AUGUST 1977

HUT!

OFFICIAL PUBLICATION OF THE MINNESOTA CANOE ASSOCIATION, INC.

Canoeing in the Midwest



"HUT" is the signal said by one canoer to their partner in order that both paddlers may switch sides in unison. This practice was originated by canoe racers of Minnesota in the late 1940's with the word "HUT" first used by Eugene Jensen, who still builds and races canoes. This swift and distinctive style of paddling has since been recognized as the most effective way to move a canoe by both recreational and racing paddlers.

HUT Magazine is published bi-monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1500 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.

Editing and Production
by
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014
784-7667

ON THE COVER AND BELOW

IN THE LOCK AT FORD DAM

Photo by Dean Miller



Attention

All Boat Builders

The second annual Minnesota State Fair Canoe Builders Contest will be held at the Creative Activities Exhibit Building on the State Fair grounds. The judging will be held at 7:00 p.m. on Friday, August 19th.

REGISTRATION METHODS:

1. In person at the Exhibit Building on Aug. 15,16,17 10 a.m. to 7 p.m. and Turs. Aug. 18 until 12 noon.
2. By Mail or telephone to:
   Roger Geis
   520 Dover St. NE
   Minneapolis, MN 55432
   Tel. 784-4612 (Only thru Tues., Aug. 16th)

REGISTRATION INFORMATION NEEDED:
1. Name 2. Address 3 Zip Code 4. Tel. No. 5. Lot No.
6. Boat description (kind, size, material, etc.)

REGISTER IN:
Lot No. 583 Wood Strip Open Canoe
Lot No. 583A Any other type of boat and material

THERE IS NO ENTRY FEE REQUIRED

All canoes entered must be received by time of judging. The top four canoes in each class are to remain on display for the duration of the Fair. All others are to be removed as soon as possible after the judging is completed.

Complete entry rules may be secured by calling the State Fair, Entry Dept. at 645-2781. The following is a summary of these rules: 1) Entries are limited to bona fide residents of Minnesota and must be the work of the exhibitor, completed within three years preceding the Fair.
2) Articles which have won a first prize at a previous Minnesota State fair are not eligible for entry. Entries are open to anyone 14 years of age or over whose exhibit represents a recreational hobby and is not used as a means of livelihood.
3) Not more than one entry will be permitted in any lot by one exhibitor.
4) The right is reserved to refuse entry to unusually large or heavy items which are difficult to handle and display.
5) All possible care will be taken to prevent damage but in no event will the State Fair management be responsible for injury or loss which may occur.
6) Canoes on exhibit should be called for at the Creative Activities Building from 1:00 p.m. to 8:00 p.m. , Wednesday September 7 and from 9:00 a.m. to 4:00 p.m., Thursday September 8.

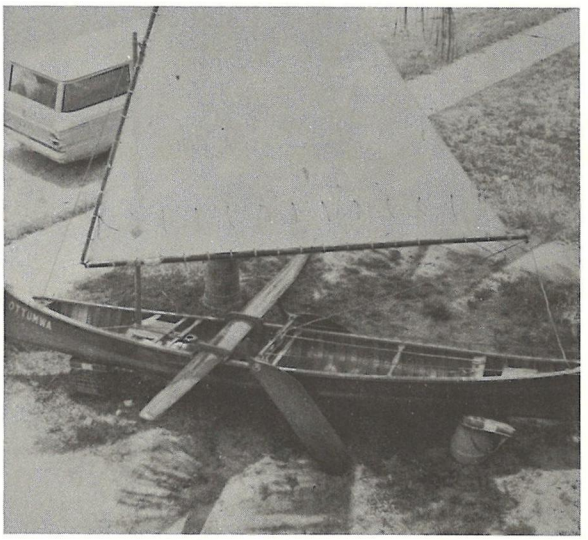
THE EDITOR SAYS–

No, you didn't miss an issue of Hut. The last one had a picture of a pretty young lady poling a canoe on the cover.

This issue marks the return of monthly Huts after a year of experimentation with CANOE that just didn't work out as we had hoped. So we've changed printers, which allows such neat things as two color print, condensed the total size and will be coming your way every month.

Deadline for material for the September issue is Sept. 1.

L.M.



IS THIS YOUR CANOE?

The picture above was found in the Hut file without a name on it. On the back is the following information. This shows an 18' Old Town canoe with 65 sq. ft. sail and a hydrofoil which I call a hydro hiking board.

CALENDAR OF EVENTS

AUGUST 13 – 14, SATURDAY, SUNDAY
St. Croix Slalom at Taylors Falls, Grand Portage Rendezvous.

AUGUST 19, FRIDAY
Judging of canoes for State Fair Builders Contest at 7:00. See article on this page.

AUGUST 24, WEDNESDAY
Cascaders General Meeting at Logan Park at 7:00.

SEPTEMBER 14, WEDNESDAY
MCA Board Meeting

SEPTEMBER 28, WEDNESDAY
Cascaders General Meeting at Logan Park at 7:00.

OCTOBER 1, SATURDAY
Color Cruise on the St. Croix and Builders Contest.

BUILDERS CONTEST (OCT. 1ST 1977)

The annual MCA Canoe builders Contest will be held following the St. Croix color cruise at O'Brien State Park, October 1, 1977.

Any MCA member may enter any canoe or kayak built during the past year.

Judging will begin at 5:00 p.m. by all members present.

The six classes are as follows:

CLASS 1 . . . . . Cedar or Redwood Strip Canoes
CLASS 2 . . . . . Long Distance Racing Canoes
CLASS 3 . . . . . Fiberglass Hull Cruising Canoes
CLASS 4 . . . . . Decked Whitewater Canoes or Kayak
CLASS 5 . . . . . Restored Classic
CLASS 6 . . . . . New Design

No entry fee – Certificates are awarded to winners of each class. Silver Cups to first place winners in classes with five or more entries.

Builders need not be present.



TRIP REPORT: VERMILLION RIVER (NORTHEASTERN MINN.)

BY TOM ALUNI

Party Members: Tom Aluni, Greg Breining, Henry Kinucan, Jim Rada, & John Wexler.

Highlights: The Vermillion River was brought up to a satisfactory level due to heavy local rains during the entire month of June. 300 ofs were being contributed by Lake Vermillion (Base flow). By the time the river dumped into Crane Lake thru the Vermillion Gorge it was pushing an estimated 700-900 ofs thru its narrow walls.

John Wexler began the action-packed weekend by flipping at the first ledge of the gorge only to roll up in time to be deposited broadside into the large and powerful sousehole below the second ledge. Caught helplessly in the holding action of the recirculating water, he was violently tipped upstream against the rock ledge where the left blade of his wooden paddle was shattered like a toothpick. After being expelled from the hole, he rolled successfully only to be flung over for a third bout with the river. Persistently rolling up again, he now found himself entering the gorge proper. With only one blade he successfully ran through the gorge and into Crane Lake where he flipped and swam in the glassy smooth water. Only John could exhibit such dramatic irony.

How would you fix this canoe?

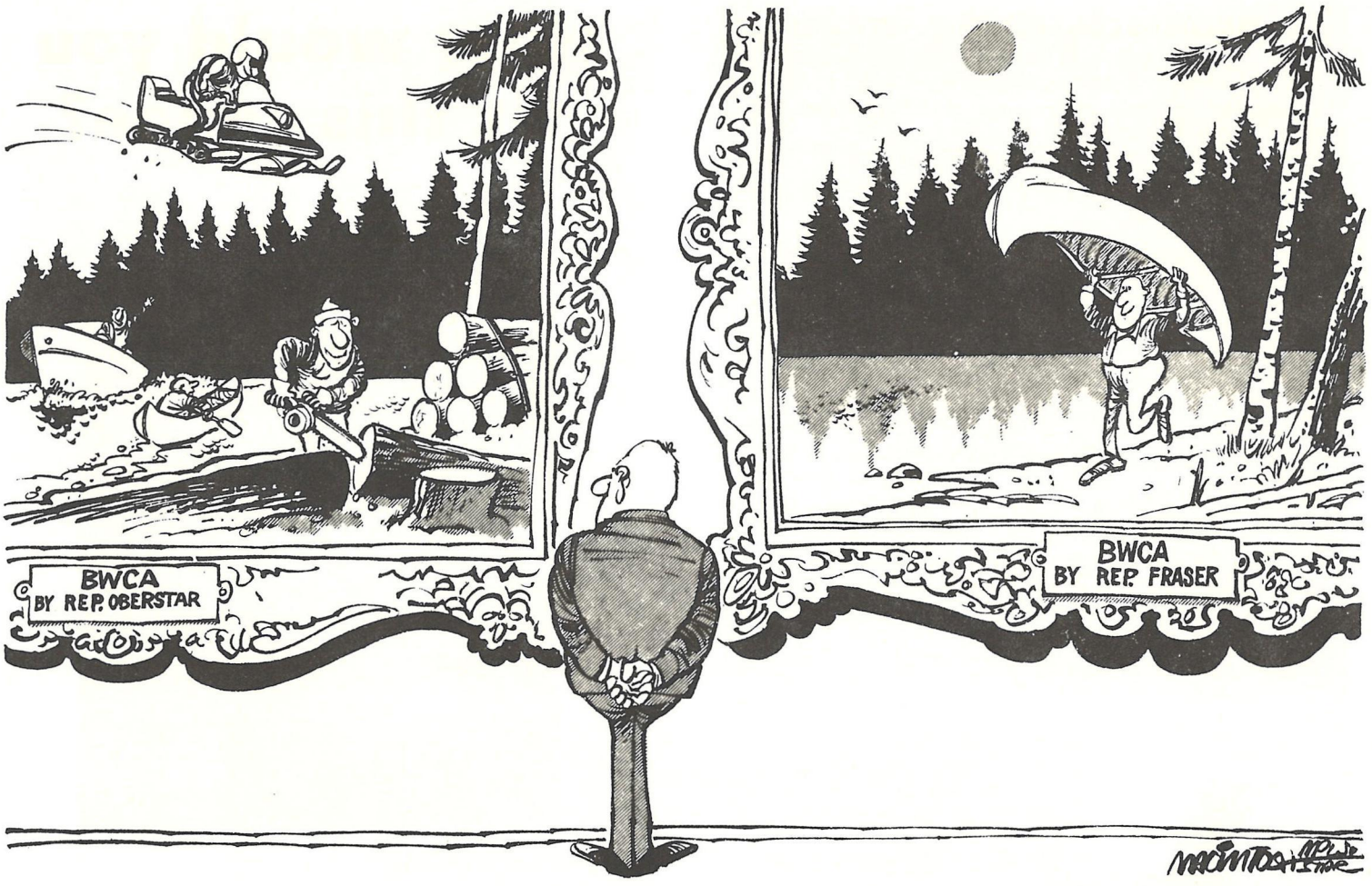
Send your ideas to the Editor.





Henry Kinucan, while running Table Rock Falls, broached and was locked tightly against a pointed rock at the lip of the third ledge. Unable to free himself any other way he flipped his boat completely over the obstruction and down four feet to the rocks below. He landed paddle first, then head, shoulders and finally boat. After two rolls he slid quickly over the final ledge through the hole below where his companions were nervously waiting. His only comment as he emerged calm and collected was "What do you think of that low brace?".

Thinking back to the courage and the fortitude put forth by these two boaters this weekend gives me little comfort as I fix a nasty 3 inch long gash in my kayak . . . a subtle reminder of the river's power. One clean swift blow in the gorge sliced thru one layer of glass, one layer of nylon, and three layers of kevlar.



Reprinted without permission from the Minneapolis Tribune

MEMBERSHIP APPLICATION FORM

Make checks payable to, and send payment to the Minnesota Canoe Association, YMCA Building 475 Cedar, St. Paul, MN 55101

Name _____
(last name first)

Address _____

City and State _____

Zip Code _____ Telephone _____
(Our publications will not reach you without zip code)

Age ___ Sex ___ No. of years canoeing ___

Occupation _____

Own canoe? ___ Type _____

How many others in your family canoe? _____

Status (check one):
New membership ___
Renewal ___

Type of membership (check one):
Single ___
Family ___
Supportive ___
Contributing ___
Life ___

CLASSIFICATION OF MEMBERSHIPS

Single $8
Family $10
Supporting $25
Contributing $50
Life $100

MAILING DATA

Name _____
Address _____
City and State _____
Zip Code _____
Telephone _____
Chapter 1 2 3 4 5

Chapter Affiliation - 1. BRIGADE DU CANOTS DU NORD - 2. CASCADERS - 3. MARATHON - 4. 3M - 5. HIAWATHA

New Resin - Fiberglass Depots

By Chuck Alberg

The MCA now has four new resin depots. Because we rely on volunteer workers and because the MCA is a non-profit organization, it is imperative that members note the following rules:

1. Supplies sold only to paid up regular members. Bring your membership card with you.

2. Call the depot and schedule a time for picking up supplies.

3. Materials must be paid for by check or money order for the exact amount of purchase. Make checks payable to the Minnesota Canoe Association.

SUPPLIES AND PRICES

Polyester resin with Catalyst	$7.50 per gallon
4oz. cloth, 50 inches wide	**$1.60** per yard
7½ oz. cloth, 50 inches wide	$1.70 per yard
7½ oz. cloth 60 inches wide	**$2.00** per yard

DEPOTS

APPLE VALLEY
Bob Brown
12936 Galaxie Ave.
432-7557

ST. PAUL
Walt Jones
823 West Idaho
488-4570

ST. PAUL
Dan Busch
876 Deleware Ave.
222-5760

NO. MPLS.
Betty Ketter
Ketter Canoeing
101 79th Ave. No.
561-2208

We would like to set up a few more depots in other locations. Anyone interested call Chuck Alberg, 529-0779.

PROFESSIONAL RACING

Simple Formula Determines Bow Seat Placement

by Karl N. Ketter

Undoubtedly, the biggest problem with the factory-produced canoe is the placement of the front seat. It just does not belong in the middle of the canoe. Most canoes *are* designed and built by boat builders whose preoccupation with stability under horsepower does not allow for the lightness or maneuverability of the man-powered canoe.

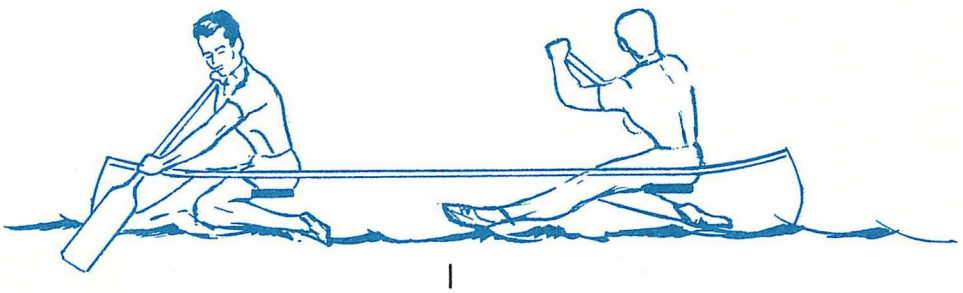
Seats should be positioned as close as possible to the ends of the canoe. Generally, the bow seat is placed first, then the rear seat is mounted so that both the bow and stern draw the same depth. Some time ago in HUT!, Janice and Janet Robidoux mentioned the simple proportion that can be used to position seats. The formula still holds firm as long as care is taken to keep the bowman as close to the bow as his legs will allow. (Note: Measurements are to the front edge of the seat, as an approximation of the center of mass of a paddler.) Here is the formula:

$$\frac{\text{bowman's weight}}{\text{distance from bow}} = \frac{\text{sternman's weight}}{\text{(unknown) distance from stern}}$$

or simply:

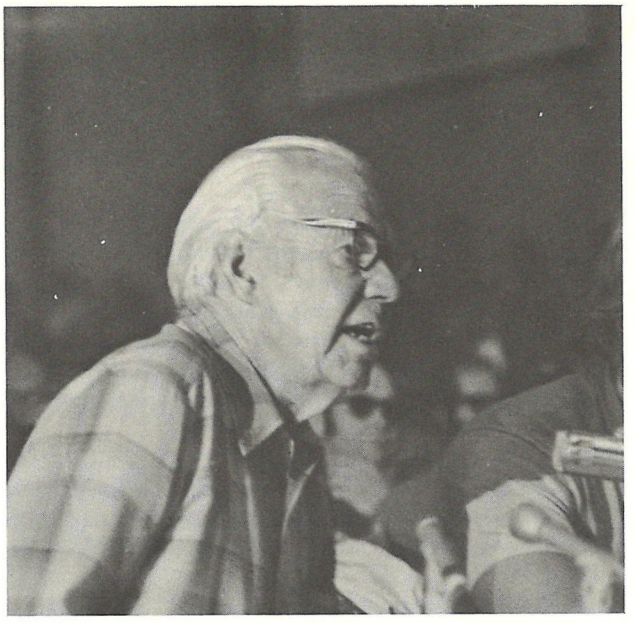
$$\text{distance from stern} = \frac{\text{sternman's weight times the distance from the bow}}{\text{bowman's weight}}$$

A properly-set bow seat makes a draw stroke more effective and less ridiculous than one done from the center of the canoe. And, obviously, every stroke becomes less painful as the gunnels are moved out of the way.



HINT: Measure from front edge of both the bow and stern seats. Set bow seat as close to bow as comfortable.

Ely field hearings on Boundry Waters Bills



Sig Olson makes a point.

Photos by Dean Miller





What is this great canoe country around which so many battles have been fought?

It is a thousand island-filled lakes, like strings of beads connected by tumbling streams.

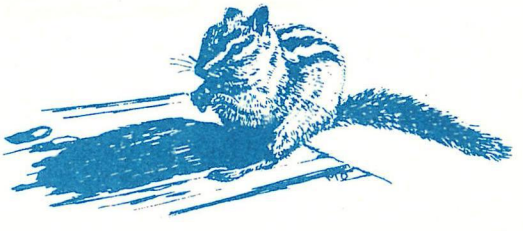
It is high cliffs and great boulders, and gently sloping granite beaches by campsites.

It is paddling into a good breeze with eyes wide open and never getting a speck of dust in the eye.

It is sweet, soft, drinkable water by the pail full right from the lakes, free of pollution and oil slicks.

It's getting up at the crack of dawn for a silent paddling stalk along the shore before breakfast, slipping along as quietly as the fog itself, hoping to see mink, beaver, bear, deer or moose.

Les Blacklock



Royalex Review

BY CLIFF JACOBSON

–Two popular ABS/foam canoes: The Old Town 17' 2" Tripper, and the 16'3" Mad River Explorer–

Sometime ago, I reported my impression of the then new kevlar built Sawyer "Charger". After three years of ownership and many paddle miles, the Charger still remains my favorite boat. A canoe enthusiast, however, needs at least two canoes (I'd like three or four but neither my garage, my budget, nor my wife will permit that). So I sold my old shoe-keeled, fabric-decked Grumman and went in search of a suitable replacement.

I bought a 16 foot Mad River Explorer, in Royalex. I've lived with the boat for two seasons now and figure it's time to share my impressions of it with fellow paddlers. Mad River's been selling a lot of Explorers, and EMS (The Lob Pine) in St. Paul, is a major distributor of the line. I've also had the opportunity to paddle an Old Town 17'2" "Oltonar" (a fancy name for reinforced Royalex built to Old Town's specs) Tripper. The two boats are both constructed of foam ABS, but they are VERY dissimilar. Here are my findings:

ADVERTISED SPECS

The Royalex Explorer IS NOT the same boat as the Kevlar Explorer. The kevlar model is six inches longer; it has finer ends, and it's much lighter and faster than the Royalex model.

DEPTH

Old Town advertises a 15 inch depth. That's correct; the mid-ship depth measures almost exactly 15 inches. Mad River also specifies a 15 inch depth. That's incorrect; mine measures 14 inches–even less when the canoe is in the water. This is because the keel-line hogs about one-half inch when the boat is afloat. The usable depth of my Explorer is thus about 13½ inches. Not as bad as it sounds, though; the bottom holds its shape reasonable well. The Old Town's bottom is slightly rounded, so it holds it shape better than the Mad River. Honest depth of the Old Town Tripper is very close to its advertised 15 inches.

STABILITY

The Explorer has higher initial stability than the Tripper. The shallow vee bottom of the Explorer permits it to track reasonably well, though it requires more attention than the Old Town, with its shallow arch (slightly rounded) bottom. The Old Town Tripper feels "wiggly" in comparison to the Mad River Explorer. The Explorer is better for trips with kids and dogs who don't stay put in crucial situations.

AESTHETICS

The Explorer is a pretty boat. It beats the Old Town by a mile. Tricked out with ash rails, caned seats, and black fiberglass decks, the Explorer makes the Old Town look austere by comparison. Where the Old Town draws comments, the Mad River invites "oohs, aah's" and approving stares.

WEIGHT

Old Town advertises its Tripper at 77 pounds, and that's about right. Bob Dannert's Tripper weights 75 pounds; Bob Henry's weighs 72 pounds.

Catalog weight of the Mad River Explorer, according to "Wilderness Camping" Magazine's 1977 buyer's guide, is 70 pounds. Mine weighs 80 pounds right on the nose. Mad River earlier advertised this model at 65 pounds. I doubt that you'll find one that light–anywhere. Identical Royalex hulls may vary greatly in weight. Take your bathroom scale with you when shopping Royalex.

SPEED

The Old Town Tripper is much faster than the Mad River Explorer. It paddles easily, even when heavily loaded, and rides about one inch higher than the shorter Mad River boat with an equal load. This tells you something about the Mad River's design. In marathon terminology, the Explorer is a "river pig". Its stems are wider BELOW the water line than above it. Result: the short boat pushes a sizeable bow wave at any speed and its tail gurgles happily. The Old Town slips quietly through the water with scarcely a whisper. (Don't mis-judge the boat. It can't compare to a USCA cruiser or an 18½ foot high-sided white water racer for speed or silence). Bob Dannert and I took his Tripper down the Minnesota Snake last year and through Slough Gundy on the Flambeau. The boat stayed dry as a bone throughout both runs and was perhaps five percent faster than his 18 foot Grumman.

MANEUVERABILITY

The Old Town turns, but not fast. The shorter Mad River is more responsive and seems better for use in boulder gardens where quick turns are essential. The front seat on the Tripper is well back. This gives the boat good lift in heavy water but makes for a long paddle reach over the side as well as reducing turning leverage at the ends. Two good paddlers, though, can spin the Old Town quickly with a powerful "draw". The Mad River, however, when layed slightly on its side, turns almost as easily as a shoe-keeled 17 foot Grumman.

PROBLEMS

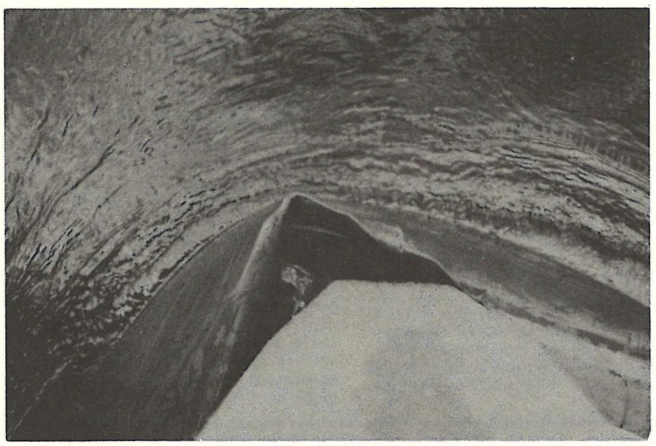
All Royalex hulls are slippery as hell on the inside. Rugge and Davidson, in their "Complete Wilderness Paddler", suggest glueing pieces of inner tube to the inside of the hull with contact cement. This works fine but messes up the boat if you want to sell it later. Bathtub skid tape doesn't work at all–at least not for long. I've had good luck with closed cell foam and duct tape. Just tape the foam to the bottom of the boat. Ensolite works fine but gets brittle and cracks because it is badly degraded by the sun. EVA (ethyl-vinyl-acetate) foam is ideal, as is Volarafoam. Both foams are light, naturally buoyant, resistant to sunlight, skid-proof, and soft enough to prevent sore knees.

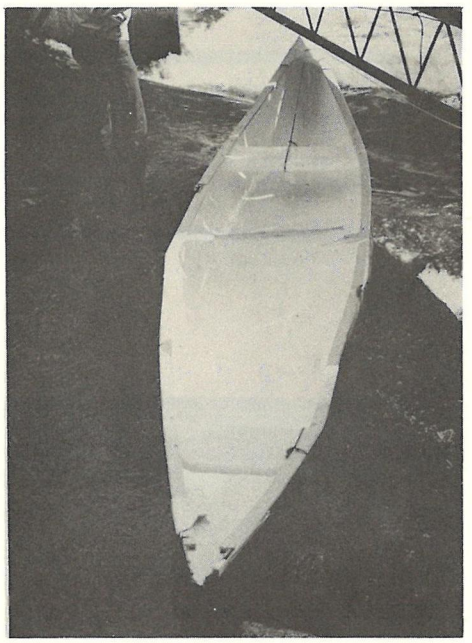
The painter hole on the Old Town is on the deck–a thoughtless location. It's just below the deck on the Mad River; a better idea, but still too high. Fortunately, it's easy to change its location. Just drill a hole through the hull below the deck an few inches above cutwater. Royalex is tough stuff. There's no danger of the loop pulling a chunk of material out of the stem when the boat is cinched down atop your car or lined through a complex rapid.

Another problem with Royalex hulls is their lack of thwarts. I like lots of thwarts–not for strength, but for tie points for gear and floatation bags. I solved the problem in my Explorer by installing an Old Town yoke at the center, then plugging the factory supplied center thwart into the aft section. In rough water, I'll run the boat backwards (it's symmetrical); the stern thwart becomes the bow, and the front seat, the stern. This gives more lift to the ends.

CONCLUSION

If you're looking for a virtually indestructible big tripper that will take you to dreamy places and suffice for that once-a-year Hells gate trip, get an Old Town Tripper. Install an extra thwart or two and move the painter loops from the deck to the hull, and you'll have a fine freighter that's great in fast water and big waves. But if you want a boat for rock gardens, some singles use; one where the kids can lean way out over the sides and grope for lily pads, and you're in no hurry to get where you're going, choose a Mad River Explorer. The ultimate, of course, is still the Sawyer Charger (in my biased opinion). Both the Tripper and Explorer take a distant back seat to any sophisticated 18'6" white water cruiser, I think.





"Oltonar" (a specially reinforced Royalex material used by Old Town) is tough stuff. Here, a 17' 2" Old Town tripper was allowed to wrap (photo 1) around a bridge piling. When the hull was extracted from the piling it was still sound, though the gunnels were ruined. (photo 2)
Photo courtesy of Old Town Canoe Co.

New Minnesota Rivers Book

Greg Breining, MCA member and DNR River's Section writer calls your attention to a new book, *A Gathering of Waters* just now coming off the presses. It's the Department of Natural Resources new guide to Minnesota's Rivers. It contains 10 black and white photos, 55 color photos, 32 maps, very complete descriptions on 18 rivers, and brief coverage of 25 other rivers.

Several MCA members had input on the book.

***A Gathering of Waters* is available from the Documents Section, Room 140, Centennial Bld., Saint Paul, MN 55155. The cost is just $5.00 and is well worth the price.**

We now have a new supply of MCA jacket patches. The price is just $1.50. You may order by mail from Membership Services Director Barb Babcook or buy at the next activity meeting.

THE TRADING POST

Items for The Trading Post should be mailed to: Hut Editor
Lew Miller
7500 Lake Drive
Lino Lakes, MN 55014

Your ad will only run for one month and is free to members. HUT editors reserve the right to determine if ads are for a commercial venture and to charge the rate for space used.

Ketter Canoeing
101 - 79th AVENUE NORTH
MINNEAPOLIS, MINNESOTA 55430
PHONE 612-561-2208



POLING! Explore the small streams



Canoeings way to the wilderness

A.C. Mackenzie River Co.
P.O. BOX 9301-MN
RICHMOND HTS., MO.
63117

Outfitting the Polesman

ORIGIN & HOME OF THE CHAMPIONSHIP:

Sylvester Pole

"CANOE POLING" by Al, Syl & Frank Beletz, ACA Poling Chairmen, over 180 photos & illus. 23 chapters $4.95. The most exhaustive study ever done on the subject. Explains the new revolution in technique. Top reviews in many national & local canoe journals. Canoe magazine's review says, "It is superb, well done and very informative." Price including postage $4.95.

"SYLVESTER POLE" A revolution in strength, safety & performance, lightweight, collapsible, special-alloy, aircraft-aluminum, weight 2.8 lbs., length 12 ft., beautifully painted, slip-resistant-protective coating, avoid dagger-like splinters, under normal use should last a lifetime. For cruising & competition, designed and developed by Syl Beletz, past national poling champion, under the stresses and strains of national competition. Since 1968 Syl's poles used by all men, women & junior national champions. Sent by Air Mail. Now perform all the strokes **(enclose a self-addressed stamped envelope for FREE INFO.)**

Midwestern Fiberglass Products
P.O. Box 247 Winona, Minn. 55987
Phone: (507) 454-5430

Manufacturer of the **We-no-nah Jensen**

Canoes made for the serious canoer.

Jensen Designed RACING CANOES

14' - C-I U.S.C.A. JENSEN
17' - We-no-nah
18' - JENSEN U.S.C.A. standard
18 ½ - U.S.C.A. Jensen competition cruiser

Northern Mn. Dealer— Robin Baker, Cohasset, Mn. 218-328-5191

Central Mn. Dealer— Ketter Canoeing, Mpls., Mn., 612-561-2208

Southern Mn. Dealer—Strait River Canoeing, Owatonna, Mn. 507-451-0525

FOR SALE: SUPPLIES FOR STRIP CANOE BUILDING
WOOD: Redwood, W. Red Cedar, Sitka Spruce
STRIPS: Complete stock for ready pick up
TRIM: Gunwales, thwarts, seats, yokes
MISC: Glue, screws, staples, etc.
FOR RENT: Strongback and forms
CONTACT: Bill Knudsen, 488-1932

WANTED — A set of forms for an explorer model canoe. Call Brian L. Patterson evenings at 521-4804.

FOR SALE — 2 Oswego slalom kayaks. Polyester construction. A good deal at $160. Call Skip Anderson at 471-9894.

FOR SALE — Strip canoe, 18'6", 4 and 32. Very good condition. $260.00 Hugo Strike, Isanti, Minn. 612-742-5212.

FOR RENT — New kayak mold, latest design, fast and maneuverable, medium volume. Call Bob 331-5284 or Larry 633-6734.

FOR SALE — The MCA has epoxy ($13.00 per gal.) and 66" Nylon (1.65 per yd.) for sale. Call Larry Johns 633-6734 and remember your membership card.

FOR SALE — Lettman Team Mark II slalom C-2, Mithril construction in excellent condition. This is a lightweight racing boat identical to that used in 1972 Olympics. Comes with floatation. Reasonably priced!! Call Jim at 777-5130.

EMS LOB PINE

THE TWIN CITIES" LARGEST
BACK PACKING, ROCK CLIMBING, CROSS COUNTRY
SKIING & KAYAKING OUTFITTERS . . .



MOVES INTO CANOES!

RECREATIONAL, RACING, CRUISING

WHITEWATER, LIGHTWEIGHTS

CANOES BY MAD RIVER, CORE-CRAFT, KEEWAUDIN

FIBERGLASS • ALUMINUM • ROYALEX

FULL ACCESSORIES • POLING EQUIPMENT

PADDLES BY MAD RIVER, SAWYER, ILLIAD

COME IN AND SEE THE LATEST IN CONSTRUCTION AND DESIGN. NOVICE OR PRO, WHEN YOU ARE THINKING OF QUALITY GEAR AND FULL SERVICE... THINK OF US!

Quantities Limited

EMS LOB PINE CORP.

1627 West County Road B
St. Paul (Roseville) MN 55113

Part of Eastern Mountain Sports, Inc.

Open 10 a.m. - 9 p.m. Weekdays, 9 a.m. - 5:30 p.m. Saturdays

Closed Sundays

PHONE: (612) 631-2900

Minnesota Canoe Association
YMCA Building
475 Cedar
St. Paul, Mn 55101
Phone 222-0771 Extension 41

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

TO:
The most indispensable
person in our Association —
A MEMBER

1976-77 Board of Directors
Minnesota Canoe Association, Inc.

President

Walter B. Jones
488-4570
832 West Idaho
St. Paul, MN 55117

Volunteer Director [77]

Karl N. Ketter
636-8116
1947 Lake St.
Roseville, MN 55113

Building Materials Director

Chuck Alberg
529-0779
2417 Lyndale N.
Mpls., MN 55411

Vice President

Joyce Busch
222-5760
876 Delaware Ave.
St. Paul, MN 55107

Publications Director

Lew Miller
784-7667
7500 Lake Drive
Circle Pines, MN 55014

Conservation Director

Dan Busch
222-5760
876 Delaware Ave.
St. Paul, MN 55107

Secretary

Stephen Burt
529-3713
2732 Vincent Ave. No.
Mpls., MN 55411

Liasion Director [79]

Phil Rogasheski
252-2822
RR 2
St. Joseph, MN 56374

Cruising Director

John Timmers
935-3829
238 19th Ave. N.
Hopkins, MN 55343

Voyageur Chapter

Jim Jahnke
699-8053
1804 Sargent Ave.
St. Paul, MN 55105

Desert Chapter Representative

Dick Birger
Hormel Nature Center
Austin, MN 55912
507-437-7519

Cascaders Chapter Representative

Dick Simmons
647-9646
1355 Eustes Ave.
St. Paul, MN

Hiawatha Chapter Representative

Doug Sumner
507-332-7143

Mn. River Valley Chapter Representative

Bob Brown
432-7557

Education & Safety Director

Beth Olsen
560-1277
7810 N. Mississippi Ln.
Mpls., MN 55444

Marathon Racing Chapter Representative

Chris Berne
941-2233
7332 Franklin Cir.
Eden Prairie, MN 55343

Legal Director [77]

Frank Mabley
699-3619
2159 Juliet Ave.
St. Paul, MN

Membership Services

Barb Babcock
633-9323
2516 Snelling Curve
Roseville, MN 55113

Program and News Director

Jan Kronholm
335-1911.

Treasurer

Tom Babcock
633-9323
2516 Snelling Curve
Roseville, MN 55113

3M Chapter Representative