MINNESOTA CANOE ASSOCIATION

HUT!

ISSN 0739-7445

January 1988/Volume 24, Number 1

MCA

GOES TO THE BOAT SHOW

C'MON ABOARD!

16TH ANNUAL

BOAT SHOW

JANUARY 27-31, 1988
MINNEAPOLIS AUDITORIUM

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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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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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HUT! Editor
4421 36th Avenue North
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FROM THE BOW

Well, here I am, mid-December with the most recent threat of an uneventful snowstorm set to history. Can't head out skiing yet.. might as well get down to some canoe stuff. So here's some ramblings, updates and some late breaking news.

Our first "new format" monthly meeting back in November was a resounding success! We had about 60+ attendance with a lot of new folks showing up. Many thanks to Andy Knapp from Midwest for putting on a great program on sea kayaking. I know that he charged up a lot of people to head out to explore the areas that are best reached by this type of craft.

Later on in November, the MCA had a booth at Winterfest for the first time. The entire effort was organized by the Dragon Boat racers who did a fine job of getting the name of the MCA out to an audience that is very interested in our activities. They also sold a pretty fair amount of raffle tickets.

Since I am writing this after our first imaginary snowstorm (12/15), I can also report on the December meeting. This gathering brought out a lot of new faces and a range of builders from some of our resident masters (Brown & Kunz) to many first time canoe crafters. Bob Brown gave his abbreviated slide presentation that prompted numerous questions about peoples' specific concerns. Thanks, Bob.

Some other quick notes. We won't be having meetings like the above in January & February since we will be doing the Boat Show in January, and the Builders Show/Banquet in February. March will be an evening whitewater program that the Rapids Riders will present in lieu of the Whitewater Expo this year. The **HUT!** staff raised $4,000+ in ad revenues this year-great work! Keith Bogut is currently precision tuning our accounting system and is trying to locate some lost equipment, like file cabinets and such. If you know of any MCA equipment that we might not be aware of, please call Keith or myself. If you haven't volunteered to staff the Boat Show booth yet, give Mike Ludvigsen a call at (612)884-0033 (during the day).

That's about it for this month--**Burt Levy**

EDUCATION AND SAFETY

Comments: My first issue of a new magazine, "CANOESPORT JOURNAL," edited by none other than Harry Roberts, just arrived. At first glance, it appears to be lively and well-done, if you can handle Harry's abrasive use of the written and spoken word. Cliff is a regular columnist and Bob Brown is featured in the initial issue. Al and Jenny Rudquist have a racing column and Jim Dale Vickery writes about wilderness. Along with these outstanding contributors to the sport, you have to put up with the egos of the likes of Mike Galt and Pat Moore (and Harry, of course). I doubt that there will be any coverage of whitewater, sea kayaking, closed boats, etc., but that's not the target audience of the publication. Anyway, I highly recommend it. "Canoesport Journal", Box 991, Odessa, Florida 33556-9987. 1 yr. $10.00, 2 yrs. $19.00, 3 yrs $28.00.

In relation to the above magazine, Harry Roberts is attempting to give what the MCA calls "Efficient Paddling" a new name. He doesn't like "sit and switch," "hit and switch," "Minnesota switch," now it's "American Touring Technique." (Can you believe this?!) Well around Minnesota and the MCA, we don't call it "sit 'n switch," "hit 'n switch," "Minnesota Switch," or "American Touring Technique." We simply call it "hut paddling" (Gene Jensen) or "efficient paddling" (Karl Ketter). It was pioneered by Minnesota racers, refined by Minnesota racers, and is now used by much of the general Minnesota

paddling community. We are happy to see "hut paddling" spread, and are very willing to help teach the gospel, but I really doubt that you will hear any serious canoeist call the method by any name other than what it is--"efficient paddling!" Just as strange, Harry is trying to re-name "free-style" canoeing as "American Sport Technique." Well, I'm not sure that any serious paddlers would even want to know what "free-style" is all about, but maybe that's another argument.**--Bill Simpson, Education and Safety Director**

MULTIPLE SCLEROSIS SOCIETY SKI TOUR

Before canoeing season begins in earnest, how about warming up those muscles on a relaxing ski tour in northern Minnesota?

On February 26-28, 1988, the North Star Chapter of the Multiple Sclerosis Society will hold its 40k MS Ski Tour at Grand Portage Lodge, near the northeastern tip of the state.

For a $20 registration fee and a minimum of $250 in pledges, the MS Society will take care of transportation (from the Twin Cities), meals and lodging. All you have to do is "hit the trails" and have fun! (You're also eligible for great prizes when you raise more than the minimum amount of pledges.)

The 40 kilometer (total), two-day pledge event has something to attract every skier: beautiful trails, comfortable accomodations and plenty of food and camaraderie. Also, your efforts are for a good cause; money raised by the tour is used to provide support services and research dollars for the fight against multiple sclerosis. MS is a chronic, progressive disease of the central nervous system which has been diagnosed in 4,000 Minnesotans.

If you have questions about the tour, or would like to register, please call the MS Society at (612) 870-1500 or toll-free at 1-800-582-5296. Registration deadline is February 21.



BUILDERS CORNER--TRANSFERRING PLANS

Some of our would-be-builders are at a loss when it comes to converting our plan into a usable set of forms.

On any MCA plan, all of the forms are drawn from a center line showing the shape of a half of the form. Converting these lines on a plan to plywood forms is not terribly difficult if you make cardboard patterns first.

I have developed a system that works well for me. I fold the plan backward, creasing it at the center line of the forms drawn on the plan. Care should be used to get this crease right on the line.

I next insert a piece of posterboard into this fold, making sure that the straight edge rests against the crease. Cover the cardboard with carbon paper, and trace around one of the form lines (any one.)

I then remove the cardboard and cut out the half pattern with shears, check the pattern against the plan, and if satisfied, I label the pattern with both station, number and boat name.

I repeat this operation with all of the forms, then uncrease the plan and do the same thing for the end pieces. They probably will have a different base line.

You now have a good set of patterns. Simple, wasn't it? The next step is to transfer these patterns to the wood that you plan to use for forms.

3/4" plywood makes excellent forms, 5/8" is acceptable. A single sheet of plywood will produce a set of forms for most of our boats.

I start by laying out all my lines on the plywood before I begin sawing. I start with the largest forms first, and lay them out around the outside of my plywood sheet. I lay out a line with a square and draw a centerline at right angles to the edge of the board. I now lay my pattern against this centerline and bring the top out to the edge of the wood, hold it firmly in place and draw around the pattern. I next flip the pattern over and draw the other half.

I cut my forms with a saber saw. A band saw works well if you have one available. I saw the forms about 1/16" to 1/8" oversize, then sand them with a disk sander until the line just disappears.

As you complete each form, check it against the plan. When satisfied, label it as you did with the pattern.

I like to carry my center line around to the other side of the form, this can be helpful when you start setting the forms up on your strongback. Then you get ready to set your forms up on the strongback, which will be covered in the February **HUT!**

--Bob Brown

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SKI TRIP IN JANUARY

Check the calendar for my Jan 15-18 ski trip. I have been going up to Great Lakes Lodge for many years and always enjoyed myself. The lodge is close to a state ski trail, and off-trail skiing or snowshoeing is great fun too. Follow a moose, or pretend you're a fox and see how they spend a winter day. Relax afterward in the sauna, followed by a roll in the snow or a dip in the lake.

Winter camping trips are my personal favorite. Generally, I am up for spur-of-the-moment trips. So if you don't see a date in the calendar, give me a call and get on the phone tree.

Remember folks: Just because you don't see snow outside your kitchen window doesn't mean you won't find it up north.

--George Skinner

MCA BUILDING SHOW

Our building show will be held at Brooklyn Center Civic Center on February 13, noon to 6 P.M. Following the Building Show will be our Annual Banquet.

Details of the show are not firm at this time, so keep this date open and watch the February **HUT!** for information on this event. Plan to spend the entire afternoon. Meet the MCA's great builders, learn the latest techniques for woodstrip canoe building.

-- Mike Ludvigsen, Building Director

MCA ANNUAL BANQUET
February 13, 1988--7 to 10 p.m.

Following the Builders Show at the Brooklyn Center Civic Center, the MCA will have our Annual Banquet. Make plans to attend now...reservations are required!

Kimberly Colburn has arranged the catering service for us. Read the menu, and we're sure you'll agree it is an evening to look forward to. Meet and greet those canoe buddies from around the state that the Builders Show brings together...then join with them for the feast:

----Lasagna - meat or spinach
----Hors d' oeuvres
----Salad
----French bread
----Beverage
----Chocolate cake

All this...and more! For only $8.00 per person. Join us--reserve now!

Name_____

Address_____

Number in party_____@ $8.00 each = $_____

Number desiring: _____meat lasagna, _____spinach lasagna

Enclose check made out to the MCA and send to:

Kimberly Colburn, Secretary
4708 Williston Road
Minnetonka, MN 55345

MINNESOTA CANOE ASSOCIATION--BOARD MEETING MINUTES
November 4, 1987

The meeting was called to order at 7:45 p.m. by Burt Levy, President.

Those in attendance were: Venice Barsness, Al Gustaveson, Keith Bogut, Sue Hix, Bob Brown, Don Mitchell, Michael Ludvigsen, Caryl Duke, Bill Simpson, Karyn McAndrew, Verna Robinson, Debbie Murphy, Jim Robinson, and Burt Levy.

Previous minutes were approved as corrected.

Goals for the coming year will appear with pictures of board members. Both will pique interest. People will see a fun group and the good ideas that we are coming up with.

Burt asked that board members call him prior to each board meeting with any agenda items they want to have at the meetings. We went around the room with introductions, so all of the board members could get acquainted.

Al mentioned that GENERAL SPORT SHOWS contacted him concerning the Boat Show. Al and Burt met with them and we were invited to participate in this year's (January, 1988) and next year's show (January, 1989). The dates are January 27-31, 1988 at the Minneapolis Auditorium. We will have enough room to have a boat there in the process of being built. We need volunteers to help at the booth to answer questions about the MCA, sell memberships, and other items we will have there.

Bob Barron of Hastings has volunteered to build a canoe for our Annual Builders' Show. We had a lot of discussion regarding this boat, and decided to give it away at the Builders' Show by selling raffle tickets before the show.

There was a motion made to this decision:

> Motion: A canoe is being built for us. We want to sell raffle tickets at $2.00 each. This year, we are sending a crew to Taiwan/Hong Kong for the Dragon Boat races. Money from raffle and $500 from the MCA will go to the Dragon Boat Crew with them being our representatives. An excellent way to generate interest and excitement. The motion was passed by a majority vote of the board.

After the motion was passed, there was some discussion about having **HUT!**s to give away at the GENERAL SPORT SHOW. We decided that the cost of the extra run of **HUT!** and pamphlets to be used at the show should be taken out of the $500 first. Cost of boat supplies should also be taken off the top. Al will get the background info to be handed out. Burt will find someone to finish the boat if it is not finished during the sport show. We decided to have 2500 **HUT!**s of the February issue printed, and earmark 1000 for giveaways. If we need 1500 more, we'll give them away, and we will run more if we need to for mailing to members, so your February issue of **HUT!** might be delayed a few days.

There was some discussion of the new building book. Al and Bob talked about everybody's input who has read the book. It is close to the point of typesetting with Burt's help putting photos with text. We hope to have the new building book ready for sale to members at our Annual Builders' Show. That will be a good place to publicly introduce the new book. The book will be in loose-leaf form in a 3-ring binder, so any updates to the building book can be added later as the updates occur.

A motion to adjourn was made by Al Gustaveson, and seconded by Karyn McAndrew.

Respectfully submitted,
Karyn McAndrew, Sub for
Kimberly Colburn, Secretary

RIVER RAMBLIN'S

Just recently I received a wonderfully disturbing letter from Mickey Short, who lives on the banks of the Rum River in Oak Grove. He indicated that he's suffering an undue ammount of harassment and frustration at the hands of some so called "hunters" who roam the river bottoms and shoot at anything that moves. Two legs or four seems to make no difference to these guys, everything is "game" to them.

Mickey is trying to get support to pass a hunting ordinance in Oak Grove that will stop the bb's from falling on his roof and the slugs from passing through his neighbors' walls. He wanted to know what the MCA would say about supporting him inasmuch as canoeists are at danger here too.

As a hunter myself, I first of all find it appalling that anyone would be so stupid as to hunt so close to dwellings to begin with, but our state sez "a person may not take a wild animal with a firearm on land other than agricultural land within 200 feet of a building occupied by a human without the oral permission of the owner or occupant of the building. (Minnesota Tresspass Law: 97B.001) So it's perfectly legal to fire off your gun 201 feet from Mickey's house right now. What he wants to do is get a stricter law passed in Oak Grove to stop this foolishness, and that makes good sense.

The simple fact is that there are some thoughtless armed people hunting in Oak Grove along the banks of the Rum and you had better be aware of it because it could get you killed. Mickey needs some support to get a safe shooting ordinance passed in Oak Grove, numbers count, so send you letters to:

Mickey Short
21235 Rum River Drive
Oak Grove, MN. 55303

I know that he'll get your letters and comments to the proper source, and maybe together, we can save an awful accident from happening in Oak Grove.

New information has surfaced regarding the overflights in the BWCA wilderness area conducted by the Minnesota Air National Guard's 148th Fighter Interceptor Group out of Duluth. No enviromental impact statements were ever prepared for the Snoopy Military Operations Area or for the Instrument or Visual Flight Rule Routes now in use over the BWCA. A brief and contrived enviromental assesment was done in 1977 for different airplanes than the ones currently being used. In fact that was for high altitude photo reconnaissance planes NOT the high speed, ground hugging F4-D Phantoms, that are presently being operated over these routes. It seems that the Air National Guard and Air Force were very careful to avoid any public input regarding the establishment of the Snoopy Op-Area, beyond the notification of some airports, obscure goverment agencies and the FAA.

If this bothers you, and I could understand that it just might; voice your concerns about the Snoopy Military Operating Area and Instrument Routes 605 and 606, along with Visual Route 604 to:

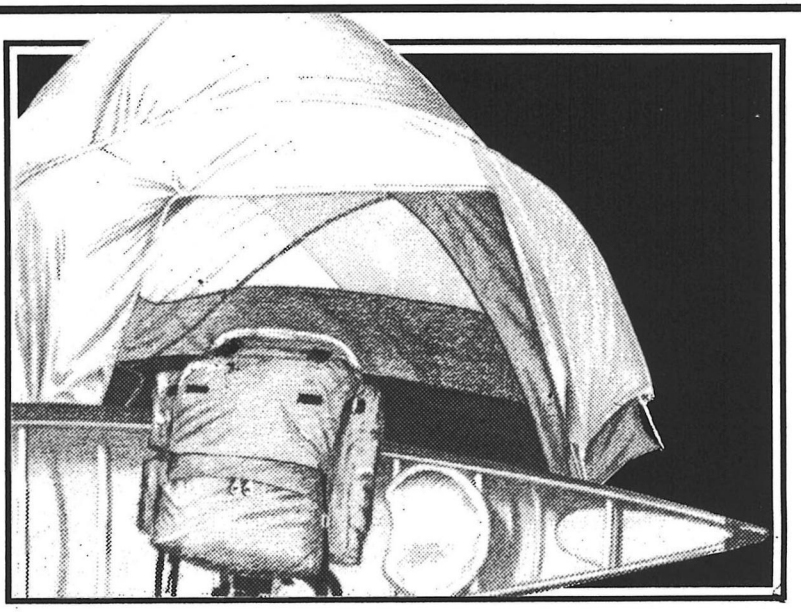
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Commander
Headquarters, USAF Tactical Air Command
Langley AFB, VA>
23665-5001

Mr. Allan McArtor, Administrator, FAA
National Headquarters
800 Independence Ave, SW
Washington, DC 20591

Also letters to Durenberger, Vento, and Oberstar, or including them on copies of your letters to the above would be in order.

In the news tonight was the announcement of a new study just released by the Canadians that it just might be downright dangerous to live in the proximity of the Great Lakes... especially on the downstream end of things. It seems that recent studies show rates of cancer, heart disease, and other maladies associated with toxic chemicals, increase dramatically with proximty to the Saint Lawrence River and the Great Lakes upstream; in some cases at a rate double the incidence in any other locations, and clearly not a statistical glitch. These reports have been supressed by the Interior Department and have just been ferreted out in Montreal by reporters. The Goverment was clearly miffed, but did not deny the existence of the reports or their accuracy. The Govrerment there wants to re-check the findings again before making further comment...sounds just like something that Washington would say doesn't it. Keep your ears open for further information on this one....

If clean air and water really concern you, consider re-cycling your garbage and loudly objecting to the new proposed big burner that's to handle part of the metropolitian areas wastes. In a recent report released by a national enviromental action group, tests of the ash resulting from such big burners was too toxic to bury in any existing land fills. The PCB's and heavy metals that were concentrated in the ash a precluded safe burial. Re-cycling is still the best and most effective way to handle the tons of garbage we generate every day. We dont't need another polution source... For More information about re-cycling wastes call 644-7022 in Saint Paul or 358-6400 in Minneapolis.--**Al Gustaveson, Conservation Director**



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Hoigaard's

NEW MEMBERS

Due to much confusion in the membership records, names of new members have not been published in **HUT!** The following is a list of those who have joined in the past few months. Apologies are in order for the delay and to those whose names have been missed.
--Verna Robinson, Membership Director

William H. Abel, Rock Island, IL
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Carolyn Baird, Stillwater, MN
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George G, Glubka, Crystal, MN
Sharon Gully, Hopkins, MN
Jeff Hamerlinck, Grand Forks, ND
Virginia Hanson, Dickinson, ND
Dean A. Hazuka, Motley, MN
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Pat Hildebrant, St. Paul, MN
Don Hollerich, Edina, MN
Jeffrey V. Janacek, Coon Rapids, MN
Darrel Johnson, Sioux Falls, SD
Kim R. Johnson, Buffalo, MN
Kent/Kathleen Kehrberg, Shoreview, MN
Betsy Kelsch, Minneapolis, MN
John H. Kerschbaum, Scandia, MN
Kenneth V. Keys, Carrington, ND
Craig Knowlan, Forest Lake, MN
Richard Kraemer, Waterloo, IA
Dwight Larson, Minneapolis, MN
Jim/Cindy Leavitt, Eau Claire, WI
Steven C. Leppa, Crystal, MN
Stuart MacPhail, Bloomington, MN
Richard Manka, St. Paul, MN
Robert J. Maselek, Framingham, MA
Robert McCoubrie, Rosemount, MN
J. Mark Miller, Minnetonka, MN
Anne Moore, Minneapolis, MN
Benton D/Gail Murdock, Cottage Grove, MN
Robert Murphy, Austin, MN
Mark Nelson, Rush City, MN
Daniel Nemeth, Waterville, MN
R. Ward O'Brien, Souix Ralls, SD
Michael O'Loughlin, Minneapolis, MN

Darlene Oehlke, Woodbury, MN
Martha Olsen, Richfield, MN
Dale Pracht, Eau Claire, WI
Gene Ramsay, Stillwater, MN
Lisa Riepe, St. Paul, MN
Charles Riley, Merrifield, MN
Maynard Rindahl, Fertile, MN
Devin Sahlstrom, Bible College, MN
Susan K. Scales, Shoreview, MN
Jerald E. Schave, Clear Lake, MN
Mary Ann Schmitz, Eagan, MN
George Schnabel, Rochester, NY
Albert B. Seffens, Osseo, WI
Dale Setterholm, Mahtomedi, MN
Bob Severson, Rockford, IL
Kathy Sharp, Bloomington, MN
Phillip M. Skow, Bloomington, MN
Susan Stermer, Duluth, MN
John R. Stone, Glenwood, MN
Wayne Strong, La Mesa, CA
Michael Tegeder, Mound, MN
John R. Thompson, Woodbridge, VA
Richard K. Van Beusekom, Princeton, MN
Leland C. Vulcan, Virginia Beach, VA
Jon Wagar, Fergus Falls, MN
Bonnie Wells, Maple Plain, MN
Mark Wood, Collegeville, MN

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CLIFF'S CORNER--MINNESOTA BRAINS



Some time ago, friends Bob Brown and Bruce Kunz put on a solo canoe workshop for the ladies of "Woodswomen." They fully expected the women to prefer, by a wide margin, the teeny twitchy canoes over the steady Eddy's. To everyone's chagrin, the big boats--Pirate, Mad River Ladyslipper II (the plug), Old Town "CJ" and the like won out. Most of the ladies thought the "reasonably sized" canoes were simply too small for backcountry tripping.

That's understandable. Most newcomers to solo canoesport usually do prefer big boats to small ones. Initially, they feel more comfortable, more confident in a canoe of larger size. And there's no denying that big boats carry heavier loads and are more seaworthy (usually) than smaller ones.

However, as you gain skill, you come to realize that you can get along quite well in a boat which is considerably smaller than you once had surmised. Suddenly you discover that a canoe of "reasonable" size will perform to your expectations once you've developed the "appropriate skills."

What is a "reasonable" size depends of course on your weight and your perspective. people over 180 pounds should naturally choose high volume craft in the 15-16 foot lenghth. But lighter folk can get by fine in a narrow 14-15 footer.

In the 1890's when soloing was in its heyday, Henry Rushton dogmatically recommended the 14 foot length. He believed that a longer canoe (and by this he meant a "14-1/2 footer") was only advantageous if the route included much open water. My sentiments exactly!

It must be remembered, however, that nearly all of Rushton's touring boats were fully decked, which explains their exemplary performance in rough water. It's no secret that short canoes (about 13 feet) are best in whitewater while long ones (around 16 feet) are ideal for making time on the flats. So it seems that Henry's recommendation of 14 - 14-1/2 feet was "not far off" from what honestly works best under a variety of conditions most of the time.

Every canoeist knows that you can't improve on one design variable without detracting from another. Increase hull speed and you decrease maneuverablility. Increase maneuverability or capacity and you decrease paddling ease, speed or portability--depending on which variable you choose to accentuate. Thus, a solo canoe that excels in one category will do only passing well in another.

If you're into magazine hype, you're apt to believe that you need at least three solo canoes--one for mill pond play with a long straight paddle, one for fast cruising ala sit 'n switch, and one for rough water. Fact is, you could easily rationalize owning four or five specialized designs--that is, if you have lots of dollars and want to churn them all into canoes.

A more "respectable" solution is to build or buy a single canoe which is fun to paddle, yet versatile enough to perform acceptably well in all categories--a possibility only if you're a skilled paddler and equip the craft with a fabric splash cover. Covers cut wind resistance by half or more, improve seaworthiness (rather, they keep out water which is a function of seaworthiness) and keep you warm, dry and in command regardless of the weather or the water conditions.

For some unaccountable reason, we Minnesotans are the only ones in the country who are serious about covering our solo canoes. Out-staters continue to choose little dwarfy canoes for play and ungainly mini-tandem ones for backcountry trips. It's not uncommon for a real "solo crazy" to own a fleet of different size singles craft. Out attitude seems more logical, more mature: We get one good boat we enjoy, we get out and practice, practice, practice, and on some cold winter weekend we sew up a fabric cover. For the price of one canoe and a couple pounds of nylon, we beat the system and the hype. Call it stinginess if you will. I call it Minnesota Brains!--**Cliff Jacobson**

****

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HUT! AD RATES

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Company Name_____

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City_____ State_____ Zip_____

Ad size_____ No. Issues____ Payment Enclosed $_____

CALENDAR OF EVENTS

JANUARY

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
31						

SPECIAL EVENT:
MCA at the Boat Show
27th--31st.

6 WED — MCA BOARD MEETING. 7:30 p.m. Al Gustaveson's, 1091 Hawthorne Avenue East, St. Paul. 778-8525.

12 TUE — RAPIDS RIDERS MONTHLY MEETING. Rapids Riders will meet at the home of Paul Martin 1502 Arona (At the corner of Nebraska and Arona, off Snelling between Como and Larpenteur) in St. Paul. Our program will be a seasonal one: Cross Country Ski basics, so bring all your necessary gear.. For directions or additional information, call Paul at home (612) 644-5235 or work (612) 339-3433, or Sue Hix (612) 422-9155.

15-18 — SKIING IN SUPERIOR NATIONAL FOREST NEAR ISABELLA. Staying at Great Lakes Lodge. Cozy wood heated log cabin, sauna, variety of trails. Snowshoeing also available. Deposit $15 due Jan 8, est. total cost $55. Call George or Karen Skinner (h) (612) 936-0811 (w) (612) 553-3404 (Karen). See article on page 8.

21 THU — TWIN PORTS CHAPTER MEETING. Godfather's Pizza on London Road. 7:30 p.m. FMI Tim Sundquist (218) 724-4143. See Twin Ports Chapter News.

26 TUE — RAPIDS RIDERS OPEN POOL TIME. To hone your rolling and paddling skills. Possibly an English Gate or two for practice. 7:30-9:30 PM at Oxford Pool, I-94 and Lexington, St. Paul. Contact Marcus Witt (612) 894-3523.

27-31 — BOAT SHOW. The MCA will have a booth at the show. Plan to help out. More details on center insert.

FEBRUARY

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

SPECIAL EVENT:
Builders Show and
Annual Banquet.
Saturday the 13th.

3 WED — MCA BOARD MEETING. 7:30 p.m. Sue Hix's, 12917 Monticello Lane, Champlin. 422-9155.

13 SAT — BUILDERS SHOW AND ANNUAL BANQUET. Details on page 8 and in February **HUT!**

SLIDE SHOW SERIES

Sponsored by:

- Wilderness Inquiry
- Minnesota Canoe Association

Session #1 1/19/88

Ellice River
Northwest Territories
Kurt Melancon

Session #2 2/16/88

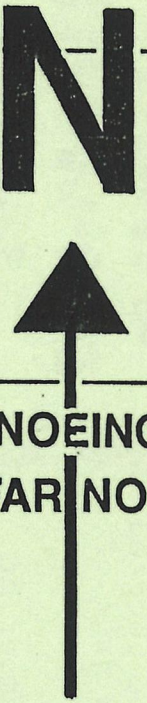
Elk/Thelon Rivers
Northwest Territories
Jim Bydlon

Session #3 3/15/88

Noatak River
Alaska
Barb Wieser

Session #4 4/19/88

Victoria Island
Northwest Territories
Bill Simpson



CANOEING THE FAR NORTH

"Third Tuesdays"
Jan. Feb. Mar. Apr.
All Programs 7-8:30 PM
Margaret Rivers Room
Stillwater Library

Directions: Take Highway 36 east from the Twin Cities until it drops to the St. Croix valley as Stillwater's Main Street. Turn left at the second stop light (Myrtle St.) and go three blocks up a long steep hill. Turn right on North 4th St. The library is about a block up the hill on the right.

For further Information call Don Mitchell:
433-3284 (home) or 433-5367 (work)

to be tough-no problem. Acquiring space for it near our booth-no problem. Getting it up to the second level, well, we're working on it. You see, this fine craft is about 3.5 feet wide, 44+ feet long, 6-7 feet high (at the head), and since it is constructed of 2" teak (we think) planks---it weighs in at about 2,000 lbs. Sisyphus never had it so good! Nevertheless, there will at all times be a representative of the racing team there to explain this international paddle sport to all interested parties.

If you have not yet volunteered to help staff the booth, give Mike Ludvigsen a call TODAY at 884-0033 (during the day). You don't need to be an expert on canoeing or the MCA to help out. All that you have to be willing to do is hang out and talk about canoeing--pretty tough stuff!--**Burt Levy**

miles alone for 154 days at the helm of his 50′ sailing yacht on the open seas.

FINANCIAL CENTER: The financing of marine purchases may be discussed or arranged at the BOAT SHOW Financial Center featuring regional financial institutions for "on-the-spot" service.

ADMISSION: $5.00 adults; $2.00 children (under 12)

whitewater canoes and kayaks. The Association is dedicated to the interests of the nearly 300,000 Minnesota paddlers.

ANTIQUE & CLASSIC BOATS: The Land O'Lakes Chapter of the Antique and Classic Boat Society will display carefully restored, vintage boats. The Society also presents a collection of historic outboard motors for nostalgic mariners.

SHOW HOURS:

Wednesday, January 27	5:00 p.m. - 10:30 p.m.
Thursday, January 28	5:00 p.m. - 10:30 p.m.
Friday, January 29	1:00 p.m. - 10:30 p.m.
Saturday, January 30	11:00 a.m. - 10:30 p.m.
Sunday, January 31	12:00 noon - 7:00 p.m.

C'MON ABOARD!

SIXTEENTH ANNUAL

BOAT SHOW

MCA AT THE BOAT SHOW

As you can see by the adjacent ad, the MCA is going to be a major feature of the Boat Show. We will be located in booth number U1-U3 just off the escalators in the Financial Center.

We will have a number of canoes on display, including the woodstrip raffle canoe. The remainder of the booth will include a photo display on a true trade show quality, custom backwall, a continuous slide show of MCA activities, and a canoe being stripped up by some of our association builders. The booth will be staffed by an alternating group of MCA'rs whose individual interest might range from building to whitewater or any point in between.

Hopefully, we will also be displaying the Dragon Boat. We are currently figuring out the logistics. At first, it seemed that getting the beast up here from Burlington, Iowa was going

C'mon Aboard! see-worthy event, January 27-31 Mpls. Auditorium

SEE the largest exhibition of power and sailboats, docks, lifts, and marine accessories ever displayed in the Upper Midwest under one roof. SEE the great variety of major product lines, and make your selection by consulting with local dealers. SEE-WORTHY of your attention? You bet! This is the one time each year you can walk to each dealership to shop and compare the newest and finest marine products.

With all these Special Features

MIKE PLANT: winner of the 1986-87 BOC Challenge, the around-the-world, solo yacht race. Mike, who learned his sailing skills on Lake Minnetonka, brings photos and video of his amazing feat...27,000

MINNESOTA CANOE ASSOCIATION: exhibit features a craftsman applying thin cedar strips to the framework of a wood strip canoe. A completed strip canoe is on display, as well as a variety of

MARCH

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	31		

2 WED — MCA BOARD MEETING. 7:30 p.m. Location to be decided at January board meeting.

4-6 — TWIN PORTS WINTER SKI WEEKEND. Northwind Lodge near Ely, MN. Sauna, kitchen facilities, ski shop, and much more. FMI Tim Sundquist (218) 724-4143.

????? — MCA MONTHLY MEETING. Exact date to be set. A two evening program in lieu of the Whitewater Expo. On the first evening the Rapids Riders will present some great information about whitewater paddling. The second evening will be an open pool session for all who want to try out a whitewater canoe or kayak. See February **HUT!** for more info.

I'D RATHER BE CANOEING

Those of you who are "old-timers" in the MCA will certainly recognize the name Walt Jones. We recently heard from Penny Mielke that Walt is in Trevilla of New Brighton Nursing Home. Penny visited Walt and said he is in a wheelchair but otherwise is the "same old Walt." We have paddled with Walt many times and have enjoyed his humor and know of his great love for canoeing.

Walt would enjoy visits and cards from his paddling friends. The address is: Walt Jones, Trevilla of New Brighton, 825 1st Ave. NW, New Brighton, MN 55112.

High Strength Light Weight Paddle

Barton carbon fiber canoe paddles combine light weight and durability. Swift, clean entry and exit from water means less fatigue. Several styles available. Free brochure.

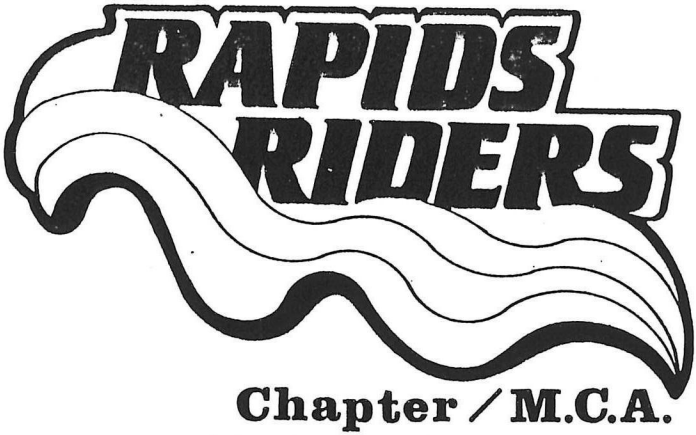


BARTON PADDLE CO.

6201 23-1/2 Mile Rd. • Homer, MI 49245
(517) 568-3799
5 P.M. to 9 P.M. (517) 568-4697

Having both directorships in one house has caused a sharing of duties between Membership and Publications. Don't worry about which director you're speaking to if you call about your membership or something related to **HUT!**, it will get taken care of.

In early December, we mailed out a large number of membership renewal notices. Unfortunately, many people did not respond. What is really unfortunate is that those people do not have the opportunity of reading these words and will not know why they did not receive their **HUT!** MCA policy is to NOT carry anyone past their expiration date. Also, if you miss out on some issues of **HUT!** because you were late in renewing, we cannot gaurantee that you can get them. The cost of mailing out missed issues is prohibitive. If you really want to be sure of renewing on time, look at your mailing label. The date of expiration is on the top line. Renewing several months in advance will save the cost of sending a renewal notice. While you're at it, think about multiple year membership, the cost goes down. If you really want a bargain, go for life membership.--**Verna Robinson, Membership Director and James Robinson, Publications Director and HUT! Editor**



Chapter / M.C.A.

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

By the time these words hit the street, Christmas will be over and many New Year's resolutions will already have been made and broken. The Rapids Riders will have held their first winter pool session and survived their Christmas party and will be looking forward to their January meeting. This meeting will be an experiment in that it will be held in a member's home. Since the subject of our program will be cross country skiing basics, we thought it would be more convenient to haul piles of gear and pairs of skis into someone's home than into a restaurant.

Paul Martin has graciously offered to host this meeting. An added advantage is the proximity of Paul's home to the Roseville Ground Round; those used to that drive won't have much adjusting to do. Paul's address is 1502 Arona, at the corner of Nebraska and Arona, off Snelling between Como and Larpenteur in St. Paul. The meeting will take place Tuesday, January 12, 1988 at 7 p.m. For directions or additional information, call Paul: home (612) 644-5235, or work, (612) 339-3523. We plan to follow up our indoor session with an honest-to-goodness ski day. More to come on that--but in the meantime, THINK SNOW!

We hope to reserve pool time regularly throughout the off season so that members may practice their rolls and other maneuvers and keep "in tune." If you are interested in participating, contact Marcus Witt, (612) 894-3523. Cost is usually about $10 for two hours of chlorine and camaraderie. Be prepared for rolling classes, which begin in February!

Meanwhile, go easy on those resolutions and have a HAPPY NEW YEAR!**--Sue Hix, Rapids Riders President**

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

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

EMS IS YOUR COMPLETE CANOE HEADQUARTERS!

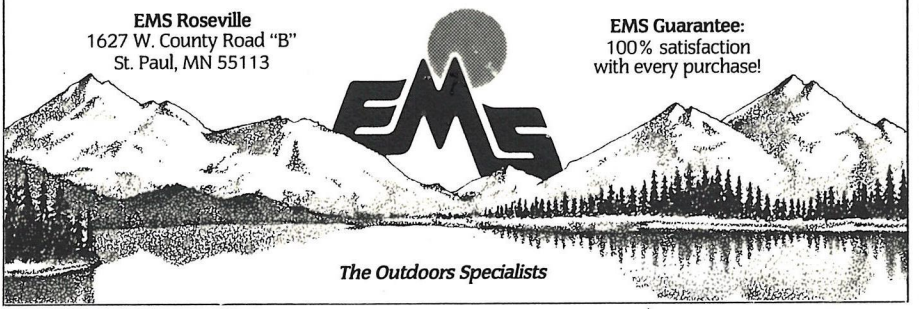
EMS, The Outdoors Specialists provides you with the best quality canoes and kayaks from Mad River, Sawyer, We-No-Nah, Old Town, Ranger, Mohawk, Perception and Aquaterra.

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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MCA members present your current Hut!
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1101 Stinson Blvd., Mpls., MN 55413 612-378-1825

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

The Twin Ports Chapter of the MCA will be meeting January 21 at Godfather's Pizza on London Road at 7:30 p.m.

The winter ski weekend will be at Northwind Lodge near Ely. Sauna, kitchen facilities, ski shop and 30+ miles of trails available. March 4, 5 & 6 is a ways off, but call Tim Sundquist (218) 724-4143 now as cabins must be reserved in December.
--Tim Sundquist



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 points were covered at a cross-country ski racing session that was presented at Midwest Mountaineering's Winterfest this past November. An attempt was being made to point out the similarities of training for canoe racing and training for cross country ski racing (skating technique).

1. In a research done in Sweden, it was found that use of arms in canoe racing approaches 90% of legs on a bicycle ergometer in oxygen uptake (VO2 max.) In other words, efficient paddling, even though it may feel smooth and at times quite effortless, provides a very high-level aerobic workout.

2. It is important to separately train arms and legs, then put them together in "combined" training, for ski racing. Paddling isolates the upper body better than any other activity, bicycling takes care of the legs (especially "standing" on the hills).

3. The power phase of the canoe stroke and the skating motion is very similar. Hip rotation, use of all the body muscles, recovery, rhythm and smoothness are almost identical. This point really struck home while viewing one of Gene Jensen's videos of Al Rudquist, Jenny Rudquist, and himself. I then saw a video of the Swedish skiing champions and this reinforced the parallels.

4. The idea behind canoe racing and ski racing is to convert maximum energy into the power phase of the activity. This is best done through rhythm and smoothness, using the entire body in an efficient manner.
5. It is important in both sports to keep all the "parts" lined up in a straight, efficient posture. We don't "arm wrestle" the canoe forward and we don't "grunt" or "muscle" our way down the ski track.
6. Just because both sports are so simple and efficient, they are both very complex. To do either one well requires a time committment, thinking about what we're doing, and getting some good coaching. Thankfully, we have the opportunity and resources in Minnesota to continue the search for mastery in both of these fascinating, life-long sports.--**Bill Simpson**

RACE RESULTS

With the racing season coming to an end, I thought I would have gotten this written and submitted, if not for publication in October, certainly in time for publication in November. Well, so much for good intentions.

Now I feel obliged to extend my sincere apologies to the organizers of these races for not having followed through with my self-imposed task of tooting their horn (mostly cuz they aren't likely to toot their own).--**Tom Nolz**

THE FIRST ANNUAL PHALEN LAKE SERIES

That wasn't its official title, but I've been told by a reliable source that my description is accurate. The series will be back next year. They're making plans at this very moment. Watch out Hoigaard's! Although there is no direct competition between the two events (they are held on different nights with non-overlapping schedules), I know these folks would like to offer the best race series that there is, whatever that might mean. I know that from talking to them as well as seeing them consciously work to improve the race week after week.

This series is sponsored by the City of Saint Paul Parks and Midwest Mountaineering. The face primarily in the spotlight belongs to Bob Hollerbach, but I know he had lots of help. Based on his enthusiasm alone, this series was destined to succeed. Given all the help he had, it was guaranteed to do so in just a matter of weeks. As with the Hoigaard's series, I wish I had/knew all the names of the people that deserve credit. The one person I know of that had to have had a big influence on the immediate popularity of this race series it MWM's Ted Bell. No stranger to racing is this guy. Just relatively new to our neck of the woods. A warm, belated "Welcome to Minnesota."

Midwest Mountaineering and Cooke Custom Sewing (Dan even raced) contributed heavily toward weekly and series door prizes. A really nice bonus for the participants. A few paddlers undoubtedly made money over the weeks.

For next year, expansion of the series has been hinted at. Also, Bob is involved in the planning of a major race. It's still tentative as far as I know, so I don't think it would be proper to lay it all out here.

1987 HOIGARRD'S CANOE DERBY

First of all, I would like to, on behalf of EVERY racer I discussed this with, offer a great big THANKS to Jim Lind and his

RACE RESULTS CONTINUED ON PAGE 22

RACE RESULTS CONTINUED FROM PAGE 21

crew of helpers for the wonderful Hoigaard's race series held on the Minneapolis lakes this summer. There are certainly more important races for the wealth of local serious competitors, but this series has something for everyone, including the cream of the crop. I've been a participant in this series for two full seasons and aware of its existence toward the latter part of the previous one and it just keeps getting better and better. It also keeps getting bigger and bigger. Jim supplied me with the following facts and figures:

Number of individuals that participated in one or more races-318
Total number of entries over the ten weeks of the series -960

Needless to say, participation records were broken several times during the summer. Even the first week was a new record for number of canoes entered, I think it was 38 tandems.

Over-all Championship Awards

Class	First	Second	Third
17' Men	Jerry Hammann	Allen Lindskoog	Sean Thiesen
17' Women	Deborah Vosler Mary Hansen	Julie Merruld	Cindy Roosmalen
17' Mixed	John Radel	Bob Porter Dolly Novak	Marty Johnson Karen Gerster
17' Junior	Troy Steinbauer	Jay Steele Jamie Hepburn	Ed Brasseaur
18' Men	Dave Gross Rob Welsh	Marc Kinney Bob Dykosky	
18' Mixed	George Kittel Bonnie Kittel	Tony Mommson Kathy Mommson	Kelly Theisen Jeff Theisen
Racing Men	Gerald Hansen Joe Manns	Tom Nolz	Allan DuBois
Racing Women	Laurie Degernes		
Racing Mixed	Cal Stenso-Velo SuzAnn Stenso-Velo	Kathy St. Peters	
Solo	Dave Gabrielson	Reggie Clark	Jerry Kassanchuk
Training Men	Josh Theisen	Allan Bergstrom	

Jim also assured me that the series would be back for '88 and they will continue to look for ways to expand and improve their program. Suggestions have always been welcome. Please send them to Jim at the store. And please help this series flourish with your continued or added support.

1987 MISSISSIPPI CLASSIC

The big one. No, not THE Big One, that still has to be Shawinigan. But for many local and regional racers, it doesn't get any bigger than this. This is "Betty's Race," and everybody knows it as such. Maybe someday that will be its advertised name.

If you take your racing at least somewhat seriously, then you simply have to eventually sign up for this one. I personally decided that I had that approach, although I could have put a whole lot more emphasis on "seriously" and a lot less on "somewhat." So I registered for my first Classic. Well, it wasn't really like that at all. Actually, I was asked (invited?) to do it by a veteran paddler and couldn't pass up the opportunity. I knew it would take a lot of hard work to get ready, and I told myself that I was willing to do

it. I trained with my newly acquired partner, and we even raced together, mostly for training and practice. At times, especially in the beginning, I trained too hard. It hurt even more than it was supposed to, from what I can best figure out. I even asked about how long it was going to take before it wouldn't hurt so much. The disheartening response was "it never hurts any less, we'll just go faster." Well, faster we got. Not fast, but faster. And after a few weeks, it actually did hurt a bit less. That's when I figured out just how far removed I had been from proper race conditioning and how I should have started out slower. About a decade sooner. I gave it a good shot, but I know I could have done a lot more. Race day, however, I gave it everything I had. Even a little more than I thought I could. I strongly recommend it.

Race day was beautiful. Beautiful for racing, that is. Well, for most of the race, for most of the people. It started out cool, clear, and calm. The weather, that is. If anybody else was like me, the adjectives didn't apply. Apprehensive, foggy-eyed, and definitely a candidate for a sedative.

Everything went smoothly and started on time. The start was everything I knew it would be: chaotic, loud, tense, and incredibly rough. And it was even worse for those of us that raced. Soon things leveled out and almost everyone settled into their own race. The front pack formed up pretty much as anyone would expect. That's where the winners would be. I think there were six teams for that first half hour or so. The rest of us were battling for goals other than overall first. For some it was simply finishing respectably. For another dozen or so teams, finishing in one of the remaining top ten positions was a realistic goal. Many were just competing against fellow paddlers, not trying to prove their superiority, but to finish ahead of as many of them as they could on this particular day. A few were out for blood. (Not really.) Most gave it a sincere effort. Very few took it lightly.

For the most part, it seemed to me that Mike and Calvin were well in control of the race. Not so much that they didn't need to paddle an excellent race, though. Gene and Scott never really let them get away for long until the very end. And even then, it would be interesting to know what would have happened if Gene hadn't broken his paddle. No spare was to be had, as Scott had needed to switch to it after breaking his own earlier in the race. From the results, you can see that the first position wasn't the only place strongly contested for.

Prize money is nothing to sneeze at in this race, and if that's not enough, Betty continued her practice of giving away a pro canoe by means of drawing. Betty has always had a soft spot for the underdog and feels that this way, even the lower finishing racers have an opportunity to walk away with a very special memento. Besides, the guys that win the race obviously can get by without a new canoe! Now, if Betty can figure out a way to stop the foreigners from being so lucky, this race would be one step closer to perfect. This year, the pro boat was won by Steve Hoppe from Seattle.

The picnic that followed the race was up to Betty's normal standard, which was great. The only negative part of it all was the rain that started lightly as the middle of the field finished the course. The weather eased up for a bit, but during the awards, the rain became more serious. It brought a memorable day to an all too early end. The best part, talking and renewing distant friendships, came to an abrupt halt. I know how important that part is to Betty, and after all that hard work she deserved a better break. Great race. Everybody owes her a thanks.

And....because I wrote all this I get to say,...Thanks Warren!

MISSISSIPPI CLASSIC CONTINUED ON PAGE 24

MISSISSIPPI CLASSIC CONTINUED FROM PAGE 23

1987 Mississippi Classic

01)	3:05:09	Hassel, Calvin	Bohanon, Mike
02)	3:05:52	Nesvold, Scott	Jensen, Gene
03)	3:08:34	Peterson, Irwin	Peterson, Steve
04)	3:11:07	Bush, Cary	David, Greg
05)	3:14:20	DuBois, Al	DuBois, Jeff
06)	3:20:34	Schultz, Jim	Deters, Ron
07)	3:20:43	Colas, Chris	Colas, Pete
08)	3:21:11	Dobbs, David	Bertrand, Scott
09)	3:21:27	Henry, Pam	Bastian, Stewart
10)	3:22:33	Lamperez, Gustave	Hahn, Ed
11)	3:23:05	Yurista, Steve	Olson, Tom
12)	3:24:35	Nolz, Tom	Thunstrom, Warren
13)	3:25:36	Chicanowski, Mike	Chicanowski, Amy
14)	3:26:21	Neddermeyer, Gary	Bush, Dominic
15)	3:26:36	Manns, Joe	Degernes, Laurie
16)	3:27:32	Wright, Bill	Mundahl, John
17)	3:28:29	Stegeman, Lyn	Fridstrom, Adam
18)	3:29:47	Hassel, George	Hassel, Waunetta
19)	3:31:40	Porn, Steve	Barnes, Bill
20)	3:33:34	Hansen, Gerry	McKelvey, Bob
21)	3:34:31	Wright, Morgan	Colton, Randy
22)	3:35:01	Montean, Mark	Florin, John
23)	3:35:16	Cramer, Alvin	Cramer, Ted
24)	3:40:43	Gacke, Mike	Greenlee, Dave
25)	3:41:00	Berne, Chris	Sipe, Dave
26)	3:42:42	Anderson, Carl	Colburn, Kimberly
27)	3:47:51	St. Peters, Kathy	Simpson, Bill
28)	3:49:03	Hoppe, Steve	Hoppe, Chuck
29)	3:54:43	Marcus, Sharee	Hoppe, Mike
30)	4:09:09	Barry, Bill	Woista, Cathie
31)	-:--:--	Theisen, Jeff	Theisen, Sean

THEY LAUGHED WHEN I SAT DOWN TO ROW MY CANOE

"You are going to row this canoe through the rapids?" they laughed. Not only did I succeed in maneuvering the canoe down the rapids, but I also managed to row back up the rapids as well.

Rowing up rapids is not the best way to proceed up river with a canoe (portaging around the rapids or tracking the canoe up stream are still good alternatives). But it does show how effective rowing can be. I will be the first to admit that there are times when it is nice to have a paddle, but for canoeing down stream in big standing waves, I am still going to use the oars.

How do you row a canoe down stream in rapids? First orient the canoe so that you are facing down stream. Look for rocks as you steady the canoe with the oars. If you see a rock ahead of the canoe pivot the canoe with one oar and begin to cross-ferry up stream. As soon as you are clear of the rock, re-orient the canoe so that the longitudinal axis of the hull is parallel to the water flow. By picking your way through the rock gardens in this manner, you should be able to gradually lower the canoe step by step down the rapids--**Mark Loerch**

CIRCUMINNESOTA UPDATE!

I would like to thank the Board of Directors and the members of the MCA for their support with CIRCUMINNESOTA! The proclamation of support looks great, and has helped encourage other organizations to participate.

I need to hear from anyone interested in the early part of the trip. It is the sections from Mud Lake to Grand Forks that I am looking for paddlers, possibly racers could help me move through this section fast.

The first three days of CIRCUMINNESOTA! are from Ortonville to Mud Lake (this is where the Bois De Sioux begins). Although I am worried about the weather, it is these first 2 or 3 days where I would like to get numerous canoes out to participate. Ortonville is at the southern end of Big Stone Lake (this is actually a reservoir). The plan is to get out to Ortonville on Friday, April 15. On April 16, dressed for cold weather, we will leave from the boat landing at the southern most end of Big Stone Lake (Ortonville South) between 9:00 and 10:00 a.m. This is pretty much right in Ortonville. This day will be a 17 mile paddle up the eastern side of the lake to Big Stone Lake State Park at Bonanza Grove (pop. 60) There is a group camp there.

The second day, the 17th is an 18 mile paddle N, up the E side of Big Stone Lake, and then upriver on the Little Minnesota River to Browns Valley. Camp that night could be at the Army Corp of Engineers recreation area South Dakota, on the southern most end of Lake Traverse or elsewhere at the request of any authorities that may request it. Flow on the Little Minniesota River could be about 200cc/min. It sounds like this is an interesting area, with 100' to 150' banks. It is a flood plain, and the water at Browns Valley sometimes runs both directions away from the continental divide. There should be a great deal of wildlife. Third day, the 18th, for the hardy souls who may be so inclined, will be north up Lake Traverse, with lunch on Jackson or Carlson Islands, then past the reservation bridge area between Traverse and Mud Lakes to White Rock Dam on the north end of Mud Lake. I am getting some maps copied and will be able to send them to interested people.--**Dan Szymanski**

CIRCUMINNESOTA UPDATES

On Dec. 2nd, Wisconsin Silent Sports magazine conducted an interview for a "full blown feature" about CIRCUMINNESOTA to appear in the Feb. or March issue.

Heath/Zenith of Minneapolis has offered use of a new MacIntosh II computer system for December through February.

A piece about CIRCUMINNESOTA will be on "Fitness Factor," aired twice each weekday on WCCO radio, produced and hosted by Dan Hertesgaard. WCCO has one of the largest single market shares of any radio station in the USA (about 100,000 during that time slot).

Larry Soroka with the Minnesota climbing school ON ICE, is scouting locations on the lower Mississippi to do a technical climb up to the top of the bluffs.

On December 7, Carla McCauley of WDSM radio in Duluth, MN did a 5 minute phone interview about CIRCUMINNESOTA.

Official endorsements of CIRCUMINNESOTA have come from: Friends of the Boundary Waters Wilderness, Minnesota Canoe Association, including the Rapids Riders Chapter, UMD Outdoor Program, Wilderness Inquiry II, Minnesota Rovers Outing Club, Minnesota Orienteering Club.

CIRCUMINNESOTA CONTINUED ON PAGE 26

CIRCUMINNESOTA CONTINUED FROM PAGE 25

We have also received help or encouragement from: We-no-nah Canoe, Midwest Mountaineering, American Bicycle Mfg. Corp., St. Croix National Scenic Riverway, DNR Departments of Fish & Wildlife, and Trails & Waterways, KTCA-public television, members of the Minnesota Historical Society, St. Paul Pioneer Press and Dispatch, Minneapolis Star and Tribune, Canoe Magazine, American Lung Association of Hennepin County, and many others.

I have begun giving talks about the project to the participating organizations. Something I thought would only happen after the journey.

Jimmy Allen, Artist Mgmt., who books Paul Schurke of the Steger Expedition, has talked to me about giving presentations after the trip. (Paul has given me some help with this trip.)

CIRCUMINNESOTA will get free booth space at the Midwest Mountaineering "Great Minnesota Canoe Event" and at two boat, sport, and travel shows in Minneapolis and St. Paul.

Individual donation is $10. You'll get a newsletter and you're invited along for a day or more.

Corporate sponsorship is $250 and up. Listings, logo placement, and product promotion are available-also logo placement on our canoe or support vehicle.

Contribute to CIRCUMINNESOTA: Call or write: Dan Szymanski (715) 483-9315, (612) 332-6198, Route 3, Box 124, Amery, WI 54001.

All contributions to CIRCUMINNESOTA are tax deductible. We greatly appreciate any efforts to assist in making this journey possible!

CIRCUMINNESOTA-TRIP SCHEDULE-TENTATIVE

TRIP MILEAGE: This schedule will flex 3 or 4 days either way. The telephone number to check with is: (612) 332-6198

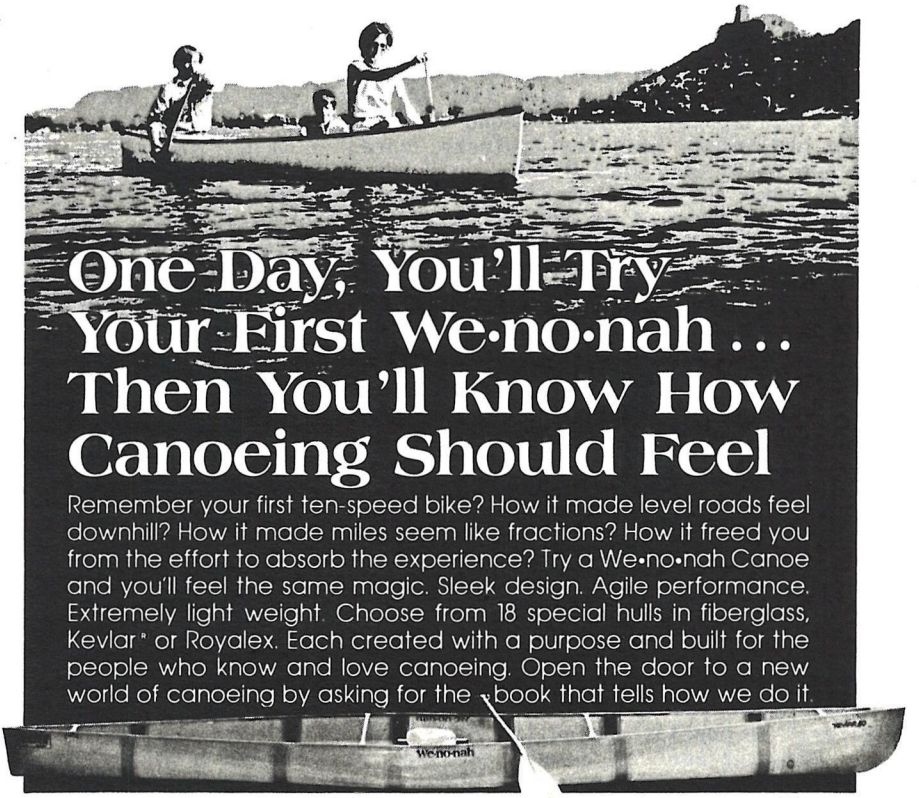
Start by camping at Ortonville evening of April 15th (Friday)
April 16, Ortonville to Bonanza Grove (17 mi.) Canoe
April 17, to: First camp after S end of Lake Traverse (18 mi.) Canoe
April 18, to: White Rock Dam, N end Mud Lake (Wheaton) (17 mi.) Canoe
April 19-April 20, to: Breckenridge, then home (36 mi.) Canoe
April 23 & 24, At: **The Great Minnesota Canoe Event** Booth
April 29-May 5, to: Moorehead (100 mi.) Canoe
May 9-May 18, to: East Grand Forks (150 mi.) Canoe
May 23-June 1, to: NW Corner Noyes, MN (150 mi.) Canoe
June 6-June 12 to: Warroad (125 mi.) Canoe

Canoe/bike
June 20-June 27, to: NW Angle Inlet/Rainy River (100 mi.) Kayak
June 29-July 4, to: International Falls/4th July (85 mi.) Canoe
July 5-July 9, through: Voyageurs National Park to: Crane Lake (75 mi.) Canoe
July 14-July 20, to: Snowbank Lake/Ely (115 mi.) Canoe
July 24-Aug. 1, to: Grand Portage (122 mi.) Canoe
Aug. 5-Aug. 7, to: Lake Superior/ On Pigeon River (15 mi.) Canoe

Kayak/hike
Aug. 8-Aug. 15, NE corner of MN to St. Louis River (180 mi.) Kayak
Aug. 19-Aug. 24 to: St Croix River at Riverside (50 mi.) Hike
Aug. 27-Aug. 30, to: Taylors falls MCA CRUISE? (69 mi.) Canoe
Sept. 3, to: William O'Brien State Park (16 mi.) Canoe

Sept. 4, to: Labor Day in Stillwater (13 mi.) Canoe
Sept. 5, to: Hastings/Mississippi River (25 mi.) Canoe
Sept. 6, to: Red Wing (23 mi.) Canoe
Sept. 7, to: Wabasha (31 mi.) Canoe
Sept. 8, to: John Latch State Park (20 mi.) Canoe
Sept. 9, to: Campground near Homer, Lunch in Winona (20 mi.) Canoe
Sept. 10, to: Minnesota Island S of lock and dam #7 (20 mi.) Canoe
Sept. 11, to: S of Lock and dam #8 (22 mi.) Canoe
Sept. 12, to: New Albin, South Eastern Corner (10 mi.) Canoe
Sept. 20-Sept. 23, to: Elmore, MN, S of Blue Earth (200 mi.) Bike
Sept. 24-Sept. 27, to: Hills, SW Corner of MN (200 mi.) Bike
Sept. 28-Sept. 30, to: Ortonville (126 mi.) Bike

Finish 2200 miles
Sept. 31, Celebrate! (Ortonville)
Oct. 1, **Celebrate!** (Minneapolis)
Total Miles: 2200 (1350 canoe, 300 kayak, 500 bike, 50 hike)
Total time start to finish: 24 weeks/168 days
Total days of travel: 115 days (80 canoe, 18 kayak, 12 bike, 5 foot)
Calories burned: 3/4 million



HOW LATE INTO THE AUTUMN DO YOU CANOE?

November 15th was one of those late Autumn days when Minnesota hadn't quite decided to go towards Winter.

I had Sunday dinner out with my daughter and her family. I ended up in Hastings with an hour to kill before I had to leave for work. I just happened to have a canoe on the roof of my car, and there just happened to be a lake five minutes away from my job.

As I pulled into the launch area at Lake Rebecca, I had to shoo away some mallards before I could get my boat to the water. The hunting season had ended just days before. These birds sure have a short memory.

It sure felt good to have my Traveler under me as I took off down the lake. I worked over to the southwest shore and got into the shelter of the wooded bluff, as there was a fairly stiff east wind out on the lake.

The leaves had fallen weeks ago, and I could see back into the trees a long way. With a light tail wind, I paddled quietly only feet away from many wintering birds. They didn't seem bothered by my presence.

My watch put a damper on the trip as all to soon I had to start back towards my truck. It was really peaceful out there that afternoon. It seemed that me and the critters really had this lake to ourselves.

On the return I was just keeping pace with a red-tailed hawk. It seemed to be getting a good lift above the edge of the treeline and was circling effortlessly along the same path that I was traveling. "You had better head for Kentucky, bird," I said, "This lake will be frozen solid in a week."

I like the sound of the waves against my hull and the repeated plop, plop, plop of my paddle. It feels good to be here.

My watch told me that I had twenty minutes left before I had to be at work, so back through the mallards to my parking spot. As I tied down my boat, I was thinking about the coming winter. I was pleased with myself that I had gotten in this outing.

Twenty minutes after I arrived at work, it began raining hard. The next day, the rain changed to snow. On the following Saturday, the same mallards were walking around on the ice looking for a hole to swim in.--**Bob Brown.**

FILMS TO SEE

Dorothy Molter: "Living in the Boundary Waters," and "Waterwalker," a new film by Bill Mason were on a double bill at Film in the Cities in St. Paul. I hope you saw them or get a chance to.

I missed the chance to meet Dorothy in person; somehow, my routes never made it to her little cabin. But this film let me visit, in a different way. I am glad it was made. "Living in the Boundary Waters" is popular and on its third run.

"Waterwalker" is simply amazing. Bill Mason's films, such as "Path of the Paddle," have always been favorites of paddlers everywhere. The effect of "Waterwalker" is to allow you to tag along on one of Mason's solo trips. This is not a "how-to" film (although I learned a great deal), rather, it is a "why film!" Mason will show you why you canoe and need wilderness in your life in ways you will feel in your heart.--**George Skinner.**

RIO GRANDE TRIP

We were so impressed when we paddled the Rio Grande in 1984, we said this is one trip we had to do again. That is just what we plan to do this April. We will take about two weeks including travel time and will be paddling the section that is the south border of Big Bend National Park, which covers about 135 miles. We see everything from flat desert to canyons 1500 or more feet deep. We will spend most of our time on the river trip, but there will be time for hiking some days. We will be having our first planning meeting in January. If you have any interest in joining us, call Caryl (612) 544-2668 or Boyd at (612) 861-7178 for further information.--**Caryl Duke**

TRADING POST

Free personal ads to MCA members

****

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FOR SALE:

USCA RACER, Burley Boat, good trainer, fast stable day cruiser. $200.00 Mike 884-0033.

GEODESIC DOME SKI CABIN. 20 miles east of Hayward, WI on west fork of Chippewa River. Two bedrooms in loft. Makes a perfect fishing, skiing or snowmobiling cabin. $30,000. Mike Cichanowski, P.O. Box 247W, Winona, MN 55987.

14' WHITEHALL ROWBOAT. Mystic design. Woodstrip version. Also forms for same boat. Price negotiable. Bob, 432-7557.

SEDA ORION C-1. Kevlar/graphite/epoxy composite. Medium volume. Split bags and skirt to go. Make any offer. **RACING OR TRIPPING CANOE.** 18' 6" Glass-Epoxy MCA mold design. Good shape. Weighs about 45 pounds. Make an offer. Call Tom, (218) 879-9272.

2 CANED CANOE SEATS. Ash. Cut to fit MCA Guide 17 ft. Bow seat 22-3/4 to 25-1/2, Stern 17 to 20. $20.00 for the pair. Hastings, 437-4523, ask for Bob.

****

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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
	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.

- -

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: _____

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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.

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.:

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Address:_____

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[ ] 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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