MARCH 1971

HUT!

MINNESOTA CANOE ASSOCIATION



BUZZ PETERSON – A CANOEING LEGEND

(story on page 7)

HUT!

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CALENDAR OF EVENTS

Feb. 23, Mar. 2, 9, 16, 23	**Whitewater Clinic, five Tuesdays, St. Paul YWCA (see article)**
Mar. 10	**Board meeting at home of Joe Conrad, Lakeland, Minnesota**
Mar. 17	**Whitewater Carnival, Cooke Hall pool (building next to U. stadium on University Avenue), 7:30 p.m. NOTE: Location was inaccurately announced as being at Brookdale in the last issue. (See article.)**
Mar. 26 - Apr. 4	**NW Boat, Sports and Travel Show, Minneapolis Auditorium**
Apr. 14	**Board meeting at home of Jean-Marie Fisher, Hopkins**
Apr. 18	**Rice Creek cruise, 1 p.m., make reservations (see article)**
Apr. 21	**Activities meeting (see Dean Buchanan, speaker. Blake School, 7:30 p.m. (See article for directions.)**
Apr. 24-25	**Whitewater Clinic for standard canoes, 11 a.m. (see article)**

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DEADLINES FOR EACH ISSUE:
News – the 15th day of previous month
Features – the 10th day of previous month

HUT! Magazine is published monthly by the Minnesota Canoe Association, Inc., a nonprofit organization, and is distributed to more than 1000 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

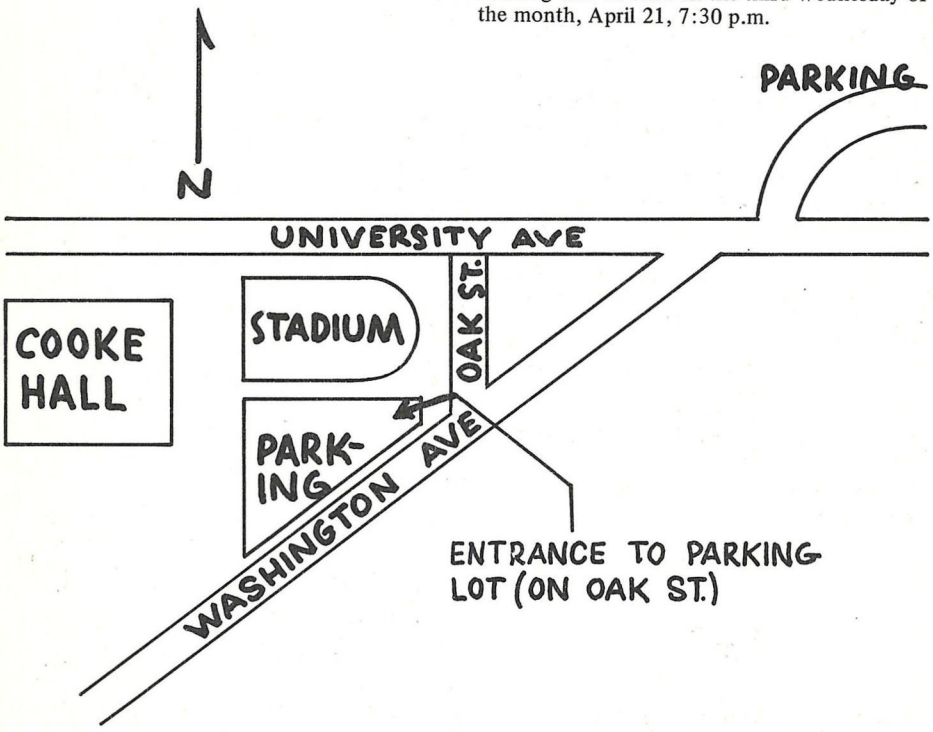
March Activities Meeting to be Held at Cooke Hall Pool

Unfortunately, we were unable to get the use of Brookdale Shopping Center for the third week in March, so the meeting will be (as during the last three years) in the *Cooke Hall Exhibition Pool* at the University of Minnesota.

We plan to have a varied program, including exhibitions of strokes and eskimo-rolls, clowning, an instruction session in which we will teach a beginner how to paddle, and movies of the 1969 World Championships. (Memo: Cooke Hall is heated for the skinny-dippers on the swim team, so don't dress too warmly.)

Forest Representative Will Speak at April Meeting

Dean Buchanan, Recreational Staff Director of the Superior National Forest, U.S. Department of Agriculture, will address the MCA in April. Of particular interest to members will be Mr. Buchanan's knowledge of the Boundary Waters Canoe Area. This activity meeting will be held in the Blake School dining hall, Blake Road and Excelsior Avenue East, Hopkins – approximately 2 miles west of Highway 100 on Excelsior Avenue. (Enter the school grounds from the Blake Road side – between the pillars – immediately forking left and driving up the hill to the south parking lot. Enter the building from the right side of the breezeway, and climb two flights of stairs inside.) As usual, the meeting will be held on the third Wednesday of the month, April 21, 7:30 p.m.



NOTICE TO MEMBERS

In the future, please note on your calendar the date for not only this month's activities, but next month's, as well. This way, if your HUT! should arrive late one month, you will still be informed. Get in the habit of checking the Calendar of Events on the inside front cover as soon as HUT! arrives at your home.

EDITORIAL

The Good Things in Life Can Be Freed

What's money for if it's not to be spent on the good things in life? Things like the feel and the taste of soft spring rain on your face and your tongue. The cerulean blue sky with pure white puffs of cumulus clouds. Drinking water from a river in your hat. Virgin timber like that in Sylvania (Upper Michigan), with paper birch twice as big as you can hug. Rainbow trout, from the Columbia River in British Columbia, so beautiful that they preclude incision, and you sigh not unhappily as you toss back your dinner.

Hey, just a minute!, you say. These things are free.

The more's the pity. They were free. They were free (without cost) because they were free (unbound). The Cerberean colossus, whose heads are named Territory Man, High-Profit/Low-Overhead Man, and Little Litterbug Man, lassoed, gutted, and buried the high and mighty free things of life. Curse them? Don't be silly.

Stop them – in the only way they can ever be stopped – with money. Money for literature, money for lawyers, money for buying more time.

I hereby propose we start a continual, specific plea for funds, from members and nonmembers alike, through this magazine. Readers will not be personally solicited or coerced. They will merely be requested via monthly announcements herein, to donate to a specific conservation project desperately in need of help. The contributions will be used only for the stated purposes.

The first project will be explained in detail in the April issue of HUT!.



Annual Storyteller's Contest Winner to Be Announced in April

The winner of the annual Storyteller's Contest will be announced in the next issue of HUT! along with the winning story. We were pleased to uncover some gifted writers, and hope for an even greater response next time.

What's Wrong With Higher Standards?

Apparently the federal government is determined that the states shall not have authority to insist on higher standards for nuclear discharges from generating plants than those set by U.S. Atomic Energy Commission. This would seem to break a well-established principal of state-federal authority that has existed for some time in many other fields, the principal being that states could insist on more strict regulations than those ordered by the federal government but could not set weaker or more liberal rules.

An example is the migratory waterfowl season regulations where the federal government sets the "framework" within which states may enact their own regulations. The states may elect to reduce the permitted bag limits, shorten the season authorized or take other measures to reduce the kill, but they may not set regulations which will increase it.

Many persons, including some scientists, feel that the AEC nuclear emission and discharge standards are too liberal. The Minnesota Pollution Control Agency thinks so and has insisted the state has the authority to set stricter standards for the new Monticello generating plant but a federal court has ruled otherwise.

Relevant to this issue is a recent study of infant mortality downwind from a nuclear power plant near Morris, Illinois. The generating plant is a "boiling water" type of the kind used at Monticello. The study, by Ernest J. Sternglass, Department of Radiology, University of Pittsburgh, showed a significantly higher rate of infants deaths among those living in counties having the highest radioactive levels downwind of the generating plant. The Illinois Health Department denied there was any connection, and blamed the higher infant mortality on an outbreak of German measles. Sternglass countered by declaring the infants were susceptible to sickness as a result of being weakened by the unusually high radioactivity in their environment during the fetus stage. About the only thing on which there is agreement is that there was a measurable increase in the nation's infant mortality rate during the years when the U.S. and Russia were doing a lot of above-ground nuclear bomb testing.

If the power companies have made a decision that nuclear generating plants are the best way to produce electricity and intend to go on building them, it is in their own interests and the public interest to make those plants as safe as humanly possible. – Reprinted from a news release of the Minnesota Department of Natural Resources.

Ikes Acknowledge Contribution to BWCA Defense

Please accept my apologies for the fact that our letter sent the 10th of November, 1970 in thanks for the $500 contribution to the BWCA legal defense fund apparently never found you. So I am writing again to point out our sincere and profound appreciation at this very generous gesture on the part of the Canoe Association. Believe me, suits such as this are exceedingly expensive and contributions such as yours are vital if there is to be any success in an endeavor in the legal field where it is vitally important that we have the financial backing to be able to endure.

To date, of course, proceedings are continuing, and it appears that we are getting closer and closer to being able to argue the merits of the law. To date, most of the action has been one of a number of motions on behalf of the defendants seeking dismissal of themselves or the League from the suit. So far, the judge has seen fit not to rule in favor of the defendants' pleadings, and Ray Haik is doing a very able job for us.

Again, many thanks for your financial support, as well as your moral support, and I am hopeful that we can look for more of the same in the future.

Dave Zentner, State President
Minnesota Division
Izaak Walton League

In Defense of the Woodchuck

I would like to comment on a statement made by Mr. W.B. Jones in the December issue of HUT!. In referring to the woodchuck he says: "Nothing (the woodchuck) does could be construed as beneficial to the soil or to his environment." Jones further states that the woodchuck "riddles soil, pastures, and prairies with burrows." As it turns out, Jones' dubious "burrowing" may be worth something after all.

"When the white man first came to the prairies he found the buffalo as the chief grassland animal.

"As these heavy animals in great herds trampled the land, they changed the character of the soil, compressing it and filling the porous spaces left by decaying grass roots. This both lowered its ability to absorb water and shut out the air required by grass roots for growth. In time this loss of air and moisture would have seriously affected the crop of grass, which would gradually have been replaced by tough-rooted weeds, less nutritious and able to support fewer animals.

"But, fortunately for this community, there were other smaller animals living in the soil. In the course of their digging (they) gave the earth a very thorough loosening and turning over. In some places, where this plowing action has been measured, it was found that the ground rodents gave the soil the equivalent of a complete plowing in as little as twenty years. Hence these small animals are really nature's soil builders in dry country, just as truly as are the worms, insects, shrews, and moles of moister land." (John H. Stover, *The Web of Life*; New York, 1953)

"This superstructure of (prairie) life has largely been overthrown by man . . . primarily by striking at the very base of the ecological pyramid – by rearranging habitats. To the grassland community . . . man's arrival was a catastrophe perhaps equivalent to the geological catastrophes of the past, only it was more swift. Among the major catastrophes suffered by animals in the billions of years of life on earth . . . surely future millenia will list as a major natural disaster the establishment in North America of European man." (P. Farb, LIFE, *Ecology*, New York, 1963)

It is irresponsible of Mr. Jones or any other citizen of the earth to give such an off-handed, uninformed dismissal of the value of another living creature. We are only beginning to understand the interdependence of life on earth. The lowly woodchuck, Marmota monax, represents one of only 3500 species of mammal known to exist in the entire universe! He has had the sagacity to survive for some 150 million years, which is about twice the length of man's career. Will we be here in another 70 million years?

If the woodchuck is a nuisance, it is because man has replaced the chuck's natural fodder with clover and wheat. Now who the hell's fault is that, Mr. Jones?

Mike Flannery
St. Paul

(Walt Jones admits that his material was off-handed and defers to Mr. Flannery's obviously well-researched information on the subject. – Editor)

THE COOK KIT

by Terry McGaughey

Cooking on a canoe trip can be as simple as setting an open can of beans into the fire or as elaborate as an eight-course dinner (I've never had one) at the best restaurant. These extremes will require different amounts and types of cooking equipment. Somewhere in between these extreme cases most of us will find a suitable compromise. I think anyone with wilderness cooking experience will agree: As you develop your camp cullinary skills and preferences, you can taylor your cook kit to best suit your desires.

A cook kit should contain all pots and pans, utensils, tools and equipment necessary to successfully prepare any meal on the trail. It should be lightweight, serviceable and provide enough pots so cleaning pots between courses while eating would be unnecessary. The most commonly used and widely known cook kits contain the following items, a typical outfit for four people:

one 8-quart kettle
one 4-quart kettle with cover
one 2-quart kettle with cover
one 2-quart coffee pot
six drinking cups
one frying skillet or griddle
one or two 8-inch mixing bowls
five or six plates
four forks (stainless)
four soup spoons (stainless)
one large cooking spoon
one large fork
one pancake turner or spatula
one asbestos potholder or glove
a small curved-nose pliers or pot gripper
one sturdy fire grate (optional)

Other optional cooking equipment:

one reflector oven
a small, lightweight cooking stove and fuel
one sturdy can opener (cans prohibited in BWCA)
one tepee bread toaster
Dishwashing equipment: soap, brush, dish cloths, towels, scouring pads

Most of the cook kit is designed to nest one kettle inside the other. These nesting kits are sometimes called billies. Frequently the kettles are sold with covers which double as fry pans. These thin aluminum pans are unsuitable for frying because pressed aluminum is too thin and foods stick to it readily. If covers of the proper thickness are available for the kettles, it is better to discard the fry pan covers.

Billies: I have seen cook kits made of different weights of aluminum. A good rule of thumb is the thicker the pot, the better it cooks. A heavier gauge of aluminum will also stand more abuse. The overall weight of the thicker aluminum will be negligable. Because of the rough treatment nesting pots encounter, it is a good idea to avoid pots lined with Teflon. Teflon is great at home, but on the trail it has yet to be proven. Stainless steel billies are available, but the cost is higher than most of us are willing to pay (more than twice the cost of the best aluminum) for the little advantage they offer.

Cups: Aluminum cups are good to avoid. They transmit all the heat of hot liquids like coffee, tea, cocoa or soup directly to your lips and continue to do so even after the liquid has cooled. Nesting plastic cups are available, as are stainless cups with a split handle and also porcelain-enamelware cups with open handles. Any of these will be more suitable than the aluminum cups. It is a good idea to have extra cups along – one tied to each canoe for drinking on the trail, one for use as a dipper in a drinking pail in camp, and one for the cook as a measuring cup and also in case one gets misplaced.

Plates: Plates fall into the same category as cups. Plastic plates are great to eat from but can't be left on the coals to warm the bacon while the eggs are cooking. One or two extra plates add to the convenience of serving. For personal eating utensils a fork and spoon of stainless are the best bet. The spoon should be soup spoon size. Most campers carry a personal belt knife which should suffice as a table knife at mealtime.

Mixing Bowls: A couple of 8-inch mixing bowls of aluminum or stainless are a great help to the cook and contribute to the flexibility of preparing a meal.

Frying Griddle or Skillet: I have already mentioned the disadvantage of pressed aluminum for frying. This also goes for aluminum griddles. A few aluminum griddles have had some success on the market, but are frustrating for a camp cook. They warp easily, making it impossible to keep grease evenly distributed and sometimes overflow to add fuel to the fire. A few good alloy griddles with 1-inch straight sides are available, as are some good stainless

skillets. A few gourmet camp cooks insist that the luxury of a cast iron skillet in camp is worth the extra weight on the portages.

A large cooking spoon of stainless steel or wood adds to the convenience of preparing and serving food. Don't forget a large fork and pancake turner or large spatula. A small curved nosed pliers will enable the cook to pick up hot pans and covers. An asbestos potholder or buckskin glove will also contribute to this task. A commercial pot gripper is marketed for this purpose.

A fire grate is an indispensable item in the canoe country. Many suitable commercially manufactured styles are available. Some cooks would not go into the bush without a reflector oven. This item adds more pleasure to camp meals in the eyes of some than any single piece of camp cook gear. Another optional item is a single burner stove. Many types using various fuels are available. These lightweight portable stoves add great convenience to a warm lunch stop on a wet, rainy day. A quick cup of hot soup or coffee has a way of rejuvenating spirits as well as the body. A simple warm meal without the effort of building a fire has been enjoyed by many.

Last, but very important, is to not forget the things necessary to keep your cook kit and utensils clean. A few dishwashing items stowed in a separate plastic bag or container are extremely important to your health and a first-class expedition.

If you give careful consideration to your cook gear and utensils for your wilderness journey the ravaging appetite you acquire as you travel should take care of the rest.

A good camping buddy and I were once asked to join another camper at his site for an evening wilderness meal. We all stuffed ourselves with rock cornish game hen, wild rice pilaf, roast corn on the cob, freshly baked bannock and a trail baked chocolate cake for dessert, along with egg coffee. After devouring this extravagant meal, my companion addressed the cook with, "Isn't it great how good food tastes in the wilderness?"



How One Canoeist Visits a Boat Show

by Ham Kurtz

In the spring in most large cities a boat show is usually held which proclaims to show to all interested boaters the wonders and joys of boating and some of the new products in the field. Because canoes are lumped into the general category of "boats", it seems natural that MCA members might attend such a boat show. This is how I visit the show:

First, I do not go to see canoes. Because of the assumed high cost of display space, most marine dealers allow little space for inexpensive boats such as canoes. Their emphasis is on the higher priced luxury boats. If they do display a canoe, frequently they show only one of a manufacturer's line instead of the many models available.

In terms of accessories for canoes such as paddles, small outboards, and sailing rigs, they seem to be equally poorly represented.

So the question comes up: Why pay the price of admission and parking at all? For me, the answer lies in the displays put up by special interest groups.

First are the outfitters. The outfitters around the BWCA, and especially Ely, represent sort of a home base feeling at the show. Because I have used their services and purchased from them, I make it a point to stop by their booths and get their current price lists and other materials they may have so that I may drool over them as I plan summer trips. They are specially valuable because I frequently canoe with people who do not have equipment and who need the price lists and mailing addresses to estimate their trip expenses and to reserve equipment. (At the boat show, it is at these outfitters' booths that I run into other MCAers.)

In the same vein I also visit the Taylors Falls Canoe Company booth because friends I know frequently ask their rates for canoe rental on the St. Croix.

Other booths I visit are conservation department ones, especially Minnesota and Wisconsin. It seems every year I have another friend who wants a copy of the Wisconsin River Trails booklet given free by Wisconsin's Conservation Department.

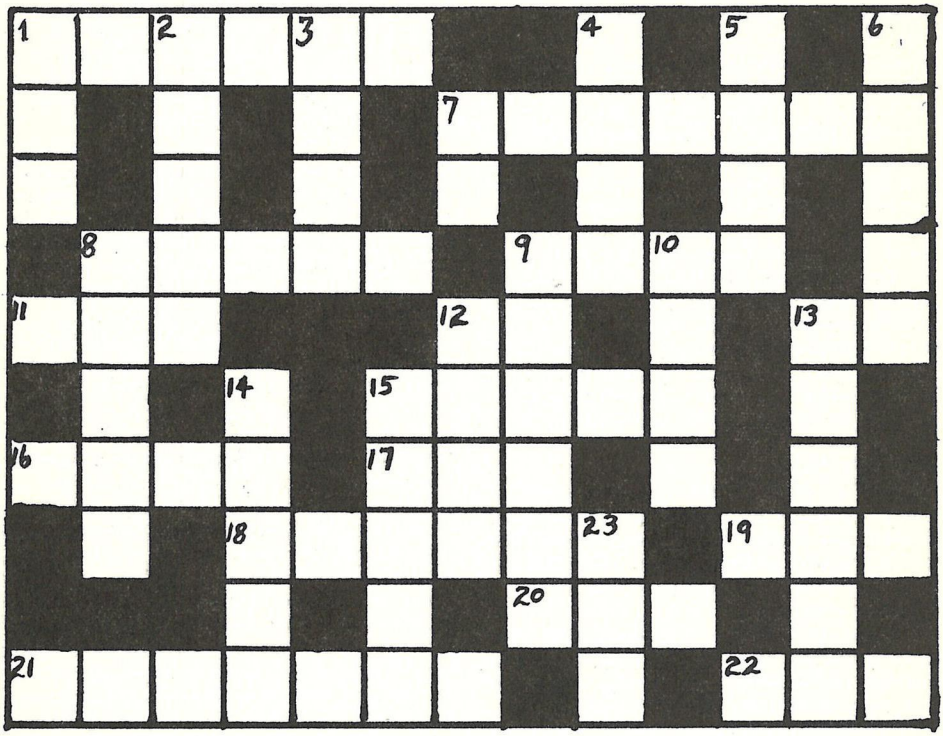
The third general area are the many regional or local promotional groups who have free handouts of maps of their areas that provide new canoe-route possibilities.

So, there you have it. One man's way to visit a boat show. I hope this is of value to those of you who go to the Northwest Boat, Sports and Travel Show, March 26 – April 4, at the Minneapolis Auditorium.

Try Your Canoe Knowledge

by Ham Kurtz

This is a general review of terms connected with canoeing. Many of the words are common, but there are two or three that might stump even the experts. Why not give it a try?



ACROSS

1. Place canoe in water.
7. Float.
8. Portage.
9. To turn canoe over, sometimes accidently.
11. Hardwood used for strength in canoe building.
12. Greek letter, sometimes used to figure curves in canoe hulls.
13. Outwales and -- wales.
15. Created by wind blowing over water.
16. Used instead of a paddle in shallow water.
17. Seasoning and drying wood for canoe building.
18. Behind the canoe.
19. Curved cross supports in the canoe hull.
20. Large salty water body for canoeing.
21. Devices for holding canoes in place in deep water.
22. Either bow or stern of a canoe.

DOWN

1. The side of the canoe away from the wind.
2. Eskimo canoe with open top, usually large.
3. To burn out the inside of a dugout canoe.
4. To paddle alone.
5. Colorful time of the year to canoe.
6. Back of canoe.
7. Alongside.
8. Narrow, light boat.
9. Flowing bodies of water.
10. Tie something in canoe.
12. A leaf of a book.
13. Canoe inventor.
14. Land canoe on shore.
15. What a canoe floats on.
23. Opposite of old canoe.

SEE ANSWERS ON PAGE 16

He's somewhat profane and irreverent. He has a ready quip and laugh. He lives and loves canoeing and, despite his modesty, he is one of the outstanding canoe racers of all time. He's



BUZZ PETERSON — A CANOEING LEGEND

by Larry Johns

A racer for 25 years, Irvin (Buzz) Peterson can't even estimate the number of events he has won, but his victories include AuSable, Mont Laurier, Sorel, Flin Flon, Ely-Atikokan, the Aquatennial race and, with various partners, he has won the most prestigious race of all, the "Classique Internationale De Canots" at Shawinigan, Quebec, a fantastic nine times!

"Karl Ketter convinced me to try racing. We paddled from Little Falls to Monticello in one day. I'd never paddled more than an hour at a time before. When Karl asked me how I liked it, I was so tired I could barely talk, but I was too stubborn to admit it."

That was in 1947. Buzz grew up with the Ketters, Estes, Jensens and Wizniaks in the Brooklyn Park area, so it was natural that they would spend a lot of time swimming, fishing, boating and canoeing on the nearby Mississippi. Karl was instrumental in starting the members of this group in racing – all were proficient and became the nucleus of the Minnesota Professional Canoe Racers which later evolved into the Minnesota Canoe Association.

Buzz competed in the Shawinigan Classic for the first time in 1952, finishing in eighth place. His initial victory came in 1955. He finished second in 1956, but from 1957 through 1962 and in 1964 and 1966, he came home with first-place money.

Buzz, Karl Ketter pose with sponsor Mel Corrie.



"Those were the days of no restrictions. We built our canoes in strict secrecy. Not even our partners would see a new canoe until we were sure there'd be no last-minute changes."

For years the racers used 17 and 18-foot canoes. Then, one year, a 20-footer took most of the major prizes, and the race was on. "If a 20-footer is faster than a 17, then a 22-footer will be even faster." Buzz wasn't going to be left behind. He built his canoes two feet longer each year, eventually constructing a 30-footer that looked as if it would carry all the charter members of the MCA. These boats were fast but expensive to build and awkward to transport. In addition, the lack of standardization caused races to be decided mainly by crafts and not paddlers. This eventually led to the almost universal 16-foot, 3-and-27 regulations. Most canoes were woodstrip, but varnished rather than fiberglassed. This was a full winter's project, as each strip had to be carefully sanded, fitted, glued and edge-nailed. One year Buzz experimented with plywood construction and a V bottom. The plywood worked fine, but the 90-degree bottom made the canoe so tippy that the paddlers expended as much energy keeping the craft from tipping as they did paddling.

"After I won the classic at Shawinigan one year, Gil Tinkler of Quebec insisted I sell him my canoe. He made a very good offer, which I accepted. But, when he tried it out, he had nothing but trouble, and asked me to help him. After a few sessions, things were going so good, we decided to team up."

This combination clicked for six straight wins in the Classique Internationale De Canots. When they first started paddling together, Buzz's French was as bad as Gil's English – Gil's wife usually acted as interpreter. Gradually, each picked up a few words and phrases in the other's language but, in times of stress,

the blankety-blanks came in each one's own language.

"Canoeing is very popular in Canada. Upwards of 150,000 people watch the Shawinigan Classic. Boys admire the paddlers just as American boys hero-worship football and baseball stars. At Flin Flon, two youngsters, Norm Crerar and Gib McEachern, followed us around for years. Then, as they grew older, they began to race themselves. The last time we were up there they beat us."

Canoe racing is a major sport in Canada. There's a bit of the voyageur in all Canadians – a heritage of the days when almost all the young men of the river towns would make the grueling trip to Grand Portage and beyond. Most of the major races are in Quebec. Sponsors, participants and spectators solidly support the events. Every bridge, bank and vantage point is jammed with spectators. In view of the popularity and importance of racing in Canada, the consistent success of Buzz and other U.S. paddlers is quite remarkable.

"Sometimes, navigation can be almost as important as paddling in a race."

Most races involve some portaging. A short portage can be a welcome respite from the cramped paddling position. A long portage can be disastrous. The old Aquatennial race involved crossing some wild rice marshes on the Mississippi. One who knew the best channels through these marshes could gain precious minutes.

The Ely-Atikokan race was 90 miles of rivers, lakes and portages each way. Much of the paddling was done at night, so careful navigation was a must. The first time Buzz competed in this race, he and his partner inquired who the favorites were, figuring to stay close to them and pass them near the finish. This worked fine most of the way. The other team's distrust soon turned to admiration and friendship when they saw they couldn't get away from the upstarts from Minneapolis. Everything went fine until the other team became drowsy and slowed down. Fearing some other canoes might overtake them, Buzz and his partner would fake collisions just to keep their opponents alert and paddling hard. Their strategy worked fine, as they were able to pass the other team near the end and win by a good margin. This is another facet of Buzz's personality. Even during a race he likes company and will seldom be far in front. Opponents say he never beats you by much, but he usually beats you.

"Sometimes you can psych another team."

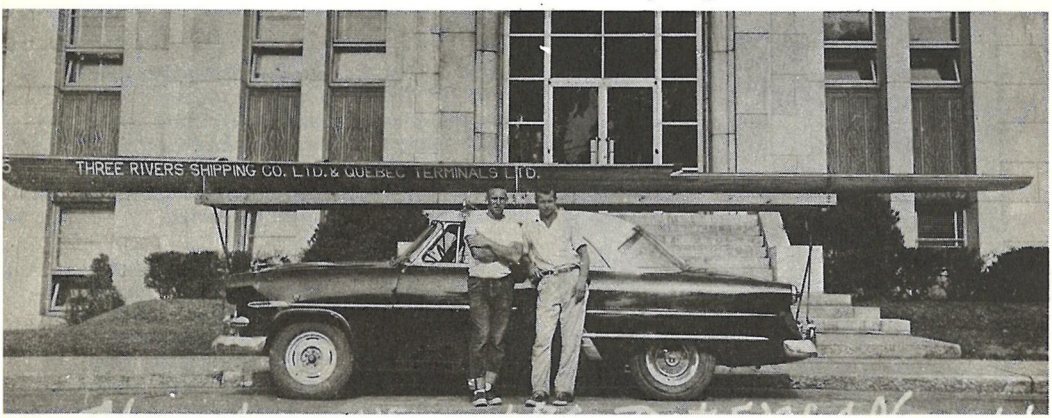
Gaining a small lead in a race is a big advantage. You can rest momentarily while the others are paddling frantically to catch up. Then, when they are quite close, you take off and open a big gap. At times, when you're battling for position, you can hold back slightly and let the other team think you are going all out. Chances are they'll relax a bit, and you can catch them unawares with a sudden burst.

Gaining a minute or two means a lot in a big race where only seconds separate canoes. Conversely, a momentary lapse can drop you behind several canoes.

"I don't know why they wanted a Minnesota Swede in a French-Canadian canoeing movie."

A few years ago Buzz was the only U.S. paddler invited to appear in a movie commemorating the voyageurs. Buzz paddled in a replica canoe with a crew of eight. He stated he

Tom Estes and Buzz with their 30 foot racing canoe.





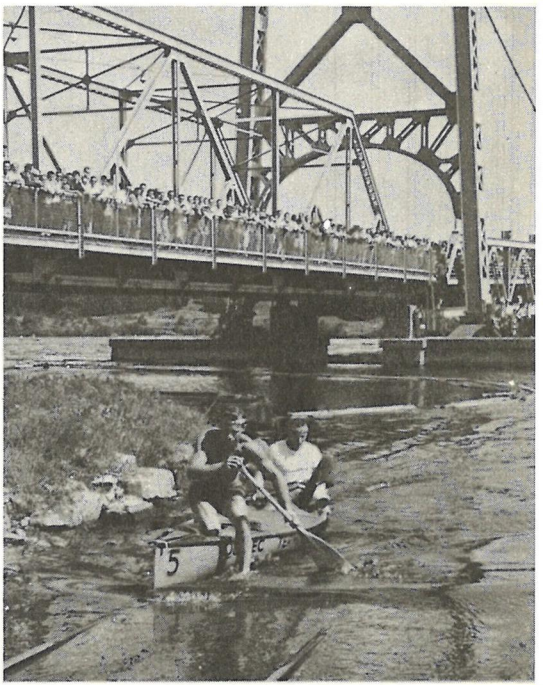
Buzz and Gil Tinkler (in the far canoe).

had a little more respect for the voyageurs after that experience. The biggest problems were coordinating the efforts of so many paddlers and the comparative lack of control with such a large craft. After one particularly hairy run through a rapids, they decided to portage the whitewater. Buzz enjoyed the experience, but was happy to return to his 16-foot canoe.

"No one can win a race by himself – it's strictly a two-man proposition, and I've been blessed with excellent partners."

Buzz's first instructor-partner was Karl L. Ketter. At that time, the big race was the 10-day Paul Bunyan Aquatennial race. Buzz and Karl won this event twice. Some other partners were Tom Estes, Eugene Jensen, Ralph Sawyer, Russ Scott, Wayne Carlson, Floyd Peterson, Gil Tinkler and, in recent years, his sons, Steve, Larry and Greg.

Your partner can be your biggest booster and strongest critic. Buzz has seen partners all but come to blows over a disagreement during a



Buzz and Ralph Sawyer at the start of a portage in one of the Quebec races.

race. The tension of a closely-contested race makes the judicious selection of a partner imperative.

"Serious racing demands serious training and an understanding wife."

The racers attempt to stay in condition all year 'round and are on the water as soon as the streams open up in spring. The tempo of their practice sessions increases right up to the time of the big Quebec races in late August. Very often they'll be on the water four or five times a week and up to eight hours at a time. Steady improvement and top performance requires the best competition. This involves a lot of travel and time, with the average racer using all his vacation time traveling to and competing in races. An understanding wife like Connie Peterson is a necessity for a pro racer. Other members of his family include daughters Sandy and Janny and three grandchildren.

"Usually each fall I think to myself, 'This is it.' But when I see the river open up in the spring the old urge is there, and the feeling is the same as it was 25 years ago."

Twenty-five years and hundreds of races haven't dimmed Buzz's competitive spirit. He feels the challenge of competition is what really gets him on the water. He values the friendships he has made during his career. He enjoys designing and building canoes and paddles. The success of a protege is very gratifying to him. But crossing the finish line a canoe length ahead of a top notch team is what it's all about.

Buzz keeps himself in top condition all the time, and looks as if he could paddle competitively for another 25 years. He's a tough competitor, but a gracious winner, and he's always the first to congratulate a team that has beaten him. He's a real asset to canoeing and to the MCA – a canoeing legend with many chapters still to come. Evidence?

Last January, five summertime paddlers, Buzz included, were showshoeing at Carlos Avery. It was Buzz's first attempt to snowshoe. Five minutes from the car he hollered, "Let's race!"



Summary of February Board Meeting

The February 10 meeting was held at the home of Abner Jones. Only Director Jeff Howe was absent.

Reports

1. Whitewater Committee: A Whitewater Canoe Club at Southwest High is being organized and will submit a charter membership to the Board of Directors. Al Button will instruct a five-week class on whitewater canoeing at the St. Paul YWCA, beginning February 23, available to members of the YWCA.
2. Cruising Committee: Approximately 20 trips planned for this year. There are openings for trip leaders during August and September; anyone interested should contact Larry Johns. The Canoe Clinic will be held April 24-25.
3. Activities Meetings: February meeting will be held on the 17th at the House of Hope Presbyterian Church with the topic of Outdoor Activities Fair. Effective February HUT!, the monthly meeting agenda will be published two months in advance.
4. Copies of the minutes of the Publications Board meeting on January 17 and the Publications Board-HUT! staff meeting on January 29 were distributed to the Board. Jean-Marie Fisher read the minutes. General discussion followed. "Canoeing Is Thy Name" will be printed in the very near future. Decals are now available to club members. Bob Haag has been appointed Business Manager of HUT!.

Discussion

Anyone interested and willing to speak to groups regarding the club or just canoeing should contact Marian Cordiner or Bob Haug. There seems to be a demand for speakers.

Resolutions

1. *Resolved:* That the Board of Directors accept and approve the January 17 meeting minutes of the Publications Board with the deletion of items 4, 5, and 6, and also those of the meeting of January 29 with corrections of items 3 and 4 and deletion of item 6. (These adjusted minutes follow.) *Accepted.*
2. *Resolved:* That the MCA sponsor a Whitewater Explorer Post. *Accepted.*
3. *Resolved:* That regular membership should be $5, with a $2 new member service fee effective March 1, 1971. *Accepted.*

Three resolutions concerning HUT!, affected by new information, were withdrawn (1) and defeated (2).

Future meetings

Joe Conrad will host the March Board meeting, and the April meeting will be held at the home of Jean-Marie Fisher.

Adjusted Summary of the Publications Board Meeting (January 17)

Publications Board members: Jean-Marie Fisher, Janet Robidoux, Karl N. Ketter.

1. Membership cards: Clyde Manion is having 1100 membership cards printed on woodgrain stock. The wording may change a little. The price will be approximately $15 to cover the cost of making a new die.
2. The booklet "Canoeing Is Thy Name" needs reediting and reprinting. Joe Conrad will edit it, deleting some articles and adding others from HUT!. The Publications Board proposes that:
   a. The MCA allocate a budget of $500;
   b. A minimum of 2500 copies be printed;
   c. The booklets be available (printed) by February 28.
3. The "Come Paddle With Us" brochure must be reprinted by March 15.
   a. Janet and Janice Robidoux will obtain cost estimates and arrange for reprinting;
   b. Between 5,000 and 10,000 copies are to be printed;
   c. The brochures are to be made readily available to all members.
4. Bob Haag and David Schaaf may help with HUT! finance.
5. The Publications Board recommends that, for his contribution to the club – arranging printing and delivery of 800 decals at a cost of $6 – Clyde Manion be written an official thank you letter by the MCA.

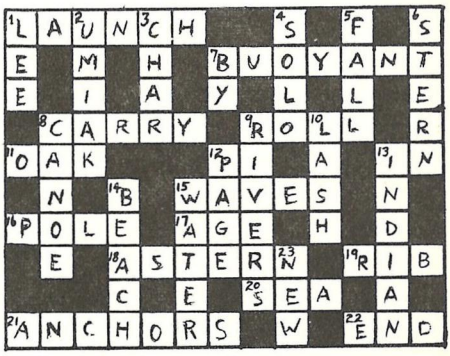


Adjusted Summary of the Joint Publications Board-HUT! Staff Meeting

1. Robert Haag was appointed HUT! Business Manager, and accepted the responsibilities outlined in HUT! report, dated June 24, 1970, authored by former editor Ed Chute.
2. On approval by the Board of Directors and cooperation of MCA treasurer, Robert Haag will open a bank account. All finances relating to HUT! will be under the jurisdiction of the Business Manager.
3. It was proposed that, in accordance with the past resolution of the Board of Directors, the HUT! account be opened with monies based on the following schedule: $4 per member per year for the period of 3 months, from November 1, 1970, to January 31, 1971. It is believed that this amount will be *approximately* $1,000.
4. It was requested by the HUT! staff and approved by the Publications Board that deposits into the HUT! account be made from the general treasury four times each year, after a report to the Board by the business manager.
5. David Schaff was named Advertising Coordinator. He will assist the Business Manager in this area by performing the duties of "media representative."
6. The following general advertising guidelines were considered:
   a. 24 pages of editorial comment in ratio to a maximum of 16 pages of advertising, with 4 pages of advertising as an immediate goal.
   b. Ad rates of approximately $50 per page.
   c. Hopefully, the April issue will contain advertising as a result of this program.
7. It was discussed and generally agreed on that HUT! revenue (i.e., advertising) should not exceed its cost.



Key to Puzzle on p. 6



Button Conducting Whitewater Clinic at St. Paul YWCA

A whitewater instruction clinic with Al Button as instructor is underway at the St. Paul YWCA, 65 E. Kellogg Boulevard, St. Paul. The five consecutive Tuesday sessions, which began February 23, provide training in kayaks and closed canoes. Techniques being demonstrated include paddling, turns, braces and rolls. Prerequisites: Swimming ability and some canoeing experience. Cost: $8 for series, plus YWCA membership ($5). If you have questions, please call Lynn Chell, YWCA, 222-3741.

CRUISING CAPERS



Cold Water Clinic Bills Bewitched Buoys

by Ian Richards

A whitewater paddling clinic for standard canoes, Ian Richards presiding, will be held Saturday and Sunday, April 24-25, beginning at 11 a.m. at the River Flats Parking Lot of the University of Minnesota, just south of the Washington Avenue Bridge on the East Bank of the Mississippi.

Come either day or both.

Bring your standard (open, "American") canoe if you have one, or just bring yourself. Lifejackets are strongly recommended. (The water's cold in April.)

The program will feature a maximum of practice and a minimum of lecturing. Last year, two cheerful groups of about 40 people found out that buoys set out in the fast current seemed to "move farther away" as they tried to steer towards them. A few practice runs brought the bewitched buoys under better control. (Maybe the paddlers were steering better?)

Bring a lunch, girl or boyfriend (wives and husbands included), and your trusty canoe. See you there!

Cruising Schedule

Date	River	Leader
April 18	Rice Creek	Abner Jones
May 2	Cannon	Linda Jones, Beth and Mary Siemon
May 9	Sunrise	Stu Duncanson
May 15	Kettle	–
May 16	Snake	Bob O'Hara
May 22, 23	Namakagon, Wis.	Linda Jones
May 29, 30, 31	Flambeau, Wis.	Larry Johns
June 5, 6	Crow Wing	Walter B. Jones
June 6	Hell's Gate	Ian Richards
June 12, 13	Bois Brule, Wis.	Harry Miller
June 20	Upper St. Croix	–
June 26	M'haha Creek	–
June 27	Upper Iowa	Chuck Stevens
June 26-27	Wolf	Andy Westerhaus
July 3, 4, 5	Upper Mississippi	Bob Haag
July 11	Lockwatennial on Mississippi	–
July 23	Midnight Run on Mississippi	Janet & Janice Robidoux
July 25-31	Salmon	Andy Westerhaus
July 31	Upper Flambeau	Larry Johns
Oct. 3	St. Croix Color Cruise	–

Abner vows ....
RICE CREEK WILL FLOW AGAIN

by Abner Jones

If the first day of spring is March 21, why is our first cruise not until April 18? If you are native to this climate you should know the answer. Every year, however, along about this time I begin to get suspicions that perhaps we are witnessing the beginning of the next ice age. Is it really possible for all of this to melt by April 18?

I find, at times like this, it helps to talk to people who have recently moved here. (They were probably sent here.) Trying to assure them that things are normal dislodges some of the misgivings that are clinging to some areas of my mind.

It helps to say things like: "Rice Creek *will* flow again." "Yes, Virginia, Rice Creek will flow again." "It is down there someplace beneath the snow and ice." "All the streams and lakes are down under there someplace." And "They will flow again." If these things have taken place by April 18 at 1 p.m., we will begin our cruise at that time.

The put-in will be at Ramsey County Road H and U.S. Highway 10 north of New Brighton, and take-out at Locke Park in Fridley.

Rice Creek is deceptive. The current is strong and fast in places, with 90-degree turns. It has swamped a lot of canoes. If you can completely control your canoe in fast water (this means being able to stop and reverse directions in a very short distance), you should have no trouble. If not, prepare to be wet. The water temperature will be 32 degrees.

It may be necessary to limit the number of canoes, so call early to assure being included on this trip down an exciting and challenging little river. (Call, too, for a daily water level report.) *Call 784-5302.*

John Arver is the new conservation editor for HUT!. We thank Al Buchholz for serving as interim editor.

DNR Outlines Legislative Proposals

The Minnesota Department of Natural Resources has announced some of the legislative proposals it will be supporting during the present session. Commissioner Herbst listed some of the major items of legislation that the Department hopes to see enacted at this session.

1. Conservation education bill: Appropriates $1,077,000 to the Department of Natural Resources and Department of Education to implement an environmental education program in the public school system.

2. Registration fee or other charge levied on severed mineral interests: Absence of such a fee has resulted in landowners selling the surface rights while reserving ownership of potential mineral values. The result has frequently been hopelessly fractionalized ownership of the mineral interests which impeded development of mining industries or acquisition for public recreational use.

3. Game and fish contingency fund: To establish a $1.5 million emergency fund from general revenue sources to assure continuation of game, fish and enforcement programs in case license income falls short of appropriations.

4. Legislation to implement the Voyageurs National Park.

5. A bill to exempt landowners from liability where private lands are opened to the public for recreational use. Would permit Department to acquire easements from private owners to facilitate trail development and other recreational uses.

6. Authority to regulate all terrain vehicles (ATVs) on public lands and waters and wherever potential environmental damage would result from unregulated use.

7. Authorization to develop a program to regulate conflicting recreational uses of lakes and streams following the holding of public hearings.

8. Strengthen the boat safety laws to reduce the number of accidents, personal injuries, property damage and fatalities.

9. Authorize the Department to charge a fee for permits to chemically control weeds and algae in public waters. The fee will partially offset costs of supervision needed to assure correct application of proper chemicals to designated areas.

10. Authorize Commissioner to set a moose season.

11. Designate the bear as a game animal. Presently classed as an "unprotected species".

12. Authority and funds to administer a program to supervise abandonment, repair and general regulation of dams in public waters.

13. Authority to set regulations for the humane caging and treatment of animals at roadside zoos and exhibits.

14. An appropriation, contingent on matching contributions from private sources, to develop a method of dry processing taconite. Purpose is to minimize the need for reservoirs and discharge basins which frequently have a negative effect on the environment. This is the same type of funding arrangement which produced the taconite process.

15. Continuation of the small game hunting surcharge for wetlands acquisition. Surcharge is due to expire in 1972.

16. Continuation and expansion of the accelerated fish and game habitat development programs now underway.

17. Broader authority to the Commissioner of Natural Resources to set hunting and fishing seasons.

18. Legislation to facilitate development of the St. Croix Wild River area, including a proposed Sunrise River State Park.

19. Authorization to acquire abandoned railroad right of way, easements to power line corridors and similar areas to give land jurisdiction to the Department for development of recreational trails.

20. Authorize the Department to charge a fee for permits to appropriate public waters, do work in the bed or shoreline of public waters and store gas underground in natural rock formations.

Herbst Named to St. Croix River Group

Robert Herbst, Commissioner of Natural Resources, has been named by Governor Anderson to the Interim Management Team for the St. Croix River. Herbst will represent Minnesota in the group, whose function is to facilitate development of the river under the Wild and Scenic Rivers Act of 1968. One of the prime movers in getting the St. Croix included in the federal act, Herbst will work with representatives of Wisconsin and the federal government on the plan.

Snowmobilers and Resorters Outnumbered Canoeists at BWCA Hearings

by John A. Arver

For those of us who are not completely aware of it, the State, by its recent actions in NR1000, has finally accepted its responsibility by joining forces with the Federal Government to preserve and enforce a unified code in the BWCA. By the very nature of this act promoted by former commissioner Jarle Leirfallom, the State has finally recognized the uniqueness of this priceless area, and it's up to conservationists and especially the MCA to make doubly certain it never forgets.

As a participant at both the hearings, one in Duluth and the other in St. Paul, I was astounded by the extremely poor showing of MCA members. The opposition was well enough organized on short notice to make one feel that it was a hearing on the Boundary Waters Snowmobile Area (BWSA) or the Boundary Waters Resorters Area (BWRA). Yet, the people who should have been in the forefront, pounding shoes in the Kruschev manner, if necessary, were strangely absent. Perhaps a political action group within the MCA should be organized to keep tabs on activities of this nature. (See editor's insert.)

As a result of the hearings and conversations with both Federal and State officials, a number of facts were learned which so far have not seen newsprint:

Close to 51% of the BWCA water surface area is accessible to motorboats or snowmobiles. This leaves 49% for those who want to get away from the constant unnatural sound of motors. At best, the individual in search of the forest primeval stands a 50-50 chance in an area designated as a wilderness retreat. Incredible!

Approximately 2,000 lakes exist in the area, and, from information published in the *Conservation Volunteer,* November and December issues, the State has a grand total of approximately 13,000 lakes in spite of relentless draining. When you stop to consider the 50-50 split with motors in the BWCA and another 11,000 lakes outside the area also available to motors, the purest, in search of seclusion, doesn't have much left.

Why does the holiest of holies have to be desecrated by expanded motor use so that a group already stampeding over 11,000 lakes and half the BWCA water can gain access to the remaining half to create exactly what they are striving to escape?

Now, nobody denies that snowmobiling is fun for snowmobilers. The State thinks so also, because they have provided 1776 miles of snowmobile trails in 35 state parks, 58 state forest areas, and the Red Lake Wildlife Area. In state forests there is unlimited crisscross potential in all but seeded areas. Two thousand miles of logging roads not designated as snowmobile routes but legal to use are also available in state forests. This is now some 3770-plus miles.

In the Chippewa and Superior Forests are 20 trails with 646 more miles, again with crisscross capabilities in all but seeded areas. We now have approximately 4400 miles of trails available to snowmobilers without counting whatever private and county areas are available legally or used illegally. Yet two people representing the Minnesota Snowmobilers Association were at the St. Paul hearing asking for more, the more to come out of the BWCA.

Fortunately NR1000 now precludes this sort of activity, and I strongly advise all MCA members to write to the State Department of Natural Resources for a copy of the above regulations.

Also, please stay alert in the future so that we, as canoeists, make a better showing in defense of canoe areas.

All persons interested in being directly notified, by mail or telephone, of important conservation efforts are requested to send or call in their names, addresses or telephone numbers to John Arver, 2467 Cohansey Street, St. Paul 55113 or call 484-5484.



Thoughtful Reader Remembers the BWCA

HUT! is great. Keep it coming. Please send a copy of *all* cedar-strip canoe plans that you may have available. We have a few people in B.C. who have cedar strips (including myself), and I meet with interest everywhere. I would like to build an 18'6" 3 & 27 this year and also something around 17 feet along more traditional lines.

Here is $20. If anything is left over after membership and canoe plans, please forward it to the BWCA Defense Fund.

James J.S. Marke
Fauquier, British Columbia, Canada

WALT'S CORNER



The Bald Eagle

by Walter B. Jones

The bald eagle has long been the symbol of courage, power and freedom. The Roman Empire took this majestic bird as its chief emblem in 100 B.C. Germany, Austria, Imperial Russia, and, of course, the United States have also incorporated the figure of an eagle into their flags and coats of arms. Perhaps it is ironic that the eagle, after so many centuries of representing unfettered independence to man, is becoming a victim of man's predation and disregard.

Although the bald eagle is now protected by law, its number was seriously diminished by years of hunting. And a new menace has arisen. Its food is gradually becoming polluted by the chemicals used in agriculture and industry. For example, the fish that the bald eagle is particularly fond of can store these poisons in their bodies and, when the eagle eats them, he absorbs the poisons into his body fat as well. In this state it does the eagle no harm. But, if it should need to draw on its body fat, the poison is released, weakening and sometimes killing the bird. Our world would be sadly impoverished if we should lose the freedom-loving eagle.



All We Can Do Is Try to Find Out Quickly

In this modern day of ovens that heat a bun in seconds, machines that are almost human, and men-to-the-moon projects that predict the complete story beforehand, things have become so convenient that getting the proper exercise is almost a national problem.

We are also trying very hard to adjust ourselves to all this pollution. We just may be deciding that we can get along with foul air, that it is natural to drink from water that has a foul aftertaste, that it is just as much fun to fish in a man-made lake or stream or to go swimming in a concrete tank.

However, if we still believe that we were made to breathe fresh air, that the chirping of the birds is a most enjoyable sound, that fishing in natural lakes and rivers set back in the woods, and drinking cold, clean, odorless water is the human way to live – then we know that we have to save our environment.

Our modern manufacturing plants have brought problems into the picture. As a matter of fact, our magnificent feats of engineering, our ability to process almost anything cannot give us the answer. Instead it has brought us into conflict with our environment. It has us rubbing nature the wrong way. We are filling the air with smoke, dumping foul and deadly things into our water, and we have more junk than we know what to do with. You might say we are setting a doomsday machine in motion within our own environment.

This simply says we may be planting the seeds of destruction in our own lifetime by upsetting the balance of nature.

If this sounds like an unfinished tale, I will agree that it could be, as I do not know the answer. I don't think anybody does yet. All we can do is try to find out – quickly.



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About Car-Top Canoe Racks

by Curt Mommsen

Everyone talks about canoes but no one talks about racks. Today we'll talk about racks.

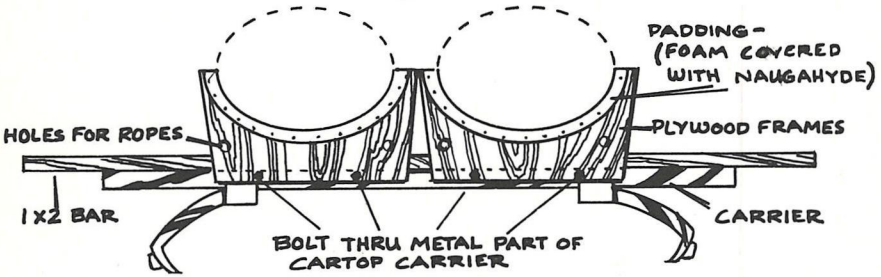
As a matter of definition we will call the entire mechanism placed between the car and the canoe the canoe rack. This is made up of the car-top carrier (usually purchased) and the attachments (usually home-made).

The selection of a good car-top carrier is very important. The type sold by Sears which has good sturdy brackets fitting into the rain gutters on the car is a good choice. These carriers fit virtually every American-made car, VWs, and most other foreign cars. They are secured to the car top with metal clips which are tightened with hand knobs. They regularly sell for $11 and $14 – watch for an occasional sale. Comparable models are available at other auto stores, discount stores, etc.* Generally, carriers having curved plates which rest on the roof itself or which are secured with a toggle latch are less dependable and more difficult to adjust from car to car. A car-top carrier and a bit of rope are all that is required to secure one canoe.

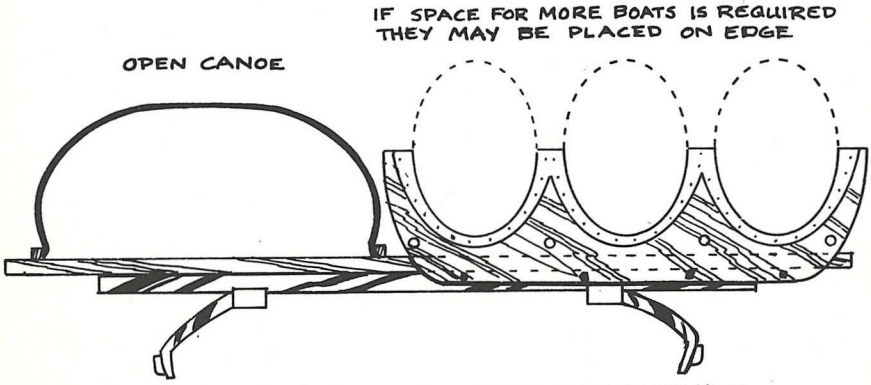
To accommodate two canoes the carriers must be extended. Oak or ash 1 x 2s approximately 76 inches long are adequate and should be secured with at least three 1/4-inch bolts through each carrier. A bit of old carpeting tacked or stapled to these bars prevents damage to the gunwales and tends to hold the canoes in place.

Although kayaks and whitewater canoes may be transported sunnyside-up lashed to the cross bar, a much better attachment may be simply made from plywood. Using 5/8-inch thick exterior plywood, cut contoured frames as shown below. Cardboard templates which have been fashioned to the contour of the hull will provide a pattern for sawing the plywood. Allow for thickness of padding.

Three or four kayaks or whitewater canoes may be transported in the following manner:



THREE OR FOUR KAYAKS OR WHITEWATER CANOES MAY BE TRANSPORTED IN THIS MANNER



THIS WILL ALLOW SPACE FOR FOUR OR FIVE KAYAKS OR AN OPEN CANOE AND THREE KAYAKS

*One of the finest manufactured end clamps (or gutter clamps) is the Quik-n-Easy model. These can be obtained locally from Betty Ketter or may be ordered from the Quik-n-Easy Products, Ltd., 934 W. Foothill Blvd., Monrovia, Calif. 91016. – *Joe Conrad*

Charlie Looks for Expedition Members for the First Grand Tour by the Charlie Expeditionary and Beer-Drinking Society (CEBDS)

by Ham Kurtz

It's kind of strange how Charlie sneaks up on you sometimes with one of his way out ideas. It happened this winter when I stopped by Charlie's to see what my old buddy was doing.

We were sitting down in his basement rec room with our feet propped up on his cast iron canoe and listening to the stereo speakers mounted under the seats. I'm not sure when Charlie started to switch the subject around to his purpose. I think it was during "Six Fat Dutchman Polka Album" and just after he'd opened a couple of Cold Spring beers on the bow opener of his canoe.

He worked into it slowly. "I really enjoyed those slides Bob O'Hara and Bruce Koci showed of their trips on the Coppermine River in Canada at the MCA meeting."

Yeah, I told him, I agreed.

Charlie said, "Wouldn't a trip like that be fun?"

And I kind of agreed.

"Yeah, and I like the trip that Kruger and Waddell are planning next summer from Montreal to Alaska. Did you ever consider going on an adventure trip?"

I conceded to him that I had, but that I didn't know anyone personally who was planning such a trip. Unknowingly I had just set myself up for Charlie.

"You know, I'm planning a trip like those guys. As a matter of fact I'm looking for some people to fill out the party. Got it all figured out."

I nearly choked on a swallow of beer and then did a double take at Charlie's cast iron canoe. Charlie saw the look.

"Oh, I ain't taking the Rusty Red Baron. This is not the trip for cast iron canoes."

As I sighed with relief I asked what kind of trip he had planned.

"Adventure. Possibly retrace a famous explorer's steps."

I pondered the word "steps".

He said, "You know, I've looked at all the maps and I found a route no one has canoed."

I told him that any canoe route not done might be dangerous and might have rapids.

Charlie said, "Nah."

I said to Charlie that this could get to be expensive because it cost money to fly to remote places and to equip men with first rate gear.

Charlie just laughed. "This isn't that kind of a trip. We aren't taking sleeping bags, tents, freeze-dried foods. I never liked freeze-dried foods. No rain gear. No cook kits, either. Also, no sticky mosquito lotions."

It was at this point that I started looking around and counting the empty beer cans near Charlie. Charlie raved on.

"Yup. About five guys oughta round it out nicely. That way we can play whist or pinochle, and one guy can sit out once in a while. We'll only need one canoe, and Willie Boynton said he'll lend me his 13-foot lightweight Grumman for all of us."

My gosh, I thought. Charlie's off his rocker. I had visions of five guys in that tiny canoe, sinking to who-knows-where on some river in the north with no equipment to save themselves. But things started to fall into place when I asked Charlie what river he had in mind.

"No river. I'm planning on going from Winslow to Kingman, Arizona, along Route 66."

I was shocked again. But Charlie rambled on.

"Yeah, it's a great route. I think an early explorer, Coronado, was somewhere in that region. Plus, there are a lot of scenic wonders. Here's how I figure it.

"We'll take turns carrying the canoe. Each guy carries a small sack with some money and credit cards. Also, he'll carry spare socks, bathing trunks, and maybe sunglasses. No paddles. It's about 200 miles, so we'll try to make about 15 miles a day. Should be great. I've checked the maps and I think we can find quality motels all along the route. Also, we'll eat mostly in drive-ins. You know, when you turn a canoe over, it just about fills a car space and makes a dandy table. You do get some funny looks from car hops, though. We'll get by without a change using wash-and-wear clothes. We may make a side trip to Meteor Crater. As far as I know, no one has canoed Meteor Crater. We'll pass through a Navajo reservation."

I interrupted Charlie, and told him that in Navajo a "j" was pronounced like an "h". He continued, unabashed. He was wound up.

"Yeah," he said, "when we go through Flagstaff on the fifth day, we'll pass in sight of the mountain named after a famous Minnesotan, Humphrey's Peak."

I started to interrupt him to tell him there was no connection between the name and the

Minnesotan, but Charlie rushed on.

"By the time we get to Peach Springs we'll be three-fourths of the way. There's a great restaurant there on the south side of the town, across from the post office that is noted for its voyageurs food. That will also be the second Indian reservation, the Hualapi, that we will visit. From there it's all downstream to Kingman.

"I plan to buy lots of postcards all along the trip to mail to Doris, and she'll save them so I can give a trip presentation next winter at an MCA meeting. I'll include some comic cards to break the monotony. Maybe I'll display with the pictures a canoe that went 200 miles without a dent – unless we get hit by a car – along with five pairs of worn-out jogging shoes."

As I sat numbly Charlie went on to say he planned on having a booth set up at the next MCA meeting to recruit expedition members. The main requirement he has is that they have credit cards good at Best Western or Holiday Inn motels.

And so he turned to me and hit me with the question. "Would you like to go on the trip?"

I didn't know how to plead my case, so I told Charlie I didn't want to go because I liked to paddle. But Charlie was undaunted and said, "Well, if you don't want to go, okay. But give me the names of anybody you know who really likes to portage."

Wild Animals as Man's "Miners' Canaries" to Be Amplified in Wildlife Week

Roger Preuss, Twin Cities wildlife artist and State Chairman of Wildlife Week in Minnesota, March 21-27, has said the week's theme will be "Wildlife – Who Needs It?". The theme will be used to draw the public's attention to the fact that everybody benefits by the existence of wildlife. A strong effort will be made to encourage citizens to help improve wildlife habitat.

The chairman lauded the achievements of the state and federal wetland programs and cited the need for greater citizen support of these and other habitat programs. By being man's "miners' canaries" the condition and abundance of wildlife indicate the condition of man's environment. These points will be amplified in educational material distributed throughout the campaign.

THE TRADING POST

For Sale: 15-ft. 11-in. Sawyer Sport fiberglass canoe, forest green exterior, contour seats, 36-in. wide center, 59 lb.; carrying capacity approximately 1100 lb. with 4-in. freeboard. Used one summer. $170. Mark Javorski, 824-9590.

Know the BWCA? Father and 2 sons, 11 and 14, who want to take canoe trip in BWCA for 1 week in early June, wish to accompany another group or family who know the area. Mark Cher, 698-2836.

Persons seeking canoe partners for cruising should call in or send their names and telephone numbers to Trading Post as soon as possible.

WANTED: MEMBER WITH PROFESSIONAL EXPERIENCE as writer or editor to assist with HUT! in editorial capacity. Knowledge of graphics helpful. Call Jean-Marie Fisher, 935-2217.

WANTED: ADVERTISEMENTS for this column (individual items related to canoeing). Free to members.

Want canoe-camping tent, used, 3-man. Gary Quick, 755-5319.

River frontage for lease, 100 ft. on Kettle River near Willow River; lease by season (soon as feasible until Nov. 1), $300. No buildings, suitable for camper, etc. Elizabeth Ryan, 646-8380.

Want lightweight tent. Bob Haag, 781-1328.

Ads for Trading Post are the only items accepted after normal deadlines (see inside front cover). They can be placed most quickly by calling the editor, 935-2217, but will be accepted in writing as well.



PROFESSIONAL RACING

Master Psyching a Race Helps Make a Racer No. 1

by Karl N. Ketter

During one Michigan marathon a dozen canoes were grouped together as they worked around the bends below the Mio dam. Buzz Peterson, in one of the lead canoes, suddenly slumped forward. A canoe-length back a competitive bowman intended to capitalize on the trouble. "Hey, Buzz is sick. Let's go!" he shouted to his partner, and they broke into a sprint. A few moments later Buzz sat up and grinned through a rising cloud of cigarette smoke! What is most amazing about Buzz smoking during a canoe race (lately he has taken up the pipe) is the effect it has on his opponents. The impetuous bowman was not only amazed at the cigarette smoking but also found himself sprinting with 10 hours of AuSable River still remaining. This is just one example of the psychological warfare conducted during a race.

Spectators are more often misled by such ruses, but even an experienced racer must try hard to hold onto his mental equilibrium when the canoeist next to him is going the same speed but taking fewer strokes. And how can one beat a team that keeps up and doesn't sweat! All pro teams attempt to look "smooth," to eliminate the lunging and bouncing, to appear as if they aren't even working.

There is a second type of psychological combat that is even more effective in the very active racing circles. It involves the use of optical illusion. Bright colored shirts, covers, and canoes look closer than dark colored ones. If one wanted to *discourage* the teams behind, it is possible to exaggerate the lead by using the darker colors. In the same way the bright colors will be more menacing to the team in the lead. No one has yet used clothing, covers, and canoe that were bright on the front and dark on the back side.

Of more serious nature is the following use of illusion: When gaining on and passing a canoe you should try to be 100 to 300 feet to the side of that canoe. At that distance the opponent's view will be inaccurate, due to the lateral distance, and the gaining canoe will not appear so close. Passing a canoe very closely gives the opponents an exact view of who's ahead.

Everyone is susceptible to psychological attack. And it may happen that one falls victim to one's own strategem. It is wise to follow another team down an unfamiliar river, putting the uncertainty in their canoe. But it can be done only if one has the speed and endurance to retake the lead at the end.

Racing Canoe Plans Again Available

Plans to build woodstrip and fiberglass racing canoes have been redrawn and reproduced. The plans give spacing measurements to build both the 16-foot Minnesota-Quebec racing canoe or the 18½ Michigan-Western Canada racing canoe. Both canoes have the 33-inch beam measurement and the 27-inch width 3 inches above the keel line.

All professional races in North American use one of these two canoes. The plans were designed, drawn and published through the cooperation of Irvin Peterson, nine-time winner of the International Canoe Classic, Karl L. Ketter, past racing champion and MCA founder; Glen Bennington, leader of the MCA Long Distance Amateur Racing Group; Jeff Howe, leader of the MCA Professional Racing Group; and Curt Mommsen, professional draftsman and past MCA president.

Canoes from these plans have been built and tested. Their performance has met the requirements of MCA's international racers. Plans are available to MCA members for $5 from Jeff Howe, 1403 4th Street S.E., Minneapolis 55414, or (612) 331-3154.

Quebec Paddles Available

Since 1948 the racers have been getting most of their paddles from Quebec. These laminated paddles have the 8-inch blades and the cross lamination in the tip of the blade. The paddles manufactured by Cadorette of Quebec are now available in Minneapolis to all canoeists. For more information, call Karl Ketter, 869-0021.

Efficient Canoeing Course to Begin in April

The MCA's pro racing group will be offering an Efficient Canoeing Course this spring. The course will consist of three classes held on Sunday afternoons and one training session for those who wish to compete in the Jensen Handicap Canoe Race. The classes will be held on April 25, May 2 and May 16 in Shingle Creek, a small body of water in north Minneapolis. Each class will cost $1, or $2.50 for the entire course. On May 18 the pro group's first 1971 training session will be held on the Mississippi River over the course of the Jensen Handicap, which will be held May 22.

The classes are designed for the person who wants to canoe farther and faster with less effort. Emphasis will be on the basic techniques of the stroke and the Hut.

The number of students will be limited, so preregistration is necessary and can be done by calling Karl Ketter, 869-0021, or Jeff Howe, 331-3154.

Students are encouraged to bring their own canoes and paddles although a few pro racers and racing canoes will be available for short instructional runs. This is your chance to learn some of the knowledge that keeps MCA pro racers among the best in North America.

Blake School Pool Slalom Results

KAYAK (K-1)

Place	Contestants	Time (Sec.)	Total Score
Class:	K-1 Expert		
1	Sam Powers	117.1	117.1
2	Al Button	120.7	120.7
3	Doug Peterson	129.5	159.5
4	Ed Klunder	127.2	167.2
5	Eric Olsen	161.8	231.5
Class:	K-1W Expert		
1	Judy Anderson	156.4	216.4
2	Bonnie Losick	177.5	217.5
3	Judy Westbrook	151.5	221.5
Class:	K-1 Intermediate		
1	Dale Mensch	175.0	205.0
2	Bill Pearce	173.3	213.3
3	Fred Young	163.4	263.4
4	John Evarts	211.5	321.5
5	Charlie Seel	227.5	327.5
6	Brad Grannum	184.0	344.0
7	Dave Higgs	250.2	350.2
8	Chuck Mensch	246.2	386.2
–	Warren Dignen	–	DNF
Class:	K-1W Intermediate		
1	Barb Wonson	197.2	257.2
2	Pam Foster	200.1	270.1
3	Jean Thielen	230.7	280.7
4	Kim Williams	186.9	296.9
5	Jean-Marie Fisher	239.4	359.4

ONE-MAN CANOE (C-1)

Class:	C-1 Expert		
1	Al Button	140.3	160.3
2	Sam Powers	145.2	175.2
3	Eric Olsen	161.8	201.8
4	Bill Fisher	186.4	236.4
5	Ed Klunder	177.9	237.9
Class:	C-1W Expert		
1	Bonnie Losick	216.2	246.2
2	Pam Foster	269.0	369.0
Class:	C-1 Intermediate		
1	Fred Young	176.6	266.6
2	Murray Rice	199.7	269.7
3	Bill Pearce	199.2	289.2

TWO-MAN CANOE (C-2)

Class:	C-2 Expert		
1	Button-Klunder	159.3	189.3
2	Olsen-Powers	177.3	207.3
3	Fisher-Peterson	209.0	289.0
Class:	C-2W Expert		
1	Anderson-Westbrook	280.0	319.0
2	Thielen-Foster	222.2	332.2
3	Williams-Losick	244.0	344.0
Class:	C-2 Mixed Expert		
1	Olsen-Losick	210.9	230.9
2	Powers-Anderson	175.5	245.5
3	Young-Foster	194.9	254.9
4	Button-Williams	215.6	255.6
5	Klunder-Thielen	224.0	264.0
6	Pearce-Wonson	228.3	298.3
7	Evarts-Westbrook	192.8	312.8
8	Fisher-Fisher	226.3	316.3
Class:	C-2 Intermediate		
1	Young-Grannum	202.6	312.6
2	Rice-Pearce	243.0	343.0
3	Evarts-Higgs	248.7	478.7





The Wayward Wind

by Bill Fisher

One can probably count with the fingers of his right hand the number of weeks he has spent in wilderness solitude with his father. If one considers only the time spent after he has reached the age of eighteen and left the "nest", such precious moments are even scarcer. Many of the fathers whose sons have accompanied me voice their desire to "take time off with just my son" some summer. Few ever do.

I have kept no records of the trips in the Quetico with my father, but I pick up a map and he is there on many lakes and portages and campsites.

In the earlier days when French Lake had few campers, we spent our first night on the little island. If it had been a faster drive than usual up the North Shore, we sometimes wound the river into Pickerel and camped at the grand red pine sand beach on the east end. From there we moved out early next morning and across the big water before the westerlies built the swells. On one occasion it was like glass and, although we had intended to turn south at Emerald Island and into Pine Portage, we continued west on Pickerel instead. That evening we relaxed at the site of the old ranger cabin near Maria portage, well content that a team new to the trail could cover that twenty-mile stretch without undue exertion. There was also the knowledge that now we would swing back into this long lake at the midpoint and lessen the chance of being windbound.

My father is a strong paddler, pausing occasionally for a breather, then again putting shoulders and back into each stroke. Rougher weather is met with the same resolve to move the canoe and reach our destination. Pine Portage Lake was rolling at noon on a cold misty day, the last day of our week together on the trail. If we could cross it and travel Pickerel and reach the car at French, we would have dinner and cabin shelter in Atikokan that night. We hesitated as we came out of the mouth of the little bay from Dieux Rivieres Portage. This end of the lake caught the heaviest waves, and we would be broadside in crossing. An old salt who had ridden a heavy cruiser in the Pacific, Father said he could handle a wave or two breaking over the bow if I could hold the course, so out we went. We broke stroke on the heaviest swells, but managed the far side and the portage to Pickerel.

The wind had dropped just enough on this big water to permit passage, and that grey afternoon we moved mechanically on. A party in a large aluminum boat with a 40-horse engine moved by us and motioned to ask if we wished a tow. We shook our heads simultaneously, and the journey was far sweeter for that moment.

Portages were no real hardship for a man who had packed 200-pound cakes of ice up four flights of back stairs during the hot Kansas summers in the '30s. The two of us were able to singletrip the portages toward the end of our journey when the food pack had been lightened. On one of our trips we camped the second night at the north end of Sturgeon Narrows, and, next day, found the portage into Holiday Lake not exactly where the map indicated. There were several deadfalls across the trail, and some steep climbs. After the open luxury of the first two portages the day before, Father must have had some doubts about this route and the remaining portages. But he shouldered his load with quiet unconcern. I realize now that this must have been his response to many of the difficult moments he faced during the Depression years with his three children to provide for. How many sons move through life today without sharing some such experience with their fathers, an experience that reveals better than any family photo album what the man is?

The hope of spectacular fishing draws many men to the Quetico wilderness, even though "virgin" lakes as suggested by some outfitters' brochures no longer exist. But the novice can have great success if he spends time on one of the better lakes. My father usually preferred reading or just relaxing with his pipe in the comfort of the camp to spending much time perched on the aluminum canoe seat in the hope of raising a few walleyes. But if there was the chance of hooking a large northern, he would follow my directions and troll an orange flatfish or drift with a bright yellow jig. Two or three fine fish escaped with his 12-pound test spinning line and wire leader, and it seemed he might never beach anything beyond five pounds.

One morning, at the east end of the south arm of Quetico, an area that offers walleye, northern and lake trout, he was determined enough to set out with me before breakfast. We were moving out that day, and this was the last-ditch effort. After landing two smaller walleyes, he said, "Hey, there's something – no, must be the bottom." Then the "bottom" moved off, and there were ten minutes of fun and suspense before we got the northern in the boat. Mighty fine, and at this late date I won't even speculate on the weight.

Friends and relatives accompanied us on some of the trips, and the chance to share the beauty of such adventure with them was appreciated. One summer, Mother could contain her curiosity no longer. She had many

activities to put aside, and a visiting trip with family friends had always seemed the best use of her vacation time. But we shortened the journey to five days, and she decorated the middle of our canoe with her orange life preserver and bright headwear. The portages were hikes through the woods for her. Fish were a favorite meal of hers, and on Sturgeon Lake she caught her own, the freshest walleye she will ever have. We have all forgotten that on the day she chose to take her "bath" around the corner at our secluded campsite, a party of two men surprised her – they must have thought the tales of this lake did not adequately describe its attractions.

Two summers ago my father, brother, and I had our long-awaited trip, eight days in the wilderness north of Upsala, Ontario. We had chosen to explore this route because we already had knowledge of the Quetico area and wished to travel new country together. It was similar to our favorite Quetico haunts, with fewer people, but had outpost camps (unoccupied in August) on the larger lakes. Three of us in a 17-foot fiberglass canoe – cautiously slipping through the smaller rapids, blazing a portage trail, wading creeks, island-hopping in the wind, smiling at the rainbow, and tasting the fire warmth in the evening.

Poets suggest that life is a great feast. The wilderness must be the finest entree, and father and son should share that feast.

Eight Steps to Effortless Trail Cookery*

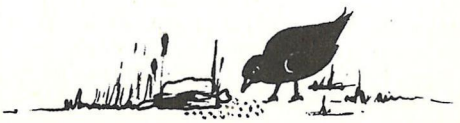
AT HOME:

1. *Get gear.* Select versatile cooking equipment, eating utensils, and packing materials.
2. *Fix food.* Plan menus; purchase, prepare and package foodstuffs.
3. *Pack properly.* Pack gear and food logically to make it comfortable to carry and simple to serve.

ON THE TRAIL:

1. *Scan schedule.* Use a pocket guide to read at least one meal ahead. (You may speed up lunch by partially preparing it at breakfast.)
2. *Fix fire.* Stoke up a nice fire as soon as you pick a campsite. You'll have a nice bed of coals before the first pot goes on.
3. *Make meal.* Organize, mix and cook your meal. (If breakfast or dinner, this step could include preparing something for another meal.)
4. *Do dishes.* Cleanup can be speedy if everyone cooperates.
5. *Cache caboodle.* Repack, anticipating needs for the next meal. If it's evening, cache food in the cool, out of the dew, and beyond the reach of animals.

*from *A FINE KETTLE OF FISH And Other Things: The Wilderness Chef's Handbook,* ©1970 Jean-Marie Fisher.



If We Can Only Keep 'em in Sight

by Janice and Janet Robidoux

There we were, paddling frantically down the Marinette River in Marinette, Wisconsin, participants in the women's canoe race. The rhythmic flashing of the leader's paddles ahead of us showed us our route. Our strategy consisted of one goal only – "to keep 'em in sight."

At the time, we weren't thinking of how we came to be in a canoe race. Five weeks before we never would have believed it to be possible.

It was the end of May in 1965 when we first heard about the woman's canoe race to be held the weekend of July 4th. We had just met Karl and Betty Ketter, and they told us that they were planning to drive to Marinette to watch their sons race there. Betty suggested we go along and enter the women's race. After all, it was just a float trip for the gals, with the promise of nice prizes for the effort. When we protested that we didn't have a racing canoe we were assured that all the "good" canoes were in the men's race. Besides, Paul McCarthy would lend us one of his lightweight 16-foot canoes.

So, thus reassured, we decided to go. Karl shortened our Beaver paddles and showed us the racing stroke, which we practiced for the next few weeks.

On the morning of the race, we watched the men racers depart and then drove down to the put-in for the women's race. As we were untying the McCarthy canoe, a car with Ohio license plates drove up. We looked at each other. Was that a Sawyer canoe on that car? We asked Karl. It was. Then the two girls got out of the car. They looked like the U.S. Olympic team. And, what were those monstrous pieces of wood they were holding? Karl said that those were racing paddles. Looking askance at our sawed-off paddles, we knew just one thing – our competition had arrived.

In the time left before the race started, we watched the girls wax their 18½-foot canoe, and pondered our plight. Then, with the three other entrants in the women's race (all with aluminum canoes) and the Sawyer canoe, we lined up in the river for the start of the race. As the starting gun sounded, we dug in with our paddles and promptly got hung up on a rock. By the time we looked up again, all the competition was ahead of us.

Passing the aluminum canoes was no problem. But, after going about a third of the way down the 14-mile course, we were just barely keeping the Sawyer canoe in sight. Then, it went around a bend, and we couldn't see it anymore. Stubbornly we kept paddling anyway. When we turned the bend we still couldn't see it. But wait! There was something out there in the middle of the river. It looked like an overturned canoe. It couldn't be, but it was the Sawyer canoe. The two girls were swimming around it trying to upright it in the river. The people on shore were shouting for us to keep going, so we did. When we were about a mile downstream from the uprighted canoe, we rested briefly and munched on some of the energy-giving fruit we'd brought along. When the girls had uprighted their craft, and the Sawyer canoe picked up speed, we returned to our paddling. They were just behind us as we approached the finish, and we could hear them talking. A small island lay between us and the finish line. As we veered to the left to go around it, the girls behind us shouted that we were going the wrong way, that we should go right. Some people on a pontoon boat anchored nearby told us to keep going left. So we went left, and the Sawyer canoe went to the right. The way we went was longer and the two canoes were almost bow to bow as we crossed the finish line. We had won! Or had we?

The other team came over to congratulate us and again protested that we went around the island in the wrong direction. They were going to have us disqualified. The judges viewed this part of the race, so we asked them. They assured us that we had gone the right way and that, had the other canoe passed us, it would have been disqualified.

So feeling somewhat lightheaded, we received our medals and picked out our prizes, a set of steak knives and a portable radio. Later as we relaxed and listened to the radio, we heard the radio announcer interviewing the other girls They explained that they overturned because they missed a switch signal and both paddled on the same side. Their final comment concerning themselves was that they had the will to win.



MEMBERSHIP APPLICATION

Please print in ink or type. Make application for membership on official MCA forms only. Fill in all spaces each time you renew. If you do not want to use the back page of your Hut, join at a monthly meeting. Forms will be available there.

MEMBERSHIPS

1) Regular Members — Full Club Benefits
New — $7.00
Renewal — $5.00

2) Junior Members —$3.00 annual dues; full benefits except for voting rights. Not yet age 19.

3) Associate Members — $4.00 annual dues; receives the newsletter. May purchase separately, items in the membership kit.

4) Life Members —Full benefits for life.

Your membership card will be your proof of payment. Memberships are non-transferable. Make checks payable to the Minnesota Canoe Association, Inc.

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