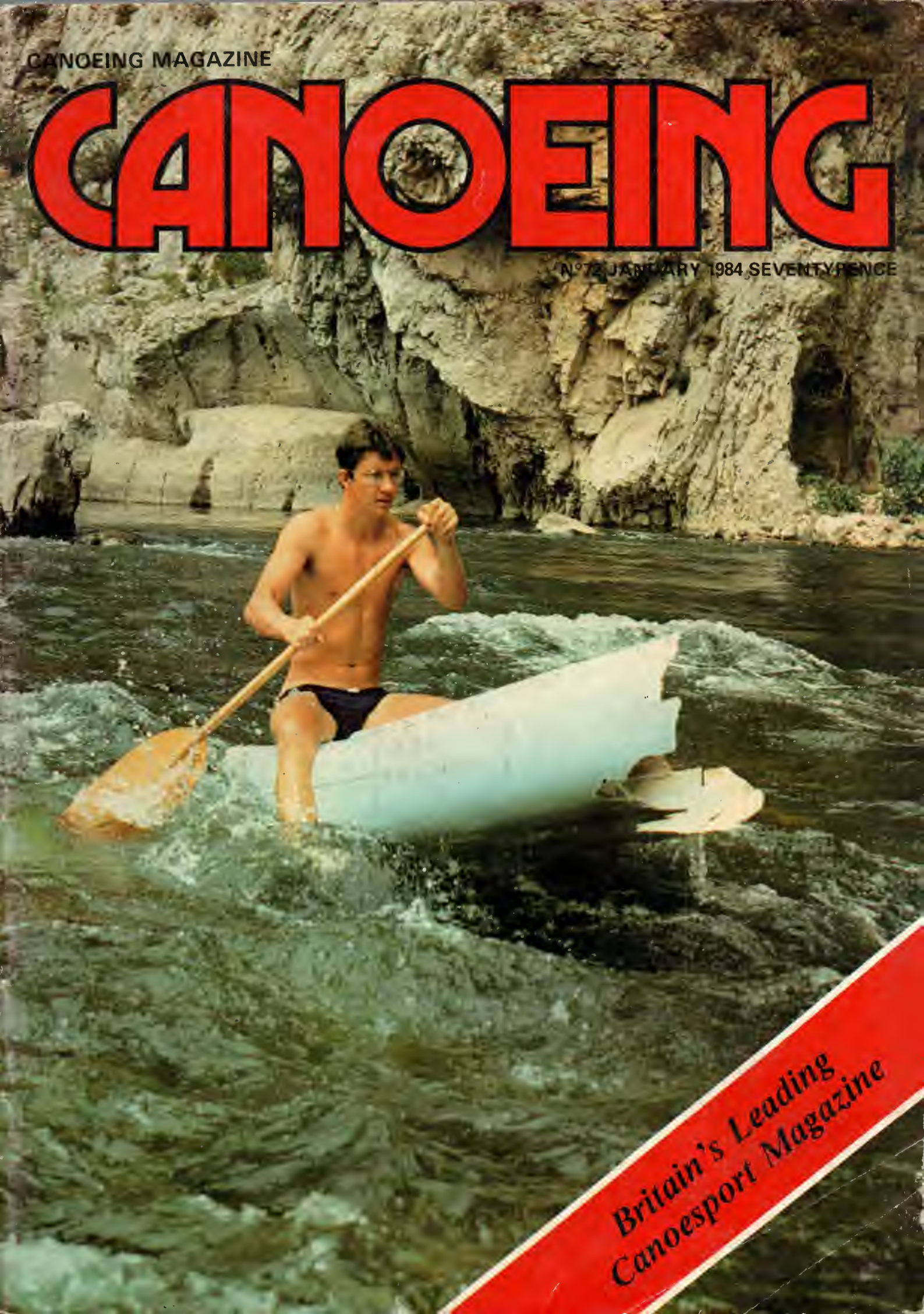


CANOEING MAGAZINE

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N°72 JANUARY 1984 SEVENTY PENCE



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JANUARY — NUMBER 72

Editor: Mike Clark

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COVER: P.G.L. Instructor doing it by halves on the Ardeche! Photo: Mike Clark



Augsburg rough water — see page 18. Photo: Mike Clark

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Notes & News

BACK TO B.C.

Next summer, Peter Knowles heads back to the white water paradise of British Columbia, back for a fifth trip in his search for the 'ultimate river'.

Peter is now looking for paddlers (capable on mainly Grade III-IV), and a driver/photographer for three weeks of river bashing in late August-early September. Cost around the £700.00 mark.

Send an s.a.e for details to: Peter Knowles, 125 Hook Rise South, Surbiton, Surrey.

CHRISTMAS CHEER TO SCOTTISH SPORT

The Scottish Sports Council decided NOT to send Christmas cards and calendars this year but to give its Christmas Message in a more practical way.

The Council has allocated the money saved to a worthwhile major sports project aimed at creating a vast range of sporting opportunities for people mainly in the areas of special need in Scotland.

Mr Peter Heatly, Chairman of the Scottish Sports Council, said: 'We calculated that we could save over £800 by not sending Christmas cards or calendars this year to governing bodies of sport, local authorities and many individuals.'

'We have decided to put this money towards the cost of community sports leadership courses which will be held at our Inverclyde National Sports Training Centre at Largs and attended by 250 men and women from areas of special need in various parts of Scotland.'

'The participants will receive special training in organising sport in the community and they will then be able to go back home and help sport at a local level in a really major way.'

'We know that thousands of people will benefit from the project and we hope this will lead to many more players in football, table tennis, volleyball, badminton, basketball and other sports.'

The courses are being held throughout 1984. The £800 saved is being used specifically to provide transport to Inverclyde and to help meet the fee of some participants mainly from areas of special need where the Council's Actionsport team has been active for the past 18 months.

Mr Heatly added: 'We believe this is a far better and more practical way of expressing our good wishes to sport in Scotland and hope that those who will not now get a Christmas card or calendar agree.'

MORE PLAY FOR THE OUT OF WORK

Britain's three million unemployed should be given more chances to play sport, according to the Sports Council. This call for recreation on the dole comes in the latest issue of the Council's magazine, Sport and Leisure, and follows publication today of a survey entitled *Sport for the Unemployed*.

The survey shows that out of 319 local authorities in England and Wales who responded to a Sports Council questionnaire, 47 per cent have no specific policies of providing sports opportunities

for unemployed people.

The Sports Council, which runs a number of schemes to promote sport for the unemployed under its Action Sport programme, believes this figure of 47 per cent is far too high.

At present, 42 per cent of all authorities responding to the survey provide concessionary prices for the unemployed; seven per cent have reduced rates at times of off peak demand; five per cent run leisure passport-type systems for unemployed as well as other disadvantaged groups, and five per cent employ sports leaders to work specifically with unemployed people.

Sport Council director general John Wheatley says: 'The report reveals the very real opportunities which should be taken to help the unemployed. It shows some imaginative ways of providing for their needs. I hope that more authorities will actually DO what is needed.'

The survey *Sport for the Unemployed* is available from: The Sports Council, 16 Upper Woburn place, London WC1H 0QP, priced £2.50 plus 27p p&p.



LOWENBRAU FOR RAPID RACING

Rapid Racing has attracted the sponsorship of the firm of Lowenbrau — a rather distinctive German Lager beer that has not travelled the odd thousand miles from 'down under'...

The Lowenbrau Rapid Racing Championships will take place over four events on the Tryweryn at Bala and the River Dee at Llangollen through the period 26th March to 29th March. The competition will be televised on ITV — provisional dates for transmission being Saturday 21st March and Saturday 7th April.



LOWENBRAU



Suzanne demonstrates her kayak footrest.

SCHOOL DESIGN PRIZE FOR FOOTREST

An adjustable footrest for a canoe has won 19-year old Suzanne Robinson of Heber County High School, Malpas, Cheshire, £250 in the annual Schools Design Prize competition. HRH Princess Alexandra presented the prizes and certificates to the 11 winners at the Institution of Civil Engineers at the end of November. The competition, now in its seventh year, is organised by The Design Council and currently sponsored by Thorn EMI plc. The winning school also receives a prize, either a cheque for £200 or a Thorn EMI Ferguson video recorder.

Suzanne became keen on canoeing while working for her Duke of Edinburgh's Award. She soon found a drawback with the design of most kayaks — the footrest is very difficult to reach and adjust, if there is one. After contacting several manufacturers, she set out to design a footrest that was simple and quick to use, but was versatile enough to suit canoeists of different heights and weights.

Suzanne did a great deal of research, including ergonomics and the properties of materials. She made models of her ideas until she found one that was simple and effective, but easy to make. The final design is based on an aluminium T-bar that slides along the centre of the kayak in a lightweight polypropylene runner. Suzanne had to position the footrest carefully so that it didn't make access difficult or alter the buoyancy of the kayak. She found that fixing the bar and the runner with glass fibre actually strengthened the hull.

Suzanne plugged the shaft of the T-bar with polypropylene and drilled and threaded at intervals along it. To make adjustments to the length, the canoeist slides the bar along the runner and into a holder fixed just in front of the seat. Once the bar is at the right length, all the user has to do is screw two large nylon bolts into holes in the bar. Washers under the bolts are clamped tightly against the top of the holder and firmly secure the bar.

Suzanne shaped the bolt heads so that they were easy to grip, even with cold, wet hands. The main advantage is that adjustments can be made while the canoeist is in position, so that the most comfortable leg length can be fixed quickly and easily for each person.

The prototype is light and fits into any
CANOEING MAGAZINE

make of kayak. It has been put through rigorous safety trials by an experienced instructor, who was very impressed by its simplicity and versatility. Suzanne, a keen canoe club member, says that the footrest would be particularly useful for clubs, where several different people have to use the same canoe. She has now left school and is doing an art/design foundation course at Chester College of Further Education; she hopes to study three-dimensional design at college.

McVITIE'S SPONSOR BRITISH OLYMPICS

McVitie's, part of the UB (Biscuits) group is to be one of the major sponsors for the British Team taking part in the Olympics in Los Angeles this year.

£1½ million is urgently needed and McVitie's is aiming to contribute a significant sum towards the appeal. The money is to be raised through a massive wrapper redemption scheme and the company will be donating 3p for every token redeemed from specially branded McVitie's packs.

Said, Appeal Secretary, George Nicholson, 'The grocery trade has supported us in previous Olympics and I am delighted that this tradition is being maintained by McVities's, and in such a generous manner. I hope that the retailers will in turn lend their support to this exciting and worthwhile promotion, which is the biggest ever sponsorship of its kind'.

THE 'MIRRORTHON' TEAM

The next London Marathon will take place on Sunday May 13th, and, once again, I will be Captaining the Muscular Dystrophy Group's Team of runners.

Last year more than 1,000 people ran for us, and raised vital funds for the Group's medical research work to discover the cause of this tragic disease, which affects so many children as well as adults.

May 1, through your newspaper, ask any of your readers who are now waiting to hear if they have a place in the Marathon, to join our Team? They will receive a free t-shirt and running vest, and be invited to join us afterwards at our Recovery Reception in the Royal Festival Hall. Once again, the Daily Mirror will be our hosts, and provide a welcome haven, with refreshments, for our runners.

Please join our Team, by writing to me at MDG, Freepost, London SW4 0BR.

Yours sincerely,
Harry Carpenter

PAGING SPEEDS LIFEBOAT LAUNCH

Launching a lifeboat in an emergency can be done very quickly, but calling the crew out to man it presents more of a problem. For two lifeboat crews in the West Country, getting to the boat in the shortest possible time has become a lot easier since they started using Multitone paging systems.

At Minehead and Brixham each crew member now has a Multitone 'Beeper'. As soon as the local coastguard receives an emergency call, a paging signal is automatically sent to the Secretary of the lifeboat station who, in turn, pages the crews. They reckon at Minehead that it takes less than ten minutes from the time the coastguard calls to the point when the crew launch the boat. That is at least twice as fast as they could manage before the radio pagers were introduced. It means that their chances of saving lives, particularly of swimmers in difficulty, have improved

considerably. As one crew member put it: 'We've now cut the time from alert to launch by more than ten minutes. That's a big difference if you're trying to keep your head above the water.' At Brixham, the average time from 'Bleep' to lifeboat sailing is only five minutes.

Previously, the lifeboat men relied upon explosive 'maroons' to alert them. But these could not always be heard — particularly if the wind was blowing in the wrong direction. As a result, many of the crew would not know of the alert. Now, 100% are contacted through their pagers.

The increasing need for paging is shown by the statistics at Brixham. In 1975 they averaged four to five calls a year, now the number is nearer thirty. This is largely attributed to the public's growing interest in water sports. Fortunately, since 1975 the station has had the latest 20 knot Aran class lifeboat.

There is now a great sense of freedom felt by the crew members. No longer do they need to register their movements, leave messages or give telephone numbers where they can be reached in case they do not hear the 'maroon'. The Brixham RNLI Honorary Secretary, Captain Barry Anderson, sums up their feelings: 'My beeper means that I can go anywhere and do anything, knowing that the coastguard can always contact me. It's made life much simpler.'

BIG BEND NATIONAL PARK

The National Park Service has published a new handbook on the Big Bend National Park in west Texas.

Big Bend gains its name from the sweeping curve of the Rio Grande that embraces this 3/4-million-acre park by the Mexican border, more than 300 miles southeast of El Paso. The new book sets forth both the natural and human history of this remote, rugged region.

This 128-page handbook is divided into three sections: Part 1 gives a brief introduction to the Park and its history; Part 2 examines the area's natural history; and Part 3 presents concise travel and reference material.

Writer Helen Moss' portrayal of the area's natural history incorporates discussion of ancient fossils and

description of the principal facets of the present park's three major natural systems: Chihuahuan Desert, temperate mountain heights, and the great river.

History is recounted from the days of nomadic hunters, Spanish explorers, and the Apaches and Comanches to the arrival of mining, ranching, fur trapping, smuggling, and finally, the park's creation in 1944.

The book is well illustrated with a selection of full-colour photographs that thoroughly dispel the myth of lifelessness in the desert. Included are pictures by such distinguished photographers as David Muench and Ed Cooper, as well as 19th-century material. They offer historical views, modern wildlife portraits and spectacular scenic photography.

Descriptions of the park's facilities, services, and recreational opportunities are included in the section, 'Guide and Adviser'. A full-colour park map, addresses and telephone numbers, handy travel information, and a guide to further reading, also are included. Safety tips provide special warnings about desert hazards — from cactus spines to flash floods — and hints for successful backpacking and river-running expeditions.

Big Bend is number 119 in the National Park Service's popular handbook series.

Big Bend may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 USA for \$6.50. The stock number is 024-005-00836-5.



Notes & News

SLALOM & WILD WATER

Over the past year I have received reports from the various slaloms which have been held up and down the country. Now that the season has ended I have decided to print some of them.

APPLETREETWICK SLALOM — Norah Small writes — 'This was the most successful event which I have been involved in both from the point of view of paddlers' co-operation and helpers' willingness. It was most efficient and pleasant event. . .

'The course was erected the weekend before the event when the water was at an ideal level, however, after one week of windy and dry conditions the river was much lower and in places was a hazard to boats.

'The four paddlers promoted were all youths and said they had had a good time. Mr. Falshaw, the farmer, was delighted with the way the slalom was run and made a donation towards a meal for all the helpers.'

MIDDLETON IN TEESDALE was brief and to the point — 'Very cold — biting wind — snow flurries, snow melt kept river at reasonable level. Good paddling — Good atmosphere — Good fun'.

HEADWEIR SLALOM — Dennis Walls from Exeter had more to say: 'When we first started to plan a slalom, we had several Novice Paddlers within the club. By the time the event happened, most had already been promoted. We decided to go ahead a n y w a y .

'The previous weekend saw several club members gathered at the weir trying to work out just where there was enough water to hang the gates. During the week some excellent work by a small group of members saw the course more or less ready by Friday evening. Then consternation. Tutti which had worked perfectly in its box in the club house, wouldn't work. After a good night's rest, fresh minds soon sorted the problem — a loose plug!

'The heavy rain during the week meant that the river was much higher than anticipated and some gate positions had to be changed, bearing in mind that we were only planning a novice event.

'Despite the heavy rain and thick cloying mud the event ran smoothly. Tutti performed without a hitch and Control were quietly efficient.

('Tutti' what or who is it? Tutti goes from one slalom to another nationwide. It comes in large heavy boxes with batteries to provide the power. Basically it is the telephone system which links the judges positions to Control, improves efficiency in the organisation and increases the speed of the result service.)

WASHBURN SLALOM (English Open Championships). It is difficult to summarise an event more concisely than the following: — 'Weather was awful — co-operation from paddlers and helpers was very good'.

HOWSHAM SLALOM — 'The entry was very poor owing to the weather Friday night with a very bad storm. Saturday was very windy and Sunday the sun came out and we saw some good canoeing.'



Above: On the Washburn course.

Below: The Tryweryn. Photos by Tony Tickle.



MOLD CANOE CLUB ran a Division 3 slalom on the Tryweryn — a river which has had its share of bad luck and problems this year. Brian Billington has written the following in his report: —

'This year's competition attracted a large entry of 122 men, 22 ladies, 16 Canadians and 37 teams and with over 90 mens K1 entries returned after the entry limit was reached.

'The river was shared with Manchester CC who ran a Division 2 slalom downstream on the championship site.

'Thirsty visitors will have noticed that refreshments were not on sale on the site because of a restriction by the Water Authority, hence the appearance of a strange refreshments hut at the boundary gate some 200 yards away.

'A full water release helped Jonathon

Kinnear set an excellent course, including the 'Irish bridge' tunnel and the 'chipper' trash screw.

'The hot sunny weather finally gave way to a violent thunderstorm on Saturday afternoon. A delay followed whilst the judges broilies were distributed, only to find that the water had been turned off by a lightning strike at the dam control. Thankfully the water was restored and competition continued after an hour's delay.

'Prizes were presented by George Davis (Canolfan Tryweryn Manager) with the juniors and youths once more taking the cream of the trophies with some extremely close results. 'Thanks to our friends from Chester CC, Corwen CC, George Davis and visitors for their valued help throughout the weekend.'



St. Alban's Canoe Club use 'Tutti' at Sharnbrook Slalom.



Control tent at Ironbridge Slalom.



On the course at Ironbridge. Photos: John Marks.

WASHBURN (Division 2) P. Gommersalt has written 'West Yorkshire Canoe Club organised the above slalom using the upper stretches of the river and stopping well short of the 'Big Drop'. The gates, 21 in all, were in five groups, with a rather long paddle between the first two groups. There were not too many clear runs although a lot of the final best scores were very close. However on both runs there were only two ties.

'Reruns were very few and caused mainly by accidental control errors as a direct result of the fact that the BCU timer used does not accept numbers greater than 399. The highest Div. 2 bib is now approaching 500.

'The full entry of 150 paddlers was reached, despite the error in the year book which stated Division 3. Some 12 paddlers failed to appear on the day which is a little unfair on competitors refused entries. 40 judges also participated and many more offers were rejected on the day. The judging attendance was good.

'For once the weather was good, the ground dry, and excellent water, by the courtesy of the Yorkshire Water Board, made for a very enjoyable weekend — despite the flies!

'The only paddler to cause any degree of excitement was N. Boyd of Adur Club. He had the unfortunate experience to break his paddle turning for gate 7. With a spirit of adventure he continued, negotiated several gates clean as a modified C1 entry. He capsized towards the end of the course, rolled and actually crossed the finish line in a very good time, but alas many penalties.'

KINGS MILLS SLALOM — K.J. Toach writes:— 'As in previous years a lack of water made the course design very difficult. But as the event was a Novice and Division 4 the lower water level favoured the novice competitors.

'The course was well balanced for left and right handed paddlers, with a tricky stagger halfway. Attendance was up this year, not only due to the double event, but possibly because it was the only event that weekend. Prizes going to the first overall, first Division 4 entrant and first Novice'.

MIDDLETON IN TEESDALE SLALOM — Len Smith from Middlesbrough writes — 'Despite low water conditions and a deal of rock shifting, a sufficiently difficult course was erected to test paddlers to the degree that only three clear runs were achieved throughout the weekend.

'Low entries enabled lots of practice and this was greatly appreciated by the competitors. A Grand Prix was held on the Saturday afternoon and was followed by a floodlit mini slalom in the evening. In all both paddlers and organisers had a very good weekend'.

DURGATE MILL — Les Millam writes:— 'Set on the fast flowing river Itchen at Winchester, the first ten gates required good technique to clear them and the latter part of the course was a series of difficult staggers and breakouts. The event ran well to time in spite of the overnight efforts of some locals to destroy the course. This was Millbrook's first attempt at organising a slalom but you wouldn't have known it. With help and expertise of other local clubs on hand they ran a good event which even finished early! The refreshment tent set standards rarely seen at slalom competitions . . .'

Jenifer Munro

SLALOM & WILD WATER

PERFORMANCE DESIGNS LIMITED

At the beginning of the New Year, Government figures showed that 1983 had been a record year for bankruptcies and firm/company closures.

In recent years we have seen the closure of leading canoesport companies such as Streamlyte Mouldings and Tyne Canoes, smaller firms such as Water Rat Canoes, Cymru Canoes, and the take over of Canoesport UK by Baron Canoes. The latest company in this sad catalogue is that of Performance Designs Limited of Alfreton, Derbyshire, that went into voluntary liquidation at the beginning of December.

Performance Designs was incorporated on 13th December 1982 — less than a full year of trading, but had come into being from the firm of Derwent Canoes. The overall loss was some £77,000.00 with the main creditors being Strand Glassfibre, Vetrotex and Wild Water Centre.

Performance Designs Limited was established by Nigel Hill and Timothy Oldrini (partners in Derwent Canoes), and Brian Beresford and Roger Mainwaring. The business operated in two parts — production of canoes and kayaks at Alfreton, and a retail shop at Matlock — 'Breakout'. Among the models produced were the Ultra, Shuttle, Blitz and Star Maker.

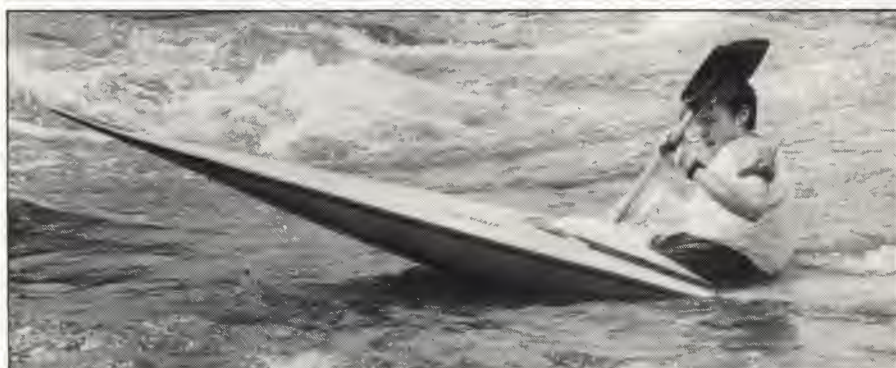
However, the closure of Performance Designs Limited has not meant the loss of the Derwent range of canoes and kayaks completely. Manufacturing from the original moulds will now continue from Wave Sports Limited of Romford, Essex, and the models retailed through the shop 'Breakout' at Matlock, the latter retained as a business by Nigel Hill and Timothy Oldrini.

Roger Mainwaring is to produce kayaks under the trade name of 'Rapid Canoes', working from Alfreton.

Details: Derwent range — Wave Sports Limited, 4 Tudor Court, Harold Court Road, Harold Wood, Romford, Essex. Telephone: 04023 73371.

Details: Retail list: Breakout, The Leisure Shop, Matlock, Derbyshire. Telephone: 0629 57148.

Details: 'Rapid Canoes' — Roger Mainwaring, 131 Beech Avenue, Alfreton, Derby. Telephone: 0773 834523.



Photographs above: The Star Maker and other models from the Derwent/Performance range shown in action at Kings Mills, on the River Trent. Photos: Mike Clark.

Nicky Wain with his bride Mahnaoush. They were married at High Wycombe on 26th November. Among the guests at the evening reception were Nicky's fellow World Team members from '81, Richard Fox and Albert Kerr. The couple spent their honeymoon at The Compleat Angler (Angler!), Marlow. (Photo: Tony Tickle).

EVENTS

THREE EVENTS FOR 1984 DIARY

Westel Tourist Trial, Sunday 15th April at Fleet Wharf on the Basingstoke Canal. The format will be the same as last year with 6, 12, 20, 30 and 40 mile sections. Don't forget this is before the D.W. so if you want a last-minute Training Session why not join us. The mementoes this year are incised pottery mugs and the usual Certificates are awarded. Entry forms will be available from: *Jeff Simmons, 52 Ashgrove Road, Ashford, Middx.* Telephone: 07842 55085.

Saturday, 12th May is the date for the Westel Wey Rally, this year it will be all on the Wey and will cost day license rate to be paid on the morning as previously. Distances approximately 24, 18, 11 and 5 miles. Details from: *Jeff Simmons, 52 Ashgrove Road, Ashford, Middx.* Telephone: 07842 55085.

The Two-Counties Relay is to be run on Saturday, 15th September. The ladies this year will paddle stage 3 not 4 so will only cover 8 miles. Stage 1 will once again have to be arranged according to how much water we have in the Ash to Frimley Section of the canal by the middle of the year. Details from: *Jeff Simmons, 52 Ashgrove Road, Ashford, Middx.* Telephone: 07842 55085.



ARCTIC CANOE MARATHON

Following on from the tremendous success of the first Arctic Canoe Race, plans for the 1984 event are already well in hand. Provisional details give the date as 29th July to 4th August. Distance is 537km: course Kilipisjarvi to Tornio, Lapland: classes over K1, K2, C2, WWR class, Womens K1, Veterans K1, and Tourist C2. The entry fee is 120 finmark with the closing date of 15th June. Details as available from: *Arctic Canoe Race, Valikatu 3, 95400 Tornio, Finland.*

JANUARY 1984

BASIC CANOE COURSES — WITH THE CANOE-CAMPING CLUB

The Canoe-Camping Club, which celebrated its fiftieth birthday in 1983, has regional groups in most areas of the UK and organises numerous training events throughout the year to suit most levels of ability.

The Herts & East Anglia Youth Group is to run a weekend of basic canoe instruction at the Young Mariner's Base, Cheshunt in Hertfordshire. The date is 12th/13th May, 1984. There will be three separate courses:

- (i) Complete beginners (BCU One Star)
- (ii) Intermediate (BCU Two Star)
- (iii) Advanced and Whitewater (BCU Three Star)

All courses will have an emphasis on safety and BCU standards will apply at all times. Camping is right beside the lakes where most of the canoeing will take place, but there is the canalised River Lea nearby for day trips and Dobb's Weir, a local whitewater training site, is a few miles away.

Facilities at the base are excellent with good toilets, changing rooms and showers a well-equipped common room, and a fine lecture theatre. (The course is self-catering). Some kayaks and equipment will be available for hire if you don't have your own.

For full details: *Graham Bourne, 2 Clay Hill, Enfield, Middlesex EN2 9AA* (enclose s.a.e.) Telephone 01-366 0301.

INTERNATIONAL MARATHON RACING SELECTION EVENTS

APRIL		
14th & 15th	Waterlands Marathon — Amsterdam	Nottingham K2 — Oxford K1
MAY		
5th & 6th	Forster's Round London 1st Grand Prix	Oxford K1 — Wey to Royal K2
27th	Belgium Relay	Reading K1
JUNE		
3rd	Poznan, Poland — 2nd Grand Prix	Round London — First Day Only K1 & K2
24th	Valladolid, Spain	Thames K1 & K2
AUGUST		
19th	Spanish K4 Race	Richmond K2
19th	Sikleborg, Denmark — 3rd Grand Prix	Royal K1 — Richmond K2
26th	Shannon, Ireland — World Cup	Royal K1 — Richmond K2
SEPTEMBER		
15th & 16th	Curdena, Denmark	Royal K1 — Richmond K2
29th & 30th	Rhineland, Germany	Nat Champs — Worcester

INTERNATIONAL PADDLING RACING

APRIL						
14th-15	Balkans Games	Plovdiv	BUL	Sen	—	OP
MAY						
5-6	Regatta	Mechelen	BEL	Sen	Jun	WP
12-13	Regatta	Sofia	BUL	Sen	—	OP
12-13	Regatta	Linz	AUT	Sen	Jun	OP
12-13	Regatta	Moskow	SU	Sen	Jun	OP
19-20	Regatta	Bratislava	TCH	Sen	Jun	OP
19-20	Regatta	Plovdiv	BUL	—	Jun	OP
JUNE						
1-3	Regatta	Brandenburg	GDR	Sen	—	OP
1-3	Regatta	Szeged	HUN	Sen	—	WP
9-10	Regatta	Milano	ITA	Sen	—	OP
9-10	Regatta	Snagov	ROM	Sen	—	OP
9-10	Regatta	Vichy	FRA	Sen	Jun	OP
16-17	Regatta	Belgrade	YUG	Sen	—	OP
16-17	Regatta	Bochum	FRG	—	Jun	OP
16-17	Regatta	Nottingham	GB	Sen	—	WP
23-24	Regatta	Duisburg	FRG	Sen	—	WP
30-1.07	Regatta	Copenhagen	DEN	Sen	—	WP
	Regatta	Bydgoszcz	POL	Sen	—	WP
JULY						
7-8	Regatta	Zaandam	HOL	Sen	—	WP
14-15	Regatta	Hostelbro	DEN	Sen	Jun	WP
14-15	Regatta	Jajce	YUG	Sen	—	OP
AUGUST						
4-5	Regatta	Trasona	ESP	Sen	Jun	OP
6-11	Olympic Games	L. Angeles	USA	Sen	—	OP
SEPTEMBER						
15-16	Regatta	Slappy	TCH	Sen	Jun	OP
22-23	Regatta	München	FRG	Sen	—	WP
OCTOBER						
7	Memorial Bazaniak	Warszawa	POL	Sen	—	OP
20	Regatta	Belgrade	YUG	Sen	—	OP

TOURS

I have been canoe touring for some years in the Western Isles of Scotland. So far, the only craft I have found suitable to meet the stresses incurred by a heavy load and a lumpy sea, is the Klepper Folbot. Though the obvious benefit of a folding kayak would appear to be its folding capabilities, there are other reasons for making this choice. The Folbot has an extremely strong yet flexible framework which is attached to the hypalon hull at the coamings only — a feature found in the Irish Curragh. This allows the hull to seize on to the frame with water pressure and lets the hull slip in the event of impact or twisting. The hull shape is fine and flowing with the floor girders creating a negative keel for directional stability. The hull is stressed onto the ash framework with air sponsors running the full length of the full between the skin and the frame. These sponsors add to the stability of the boat; they allow the craft to float while completely awash, even when fully loaded, and because of their placing, allow the full interior to be completely free for stowage.

I do most of my canoeing with a fellow Folbot enthusiast and we had decided that the AERIUS double was a better choice than two singles. On a typical week's tour, we can stow a large two-man tent, sleeping bags, spare clothes, Optimus petrol cooker and utensils, food for a week — all sorted out into day rations — and water in a two-gallon container. We still have room for hiking boots, fishing gear and camera equipment — both still and movie. The kayak will lie a-hull in a heavy swell, making it possible to film with both cameras. Again, the double kayak makes photography that much easier when one of the crew can keep the Folbot on course with paddle and rudder.

On our last trip we toured the Loch Hourn area on the Scottish North West coast. The weather was mostly foul and we compressed five days' canoeing into two. We did not set ourselves vast distances to cover at top speed as our object was to use the kayak as a means to become acquainted with the environment. We made our base camp at Arnisdale and the locals were rather surprised to find an 18 ft. kayak suddenly appear at our campsite. Since the car had no roof rack, nor any visible means of conveying a boat, it took a fair amount of explaining how the kayak was in the car when we arrived! Conversely, when an observer points to the innocuous looking bags — inquisitive as to what they might contain — they find it equally unbelievable that the contents should be an 18 ft. boat. They usually depart with a smirk, a shake of the head, and the usual remark about it folding up under us out at sea. A certain shipping line of Western Isles fame, have yet to work out how an 18 ft. craft was smuggled aboard one of their vessels as hand luggage. Set up, the Folbot would have cost us the rate for an 18 ft. car!

On the first day's canoeing we travelled down the loch to Kinloch Hourn with a following wind and a short chop on the water. Negotiating the rolling swells on our starboard quarter was tricky on the first leg.

Touring with a KLEPPER FOLBOT

The seas had about a ten mile fetch from the Skye Coast and then came funnelling down the sheer sides of the loch. We noticed the effect that the 3,000 ft. mountains, on either side, had on the south-west wind — slewing down the loch giving us the occasional Willywaw from the mountain passes. We drifted for a time with paddled unfeathered acting as sails. The rudder is indispensable on such occasions, as much as it is important for keeping rhythm on long paddling slogs. The deeper we penetrated the loch, the more fjord-like it became. The tide was on its spring flood, leaving no indication, on the rocks and beaches, that this was a sea loch. Rushing cataracts, white and swollen from the previous day's rain, burst forth from the alders right at the water's edge. The mountain slopes had little heather growing on them, but were covered with natural forests of oak, alder, and rowan, becoming straggled and tundra-like as they ascended the summits. There was a lushness of grass on the slopes suggesting the wetness of the area, and the absence of sheep. We were amazed to find a grove of ancient holly trees growing almost at the water's edge. This must be one of the few wilderness areas left in the British Isles.

The return to camp was easier than expected, as the wind had dropped considerably and the tide was on the ebb. We hugged the sheltered shore-line as far as possible to keep out of the wind-against-tide effect. We found a mountain torrent of such exceptionally clear water that we filled our water container immediately — we always carry water containers with us as finding good water in remote places can be difficult. This water was completely free from the usual brown peat stain of the Highlands, so we made the most of it and had a good wash-down, the first in three days!

The following day, we decided to head out of Loch Hourn into the Sound of Sleat, and travel north to the Sandaig Islands — the location of Gavin Maxwell's 'Camusfearna' in his book *Ring of Bright Water*. I have been fascinated by his books and, as with others, have identified with his

need for a remote spiritual retreat.

It was a beautiful day, with a sharp clear sun giving a dazzle to the water, and an incredible depth of colour to the surroundings. The wind was moderate from the south-west, and as we approached the head of the loch we were met by a confused lumpy and breaking sea caused by large swells marching up the Sound of Sleat. So we secured our spray-deck and prepared for heavy going.

Once we were out of the tidal effects of the loch, the troubled heaving lumps gave way to regular swells of deep turquoise. It was sheer delight with the warm sun on our backs — the sparkling water surging against the rocky boulder-strewn cliffs to starboard and, across the sound, the distant Cuillens of Skye looking so much like torn rags of faded cobalt against a cerulean backdrop. Because of their inaccessibility from the land, the little bays and beaches were deserted, but man was much in evidence. Plastic fish boxes littered the whole coast. Apart from a few guillemots and eider ducks, there wasn't much sea-life about. Jim was disappointed, as he was anxious to get some pictures of seals. We stalked every likely looking islet — and there were many — but to no avail. Perhaps there were killer whales in the vicinity — apparently quite common — but I suspect it was more the doings of man. We had heard some disturbing stories of foreign trawlers sweeping out Loch Hourn with nets close inshore. Certainly our mackerel line was giving negative results.

We reached the Sandaig Islands and turned into the little bay with its crescent burn fringed with alders from which Camusfearna got its name. The midday was soon unpacked — a hunk of cheese, hot soup, raisins, chocolate and biscuits.

I knew that Gavin Maxwell's house had burned down, but I had not realised that the building with its otter ponds and enclosures had been so completely erased from the site. In fact, it was almost impossible to detect the location of the building from marks in the field — so good had been the job of restoring the land to nature. The only evidence that this had been the location of Gavin Maxwell's home, was the monument to Edal the otter by a rowan tree. I suppose the 'giving back to Nature' has restored the enchantment of the place for others to come and dream. There were a few visitors tramping heedlessly about the place, but we absolved ourselves by the fact that we had come by sea.

The return was a delight. It was evening and the sun was low throwing the rocks and mountains into sharp relief. On our starboard bow, we could just make out the cliffs of Rhum emerging from behind the southern tip of Skye. For the first time in five days the mist had left the mountain tops and we saw them in their magnificence rising from sea level.

On reaching the entrance to Loch Hourn we were reminded again of the ebbing tide. We had been taking the swells on our starboard bow, but now we were being thrown about by great lumps of water that seemed to heave at random all around. We

stood out to sea for a bit to avoid the confusion of water round the promontories and headlands. At the right moment we turned sharp to port and kept up a fair speed that took us into the loch. From then on it was easy going once more and we became absorbed by the splendour of the scenery.

There was a heartrending incident when we watched a female eider duck, with one sole surviving chick, being harassed by a greater black-backed gull. It seemed that the gull had snatched other chicks previously, and now the duck was desperately trying to protect her last chick. At one point the gull even lifted the squeaking duckling out of the water but was forced to let go by the mother's furious onslaught.

The sun had set behind us and the lights began to twinkle in Arnisdale. We arrived back at our camp in a glassy calm and soon the reassuring roar of the Optimus had our stomachs rumbling in anticipation of hot food.

A splendid full moon rose from behind the peaks and we sat quietly in awe, watching the moonbeams flash across the black water, our hands firmly clasped round mugs of steaming coffee.

captain was having great difficulty in getting his kayak to go straight. Three seasons of yelling abuse at Bristol's Sunday referees had given him a very loud voice, but very little water skill! The peace and quiet of an idyllic autumn afternoon was rudely shattered: *'Stupid canoe — won't go straight!'* — he bellowed. At this moment we rounded a bend in the river to unexpectedly come across a fisherman. Bill blushed with embarrassment: *'Er . . . caught any?'* He received a cold, icy glare in response.

Onwards towards Kerne Bridge. Goodrich Castle appeared on the skyline. *'Look at that!'* I called to Nick. He looked at it . . . but didn't look at the river. Too late . . . he was stuck in an overhanging tree. But perhaps he had learnt something in that slalom competition. The rest of us watched spellbound as, paddle in one hand, branches in the other hand, and head ducking and waving, he forced his way out of the tree.

So to Lydbrook. Davy, our Scottish midfield dynamo, was determined not to get wet. He didn't even want to get his feet wet. A big mistake . . . The water had been cold all day, and as the sun had sunk in the western sky, it had got even colder. As I tried to pull him up a steep bank, his kayak turned over. Into the water he went. I'll never know what he said to me! It was all in an incomprehensible Scottish accent. I threw him a towel and vanished as fast as possible.

The following day we lost 10-0 . . . !

and the team came too!

The message seemed to have got around my football team that I was something of a dab-hand at canoeing. I don't know how — but suddenly one day I was confronted by five of them wanting me to organise a canoeing trip. I could hardly refuse . . . Week after week they had put up with my awful goalkeeping, and now it was time to do something in return. An 8-mile journey down the River Wye would surely be memorably, I thought.

So to Ross on a perfect October day. With a strong current flowing, lunch in the local pub, and a request to launch from its steps — *'Yes, if you're brave enough!'* — and my small party prepared for a few hours of canoeing.

A small crowd gathered as we carried our kayaks to the water. Two were launched without mishap, but our onlookers burst into spontaneous laughter as Nick, our third would-be canoeist, capsized. He had once come 116th out of 117 in a schools slalom competition at Pontrilas and had clearly not improved since then! Cold and wet, he swore blind that there was no bacardi in his lunch-time coke . . .

However soon we were all underway and rapidly past Wilton Bridge. Our team

WEST WALES BREAK

WITH DAVID SHAPPERD

On a cold winters evening, while sitting by a cosy warm fire, a question occurred to me . . . Are there any rivers other than the Wye that I could canoe on?

I had not canoed very much in the past, but the recent purchase of a general purpose kayak marked a major step forward. However, having worked for too many years in an office, I was finding that the current on the Wye never seemed to be fast enough nowadays, and the wind was usually blowing the wrong way! Let's find a rapid river I thought . . .

Thus a few months later, I set off on holiday with a friend to try the Teifi in South Wales. It seemed a bit of a gamble as there is no right of navigation . . . but this was a chance we were prepared to take. Our first trip was most enjoyable, we travelled some 5-miles in a record time

without even hurrying, and, despite getting lodged in a couple of over-hanging trees. We had a few strange looks from the fishermen, but they did not say anything and we took out with only a short drive to a campsite near Cardigan.

The following day we had a go at paddling up the estuary. To us this was fascinating. The effect of tide and wind meant that you paddled your kayak in one direction and went in an entirely different direction! After about a mile or so we appeared to be making less and less progress without any apparent explanation . . . We suddenly realised that the tide had turned! So we settled for an early stop for lunch and a little sun-bathing, followed by a leisurely return trip to the Poppit Sands.

So to the upper section of the river for the third day. This was a revelation — one rapid after another. A major problem arose with a fallen tree over one of the rapids, causing my partner to capsize and leaving me to race down river in an attempt to retrieve his paddle. However, both the paddle and myself were stopped by a strand of barbed wire crossing the river . . .

After getting ourselves re-organised we continued on our journey . . . through the now familiar hazards of barbed wire and fallen trees, until finally I came to a halt right in the middle of a deep rapid! An ugly crunching sound announced that I had lodged on the top of a hidden tree stump and while I could rotate the kayak on this stump, I could not seem to get clear and head down river. The river was certainly cold, yet a deliberate capsize appeared to be the only solution to get free. However, luckily I wobbled off and headed away down stream — still warm and comparatively dry.

Our trip was completed by many more rapids, together with a single dedicated fisherman who did not take kindly to us passing through his stretch of river . . . We could hear loud swearing as we headed off into the sunset!

After a day spent walking part of the Pembrokeshire Coastal Path, we picked a short middle section of the river for our final trip. Here we found that while the superb wooden scenery was as good as that of the River Wye, the current was much faster. We ran aground on one rapid — much to the amusement of a fisherman standing in the middle of it — and having played on many stretches of the rough water, had an overlong break for lunch, stopped overlong at a local hostelry, we decided that the Llandyssul Rapids could wait for another year . . .

We enjoyed tremendously our short holiday, the Teifi was certainly faster than the River Wye and proved to be exciting . . . but throughout we had not seen another single canoeist on the water . . .

CANOE TOURING

SEASONAL FUN

The long British Christmas holiday break started early for Richmond Canoe Club members with a Christmas party being held on Saturday 17th December. Some 50 members attended a turkey dinner at the Three Pigeons Public House and followed this with a disco at the Clubhouse that went on well into the early hours.

A little further up the Thames, Royal Canoe Club held a buffet party for members only the following week and a disco for the New Year.

At Nottingham, a crew was entered for the annual Derwent River raft race — the 21st race which attracted over 300 crew and well over seventy rafts of wildly varying standard. The Derwent was well up with flood water, and the weir below the town of Matlock proved to be a popular venue with the many thousand of spectators that crowded the river banks. The Nottingham crew were not too successful! Following the raft race a small number of Notties went back to Mick and Kath Nadel's for a meal and drinks. Members saw the New Year with a fancy-dress disco in West Bridgeford. (Photos from Race Raft by Mike Clark).



ARTIFICIAL COURSE

Below and on the centre-spread is a feature article on the proposed Artificial Canoe Slalom Course for Holme Pierrepont, and which first appeared way back in the April issue of Canoeing Magazine in 1975.

For over ten years, the British Canoe Union, the Slalom Committee and specialist ASCOT Committee, have been pushing for the building of the course at the National Watersports Centre, Holme Pierrepont, Nottingham. A rough water course that would compliment the flat water canoeing and rowing course, and which would make Holme Pierrepont the real centre of British canoesport.

For over ten years we have been pushing for the course, ten years in which the Czechs have built two rough water courses, the Americans have developed their own River Platte artificial section, and here in the UK a 'beginners' course has been incorporated in a flood relief system at Cardington, Bedford. However, there are now strong rumours that at last the course at Holme Pierrepont is to go ahead in the near future with a possible completion date of 1986. (On page 18 there are photographs of other artificial courses — Augsburg, Cardington, Troja).

Scale model on show

The very same morning as the opening of the B.C.U. National Canoe Exhibition at Crystal Palace, the scale model of the proposed artificial slalom course at Holme Pierrepont was put on show to invited persons at the British Hydraulic Research Centre at Canfield, near Stoney Stratford. Having a Canoeing Magazine Stand at Crystal Palace, it took a little dashing around and organising to find time to get up to Canfield but with stand-in help from Mike Carvell at Crystal Palace, the viewing of the model proved highly interesting.

The 1/20 scale model, taking up one side of a tremendous test tank workshop, is an impressive piece of work. The basic design and shape of the course is the work of Frank Goodman (a previous article has appeared in Canoeing Magazine on this), while the setting of the various obstacles and graduation of the course is the work of Frank Goodman, John MacLeod, and Maurice Rothwell.

Technical Details

The technical details for those who understand such jargon are: water flow at 750 cu secs will give maximum head of 13.5 ft (4.12 m), water flow at 1000 cu secs will give maximum head of 12.5 ft (3.80 m). Maximum water speed on the course is 4-metres per sec., this being over the greater part of the course. Total length of the course will be some 800-metres from Trent inlet to the course fall-out, but only 500-metres of top difficulty course is available under flood conditions and some 650-metres under normal conditions. Down the course there are some 41 possible breakouts. These balanced at 21 to the right and 20 to the left, thus giving fair competition to the left or right handed C1 paddler.

For a comparison, the artificial course at Augsburg has a maximum head of water just over 14ft, slightly greater than at Holme Pierrepont, but the Augsburg water volume is less. The course will produce the best and most continuous rough water conditions anywhere in Britain. The

Tryweryn at its best only runs at around 400-cu secs, while the fastest water on the Llangollen site — that over the Mill Falls — runs at only around 3-metres per sec.

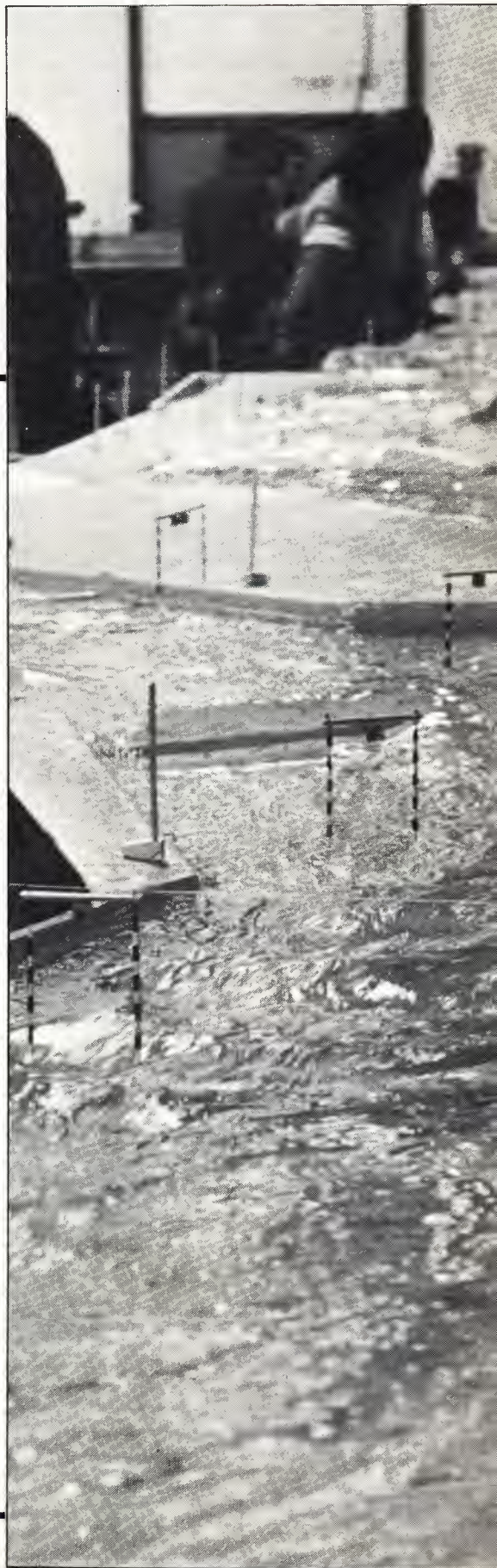
Designed for expert or novice

A great amount of foresight has been put into the design of the course to allow for its use by both the expert and the novice paddler. Thus the design incorporates two islands, giving an escape route to those not capable of taking on the roughest parts of the course. All the obstacles down the courses have been designed for ease of construction and do not conform to a natural shape as one would expect to find rocks on a rapid river course. However, as far as can be judged from this model, there is no surging of the water as experienced at Augsburg, and the design should provide a really first class slalom competition course with water conditions being very near to that of a natural river.

Having the benefit of the experience gained from the Augsburg course, one of the main features of the course at Holme Pierrepont will be the use of the beached sides. While the main flow of water is through a definite channel, the sides have been flattened to produce beaches for waves to dissipate, and it is only in a few places that the competitor will be presented with menacing enclosing walls as on the majority of the Augsburg course.

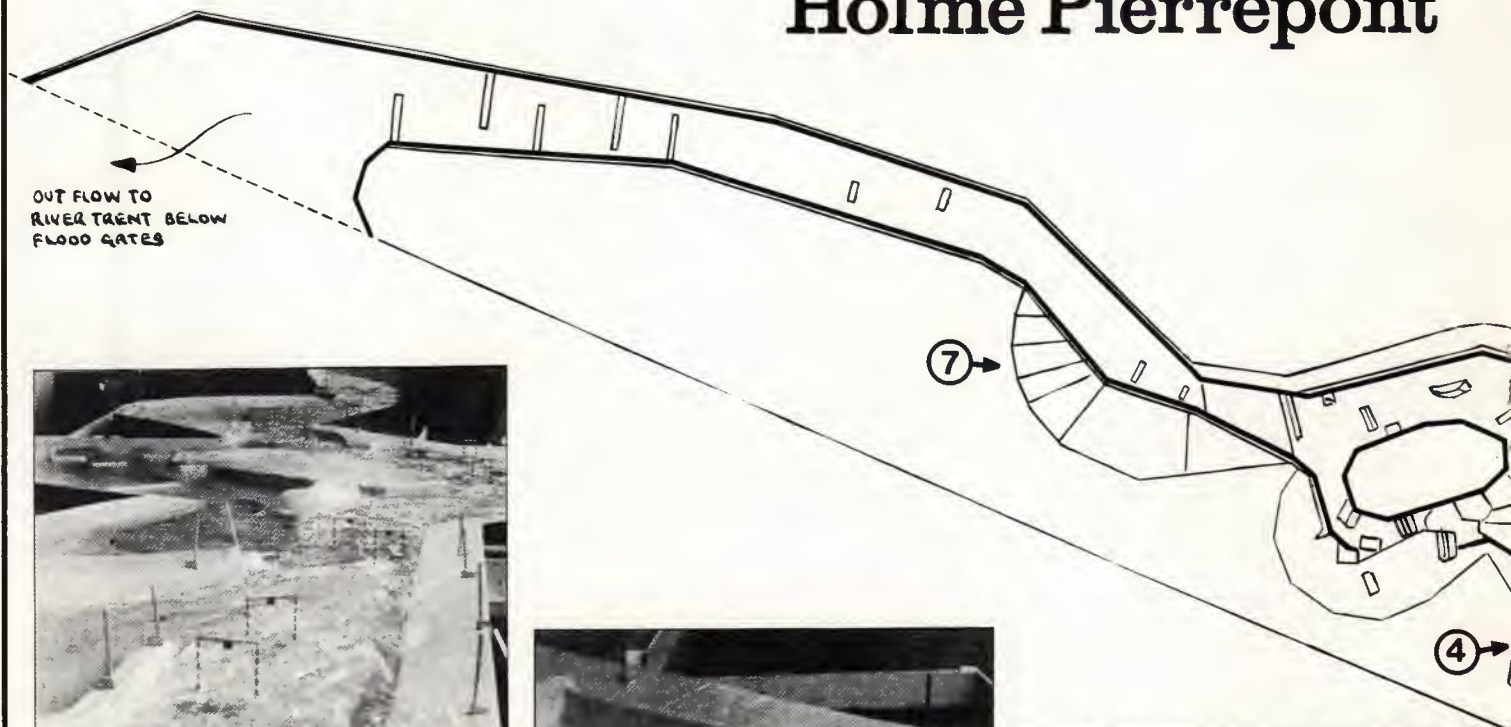
Still more design work

Ancillary building, such as spectator facilities, control centre and administration blocks, changing room and shower amenities, or boat transportation from finish to start have not been considered in the design, thus there is still a great deal of planning to be done. When actual site work will start on the project is not known, but as seen from the I.C.F. Bulletin, Britain has already been granted the hosting of the 1981 World Championships for Slalom and Wild Water Racing, the venue being Holme Pierrepont for the former and the Tryweryn for the latter . . .



ARTIFICIAL SLALOM COURSE

Holme Pierrepont



1



2



3

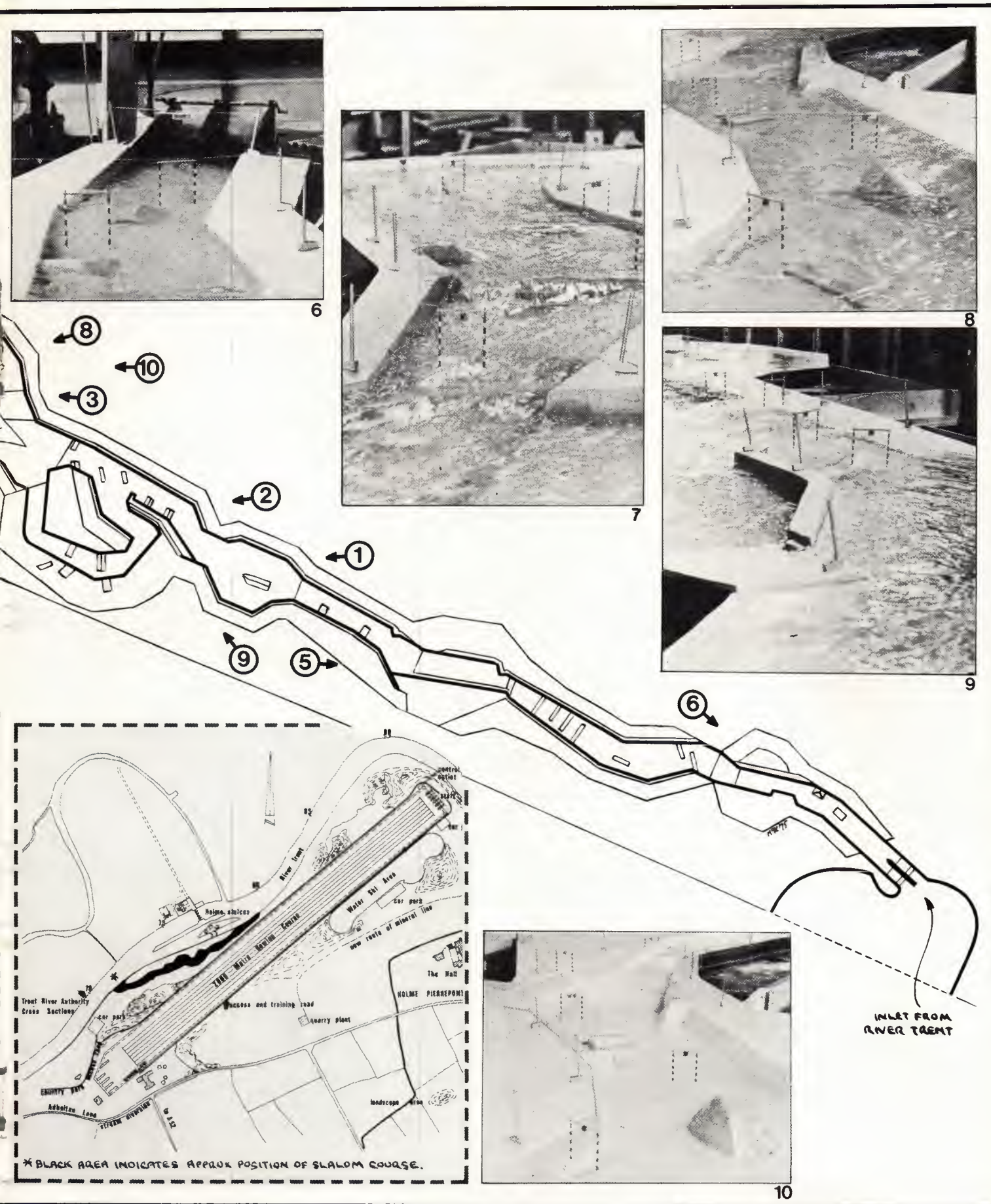


4



5

photographs by Mike Clark



The proposed Artificial Canoe Slalom Course to be built at the National Watersports Centre, Holme Pierrepont, Nottingham. The line drawing shows the general layout of the course while the dotted box shows the slalom course in relation to the flat water racing course and the River Trent. The photographs are those from the original 1/20 scale model that was built at the British Hydraulic Research Centre, near Stoney Stratford.



Three of the courses at present built — Left, the superb Olympic Augsburg course: Above, the course Troja: Below, two shots of the U.K. Cardington course.



Adventure Holidays

NOT JUST ANOTHER BROCHURE... BUT A KALEIDOSCOPE OF ACTION-FILLED HOLIDAY IDEAS

Learning new skills, meeting new friends and having fun at the same time is what children's adventure holidays are all about — and the choice of activity holiday is growing every year.

The latest real-life adventure holiday, aimed at 12 to 16 year-olds, is set in the Scottish borders. Based at Oxenford Castle, in extensive woodland about 10 miles south of Edinburgh, the holiday is designed to develop aptitude and self-confidence as the children go about solving mysteries, piecing together clues and thinking their way out of a series of tricky situations to find the buried treasure trove.

Each day brings new problems — there could be double agents from rival *clans* roaming the woods to send your group in the wrong direction — and only one team will eventually discover the treasure.

This holiday is called The Border Quest and is one of the many new types of action-filled holidays created by PGL, Britain's leading activity holiday specialists.

Also completely new are multi-activity holidays — sailing, canoeing, riding — in France, Ireland and Scotland and, following the success of their *sold out* computer courses in 1983, PGL have now arranged computer courses in a total of eight regional centres. There are two advanced computer holidays, where children have the opportunity to handle the very latest in micros and main frame computers.

With over 60 centres in the UK and Europe, PGL offer 6-18 year-olds a huge choice of activity and sports-orientated holidays. They have enlisted former British Lion and England skipper Bill Beaumont to mastermind their rugby coaching holidays. And, by contrast, over the Channel at La Rochelle, youngsters less keen on sport can improve their French at a new language centre.

Also in France, a 10-day Windsurfing Special holiday lets children spend the first half of their holiday learning to windsurf, followed by five days canoeing in the Ardeche Gorge, the region's most spectacular river which cascades down through rapids to the Mediterranean.

Young sports fans have the opportunity to improve their skills whatever their grade — with soccer, for example, taken by experienced coaches and international stars like Paul Mariner and Terry Butcher. Cricket coaching also uses the talents of Test players, such as Graham Gooch, and tennis is another of the sports in which children can see their techniques analysed on video play-back.

Being the biggest activity holiday company, PGL have centres in many areas of the UK and, in most cases, arrange escorted travel.



Making new friends and overcoming fresh challenges are all part of the fun on PGL adventure holidays.

UK WATERWAY HOLIDAYS

The first copy of the 1984 holiday brochure published at the end of November by UK Waterway Holidays Ltd., was presented at a press conference held in London by Sir Frank Price DL, Chairman of British Waterways Board to Lord Skelmersdale, Department of the Environment spokesman in the House of Lords. The occasion marked the publication of the new brochure which will spearhead the company's third year of operation in the selling to overseas markets of holidays on Britain's extensive and unique system of inland waterways.

UK Waterway Holidays Ltd., which is owned jointly by the British Waterways Board and the Association of Pleasure Craft Operators, is attracting more boat operating companies year by year and in 1984 will be offering over 130 self-skipper, charter and hotel boats from 30 starting points throughout Britain.

In 1984 a simplified pricing structure is offered together with an optional Personalised Itinerary Planning Service, which will enable clients to take full advantage of the joint British Tourist Authority and incoming travel trade 'Heritage '84' promotion. Also the company has arranged a 50% fare discount scheme for visitors travelling to the starting point of their cruising holidays by rail.

Sir Frank Price, Chairman of the Company, said, 'Our efforts over the past two years have shown that a partnership between a nationalised industry and private enterprise can succeed. We are confident that our experience has enabled us to put together the right holiday packages that will

influence more people from overseas to come and visit Britain's inland waterways. Already our advance bookings for 1984 show a ten-fold increase by comparison to this time last year. Our long term success will benefit the boat hire trade, the waterways, related tourism industries and employment prospects.'

The British Tourist Authority, who played a prominent part in promoting the company overseas in its first two formative years, will continue to assist with marketing activities, principally in North America, Australasia, Western Europe and Scandinavia.

GOOD PROSPECTS FOR WALES IN 'HERITAGE YEAR'

The Wales Tourist Board today launched a £1 million promotional campaign which seeks to reinforce a promising upward trend in Wales's holiday market. Reactions from the tourist industry indicate that Wales, unlike many destinations, attracted extra visitors in 1983. WTB's own researches suggest that 1983 could turn out to have been the best season for many years. During the main summer months there was a significant increase in visitors staying at Welsh hotels. Occupancy rose three percentage points in comparison with 1982 figures.

The hotel trade, which is represented in the biggest selection of holiday accommodation every to appear in the free 'Wales' brochure, are anxious to cultivate this upward trend. Wherever possible, prices are being held at least at 1983 levels in the face of severe competition from other destinations.

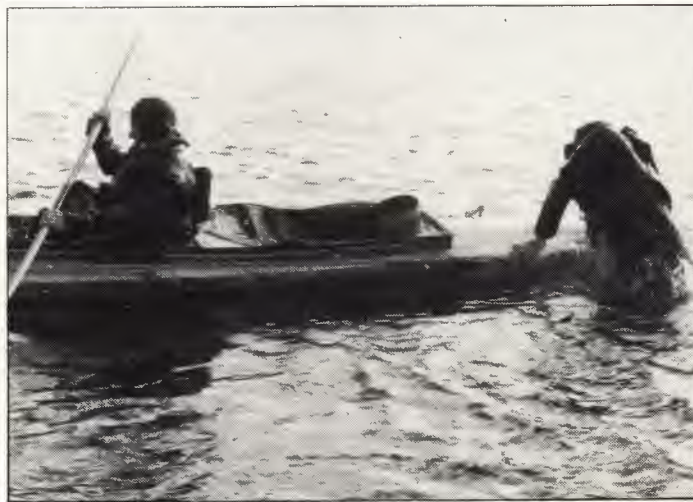
Everything in the new 132-page 'Wales' brochure is geared to making the booking of holiday accommodation straightforward and simple. A larger selection than ever before — nearly 900 places to stay — is on offer, everyone of which has been checked by WTB to ensure compliance with the Board's accommodation standards.

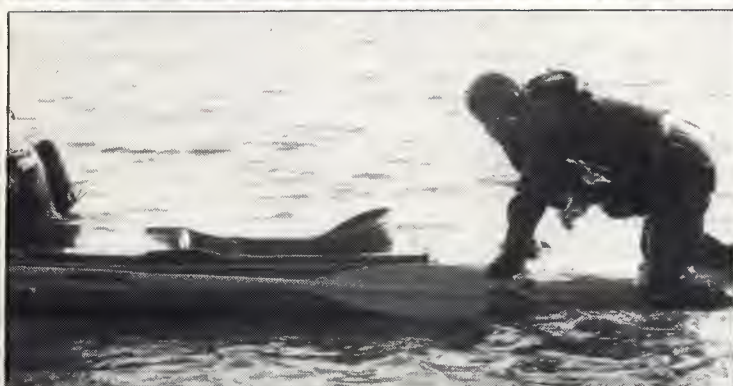
1984 has been designated 'Heritage Year' in Wales. This 'heritage' theme plays a major part in the WTB's main advertising campaign. Full colour double-page advertisements will be used for the first time in leading national magazines. A special 'Resorts' campaign will run in tandem with these efforts, a joint promotion between the WTB and seaside and inland holiday centres. This is also bigger for 1984, with 14 resorts participating in a £165,000 campaign.

Commenting on the campaign, Lord Parry, Chairman of the Wales Tourist Board, said: 'Everything suggests that prospects are now much brighter for tourism in Wales. Undoubtedly, our 'Festival of Castles' promotions in 1983 — not to mention good weather — have helped considerably. Increases in visitors can also be attributed to the efforts of the trade in holding down prices.'

DROPPED BYELINES

Apologies for the dropping of a couple of credits in the last issue of Canoeing Magazine. The cover photograph should have been credited to Chris Howes of Cardiff (an excellent moody sea canoeing shot), while the sea article on the Uists was written by Mark Jardine.



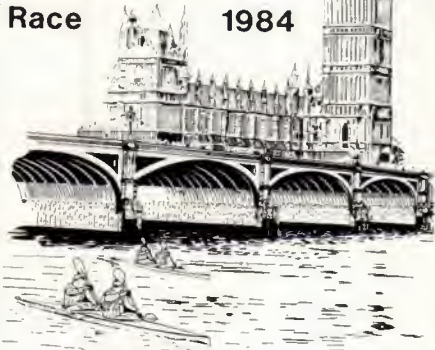


MARINE ARCHIVES

As promised we ran another photo feature from Royal Marine archives. This series shows capsizing and re-entry from the water of a two-man kayak. The craft is marked as 'Canoe Mk.XI' and seems to be a hard-skinned kayak rather than the familiar folding boat.

EVENTS

DEVIZES TO WESTMINSTER International Canoe Race 1984



For Rule Books, Entry Forms etc. please apply to:-
DW Keane, 12, Swakeleys Drive
Uxbridge, Middx. UB10 8QB

DEVIZES TO WESTMINSTER INTERNATIONAL CANOE RACE April 20th-23rd 1984

Ideas conceived in Public Houses tend to tarnish in the harsh light of day, however in the back bar of the Greyhound at Pewsey they obviously brew some lasting inspiration. Right there was born the toughest annual canoe race in the World, the Devizes To Westminster 125 mile marathon. The event held every Easter increases in stature each year and reaches its thirty-seventh birthday in 1984.

The course starts at Couch Lane Bridge, Devizes in Wiltshire and follows the Kennet and Avon Canal through Hungerford and Newbury to Reading where the canal joins the Thames. From Reading the course follows the Thames through Henley, Marlow, Windsor and Teddington, then down the tidal stretch to Westminster.

Senior crews aged over eighteen may start at any time they choose between 07.00 hrs and 18.00 hrs on Good Friday and although many will paddle non-stop to Westminster most just wish to achieve the distinction of merely completing this unique challenge. Junior crews will be started between 09.00 hrs and 10.00 hrs on Good Friday. They cover the course in four legs of 34, 36, 38 and 17 miles, stopping overnight in halls at Newbury and Marlow, camping out the third night at Ham. They complete the course to Westminster on Easter Monday.

Under ideal conditions, the race calls for strenuous and sustained effort; in bad weather, it can be extremely arduous and, below Teddington on the Tideway dangerous. Only canoeists who are able to swim and have trained hard for at least three months prior to Easter should attempt the race.

The main hazards include:-

- 76 locks necessitating portaging. The banks of the river are often steep and slippery.
- Obstruction along the Canal Banks.
- Weirs on the Thames
- Sub-zero temperatures at night
- Angry Swans
- The possibility of being swamped by passing pleasure craft on the tidal stretches of the River Thames.

During the race, Westminster's information office may be telephoned at any time, day or night, from 16.00 hrs on Thursday, 19th April to 11.00 hrs on Monday, 23rd April. Their number is 01-928 4870. Other information centres are situated at Newbury, Marlow and Teddington. Staff at these points will be happy to advise support teams and spectators as to the state of the race.

Entry forms can be obtained from: Competition Secretary, D.W. Keane, 12 Swakeley Drive, Ickenham, Middlesex. Telephone: (0895) 32165. He can also supply details of Hotel and Hostel accommodation. The entry form and fee of £18.00 should be in the hands of the Competition Secretary not later than 21 days before Good Friday.

NEW BOOKS GUIDES AND PUBLICATIONS

SPORTS CHALLENGE TO YOUTH

Recognising the importance of sport in the lives of young people today, the Scottish Sports Council has produced a booklet which aims to underline the challenge and fun in such activities.

Called 'A Question of Sport and Young People' the booklet is being made available to education authorities throughout Scotland. Brightly illustrated, the booklet has been designed to be of use not only to teachers in schools but also to young people when they leave school.

'We are attempting to underline the fact that sport has something to offer all young people in Scotland' said Mr Peter Heatly, Chairman of the Scottish Sports Council, at the launch of the booklet in December.

'Sport provides the opportunity not only to have fun and enjoyment but also make friends, relax, improve fitness and to travel. Sport does not necessarily mean expensive specialist clothing, high levels of skill, intricate rules and regulations. We want to break down these and other barriers which stop people of all ages from taking part in sport and we believe that if we can encourage more young people to participate their interest will be held for the remainder of their lives.'

'We think that this booklet is particularly important at this time of increase leisure time — forced or voluntary — which many young people find difficult to fill. Sport and physical recreation can provide the challenge many young people seek and can improve the quality of life for everyone. We hope that this booklet will encourage young people to consider seriously the part sport and physical recreation can play in their lives.'



Canals and Waterways

DEVIZES FLIGHT

Restoration of the massive 29-lock flight on the Kennet and Avon Canal at Caen Hill on the Bristol side of Devizes continues.

Lock No 50, now renamed Kennet Lock (as its restoration was financed by Kennet District Council) is the first of 29 locks of the Caen Hill Flight, to be restored. The area has been landscaped and grassed and a variety of garden urns placed around the lock, have been filled with a profusion of flowers.

Section inspector Stan Miles has 36 men in his section, and Mrs Diane Lloyd works in the office as part-time clerk. Work started on the Caen Hill Flight in December 1977 under a Manpower Services Commission Scheme. Phase 1 was to repair the lock and pound structures.

Phase 2, now under way, is the fitting of new top gates to the flight. So far, 42 of the 56 steel gates have been installed. The gates have been fitted with wooden heels and heads by the Severn section. They are being installed by the Devizes section.

At the Kennet & Avon Canal Trust annual general meeting last year, their Chairman, Admiral Sir William O'Brien, said that further plans to revive the stretch between Bath and Devizes, including the Caen Hill Flight of Locks and Dundas Aqueduct, are under way.

Work on the restoration of Dundas Aqueduct started in October, using outside contractors and financed by British Waterways Board. It is hoped that this work will be finished early in 1984.

The Board are hoping to enter into a five-year agreement with Wiltshire County Council to maintain the 13-mile stretch from Devizes to the Avon boundary.

To make the completion of the Trust's Interpretation Centre at Devizes, a small celebration took place last September, when Anthony Burton declared the canal exhibition open. The Trust took this opportunity to invite the many people who had been involved in some way with the conversion of Devizes Wharf into the interesting tourist centre that it is now.

Reprinted from 'Waterways News'

EXCITING 'NEWS' FROM TRYLON

New — Informative brochure/ wallchart showing the full range of canoes, including six new ones, paddles in kit form or ready assembled, and lots of accessories.

New — Arrowbat — A fast manoeuvrable low line polo boat designed by Arrowcraft and fully conforming to BCU regulations, moulds and finished boats available.

New — Ace Perception Mirage II — A medium volume Kayak moulded in virtually indestructible polythene, with Yakima footrest and fitted end loops, manufactured to BSI and BCMA specifications.

New — Freestyle — Representing a new era in canoeing fun and safety. This kayak is highly manoeuvrable and stable, yet with the addition of the skeg tracks easily for estuary or offshore paddling.

New — Coleman Touring 'Canadian' type canoe ideal for clubs, groups etc. Moulded in one piece from super strong RAMX®.

New — Premier II — A world class ultra low line slalom kayak available in a very wide range of constructions, (finished boats only).

New — Amazon — An exceptional kayak designed for expedition work, which has proved popular with centres and clubs, finished boats only.

New — A comprehensive range of paddles available in kit form or ready assembled, now including the Freeblades range.

To find out more about what Trylon offer for '84 and their service for the home, club or school builder, see them at Crystal Palace on February 18/19th 1984 or send for details to: *Trylon Limited, Thrift Street, Wollaston, Northants NN9 7QJ. Telephone: 0933 664275.*

ENTER THE 'ADAPT-A-RAC' — A REVOLUTION IN ROOF RACKS!

The 'Adapt-A-Rac' is the new name for a brand new product from Blydenstein, the world-famous name in motor sport.

The 'Fapa' designer range of Italian-developed merchandise represents the absolute cream of what the British public have in the past disparagingly dismissed as 'roof racks'.

'After all, if you are running around in a smart, expensive, sporty car, the last thing you want is a tatty old roof rack' points out Ted Cockett of Blydenstein, 'but what were the alternatives? None — until now.'

The new range, for which Blydenstein have the exclusive rights in the UK, completely revolutionises the old image of the roof rack as simply a necessary evil from transporting bulky items from A to B.

Sealed with the coveted German approval — TUV — the range, by Italian designer Guilio Moselli, is unique in many aspects. First, the size and spectrum of the range. There are about a dozen choices of the Adapt-A-Rac for transporting luggage a separate range for skis; special systems for carrying planks of wood, fishing rods, aerials, sailing boats, surf boards, bicycles etc., with other vital accessories such as a luggage shell or plastic cover to give protection from the elements and a 'Locker' anti-theft system to give protection from thieves.

Secondly, the upmarket, streamlined and sophisticated appearance of all the products; the old image of the British tourist on the motorway with straps flapping from precarious roof racks, was something of a joke.

Thirdly, the practical, workable, no-fuss way all the items can be attached to any car — even gutterless ones — in minutes, and

TRADE NEWS

NEWS AND PREVIEW OF EQUIPMENT AND GEAR

dismantled with equal ease. No tools are necessary — all the holdalls are supplied with screw attachments and fittings which can be applied by hand.

'Ease of assembly and the quality of the finished article are two of the main features of the range' says Ted Cockett. 'There is nothing more annoying than trying to find the right spanner to fit the nut'.

The fourth unique feature of the Fapa range of products is their price — startlingly low for such expensive-looking equipment, and less than the average old-style roof rack currently on the market.

Some samples are: Number 1 Fapa assembly — £9.78; Number 2, Uniport — £18.20; Tabarly strap system — £6.14 for 2.5 metres, £8.90 for 5 metres; Windsurf — £20.48; Unibloc for skis — £3.41; Windy, spoiler for caravans with same quality paintwork as a BMW — £29.80 (nearest equivalent about £60); Cabot for boats — £18.20; Cicloway, bicycle carrier — £9.98; Plasticover for luggage protection — £4.10.

'We are now in a leisure-orientated society' says Ted Cockett, 'and this range is geared to leisure activity as never before.'

Blydenstein Racing Ltd can be contacted at: *Station Works, Shepreth, Nr. Royston, Herts. Tel: Royston (0763) 60051.*



Above: The 'Adapt-a-Rac'. Below: The Plastimo range of buoyancy aids.



THREE NEW BUOYANCY AIDS FROM PLASTIMO

Front runners in the safety equipment business, Plastimo have come up with three new buoyancy aids to add to their extensive range.

Announcing the new designs, Plastimo say that they are not producing them solely for sailing people, but for personal safety in every water sport including canoeing, sail boarding, sailing, fishing, rowing, waterskiing etc.

First of the trio is 'Explorer' which has a tough yellow polyamide coated acrylic cover with chunky nylon zip. It features close cell foam buoyancy, low round cut back with waist draw string and two large breast pockets (one completely waterproof). There is also a large easy access self-drained back pouch. Prices from £17.50.

'Wild Water' is manufactured with orange red nylon jersey cover, blue edging, with closed cell foam buoyancy. It features a strong chunky nylon zip and waist draw string plus elasticated sides for extra comfort and freedom. The large front pocket is 'Velcro' fastened. Priced from £12.75.

Finally, 'Water Elf' is a buoyancy aid that comes with an orange red nylon jersey cover, blue edging with close cell foam buoyancy. This model also features a strong nylon zip with waist draw string and elasticated sides for comfort and freedom of movement. Prices from £9.97

All the new buoyancy aids from Plastimo are available in three sizes: small, medium and large.

NEW THERMAL UNDERSUIT FROM SEA CARE

The increasing popularity of drysuits in surf sports and the full potential for four-season surf work, has produced a need for an effective insulated undersuit.

Sea Car Systems, along with Phoenix Mountaineering — one of Britain's leading manufacturers of outdoor leisure clothing — have developed an undersuit with several unique features. Called the Phoenix suit, the new one-piece, long sleeve undersuit is interlined with Thinsulate thermal insulation from 3M. This comparatively new concept in microfibre insulation supplies nearly twice the warmth of most commonly used insulators, when equal thicknesses are compared. Additionally, the Thinsulate material retains 80% of its insulative value when completely wet.

A windproof, showerproof nylon outer in distinctive colours makes the suit good



beachwear. An inner lining of Pertex, a new nylon fabric that absorbs moisture into its weave to eliminate most of the problems of condensation and perspiration, adds to the suit's outstanding performance.

Knee patches and a seat patch in hard wearing Condura material complete the suit's specification.

In announcing the availability of the new Phoenix suit, a spokesman for Sea Care Systems said that the exceptional qualities of Thinsulate thermal insulation would be welcomed by the surf world and fill a long standing gap in efficient four-season wear.

Recommended selling prices is £67.50 plus VAT, and further information is available from: *Sea Care Systems, 30 Alexandra Road, Clevedon, Avon BS21 7QH. Telephone Bristol (0272) 871791.*

TWO-WAY RADIO FOR SPORT

At last! A miniature two way radio system designed especially for action people. Or at least that is the message of a brochure that dropped onto the Canoeing Magazine desk a few weeks back . . .

While skiing, windsurfing, skating, cycling, or even canoeing, it is now possible to keep in constant contact with fellow enthusiasts . . . thanks to Micman.

Many athletes use radio communications during training to keep in touch with their coaches and achieve the best competition results. Handic Micman adds a new dimension to two-way radio communications. It is small and easy to carry either on the belt or in the specially designed carry harness. It will provide reliable short range communication for virtually any sporting activity.

At a price of around £120.00 for a basic unit, the Micman is a winner. Optional extras include Selective Call, Body Harness, and Waterproof Packaging. Full details can be obtained from: *Radiotechnic Ltd., 39 Masons Avenue, Wealdstone, Harrow, Middlesex HA3 5AH. Telephone: 01-863 1009.*

INDUSTRIAL SHEETING FOR BOATHOUSE

The economic design of a roof space and the use of industrial sheeting combine well in the form of a boat house built on the banks of the River Medway near

Maidstone, Kent, for King's School, Rochester.

The absence of other buildings nearby enabled Architects George Clay and Partners to introduce a triangular building effectively into the rural scene.

The building's strong roof feature was achieved by 60mm deep profiled galvanised steel trapezoidal Colorclad sheeting installed by Briggs Amasco Ltd. This economic alternative to roof tiles is protected externally with Plastisol, a durable PVC Colorcoat finish from BSC. For further information contact: *Stephen Wallace, Briggs Amasco Ltd, Clarendon House, West Street, Dorking, Surrey RH4 1UJ. Telephone: Dorking (0306) 885933.*



Unique boathouse on the Medway at Maidstone.

The Nipper Extreme from Wye Kayak of Hereford.



NIPPER EXTREME FROM WYE KAYAKS

Wye Kayaks of Hereford have completely redesigned their junior kayak. The 'Nipper Extreme' is a beautifully styled and well finished craft, designed by a Division 1 paddler to incorporate all the latest slalom features.

The boat has been built from scratch to give the young competitor a light, fast and

highly competitive boat built to their scale. The Nipper Extreme is available from all good canoe shops in a variety of competition constructions. In case of difficulty contact: *Wye Kayaks, 31 East Street, Hereford. Telephone: 0432 26543.*

Also from Wye Kayaks comes the new Puma XP85 racing K2 that looks to be a winner all the way. This all-new K2 features a very fine bow section for greater speed on shallow water, larger cockpits for quicker entry/exit, different seat heights and a very superior standard of finish.

The Puma XP85 is available in a variety of construction options from the basic marathon, to Kevlar Carbon, and is available from selected dealers throughout the UK. For full details, contact Wye Kayaks at the above address.

KEEP WARM, KEEP DRY, KEEP CANOEING

When training in winter conditions, it is essential to choose the correct type of clothing to keep as warm as possible. For spectators and canoeists alike the Helly Hansen 3-layer system has undoubtedly proved successful and it is based on proven fabrics, tested under extreme conditions.

Starting next to the skin, the first layer is the famous LIFA polypropylene bodywear, manufactured from a very soft and supple fabric which conducts any perspiration away from the body by means of capillary action. The clothing keeps its snug fit, is lightweight (an important point when wearing several layers), quick drying, and because any moisture is conducted away from the skin to the outer layer, it ensures that the wearer stays drier and therefore warmer. Lifa is ideal for any sport where a period of intense activity is followed by a

period of inactivity — so no feeling of clamminess.

Over the Lifa bodywear goes Softpile, the fabric that is as warm as wool, but half the weight. This fibre pile fabric insulates the body even when wet, and is easily wrung dry. The deep pile warmth combined with the snug insulation of Lifa can keep out the most arctic conditions, and there is a wide range of garments to choose from.

Finally, Helly Hansen offer a wide range of waterproof garments, which complete the system with an outer layer of insulation to retain body warmth and protect from the elements. Recently, the company has launched *Rainbreaker*, manufactured from extra lightweight 2oz polyurethane. Comprising jacket and trousers, the garments are constructed with electronically welded seams to ensure they are completely watertight and when worn over Lifa and Softpile, provide the ultimate in light, warm and waterproof clothing.

The 3-way system of clothing is available in a very wide range of sizes from yacht chandlers and stockists throughout the country.

**TRADE
NEWS**

**NEWS AND PREVIEW OF
EQUIPMENT AND GEAR**

Try these simple exercises and help Britain's Olympic Canoeing Team.



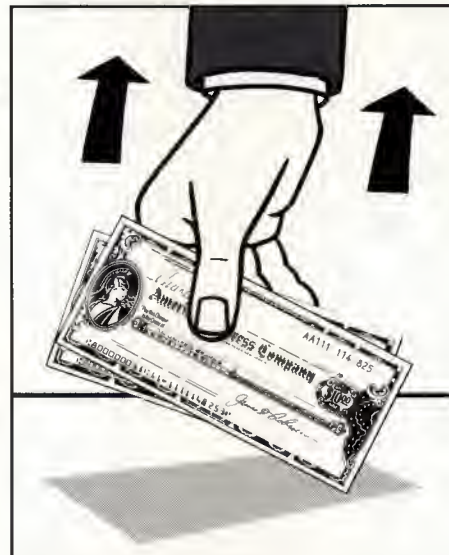
1 Reach out and apply for the American Express Card.

When you are accepted as a new Personal Cardmember (on the special application form) we'll donate £5 to the British Olympic Appeal (with a further £5 donation when Cardmembers successfully propose a friend or relative for Cardmembership).



2 Exercise your spending power with the Card.

Every time you use the American Express Card in the UK from January 1st to April 1st, we'll donate 2p to the British Olympic Appeal. So the more you use the Card the more you will be doing for our Olympic hopefuls.



3 Pick up some American Express US Dollar Travellers Cheques.

We'll make a further donation to the Appeal every time you purchase American Express US Dollar Travellers Cheques - especially useful in L.A.



4 Push open the door of one of our Travel Offices.

Every time you purchase a travel package with the American Express Card at any of our TravelService or Representative Offices in the UK we'll make a 50p donation.



5 Build yourself up at a fund raising dinner.

Come to one of the official fund raising dinners which we'll be organising on behalf of the British Olympic Association at hotels that accept the Card.

The British Olympic Association relies entirely on voluntary contributions to fund the British Olympic Team.

And in the same way that American Express helped the Duke of Edinburgh's Award Scheme and the National Trust, we are aiming to raise £250,000 for the British Olympic Appeal during January, February and March.

So follow these instructions, and you'll be helping to send the best of British to L.A.

Exercise is good for you, and these exercises are good for our Olympic effort.



Helping Britain's Team to the Olympics

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CANOE & KAYAKS

FOR SALE — ISLANDER SEA KAYAK, nearly new and complete with bulkheads, hatches, Chimp pump, Suunto compass, decklines, spraydeck, etc. Offers around £250.00. Also Salza K1, as new, with spraydeck. Offers around £100.00. Telephone: 0676 34332 (Berkswell, West Midlands).

FOR SALE — OTTERSPOORT S.E.A. 16ft 6ins touring kayak in yellow. £115.00 and also Ottersport Canadian canoe in yellow within two paddles £125.00. Both in really excellent conditions. Telephone: Romsey (Hants) 0794 40625.

FOR SALE — 3 ACE-PERCEPTION MIRAGE kayaks in yellow — unused. £195.00 each. Apply: The Warden, Woodlands Centre for Outdoor Education, Glasbury-on-Wye, Powys (via Hereford), HR3 5LP. Telephone: 04974 272.

FOR SALE — MIRAGE K2, ideal for the Devises to Westminster Marathon. Colour blue, in good condition and has carrying handles. £245.00. Telephone: 0904 641743 (York).

FOR SALE — OTTERSPOORT S.E.A. 16ft 6ins touring kayak in yellow, £115.00: and Ottersports Canadian canoe in yellow with two paddles at £125.00. Both in excellent condition. Telephone: 0703 40625 (Romsey, Hants).

FOR SALE — TRYLON ZERO, white water racing mould (factory made). Little used and in excellent condition. £85.00 o.n.o. Telephone: 03317 3789 (Notts/Derby).

FOR SALE — ACE-PERCEPTION DANGER kayak. Complete with paddle, spraydeck and lifejacket. All as new. Cost £250.00 — will sell for £180.00, genuine reason for sale. Telephone: 0639 711564 (South Wales).

FOR SALE — HUNTSMAN SEA KAYAK. Orange deck, white hull. Complete with bulkheads, hatches, full deck lines and tow lines. Spray deck and split Lendal Seamaster paddle. Good condition, £225.00. Medical advice forces sale. Telephone Rudd on: 0262 75943 (Bridlington).

FOR SALE — V.C.P. WEEKENDER sea/-estuary kayaks, complete with bulkheads, hatches, deck lines, spray deck. In very good condition — £185.00. Telephone: 0202 681364 (Poole) evenings.

FOR SALE — FOUR PERCEPTION QUEST roto moulded kayak, unused and still bagged. No reasonable offer refused. Write: Box No 101, Canoeing Magazine, Ocean Publications Ltd, 34 Buckingham Palace Road, London SW1W 0RE.

FOR SALE — P & H SWIFT, very good beginners kayak with centre construction. Yellow with black trim. Complete with spraydeck. Very good condition and offered at £75.00. Telephone: 0509 214810.

FOR SALE — PREMIER SLALOM KAYAK — kevlar hull, gold glitter deck. Hardly used and still in superb condition. £160.00 o.n.o. Telephone: 0606 882310 (Sandiway, Northwich).

FOR SALE — KW4 TOURING KAYAK used twice, new spraydeck, buoyancy, adjustable footrest — £85.00 or part exchange for Granta Classic or similar. Telephone: 01-520 1621.

FOR SALE — GENERAL PURPOSE KAYAK, good condition. £100.00 o.n.o. Telephone: 01-720 6674.

FOR SALE — P & H SURFER Mk.II in reasonable condition with fin and neoprene spraydeck. £70.00 o.n.o. Telephone: 02372 5992 (Skern Lodge Outdoor Centre, Bideford).

FOR SALE — UMNAK SEA KAYAK, fitted with bulkheads and hatches. Good condition. A real bargain at only £85.00 o.n.o. Telephone: Barton under Needwood 3248 (code 0283 71) evenings.

FOR SALE — LINDISFARNE VOYAGER sea kayak in good condition. Fully equipped with two hatches and bulkheads, deck elastics and pair of sea paddles, £90.00 o.n.o. Please write to: G. Purchase, 32 Walker House, Walker, Newcastle upon Tyne NE6 3DE.

FOR SALE — PERCEPTION MIRAGE (1982 Blue) in good condition and still indestructible. Found to be excellent in all types of kayaking. Now priced at £281.75 new, asking just £150.00. Telephone: 0573 23411 (Kelso).

FOR SALE — APOLLO CI WWR in good condition at £80.00. Elite C1 Slalom at £60.00. Two Kober WW C1 paddles (one brand new) £20.00 and £10.00. Two C1 Slalom Paddles at £15.00 and £8.00. Two C1 spray decks in neoprene at £5.00. Will sell separately or sell all as a single lot for £180.00. Telephone: 0502 513368 (Suffolk) evenings.

FOR SALE — NORDKAPP HS model with bulkheads, hatches, Chimp pump and towline. £200.00 o.n.o. Telephone: 04215 60308 (Chandlers Ford, Hants).

FOR SALE — ELITE C3, yellow deck, used but still sound. £45.00 or exchange for Olymp 5 volume kayak. Telephone 094686 229 (West Cumbria).

FOR SALE — P&H SWIFT slalom kayak, complete with recessed deck fittings and retractable skeg. Good conditions £75.00 o.n.o. Telephone: Corby (Northants) 2659 after 5.00pm.

FOR SALE — TWO PERCEPTION MIRAGE cross linked polyethylene kayaks with extra buoyancy bag, rear deck lines, toggles and extra seat padding. Price includes twin seal spraydecks. Ideal for white water touring, teaching or general knock-about canoeing. Good condition. £190.00 each. Telephone: Maidstone 831112.

FOR SALE — TREKKA double canoe. Very good condition, 16ft long, with adjustable footrests. Paddles, spraydecks included. £120.00 o.n.o. Telephone 0943 465088 (Otley, West Yorks).

FOR SALE — CANADIAN CANOE. Kayak Tripper by Granta Boats, built April 1983, fast, lightweight, up to 4 men. £115.00. Telephone: 0733 54687.

PADDLES

MARK GEES quality timber paddles for competition slalom, flat water racing, sea canoeing, touring and kit paddles for the budget canoeist. Leaflet from: Mark Gees, 18 Beauchamp Road, Twickenham, Middlesex TW1 3JD. Telephone: 01-892 8979.

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EQUIPMENT

SOUTHERN KAYAKS for a wide range of canoes and accessories at competitive prices. Snipes, Comanche, Norsman, Ranger, Bantam, Merlin, Elk, Voyager Mk. II — these are just some of the models available. Call in or write: 127a University Road, Southampton, Hants. Telephone: 0703 583350 (open Mon-Friday 9-6; Sat 9-11).

FOR SALE — TRANSIT EXPEDITION BUS. 1600 OPHC, new carb, new tyres, capable of 25mpg. Offers to: 01-733 4444 Ext. 232.

THE 21st CENTURY CANOESHOP is here Now! Whitewater Sports, Shepperton Marina, Felix Lane, Shepperton. Telephone: 093 22 47978. Simply light years ahead but with 'down to earth' service and prices for the canoeing and windsurfing enthusiast. Test the products we sell on our private test lake or on the Thames (S.A.E. will launch a brochure to your planet).

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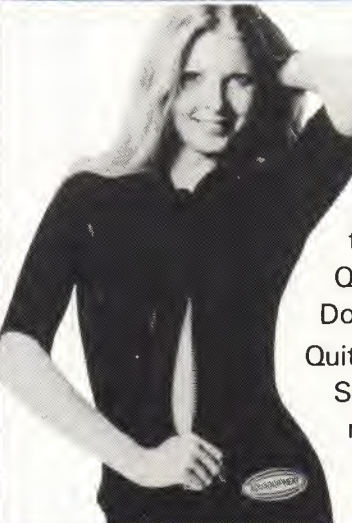
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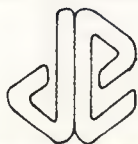
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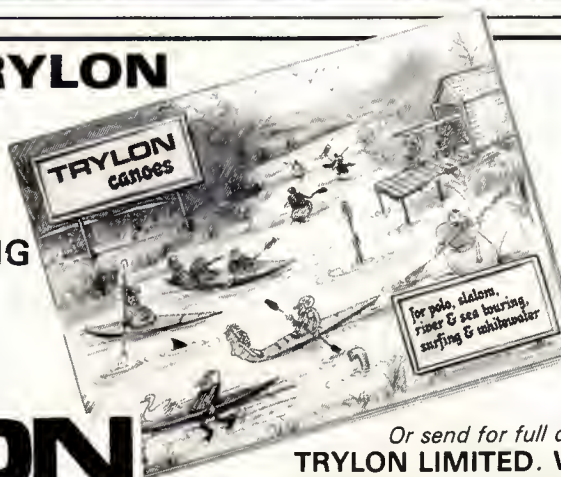
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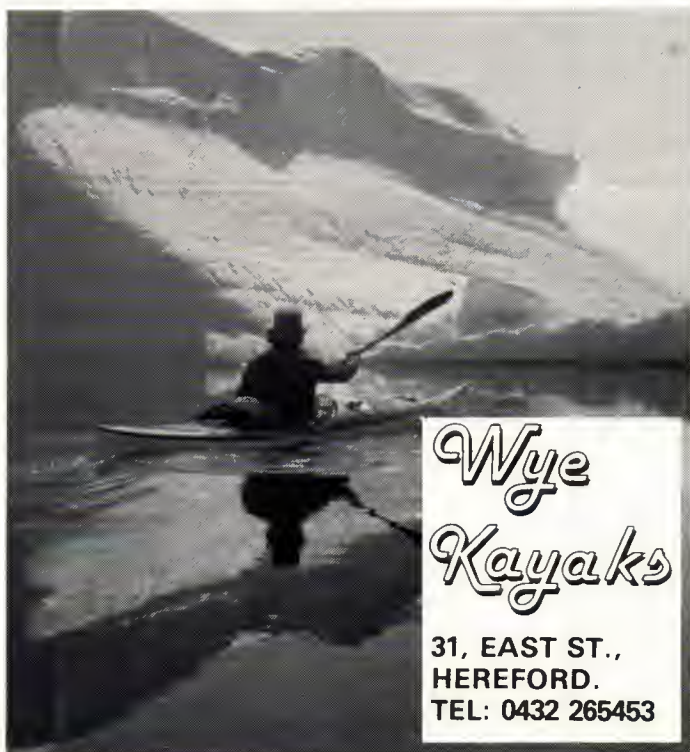
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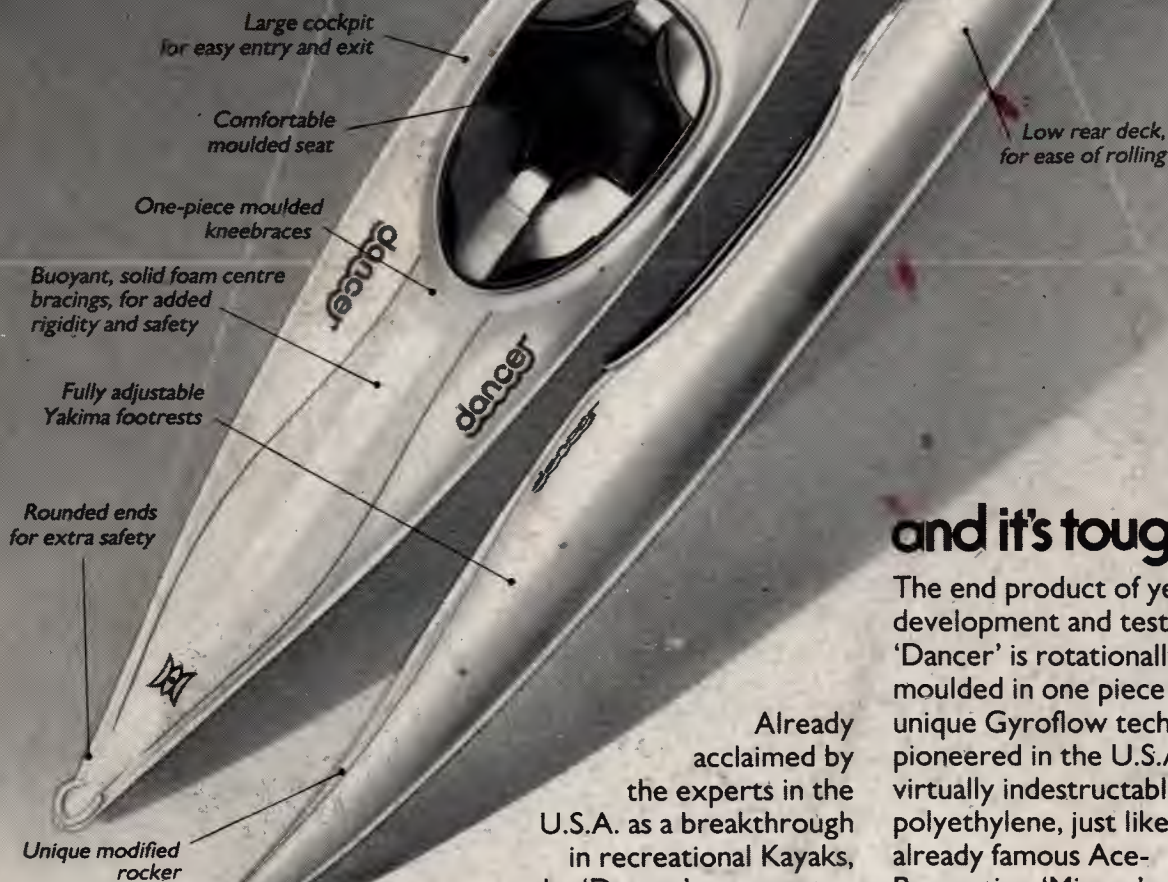
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