MINNESOTA CANOE ASSOCIATION HUT!

January 1985/Volume 21, Number 1



MCA racers announce a new racing class: C1D1. That's one person and one dog. Expectations are that this class will be in the Nationals in two years. (Photo courtesy of Ketter Canoeing.)

Mark Your Calendar Now!!
for the

WHITEWATER CANOE & KAYAK EXPO '85 — 10 a.m. to 5 p.m. Saturday, February 16, 1985

Edgewood Community Center 5100 Edgewood Drive, Moundsview

FMI Dave Nelson (612) 541-1210
or John Wexler (612) 722-7069

Plan NOW to Attend the

3RD ANNUAL WOODSTRIP CANOE BUILDING SHOW — 12 Noon to 6 P.M. Saturday, February 23, 1985

Brooklyn Center Civic Center Shingle Creek Parkway & I-694

After the show stay to enjoy the **MCA ANNUAL BANQUET**

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John Wexler/Rapid Riders Canoe & Kayak
5341 Harriet Avenue South
Minneapolis, MN 55419
(612) 722-7069

HUT! is the signal on which paddlers change sides. It was first used by Tom Estes and Eugene Jensen in the 1940s as they won four Aquatennial canoe races. It was adopted as the title of the MCA magazine because it symbolizes the teamwork and coordination necessary for effective canoeing.

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Cindy Moews/Writing
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Betty Ketter/Mailing, Assembly
Karl Ketter/Writing, Advising
David Stamps/Editing, Writing
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Chris Berne, Advertising
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Deadline for Each Issue: Submit articles to the Editor no later than the 10th of the month preceding publication. Send submissions to: John Wexler, 5341 Harriet Avenue South, Minneapolis, MN 55419.

UPCOMING MCA PROGRAMS

Spring is coming! It's time to start getting ready. Attend the MCA programs in January, February and March. Your directors have put their collective heads together and developed four outstanding programs on canoeing.

The first is on **January 19, 1985.** This is a **Prepare to Paddle** show. Two rooms will have continuous programs. One will show a different film every hour; the other will have different lectures and demonstrations every hour sharing the latest information on canoeing.

Next is our second annual **Whitewater Expo** on **February 16, 1985,** at the Edgewood Community Center at 5100 Edgewood Drive in Moundsview. The Rapid Riders chapter is planning a fun-filled day to top last year's information and entertainment record. See the Rapid Riders news section in this issue for more details.

On **February 23, 1985,** is our third annual **Woodstrip and Canoe Building Show.** The MCA has been teaching canoe building much longer, but this is our third annual show. Many of our out-state and out-of-state members will be attending this program. Members in California, New York, and the other thirty states we boast members from may want to start planning for a winter vacation in Minnesota. Write the MCA for information on hotels, motels, other events, and plan to bring your skis.

The fourth program on **March 9, 1985,** will be on the **Boundary Waters Canoe Area Wilderness.** Slide presentations showing the beauty of this pristine land will be only part of a program that will cover topics on packing, safety, lightweight foods, regulations, and preserving the wilderness.

The first, third and fourth programs will be at the Brooklyn Center Civic Center in Brooklyn Center, Minn. The doors will open at noon, with the programs starting about 1 p.m. and ending about 6 p.m.

Every member should take advantage of these quality programs provided by the MCA for its members and the canoeing public. For more information watch future HUT!s. — **Winnie DauSchmidt**

FROM THE BOW

Presidents of organization come and go, and now and again good ones come to the fore (or should I say bow?).

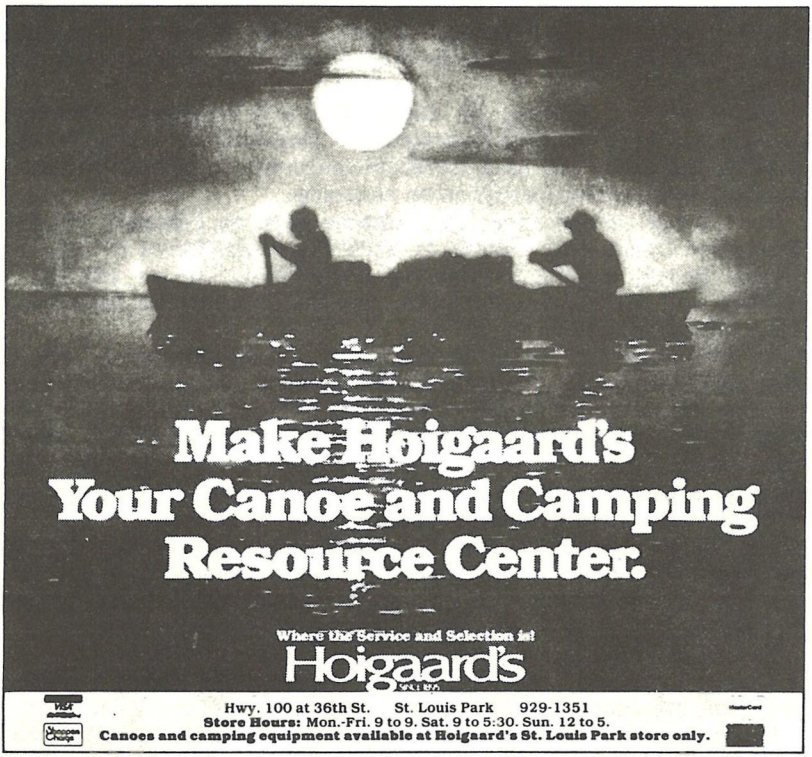
Venice Barsness was such a president. An MCA member since December 1972, he was a three-term president during the recent rebirth of our club. At the expiration of this year, we have once again grown to the "Magic 1000 Plus" membership, become more than "Just Solvent" and have begun to obtain the media recognition that canoeing in Minnesota deserves.

A well deserved "THANKS VENICE" from all of us!

With your help, this next year should continue to see your club grow and prosper as the country's premier regional canoe association.

Minnesota is THE HOME of champions—like Peterson, Jensen and Rudquist. Our rivers and lakes provide the best that this sport offers for whitewater, cruising, and racing. Our governor has recognized that Minnesota is indeed the Canoe Capital of the Nation, and his annual "Family Canoe Day" is becoming the unofficial opener of summer family adventures.

As members you can help by supporting our programs of Building, Education and Safety. Help our Chapters and Association GROW! COME PADDLE WITH US! — **Al Gustaveson, MCA President**



BWCAW TESTS

Last September, past MCA president Venice Barsness and I attended a meeting sponsored by the National Forest Service to discuss education, and possible testing, of BWCAW visitors. Fourteen people from groups as diverse as the Izaac Walton League, the MCI, even REI Co-op, were present.

We discussed the best way to reach potentially disruptive visitors to the BWCAW in order to control some of the problems of resource damage—noisy groups, overcrowding, etc.—before visitors would be allowed into the BWCAW. We agreed that nearly all the problems occur because of lack of knowledge rather than malicious intent.

Then started a roundtable discussion of some of the ways we might reach potential visitors. Suggestions included the following:

—Contact groups at entry points;
—Test applicants prior to issuing a permit, with the reservation fee to be lower if the test were passed;
—Certification;
—Early identification of group size so as to concentrate on groups larger than four or five;
—Work with existing groups (Scouts, YMCA, MCA, etc.);
—Develop an instructional slide program to be shown at entry points;
—Utilize experienced leaders to contact inexperienced groups while in the BWCAW.

We agreed that the best long-range approach to reaching visitors would require a "certificate of skills" or "leader certification" program of some kind. Our immediate job, then, was to develop a training program for group leaders planning BWCAW trips. The plan of action was to develop a leader training curriculum; to provide instructor training for an initial cadre of people who, upon completion of the course, would be available to train group leaders; to publicize the program; and, finally, to provide additional training as needed.

We also agreed on the need to develop a brochure that could be mailed with permit reservations. The brochure would be educational in nature, but could, perhaps, also incorporate a skills test to be returned to the Forest Service for certification.

Since the initial meeting last September, we have developed a curriculum suitable for both trainers and potential BWCAW visitors. The MCA has suggested using our March 9, 1985, BWCAW workshop program as the occasion for the first public look at this new program. Those of us in the core group of instructors were to meet in December and again in February. I will continue to keep the MCA membership informed as to the outcome of these new procedures for educating and testing BWCAW visitors. — **Al Gustaveson**

Helpful Hints: Did you forget your wetsuit booties or your rookie boots? You can still make that early spring canoe run by stopping at a convenience store and buying tall kitchen trash can liners. Wear them over your socks and under your shoes. Tape the top of the bag tight to the knee. — **From Long Slow Days**

PUBLISHER'S NOTES

In this issue Al Gustaveson, MCA President, introduces the new Boundary Waters testing procedure. The outfitters of the Boundary Waters Canoe Area Wilderness (BWCAW) have indicated that they think this is a good program as do many other people concerned about abusive use of the BWCAW. It is a pity the MCA's general membership has not heard about this sooner, since the first public discussions were held in September.

We are introducing a new format in this issue that will be more interesting, and easier to pack into your Duluth pack or your mailbox. Actually this is the old format last used about 10 years ago. One of the things we found out when we were collecting the old HUT!s for binding was that people saved the little ones like this one more often.

Needed are cartoons, canoe drawings, photos and stories about your canoeing and canoe building experiences. We need advertising that will help support this publication. We hope that every member is out there helping us find advertiser support for our newsletter. Every month every editor has to struggle with what will be published and what will not. Help reduce that struggle and advertise!

We need lots of helpers to get this newsletter out: advertising manager, advertiser contact people, HUT! editor, keeper of the archives, phone callers and reporters. I have a couple of good investigative reporting ideas for someone to work on. We also need help in distribution of HUT!

We welcome the new HUT! staff: Debbie Murphy, who did most of the rough typing; Wayne Martin, advertising and production; Randy Manlack, production; Karl Ketter, advisor; Betty Ketter, mailing, photos and the best caramel chocolates; David Stamps, editing and writing; and Cindy Moews, writing.

Please note the new HUT! Trading Post policy. This will be effective beginning next issue. With the new format, commercial advertisers will be able to advertise for the low, low cost of only $20.

Don't forget to attend the HUT! writing session on Thursday, January 3. — **John Wexler**

A river belongs to no man. And it belongs to every man. And no man has any right to contribute to the desecration of a river by irresponsible and abusive acts, at the expense of his neighbors and fellow American citizens, near or far removed from the stream itself.

Richard J. Dorer
The Conservation Volunteer
Nov.-Dec. 1968, p. 37

ASK MCA!!!

FEELING ADRIFT? HAVE A QUESTION ABOUT WHERE TO GO, WHAT TO PACK, A QUESTION ABOUT BUILDING, PADDLING, STAYING AFLOAT?

Starting this year, the MCA wants to know what you don't. We'd like to hear any questions that come to mind during, after, or in the course of planning your next canoe adventure. Each month we'll reprint selected questions in this space—and answers supplied by MCA resident experts.

Last year alone the MCA gained 479 new members. We have a suspicion (dare we say a sinking suspicion?) that many of you who are new to canoeing—and even some old hands—have questions that only our members' collective years of experience can solve.

New members, take note: a canoe adventure does not have to be a two-week expedition to the BWCA or a run through Class IV rapids. Even an outing on city lakes may prompt a multitude of questions. How, for instance, does one discourage the cannonballers who launch themselves at canoes from the Lake of the Isles overpass? Queries from the simple (which end of a canoe is north?) to the subtle (how does weight of a load affect a canoe's turning radius?) are welcome. If we can answer a question, we'll print it and invite answers from readers.

(Come to think of it, how does one avoid the mad cannonballers on the Isles bridge?)

SEND YOUR QUESTIONS TO: Ask MCA, Minnesota Canoe Association, Box 14207 University Station, Minneapolis, MN 55414.

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CHAPTERS IN THE MCA—WHAT THEY'RE ALL ABOUT

In 1961 a group of long distance racers got together and formed the Minneapolis Canoe Club. As their membership grew and canoe building became more prominent, the need for a statewide canoe club was apparent and the Minnesota Canoe Association was formed.

One of the main goals of the MCA is to promote and provide for all types of canoeing. With 100,000 registered canoes in Minnesota, the MCA recognizes the need for special interest and regional chapters to be responsive to these needs. The MCA has regional chapters in Duluth, Austin and St. Cloud. Special interest chapters include Long Distance Racers, Rapid Riders and the Voyageurs.

Rapid Riders

The Rapid Riders are the whitewater canoe and kayak club of the MCA. The main purpose of this chapter is to provide opportunities for FUN AND SAFE whitewater experiences. The Rapid Riders also have four main goals. These are:

1. To promote FUN whitewater canoe and kayak experiences.
2. Safety and education.
3. The preservation of free flowing rivers.
4. To develop good canoe and kayak racers and races.

The Rapid Riders can provide an exhilarating recreational whitewater experience for everyone from novices to experts. To support this goal the Rapid Riders provide classes in Basic Canoeing, Beginning Whitewater and Kayak Rolling. In these classes they stress the importance of safety. A fun trip is a safe trip, therefore you should NEVER paddle whitewater alone. The Rapid Riders also provide educational classes in kayak building, repair and maintenance, rescue, hypothermia and racing.

The Rapid Riders encourage everyone to complete river inventory forms for the River Level Inventory Program in order to preserve free flowing rivers. A future project of the Rapid Riders is to develop an international whitewater race course at St. Anthony Falls.

The Rapid Riders continue to promote Minnesota canoeing and to develop new ways to make whitewater canoeing the most exciting experience it can be. If you are interested in whitewater canoeing, feel free to come to the activity meetings as listed in the HUT! or watch for the Whitewater Expo coming this spring.

Regional Chapters

The MCA chapters in Austin, St. Cloud and Duluth provide regional canoeing activities.

The Desert Chapter in Austin sponsors and participates in MCA cruises, and provides building assistance and supplies in the Austin area. Through the years they have built approximately 50 canoes. They also build both straight and bent-shaft paddles.

The St. Cloud Chapter sponsors MCA cruises on such rivers as the Pine and Sauk. They have an annual trout fishing expedition the first weekend of fishing season. They are also very active in building canoes. The St. Cloud Chapter meetings are usually held in the winter months. At these meetings they discuss building and at times have outside speakers. They don't usually have meetings in the summer because they are busy building and paddling. They look forward to seeing everyone at the annual building show being held this winter.

"We Keep on Paddling." This could well be the theme for the **Twin Ports Chapter in Duluth.** They do all types of paddling from quietwater to whitewater, from March to November. They hold cruises on the Brule, St. Louis, Cloquet, Whiteface and Littlefork Rivers; they also have an Apostle Island Cruise on Lake Superior. Although several of their cruises are published in HUT!, they are very impromptu and usually go on cruises every weekend. Call their chapter representative if you are interested in cruising in the Duluth area.

The Voyageurs

The Voyageurs chapter of the MCA is four people who are interested in cruising, building and racing in large voyageur-type canoes. The Voyageur chapter has built a 30 foot voyageur canoe. They have been involved in rendezvous at Ft. Snelling, cruises on Lake Superior at Thunder Bay, the Annual MCA Color Cruise, and an Annual Ice Breaker Cruise on the Mississippi at Showboat Landing. The Voyageur chapter was not very active last year. They ask MCA members who might be interested in voyageur-type canoeing to get in touch with them.

Long Distance Racing Chapter

The Long Distance Racing Chapter of the MCA has produced some of the top competitors, canoe designers, knowledgeable coaches, prolific inventors, and enthusiastic canoeists in North America. The longstanding goals of this chapter are:

1. To promote and encourage races and events so that members and nonmembers have the opportunity to compete in long distance and Olympic flatwater canoe racing in Minnesota.
2. To elevate the status of canoe racing into a full-fledged competitive sport.
3. To develop and encourage canoe racers who will excell in races outside of Minnesota.
4. To develop and improve upon the body of knowledge required of competitors and to perfect and practice those skills.
5. To increase the number of participants in canoe races in Minnesota.

Long distance racers fit into three groups: the Old Pros, the Rookies, and the Citizen Racers. The pros are the racers who have been involved in racing in Minnesota since its inception in the '40s, '50s and '60s. The rookies are racers who are currently racing and training. The citizen racers are racers who use everyday canoes to challenge their friends.

The rookie racers hold racing sessions every Monday evening (April through October) from 6:00 to 8:00 on the Mississippi River at the U of M Showboat landing. If you want to learn about long distance racing, racing techniques and the racing chapter, get involved in these Monday sessions.

The citizen racers participate in nonracing canoes. These races are a good way to test your canoe racing enthusiasm. They are not for the practicing racer who has honed his/her skills, designed or bought the ultimate canoe and developed his/her body. A citizens' race is for the fun of it, but it is always competitive. These events are designed to appeal to novices, cruisers and families.

These chapters are for everyone. If you are interested in becoming involved in any of the above chapters, you are urged to call the chapter representative listed in the HUT! If you have a special interest in canoeing, or want to represent a region of Minnesota that is not already represented

(cont. pg. 10)

and would like to form a chapter of your own, please contact any member of the MCA Board of Directors for chapter requirements. — **Debbie Murphy, HUT! Staff**



Newsletter of Minnesota's Long Distance Canoe Racers
President: Karl Ketter, (612) 636-8116
Race Calendar: Warren Thunstrom, (612) 780-3284/522-3395
Coordinator: Betty Ketter, (612) 561-2208

ACTIVITIES OF MCA RACERS

Long Slow Days: 6-10 hours, Saturdays and Sundays, March through May, for committed racers.

Rookie Racers: 2 hours Mondays at 6:00 p.m., U of M Showboat landing, April through October, open to serious beginners.

Pre-Rookies: Thursdays at 5:00 p.m., Lake Calhoun, May through August, for the curious.

Weekday Training Runs: For practicing teams with racing hulls, 2-4 hours, Monday through Friday in several locations around the Twin Cities and out-state including: Anoka, Hastings, Stillwater, Owatonna, Blue Earth, Duluth, Grand Rapids, Princeton, Cambridge, Sartell.

EVENTS OF MCA RACERS

Club Race: Jensen Handicap in May.

Long Distance Races: Mankato, Little Falls, Duluth, Cloquet, St. Cloud, Minneapolis Classic, with potential events in Blue Earth and Grand Rapids. These events use racing canoes and include classes for men's and women's teams that count toward the annual Point System title.

Junior Races: The Junior Classic for boys and girls under 18 will be held in July, and canoes will be available from experienced racers.

Mixed Couples Races: The annual Minnesota Championship will be late in September on the Rum River in Anoka.

Women's Races: Every long distance race for men will include a racing canoe event for women teams who will use their own point system.

C-1 (Solo) Races: One to three events will be held in the Twin Cities to determine a state champion for men and women.

Citizen Races: The MCA Race Calendar to be published in the March or April HUT! will include all known local and citizen (non-racing canoe) events. Special interest is shown in the Hoigaard's series (June, Thurdays on Lake Calhoun), the Lake Phalen series (July and August), the 75 mile MCA Canoe Challenge in September, and the new MCA Citizens Race in July.

International Competition: The strongest MCA racing teams will race in events across the U.S. and Canada, including British Columbia, New York, Manitoba, Ontario, Quebec, Wisconsin, Michigan, and the USCA Nationals.

GOALS AND OBJECTIVES OF LONG DISTANCE RACING CHAPTER

It is hoped that this publication will help bring together the racing events held each year into a Minnesota Circuit that will appeal to more racers. The stronger and more unified the events, the more attractive the entire sport becomes. This improved image will have greater appeal to the media and to more potential paddlers.

The long-standing goals of the Long Distance Racing Chapter of the Minnesota Canoe Association are listed in Debbie Murphy's article in this month's HUT! called "Chapters in the MCA." Specifically, we hope to achieve increased participation in a sport many of us already enjoy. In the next couple of years we hope to have in Minnesota:

1. Five annual long distance races with prize money of $1,000 to $2,000. These events will comprise a point system championship for men's and women's divisions and will attract at least 30 teams for each race.
2. One or two events with prize money of between $3,000 and $5,000 that will attract 40 to 50 teams and will be held over a period of two days.
3. A $1,000 budget for a men's and women's C-1 (solo) championship event with at least 20 canoes in each division.
4. A $1,000 budget for the Junior Classic and 20 entrants in both the boys and girls events.

These goals are not too far away. A good media connection, a few commercial sponsors, a few more enthusiastic racers, and some renewed organizational efforts from our experienced paddlers are all that is needed to reach the above goals. What all paddlers must realize is that even though this is a fairly young sport, the personal goals and canoeing efforts of the athletes are related to the success of the entire sport. A strong long distance racer will train 100 hours for each three hour race. The reward is the three percent racing time. However, that reward can only be achieved if each racer puts in some percentage of his time on race organization and promotion. A mere 10 percent (10 hours) per year per racer would surely be enough to recruit several new paddlers, aid a race organizer in holding a good competitive event, draw some media attention, or convince a sponsor to support long distance canoe racing. — **Karl Ketter**

AVAILABLE TO MCA RACE MEMBERS

Minnesota Canoe Race Schedule
MCA Racer Membership and Phone Lists
Race Runners Manual
Rookie Racers Manual (active rookies only)
Coaching and mentors
Men's and Women's Point System (Junior, Mixed, Solo Championship)
Yearbooks of race results
Betty's Bulletin Board

THE DULUTH TRAVELER



Newsletter of the Twin Ports Chapter
President: David Spencer, (218) 624-3413
9 St. Louis Court, Duluth, MN 55808
Cruising: Gardner Ellis, (218) 728-5304
Whitewater & Membership: Rick Luck, (218) 724-7992
Racing: Jim Wheeler, (612) 728-3368

November turned out to be a good paddling month for some Duluth paddlers. On a few of those Indian summer days, boaters went out to discover Duluth or more specifically Duluth's international harbor. Ships from around the world come to Duluth, giving local canoeists a great chance to meet new "boaters". A group of Duluth canoeists invited one sailor from the Philippines out to dinner and a canoe slide show.

Thanks to all who participated in the basic river rescue held November 30. Special thanks go to Bek Kragh and Burt Levy who came up from the Twin Cities to participate. An advanced rescue course will be held in May or June. Look ahead for details.

Upcoming events include a January 10th slide show about Alaska and the Wrangel St. Elias Park and Preserve given by Mike Reitz, Duluth native and back country ranger for the park. It'll be at Godfather's Pizza at 7 p.m. All members are encouraged to attend.

The annual Jay Cooke cross-country ski trip and pot luck dinner will be January 19 with dinner at David and Sue Spencer's. Call David or Sue at 624-3413 for more information.

Ken Gilbertson from UMD's outdoor program is showing canoe movies on February 11 at 7 p.m. at Godfather's Pizza. PATH OF THE PADDLE and other films will be shown.

The BWCA ski trip is on for the weekend of February 1-3 at the Border Land Lodge on the Gunflint Trail. This year two breakfasts and one supper are provided. Bring your own lunches. There's room for only 24 people, so contact Tim Sundquist with your $20 deposit now. Call Tim with questions at (218) 724-4143.

HAPPY NEW YEAR ALL! — **David Spencer**

"My joy of canoeing is directly related to the number of strokes per minute. At 20 strokes I'm lily-dipping. At 30 to 40 I'm sightseeing. At about 50 strokes I'm beginning to really enjoy." — Bob Brown

WHITEWATER RAPIDS CANOEING RIDERS

Newsletter of the Whitewater Canoe and Kayak Chapter
President: John Wexler, (612) 722-7069
Cruising: Mike Vande Vyver, (612) 926-7633
Membership: Paul Rem, (612) 645-3538

FROZEN RASPBERRY BUSH X-SKI PARTY

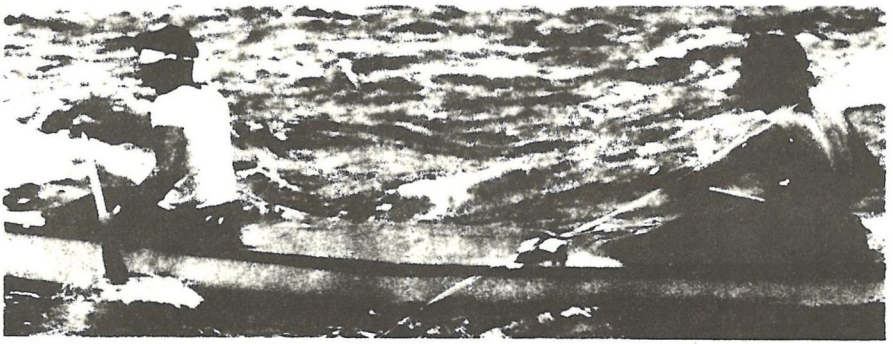
Whitewater weekend! Whether you like to enjoy your white (cold, crystalline) water from in front of the fireplace or atop a pair of skinny boards, you are welcome to join the Rapid Riders at Bek Kragh's cabin near Jordan, Minnesota, January 12 and 13. Meet at 1:00 p.m. Saturday at Bek's house, 5312 Ayrshire Boulevard, Edina, to drive together.

Bring warm clothes, a warm sleeping bag, meal contributions (call Bek at 929-9454 to arrange what food you'll bring), and lots of good whitewater stores, pictures and slides. — **Bek Kragh**

CPR CLASS

The Rapid Riders are sponsoring a class in cardiopulmonary resuscitation the evenings of January 28, 29 and 31 (M, T, Th) from 6-10 p.m. The course will include practice and testing of your life-saving knowledge and skills on both adult and infant mannequins. Students work at their own pace learning from workbooks and films; the training usually takes from 8-12 hours to complete.

The class will be held at the St. Paul Red Cross, 100 South Robert Street, St. Paul. To register, mail $15.00 to Bek Kragh, 5312 Ayrshire Boulevard, Minneapolis, MN 55436, phone 929-9454. Maximum 10 students. — **Bek Kragh**



RAPID RIDERS WHITEWATER EXPO '85

Last year's first Whitewater Expo was a tremendous success, and this year's promises to be even better! Mark your calendar now for the 16th of February, and plan to attend our second annual Whitewater Expo. The Whitewater Expo '85 is being held at the Edgewood Community Center at 5100 Edgewood Drive in Moundsview, Minnesota, from 10 a.m. to 5 p.m.

We have planned an exciting program this year, with something for everyone. Whether you are a neophyte paddler just getting in to whitewater boating or a seasoned river rat, you won't want to miss the Expo. Look at some of the highlights from our program:

We'll have films on river rescue and safety, open canoeing, and river racing; slides and discussion of Banning State Park's Kettle River; slides and discussion on river rescue techniques; classroom seminars on hypothermia, outfitting your canoe or kayak, boat repair, wetsuit making, and discussions of various types of boats and their whitewater applications. We'll also have in pool kayak rolling demonstrations, simulated rescue situations, plus the opportunity for you to bring your swim suit and try out different canoes and kayaks in the water!

There will be a number of local whitewater equipment suppliers on hand to show you the state of the art in whitewater boats and accessories, plus we are making plans for a boat swap that we anticipate will bring in a number of good whitewater boating values!

Anyone interested in bringing a boat or equipment to the swap, fill out the enclosed registration form and mail it to Mike Vande Vyver, swap manager. There will be a $1.00 registration fee to participate in the swap, and a five percent commission on all equipment sold at the swap. Registrations must be received by 2/10/85, and all equipment must be in the facility before 10 a.m. on the morning of the Expo. No equipment will be allowed in after 10 a.m., so please bring your equipment at 9 a.m. — **Greg White**

Boat Swap Registration

Name_____ Phone_____

Address_____

City_____ State____ Zip_____

	EQUIPMENT BEING BROUGHT	CONDITION	PRICE
1.			
2.			
3.			
4.			

Enclose $1.00 and send registration form to Mike Vande Vyver at 2608 West 60th Street, Minneapolis, MN 55410, or call (612) 922-7633.

NEWS & EVENTS

MCA BANQUET SET

The MCA annual banquet will be held February 23rd (immediately after the building show) at 7:30 p.m. at the Brooklyn Park Community Center, Shingle Creek Parkway & I-694. Al Gustaveson says that he needs six volunteers to help with serving and picking a few things up before the banquet. Call him at 778-8525.

1985 USCA ANNUAL MEETING

What do all good canoers do in the winter? They come to Minnesota to cross country ski! The annual meeting of the USCA will be held in Winona this year on January 12 and 13, 1985. Contact Mike Cichanowski, Wenonah Canoe, Inc., Box 247, Winona, MN 55987, (507) 454-5430, for details.



CANOE CALENDAR

JANUARY

2	MONTHLY DIRECTORS MEETING — Wednesday, 7:30 p.m. All members welcome. Jim Robinson's, 4421 36th Avenue North, Minneapolis. (612) 558-5402.
3	HUT! WRITING MEETING — Thursday, 7 p.m. All invited. John Wexler's, 5341 Harriet Avenue South, Mpls. 722-7069.
8	RAPID RIDERS ACTIVITY MEETING — Tuesday, 7 p.m. All invited. Hypothermia, the ever present danger. Eddie Bauer's, Southdale, France Avenue So. & 66th Street, Edina. Burt Levy.
10	SLIDE SHOW: ALASKA AND THE WRANGLE ST. ELIAS PARK & PRESERVE by Mark Reitz, Park Ranger — Thursday, 7 p.m. Godfather's Pizza, Duluth. FMI David Spencer (218) 624-3413.
12-13	USCA ANNUAL MEETING — Saturday and Sunday, see article. FMI Mike Chicanowski, Wenonah Canoe, Inc., Box 247, Winona, MN 55987, (507) 454-5430.
12-13	FROZEN RASPBERRY BUSH X-SKI PARTY — Saturday and Sunday. Bek Kragh's cabin on Sandcreek, Jordan. 929-9454.
15	RAPID RIDERS BUSINESS MEETING — Tuesday, 7 p.m. All invited. Discuss Expo and upcoming class schedule. Coffeehouse Extempore, 325 Cedar Avenue South (Cedar & Riverside).
19	PLAN TO PADDLE PROGRAM — Saturday, 12-5 p.m. Films and speakers all afternoon. Brooklyn Center Civic Center, 5600 Shingle Creek Road, Brooklyn Center. FMI Al Gustaveson, (612) 778-8525.
19	TWIN PORTS X-COUNTRY SKI TRIP — Saturday. Jay Cooke State Park. FMI David Spencer, (218) 624-3413.
28, 29, 31	CPR CLASS ($15) — Monday, Tuesday, Thursday, 6-10 p.m. St. Paul Red Cross, 100 South Robert Street. FMI Bek Kragh, 5312 Ayshire Boulevard, Minneapolis 55436, (612) 929-9454.

At the November board meeting, Mike Van de Vyver filled us in on the status of his leg. He had injured it in the winter of 1982 ski jumping. It appears serious. He has just received a bone graft. The board wishes him good health soon. Jim Robinson was more practical and offered to sell Mike a good used leg that he has laying around the house.

Sources of the Rum River lie among the several small streams that flow out of low swamplands into Mille Lacs Lake on the north and east sides.

Streams and Rivers of Minnesota — Tom Waters.

FEBRUARY

1-3 TWIN PORTS BWCA SKI TRIP — Saturday and Sunday. $55 for room and three meals ($20 deposit). Border Lodge on Gunflint Trail. FMI Tim Sundquist, (218) 724-4143.

6 MONTHLY DIRECTORS MEETING — Wednesday, 7:30 p.m. All members welcome. Burt Levy's, 4000 40th Avenue South, Minneapolis. (612) 729-8874.

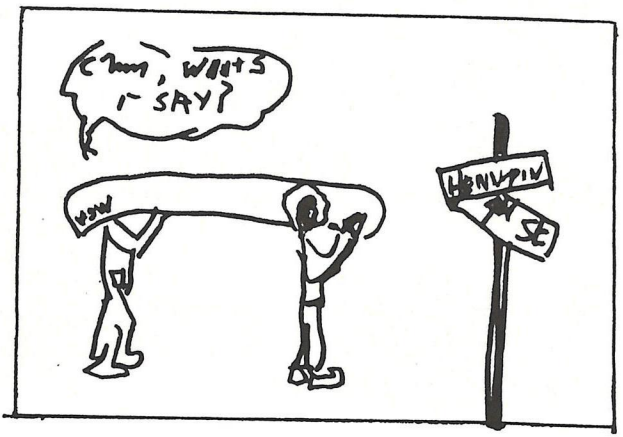
11 PATH OF THE PADDLE AND OTHER CANOE MOVIES — Monday, 7 p.m. Godfather's Pizza, Duluth. FMI David Spencer, Twin Ports Chapter, (218) 624-3413.

16 RAPID RIDER'S WHITEWATER EXPO '85 — Saturday, 10 a.m. to 5 p.m. Boat and equipment swap; Randy Gordon, Park Manager, Banning State Park; and lots of good films and fun. See article. Edgewood Community Center, 5100 Edgewood Drive, Moundsview. FMI call Greg, 894-4480.

23 MCA BUILDERS SHOW — Saturday, noon to 6 p.m. Slides, lectures and building demonstrations. Brooklyn Center Civic Center. FMI Bob Brown, (612) 432-7557.

MARCH

6 MONTHLY DIRECTORS MEETING — Wednesday, 7:30 p.m. All members welcome. John Nosek's, 2147 East Burke, Apt. 16, North St. Paul. (612) 729-8874.









Lunch and talk go well with paddling. (Photo courtesy of Ketter Canoeing.)

CONSERVATION

Several Minnesota lakes are scheduled to receive federal, state, and/or private assistance for reclamation and improvement in the future. Lake Christina, between Alexandria and Fergus Falls, will be reclaimed and managed for waterfowl and as a trophy fish lake. A contribution of $75,000 from the Minnesota Waterfowl Association, together with state and federal funds, will be used.

Several other lakes will be treated with fish toxicants by the DNR in preparation for restocking with game fish. Lakes included are:

Lake	County	Lake	County
Sullivan	Lake	Golden	Anoka
Judd	Lake	Bower	Itasca
Conchu	Lake	Teepee	Cass
Loon	Waseca	Newman	Hubbard

Federal assistance as part of the Clean Lakes Program continues to benefit Metro area lakes. Work at Lakes Phalen, Keller, Gervais and Kohlman is near completion. Work is also still underway at Lake Johanna, Lake Josephine, and Long Lake. In 1985 major projects will begin on Como Lake and McCarron's Lake.

Before adjourning, the 98th Congress passed legislation protecting several rivers. They include:

Wild and Scenic Status		Study Status	
Toulumne	(CA)	Wildcat	(NH)
Illinois	(OR)	North Umpqua	(OR)
Au Sable	(MI)	Horsepasture	(NC)
Owyhee	(OR)		
Verde	(AZ)		

This month many of us will be filling out (or thinking about) our state tax returns. Donations to the Nongame Wildlife Checkoff help support wildlife projects conducted statewide during the year. Any amount can be designated by you, and each dollar benefits not only wildlife but all of us who use and enjoy the outdoors. A pretty worthy cause. — **John Nosek**

The flow of the Mississippi increases significantly as it courses through the state, acquiring the waters of its major tributaries. From its beginning trickles at Lake Itasca, it increases to mean discharges of about 100 cubic feet per second at Bemidji, 1,000 at Grand Rapids, 3,500 at Aitkin, over 7,000 entering the Twin Cities, 10,000 at St. Paul after receiving the Minnesota River (but a flow of 171,000 was recorded at St. Paul in 1965!), and 15,000 below the mouth of the St. Croix. Doubling its discharge again in its course to the Iowa border, collecting many waters from Wisconsin as well as from Minnesota, it reaches the Iowa border with an average flow of 30,000 cubic feet per second, still only 1.5 percent of its flow at the Gulf.

Streams and Rivers of Minnesota — Tom Waters.

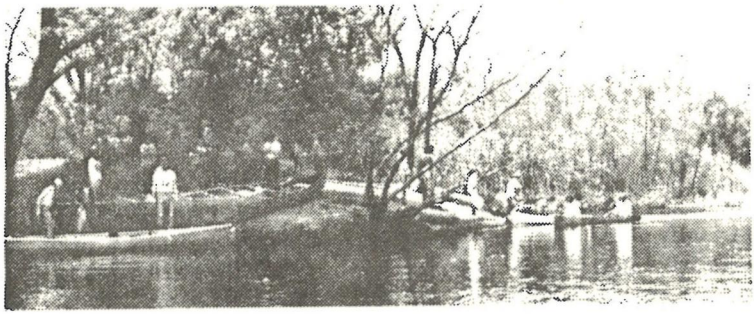
THE ECOLOGIST'S NICHE

Last month we talked about how a lake freezes. Now that the lakes are frozen we can discuss another winter occurrence, winterkill. Winterkill is said to occur whenever all or most of the fish, and sometimes other organisms, die due to the severe conditions that winter presents. This is sometimes not evident until spring when a large number of fish float to the surface. How does winterkill occur?

Fish, like all organisms, need oxygen to survive. We all know that fish get their oxygen from the water through their gills, but oxygen is not always in constant supply in water as it is in the atmosphere. Lakes obtain their oxygen in two main ways: through exchange with the air at the water's surface, and through the photosynthesis of aquatic plants and algae. But in the winter there is a covering of ice that prevents the exchange with air at the surface, and photosynthesis may not occur at all. Aquatic plants and algae, very few of which live under the ice, still need light to survive. Ice, and the layer of snow that may be on top of it, may reduce light levels to the point where no photosynthesis can occur. So once ice forms on a lake it may not receive any additional oxygen input until the ice breaks up in the spring. Whatever oxygen is present must last a long time. Unfortunately, not only fish use up the oxygen. Other aquatic organisms use up some. Decaying vegetation on the bottom uses up a lot more. Eventually, the oxygen gets used up to the point where there simply is not enough to support the fish life, and they perish.

Fortunately this does not occur in all our lakes. Where the water is deep enough there may be sufficient oxygen in the water to last the whole winter. Some lakes have open water all winter long, others have flow from streams or rivers that carry oxygen to them. But lakes that have soft muddy bottoms, are shallow, and have no flow or open water are in danger of winterkill. Winterkill may not occur every winter, but it occurs often enough in some waters so that the fish may not fully recover, and the population will be small in size and low in numbers. Very often, in an attempt to prevent winterkill, large aerators will be installed in lakes to keep them oxygenated. Chances are that you know of some of these lakes in your area.

Winter is a severe time of year for the fish and wildlife of the north country. Winterkill is just one of the hazards of being a fish in Minnesota in the winter. Folks who ice fish are another! — **John Nosek**



Sometimes racers don't always race. These secret photos show the truth about those infamous "Rum River training runs." (Photo courtesy of Ketter Canoeing.)

NOVEMBER BOARD MINUTES

Bob Brown, Building Director, said that the 1985 Builders Show is arranged for Saturday, February 23 at the Brooklyn Center Civic Center. One local builder has offered to pace his current project so as to be able to complete the canoe at the show. Additionally, Brown said he has arranged to have a kayak mold at the site for fiberglass construction. Mike Zapf will be the keynote speaker.

As a separate item, Brown reported that he is now working out the details with West Systems Corp. on an arrangement whereby the MCA would supply their epoxy resin to its members. Availability will be announced in a future HUT! Six-ounce fiberglass cloth is now available at Bruce Kunz's depot.

John Wexler, Publications Director, said he now has about seven people to publish HUT!—three to do production, two for advertising, and two more who will work on editing. He still needs writers, reporters, photographers and someone to do cartoons and drawings. Occasional articles from non-staffers are welcome; double-spaced copy is needed by the 10th of each month.

In other business Winnie DauSchmidt, Publications Director for the past two years, has requested two complete sets of the HUT! be bound.

Karl Ketter, President of the Racing Chapter, requested that racing results be submitted to the HUT! editor for publication in the newsletter; race results have not been published in the past year, he noted. Results should also be submitted to the public relations director, who will send them to the news media.

Jim Robinson, Cruising Director, reported that the upper Iowa trip did go off. After low water and rain on Saturday, however, the trip was cancelled on Sunday due to low temperatures and high winds.

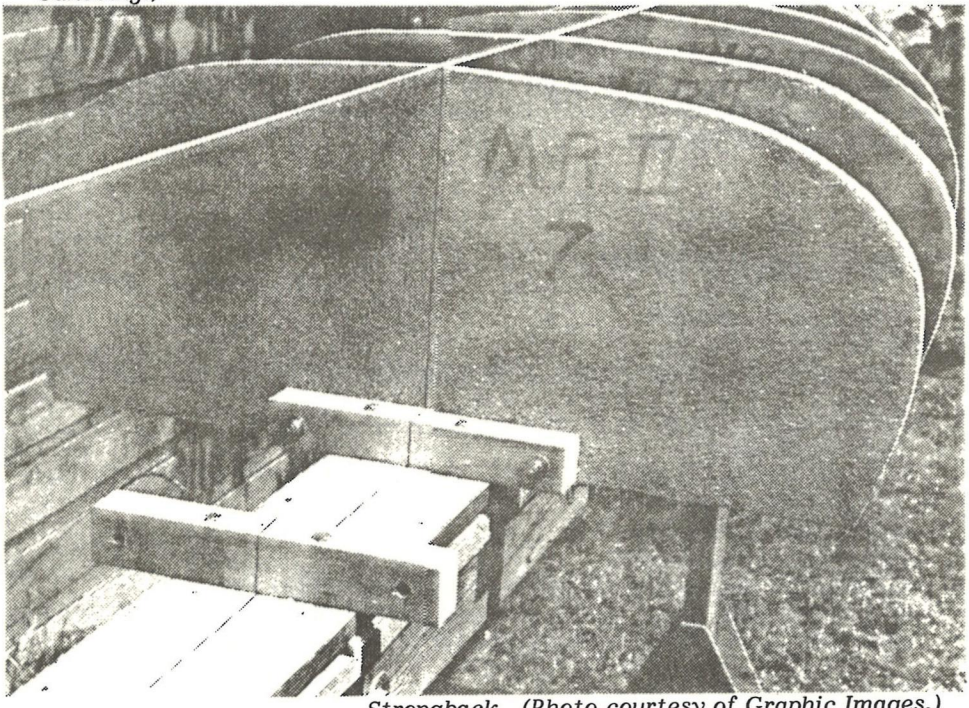
Bob Brown expressed interest in organizing a canoe race to be held on the Lake Phalen chain in St. Paul. Eastern Mountain Sports is willing to sponsor the event, which would be similar to the Hoigaards race in Minneapolis. — **Verna Robinson**

LESSONS LEARNED IN 1984

—Leakproof packs will.
—Self-starters will not.
—The chance of hitting a rock is directly proportional to the cost of the canoe.
—Cruises will expand to meet the time allotted to them.
—Self-bailers don't.
—Fifty strokes per minute is not the way to lead off the pack during the Annual Color Cruise.
—Windproof stoves aren't.
—Final stability isn't very.
—Don't be the only amateur in the Jensen Handicap next year.
—Bob Brown was right: you can canoe eleven months out of twelve in Minnesota . . . and be a better person for it. — **Al Gustaveson**



Canoe measurement at Betty's Classique. (Photo courtesy of Ketter Canoeing.)



Strongback. (Photo courtesy of Graphic Images.)

EDUCATION & SAFETY

RAMBLINGS FROM SAFETY "ED" — CLASSES OF '85

Seems like '84 classes were barely over when we started talking about what we could offer in '85. And, it's a good thing we started talking early. This (Happy New) Year's class schedule will be the most ambitious and comprehensive that the MCA has ever offered. So far we have set dates for: Kayak/C-1 Rolling (winter and summer), Efficient Paddling—Basic & Advanced, Fundamentals of Canoe/Kayak, Basic River Canoe/Kayak (Beginning Whitewater), River Rescue, and Canoe/Kayak Repair. We are also working on confirming dates and instructors for: Poling, Wilderness Tripping, and Solo Paddling.

The February HUT! will have complete class descriptions, dates, locations, and a registration form.

Also remember that throughout the year, there will be many MCA programs and informal get-togethers where our general membership will be more than happy to share their knowledge with you (and that's an understatement!).

Please note: if you can help, have any additional ideas, or want to supply some feedback (positive or negative) on MCA classes you have taken before, please call me. And . . . special thanks to those people who have shared their ideas and helped make the impossible possible. — **Burt Levy, Safety & Education**



101 - 79th Avenue North / Minneapolis Minnesota 55444

WOOD STRIPS: Ceder or Redwood 16',18',20' lengths. 3/4" and 1 1/2" widths. Wood is carefully selected and cut by a little old Swedish carpenters who mix sawdust with their coffee..

CANOE RENTAL; Winona, Sawyer, ALumacraft. with paddles, PFD. Call to reserve specific high performance models. Group and shuttle service.

CANOE LESSONS; On most any day you can paddle our rental rental canoes while we yell a few hints to get you out into the current. For a complete canoe technique analysis and personalized instruction with all equipement -$15.00 and can be arranged for one or three people. Instruction will be tailored for your next canoe adventure.

MCA RESIN & FIBERGLASS DEPOT; also stocking web and cane seats, thoarts, yokes, gunnels, footbraces,for those builders under pressure to get the project out of the living room.

BUILDING

STRONGBACKS

I'm serious about T strongbacks, spread the word: quit building them, they twist. The perfect strongback is one of my designs, naturally.

A 14' strongback requires two 2x4" rails 10-12' long, a 1x6" 14' long (preferably one piece), and several short pieces of 2x4's. (On a 17' strongback the rails should be about 14' long.) None of the lumber need be new, but it should be reasonably straight and sound. The 1x6 surface board should be clean enough that pencil marks will show.

Start with the two rails. Place any bends opposite and set them on a flat surface; the floor works fine. Insert a three-to-four-foot length of 2x4 between the rails near each end. Slide these 2x4's outward equally until the desired strongback length is reached. Drill and bolt this assembly—at least two bolts at each end.

Next we want to build sockets for the legs. Each of the two legs is T-shaped and made of 2x4's. To get the socket, insert a short chunk of 2x4 between the rails and at a right angle to their long dimension. Slide it up to the end piece. Then slide another 2x4 about a foot long up against the vertical one. Drill and bolt it in place. Remove the vertical 2x4 and, presto, a socket.

When both sockets are built, split the space between them and bolt in one or two short chunks of 2x4 as spacers. These help keep the rails parallel.

Each leg is a 2x4 36" to 40" long with a shorter piece 18" to 24" nailed across one end. This forms a T (which acts as a foot on the leg). Nail on a plywood gusset and you have a very servicable leg. The height of the strongback can be reduced by trimming off material. Wheels can be installed to one leg making the assembly easier to move about.

Set the strongback up on its legs and lay the 1x6 on top of it. Center it and tack it loosely. We want to create a flat working surface, so eyeball this 1x6—some shimming may be necessary. I use tapered wood shingles as shims. They should be inserted below the 1x6 anywhere that it is low. These shingles should slide until the 1x6 is brought up to grade. When satisfied, nail it down with six-penny nails, keeping an eye on things as you nail.

Your strongback is basically complete. It should be adjusted to get the top somewhere between waist and elbow height.

Don't assume that your new strongback is straight—you need a center line. You may simply snap a chalk line down the center, or you may prefer to stretch a string down the center of the plank and spray paint over it. This popular method leaves a good clean line when the string is removed.

I have a surprise for those of you who have read this all before. I change. I have to be shown, but I will change. So what's new? I no longer shim my forms to true them—there is a better way. I fasten 2x2's about a foot long to the strongback using lag screws.

Lay out all the dimensions given and draw a line, perpendicular to the center line, across the strongback at each station. This line tells where the outer edge of each form should sit (where the strips will make contact with the form). Fasten the 2x2 accordingly.

Set up the appropriate form at any station, center it and clamp it in place. Now, near each end of the 2x2, drill through it and the form. Drill oversized holes, making a really sloppy fit for your bolts. Use large flat washers and bolt the form in place. When all forms are installed and the end pieces are in place, the assembly must be trued. Take your time and do this right. It will affect the way the boat paddles.

Start the trueing with the end pieces. Make sure that they are in the same plane. An easy way is to fasten a strip of wood to the same side of each end piece long enough to extend a couple of feet above the form. These two strips should be parallel (or one should eclipse the other) when viewed from the end. Do whatever you need to be sure that they are. The end pieces must also be trued to the center line of the strongback. Take your time and do these steps carefully.

When satisfied, tack a small nail into each end piece in the edge near the top of the form. Stretch a string between these nails and adjust it so it just clears the highest form. This line should represent the keel line of your boat. (Your forms should have a center line on them; it should be drawn before you saw the forms.) Loosen the bolts on one form and adjust its position so the center line matches the line on the strongback and the string. When it does, tighten the bolts and move on to the next one. This is the change I've made; it's better than shimming the forms.

When all the forms are trued, spend a little time checking fairness. This operation works best with two people. Lay a strip anywhere on the forms (lengthwise). Notice how the strip lays—does it touch all the forms that it crosses or are there odd bumps? Go over the entire form every few inches checking for bumps. Any bad bumps can be cut down by resawing or sanding away material. Take your time fairing your forms; the shape of your boat depends on this hour well spent.

When everything is trued and faired up and all the bolts are snugged, you should stand back and admire your handiwork. At this point you should be able to visualize the boat you're building. Is it what you expected? Once you start stripping it's too late to change much. Look at it right now, think about how it will run, and enjoy. — **Bob Brown**

SANDING SEALER

Betty Ketter is the North MCA Resin Depot and the Minnesota distributor of Wenonah Canoes. She contacted Mike Cichanowski of Wenonah and a representative of Northwest Fiberglass, which sells Ashland Chemicals and supplies resin to the MCA. They both feel that since sanding sealer is a paint and from a different family of chemicals than polyester resins, "Never, never, never put resin over paint."

WAX AND RESIN

Polyester resin hardens (not dries) during an exothermic (heat emitting) air-inhibited chemical reaction—the surface WILL NOT completely cure unless the wax additive is mixed in that coat. No sanding or use of the boat is reasonable unless that final surface is cured like all the molecules of resin below.

The MCA purchases resin without the wax to prevent this final cure in an effort to improve the bonding of intermittent coats. The Resin Depots do have wax that can be added to your resin. However, this wax will not mix well with the resin if the temperature is below 50 degrees Farenheit! Improperly dissolved wax may cause spotty cures on the surface of your canoe. — **Betty Ketter**

WHAT CAN YOU DO WITH 138 T-SHIRTS?

As I gracefully moved into my middle years, I was looking forward to a chaise lounge, cold beer, good food, and a size 40 belt. I hadn't planned on becoming a sports and health devotee. I blame the attitude change on my questionable choice of friends. They used my interest in canoeing to drive a wedge into my blissful state of lethargy.

"Running will boost your cardio and make you a better paddler."
"Biking will strengthen your legs and improve your running."
"Cross-country skiing will help maintain your condition throughout the winter."
"You should ski the Birkie, you should bike the Ragbrai," they nagged.

My leisurely life style was shattered. My weekends revolved around running, biking, canoeing, biathlon, triathlon, and ski races.

Racing meant several things. Pain, exhaustion, sweat, blisters, sore muscles, shin splints, bruises, a few trophies and medals, and T-shirts—lots of T-shirts! At last count, I have 138 of them. They come in a variety of colors: red, black, blue, purple, gold, green, yellow, grey, white and orange. I've got drawers full of T-shirts, I've got chests full of them.

Some are special—I've even worn a few. My favorite is from a Minnesota canoe race. The co-sponsors were the Bemidji Funeral Home and Jeff Sandberg's Septic Tank Service. I have one from a running race whose sponsor was the Humble Pie Bakery.

Another running race awarded shirts reading "Vi Luktar Illa." I wondered why people stayed at least twenty feet from me. Then, a friendly Swede told me, " 'Vi Luktar Illa' means 'we smell bad'."

For participating in a fifty mile bike race, I received a T-shirt portraying a fat hog riding a bike. That's buried deep, I can't give it away. Another shirt makes the statement, "Canoe Racers make 60 strokes a minute."

I once saw a voluptuous woman wearing a T-shirt that proclaimed, "Run to Sally's Ranch, Sandwells, Nevada, for a good time." I'm not sure what sport was involved.

Race T-shirts have limited usage possibilities. They aren't acceptable attire for formal occasions. In fact, they're barely acceptable for extremely informal events. They can be worn when changing the oil in your car, painting the house, cleaning out the goat pen, digging cesspools, or cutting firewood. They should not be worn to church, the symphony, when meeting foreign dignitaries, or when getting married.

Wearing them to races is approved, but you must observe protocol. Wear a running shirt to a running race or a canoeing shirt to a canoe race, and you'll be the object of scorn. Your shirt must be from a different sport.

T-shirt overstock creates quite a dilemma. My chests are crammed with these race mementoes, barely leaving room for socks and underwear, and no solution is in sight. At one time, I was sure my friends would be happy to share this bounty with me. At first, they politely declined. Now, they just say, "Hell no," or offer me a dozen of theirs.

Last summer, I gave 28 T-shirts to the Salvation Army. "That should give me a little drawer space," I thought. But it didn't seem to ease the congestion. Maybe the damn things are breeding.

I'm considering placing a selection of fifty shirts in a time capsule. I can visualize a pair of baffled scholars in 2184 examining this treasure from the past. In glowing red, a shirt proclaims, "Puff, pant and palpitate."

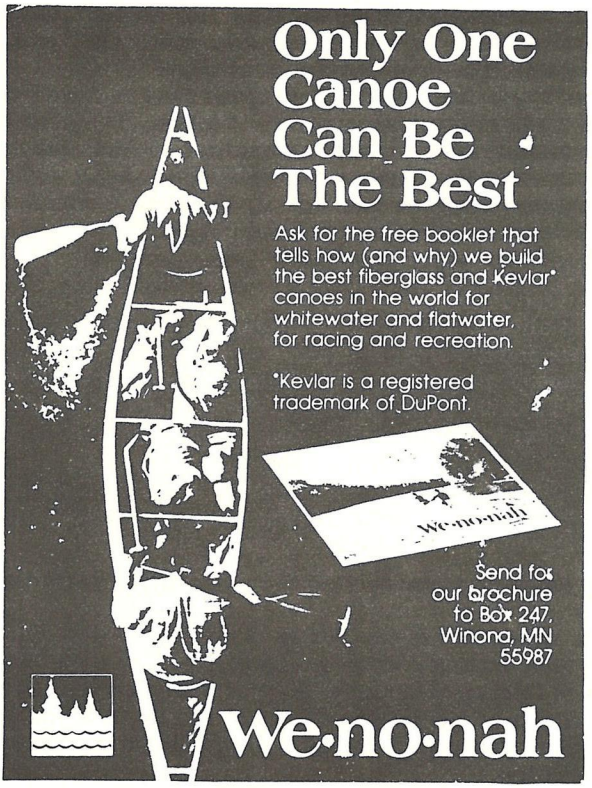
"It probably commemorates one of their primitive orgiastic rites," the first scholar exclaims.

"Or, it could represent a transitional clothing phase, between bearskins and our present garments," the second suggests.

Rather than confuse future historians, I could arrange to rocket a bundle of T-shirts into distant space. But then, Mr. Spock would probably charge me with inter-planetary pollution.

As soon as I solve the problem of the proliferating T-shirts, I'll try to find a disposal solution for the 69 caps I've received at various races.

— **Larry Johns**



Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst and wax (if required) is $13.00 per gallon. Four ounce cloth, 50 inches wide, is $2.90 per yard; 7½ ounce cheesecloth, 60 inches wide, is $4.10 per yard. Rules for purchase: Call ahead and schedule pickup time. Payment by check or money order to Minnesota Canoe Association **No cash. Bring a valid membership card.**

Betty Ketter	561-2208	North Minneapolis
Bruce Kunz	454-7207	Eagan

EATIN' CROW!

It doesn't happen often, but every great once-in-awhile I have to "eat crow." And last canoe season was a record setter. My embarrassment was exceeded only by the glee of friends who all along had "told me so."

On occasion, the evidence of my own stubbornness to accept "the truth" was apparent even to myself. At other times, "truth" sprang as a revelation. More specifically . . .

The solo-C stroke, a la high priest Mike Gault, is the only way to paddle a solo canoe!

I won't eat the whole crow on this one, just a piece of the wing. I saw this coming for some time—first on the Steel River in 1980. Two days of tough headwinds put my refined C-stroke to the test. When I awoke the third day, my left hand had fallen asleep. No amount of coaxing could restore the circulation. In desperation, I "ate crow" and occasionally switched sides (HUT). I've been doing it ever since!

What about my refined solo-C? It's still alive and well of course, and is still the stroke where ultimate control is desired. For whitewater slalom, for approaching wildlife, and for pure relaxation, I prefer the northwoods-C. But I'll switch sides as the need arises, or simply when I want to. Anyone who says you should paddle on one side all the time is either a glutton for punishment or a "high priest" who is beyond the pain!

Bent-shaft paddles are for racers only: you give up too much control by going to a bent shaft!

I get the whole bird on this one. Early last summer, I borrowed friend Bob Brown's bent shaft. Now Robert and I seldom see eye to eye on canoeing matters, but this time he was right. No ands or ifs! Bent paddles are more efficient. I could really move my little canoe with the off-set blade. And, I could pirouette around bleach jugs—the slalom thing—almost as well as a high priest with a straight shaft.

A rumor has been circulating among MCA members that I've been seen on several occasions using a bent stick in my Ladyslipper canoe. My, how folks do carry on!

The bigger the knife, the greener the kid—or a little Swiss knife is all you need!

Now I've never liked the Swiss army knife—too damn small for anything other than cutting cord and fishing line. My forte has always been the big lock-back folders. For years, I've carried an ancient Puma Plainsman (4-inch lock-blade) in a special pocket sewn into my field pants. When you need a knife, you need a real knife, and anything much shorter than four inches doesn't qualify.

But I've never been a fan of sheath knives for canoeing, though I do like them for hunting. You know the bit: they're uncomfortable to carry, the sheath gets hung up in your life vest, rubs the gunnel, gets wet, etc.

So I've stuck solidly behind my big folder and have recommended it in all my writings. Then one day, while re-reading Bill Mason's excellent text, PATH OF THE PADDLE, I came across his vociferous recommendation of the sheath knife. That brought a sly grin 'cause I depended on one before I got the Puma.

So just for fun, I decided to carry my old Gerber shorty—an amazingly ugly but incredibly efficient knife with a thin 4½ inch flat-ground blade—on my next canoe trip. To my chagrin, I found the big knife was handier and

more useful than any of the folding tools I'd carried for years. It could cut true thin slices of lunch meat quicker'n a cat wink; reach way down into the margarine and peanut butter bottle for the last scrapings; spread jam with a single swipe, stir sugar into tea and Kool-Aid crystals into water; slice cheese without getting joints all gummed up; produce a shedful of tinder lightning fast. It could even do a fair job of filleting fish. Mostly, it was handy—there when I needed it!

Close friends occasionally made unkind remarks about the "sword on my hip," but that was only when they didn't want to borrow it! At mealtime and for camp chores it was "the knife!" So what began as an experiment evolved into an "improved" tripping style. Now I carry the old Gerber on all my wilderness trips, even though a lot of backcountry "experts" don't approve.

Ice chests are for Cheechakos!

For years, I've snubbed my nose at folks who brought ice chests into the backcountry. Then, last summer, a friend packed fresh foods into a small styrofoam (reinforced) cooler which he carried inside his Duluth pack. I went on record at the start, professing the stupidity of the idea. After all, freeze-dried foods weighed less and were more compact than fresh foods.

Then came mealtime on the Turtle River, Ontario. We dined on scratch-made spaghetti with fresh hamburger, mushrooms and onion; grilled hamburgers with wild rice and mushroom sauce; fresh smoked bratwurst; farm-fresh bacon. It was wonderful!

I won't say I'll carry an ice chest on future canoe trips, but I do recognize the advantages. Admittedly, "fresh crow" tastes best! — **Cliff Jacobson**

HUT! AD RATES

Page Size	Monthly Cost *	Width/ Height
1/4	$20	5.6"/2.25"
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1/2	$30	5.6"/4.3"
Full	$50	5.6"/9"
Double Page	$90	

By the 10th of each month, send photo-ready copy with payment to:

Wayne Martin (920-0434)
HUT! Advertising
4320 West 36½ Street, #201
St. Louis Park, MN 55416

*Monthly cost will be reduced by 5%, 10%, and 15% when ads are run consecutively for three, six, or twelve months, respectively.

Company Name _____

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TRADING POST

Free personal ads to MCA members

The Trading Post is a free service for MCA members only. Members may place up to 30 words in an issue of HUT! for each canoe for sale, partner wanted, or other message. This service is not available for advertising or solicitation of commercial operations.

WANTED

Housemate to share spacious 3 bedroom house. Boat storage available. Prefer canoer or someone with interest in computers. One block from Minnehaha Parkway in South Minneapolis. Call John at 722-7069.

Drivers. Racers need licensed drivers for our Long Slow Days Training Runs. Weekends from March through May. Free Ford. Free Travel. See hundreds of Minnesota bridges. Call Karl at 636-8116 or Betty at 561-2208.

Trip leaders for one day cruises. Choose river of your choice. Show it to a few other MCA'ers. Call Jim at 588-5402.

Photos. HUT! needs photos of current and past canoe trips, cruises, races, meetings, canoes, people, etc. Black and white or color photos okay. Photos will be returned. Call John at 722-7069.

FOR SALE

Mad River Explorer and **Wenonah Spirit 17,** both new in '84, also **Lincoln Downeast** (Kevelar) 17½' well used. Call 489-3877.

ICF Jensen Wenonah C-1, $550.00. Call Steve at (517) 484-0568.

17'8" Explorer. Lots of miles left. $300. **17' Explorer** canoe building **forms,** top quality, good condition. Call 432-7557.

Two-man Folbot. Best offer. Call Fred Anderegg at (612) 437-9544.

Hahn C-1 high volume canoe—out of date design and well used. A good beginner canoe of Kevlar S-glass nylon layup. $75. Call Tom at 522-1141.

Canon TX 35mm camera w/50mm F1.8 lens and 1/500 sec. speed. $100. Call John at 722-7069.

Wanna get a genuine **solo canoe** cheap? Old "Mantoy" (15'6", 30" max. beam) is yours for just $300, complete with two piece fabric cover of my design. She's well-patched but solid. Great tripping, moderate whitewater, fun boat. Firm! Call Cliff Jacobson at (612) 437-7497.

FOR WOMEN

Women: experiencing canoe-withdrawal? Join **Woodswomen** paddling in the everglades, February 17-23 (no canoe experience required). Or try rafting the Rio Grande (March) or the Delores (May), or canoeing in the Ozarks (April). For a copy of our 1985 calendar call Woodswomen, (612) 870-8291.

MINNESOTA CANOE ASSOCIATION MEMBERSHIP/ORDER FORM

I would like to join the MCA as a ☐ New ☐ Renewal member. Please check:

- ☐ Regular Member—1 Year . . . $ 10
- ☐ Regular Member—2 Years . . . $ 19
- ☐ Regular Member—3 Years . . . $ 27
- ☐ Supportive Member—1 Year . . $ 25
- ☐ Life Member. $100

Fill in name, address and phone number below:

_____

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☐ If you're moving check here and fill in your new address above. The **Post Office will not forward HUT!**

Canoe Building Plans, $5.00 each (SALES TO MEMBERS ONLY)

- ☐ Woodstrip canoe building manual with Explorer and Guide plans
- ☐ BWCA Cruiser
- ☐ MCA 14' Solo
- ☐ Free Spirit (Brown)
- ☐ 17' Osprey (Zapf)
- ☐ 15'6" Solo Canoe Pirate (Brown)
- ☐ 15' Solo (Ketter)
- ☐ Griffen II Kayak (Brown)
- ☐ 18'6" 4&32 USCA Racer (Burley)
- ☐ 18'6" 3&27 Racer (Ketter)

T-Shirts — Light blue shirt with navy MCA graphic, 50/50 blend. $5.00 each, plus $1.00 postage.

Stickers — Blue on a reflectorized background, great for canoe or car. $1.00 each.

Sew-On Patches — Gold paddles over a silver canoe, $2.00 each.

To order fill in name and address above. Indicate quantity desired in each size:

____ S ____ M ____ L ____ XL

____ Shirts @ $5.00 plus $1.00 postage

____ Stickers @ $1.00

____ Patches @ $2.00

Sew-On Patches

T-Shirt/Stickers

Send order form with check to: Minnesota Canoe Association, Inc.
P.O. Box 14207 University Station, Minneapolis, MN 55414

Minnesota Canoe Association, Inc.
P.O. Box 14207
University Station
Minneapolis, MN 55414

Bulk Rate
U.S. POSTAGE
PAID
Permit No. 615
Minneapolis, MN

Brule River Canoe
Rental
Brule, WI