HUT!

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Marcus Witt at Pier's Gorge on the Menomonie River.
Photo (c) 1987, Burt Levy Photography

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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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James Robinson/Editor
Verna Robinson/Assistant Editor and Advertising
Betty Ketter/Mailing
Alexandra Robinson/Word Processing
Anastasia Robinson/Go-fer

DEADLINE FOR EACH ISSUE: Articles are to be received no later than the 10th of the month preceding publication. Advertising and calendar items are to be received no later than the 15th of the month preceding publication.
Send submissions to:
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KETTER CANOEING
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Source:	MCA Resin Depot, gathering place for Minnesota's long distance racers. Lessons and coaching in canoeing, racing and building. Free catalogues and magazines.

FROM THE BOW

This is the first month of what we hope will become one of the most successful of the MCA's offerings; the monthly get-together. When the board solicited your requests through the questionaire process earlier in the season, one of the most requested events was to re-establish some kind of monthly meeting format. We hope this fits the bill and that we'll see many of you at the Richfield Ground Round on November 17th, at 6:30 in the evening. In months to come we'll have meetings on building, tripping, leadership, safety and what ever else you, the members, request. These get-togethers are planned as a social event too, so expect to have a good time meeting new friends and talking about our favorite pastime.

The past three years has been a time of steady growth in our membership and renewed expansion of the MCA's involvement in canoeing on a local and statewide basis through our participation in more and varied canoeing related programs and events.

Throughout those 36 months I have been aided in the presidency of your club by many very able and dedicated members both on and off the board. There is no way that I can adequately express my gratitude to so many in such a short space as this. I hope that in the months to come I can thank you all on an individual basis. It has been a great source of pride to me to have been your president and I thank you for letting me bask in your glory. I know that you will continue to support our club and our new president, Burt Levy, in the same unselfish way that you have supported me.

Thank you all again--**Albert Gustaveson, Past President MCA**

I'D RATHER BE CANOEING

At the October board meeting, Al Gustaveson showed the board members a letter from a disgruntled MCA member. The member stated that he did not wish to receive any further communications from the MCA, particularly **HUT!** with its examples of "self aggrandizement."

Now, as editor, I was somewhat upset. I checked to see when this individual had joined the MCA--May 1987. Next I reviewed the issues of **HUT!** that contained the offensive material--May through September.

Was I guilty of self-aggrandizement in writing this column? Did I write other articles and comments to puff up my ego? How about Cliff's Corner? Perhaps Bob Brown was tooting his own horn too much?

I must admit that a great percentage of the contents of **HUT!** come from a relative few. Why do these people write for **HUT!**? Cliff certainly is well known enough nationwide not to need any of the glorification that the MCA could give him. It certainly isn't for the money. Is it an ego trip?

Let me tell you, knowing Cliff, Bob, myself, and many of the other writers in **HUT!**, I know the main motivation for our writings---SHARING. When Cliff takes the time to grind out a monthly article for us, he wants to share his knowledge of outdoor skills. He gets his jollies from knowing that someone, somewhere, will have a drier camp, better food, a happier camping experience, because of his having shared his knowledge. Bob Brown delights in knowing that there are woodstrip canoe builders using the techniques that he has shared.

Self-aggrandizement? Not hardly! Caring, sharing, love of canoesport and their fellow men? A resounding YES!

By the way, I booted-up my trusty computer, loaded in the MCA mailing list, found our offended member's record, and deleted it. Was I sorry? Yes, I hate to see anyone dissatisfied with our organization. I have served on the MCA board for six years (with

hopes to continue). In that time, the MCA has grown and the board has given much thought and effort to having the MCA represent the full spectrum of canoesport. Whether your interest lies in racing, wilderness tripping, whitewater, building, or any other area of canoeing, the MCA is here for your benefit. **HUT!** should be of interest to all canoeists. If any one is offended by its contents, then improvements need to be made.

I would like to again make a plea for other writers to come forth. Share your knowledge and experiences with us. If you have a better (or maybe just different) way of doing something, write it up. You too can have an ego trip and be guilty of "self-aggrandizement." Another way the MCA hopes to serve its members is with our monthly meetings. Be sure to note the date and time of November's meeting in the Calendar of Events. See you there.

--James Robinson, Publications Director and HUT! editor.

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CRUISE NOTES

Late this summer, a group of MCA paddlers, led by the "old pro," Joe Conrad, canoed the Snake River along the front of the Teton Range for four days. It's used primarily by commercial rafters, which is not at all necessary, as it makes a great little run for open boats. A moderate level of whitewater experience is recommended, as the current is quite swift, there are some interesting standing waves, and there are lots of sweepers to avoid and channel choices to make. Once again, I was reminded how important it is to have ferry manuevers down pat to efficiently handle whitewater. All the other whitewater techniques are nice to have mastered, but a strong back-ferry (along with an upstream ferry and bend ferry) is essential to a safe and enjoyable river run, where you feel in complete control of your craft.

If you are interested in learning whitewater paddling, I would strongly suggest enrolling in the Rapids Riders class taught in the Spring of every year. It will help you get beyond the "panic paddling" stage and bring you closer to an "automatic response" level when threading your way down river. Watch for dates in the winter **HUT!** issues for further details.**--Bill Simpson, Cruising Director**

MCA TELEPHONE NUMBER----(612) 588-5402

The Minnesota Canoe Association has maintained a low profile for quite a number of years. One of the reasons for this unfortunate state of affairs has been a lack of a telephone number for the organization. At the September MCA Board meeting, Jim and Verna Robinson volunteered the use of their phone as the MCA number. We will not have a listing in the telephone directory, but will use the Robinsons' number everywhere we can as the Official MCA Telephone Number.

The telephone will be monitored at all times with an answering machine with a message identifying it as the Robinson's and the MCA.

COLOR CRUISE/BUILDING CONTEST

For Saturday's cruise, Jim had planned a possibility of two lengths: By putting in at Sunrise landing and taking out at the Wild River State Park lower boat landing a trip of ten miles was possible, continuing to the Lion's Club park at St. Croix Falls would add nine more miles. Mike Lipke spotted his car at the boat landing as he had obligations which limited his time. Everyone else was planning on going the full distance.

The weather was beautiful, sunny and cool. As the group approached the old Never's damsite the wind really kicked up. As is usual on the St. Croix, it was a head wind. Enthusiasum for the long trip quickly vanished. Mike suddenly had a carful of people for the shuttle back to Sunrise landing.

The beautiful weather, hard paddling and fresh air had built up everyone's appetite for the traditional chili feed Saturday night. I was not there for the Saturday trip, because I worked extra at the hospital on the day shift. I had mixed the batch of chili Friday night at home, and I arrived at Interstate Park about 6:30 p.m. and was met by Karl Simer and Jim with a potful of their own chili. We combined it with what I brought, finished brewing it up with some additions, and it warmed the belly all night long!

Sunday morning started sunny and beautiful. We were joined by the non-campers by the boat landing at about 9:00 a.m. After shuttling, we were on the river by about 10:30. We had a real nice trip, with some wind, but I was told it was not anywhere near as bad as what they had on Saturday. We lunched at Osceola, but did not see Marlene Johnson there as the DNR had announced in connection with their Oktoberfest at O'Brien.

Everyone arrived at O'Brien right around 4 p.m. and we then conducted the building contest. Again there were some beautifully built boats. Bruce Kunz made the mistake of letting some people try out his, and by the time they brought it back, the contest was over. Oh well, we know that Bruce will have an even better one next year.

MCA 1987 BUILDING CONTEST RESULTS

FIRST PLACE: Steve Glockzin of St. Cloud/18' MCA Explorer
SECOND PLACE: Rich Dahlke of Farmington/17' MCA Guide
THIRD PLACE: Mark Happe of St. Cloud/15'5" Merlin Solo

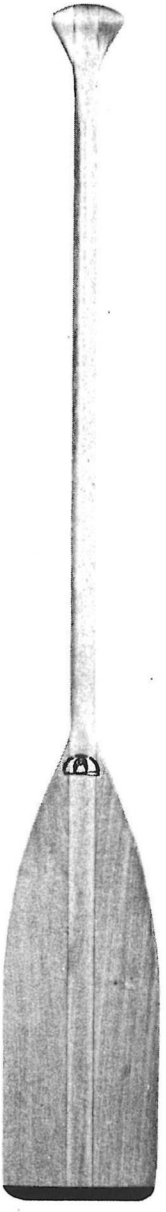
Congratulations to the winners.

After the contest, some of us went to the celebration at O'Brien sponsored by the DNR and enjoyed some old-time music and dancing.

All in all, it was a really nice weekend, no rain! The colors were more muted this year but still very beautiful. In past years we have had the cruise on the second weekend of October and have had poor weather, so maybe we will have to have the color cruise on the first weekend of October again next year.--**Verna Robinson**

HAVE WE GOT A TIP FOR YOU!

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OUT OF THE CITY/ON THE MINNESOTA BORDER

Danger! Risk of life or limb. Exotic surroundings. Explore distant lands. Assimulating primitive cultures, these are the answers.

The question? How to throw off the ties, the bonds, the handcuffs, actually, of the city life and grab that great opportunity to travel about in. and appreciate the nature and lands outside of the cities. The "Great Outdoors", "back to nature," "adventure and romance"...hold on...romance? Maybe not. Actually, the danger, risk, exotic locals and cultures at the beginning are answers to the question of how to pay for and justify adventure travel. It has been pointed out that these are components necessary to get the cash needed to make adventure travel dreams come true. To accomplish serious adventrue travel and interest sponsors and other people to pay your way, you've got to risk life and limb, or, no one will be interested.

Well, I would like to accomplish some adventure travel of my own, I would like it to be challenging, exciting and interesting, but I don't want to give up contact with my family for months, can't afford to travel to the ends of the earth, and don't want to risk life or limb. Besides, if it's any of these things, it's probably been done, written about, filmed and otherwise promoted to death. (You thought I was going to say: "no pun intended?"--I wouldn't take such a cheap shot.) I want to pursue this goal in a way that doesn't require such extremes.

Highest, fastest, first. Death, blood, broken body parts. Are these really the only type of explicative that will perk people's interest these days? I hope not and I don't think so. I think there are plenty of people out there interested in and willing to read about the kind of adventure travel I have in mind. My real answer to the question of how to get out of the city, back to nature and to do it by traveling is: CIRCUMINNESOTA.

CIRCUMINNESOTA? yup, CIRCUMINNESOTA. A journey circumnavigating the state of Minnesota by way of the border, in a canoe, on a bike, and with the feet. The "silent sports." To hike, bike and canoe, all 2350 miles of the Minnesota border. To photograph and write about this journey, and help put an audience in contact with the physical and social world that exists there. Instead of exploring the four corners of the the globe, to explore the four corners of our own state. Instead of examining native cultures in some distant land, to take a unique look at ourselves. The chance to really discover and explore Minnesota, all from the border looking in.

But is it really adventure travel? Sort of, but more realistic. How else could you undertake mileage equal to that of the worlds greatest river, without leaving your own state? Where else could you traverse three major watersheds, under a sky that is a meeting place for four atmospheric pressure systems, while passing through three distinct ecological zones and be able to call home cheaply most any day? With the farthest corner of the state only 6 to 7 hours away, the chance to easily start and stop the journey, makes it possible to afford the time, pay the bills at home, get out of the city, back to the great outdoors and not actually sever those ties and bonds to the city that many people, including me, hold dear.

From April to September of 1988, the year Minnesota turns 130. We will accomplish the CIRCUMINNESOTA journey along with some invited friends and groups. Groups like Friends of the Boundary Waters, Minnesota Coalition of Bicyclists, Minnesota Canoe Association, American Lung Association , UMD-Outdoor Program, Voyageur National Park Association, ecology and conservation groups and many more, who have either agreed to participate, have or will be invited.

John Chell of the Minnesota DNR said: "It is almost 300 miles from the forests of northern St. Louis County to the ferns of Nicollet Mall and whether we can shorten the perceptual distance between the two will do much to determine Minnesota's natural resource landscape in the year 2002." CIRCUMINNESOTA can go a long way toward shortening that "perceptual distance." We will try to accomplish the journey while calling attention to the health and well being of the lands and people of Minnesota. Ecology concerns, environmental issues and pollution problems will be looked at and talked about as we journey. However. the thrust of the effort will be an upbeat and exciting attempt to discover and explore Minnesota from the unique perspective of the "silent sports."

As for the possible loss of life or limb? That's not part of the deal. We will be promoting the Health and well being of ourselves and fellow Minnesotans, not risking it. Even on the somewhat dangerous trip across Lake of the Woods by open canoe or kayak we will take no chances. We will be accompanied by a boat of sufficient size to compensate for any problems.

It will be an adventure of a different kind, but one that will take us to the "Great Outdoors" and at least temporarily away from those city ties and bonds, out to lands that still nurture Minnesotans both in and out of the big city; the land that is Minnesota.

And who knows? We might even find a little "Romance" out on that border.--**Dan Szymanski**

Anyone interested in sponsoring, participating in, helping or becoming a partner to assist in organizing and promoting this journey, please call Dan Szymanski (715) 483-9315 or (612) 332-6198.

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MINNESOTA CANOE ASSOCIATION BOARD OF DIRECTORS MEETING
September 2, 1987

The meeting was called to order by Vice President, Don Mitchell at 7:49 p.m.

In attendance were: James Robinson, Al Gustaveson, Debbie Murphy, Don Mitchell, Jan Amberson, Verna Robinson, Bob Brown, Bob O'Grady, John Murphy, Bill Simpson, Caryl Duke, Harlan Nickerson, and Keith Bogut.

A motion was made by Bob Brown, seconded by Bob O'Grady and unanimously carried to approve the August meeting minutes as read.

PUBLIC RELATIONS--Bob O'Grady gave a short report on what had been happening with publicity releases. The question arose as to why we didn't use longer press releases. Bob said that longer ones were cut anyway, and sometimes vital information would then be cut, so it was easier to make the press releases shorter so that all the necessary information would be included.

PUBLICATIONS--Jim Robinson reported that advertising revenues have exceeded $3,000 for the year so far. The 1985 and 1986 **HUT!** issues have been bound due to members sending in extra copies of **HUT!**

CRUISING--Bill Simpson asked for volunteers to help out at the REI Triathlon at Baker Park. It was also reported that it is no longer necessary to portage at County Road 73 on Minnehaha Creek.

NEW BUSINESS--Bob Brown reported that one of our MCA members, Bob Barren, has offered to build a canoe for the MCA, to use as it wishes, if the MCA will pay for the resin and glass. Discussion took place regarding this offer, and the following motion was made:

> It was moved by Bob Brown and seconded by Caryl Duke to accept this offer. The MCA will raffle off the boat at the February, 1988 building show. Bob Brown as 3 year director will coordinate this offer/effort. The motion passed unanimously.

MCA member Bruce Kunz told Bob Brown of an F-4 fighter dog fight he witnessed during his recent trip into the BWCA, although not a lot can be done about this, Bruce did report the incident to the Forest Service.

OLD BUSINESS--The annual elections in October were discussed, and an incomplete slate of officers was decided upon. The proxies and slate of officers will be mailed in late Septmber or early October.

The MCA telephone issue arose again. It was said that it would be very helpful if a telephone number could be listed in the newspaper so that people could more easily get in touch with the MCA. Because the costs of having a telephone just for the MCA and published in the telephone directory as such is so high, Jim and Verna Robinson volunteered their personal telephone (which has an answering machine attached) to be used as the MCA phone number, and that they would forward calls appropriately. They would also have a message on their recorder that would say, "If you are trying to reach the Robinsons', or the Minnesota Canoe Association, you got 'em! After the beep, please leave your name and number and we will get back to you as soon as possible."

> A motion was made by Bob Brown and seconded by Bob O'Grady and unanimously carried to take advantage of the Robinsons' offer and use their telephone number in all available places as the MCA telephone number.

Respectfully submitted,
Debbie Murphy, Secretary

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CLIFF'S CORNER--GETTING A GRIP ON THINGS



Whenever I conduct a canoe seminar, someone invariably brings up the subject of paddles. So, I first preach the basics--no "nose to toes" measurements to determine length: Instead, there's the "scientific approach," which takes into account the length of your torso, height of canoe seat and draft of the hull. Ultimately, I top off with the variables which go into making a really fine paddle.

As I look back on my preachings, I'm amazed to discover that I almost always overlook--or at best discount--the most important factors in paddle selection; namely, the feel and contour of the grip and shaft, and the overall balance.

An upper grip that's too small will tire the hand, maybe even induce "carpal tunnel syndrome." And a grip that's too large will simply feel awkward. Most canoeists learn to adapt to the grip supplied by the factory. Not me. If it's not exactly right, it bugs me. No amount of convincing will make the paddle suitable for my purposes, even if all the other "paddle factors" are on target.

What then are you to do if you've found a nice paddle, but loathe the grip? One solution is to keep shopping. another, is to buy the paddle "long," lop off the grip and attach your own. A grip that's too large (and very few are) can be shaved down. One that's too small is another matter.

Shaft contour is another concern. Some of the older, large "racing shafts" are too big for my hands, and I've not hesitated in taking a wood rasp to them. Small shafts (technically called the "loom") are impossible. They tire my lower hand. I usually sell or trade paddles which fall into this category. Or I keep them around as loaners.

A gently rounded shaft contour feels best to me. I dislike harsh curves. Round shafts are the pits, and are generally the mark of an inferior stick. There are lots of good paddles out there, and each canoeist develops a personal preference. To date, I've never had a commercially built paddle which felt exactly right as it came from the maker. Everyone required some customizing on my part. Sticks which have come close to complete perfection include my Hidde Classic and Foam Core, and a solo freestyle paddle built to my specs by Clint Waddell.

Finally, there is the matter of "tipping." At this writing, Bending Branches seems to have the edge with their ROCK GUARD tip. I've nailed a number of rocks with my BB paddle, some to purposefully test the strength of the material. Still no repairs required after a full season of whitewater.

What about off-set grips on straight paddles? This seems to be a national trend, not one I'm sure I like. Canting the grip does wonders for "going straight," and is quite comfortable for general canoeing. But it's out of place for whitewater work where you absolutely must have positive control of the blade angle. Sure, you can paddle rapids with a hooked grip... or a 14-degree bent shaft. You can even use a shaved down two by four--none of which excel at the job.

Lately, my paddle choices center around three models: A 14-degree 54-inch stick for slick cruising and general solo boat paddling; a 56-inch straight shaft with T-grip for positive control

in whitewater (tandem canoe). And, a 60-inch straight beavertail with built-up pear grip for solo slalom. I've got a number of specialty blades which I use from time to time, but if I had to live with three sticks, these would be them.

Finally, there is the matter of blade width. Two decades ago, I subscribed to the philosophy that "wider was better." Now I know better! Where once I thought that nine inches was the perfect width, I now believe this is way too wide. Eight-inch blades are about right for aerated whitewater, though I'm solidly hooked on seven and one-half inches, and most of my paddles are tailored (which means I cut them down) to this dimension. Seven and one-half inches are wide enough for whitewater cruising, and this width makes for more effective steering, ala the conventional J/Canadian/Pitch strokes.

If you sway with each J-stroke you take, part of the problem may be in your paddle blade. Wide blades are noisy, hard to control, and are more sensitive to the effects of currents and blade angle than are narrower ones. Absolutely nothing beats a traditional beavertail or Sugar Island blade with feathered edges for quiet, effortless, J-stroking.

Corners: Square corners are the pits. The blade wants to torque out if you don't set it into the water dead vertically. Manufacturers use square tips for three reasons: 1) It's easier to apply plastic or steel tipping material; 2) It produces the widest possible surface for use in shallow water; 3) It looks sexy.

Rounded corners suffer less abuse, are about as efficient, and make for a more relaxed and accurate stroke. A file and sandpaper will easily correct harsh lines.

Weight: Yeah, light paddles are nice, and the lighter the better. But frankly, I think that overall weight is secondary to feel and balance. After you've taken a few dozen strokes with a paddle, the weight (assuming it's not a club, of course!) blends to imperception. But if the grip or shaft's not right, and the balance is off, that paddle just won't make the grade.

Personally, I'm not convinced that racers will turn in better scores with the ultralight carbon-fiber sticks than with the already light state-of-the-art bent shafts of a few years ago. Time will tell... or better, their times will tell. Meantime, I'll stick with traditional wood paddles and opt for beauty over function. I can carve or sand wood. Carbon fiber is something else.--**Cliff Jacobson**

WIN A CANOE*WIN A CANOE***WIN A CANOE***WIN A CANOE***WIN A CANOE****

WIN A WOODSTRIP CANOE

How often have you admired the beauty of a cedarstrip canoe? How many times have you considered building one but you don't have the time or place to do it?

One of our MCA members, Bob Barren, has built a canoe for the MCA, to use as it wishes. The MCA will raffle it off at the February, 1988 Building Show. Raffle tickets--$2.00 each.

Raffle tickets will be available at our monthly meetings. November's meeting will be Tuesday the 17th, 6:30 - 9:00 p.m. at the Richfield Ground Round, 1500 E. 78th Street. (See meeting notice on page 25.)

Raffle tickets will also be available by mail AFTER December 1, 1987. Watch your December **HUT!** for mail-order information.

IN A CANOE*WIN A CANOE***WIN A CANOE***WIN A CAONE***WIN A CANOE*****

BUILDERS CORNER--FAIRING UP THE FORMS

I draw a complete blank from some builders when I mention fairing. Some omit this step completely, and the result is often a misshapen boat. No amount of glitzy inlay or shiny varnish can make a misshapen canoe look good in my mind.

The importance of fairing is inversely proportional to the distance between forms. Boy that was a mouthfull, I ought to be selling canoes, not building them. Seriously, on a boat with widely spaced forms, like the Guide, fairing is not terribly important . The forms are so far apart that a natural shaping of the strips simply happens.

Why then would a designer put in more forms? Why have them closer together when a natural shape will happen with less? No two Guides are the same. Very simply, their shapes vary from boat to boat.

As the designer brings the forms closer to get better control of of the shape, fairing becomes more and more important. A slight error becomes more evident.

On my recent designs, the spacing is either 12" or 30 cm., with this spacing you can maintain better control of the shape.

The most common errors in set-up result in either a tight bend near the first form, or a wavy keel line. These errors show up on the finished hull and need not have happened. Fairing only takes a few minutes and is a perfect time to detect any errors in your set-up.

Fairing is a job best done with a helper. You and your helper simply take a straight strip and lay it lengthwise anywhere on the hull. The strip should touch all forms and end pieces at the same time. You may need a slight endward pull on the strip to make it pull into place. Repeat this check every few inches around the hull, do both sides.

If your hull checks out and you find no tight bends anywhere, consider yourself lucky and start stripping in complete confidence.

More often, you will find that the strip missed somewhere in its length, often near the ends. This is a sign that something is amiss.

When you find an error, check the other side. Is the boat symetrical? You may simply have a form off center. If the error proves to be symetrical, you then know that you either have a misshapen form or one in the wrong position.

The easiest change to try is to move the suspicious form endways or moving the end piece. A small change here can often correct the problem.

Any suspicious forms should be checked against the original plan. You may have made an error in transferring the shape from plan to form.

When nothing else works, consider reshaping the form in question. I do this commonly with my new designs, but you shouldn't have to on a proven plan. When I do change the shape of a form, I do it a little at a time with a disk sander, taking the same amount off either side.

On a symetrical hull, any error should show up in both ends. Whatever fixed one end should be good for the other.

Check the keel line carefully, nothing shows poor workmanship quicker than a 1/4" dish in the keel line, I've seen this far too often. The error overshadows all the nice things that you see. You may wish to shim up the low forms to get a fair keel line.

Check again the line where the sides flow into the end, all too often there is a tight bend near the first form. Don't be timid about adjusting the position of the end piece. (Unless it's a racing canoe.) A slight adjustment in length can often solve a problem in

this area. Remember if you are going to make an error, it's better to err on the long side. You will end up with an inverted end, this is far better than a hump at this point.

You should continue fairing even as you strip the canoe. I strip up both sides at the same time. Every couple strips that I put on calls for me to stand back and eyeball the curve. Should a dish appear to be forming, I will pry the strip out from the questionable form, just enough to remove the dish.

Think of your forms as a guide in building. It is far more important that you get smooth flowing lines than that you keep things tight to all the forms. Always remember that the most important thing about your canoe is how the water flows past it, this requires a fair hull.--**Bob Brown**

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CALENDAR OF EVENTS

NOVEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

SPECIAL EVENT:
MCA Monthly Meeting
Tuesday the 17th

4 WED — MCA BOARD MEETING. 7:30 p.m. Burt Levy's Studio, Suite 208, Textile Building, 119 North 4th St. (612) 339-0724.

10 TUE — RAPIDS RIDERS MONTHLY MEETING. Join in our game of "Musical meeting places!" Come to the Ground Round in ROSEVILLE, Snelling Avenue at County Road B. Room reserved for 6:30 p.m. with meeting to start at 7:00 p.m.

10, 17 24 — WINTER WILDERNESS SURVIVAL. An intensive 9-hour course held at Wilder Forest including: Winter first aid; winter survival; techniques and tips for preparation. Times - 6:30-9:30. Cost - $35. Co-sponsored by Wilderness Inquiry, Lifelink III and Wilder Forest. For more information, contact Wilder Forest, (612)433-5198.

17 TUE — MCA MONTHLY MEETING.
6:30 - 9:00 p.m.
Richfield Ground Round.
1500 E. 78th Street.
Program: Kayak Touring. Andy Knapp of Midwest Mountaineering will show a slide presentation and answer questions about Kayak Touring in Minnesota. Although food and beverage will be available for purchase at the Ground Round, **NO PURCHASE IS REQUIRED FOR ATTENDANCE.** We want you to join us and meet in a social atmosphere other canoeists who may have similar interests to your own.

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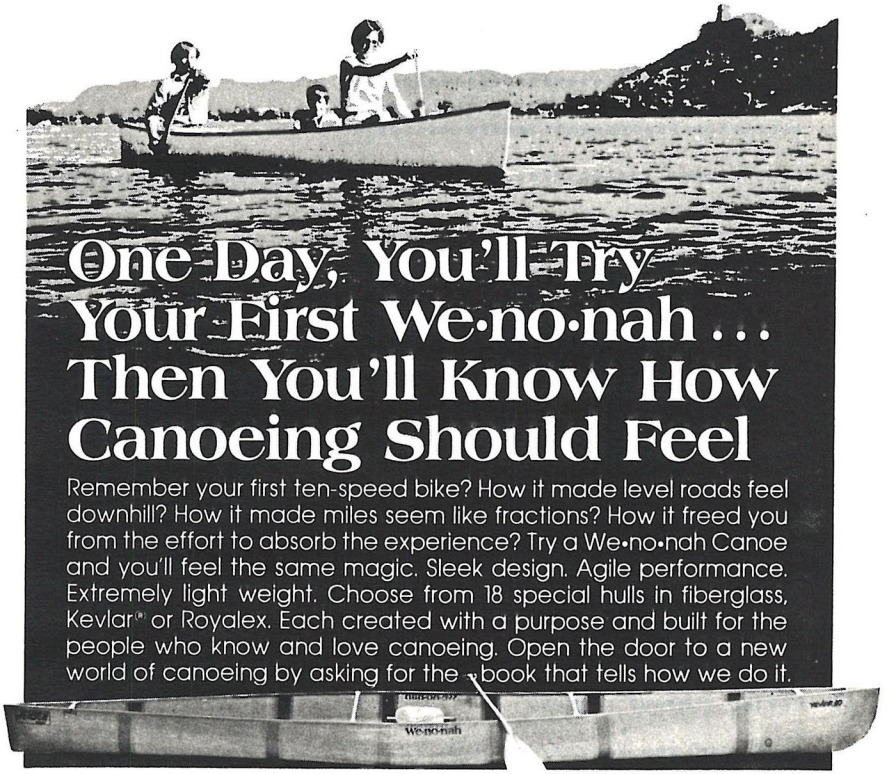
My good friend, Cliff Jacobson and I don't agree often. I've read his list of rules for running cruises, and I agree whole heartedly. I see no controversy in this topic at all, this is the way it should be done, period.

I have lead trips in the past and failed to follow Cliff's rules. I had no excuse, either; I've seen the list before. Every problem I've had was because I didn't follow the rules.

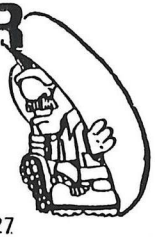
Many of the other board members also are trip leaders. They also have been very haphazard about this duty, maybe that's why they think Cliff's rules are controversial.

The new cruise director is going to have a real job to do. This person is not only going to have to beat the bushes for trip leaders, but also screen out leaders that are likely to run a haphazard trip. Some toes may get stepped on, but let's face facts, folks. Cliff didn't create these rules, they were written out when Cliff and I were still tenderfoot scouts. The only controversy is that we ignore them.

Bob Brown



DULUTH TRAVELER



NEWSLETTER OF THE TWIN PORTS CHAPTER
President: Tim Sundquist, (218) 724-4143
Cruising: Gardner Ellis, (218) 728-5304
Whitewater: Rick Luck, (218) 724-7992
Racing: David Spencer: (218) 624-3413
Membership & Treasurer: Greg Furtman, (218) 525-6027

Our yearly election was held September 17, 1987 and all officers except the president were re-elected for another term. Our new president is Tim Sundquist. Tim is an avid outdoorsman and I am sure we will have an exciting year under his leadership.

During my term as president, I have been successful in reducing the attendance at meetings to a more manageable level. Tim should have no problem now. Keep on paddling.--**Fred B. Freeman**

****

NEWSLETTER OF THE UNISYS CHAPTER
Winnie DauSchmidt (612)696-4378 (w) (612)644-6115 (h)

****
NO NEWS FROM THIS CHAPTER THIS MONTH
****

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Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS
President: Karl Ketter, (612) 636-8116
Race Calendar: Tom Nolz, (612) 689-5719
Rt. 1, Box 202
Cambridge, MN 55008
Coordinator: Betty Ketter: (612) 561-2208

The following "Long Distance Racers" deserve special recognition for having a great season.

Rookie of the Year - Joe Mans
Most Improved Woman - Pam Henry
Most Improved Man - Jeff Dubois
Most Improved Master - Al Button

In addition to our standard line-up of events (Jensen Handicap, Mississippi Classic, Solo, Women's etc.), this season saw an expansion of weekly "series" races.

Hoigaard's continued their ten-race schedule and there was an obvious increase in participation. St. Paul Parks and Midwest Mountaineering put together a very successful five week series at Lake Phalen. Rookie Racers and Wednesday sessions on the St. Croix continued throughout the season. For those who want to carry their training over to skiing, we meet at O'brein Park Trail Center on Sunday mornings - 10:00 a.m. for dry-land and 9:00 a.m. once the snow comes. Call Bill Simpson for further information, 433-3451. The transition from paddling to ski skating comes quite easily. The upper body is already in great shape, and the muscle patterning is very similar for both activities.-- **Bill Simpson**

END OF SEASON RACE SUMMARY

Below are the results of the Minnesota State Solo Canoe Championships, held on September 23, on the St. Croix River. The weather was warm (80 degrees) and sunny. Three canoes swamped due to motorboat wakes. The Men's Master's category saw a dramatic increase in numbers and level of competition. Thanks to all the participants.

Congratulations to the champions, Jeff Dubois, Gene Jensen, and Laurie Degernes (repeating).

MEN'S

Name	Time	Place
Jeff Dubois	1:04:38	1
Reggie Clark	1:04:52	2
John Mundahl	1:07:17	3
Dave Gabrielson	1:07:56	4
Jim Schultz	1:08:47	5
Cal Stenso-Velo	1:12:35	6
Tom Nolz	1:12:36	7
Chuck Hoppe	1:16:19	8
Carl Anderson	1:17:05	9
Bob Hollerbach	1:17:15	10
Dan Button	1:20:56	11
Dan Ramier	1:26:37	12

MASTER'S

Gene Jensen	1:04:42	1
Tom Aluni	1:07:17	2
Al Button	1:09:18	3
Steve Porn	1:09:43	4
Bill Wright	1:11:03	5
Bill Berry	1:12:59	6
Bill Barnes	1:13:37	7
Bill Simpson	1:15:43	8
Tom Ellerbusch	1:17:20	9
Doug Isaakson	1:19:41	10
Len Kalakian	1:25:48	11

WOMEN'S

Laurie Degernes	1:16:02	1
Suz-Ann Stenso-Velo	1:20:30	2
Pam Henry	1:23:11	3
Sharee Marcus	1:25:59	4

MORE RACE RESULTS ON FOLLOWING PAGES

MINNESOTA WOMEN'S CANOE CHAMPIONSHIP
September 27, 1987
St. Croix River

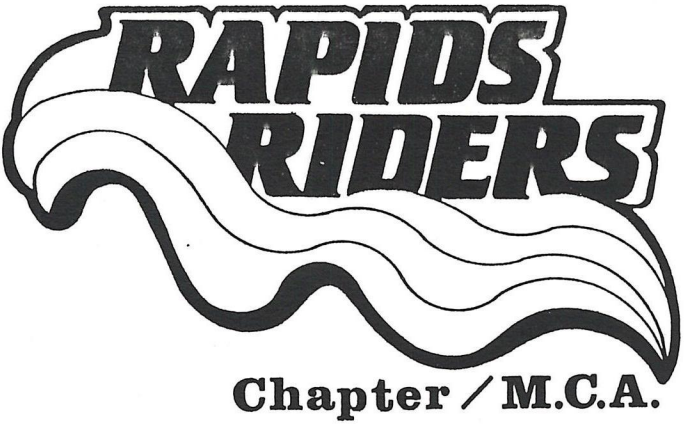
Name	Time	Place
Annita Hedrick Linda Bauer	70:02	1
Pam Henry Laurie Degernes	70:27	2
Suz-Ann Stenso-Velo Kathy St. Peters	70:48	3
Heidi Riepe Bonne Roemhildt	77:13	4
Pat Hildebrandt Karyn McAndrews	77:27	5
Kimberly Colburn Annie Moore	78:43	6

Congratulations to Annita and Linda, our current champions. All the teams raced very well, and handled the huge power boat rollers with skill and confidence. Regretfully, there was an unavoidable swamping for Kimberly and Annie, but they still managed to finish the race.

****

APPLEFEST CANOE RACE RESULTS
October 3, 1987
St. Croix River, Stillwater, Minnesota

18-1/2' MEN'S, WOMEN'S, MIXED		
MEN'S	Jeff Dubois/Chuck Hoppe	1:32
WOMEN'S	Karyn McAndrew/Pat Hildebrandt	1:48:44
MIXED	Pam Henry/Jim Schultz	1:33:44
	Kathy St. Peters/Ron Dieters	1:36:27
	Sharee Marcus/Mike Hoppe	1:43:50
	Tina Lund/Jeff Jonacek	1:44:53
	Maryetta Passon/Gary Passon	1:45:21
SOLO - MEN		
	Dave Gabrielson	1:35:48
	Tom Aluni	1:37:52
	Al Button	1:41:59
	Doug Thomas	1:55:46
17' MIXED		
	Diana Dickman/Jay Thurston	1:56:29



NEWSLETTER OF THE WHITEWATER CANOE AND KAYAK CHAPTER
President: Sue Hix, (612) 422-9155
Vice President: Ed Schneider, (612) 487-1811
Secretary/Treasurer: Kim Hochstein, (612) 379-4931
Membership: Jeff Grigsby, (612) 636-4373
Cruise Directors: Bonnie Van Blarcom and
Gary Nagel, (612) 487-2079

Some might have felt that the Rapids Riders' October 13 meeting seemed more like a gathering of model railroad hobbyists than one of whitewater enthusiasts. By the time the train had rolled through the station four or five times, we had a new group of officers (see above).

Being one of the few organizations I've seen where volunteers may be obtained simply by asking, (thus eliminating the need for bribes, threats, and flattery) we obtained our complement of five officers, although we did shuffle duties somewhat. The jobs of secretary and treasurer have been combined, while those of membership and cruising director have been seperated. We are particularly pleased with our "tag team" of cruise directors, Bonnie and Gary, who will organize groups and dispense information with the assistance of a mechanical genius, AKA telephone answering machine. By the time the whitewater is up and running next winter/spring, this new system should be, too.

As we witness the "changing of the guard," I would like to express my appreciation for the time and energy invested by our 1987 officers, John Tuttle, Rick Nagel, Kim Hochstein, Paul Rem and Jeff Grigsby. I am sure that the rest of our members also join me in thanking these people for their leadership that contributed to another safe and active year fo whitewater education and just-plain-fun whitewater cruising. Our new officers will be looking to these "retirees"--as well as to the 100+ people on our membership list--for support in the coming year. (All new presidents say that, right?)

Please join us at our November Meeting at the ROSEVILLE Ground Round, to which we have migrated from Richfield to avoid becoming out-and-out orphans. (Bring the name of your favorite meeting place for the group's consideration. We're still looking for the perfect adoptive home!) We'll be planning for the 1988 Whitewater Expo and, yes, we'll be needing help. See you their with your hands raised!
--Sue Hix (Some call me "Maytag.")

Canoesport Journal

North America's magazine of the open canoe

Dear Friends,

I'm Harry Roberts. I'd like to tell you about my new magazine, *Canoesport Journal.*

To begin with, it's about open canoes. Just open canoes. It's not that I dislike other forms of paddlecraft. It's just that they're covered pretty well elsewhere. But nobody says much about open canoes except to remind us that they're pretty neat — and I think we all know that already! In other words, we open canoe paddlers have been treated like slightly backward children for some time now, and as a seriously addicted open canoe paddler, I resent that. So I started a magazine.

As usual, I put the cart before the horse. The accepted way to start a magazine is to spend money getting subscribers, and then use what's left to get writers. To me, writers *are* the magazine. So I spent a lot more time fussing over writers and putting together our first issue than I spent promoting the new magazine.

But, you know, it was worth it. I was able to get some of my old hands back from my years at *Wilderness Camping,* and a lot of young Turks who are in the mainstream of contemporary canoeing. This won't come as any surprise to Betty Ketter, but some of them are Minnesotans. Cliff Jacobson's on board with a camping column — and general *carte blanche* to say what needs to be said without regard to the sensitivity of advertisers. Al and Jenny Rudquist will conduct a racing column. Jim dale Vickery, who wrote an elegant piece on the lure of wild country for the first issue (illustrated by another Minnesotan, Bob Cary), will be writing regularly. And Ol' Cliff interviewed Bob Brown in the first issue. I was starting to think that I was doing a national issue of *Hut!* for a while!

Who else is on board? Well, Dana Grover and Tom Sebring will be covering solo and tandem "sit and switch" paddling techniques. Mickey Landry and Mike Galt will cover solo and tandem sport paddling. Bob Lantz will cover river reading. Steve Scarborough will cover whitewater techniques. Dave Curtis will be covering canoeing gear. Pat Moore will be writing on basic principles of canoeing. Garrett Conover will write on classical canoeing and canoe camping. Michael Peake will keep us posted on the Canadian scene. Dave Getchell Sr. will be writing on navigation.

And that's just part of it. That just covers the columnists, whose work appears regularly. Of course, my working rule for columnists is

that they should cover each topic completely; if they need more space, it's theirs for the asking. Expect depth; expect completeness; expect information.

For example, most magazines will give you a cursory half-page on canoe design. Our first issue has Dave Yost covering design for seaworthiness — in six pages. And you'll be hearing more from DY in time. You'll also be hearing from other designers in articles and interviews. (Of course, three *Canoesport Journal* columnists are working canoe designers: Mike Galt, Pat Moore and Steve Scarborough).

Most magazines will give you a tepid two pages — maybe three — on somewhere to paddle that probably involves air travel, cholera shots, and the hazards of entering a war zone. We'd rather keep the rivers and lakes in North America, and we'd rather tell you a lot about them. Things you won't find in guidebooks.

Other things? Expect equipment reviews and water tests. Expect a reader-participation column called "In search of . . ." that will serve as a vehicle for you to get your ideas to the manufacturer. Expect a lively Letters column, with plenty of room for ideas. Don't expect a lot of color photgraphy — just expect excellent color photography. And expect a crisp, readable format that makes a distinction between ad material and text material.

To get *Canoesport Journal*, just fill out the coupon below and mail it to our subscription office, P.O. Box 991, Odessa, FL 33556. I'd like it if you enclosed a check; starting a magazine is an object lesson in negative cash flow. But we're happy to bill you. Just check the appropriate box. We'll start you with the October issue, so you won't miss Cliff's interview with Brownie and Dave Yost's design piece.

And if you want a Writer's Guide, or just want to kick some ideas around, the editorial office address is P.O. Box 635, Oscoda, MI 48750; the phone is (517) 739-9997.

Thanks for reading this.



Harry Roberts
Editor, *Canoesport Journal*

Canoesport Journal
P.O. Box 991
Odessa, FL 33556

Sure! Sign me up for Canoesport Journal!

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PERCEPTION, INC. ANNOUNCES RECALL OF THROWBAGS

Perception, Inc. announced today that it is recalling all Kayaking Throwbags and Pro Throwbags shipped from the kayak company after July 10, 1987 because the rope used in manufacturing the safety throwlines may not float.

"The only bags affected are the ones we received in house and began shipping on July 10, 1987," said Carl Reid, vice president of the kayak company. "As far as we know, the rope is not inferior to our standard ropen in any other way. It just may not float."

The non-floating rope was discovered in routine product testing at the company's South Carolina headquarters this week, and was dated back to the most recent shipment, which arrived on July 10, 1987.

"If you question whether the safety throwline you own is included in this recall, there are two simple ways to tell," said Reid. "First, if you bought it before July 10, this summer, it's not affected by this problem. Second, if you're not sure exactly when you bought the bag, test the rope. If it floats, it's not part of the shipment in question."

If the bag you purchased is part of this shipment, please call Perception immediately at (803) 859-7518 for instructions on how to return the bag for replacement. Please don't take the bag back to your dealer, or return it directly to us without calling first.

"We're asking that people not use these bags with the non-floating rope at all," said Reid. "We're happy to replace the bags and apologize for any inconvenience."

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

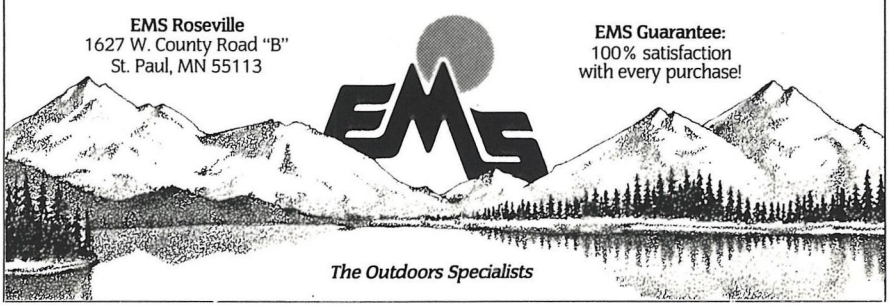
EMS, The Outdoors Specialists provides you with the best quality canoes and kayaks from Mad River, Sawyer, We-No-Nah, Old Town, Ranger, Mohawk, Perception and Aquaterra.

Our staff of experts can help you choose the right equipment for your needs from the largest selection in the area.
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EMS Guarantee:
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MCA'S MONTHLY MEETING

This is a reminder about the MCA'S newest endeavor -- The MCA Monthly Get-Together. Due to a large request from MCA members who completed the survey this past year, it became apparent to the Board of Directors that the membership would like to have a monthly social get-together, where they could talk, meet with other canoeists and learn more about our favorite sport --- canoeing!

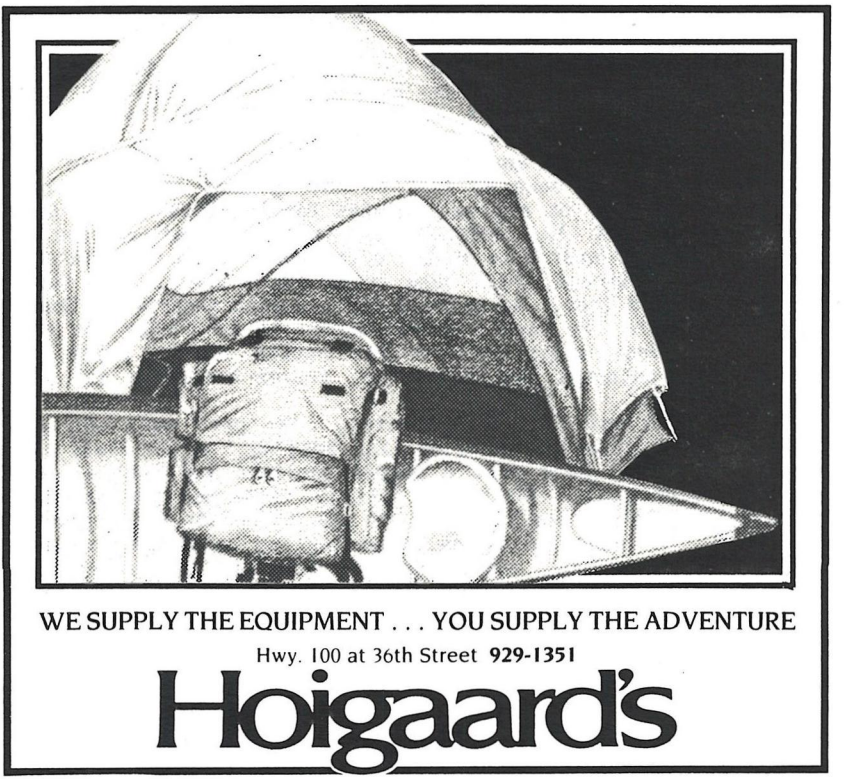
So we have answered your requests and our first monthly get-together will be on Tuesday, November 17, 6:30 - 9:00 p.m. at the Richfield Ground Round, 1500 E. 78th Street.

Program: Kayak Touring. Andy Knapp of Midwest Mountaineering will show a slide presentation and answer questions about Kayak Touring in Minnesota.

We will try to have the monthly get-togethers every third Tuesday of the month, but keep your eye on your **HUT!** for exact dates, times and locations.

Although food and beverage will be available for purchase at the Ground Round, **NO PURCHASE IS REQUIRED FOR ATTENDANCE.** We want you to join us and meet in a social atmosphere other canoeists who may have similar interests to your own.

If you have any special requests for programs you would like to see at the monthly meeting, please feel free to contact any board member with your ideas.**--MCA Board of Directors.**



ISLE ROYALE SEA KAYAK TRIP

Dave Ingebrigtsen and I spent eight fun days in July sea kayaking around the northern end of Isle Royale National Park. It is a beautiful place to be. The fishing was fantastic, the weather was great, and the bugs weren't too bad. The only problem was a lack of campsites.

We drove to Grand Portage and rode the 63 foot boat "Voyageur II" over to the island. The boat stops at Washington Harbor (where you pick up your permits) and circles the island in a clockwise direction. We got off at McCargo Cove, paddled around the northeastern end (Blake Point), and were picked up at Malone Bay. The cost each way was $30.00 per person plus $10.00 per boat. The boat was full two weeks before the trip, so make reservations.

The ride to Isle Royale was the roughest weather we had. The waves were four to six feet with occasional eight to ten-footers. The boat bucked and rolled. Sometimes the captain would cut the engine to let the bow rise on the bigger waves. Other times he would turn the boat to quarter the waves and the boat would violently roll. A number of people got seasick. I was relieved when we got to McCargo Cove. We saw two big bull moose near the campground. The first night we stayed in a shelter. They are nice but the screens don't keep the bugs out. Our neighbors packed in their "boombox" and rock music. Ah wilderness.....

The northeastern end of the park is rugged with many small, narrow, rocky islands. We started off with wind, rain and fog. It was almost magical the way the fog blanketed thetrees and coastline. We saw many loons, eagles and other birds, and caught the first of our lake trout.

The fishing is improving with reduced commercial fishing, lamprey control, and re-stocking programs by Michigan, Minnesota, Wisconsin, and Canada. We each caught 20-25 lake trout in 3-5 lb. range, trolling from our kayaks. We fished in channels between islands that were 30 to 60 feet deep and along reefs. Dave used a "diver" to get his spoons and plugs down 50 feet or so. I used large sinkers and caught most of mine on a green jointed Rapalla-like lure. We also caught several 2-4 lb. salmon. We released most of the fish, catching one for dinner late in the afternoon. There is nothing like fresh salmon, although fresh lake trout comes close. The best was when Dave grilled them. He baked them, and even deep-fried them in a small frying pan! He used farmers matches to tell when the oil was hot enough. Food stays cool in the bottom of the kayak, so we carried fresh potatoes and vegetables, frozen hamburger and sirloin steaks, and beer.

We had problems finding campsites. The park puts out a good brochure called "Camping , Hiking, and Boating," which lists all the campgrounds. Many have just a couple shelters and tent sites, and they are often full. There are lots of fishermen and sailboaters that vist the island and compete with the canoeists and kayakers for the spaces. A ranger wrote me, "The boating campsites on Caribou, Tookers, Grace, Birch and Beaver Islands and at Merritts Lane, Duncan Bay, Hay Bay, and Duncan Bay Narrows are full most of the time between June 15 and August 15." We were lucky to get a tent site at Caribou Island early one afternoon. Both shelters were occupied. The next morning, both shelters were taken before 8 a.m. by fishermen who stopped and asked if the people were leaving for that day. They left some gear to hold the sites and motored off to fish. We talked to four canoeists who had had no problem finding room at some of the smaller campgrounds. We had no problem in the larger campgrounds like Malone Bay. Wood, Whittlesey, Intermediate and Lake Ritchie are "canoe only" campgrounds that are not accessible by trail and should be more "available" to canoeists and kayakers.

You must have a permit to camp at a campground. You should request the permit which allows you to camp in campgrounds and also at non-designated campsites. The rules for camping at non-designated sites are not in the brochure, so write the park for current regulations. The rules we got were "One night per location; no wood fires; you must camp at least 1/4 of a mile from a trail and at least 1/2 mile from any developed area, fire tower or campground. You must also camp out of sight and sound of other parties, lakes and streams. You are limited to a maximum of six people in your party and you may not camp in a closed area or on an off-shore island. You MUST pre-register." These rules are in addition to the other rules in the brochure. Note that the park calls camping at campgrounds "backcountry camping."

Isle Royale is an international biosphere reserve. Help preserve it. About 50% of the park is closed to camping as a result of resource concerns, and may vary from year to year. Write and ask about closed areas before you plan your routes.

I recommend getting the Great Lakes Chart No. 14976 of the island, available at the "Map Stores" in the cities or at the park. The depths are helpful for fishing. Storms can come up quickly on the lake. a ranger wrote me that "High winds and the number of "no-paddling" days in a week is anybody's guess. Remain flexible and plan for possibly three or four days of no paddling per week." We carried a weather radio and at worst had only two to three foot waves. We had several game plans for bad weather. We could have done an inland route, or have been picked up at several other points along the south shore where the boat could stop. If you can't make your scheduled pickup point, ask a ranger to radio Rock Harbor and leave a message for the boat to stop. The boat company is very accommodating. You might want to see "Isle Royale National Park Foot Trails and Water Routes" by Jim Dufresne for more information and for suggestions on routes.

The park address is: Isle Royale National Park, 87 North Ripley Street, Houghton, MI. 49931--**Paul Rem**

AUTUMN

The rustle of autumn leaves, as I walk, kicking the leaves high with each goose step I take.

If the day is a little windy, the leaves spin into minature kites, spiraling up and up, in the last throes of a macbre dance--before returning to earth to die in a muddy ditch, watered by the cold autumn rain. Soon the soft snow will tuck them in.

How brief is life!! Two weeks ago, before the wind seperated the leaves from the trees, they paraded in a burst of splendor--in shades of yellow, orange, red and russet--flaunting themselves to the world, commanding admiration and awed attention.

How different now! The naked branches reach up twisted, ugly fingers toward the flat, wintry sun.-**Marie C. Reisewitz, October 1971**

CRUISING--SOME SUGGESTIONS

I get some feedback from our members about MCA cruises. It seems we are doing two things wrong, we are paddling too fast and we are paddling too slow, depending on who you are.

Many of our members came out to one of our cruises once, they were so intimidated by our fast paddlers that they never came back for a second chance to be put down.

These folks probably have a hard time believing that other members feel that our cruises are run altogether too slow. They get bored with the pace. I have been on cruises where I spent half of the day with a paddle laying across the gunnels waiting for the cruise to catch up.

I don't know if it's worse to watch the elitists streak off into the sunset or to spend the day waiting to paddle. It is obvious to me that these folks don't belong on the same cruise. The answer is just as obvious to me, we need a rating system for our cruises and we need to get folks to only show up at cruises set for their speed.

The AYH (a leading bicycle club) has the simple answer. They rate the bike tours with an A-B-C system. The "C" tours is for beginners or folks with kids along or for those that simply want to ride relaxed. Their "A" tours are for the elitists that want to do 85 to 100 miles in a day and be home for supper.

Bet you can't guess what a "B" tour is. It covers everyone in between. The MCA needs a similar system. We need to lead cruises for all skill levels and we need to educate our members as to where they will best fit.

The big trouble with my system is just as evident as is the problem No one wants to lead a "C" cruise. Most of the MCA cruises that I've been on should have been rated as a "B," we can find leaders for this, no problem, but none of our past list of cruise leaders wants to paddle on a slow cruise.

I see two possible solutions to this problem, also. We could tell every MCA director that they are expected to lead a "C" cruise once a year. Many of the directors have done much for the club, already, giving them one more such duty just brings them closer to burn out.

The other solution would be to recruit from our ranks some new folks willing to help. We need someone who lives in Mankato to lead a trip on the Minnesota or the Blue Earth or Cottonwood Rivers. We need someone else living in St. Cloud to lead a trip down the Sauk or on the Mississippi River touring the islands leisurely and end the day at Clearwater.

We have over a thousand members from California to Sweden. Everyone lives somewhere, lead a trip in your back yard, that river nearest your home. Keep it simple, and keep it leisurely and folks will come and join you.

We have over a thousand members, wouldn't it be great if each one lead a cruise once in 1988. Our editor would have to add four pages to the **HUT!** just to cover the calendar, he wouldn't mind. We need a cruise in California and Idaho and Indiana and we have people there who could lead them, do it folks, don't wait for the MCA board to do it all.

Call or write the new cruise director, do it early enough so that our 1988 cruise calendar is like none we have ever had before. All you need to do is pick a date and a river and share it with us.

--Bob Brown

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SAVE THE 17TH OF NOVEMBER FOR THE MONTHLY MEETING

DETAILS ON PAGE 25

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TRADING POST

Free personal ads to MCA members

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TRADING POST ITEMS WILL BE RUN FOR TWO MONTHS
UNLESS RENEWED OR CANCELED PRECEDING PUBLICATION

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FOR FASTEST SERVICE IN GETTING YOUR AD IN **HUT!**
SEND IT DIRECTLY TO THE EDITOR AT HIS HOME ADDRESS

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WANTED:

KEVLAR SAWYER CRUISER. In good condition. Prefer red color. Hudson Nichols, (612) 788-2597.

USED: BLUE HOLE OCA, MAD RIVER ROYALEX EXPLORER, OLD TOWN PENOBSCOT or DISCOVERY. Mike Lipke, (612) 481-0085.

FOR SALE:

HYDRA TUFF-LITE KAYAK. Rotomolded whitewater playboat. 1985 model. Excellent condition. $240.00 John or Rick Tuttle (612)933-6603

MERLIN SOLO CANOE, 1983 version. Redwood strip with accents. Ash trim. Clean and sound. Built 9/84. Can be seen in metro area. $425. **SAILBOAT.** 14' fiberglass dinghy style. "Flying Tern." Main, jib and spinnaker new condition. Wood mast. Quite stable. Built-in flotation tanks. Trailer one year old. $1000. Terry Stumme, (507) 373-8105.

NIKONOS-3, 35mm divers camera. 100% waterproof. f2.5 35mm lens. With some accessories. Excellent condition. $300. Greg Furtman, (218) 525-6027.

OLD TOWN CANADIENNE. 16 foot, green, fiberglass. Padded yoke. Gel coat repair kit. Used one season. Excellent condition. Cartop carriers. $525 or best offer. **CANOE TRAILER.** Will carry six canoes. Heavy duty. Enclosed box for gear. $200. Doug Berg, home, (612)474-7706, work, (612)470-3574.

STRONGBACK, FORMS AND STRIPS FOR MCA GUIDE. Includes 1/4" x 3/4" redwood strips, 1-1/2" fancy feature strip and forms for solo model. All for $85. Call Jim, (612)545-6123 or Ralph, (507)354-3446.

WENONAH J-180. Kevlar solo canoe. Excellent condition, $700. **17' CEDARSTRIP SOLO CANOE.** Built in 1987, 42 lbs. Fast and stable. $400. (715)834-3274.

OLD TOWN CANADIENNE. Kevlar, wood trim, sliding bow seat. 17' x 35" x 15" deep. 59 lbs. Never used. $1350. Gary Peterson, (715)458-2998.

STRONGBACK AND FORMS FOR BWCA CRUISER. All for $15. Call Ralph, (612)484-5743.

WENONAH SOLITUDE. 15'6" Solo canoe. Fiberglass with foam core bottom. Green. 40 lbs. $300. John Latterell, (612)473-7089.

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TRADING POST ITEMS MUST BE RECEIVED NO LATER
THAN THE 15TH OF THE MONTH PRECEDING PUBLICATION

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BUILDING SUPPLIES

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst and wax (if required) is $13.00 per gallon. Four oz. cloth, 50" wide is $3.00 per yard; 7-1/2 oz. cloth, 60" wide, is $4.25 per yard. Six oz. cloth, 60" wide, is available only from the Eagan and Apple Valley depots at $4.10 per yard.

West System Epoxy is available only from the Apple Valley depot. Call Bob Brown for prices and availability.

Rules for Purchase: Call ahead and schedule pick-up time. Payment must be by check or money order to: Minnesota Canoe Association. **No cash. Sales to MCA members only.**

Depots:	Betty Ketter	561-2208	North Minneapolis
	Bruce Kunz	454-7207	Eagan
	Steve Franklin	457-3369	So. St. Paul
	Bob Brown	432-7557	Apple Valley (West System only)

ORDER FORM--Stickers/Patches/T-shirts (Sales to Members only)

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send order form to: Verna Robinson, Minnesota Canoe Association, 4421 36th Ave. No., Crystal, MN 55422.

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Stickers--Blue MCA logo on a white reflective background, great for canoe or car. $1.00 each.
Sew-On Patches--MCA logo. Gold paddles/silver canoe, $2.00 each.
T-Shirts--50/50 blend. $5.00 each, plus $1.50 mailing per order.

Adult sizes: S, M, L, XL.
- Light blue shirt with navy blue MCA logo.
- Green shirt with white MCA logo.
- Red shirt with white MCA logo.
- Grey shirt with navy blue MCA logo.
- Dark blue shirt with white MCA logo.

Children's sizes: C-S (6-8), C-M (10-12), C-L (14-16)
- Grey with a Navy Blue logo
- Maroon with a White logo
- Navy Blue with a White logo (no large)

To order: Fill in name and address below. Indicate quantity desired for each item. State second color choice for shirts if acceptable.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Description	Color (1st)	(2nd) choice	Size	How many	Amount
		Mailing (shirt orders only)			1.50
		Total amount enclosed			

HELP SPEED UP THE MAIL

When you write to the MCA using the Post Office box address, your mail may be delayed for some time until someone can open it and determine who should handle it. By adding the name of the individual to whom it is directed, you can speed things up greatly.

If you are ordering building books, plans, T-shirts, etc., send your order to the address listed on that particular order form.

Be sure to put "Membership Director" on all Membership Applications, Renewals and Address Changes.

Please note that as of June, 1987 the MCA address changed to P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414.

MINNESOTA CANOE ASSOCIATION MEMBERSHIP FORM

Make check payable (U.S. funds) to: **Minnesota Canoe Association,**
Send to: **Membership Director, Minnesota Canoe Association,**
P.O. Box 13567, Dinkytown Station, Minneapolis, MN 55414

I am joining the MCA as a [ ] New [ ] Renewal member. Please check:

[ ] Regular Member--1 yr. $10 [ ] Supportive Member--1 yr. $ 25
[ ] Regular Member--2 yr. $19 [ ] Life Member $100
[ ] Regular Member--3 yr. $27 Fill in name, address and phone no.:

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

Phone:(____)_____

[ ] If you're moving, check here and fill in your new address above. Include your **HUT!** mailing label for proper handling.
The Post Office will not forward HUT!

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

Make check (U.S. funds) payable to: **Minnesota Canoe Association.** Send with plan order form to: Bob Brown, Canoe Plans, 12936 Galaxie Ave., Apple Valley, MN 55124

Name:_____

Address:_____

City:_____ State:_____ Zip:_____

[ ] Woodstrip canoe building manual with Explorer and Guide plans
[ ] BWCA Cruiser
[ ] MCA 14' Solo
[ ] Free Spirit Solo (Brown)
[ ] 17' Osprey (Zapf)
[ ] 17' Kootenay (Kunz)
[ ] 15'6" Kootenay Solo (Kunz)
[ ] 15'6" Solo Canoe Pirate (Brown)
[ ] 15' Solo (Ketter)
[ ] Griffen II Solo Kayak (Brown)
[ ] 18'6" 4&32 USCA Racer (Burley)
[ ] 18'6" 3&27 Racer (Ketter)
[ ] 30' Voyageur Canoe (The cost of this plan is $20)
[ ] Free leaflet describing canoes (**Enclose self-addressed, stamped, business size envelope**).

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