Training Squad

From the results of last season the National Training Squad for next season was selected and comprises 14-Men, 8-Women, and 4-Canadian.

The Men-Kayak are:— Parnham, Oliver, Dyer, Handyside, Lawrence, Tilford, Greenaway, Fowler, Hunter, Farrell, Mason, Wetherall, Hambrey, and Fieldus. Reserves:— Gorman, Epps, Greenham, Sheriff, Kolar, and S. Brown, these in order of merit.

Men-Canadian:— Reichenstein, Court, Pereira, and Dyer (Windsor).

Women:— Woodhouse, Haynes, Renshaw, Wetherall, Foulds, Harris, Nichol, and Plant.

NEW L-D SET UP

The set up of British Long Distance Racing is to be changed to a four tier system as from January 1974. All events recognised by the L.D.R. Committee will be classified into one of four tiers determining the standing of the event and, B.C.U. members who race in non-tier events will stand the chance of possible disqualification from tier events. Thus, this will now force all event organisers to hold events under L.D.R. Rules and to L.D.R. standards.

The first Tier comprises just one event, the National Championships. Second Tier will be the top eight selection races from which the National Long Distance Team will be selected for International events. All second Tier races are to be sponsored by the Strand Glass Company. The third Tier will comprise all ranking races, these being as previous years but now also including such events as the Royal Marathon, the Richmond K2 Marathon, and the Waterside Winter Series. Points gained from these events will count towards the Hasler Trophy. The fourth Tier include all other L.D.R. registered long distance events.

With the ever growing number of events something of this sort had to be organised to control the sport and prevent major clashes of event dates. In future no third or fourth Tier race will be allowed to take place on a first or second Tier date. However, it will not matter if two third Tier races, or a third and fourth Tier race takes place on the same date, provided that they are in different regions.

The first and second Tier races for 1974 have already been decided, but publication of these dates will be held over until full calendar is available.

Senior 'A' promotions

At the L.D.R. Meeting, held in Birmingham on 27th October, the Senior 'A' promotions were announced for 1974, these being: *A. Williams, Royal Engineers; K. Clark, Royal Signals; P. Gorman, T. Hunter, J. Walters, N. Clark, B. Haynes, all from Royal Canoe Club; D. Brown, Wey Kayak Club; S. Epps, Weverly Valley Canoe Club; L. Saunders, Pangbourne; K. Topham, Viking Kayak Club; H. Hoskins, Bradford-on-Avon; and B. Greenham, Hove Canoe Club.*

Paddlers disciplined

One disagreeable item at the Meeting was the disciplining of a number of paddlers for refusing to conform to Team Policy on the wearing of blazers at the International Gudena Long Distance Event. The following paddlers will not be considered for selection in the race for 1974: *M. Bosher, E. Farrell, J. Fowler, B. Greenaway, L. Hambrey, D. Lawrence, and G. Tilford.*

BEDFORD TO KINGS LYNN MARATHON

The race, which is organised by Bedford Viking Kayak Club, took place this year on Sunday November 11th. The start from Bedford Town Bridge on the River Great Ouse was at 2.07 a.m. and the course covered a distance of 72-miles to finish at Kings Lynn Ferry steps. The first fifteen miles to St. Neots is over the Bedford - St. Neots race course with several broken weirs and locks to shoot, and at Erith, which is half distance, the river becomes tidal via the New Bedford Cut to Denver sluice where it joins the old course of the river again. This section includes several long straight sections between high banks, the longest being some ten miles where it is very difficult to disembark.

Last year, when the race was run for the first time, there were four entries, three starters and two finishers. The race was won by Perrett/Freeman in 12hrs 23mins in a K2, with our own Train/Holman in second place paddling a Barracuda in 13hrs 17mins. This compared well with a time of 14hrs 45mins which was the previously fastest recorded time for the trip and was set in 1939 in a Canadian but

not in competition. By coincidence, the pair who set this record in 1939, although having lived abroad for many years, were back in Bedford at the time of last year's race and followed the event with great interest right down to the finishing line.

This year, there were seven entries, five starters and four finishers. Unfortunately our own pair were unable to compete due to sickness and had to withdraw. One member of the two RAF crews broke his leg in the week before the race which seems a somewhat extreme method of avoiding paddling (He had looked at parts of the course on the weekend before)!

Story/Clark lead from start

Right from the start, Story/Clark built up a lead over Felts/John of the RAF and the two Royal Marine crews. The leading crews negotiated all the weirs and broken locks successfully and by the half-way stage Story/Clark were leading the RAF by some ten minutes and were forty minutes quicker at this point than the winners of the previous year. The Marines, Johnson/Williams in a K2, retired and their other pair in a Barracuda were some forty minutes behind the leading pair.

During the second half of the race, the RAF crew reduced the lead of Story/Clark and both crews found the conditions very difficult in the final few miles of estuary with strong winds and rough water. With less than five miles to the finish, the leading pair retired to the bank with exhaustion and sought refreshments from their support team and at this stage considered giving up. However, the sight of the RAF pair coming round the bend and catching up, spurred them to greater efforts. Over the last mile there was never more than 1-length between the crews and at the line Story/Clark beat Felts/John by three seconds, in a new record of 12hrs 14mins.

This was a remarkably close finish and very exciting after over twelve hours of paddling! It was made more remarkable by the fact that the RAF pair had never paddled together before and that one member of their crew had only been in a K2 on four previous occasions and had never paddled more than eight miles.

The Royal Marines crew Burrows/Burnett in their Barracuda closed up over the second half to finish 32mins behind the winners. Ramwell/Catchlove from Gaynes Hall, who took the early part of the race more slowly, finished with great determination against a strong in-coming tide, in a time of 14hrs 33mins.

Result

1. R. Story/K. Clark, *Royal Signals, K2, 12hrs 14mins. (record)*: 2. W. Felts/P. Johns, *RAF CA, K2, 12hrs 14mins 03secs*: 3. C. Burrows/B. Burnett, *CTC RM, Barracuda, 12hrs 46mins*: 4. J. Ramwell/R. Catchlove, *Gaynes Hall, K2, 14hrs 33mins*: Johnson/Williams, *CTC RM, K2, Retired at 36 miles*: Dale/Keating, *RAF CA, Scratched*: Train/Topham, *Viking Kayak Club, Scratched*.

NEW BOOKS

Adventure Education and Outdoor Pursuits, Colin Matlock, price 50p. Available: *Colin Matlock, Old Fisherbeck, Old Lake Road, Ambleside, Westmorland LA22 0DH.*

Being the founder and first Chairman of the National Association of Outdoor Education, leader on two Mountaineering Expeditions, past Warden of the Woodlands Outdoor Centre, and numerous other qualifications, must make Colin Matlock the ideal person to write on the above subject. This small booklet gives an insight to adventure education and the role it has to play in our educational system, analysing the 'Framework of Outdoor Pursuits', 'Philosophy of Adventure', 'Adventure and the Teacher', and 'The State of Adventure Education'.

Know the Game CANOEING, The EP Group of Companies, price 25p. Available: *The EP Group of Companies, Bradford Road, East Ardsley, Wakefield, Yorks.* (Also 'Canoeing Magazine' stock list 30p including post.)

Excellent little booklet, complete with photographs and illustrations, giving the basics of many sides of canoe sport. Good value for the beginner.

British Waterways Board - Leaflets. Available: *British Waterways Board, Amenity Services Division, Melbury House, Melbury Terrace, London NW1 6JX.*

'Make the Most of Your Waterways' - full colour leaflet giving guide to the use of the waterways, plus map of navigable waters and list of useful addresses.

'Camping and Caravaning near the Waterways' - duplicated leaflet giving list of addresses of camping and caravaning sites near the waterways.

INTERNATIONAL CANOEING

NEW ZEALAND

Invitation Slalom

With the North and South Island trials now over and a national team named to compete in the event, the stage is set for New Zealand's first International canoeing event to commence. Although only six New Zealanders will be competing in the country's colours, another 32 club representatives have also been accepted for the slalom.

With a record entry of over 2,000 competitors from 34 countries attending the Commonwealth Games, which will be held in Christchurch next January/February, there is a big interest in the spectacle of those individuals braving the wild waters of the Rangitata River only 90-miles away.

It was only a few years ago that slalom canoeing was considered as merely a change of tempo to the cruising canoeist of New Zealand and competed over just three or four weekends of the year. It was approximately 18-months ago that a slalom committee was formed and a slalom with a difference began to take place. The carefree weekend event was beginning to make way for an organised sporting fixture.

Next came the landslide of canoeing reports over the television from overseas and the Olympic Games. The sport continued to mushroom in all aspects until the ultimate was reached last June when we were represented for the first time in the World Championships, Switzerland, by the two Fletcher brothers, Bernard and Michael.

From all this we have learnt a great deal about technique and application which should stand us in good stead when competing at the Commonwealth Invitation Slalom. Our best prospects will be in the K1 and C2 categories, and the down river race. The Junior K1 team of Peter McDonald, Craig Darby, and John Quirk, will be hard to beat, while Senior paddlers Peter McDonald, Kevin O'Donnell, Garth Falloon, and Bernard Fletcher should make a good showing. Our Women and C2 canoeists seem to have improved almost out of sight and again should be equal to any other on our own local courses.

Between 26th January and 17th February, there are three other slaloms being organised to coincide with the Invitation event, making this trip to the South Pacific one not to be missed.

*Report from Max Grant,
National Slalom Convenor,
New Zealand.*

DENMARK

*report from
Jorgen Hansen*

Gudena International

The 22nd September saw the start of some 400 paddlers competing in the 6th International Tour de Gudena canoe marathon held on the longest waterway in Denmark. For this 6th race there was once again a record entry – just as it has been for the last five years. With paddlers from Finland, Holland, Norway, Sweden, England, and Denmark, and an ever increasing number of competitors, there can be little doubt that this event is fast becoming the unof-

ficial World Championships of Long Distance Racing.

As usual the event was supported by British paddlers and a team of 14 paddlers competed for Britain but it was only Norman Mason of Nottingham who was capable of making the top grade to go for a winning place. In the Mens K1 there was little doubt that Danish paddler Jens Chr. Sorensen would be the sure and popular winner. He took the event with a time of 9hrs 0mins 31sec, and it was only Mason who offered a real challenge to the top place, the British paddler taking second place just 17sec down – not too bad over a 120km course! Third place was taken by Einer Rasmussen of Norway, 5min down from Sorensen. Rasmussen is still only a junior and was a clear 25min ahead of second place in his class – certainly we shall hear more of this young paddler in the future. Other British placing were John Fowler, John Hubbard, and Steve Brown, respectively sixth, eighth, and tenth.

'Certainly it was a great race, but very exhausting,' commented winner Sorensen. *'It will take a few days before muscles recover, but this will not detract from winning, and it was tremendous to see so many spectators along the course.'* For Sorensen it was his sixth time of competing the event and for sure he will be on the start line again next year.

The K2 event promised to be a really exciting event and was building up to a tremendous climax after the first days racing. In the lead was the fine Danish crew of Jorgen Anderson/Steen Hansen, while just 3sec down was Flemming Brix/Hans Pape. Alas, with the first stage of the Sunday (32km), when the two crews were racing neck and neck, Anderson/Hansen damaged their rudder and had to wait for a new kayak losing them vital minutes. By the time they were under way again they were down in eighth place. With tremendous courage and supreme effort, the pair once again aimed for first place and almost brought it off, pulling through seven places to take second place, Brix/Pape taking the win in a record time of 8hrs 29min 40sec.

The British crew of Brian Greenaway/Geoff Tilford did well to take 4th some 31min down on the winners, while the best Martin

Bosher/David Lawrence could make was 8th with 8hrs 58min 18sec.

In the womens event, Merete Sorensen (wife of Jens Chr. Sorensen), winner for the past two years, had to be content with second place behind the very talented Swedish Girl Eva Berglund. Eva took the win in a time of 4hrs 19min 09sec, the distance being 57km. Certainly here is yet another girl who will be a force to be reckoned with in few years – she is still only a junior paddler...

The 6th International Gudena Race was a great success and the race is going from strength to strength. Not only was there superb racing, but the organisation side was just as good. In Randers all the competitors were treated to a fine meal and the prize presentation was given by the towns mayor.

CANADA

report from
Gilles Fortin

Jonquiere International

This year's Canadian Whitewater Championships, held on September 2nd and 3rd at Jonquiere in northern Quebec Province, became the theatre of a truly international event. An outstanding organization by the Quebec Canoe Federation, and good weather (it snowed three days later) brought about 3,000 spectators to watch the race of the year in North America.

Ten members of the French Team came over, including Claude Peschier former K1 World Champion (1969), and the Lefauconnier brothers, current World Champions in C2 downriver. The 1973 World Champion Norbert Sattler, was also on the spot along with a very fine contingent of top American paddlers. All this proved to be very tough competition for our paddlers: only two Canadians managed to make it to the top ten in senior men kayak.

Though taking one penalty, Norbert Sattler proved his high class by edging Claude Peschier by 0.3 sec and Michel Magdinier by 1.5 sec, both having clean runs. In fourth place was U.S.A. slalom

continued overleaf



Above: Farrell/Hunter racing the Gudena Long Distance.

Right: K1 crews on the Gudena course.

Below left: Jamie McEwan of the U.S.A. competing at Jonquiere International.

Below right: Norbert Sattler, World Champion, competing at Jonquiere International.



INTERNATIONAL CANOEING

champion Eric Evans with a questionable penalty that cost him first place. Eric Munshaw of Toronto, 6th overall, won the Canadian title with last year's champion Jan Stary of Jonquiere coming second. Both were on the Canadian Team for the 1973 World Championships. In the team event the twenty penalty run of the U.S.A. team Evans/Nutt/Nutt provided an exciting spectacle of precision clockwork.

According to Sattler the slalom site was excellent: *"The current is strong and the obstacles hard enough to permit good technical work, which is important in canoe-kayak."* *"A site technically superior to Muotathal"*, according to Peschier. The Au Sable River, near Jonquiere, is characterised at 1,200c.f./s. by two offset holding rollers at mid-course, which proved more than difficult to 16 of the 86 participants, including C1 bronze medalist Jamie McEwan.

The downriver was held on the Metabetchouan River, 45 minutes from Jonquiere, a somewhat short but steady heavy grade III rapid. To be noted is the very fine performance of Magdinier of France, 23 seconds in front of the American Bill Nutt, and the excellent second place of the Philadelphia crew Stahl/Chamberlin, only 4.2 sec behind the World Champions Lefauconnier/Lefauconnier, who took a bit of water, we must add, but that's part of the game.

Gilles Fortin on *Slalom and the Montreal Games*

The news of the coming of the Olympic Games to Montreal in 1976 was to all of us of the Quebec canoe family the promise of a challenging future. Canoe slalom was on the programme of the Munich Games and it would be our turn in 1976. Because of our present paddling level, the challenge to put up an honest performance was certainly a big one, but the means to do so would be greatly enhanced by the promotion of canoe slalom to the level of other Olympic Sports. In short, we would gain ten years of hard promotional work.

Investigation Committee

With this in mind, the *"Federation Quebecoise de Canot-Kayak"* established a seven member site investigation committee who drafted a 35-page report by December 1972 on twelve possible sites in the Montreal area. For reasons of proximity, an artificial site 15 minutes away, was selected for the purpose of a detailed *feasibility* study. Plans of the proposed course, an improved Augsburg, were included with a cost estimate including complete facilities of \$2,000,000. A fair proposal, we felt, in comparison of the \$5,000,000. of Augsburg.

It was but a month later, with our first direct contact with the COJO, the Montreal Organising Committee, that we were startled to learn that canoe slalom was not part of their plans for the Montreal Games. The I.O.C. Csanadi Commission on the Game programme had ruled, among other deletions, even before the Augsburg events took place, it seems, that slalom should not be part of future Games. Probably on grounds of high costs, though slalom was among the cheaper events of the very expensive Munich Games, but the fact that the commission members came from countries not competing in slalom and furthermore had never seen a slalom had probably more to do with their decision.

Negative stand stronger

From there on the negative stand of COJO grew stronger, as the deletion one more event meant cheaper Games. In May 1973, the I.C.F. President Charles de Coquereumont and General Secretary Sergio Orsi spent two days in Montreal with Mayor Drapeau and the COJO officials. The unfortunate neutrality of COJO was stressed once more: they had no say to changes in the Olympic programme,

this was entirely I.O.C. business. The Tokyo COHO had pressed for Judo, the Munich COJO pressed for Handball and Canoe slalom, but our COJO refused to endorse the only Olympic sport that originated in Canada.

Two more sites, having the financial support of nearby cities, were added to the established list. With this additional information, the I.C.F. made an appeal before the I.O.C. Executive Committee in Lausanne, June 23/24th. When asked by I.O.C. if they desired canoe slalom, the Montreal COJO replied NO, and so the I.C.F. appeal was rejected.

The Jonquiere bid

A desperate move by the Quebec Canoe Federation was attempted to convince the COJO before the Varna Congress. The 40-page Jonquiere Bid presented by the City of Jonquiere, following the success of the Jonquiere International and 1973 Canadian Whitewater Championships, included all aspects of slalom presentation. A separate Olympic Village was proposed, 300 miles from Montreal. The newly built Jonquiere College can accommodate up to 400 persons on a private room rental basis during the summer holidays at a moderate price. The total cost of slalom presentation, including facilities on site and athlete's room and board, was estimated at \$430,000 of which the COJO share was \$250,000, the balance being taken care of by local authorities.

This cheap proposal did not suffice in convincing COJO in time for the Varna congress where apparently nothing new happened. The Quebec Canoe Federation is determined to hold an annual slalom at Jonquiere. It is unfortunate that this spectacle must remain at least for the time-being the privilege of whitewater freaks only.



The Augsburg Slalom Course.

TRADE PAGE

REVIEW OF NEW KAYAKS,
CANOES, AND EQUIPMENT.

VALLEY MOVE INTO NEW PREMISES

Valley Canoe Products are in their new premises at last.

Smart showroom, office, despatch department, and warehouse are all there, together with a general G.R.P. and development workshops. *'It is great to have efficient premises at last'* say co-directors Frank and Dick Goodman, *'And the coffee is still as good as it was at Ruddington!'*

At a time when prices are all in an upward spiral, V.C.P. are optimistic in that the increased efficiency of working in custom-built premises will keep their already very competitive prices steady.

Already their increased production is getting on top of orders and they hope to lay in some stock craft so that models will be available *'off-the-shelf'* for Christmas and the New Year, before resin price increases already scheduled by the Prices and Incomes Board, and the general shortage of laminating resin have any effect.

Their new address and telephone number are: *Valley Canoe Products Ltd., Private Road 4, Colwick Estate, Nottingham. Tel: 0602-249371.*

BULLET DOWN RIVER K1

New from Pyranha Mouldings comes the Bullet wild water racing kayak, a model developed from the very successful prototype Viper. Now substantially altered, the new *Bullet* offers the outstanding speed of the Viper, but with greater buoyancy, improved stability, and better general handling characteristics. Thus, the *Bullet* is not only faster on the flat water but is able to keep going down the rough with a much greater feeling of safety.

Many new design features are incorporated in the craft that will make it a winner of today and for years to come. The Pyranha Delivery Van will be at most major events in Britain this winter and a demonstration *Bullet* will be available to try out.

Full details of the *Bullet* and all other models are available from: *Pyranha Mouldings, 23 Poachers Lane, Latchford, Warrington, Lancs. WA4 1TP. Tel: Warrington 31484.*

P.B.K. PLANS—INCREASED SALES

Percy Blandford, designer of the P.B.K. kayak plans, has once again been doing his yearly account of plans sold and has come up with some surprising figures! From a total of 3271 plans 1281 were for canoe or kayak designs. The best selling model was the P.B.K. 63 with 215, third overall of plan sales, being led by the Lysander and Pete a sailing and pram dinghy respectively. It just goes to show that people build kayaks by means other than glassfibre...!

Footnote: Judging by the way things are going on the oil supply front, we could all be building our kayaks with ply or frame and canvas during the coming years! Resins and polyester are



The new workshop and showroom of V.C.P.

of course a product from oil and laminating resins are going to be in very short supply next season as well as much higher in price.

WATERWAYS CALENDAR

The British Waterways Board have published their 1974 pictorial calendar, the theme is *'Make the Most of Your Waterways'*.

The twelve page, full colour calendar, illustrates water based activities and includes excellent photographic studies of cruising, sailing and canoeing in addition to angling and towing path walking.

Each of the calendar pages carries a pictorial insert many of which show hand painted examples of associated waterway miscellany. The reverse side of each calendar page carries caption details and useful information covering general amenity and freight transport operations on the waterways. The calendar is available by post from: *Press & Publicity Office, British Waterways Board, Melbury House, Melbury Terrace, London NW1 6JX* at 75p each, plus 10p packing and post.

continued overleaf

While on calendars, we must of course make mention of our own 'Canoeing Magazine Calendar' featuring 24 black and white photographs from the files of your editor Mike Clark. The calendar is now available at 80p inc. post and VAT. If you want a copy, order now for the limited run is selling fast and is expected to be completely sold by the beginning of January. Available from our postal address: *Canoeing Press, 25 Featherbed Lane, Croydon, CRO 9AE*. (A number of copies will be held over for overseas readers, many of whom will not get this magazine until well into January.)

JOFA 'SUPERIOR' HELMET

Of interest to all rough water enthusiasts will be the introduction to the Ottersports accessory range of the JOFA 'Superior' Safety Helmet.

The ingenious adjustment patented by Jofa of Sweden, is incorporated in this helmet, thus allowing the whole helmet to fit the head and ensuring a good fit of the cushioning materials within the tough plastic moulding, to absorb impact.

The safety is further enhanced by the chin guard, the tough Nylon strap, and the simple but secure fastening. Ears are also fully protected, and the helmet comes well down the back of the head. Ottersports are confident that a crash helmet containing these features, plus outstanding comfort, is the ultimate in water sport safety helmets.

The retail price of the 'Superior' helmet is £5.50 (inc. VAT), and is available from: *Ottersports Limited, Ash Street, Northampton*.



P. & H. Fibreglass Products of Derby are working their way through an expansion programme to give a greater variety of designs for the canoeist. Their first new design is a very high performance surf kayak – *The SURF-BLAZER*. This kayak is the result of twelve months design study and development by the country's top surf kayak riders. Present designs have been analysed and much surf board theory has resulted in a faster, more manoeuvrable, and quicker accelerating surf kayak than ever before. The Surfblazer was developed around an accurate 'rail' enabling the paddler to hold his line without stern slip, yet, when required, 360° and controlled 180° spins can be attained at will. The Surfblazer is priced at £43.00 and available with neoprene spraydeck at £6.00 extra. Both prices exclude VAT.

Following the Surfblazer will be a new 15ft. 6in. Touring Double, available in the early part of 1974. Other designs are on the drawing board and are hoped to be ready for the Spring of 1974.

Danny Broadhurst, the well known R.A.F. canoeist, has recently joined the staff of P. & H. Fibreglass Products and will be very much involved in the design and development of many new projects.

P. & H. Fibreglass Products have now expanded their works at Ilkeston and hope by the new year to give even better service on their full range of canoes and kayaks than ever before. Full details of the above craft can be obtained from: *P. & H. Fibreglass Products, 76 Dale Road, Spondon, Derby*.

HESSIAN PRINTS

A rather attractive new item from **Lendal Products Ltd.** are a series of Hessian Prints. These screen prints on orange hessian, show a black silhouette of canoeists. At present only one design is available, that of a slalomist. Two sizes are being produced – 14" x 18" and 22" x 28" – and priced at £3.85 and £6.00 respectively (unframed). Full details are available from: *Lendal Products Limited, 18/20 Boyd Street, Prestwick, KA9 1LG*.

TRADE PAGE

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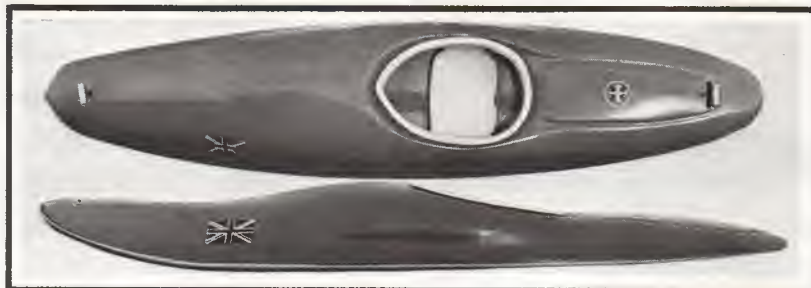
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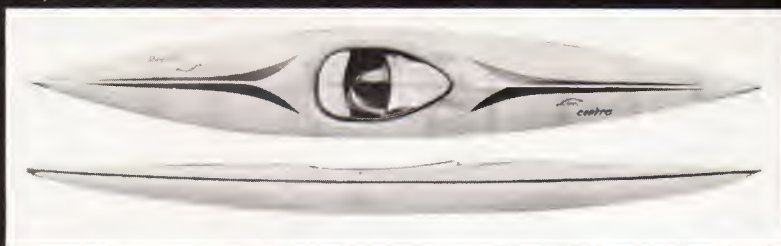
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