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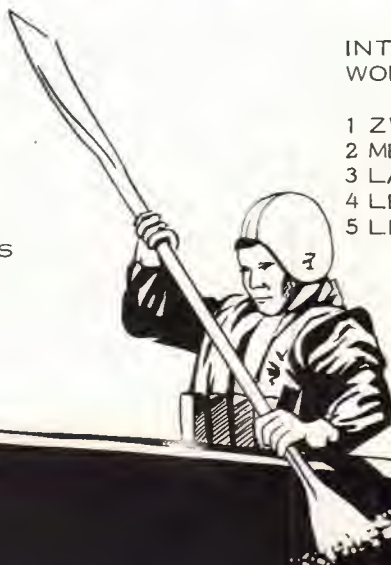
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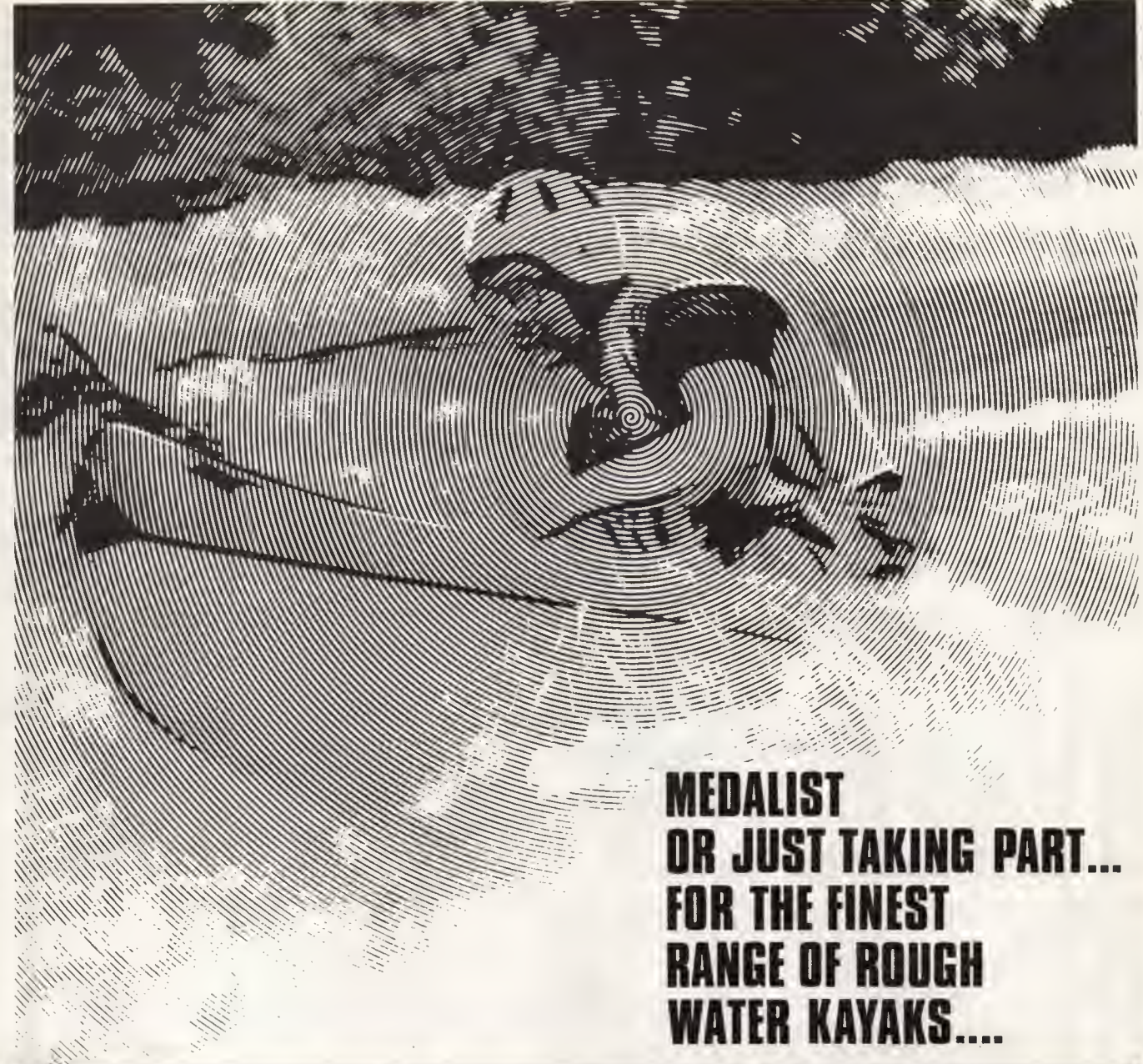
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COVER

Peter Lawler/Chris Baker of the Richmond Canoe Club, winners of the Devizes to Westminster Canoe Marathon, make a fast portage of one of the locks on the Kennet and Avon Canal early in the race.

(Photo: CANOEING MAGAZINE)

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RICHMOND & ROYAL

Over the past year, infact for some years, I have been critized by a number of readers for an almost total bias towards the Richmond and Royal Canoe Clubs. My defence has always been that if certain paddlers are making the pace, taking the wins, and setting the records, they become canoesport news and deserve a few words of mention. Thus if paddlers from one particular club are always setting the records, that club is bound to be in the news more than others. From experience I know that on the whole canoeists are a pretty conceited lot (in the nicest of ways of course!) and always like to see themselves in print, either by word or photograph. However, while in certain cases it may be prudent to mention a young paddler making an outstanding performance for his age by gaining tenth place in such and such event, it could hardly be news to mention every 'also ran' in every event - although without those who only 'also ran', canoesport would not be what it is to-day.

Once again in this particular issue there is more than a little praise for members of the Richmond Canoe Club - five or six pages in fact! But when members from one club oust the Service crews from the led position of the Devizes to Westminster Canoe Marathon in one of the most exciting races for years, and score a civilian overall win for the first time in nineteen years, and, taking the Team Event in a time that will no doubt be unbeaten for very many years, what can one do but report it. . . . ? No doubt there will be a few readers who will take exception and complain that there is too much praise for Richmond and I apologise in advance, but those who closely followed D-W over Easter I am sure will agree with the report. . . .

KAYAK MAGAZINE

'Kayak', the Irish canoesport magazine, reports in its January editorial that subscriptions to the publication from Irish paddlers are very poor, being less than 10% of the membership of all active canoe clubs. Unless there is a dramatic increase in subscriptions the magazine will be forced to cease publication at the end of the year.

This will be a pity should the magazine stop, for its only by close communication that canoesport progresses. Come on you Irish paddlers, support your own publication, your editorial staff are doing a good job and deserve better reward than this. . . .

AMERICAN WHITE WATER

After a short gap in production the magazine American White Water is once again being published, two issues arriving within a few weeks of each, the first no doubt being held over from the postal strike. Circulation Manager for American White Water: Geo Larsen, Box 1584, San Bruno, Calif. 94066, U. S. A.

EXERCISE WHITE WATER

by Ken Robinson
part 2



On the ninth day out we moved up into ZILLER-TAL to canoe the ZILLER. The grade II to III waters of the INN had given everyone a fair grounding in local conditions. This valley was even more picturesque than the main one, and all the houses, even in the towns and villages, were models of outer presentation. We afterwards discovered that the Austrian Government subsidise the cost of housing providing that families build large homes and take in their elderly relatives and/or boarding guests. Quite a good idea.

We camped at ZELL AM ZILLER (the facilities were not too sweet at MAYRHOFEN), and very pleasant it was too. Camp sites in AUSTRIA are generally very good and I comment further at the end. Here the locals were really tourist minded. There were bands and singers at most of the hostelrys, a large band in the middle of the town, and some very tempting shops to browse over (after paddling, when they were shut - Pat would have brought them out!) The one evening that we spent in a very crowded bar laughing and joking with a GERMAN party (my dozen words of GERMAN and their two of ENGLISH) and attending Tyrolean evening is still very strong in my memory. Attending is the word I use by choice, for we watched, listened, clapped, swayed, hummed - I'd have been out there with them if it hadn't been so crowded. A troupe of four boys, four girls, and a very well seasoned Austrian (60 to 70 years of age) all dressed in their leathers (biys) or pretty pinafore dresses (girls) danced, sang, yodelled, had mock fights, and even brought in a log of wood at one stage. With it was a cross cut saw and two axes and before our widening eyes they proceeded to saw and chop at it right there in the room. One chip sailed right over the next table and landed on ours smelling delightfully of pine. All through this the sage introduced numbers, flirted with the girls, and did such an energetic clap and slap dance that I felt quite tired for him - though he didn't look it. It will be some time before I forget the performance.

During the days we were once again indulging in our main occupation of canoeing. This time the

water was not quite so easy and we all learned a lesson or two. The ZILLER is graded V through MAYRHOFEN and down to HIPFACH, then III-IV to ZELL AM ZILLER AND II - III down the INN. Having paddled bits of the II-III down the INN we set off in line astern from HIPFACH, Ken leading, Dave HAZELL, Dave RABBITTS, Roger SUTTON, Neil SMITH, in Kayaks, and Gerry COOPER and John ANDREWS in the C2.

As we left HIPFACH a crowd assembled, and one person was heard to say "Bloody mad British.!"

No Barriers or frightening stretched reported in the Itinerary, no problems - we thought. After about a kilometre I became aware of a noise of falling water ahead and broke out left (paddled into an eddy by the left bank), waving the other six canoeists behind me to do the same. Down the bank I walked to inspect the "Fall" and see if we should canoe through or portage around. Well to say the least I underestimated it. The river bed at that point fell about two metres (maybe three) but this was not apparent as the river was in flood. A standing wave with just a trace of white on the top spread across the centre half of the river, after which followed a series of apparently sportworthy waves down to where it all levelled off again and rushed away past made up banks of large black stone boulders. The wave at the top I thought to be a foot or two and the rest up to two or three feet, none of them breaking back - no stoppers or rollers, fine. Back I walked to where the other four kayakers and the C2 pair waited. "O.K." I said "just a foot or so of wave at the top and then a good ride down, just follow me down the middle and keep paddling..." The top wave was over my head, and hit me in the face! my inspection had been from too far away and I hadn't noticed the 'dead' water hidden from my view at the top. Moreover the "sportworthy" waves were absolutely tumultuous and I was thrown about from side to side like matchwood, paddling like fury to get through and stay upright!

Looking back I noticed that Dave HAZELL and Roger SUTTON got through, then Roger capsized



tying to get out at the bank. All the others were in the very cold water and swimming hard for the bank, paddle in one hand, end of kayak in the other. It was some time before all were out and safe on the bank for, as I had noticed from above both banks were made up at this point (and all the way to the INN, another 20 kilometres), and quite straight and smooth. No eddies to swim out into, the water about 35°F and flowing about ten knots. (They would have had about ten minutes before death from HYPERTHERMIA were it not for the pullovers anoraks, etc. that they wore!). Gerry COOPER and John ANDREW who had the C2 made superhuman efforts to hold the very large boat that was now full of water; and the bow of the fibre glass canoe folded like cardboard on the bank. Gerry, who had planned and schemed for over a year to first obtain the C2 and lovingly looked after it, constantly repairing and refurbishing it, gave vent to his feelings in the true vernacular of a soldier. For fully five minutes he exercised his soldiers prerogative of complaining at the "party leader" (me), the river, the itinerary, anything and everything. Then they set off to carry the poor battered canoe down the bank to where the MERCEDES was to collect us. Five somewhat more careful kayakers set off once again down stream, a little more spread out, and very aware of the river ahead, I made a careful note to recce subsequent falls more closely, then paddle myself whilst the others waited to follow one by one if I thought fit.

After lunch in ZEL AM ZILLER, John joined us in a kayak and we paddled on to KALFENBACH, and not without event. Paddling dreamily on, taking in the view the sunshine soon warmed us all up. After a while I saw a thin white strip all the way across the river ahead of me. Quickly my mind flicked back - Grade III says the book, no barriers or weirs - then I noticed that beyond the white strip the river was the same level as it was on our side - just a small fall I thought. By this time I was on it, and a fall of about 2 metres led down into a trough that was walled on the downstream side in a white foamy roller. PADDLE! yelled my instinct, and I really did: but I had about 2 inches of water in the kayak - spraycover leaked slowly, I hadn't emptied for over half an hour and I just didn't make it.

The bow went to the right and I automatically threw my body downstream onto my left hand paddle and just sat there on a support stroke - downstream blade deep in the water held up the rush of water below, body almost horizontal down stream, kayak just bucking and rearing like a wild horse. Then I noticed that the character of the stopper changed from minute to minute. As the water from upstream surged, the wave built up and threatened to roll me back bodily upstream. (At this time Roger came over and ended up bobbing up and down just behind me, mimicking my position). Then as the rush of water abated a little, the stopper levelled off and I sank back to nearly horizontal down stream. Well, I sat there and remembered practising on a small stopper at LONGHAM in Hampshire "all you have to do, "I told myself, "is to flatten out on the deck, roll up stream, hold your hands up above your head grasping the paddle - and the body and paddle will drag the boat downstream". "But!" my other half argued, "Roger can't just roll up down stream as you can and

will probably be very frightened anyway". It also occurred to me that the water was very cold - my left arm and shoulder told me so. The other way then it had to be, just push the paddle that was in the water forward, angled at 45 degrees to the flow, and I slowly inched forward to the right bank in front of me where the water flowed around the stopper and I knew it would turn my bow down stream (By this time I imagined five kayakers all bobbing up and down on the stopper behind me). Well, my bow came out all right, at the same time as my supporting blade came off the rush of water at the end of the stopper and my body submerged downstream.....!



I rolled up to find that Roger had finally capsized and was being helped out by Dave HAZELL who had canoed right through the middle - SSSS John, Neil and Dave RABBITTS had seen what was happening in time to paddle like merry hell for the left bank and down the side of the stopper by the bank. We paddled on downstream as soon as Roger recovered, AROUND the next two similar falls; which could only have been made during a drier season. We subsequently repaired the badly bent C2, although it cost us much in gas to dry it out, for the relative humidity was high. It also delayed our next move as the fibre glass took ages to really harden; but it was the only C2 we had, and we wished to use it at the Army and Inter Service Canoe Slalom Championships on our return to ENGLAND.

continued next month...

AROUND & ABOUT AROUND & ABOUT

MAP SERVICE

'Canoeing Magazine' this month introduce a 'Continental Map Service' to our readers. Over the coming months we will be building up a stock of maps and guides to the more popular Continental rivers. From the advert on page 34 it will be seen that maps to French rivers are already available for Ardeche, Tarn, Ain, Bienne, and Allier among others. Further stock maps will be announced as we get them, while maps and guides to less popular rivers will be available to order providing such maps are in print.

TOURING FINLAND

The sounds, coves, islands, and landscapes of the vast Saimaa lake area of Finland offer the canoe-borne tourist idyllic summer days. Saimaan Matkailu r. y., a Finnish travel firm is now offering a complete canoe-hire service for the summer of 1971. The canoes for hire - not kayaks - are made of glass-fibre and can be hired by the individual or party groups.

Guides for the route, which stretches a total of 2000 kilometres, will be provided if necessary. Halts are at about 10-kilometre intervals, and as far as possible are linked with points serving general tourism, such as camping sites and holiday villages. Canoeists should however bring an adequate supply of food, warm clothes, and camping equipment. Full details of the hire service, charts, and guides, can be obtained from: Saimaan Matkailu r. y., Rantakatu 2, Savonlinna, Finland.

U.S.A. TOURING GROUP

A group of young canoeing enthusiasts from the United States will be touring England from 17th to 29th August and would like to contact any group of young persons who plan to tour the Rivers Wye in South Wales or Tay in Scotland, with the aim of joining. The group will be around 20 strong between the ages 13 to 19-years. Their short stay in England is part of a longer venture trip to Europe run by the Amercian Adventures Company.

The leader of the party is Horace Holden, chairman of the Nantahala Canoe and Kayak Races which are held each 4th July in Western North Carolina.

Canoeing Magazine April 1971

Mr. Holden offers any European canoeists who will be in the South-eastern United States at this time the loan of down river kayaks or canoes who may be interested in competing the above event.

Enquiries on both above counts should be sent via 'Canoeing Magazine'.

CONGRATULATIONS

Congratulations go out to two sprint girls - who alas have thrown in the paddle - Miss Sylvia Jackson and Miss Barbara Mean who married respective boy friends on 10th and 13th March to become Sylvia Lunn and Barbara Crane.

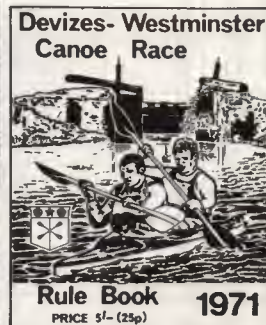
OXFORD NON-EVENT

Results of the 'Oxford non-event', mentioned in our last issue, arrived a week after the race and show a total entry of over 90 paddlers, with canoeists travelling from as far afield as Bristol, Bradford-on-Avon, Wolverhampton, Gloucester, and Hove!

D-W RULE BOOK

Many readers may be a little puzzled at the photograph of Hollier/Baker, racing a Mirage K2 on the River Tay, that was published in last months magazine and stated as being used on the front cover of the Devizes to Westminster Rule Book. Well, without doubt, when I first saw the Rule Book I was certain that the line drawing was indeed taken from one of my prints - I never forget a photograph, even though it was taken a few years back....!

However I must admit that after a search through my file of Devizes-Westminster prints without finding it, I myself was a little puzzled... Putting more thought to the photograph, I realised that Hollier/Baker had never in fact been paired on the Devizes-Westminster or the Waterside Winter Series. Thus the search turned to the open file and, hey presto, there racing down the River Tay was the 'D-W' photograph! From the three prints below, it can be seen how the original was 'doctored'.



TEST REPORT

SPECIAL 'K' SPRAYDECK

The Special 'K' is nothing to do with breakfast cereal as one may at first think! To give the full name its Special 'K' Decks, rather superb spraydecks produced by Howarth Sports of Bolton.

Late last season, a special 'K' spraydeck arrived at the magazine office for testing. However one look at this really first class product showed that it hardly needed to be tested to gain the 'stamp of approval from Canoeing Magazine.

The spraydeck, manufactured in 4oz neoprene backed Bri-nylon with shock cord elastic fitting around the cockpit coaming, elastic at waist level, and barrel shape to pull well up the body with elastic at top adjusted by a quick-release plastic fitting, has the hallmark of quality throughout. The deck supplied was to fit the Eau-vive touring kayak, and in its design attention has been paid to detail. For instance, where the spraydeck fits over the cockpit coaming this has not been done simply by running shock cord around the outside, but has been designed with a stitched on coaming panel to shape the spraydeck to fit naturally over the cockpit lip rather than pull the more usual single panel over the rim.

The spraydeck fitted really tight over the cockpit coaming, with the material being pulled flat yet having enough room around the waist to suit the largest of persons liable to use the kayak. The first double stitched elastic at waist level fitted snugly around our model, while the second elastic at the top of the waist barrel can be adjusted to suit the paddlers requirements. The barrel waist can be pulled well up the body, affording maximum protection from water but if this had been done with our model the top would have come at rather an embarrassing position! This waist barrel is of course designed to prevent water that usually seeps into the kayak between the elastic and the canoeists body on the usual single waist spraydecks.

The spraydeck waist area is well placed in relation to the sitting position and my only comment

against the deck came to light when our model tried to get out of the kayak. The deck is so tight fitting that it is almost impossible to pull off! In such a case the answer is to raise one's knee and force the deck off, however with our model being on the petit side this did not work and it was only with our combined efforts that she managed to disembark. This comment has already been passed to Howarth's Sports and release tabs can be fitted to the deck to order.

The 'Special K' spraydecks are available to almost every type of kayak, including the Struer sprint and Long Distance racing craft, and retail at £3.00. A cheaper 'Standard K' spraydeck is available at £2.50. A spraydeck of such quality is of course already popular with our top slalomists and rough water canoeists where the maximum efficiency of the spraydeck counts.



COMMENT

May I make a point. In the December issue I would like to correct a word of Mr. Smith-Hilliards' letter, which was amusing reading but also had a lot of truth in it. I was the official of our club (Birmingham Canoe Club) that he talked to. At Edgebaston Reservoir I said he 'might' find some of our members. Obviously he thought we were all dedicated trainers and would not be losing a minute. Our members probably attend 3 out of 4 Sunday mornings, some do not go at all, preferring the quiet river runs which we set out in our touring programme.

Rob Leadley,
Handsworth,
Birmingham.

I was very interested to read the letter from Mr. Smith-Hilliard in your December issue.

While I had similar experiences trying to contact the Canoe Camping Club, there is another side of the coin!

My 12-year old son, having ordered an Espada Youth K1, wrote to David Cook for information; not only did he get a great deal of information and a very nice personal letter from a very busy man, but was put in touch with local canoe clubs, the coach of one of them coming out of his way to see the boy.

This was very much appreciated, and in complete contrast to Mr. Smith-Hilliards' unfortunate saga.

Michael Rowe,
Twickenham,
Middx.

P. S. We heard about the Espada Youth K1 through 'Canoeing Magazine'.

SOLO D-W

In June of 1970 Sgt. A.L. Worsley of the Army Apprentice College Arborfield completed the Devizes to Westminster Course, as per Senior Rules, in a slalom kayak (Sport Mermaid), taking a time of 41 hrs. Though obviously not the 'best' tool for the job, Sgt. Worsley paddled the kayak with the object of raising money for charity.

This year he intends to do the trip again (not in the same kayak) and try to improve on his first time. Anyone wishing to 'join in' in this venture or help by acting as an official timekeeper should contact:

Sgt. R. Austin, 'D' Coy, Army Apprentice College, Arborfield, Berks. Tel: Arborfield Cross 421 Ext. 423.



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the month ahead

With all the confusion caused by the postal strike, full lists of canoe sport events have only just become available. Below are events for the next six weeks.

LONG DISTANCE

MAY

16th WORCESTER, S15P2/J13P2 Details: S.R. Jenkinson, 33 Victoria Avenue, Droitwich, Worcestershire. (Worcester CC)

23rd BRADFORD-on-AVON, S12P6/J9P5 Details: Mrs. D. Webster, Leigh Cottages, Sladesbrook, Bradford-on-Avon, Wilts. (Bradford-on-Avon CC)

23rd WORTHING, SB18P2/JB12P2 Details: N. Tricker, 59 Twitten Way, Worthing, Sussex. (Worthing CC)

JUNE

6th CHELMSFORD, S13P10/J13P10 Details: Mrs M. Marriage, Budds Farm House, Highwood, Chelmsford, Essex. (Chelmsford Boating Club)

6th CHANDY CHALLENGE. Details: R. Atkins, 49 St Mary's Road, Burgess Hill, Sussex. (Burgess Hill Scouts)

13th POOLE HARBOUR, SA20km/JA11kmPO Details: Sec. R.M. Canoe Fed. A. T.U.R.M. Poole, Dorset. (Royal Marine CC)

SLALOM

MAY

16th IRONBRIDGE, ON. Details: M. Ward, 72 Billy Buns Lane, Wolverhampton, Staffs. (Wolverhampton CC)

23rd OLD WINDSOR, 2nd/O. Details: Miss M. Deighton, Stonycroft, Glynwood, Chalfont St. Peter, Bucks.

30th WOMENS TRAINING WEEKEND (beginners) Details: Miss P. Maynard, 44 Billy Buns Lane, Wombourne, Wolverhampton, Staffs.

JUNE

6th ABINGDON, O/N. Details: T. Wilkins, 16 Ash-mile Road, Abingdon, Berks.

SPRINT

MAY

29th ROYAL K4 10,000. Details: Paddling Mate, Royal Canoe Club, Trowlock Island, Teddington, Middx.

30th RICHMOND K2 10,000. Details: R. Lawler, 41 Simplemash Road, Addlestone, Surrey. (Richmond Canoe Club)

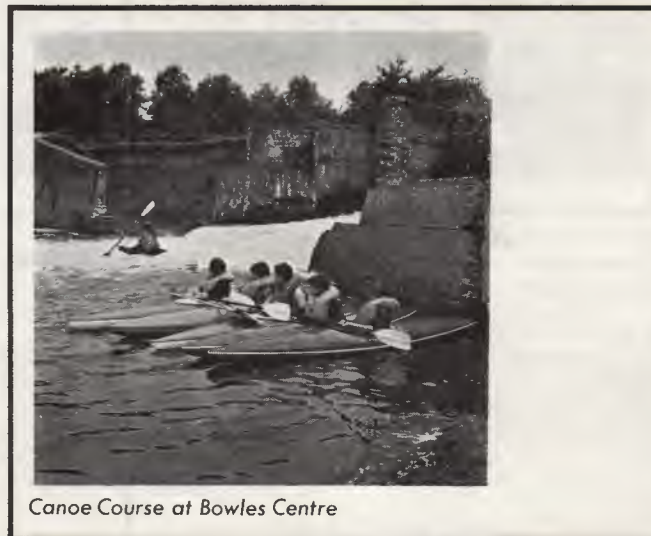
31st BRENT REGATTA, WELSH HARP. Details: Entertainments Manager, Brent Town Hall.

COURSES

SCOUT/VS and GUIDE CANOE COURSES at the Longridge Centre and covering all aspects of the sport. Full details: Ass. Warden, NSBC Longridge, Quarrywood Lane, Marlow, Bucks.

CANOE COURSES, both for beginners and advanced paddlers, organised by CCPR/BCU at Bisham Abbey, Marlow, and Plas y Brenin, Snowdonia. Details: CCPR 26 Park Crescent, London, W.1.

CANOE COURSES, basic, sea, and canoe camping, at Bowles Outdoor Pursuits Centre, Eridge, Nr Tunbridge Wells, Kent.



MIKE CLARK on competitive CANOEING

WATERSIDE SERIES

The last event in this year's Waterside Winter Series on the Kennet and Avon Canal was held on 28th March. Although this date clashed with the Leamington L-D and an Olympic Slalom Squad Training weekend at Hambledon - your editor covering the latter - I hear the competition was very exciting with a great battle developing between the Service crews of 63rd Para and the Royal Marines, not to mention the fact that a young Royal crew - that of West/Slee - were only minutes down from first place. Overall winners of the Senior Series went to P. Pagnanelli/R. Evans with a total of 3 pts from three wins - pretty conclusive! Alun-Williams/B. Strickland of the Royal Marines took second place with 8 pts and third went to West/Slee of Royal with 10 pts.

In the Junior Series the win went to A. Bennett/G. Kirby of Pangbourne Youth Centre with a very good 4 pts, closely followed by the Longridge crew of G. Jackson/T. Cornish with 5 pts. The third place went to P. Herring/P. Woodgate of the Sussex Police Cadets with 9 pts.

DEVIZES-WESTMINSTER

Over the Easter Weekend four double kayak crews from the Richmond Canoe Club raced to victory in the Annual Devizes to Westminster Canoe Marathon. Not only did they win first place making the fastest time overall, but took the trophy for the fastest civilian crew and with four crews in the first seven places also won the Team Trophy in what must be the fastest combined time ever.

Easter and the Devizes to Westminster Canoe Marathon - they call it the toughest canoe race in the World; 125 miles from Devizes in Wiltshire to Westminster Bridge in London; right across the country, 54 miles of the course being paddled on the slack water of the Kennet and Avon Canal before reaching Reading to race down the Thames for another 71 miles; along the course some 76 locks to be portaged. This year proved to be the toughest for some years, with a very strong and cold wind blowing against the competitors for almost the total

distance. No doubt without the new rules, under which canoeists may receive assistance in the way of food etc., far fewer than the surprisingly high number of finishers would have gained Westminster. There will be those who say the rules should not have been up-dated, but for my own view I can only say that in some eight years of following the race, this 1971 event proved to be by far the most exciting I have ever watched.

Friday morning, Devizes. Just after 10.00 I drove into the competitors car park to find that all of the Junior crews were under way, but at this I was not too worried for my interest during the first two days of Easter is solely in the Senior crews. This year, with the tide being very early on the Saturday morning at Teddington, I judged that most of the top crews would be leaving around 11.00 or 12.00 hours depending on what sort of record they planned. A look down the start list showed only the Royal Marine crew of Alun-Williams/Strickland and the 63rd Para of Kidstone/Wheeler as promising to put up a good time. The Para crew of Pagnanelli/Evans would of course have been the favourites but they were not on the list and enquiries at control did not confirm that they would be competing. The 63rd jeep did however have a second kayak on the roof but it did not seem to be prepared for racing. Ah yes, and then they were the Richmond Canoe Club crews - quite a strong entry in fact, although I must admit I rather rated the crew of Martin Boshier/Brian Greenaway. Both had completed the course before, Greenaway having attempted the race seven times, of which he finished five times.

Boshier/Greenaway were away from Devizes at 10.47 - the second to last of the Richmond crews to leave - and over the first 14 miles to Wootton Rivers set a cracking pace that would have seemed almost impossible to keep up, surely the crew would burn out even before Hungerford, let alone Newbury. ... The crew of Peter Lawler/Chris Baker left exactly at 11.00, followed 30sec later by the Para crew of Kidstone/Wheeler, while at 11.02.30 the Marine crew of Alun-Williams/Strickland started. At this time the car park was almost deserted save for a few crews who would leave much later and not going for a fast time or the morning tide at Teddington. Thus it was at 11.30 that I set out down the course, a little disappointed that the top Para crew had not shown up - it seemed the rumours that the pair were not going to compete were true. (However, some two weeks earlier I had spoken with Roy and he had then indicated that they would race and were going for a fantastic 18 hours! With this in mind I reckoned they would leave at 11.45 but certainly no later than 12.00. Maybe they were even going to do the 'Marine race' of running on the Saturday! But without so much as a sign of them being around and their kayak un-loaded, it did not seem possible they could prepare it in time to start before 12.00).

Down the course and once out of the shelter of Devizes the wind really whipped over the water, certainly it was going to be a tough one. ... Grey clouds swept across the sky, rain belted down ever so often, the car was warm and for once I did not envy those paddlers on the water. Pewsey Wharf

Continued overleaf



1. Alun-Williams/Strickland of the Royal Marine CC making a fast portage on the canal.
2. Kidstone/Wheeler of 63rd Para making the portage at Little Bedwyn.
3. Pagnanelli/Evans on a rather casual portage down the canal.
4. Bennett/Kirkby of Pangbourne, Junior winners looking pleased at the finish.
5. The Sussex Police crew in the Junior event make the finish.

(Photos: CANOEING MAGAZINE)



was soon reached and the car was parked close to the bank so I could watch from within - certainly it was no day for the camera! Slow Junior crews trailed past; the Richmond crew of Derek Blackmore/Chris Tatum paddled through with a nice style, as with all members from this superior sprint club they stood out from all other Devizes-Westminster runners. At Wootton Rivers Boshier/Greenaway came through like a steam train making one of the fastest times ever to this point. The pair were going well and shortly after Lawler/Baker came through having already pulled up on the Para and Marine crews. The fourth Richmond crew of George Kolar/John Handy-side had left Devizes just before 09.30 and had passed through this point - it was not until well into the afternoon that I was to see them.

On down the course, news already filter back that the Royal Canoe Club/Junior crew of J. West/J. Phelps had retired from the lead, West suffering pretty badly from the cold. However more important news filtered through from the start - Pagnanelli/Evans were on their way having made an 11.45 start. Through Savernake, over the top of Crofton (here the dry pounds and portage seeming to get greater each year), down through Great Bedwyn and a short break for coffee at the portage of Little Bedwyn. The Richmond crews were still going strong, the Para and Marine boys came through in fine form but still dropping a little on Baker/Lawler. Just under three-quarters of an hour and over Little Bedwyn came the top Para crew - Peter Pagnanelli/Roy Evans - going great guns and looking every inch record breakers. The race was really on now.

Through Hungerford, Kintbury, Hamstead, and on to the 34 mile mark at Newbury. The slack water of the Kennet and Avon now had a little stream on it, in some way helping the crews against the strong wind that still blows relentlessly from the east. The only change in the weather was little brightening in the sky, I at least could now bring out the camera!

Newbury, and all was confusion in the car park with Juniors finishing their first days racing and kayaks strewn all over the place. Old familiar faces appeared among the many supporters and it was time for a chat but still keeping a watchful eye as to when the leading crews went through. Over a break for refreshments in the only cafe open in Newbury, I worked out rough timings to Newbury. Out in front by almost 20 minutes was Pagnanelli/Evans with a fast 5hrs 33min. The Richmond crew of Lawler/Baker was second with 5hrs 50min. Two crews - Kidstone/Wheeler, and Boshier/Greenaway - were on 5hrs 55min, with Alun-Williams/Strickland on 5hrs 58min. Four Richmond crews were past Newbury, but still I could not see this state lasting....

Out on the road once again and now the canal seemed almost deserted with the Juniors having stopped and many of the slower Senior crews being left behind. Now more than ever it was imperative to keep in close contact with the race. Lose a crew over a couple of locks and you are likely not to see them for many miles. On into the evening sun the crews raced. At Theale the Richmond crews make a great job of eating under way and at last I began to rate them with a chance. All were looking in good form,

though a little tired - understandable of course! On through Reading and into the darkness. Here the warm fire of the lock pub gave a great welcome to many of the supporters. The stop would be quite a long one, for I wanted times of all the leading crews going through. There was still a very long way to go and anything could happen. Still out in front was the 63rd Para first crew with a tremendous 8hrs 28min. Lawler/Baker were second with 8hrs 50min (remember at this point they were 22mins behind), the second Para crew were third with 8hrs 58min, then followed Boshier/Greenaway at 9hrs, with the Marine crew another 4min down. The Para crew shot across Blakes and seemed to be going really strong with a record in sight. . . Pagnanelli/Evans were still last on the water but closing fast on the Marine crew just six minutes in front onto the Thames.

Marsh Lock, flashing lights directed the crews away from the thunder of the weir and a succession of crews followed one another over the long catwalk. Richmond crews all through, the top Para crew took just eight minutes off the water here to eat and make a change of clothing and then were off once again into the darkness. . .

On down to Marlow Lock, 70 miles of the race gone and now 54 miles to the finish on water intermediately known by all the Richmond crews. All the Richmond crews were closely supported and I indicated to Rowland Lawler that with four crews on the Thames and all in reasonable shape there was a chance of the Team Trophy if all could be kept going, but he would not believe that his boys could make it. . . Into Marlow Chris Baker complained he was cold but Rowland just waved them through. It then came to light that Baker had only cotton wear and a change was made before Maidenhead. However the race was hotting up - cold or not the Richmond crew was fast catching the Paraboys. Over Marlow (on time) they were just 8mins behind and over the next miles were still gaining. The Para crew at last came across Marlow, over-taking the Marines actually on the Lock. . . Now down through Maidenhead and on to Bell Weir - the down side of Windsor. This was way ahead of the leaders but did give a chance to see who was actually in the lead on the water. The Leander crew of Hunter/Hunter came through, still going well and the first time I had seen them. The four Richmond crews came racing through then a wait for Pagnanelli/Evans. . . . The Royal Marine supporters came onto the weir and spoke the first hint of drama - the Paras were out of the race at Old Windsor! Di Lawler was supporting one Richmond crew and I passed on the news that I thought Baker/Lawler were in the lead. If possible the crew should know, it would certainly raise their spirits, I waited a full hour at Bell Weir and indeed the Paras did not come through - it seemed almost impossible that the crew going so well should drop so suddenly. . . .

At Mosely the Richmond crew of Baker/Lawler were not only in the lead but out in front on the water as well. A civilian win was in sight if only the boys could keep going. Not only a win but a record as well if their present speed was maintained.

Teddington Lock - onto the tideway. The flow was just beginning to move as Lawler/Baker came



THE RICHMOND TEAM PADDLERS

- 1/2 Chris Tatum/Derek Blackmore on the Canal.
- 3. Martin Boshor/Brian Greenaway making one of the Canal portages.
- 4/5 John Handyside/George Kolar over the finish and up the steps at Westminster.
- 6. Martin Boshor looking a little dazed at Westminster steps.
- 7. Chris Baker/Peter Lawler racing down the Canal.
- 8. Baker/Lawler just outside Reading slow for a quick snack.
- 9. Over the finish - Lawler almost blacked out, while Baker pulls the last strokes to the steps.
- 10. Helping hands bring Lawler up the Westminster steps. The finish of a great race...

(Photos: CANOEING MAGAZINE)



over, a little early perhaps but if they could do the last 17 miles in 2hrs 10min they could not only win but break the 19hrs... IF ONLY THEY COULD...

Another three Richmond crews came onto the tideway. There was no stopping now, certainly the Team Trophy was theirs. Down to Kew Bridge. No cars, no supporters. The minutes ticked away. The pair were taking their time...? At last the crew came into view. More drama, Lawler was in a bad way with stomach cramp, hardly being able to lift his paddle. The pair stopped at Kew Pier, Lawler calling for 'the Doc'. Doc Watkin, among the supporters of Richmond all the way down, was nowhere in sight and at last the crew were persuaded to paddle on. The second string Para crew could not be all that far behind on time and it seemed the win was slipping away.... At every point now the Richmond pair were urged on. The miles oh so slowly, Chris Baker summoning every last ounce of energy to pull his partner over the finish. The nineteen hour record slipped away, last years record was passed and then, morning breaking over a quiet London, Chris Baker/Lawler came within sight of Westminster and the finish. 06.27 on the Saturday morning, the pair crossed the finish and with no doubt they had won, the first Civilian Devises-Westminster victory in nineteen years... 19hrs 22min 26sec, just minutes outside the record.

A wait of twenty minutes and a second Richmond crew made the finish. It was John Handyside/George Kolar. Within the next quarter hour another three crews gained the County Hall Steps, among them the Richmond crew of Martin Boshier/Brian Greenaway. Just one more crew and the Richmond Canoe Club would really hammer the Service paddlers... At 07.44 that crew made it, Chris Tatum/Derek Blackmore gained the finish to give Richmond Canoe Club the Team Trophy, four crews in the first seven places - it must be the fastest ever Team win....

AND THE JUNIORS

And what of the Juniors... Well the event was rather over-shadowed by the Richmond win but first place from a lead on the first day went to the Pangbourne crew of A. Bennett/G. Kirby with a very creditable time of 19hrs 06min 42sec. Bamber/Baker of the Met. Police Cadets took second with 20hrs 10min 52sec and third place went to the City of London Police Cadets. Miskell/Kearsey, with 20hrs 17min 37sec.

AND OTHERS

And what of other placings... Andy and Peter Hunter of Leander Scouts took the Scout Trophy in the Senior event with a great 8th place of 22hrs 15min 00sec... A surprisingly high number - 64 from 86 starters - completed the Junior event, while in the Seniors 59 crews from 120 starters reached Westminster... The race, from my own view, was the greatest ever....

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HOW THEY FINISHED

Seniors

1st.	P. Lawler/C. Baker Richmond Canoe Club	19. 22. 26
2nd.	B. Kidstone/A. Wheeler 63rd Para	20. 05. 26
3rd.	M. Boshier/B. Greenaway Richmond CC	20. 08. 26
4th.	A. Alun-Williams/B. Strickland Royal Marine CC	20. 38. 17
5th.	John Handyside/G. Kolar Richmond CC	21. 12. 56
6th.	J. Lee/E. Ennis Royal Marine CC	21. 39. 46
7th.	C. Tatum/D. Blackmore Richmond CC	21. 55. 50
8th.	P. Hunter/A. Hunter Leander Scouts	22. 15. 00
9th.	H. Shiel/B. Burgest Royal Marine CC	22. 31. 23
10th.	B. Perrett/M. Croft Reading CRC	22. 47. 10

GRANDTULLY SLALOM

Easter weekend is of course also the date for the Grandtully 1st Division slalom in Scotland, and although I hear the water was nothing exceptional, the competition was no less exciting. Raymond Calverley managed to win the Mens K1 from Dave Mitchell, the pair making the only clear runs of the whole event. The first Youth paddler was Ian White of the Sunderland Canoe Club in 7th overall place. The win in the Womens event went to Pauline Squires, Gay Goldsmith took the C1, while in C2 Allen/Williams of Sheffield and Don Valley Canoe Clubs pulled off a surprising win over Court/Goodwin and Witter/Witter.

GORGES DU TARN

3 part series – story and photographs by
Mike Clark

Part 2

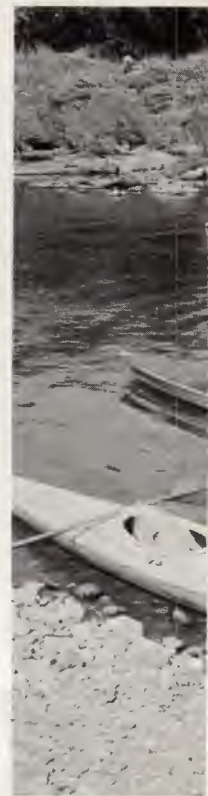
With the morning dew folded in our tents and packed in the car, we pulled our two kayaks down to the river, Joe paddling a Pioneer Folding Single of German manufacture and myself taking the Jaycee Eau-Vive fibreglass single of original Belgium design. Joe had a free painter from the bow of her kayak, while on the Eau-Vive I preferred to have a grab-line going from cockpit to stern to bow to cockpit, making it possible to hold the kayak from any point and on either side, yet when released provided a long painter from either bow or stern. I had a feeling we were going to need such a line during the coming day.

A deep pool above the road bridge was our launch point. We were on the Tarn but the Tarnon runs actually through Florac and joins some hundred metres below this bridge. Our first minutes on the river were not promising. . . . From the little pool I led over a rocky ledge, literally bounced down shallow rapids to grind to a halt on the rocky bar below. . . . already I had left more glassfibre on the Tarn than during the whole of the trip down the Ardeche! Joe had paddled but a couple of strokes and was out in the water pulling her kayak over the shallows. Unlike my glassfibre kayak, there was the danger of renting the skin of her craft. Now down the narrow stream, between green bushes overhanging the bubbling water – we were both walking, and I now thought that maybe it had not been such a great idea to start so high up!

The Tarnon contributed a meagre supply of water and so for some hundred metres we just walked. Then the river did not drop so steeply and it was possible to paddle, little fun rapids appeared but still we had to walk through many of them. On we toiled the sun getting high in the sky and beating down on our backs – some holiday this is we had to walk the entire length of the river! By mid-morning we had only made a few kilometres, mostly by walking, and towing the kayaks



Above and right: We start down the Tarn but soon Joe is wading through numerous shallows.



Far right: White rocks and sparkling water, just one of the many rapids that would have been interesting had the water been higher.

over such a rocky bed was no easy task – even though we carried little in them. As we progressed the water did seem to gain in depth and it was possible to paddle for quite long distances. However wherever there was a rapid – or I should say, supposed to be a rapid – we had to get out and walk. We passed the little village of Ispagnac but nowhere near as soon as we had hoped, and after a stop for lunch – which at most times consisted of French bread, cream cheese, and lots of fresh fruit, grapes, (for which my German friend had a positive mania) and great peaches all of which are very cheap in this area – we discussed the progress we had made. On the mornings effort I felt that we could not possibly reach Ste. Enimie, where we had decided our first overnight camp should be, and thus we agreed to paddle until mid-afternoon, getting out at such a spot to catch the bus and bring the car down to transport the kayaks on to Ste. Enimie. During the afternoon we paddled on through a wide valley, the sun being strong enough to burn



the skin but not dangerously if a lotion was applied. At the height of the season in Southern France the sun can be almost unbearable and I would recommend that British paddlers intending such a trip should obtain a reasonable tan before going and also to take suitable light clothing for protection. Surely there can be nothing worse than finding the sun only to spend the greater part of your holiday suffering from severe burns gained in the first days on the water.

At last it was time to come off the river, or rather out of the water! We had made little more than 10 km., not very good for a days paddling by two who are supposed to be experienced at this sort of holiday. We had hoped to make 30 km. of interesting paddling, the river is graded II-III and indeed in the right water we would have run a number of exciting rapids that we had had to carry round. Alas we had not even made Castelbouc, a very interesting site on the river bank, being the ruins of an old fort. Maybe from Ste. Enemie on it would be better.

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Our campsite just below Ste. Enemie was very pleasant and completely deserted. We had the place to ourselves and pitched under tall poplar trees, the sound of rushing water drifting up over the river bank a few metres away and breaking the silence of the evening air. Soon we added the noise of Primuses to the scene and the smell of cooking steak pervade the atmosphere making the mouths of two weary paddlers water! We had both worked hard during the day... Each campsite down the river - save the start site at Florac - had very good amenities, while the base site at Millau was exceptional and of high standard. It would seem that one of the advantages of a late season trip is the desertion of the sites. At each down the Tarn we had the places almost to ourselves - the one at Ste. Enemie being the only one where we were completely alone. However we could not have made the trip a week later for, when we arrived back at Millau we heard it was to close for the winter on the next weekend.

Darkness fell quickly over our site and by the flickering light of a candle we talked into the late evening. At least at Ste. Enimie the water was deeper and on the following days we should make better progress than this first 'walk'.

With the car parked in the shade of tall trees, that were planted in lines and spaced to a good coverage over the site, we once again took to the water. Certainly it was now much better, being added to by a number of small streams and under-ground sources over the last kilometres of the first days run. Our journey for the day was to be just over 26 km with no difficult rapids, but a number of interesting places to see on the way down. Quite a short trip for a day and thus we spent some two hours before setting off in looking around the very quaint village of Ste. Enimie. Paddling down shallow rapids, across deep clear pools in which shoals of dark fish darted back and forth, many of them upwards of a foot in length and a few of almost two foot, we made good progress and after some four kilometres reached the beautiful village of St. Chely du Tarn. Here a superb bridge reaches across the now high gorge, and from picturesque buildings on the left bank three springs cascade water down to the river. Less than another kilometre and we shoot the first real rapid of the day - a few waves, some broken water rushing over exposed stones and we were once again in still water. All down during this day and over the next few, we found that fishermen and locals had placed a series of stones on the river bed to give a full stream at the many of these shallow points. After about another hour of paddling we stopped opposite the Chateau de la Caze, an old fortified building now used as a very high class restaurant, great cliffs with numerous galleries towering behind it. We stopped here for lunch and basked in the warm sun. On the Ardeche we would have spent much time swimming in the warm clear water, but here on the Tarn I regret we found the water surprisingly cold. The Ardeche runs off the mountains and so is warmed by the sun all the way, the Tarn however is fed by many underground springs and so the water is always cold. Hills now towered above us, the cliffs closed in and we began the descend into the start of the gorges.

During the afternoon, with a pleasant paddle down through some of the most beautiful scenery, we reached the village of La Malene. From here it is possible for the tourist who does not travel by water to see just what they are missing, for it is possible to hire a punt to run the river down through Le Detroit - a spectacular gorge with great cliffs of orange, yellow, black, and grey sandstone. The punts, laden with passengers and a helmsman in normal water would glide gracefully down the river but at this time in low water, the noise of these twenty-foot flat-bottomed craft re-echoed around the cliffs as they ground and bumped their way down for some four or five kilometres. Places such as Le Detroit (the people from this area of France gave this name to a

small town in the U.S.A.) cannot be described in words, the place was just magnificent....

Just after mid-afternoon I again caught the bus back up-stream to pick up the car. We had not made a campsite for we were not too sure where it was, but once mobile on the road it was not difficult to find and only some three kilometres below where we had stopped. Parking the car I had soon walked back to Joe and the kayaks. Once again on the water and a gentle paddle down to the site in the cool evening.

We had now covered some 36 kilometres in two days and once again we discussed the next days paddling well into the evening. The third day was a little more difficult than that which we had experienced for, within five kilometres of paddling, we would have to portage the Pas de Souci. This is a place where great boulders have tumbled down from the cliffs, almost burying the river which now rushes mostly under the debris for some hundred metres, and where it is just not possible to paddle. This great rock fall was apparently caused by an earthquake in 580. The portage of the Pas de Souci is some 1500 metres and over most difficult terrain, so much so that it is recommended to take to the road and re-launch below the bridge at Les Vignes. Thus it meant we should first take the car down to this point so that no time would be lost in paddling. Also further down stream there were marked two difficult rapids that required reconnoitring and time would be important. Towards the end of our second day the water was more plentiful and the rapids had become more 'interesting' although nowhere near the grade III of the guide.

With our trip being more of a holiday than work (my trip the previous year involved a number of photographs taken especially for PGL), I simply refused to get up before 8.00 am., although Joe was always around and dressed at this time with tea on the go. However this third day saw me up very smartly after eight and with breakfast done I was soon back from parking the car at the Pas de Souci - although I had to walk a couple of kilometres before gaining a lift in a Frenchmans car. The trip down to the portage was uneventful, with the water now much better and hardly a gravel bar to scrap over. We took the short stretch quite slowly, just taking in the full beauty of the river scene. The sun was well overhead by the time we had taken the kayaks from the water, and heaved them up the steep pathway to the small field where my car was parked under sheltering trees. On down to Les Vignes and we choose a re-launch site below the bridge, carrying through the yard of an old mill that was up for sale. We decided it was time for lunch although a little early, but at least it would give a full afternoon's paddling and maybe some time to re-do the better rapids that we expected. After our usual lunch, which was washed down with the most glorious bottle of pure orange juice that was brought in

**GORGES
DU
TARN**



Above: Our campsite at Ste. Enimie and two shots of the picturesque village.



Above: A broken bridge just above Le Rozier. *Right:* St. Chely du Tarn — a beautiful place where water cascaded down from the cliffs.



Above left: Chateau de la Caze where we stopped for lunch. Above: Still water but spectacular scenery. With such places we did not mind the water being so shallow. Left: The bridge at La Malene.

Florac, we set off once again down the River Tarn.

Within a short distance we came upon the first of the real rapids. Before we could even see the white water we could hear the thunder of rushing water over rocks and I pulled in well above to get out and have a look. Great! Now for some exhilarating canoeing... The rapid was just over grade II, slightly better than we had experienced on the Ardeche but taken easily if one avoided the few big rocks clearly visible. Time for the spraydeck on now, and for the first time water came bouncing over the foredeck spraying up in my face as I hit the white waves, the kayak bucking but answering to paddle strokes. Oh superb... at last the Tarn was turning into a real river. But a short distance and we were again bouncing through white water. This time it was the 'petit Pas de Souci' and quite a long rapid to add enjoyment. Pretty rocky here but a clear way down. Both Joe and I revelled in these and the numerous other small rapids that appeared all the way from

now, and the afternoon later proved to be the best on the river. The cliffs still towered above us but now the bare rock was covered with green trees and small houses were perched on the sides. Around mid-afternoon it was time to once again catch the bus for the car pick-up. We were nowhere near the third campsite that was to be at Le Rozier, but within an hour I was back on the water with Joe - she having made use of the time for a swim - the car parked at the new site. Now it did not matter how long we took over the next kilometres and we still had a first class rapid to run.

Little more than a quarter-hours paddling brought us within sound of du Mas de la Fon rapid... White water twinkled in the lowering sun, spray rose above the river causing miniature rainbows. I pulled into the right bank and waved to Joe to do the same. All down the Tarn I led through the rapids and we evolved a system of hand signals to indicate whether a shoot was possible or if we had to stop and have a look.

GORGES DU TARN



Left and below: The river falls gently, great cliffs of yellow, brown and grey tower above – the Tarn was certainly more beautiful than the Ardeche....



Mas de la Fon was certainly the best rapid on the Tarn in this water. A beautiful drop to start with on a left bend, then right of a massive rock and down through breaking waves – really exhilarating... Joe just stood and watched as I revelled in the white water, and even after a successful shoot I could not persuade her to try the rapid, she would portage while I went back and did it again. Really if the truth were known I could have spent the whole evening there! It was the only shootable rapid that Joe did not attempt. Each night on the Tarn I hoped – much to Joe's consternation – that the darkness would bring rain to swell the rapids... However just this one of du Mas de la Fon was up to the guide expectations. Alas we had to paddle on and the roar faded behind us. A little rapid at Plaisance added a touch more colour to the day but all too soon we grounded on the small river beach at La Rozier and the nights campsite.

Once again the super aroma of food cooking fell

Canoeing Magazine April 1971

on the cool night air, the day had been long and we were hungry... Alone on the campsite again. French Radio voiced pops into the late evening and I fell asleep well contented with the days paddling, it had been all that I expected and worth the trip out from England just for this one day.

continued next month...

EDITORIAL NOTE

The area of the Ardeche and Tarn are very beautiful, and, if you have not seen this part of France I can certainly recommend it. Canoeing guides to both the Ardeche and Tarn are available from our continental map service.

AUSTRALIAN CANOE SPORT



NSW SLALOM CHAMPS

Well over 100 competitors entered for the 1971 New South Wales Slalom Championships held at Wyangala Dam on the Lachlan River over 30th/31st January. A huge crowd of spectators visited the site and the event proved to be the best ever.

The NSW Slalom Committee did an excellent job and in addition to the paths, bridges, boat rafts, and general amenities which had been built by working bees with the permission and help of the Dam Superintendent, lugs had been cemented into rocks to make gate wires easier to erect. Then with willing and capable officials armed with several walkie-talkies and a telephone, the contest got under way. Even the drizzling rain couldn't ruin the event (yes we still have rain in Australia at mid-summer).

Peter Dear from West Australia travelled nearly 6,000 miles to compete; Trinity Canoe Club, led by Roy Farrance from Victoria, was present as usual, and they left their mark on the result sheet, again, as usual; but the outstanding paddler of the championship was John Egger, the brother of Peter who comes to England in May. John really had a field day, taking the win in Mens K1 with 276 pts, the Mens C1 with 770 pts, the Mens C2 with brother Peter and a score of 548 pts, and paddled to victory in the Team K1 with P. Griffiths and J. Gowan.

NSW SPRINT CHAMPS

The Central Coast Canoe Club organised an excellent course for the NSW Flat Water Racing Championships held on the Wyong River about 75 miles north of Sydney. During the weekend 13th/14th February, racing enthusiasts ranging from Olympians Dennis Green, Phil Coles, Dennis McGuire, and Yvonne Yavra, to little aspiring 10-year olds, gathered to contest the events. Peter Fox of Queensland also travelled to compete.

The course on the Wyong River has not been used before for these Championships, but is a beautiful site with straight water for nine lanes, and, although estuary, the tide is negligible. Races can be started from the bank and cars can move easily up and down either side. The Maritime Services Board Officer ensured that powered craft kept out of the area and the local Council provided amenities. In addition the hospitality of the local people was felt by all present.



Wendy Fuller, a promising and attractive young lass from Dapto High School, breaks out anxiously and heads for Gate 12 in the NSW State Slalom Champs. held in January.

Photo: Frank Whitebrook.



Eda Egger and Norma Howard, first and second respectively in Womens 5,000m at the NSW Flat Water Champs. Photo: Peter Egger.

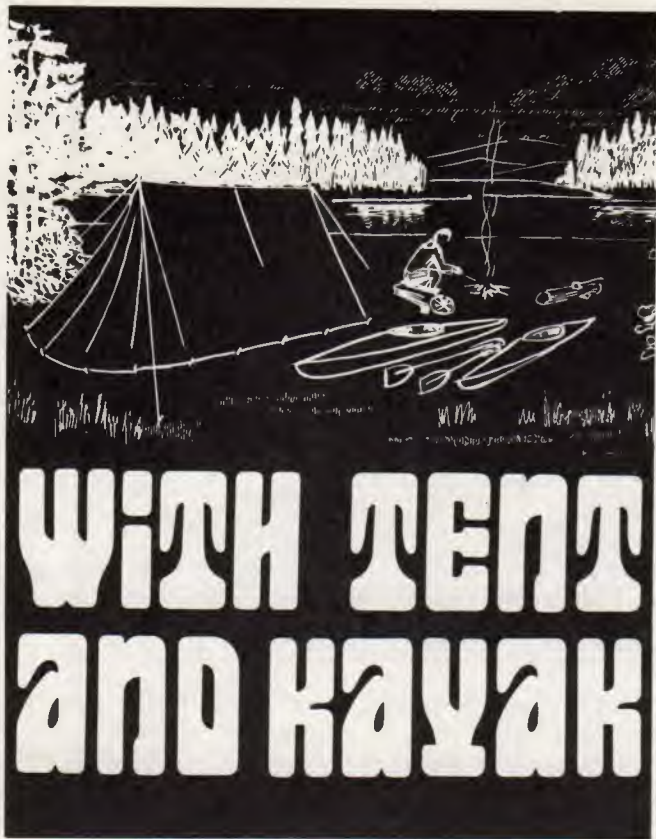
Of the competition, the Mens event were dominated by Dennis Green, with him taking both K1 1000m and 10,000m, while teamed with Phil Coles, the pair took the 500m K2 and 10,000m, and in 1000m K2 Green again paddled to win with Dennis McGuire. In the Womens events the battle was between Yvonne Yavra and Eda Egger. Miss Yavra took the 500 K1, but in the 1000m and 5000m the win went to Miss Egger, Miss Egger teaming with Sue Woods to win the 500 K2.

J. Sumegi produced two fine wins in the 500m K1 Junior Boys under 19-years and under 17-years classes, while in the Junior Girls Miss Sue Woods gained the win in the under 19-years. (Winning times - Mens 1000m 4.01.4s. Womens 500m 2m 34.7s.)

from FRANK WHITEBROOK,
'Canoeing Magazine' correspondent -
AUSTRALIA.

Allan Mackey leads his C2 team through the Team Gate 11 on the NSW State Champs. course. Photo: Frank Whitebrook.





WITH TENT AND KAYAK

SELECTION OF A TENT

For the serious canoe-camper where all equipment is carried in the kayak, his tent requirements are of a specialised nature. The essence of a suitable tent is that it should offer good protection from the weather (of particular note for English paddlers), not be so small as to cramp the users, yet above all it should be light and capable of being packed into a small space. However with the present popularity of climbing and hiking, there is no shortage of such a tent and I have given below a range of two-man lightweight tents across the style and price range.

BLACKS 'GOOD COMPANION'

The 'Good Companion' must be one of the most popular tents ever made, and with good reason. The one illustrated is the 'Standard', providing ample space for two persons and equipment. Made from 'Protex 3' fabric it weighs just over eight pounds with single upright pole. The ground sheet is sewn-in and the tent offers good protection from most weathers without the use of a fly-sheet. Price £16.90

KLEPPER 'NANGA PARBAT SPEZIAL'

The firm of Klepper are renowned for quality; this and years of experience are shown in the rather

unique 'Nanga Parbat' tent. This interesting tent, using two up-right poles which are set off-centre to give a low-slope shape, is made to close weave cotton with sewn-in PVC coated fabric ground sheet. The weight is just around the eight pounds. Price £17.50

JAMET 'PCA 10'

The 'PCA 10' is certainly one of the 'best buys' around. Being of traditional ridge tent design, the 'PCA 10', smallest of the PCA range, has ample space for two persons. Manufacture is of superior quality in tent fabric with PVC ground sheet and nylon fly-sheet, rubber guys all round and zip fastened door. Total weight is eight and a half pounds. Price £14.50

THE 'ESCORT'

The 'escort' is a low budget tent, made only in blue tent cloth with plastic groundsheet. Design is of tradition ridge type. Ideal tent for the warm weather lands but certainly needs a flysheet for use in Britain. Weight is just over seven pounds. Price £6.75

YHA 'TYROL'

Yet another of the traditional ridge tents, but one of high quality. Manufactured in Austria completely of Nylon with sewn-in ground sheet and total zip on door. Suitable for the roughest of weather, ample space for two persons, but fly-sheet would be advisable for severe climate. Weight is among lightest of the range at just over five and a half pounds. Price £21.00 Flysheet £5.00

VANGO FORCE TEN Mk 2

The Vango Force Ten Mk 2 is certainly the most compact and lightest of these tents. Manufactured in an ultra lightweight nylon fabric it weighs just five pounds. The design is unique and capable of standing up to the roughest of weather, keeping out the severest rain. As a two-man tent space is at a premium but the bell end of the fly-sheet offers equipment space. A tent for the real enthusiast. Price £25.95

The Klepper tent was supplied by The Canoe Centre, 18 Beauchamp Road, Twickenham, Middx. All other tents were supplied by YHA Sales, 29 John Adam Street, London, WC2.

Next month....

My article next month will deal with the above tents, showing in photographs the correct pitching of each type.



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PCA 10



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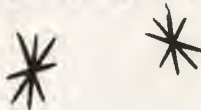
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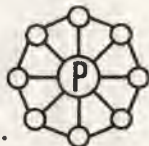
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