HUT!

MINNESOTA CANOE ASSOCIATION INC.

1981 MAY

Newsletter of the Minnesota Canoe Association Inc.

Calendar of Events

APRIL

29 Wednesday 7:00 p.m. — Wilderness Canoe Seminar by Cliff Jacobson at Recreational Equipment, Inc. (R.E.I.) in Bloomington. Cliff will share all sorts of tripping ideas: waterproofing gear, rigging your canoe--both tandem and solo--for extended trips. Some interesting canoe covers will be on display: a 3-piece model for tandem canoes that you can make; a 2-piece versatile rig for solo boats. Plus lots of interesting suggestions to make your wilderness trips more fun. No slide shows, just solid information. A lot of free pamphlets and material, too.

MAY

2 Saturday — Lower Snake Cruise
This is for those that would like to get involved with some rapids, and is an excellent place to train or work out your maneuvers. Call Cliff Jackson at 437-7497.

2-3 Weekend — Ultimate Canoe Challenge Rendezvous

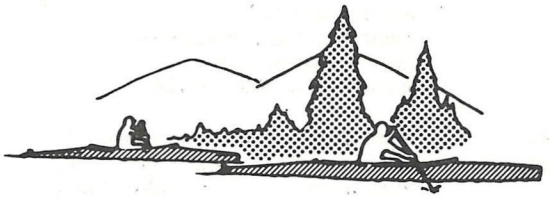
3 Sunday 1:00 p.m. — Paddling Classes at Wilson Park, on the Mississippi River at St. Cloud.

3 Sunday — Watertown Lions Club Canoe Race
(Cash & Trophies)
Contact: Watertown Lions Club
P.O. Box 791
Watertown, MN 55388
Phone: (612) 955-1633

4 Monday 7-10 p.m. — Wilderness Self Reliance through the Science Museum of Minnesota Wilderness Institute. Additional minimum impact workshops (by Tim Kneeland) on the 6th, 11th and 13th, with a field trip on the 16th-17th. Call Julie Betz at 221-9439. 7:00 - 10:00 p.m.

5 Tuesday 7:00 p.m. — BWCAW Minimum Impact Canoeing
MCA Monthly Program.
American Legion Post No. 320
10 - 12th Avenue South
Hopkins, MN (see article inside)

8-10 Weekend — Peshtigo and Pike River Cruise
This is for the intermediate looking for a challenge not to be forgotten. This will be a Class 3-4 river run, lots of fun. Call Mike VandeVyver at 922-7633.



THE ULTIMATE CANOE CHALLENGE *RENDEZVOUS*

When: May 2nd & 3rd

Where: FORT SNELLING STATE PARK

IN HONOR OF Verlen Kruger and Steve Landick

* Cruise on the Mississippi River with Verlen and Steve from Harriet Island Park (south side of river) for six miles. Meet at 9:00 a.m. Saturday, May 2.
* Cruise the Minnesota River with Roy Johnston from the end of Lyndale Avenue (old marina) for eight miles. Meet at 9:00 a.m. Saturday, May 2.
* Rendezvous at Fort Snelling State Park at noon (bring a bag lunch) for the start of activities.
* Events include fun and competitive games (and prizes), demonstrations and exhibits.
* Showing of film "Once in a Lifetime", Kruger/Waddell 7,000-mile canoe voyage, plus slides of ongoing Ultimate Canoe Challenge.
* Overnight camping at State Park (daily fee of $1.50 or annual State Park sticker required for all vehicles).
* Morning cruises for all canoeists.
* Sign up now! All MCA members will be receiving information package. Others should contact Roy Johnston at 542-9070.

9, 10 Weekend — Upper Cloquet River Trip
Plus basic technique instruction.
Contact Jim Pedginski or Tom Aluni at 733-8890 days.

13 Wednesday 7:30 p.m. — Monthly Directors' Meeting
Terry Lemke's
5 Barton Avenue SE
Minneapolis

CALENDAR OF EVENTS (cont.)

13 Wednesday 7:30 p.m. — Canoeing into the Past
by Duncan Storlie, Professional Wilderness Guide, Lynx Tracks. Earle Brown Continuing Education Center, Room 155, St. Paul Campus.
Cost: $1 at the door the night of the lecture.

14 Thursday 7-8:30 p.m. — Canoe Trek information meeting.
All persons planning to canoe on the June 20, 21 American Lung Association/MCA Benefit Cruise should attend. Methods of obtaining pledges will be covered.
American Lung Association
1829 Portland Avenue
Minneapolis, MN 55404

15-17 Weekend — Trout fishing expedition near the Savanna Portage State Park; for information, contact Mike Zapf.

15-20 Fri.-Wed. — Little Fork River Cruise
This is going to be a classic trip that will take you up into Canada. Knowing Claire, you will have a very good time. This trip is going to cover about 150 miles. For additional information, call Good Ole Nels at 781-4009 or 222-7439.

16 Saturday — Crow River Cruise
Once again, Jim Robinson will lead a very nice cruise on the Crow River, which is not too far from the Twin Cities. Call Jim Robinson at 588-5402 for information.

17 Sunday — Jensen Handicap Race
Contact: Chris Berne
5057 Ewing Avenue South
Minneapolis, MN
Phone: (612) 929-5714

17 Sunday — Blue Earth Canoe Race
Contact: Scott Ankeny
811 South Galbraith
Blue Earth, MN 56013
Phone: (507) 526-5740

19 Tuesday — Wilderness Navigation through the Science Museum of Minnesota Wilderness Institute. Course by Tim Kneeland with additional workshop on the 26th and a field trip on the 30th. Call Julie Betz at 221-9439.
7:00 - 10:00 p.m.

24 Sunday — Des Plaines Canoe Derby
Contact: Ralph Frese
4019 N. Narrangansett Ave.
Chicago, IL 60634

24 Sunday — Sauk River Cruise
This is a Class 1-2 whitewater trip; for information, call Dale Schleppendach at 1-685-3337, St. Cloud.

KETTER CANOEING
101 - 79th Avenue North / Minneapolis, Minnesota 55444

JUNE

3 Wednesday — MCA Activities Meeting
The long distance racers are planning an evening on the north shore of Lake of the Isles for this social gathering. The big boats will be there for the grudge race of the year. Feel what it's like to paddle with a dozen other water hackers in the same canoe. Watch for details in June HUT!.

5-7 Weekend — Crow Wing River
Camp at Huntersville Forest campsite, June 6; put in at 10 a.m. at Shell City Landing Sunday; we will continue on to Nimrod. Call Walt Jones, 488-4570.

6 Saturday — *Princeton, MN Race
(40 points & money)
Contact: Karl Ketter
1957 Lake
Roseville, MN 55113
Phone (612) 636-8116

7 Sunday — *Straight River Days Canoe Race
(30 points; $500)
Contact: Larry Kriesel
P.O. Box 118
Owatonna, MN 55060
Phone (507) 451-0591

10 Wednesday — Monthly Directors' Meeting
Time and place to be announced.

10 Wednesday — War Canoe Race
MCA Meeting - Race for Fun
Contact: Chris Berne
5057 Ewing Avenue South
Minneapolis, MN
Phone (612) 929-5714

10 Wednesday 7-8:30 p.m. — Canoe Trek pre-trip session for the American Lung Association/MCA Benefit Cruise. Equipment and other needs will be covered. All interested persons invited to attend this informative meeting.
American Lung Association
1829 Portland Avenue
Minneapolis, MN 55404

13 Saturday — Zumbro River Explorer Race
Contact: Mrs. Bill Laqua
P.O. Box 273
Lake City, MN

14 Sunday — *Little Falls River Race
(30 points; $500)
Contact: Jeff Thielen
1135 Lindberg Drive
Little Falls, MN 56345
Phone (612) 632-3714

13-14 Weekend — Crow Wing River Cruise
Campe at Huntersville Forest campsite June 12; put in at 10 a.m. at Shell City Landing Sunday; we will continue on to Nimrod. Call Bill Marconiller, 789-0074.

20 Saturday — *Pine River Canoe Race
(20 points, money undetermined)
Contact: Chuck Meyer
Box 413
Pine River, MN 56474
Phone (218) 587-2980

CALENDAR OF EVENTS (cont.)

20-21 Weekend — Benefit Cruise
American Lung Association/MCA cruise on the St. Croix River. Put-in will be Saturday morning (10:00) at the Hwy. 70 bridge near Grantsburg; overnight camping at Wild River State Park, and pull-out at Lions Club Park near Taylors Falls. Contact John Wexler, 722-7069, or Mike Gilman, 935-5799.

27-28 Weekend — West Twin River Canoe Race (USCA)
Contact: Shoto Conservation Club
P.O. Box 463
Manitowoc, WI 54220

28 Sunday — Main Street Marathon
Contact: Ralph Cornelius
4733 Vincent Avenue South
Minneapolis, MN
Phone (612) 926-8377

JULY

1 Wednesday — Flin Flin Trout Days Canoe Race
(3 days; $4,000)
Contact: Karl Ketter
1957 Lake
Roseville, MN 55113
Phone (612) 636-8116

1 Wednesday — Canoeing Equipment
MCA Monthly Program

4 Saturday — Showboat Days Canoe Race
Contact: Mike Chichanowski
P.O. Box 247
Winona, MN 55987
Phone (507) 454-5430

4 Saturday — Austin, MN Canoe Race
Contact: Ardell Gorman
810 Tenth Avenue
Austin, MN
Phone (507) 433-7465

4 Saturday — Melrose Canoe Race
Contact: Juanita Shell
Melrose Chamber of Commerce
117 E. Main, Box 324
Melrose, MN 56352
Phone (612) 256-7174

4 Saturday — *Mississippi Classic
(50 points; $7,500)
Contact: Betty Ketter
101 - 79th Avenue North
Minneapolis, MN 55444
Phone (612) 561-2208

10-12 Weekend — Three Lakes Canoe Race (USCA)
Contact: Tom Johnson
P.O. Box 19890
Milwaukee, WI 53219
Phone (414) 541-1275

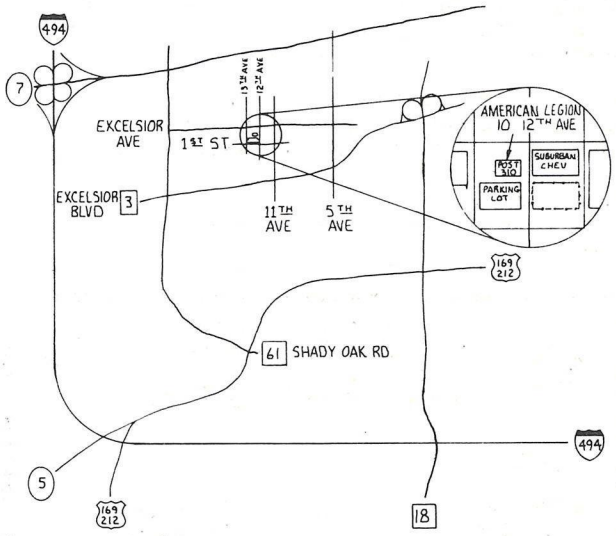
11-12 Weekend — Namekegon River Cruise
This is a favorite for a lot of people; it's not real rough, but a lot of fun and has attracted a lot of boaters. Plan to rendezvous at riverside Friday night or Saturday morning before 9 a.m. Call Walt Jones for additional information.

☞ MAY MCA PROGRAM
BWCAW MINIMUM IMPACT

Minimum Impact Self-Sufficiency and
the Boundary Waters Canoe Area Wilderness

This program will focus on long overdue environmental ethics and the type of preservation program to use in all wilderness areas. It deals with how to live compatibly with nature while keeping our impact on the land to a minimum. A number of questions were published in the February HUT!, some of which were answered in the March HUT!, that dealt with planning a trip to the BWCAW. Various topics will be discussed, such as: selecting areas appropriate for the experienced desired; choice and color of clothing and equipment (of interest to those of you buying or replacing equipment); minimum impact travel and camping; dealing with all types of wastes; and how to blend into the environment to lessen our impact on all the wildlands still open to the wilderness trekker.

The program will be held in the lower level of American Legion Post 310, 10 - 12th Avenue South, Hopkins, at 7:00 p.m. on May 5. The program managers for this event will be Sharon Gilman (Editor of HUT!) and Michael Gilman (Publications Director).



Hut! Staff

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Stat Camera . . . . . Christopher Stroth
Map Maker . . . . . Lonnie Helgeson
Calligraphy . . . . . Mary Sodergren
Acting as Artist. . . . . Mike Gilman
Cliff's Corner. . . . . Cliff Jacobson
Builders' Corner. . . . . Bob Brown
Advertising . . . . . Helen Olson

Send articles to:

Mike or Sharon Gilman
810 South Sixth Street, Apt. 1
Hopkins, Minnesota 55343

FROM THE EDITOR

I've been getting some input from you, the members, but it takes a little from all of you to make this a newsletter of the entire Minnesota Canoe Association. Your articles can be as short as a paragraph or as long as two or three pages—I'll see that it gets passed on in print to the rest of the club.

There is still plenty of room for additions to the HUT! staff. We need people in a wide variety of positions, so if you would like to play some major or minor part in putting this publication together, just contact the Editor or Publications Manager.

All new! In this issue or next, we will start a bi-monthly feature article on WILDERNESS CANOE CAMPING by the infamous Cliff Jacobson, who is currently writing for CANOE magazine and CAMPING JOURNAL. Those of you who have specific questions in regard to this style of wilderness camping and travel should send your letters to Cliff. The answers will be published if the response is good, and whenever we get enough for an article.

Also, all new! Bob Brown has agreed to start a BUILDERS' CORNER, which should be of interest to all of you who anticipate building your first canoe and/or paddles, as well as to those of you who have already been through a building project. Helpful hints, diagrams, special tools and many other important topics will be covered on a monthly basis.

Is there anyone out there who would like to take over the Camp Cookery feature and see that we have a few good canoe camp recipes for each monthly issue?

Also, I'm sure that many of you have read books about canoeing and camping -- how about a short book review?

WELCOME New Members

March

David Hook	Minneapolis
Caryl Duke	St. Louis Park
Wayne O'Brien	Edina
Allan Finnell	Montgomery, IL

April

Charles Meyer	Pine River
Warren Thunstrom	Coon Rapids
Gail Robertson	Brookings, SD
John Slivon	Minneapolis
David W. Johnson	Minneapolis
Michale Barber	Hastings
John Simonds	Minneapolis
Jim Seward	St. Louis Park
Martin Wurthman	Minneapolis
Tom Murphy	Farmington
Walter Utt	New Hope
Peter Salyards	Duluth
Grey Krieger	Cottage Grove
Glyndon Webb	St. Cloud
Bruce Kunz	Eagan
Steve Fischer	St. Paul
James O'Brien	Minneapolis
Peter Masley	Minneapolis

DNR News

BOAT OWNERS TOLD TO RENEW LICENSES

It's time for Minnesota boat owners to send their license fees and renewal applications in to the Department of Natural Resources.

Notices have been sent out by the DNR's License Center to boat owners whose licenses expired in 1980. These licenses must be renewed before the boat can legally be placed in public waters.

"Instead of waiting until just before the opening of the fishing season," said Margaret Winkel, DNR License Supervisor, "owners should have their licenses renewed now so they can put the new decal on the boat when they are ready to use it."

Every spring there is a flood of renewal applications to process just before the fishing opener. And since it takes ten or more days to process the application and send the new license and decal to the owner, there are some persons who do not have the new license when they want to use their watercraft.

"The smart thing to do is to send the renewal in now so the boat is ready to go this spring," she said.

* * *

CUTBACK IN STATE FUNDS
CLOSES 13 CAMPGROUNDS

Thirteen state-operated campgrounds will close May 1 because of a cutback in funds for the Minnesota Department of Natural Resources.

The department said there could be further closings during the year among the 48 other campgrounds because there's a shortage of funds for such supplies as garbage can liners, soap and toilet paper.

Those that are to close are Arrow Point, Bear Lake, Bemis Hill, Blueberry Hill, Button-Box, Beatrice Lake, Cedar Bay, Cottonwood, D.A.R., Gafvert, Hay Lake, Long Lake and Moose Lake.

The campground of the 13 that attracted the most visitors last year was Bemis Hill, near Warroad, which had 4,700 vehicles. Bear Lake, near Hibbing, served 3,800. The fewest, 120, went to Blueberry Hill, at Baudette.

NEW! TWIN PORTS CHAPTER FORMING

A number of individuals have come together to form a new chapter in the Duluth area.

Jim Wheeler, John Halvorson and Christopher T. Clay will be meeting with Directors of the MCA while in the Minneapolis area the first of May for the Ultimate Canoe Challenge Rendezvous with Verlen Kruger and Steve Landick. Election of officers is planned soon afterwards. Congratulations to all new members of this chapter. The Ski Hut has agreed to let their address be used for mailing purposes, so address any correspondence to:

MCA Twin Ports Chapter
c/o Ski Hut
1032 East Fourth Street
Duluth, Minnesota 55805

The Ultimate Canoe Challenge UPDATE

by Mike Gilman

It all started on April 29, 1980, at the small town of Red Rock, Montana (Pop. 15), where Steve Landick and Verlen Kruger set out on their 2½-year, 28,000-mile paddling goal. They started from the Missouri River's source in pursuit of the first record--the fastest descent of the Missouri River proper, or from Three Forks, Montana to St. Louis, Missouri. Relentless headwinds faced them all the way down; even so, they attempted a second record during the last leg of this stretch: 1,000 miles in less than 10 days. Just outside St. Louis where the Missouri joins the Mississippi River, a reporter and two official hosts for the trip verified the arrival time from Three Forks. Verlen and Steve had set a new record for descending the Missouri (2,315 miles in 33 days, 18 hours and 45 minutes) and for paddling 1,000 miles in less than 10 days (nine days, nine hours and 45 minutes, to be precise).

From there, they paddled north up the Illinois River through Chicago, along the east shore of Michigan, across Huron to Detroit where they dropped in on the 33rd Annual Au Sable River Canoe Marathon, finishing ninth out of 32 teams entered in Michigan's 240-mile, non-stop race.

Things had gone well to this point, and they were two weeks ahead of schedule, but rough portages and wind-swept Lake Erie stole one week from the timetable as they covered the half-water/half-overland stretch from Detroit to the Bay of Fundy, Maine. Verlen noted that there was very little traffic in the northern New York area, but they had to leave this area to avoid the freezing temperatures while preparing for a new challenge--the ocean. The irregular coastline, ocean tides (up to 40 feet in the Bay of Fundy), and the extra gear and food caused some apprehension, especially traversing what at times could be 10-mile spans across bay and between points. They encountered "the worst storm of the year" while still on the Maine coast, and took on water through the stray covers on the 7-foot cockpits of the Sawyer Loon canoes.

After modifying their fabric deck and being more careful on waterproofing their gear, they were able to enjoy the coastline more, from Maine to New York. One potentially hazardous stretch came as they encountered Chesapeake Bay, 20 miles of which they traversed to Norfolk in order to save 200 miles of paddling. This was done between sunset and midnight, and Verlen reported being overwhelmed by the immense ships as they paddled under the shadow-blackened bows of destroyers, aircraft carriers and other ocean-going vessels. Verlen's wife, Jenny (from Lansing, Michigan), joined him for a week in a spare Loon as they chased after Steve, who was a few days ahead of them.

Upon reaching Miami, Florida, Steve and Verlen passed through the previously published record for continuous paddling of 7,516 miles (Randy Bauer in 1974-76). Another milestone that is less widely known was set by Mark McCorkle of Wisconsin in 1978-79 at 8,331, and this was bypassed outside Everglades City on the Gulf Coast. They were now ready to begin their push up the Mississippi River after 3,800 miles of saltwater without major incident. Dolphins followed them down much of the Intercoastal Waterway (which is a channel up to 200 yards wide and nine feet deep behind sand bar reefs running sporadically from New York to Miami). Verlen reported intensive development along the eastern Florida coast. The water in the Florida Keys area was both shallow and warm, but the Gulf water grew colder. The cold water will stay with them now as they ascend the Mississippi River to the Arctic Ocean.

* * *

Our last report was that Verlen and Steve were in the Dubuque, Iowa area, and Mike Reynolds had paddled with them on Sunday. Mike said it was nice, and the wind was at their back. Paddlers are encouraged to paddle along with Verlen and Steve at points along their route. For the latest progress reports and to sign on for the newsletter series at $10 per year, write: Mike Reynolds, Ultimate Canoe Challenge, 617 South 94th Street, Milwaukee, Wisconsin 53214.

MCA BEGINNER OPEN CANOE WHITEWATER COURSE ★★★

by The Foamy Reporter

Ian Richards, the most gifted whitewater instructor on earth (by his own admission); Dave "Hair" Schmidt, a C-1 paddler and President of the Cascader Kayak Club; Mike Vande Vyver, whose reputation on the Crow River precedes him and is exceeded by no one else's; stalwart Charlie Walsch, a long-time MCA member and instructor; John Wexler, a recent returnee from a bigwater whitewater trip in West Virginia, North Carolina and Tennessee; and many other experienced instructors will conduct an open canoe whitewater course.

According to Ian, serious students will move from beginner status to safely running one of the most dangerous rapids in Minnesota in only three sessions. He further states that this is the best way he knows for people to get hands-on experience in open canoe whitewater paddling.

These sessions will be held as follows:

May 16 and/or 17, Saturday or Sunday, at Hidden Falls Park in St. Paul, near the boat landing on the Mississippi River.

May 31, Sunday, Taylors Falls at the overlook on the Minnesota side of the St. Croix River.

June 7, Sunday, at the boat landing located at the top of Hells Gate in Banning State Park on the Kettle River near Sandstone, Minnesota.

You may attend either one or both of the first two sessions held on May 16 or 17. Bring a personal flotation device (life jacket), your own paddle, one extra paddle, and your canoe. If you do not have a canoe, come anyway as we may be able to match you up with another person who has a canoe but needs a partner. If you are in either of these situations, it would be helpful to call ahead.

No experience is necessary, but current membership in the MCA (or Cascaders) will be required. These memberships will be available at the classes. An additional $2 fee will be charged to each participant.

A picnic will be held 1.141 miles below the Rapids at Taylors Falls following the May 31 class. Bring your own grub. If there is enthusiasm following the Kettle River class, we will have a survivors' party!

If you have any questions, contact Jeff Good, 780-1183; Scott Sharkey, 929-5393; or Kevin Toll, 933-1455 (between 10 a.m. and 2:30 p.m.).

Builder's Corner

BROWN ON ALLERGIES

by Bob Brown

Allergic to canoes? No way. That's what I thought a couple years ago.

While building my last canoe, it became apparent that each time I worked on a canoe, my cold came back and each time it got worse. I was spending more time at the doctor's office than in the shop.

Each time that I felt better, I'd go back to finishing my boat, and end up back at the doctor's. My colds had become asthma, and the attacks were sending me to the emergency ward.

My GP finally chased me out, told me not to come back until I'd seen an allergist that he recommended.

A trip to the allergist consisted of a chest X-ray, pulmonary function test, and a question and answer session. I was told (I guess I already knew) my lungs were in rotten condition and that it might be smart to quit building canoes because that might well be causing my problems.

For a building addict like me, this was a real blow, but quit I did. I started jogging to build up my breathing capacity and began the long, slow road to recovery.

Two years later, I'm running in 10-kilometer foot races and feeling rather good again. Just like a long-time smoker, I decided that I'd try just one and see how it went—cut the forms, set up the strong back, and began cutting up redwood. An asthma attack, first in two years. What was happening?

Called the allergist (we're getting to be good friends by now) and was told, "Oh, yes, redwood and cedar cause that reaction in many people." I asked about air masks. "No help," he said. "The harmful particles seem to filter out."

I asked if maybe we were wrong about our first diagnosis and he said, "Probably not." The poly reactions had weakened my system so that I would become sensitive to other things, also.

Why me? I guess it's my own fault. The biggest single thing is carelessness working with this (safe) material. Too many boats in a poorly ventilated shop, too reckless getting resin on my person then washing it in, not off, with acetone.

My advice: Don't be macho; if there's a safer way of working with these materials, use it. If possible, glass in an open area like a garage with all doors open. If it's too cold for that, at least provide ventilation. While sawing and sanding, use the best respirator you can find, and change filters often--much cheaper than an office call.

Limit your exposure; don't hang around admiring your freshly glassed boat when the fresh air is only feet away.

I'm back to building again; this time I'm using a helmet with an air supply from outside (I need this just to do the stripping). The air hose gets to be a pain in the stern sections, but this system is getting me past the redwood. I'll know soon if this system will allow me to do my own glassing without problems.

Next month I plan to resume writing the Builders' Corner. If you have any building hints you want to share, drop me a note along with drawings if required, and we'll see that any usable ones get published so that other members can use them.

While my shop has been quiet, my drawing board hasn't been. I've drawn up several solo canoes. I am looking for builders interested in owning a solo boat willing to build a prototype of one of these designs. Anyone interested, contact me and I'll fill you in on plans available.

Until next month, good paddling.

from PUBLICATIONS

by Mike Gilman, Publications Director

I'd like to thank all of the people who have sent us articles for publication in HUT!. The April issue consisted of input from a large number of people, and we were glad to see this happen. Hopefully, it will continue throughout the year. It takes a bit more work to put together a 16-page newsletter, but the Editor remained optimistic through most of the layout, and we finished in time to have it printed and mailed before our deadline. It was a goal of ours to have HUT! mailed and received within the first two days of that month (or sooner).

The CALENDAR OF EVENTS looks fairly busy through June and halfway into July, so there's plenty of room open for more cruises and/or events later on in the year. Let's just hope for plenty of moisture this year so that our rivers don't run too low.

Under Mississippi Mud (News of the Long Distance Racers) was the 1981 Race Calendar, a massive effort by Warren Thunstrom and many others, which turned out to be quite an impressive listing. I also urge all of you as canoeists to consider paddling in one or more of these races to help support this growing sport. I can always ask those of you who attend these events to write about it, or tell the story from behind the scenes.

In regard to our monthly programs, we hope that those of you who have attended an MCA program have enjoyed it in some way. Any comments on context or theme will be appreciated for consideration in next year's program planning. In fact, some of the comments may help us improve the remaining programs in 1981. Please submit these and other ideas to any of your MCA Directors.

* * *

Regarding our sponsors' ads, it improves our business relations with them only if you mention (each time you contact them or do business with them) that you've seen their ad in HUT!. It reinforces our contention that their ads are reaching a specific, interested membership who in turn will in some way patronize their business.

If you know of any business that might be interested in running an ad, please contact Helen Olson at 447-4904, or write 3356 Todd Road SW, Prior Lake, Minnesota 55372. Price sheets are available, and our rates are reasonable.

THE PESHTIGO RIVER & MIKE VANDE VYVER

by Terry Lemke

Mike Vande Vyver and I stood on the bank of the Peshtigo River overlooking Horserace Rapids. We watched as canoes and kayaks, trying to successfully maneuver through the rapids, were swallowed up and spit out by the forceful whitewater. Horserace is a long, narrow rapids with rock walls on both sides. The wall on the right protudes out into the river about midway through the rapids. A little farther down, a rock outcropping juts out from the left bank. The S-shaped configuration of the rapids and the numerous standing waves and haystacks in the rapids mean that anyone attempting to run Horserace must be either very good or very crazy.

Mike and I decided we had the necessary qualifications to run Horserace; he is very good and I am very crazy. So, we climbed into Mike's battered old Grumman canoe, Mike in the stern and me in the bow, and paddled out into the river. "Let's show these kayaks that an open canoe can run Horserace right side up," I said to Mike as we started down. No sooner had we gotten started when we ran into a submerged rock. The force of the canoe hitting the rock jarred the paddle from Mike's hands. The force of the current spun the canoe around. Mike and I were now heading (or ending?) toward Horserace Rapids backwards.

Mike Vande Vyver has been down the Peshtigo River many times in the past, and he had organized this trip. I had been on one early whitewater trip with Mike, but really had not gotten to know him. There had been 25 or 30 people on the earlier trips I'd been on with Mike, and I thought there would be about the same on this trip. When we all met in Roseville, all three of us, on that Friday night in early May, I was only slightly worried about what I was in for on the Peshtigo.

We loaded up the canoe and kayak on top of Mike's car and headed for northeast Wisconsin. The 300-mile trip flew by as Mike drove between 65 and 70 mph. I was just getting used to Mike's driving when we reached the Peshtigo. It was about 11:30 p.m. and I thought we would probably find a campsite and get a good night's sleep. Mike, on the other hand, wanted to stop at the local bar for a few beers. Little did I know that a few beers to Mike meant a few pitchers of beer. At 2:00 a.m. the bar closed and we were forced to leave.

While in the bar, Mike did three things: he drank lots of beer, he went to the john lots of times, and he talked canoeing to anyone and everyone who would listen. Fortunately, because of Mike's uninhibited manner, we met two guys from Minnesota who were going kayaking on the Peshtigo, and he worked out a shuttle for the next two days with them. Around 4:00 a.m., we finally got to a campsite. The sky was just getting light when I fell asleep.

My mind and body were not in synchronization as I stumbled around the following morning. The two guys we had met the night before were pretty hung over, and Dean, the third member of our group, didn't look too good either. Mike, on the other hand, looked as if nothing had happened the night before. He just sat on a log eating his breakfast (a can of sardines) and talking about canoeing.

Mike suggested we canoe the upper stretch of the Peshtigo the first day and save the lower, more challenging stretch for the following day. The upper stretch was fairly placid, but very scenic. A few Class I and II rapids were occasionally encountered.

The highlight of this stretch, though, was a place called the Dells. Mike had talked about the Dells all the way down the river. He was really keyed up to run the Dells. Just after lunch (Mike had sardines), we traded places. Mike took Dean's kayak and Dean and I took the canoe. We continued downriver and came to a fork in the river. Mike took the left course, so Dean and I took the right. Little did Dean and I know that the Dells lay directly ahead.

Dean and I checked out the Dells and picked our route. We started down. The high rock walls engulfed us as we cut through the haystacks. Suddenly, there was about a 3-foot drop and the current pushed us into the wall on the left. Dean did a draw stroke on the right and I pushed off the wall. A few more drops and a sharp turn to the left, and we were through the Dells. Mike was very disappointed when he found out he'd missed the Dells. Dean and I told him not to feel too bad because we gave him a momento of the rapids he'd missed—a new dent in his canoe where we had hit the wall.

That evening found us back in the local bar. Mike was doing what he does best: drink beer, visit the john, and talk about canoeing. We managed to drag Mike out of the bar about midnight. After a good night's rest, we were ready to take on the lower Peshtigo.

After breakfast (Mike had sardines), we headed for the put-in place. We waited for about 30 rafts to pass before Mike and I shoved off in the old Grumman. The first large rapids we came to dropped about four feet all at once and there was a large roller on the bottom right. Mike suggested we head toward the roller and that I do a brace on it. We had no sooner gotten started when I found myself in the water heading for the drop. I could feel the canoe on my left as I went over the drop and was pushed under the large roller. When I came up, I grabbed the canoe and headed for the bank. Mike Cotton, one of the guys we had met our first night, helped me out and said that both the canoe and I had completely disappeared in the rapids. Mike Vande Vyver and I decided to run this rapids until we got it right. On our third attempt, we finally made it.

Five-Foot Falls was the next obstacle we encountered on the Peshtigo. Just before the falls, though, Mike and I had some problems. We were ferrying across the river and got caught in an eddy that pulled us back into water coming over a drop. The water was filling the canoe. Mike came forward in the canoe and the water released its grip. The canoe lunged forward, hitting a rock and throwing Mike out. The idea of going over Five-Foot Falls in a 125-pound canoe three-quarters full of water did not appeal to me very much, so I grabbed the painter and jumped out. I planted my fee firmly on the river bottom and the canoe swung around in line with the current. Meanwhile, Mike had made it to shore. Thinking that I was in trouble, he ran up the shore, out onto a rock, slipped and was washed downriver. He made it back to shore, ran back out onto the same rock, slipped and was washed back downriver. On his third attempt, he ran along the bank, out onto the same rock, did a beautiful belly flop and was washed downriver. Watching Mike come to my rescue was like watching a Charlie Chaplin movie. I was cracking up from laughter. Mike finally made it to my aid and we pulled the canoe to shore. After negotiating Five-Foot Falls, we headed for Horserace Rapids.

Horserace Rapids is about the toughest whitewater on the Peshtigo, and Mike and I were heading for it backwards with only one paddle. I was having visions of the impending disaster when Mike yelled, "We'll go

Cont. on Pg. 10

FROM THE BOW

by John Wexler, President

I'll be looking forward to seeing you and Verlen Kruger and Steve Landik of the Ultimate Canoe Challenge expedition at the Ultimate Canoe Challenge Rendezvous at Fort Snelling State Park on May 2 and 3. You can be sure of two fun-filled days fo canoe cruises, possibly some citizen races with prizes, films of Verlen and Steve's 28,000-mile canoe challenge, and a chance to talk to Verlen and Steve and notorieties such as Canoe Magazine Editor John Viehman and writer Harry Roberts.

Don't forget to check out the May 5 MCA program on BWCA Wilderness canoe ethics. I can assure you that the BWCA Wilderness Minimum Impact Canoeing program will be worth your time. In fact, those of you who attend this should not only use these guidelines in the BWCA, but also in the other areas you paddle.

Penny Mielke and I recently attended a get-together the other evening over at wilderness canoe camping writer Cliff Jacobson's home with marathon racers Walt Herschey and Jeff DuBois, and former boat builder and current designer Bob Brown. We discussed the right of ways on rivers, canoe performance, and a number of other subjects. On each topic there were at least four to six different opinions. The cruiser, the racer, the whitewater boater and the wilderness tripper all look at a canoe design from a different perspective. These different perspectives will be explored in future months.

Also at Cliff's house I asked everyone there if they would contribute short articles to HUT! from time to time. Well, as you can see from this issue, Cliff can't write a short article and Bob Brown writes about his short windedness. Walt is checking into where our canoe license fees are going.

Get ready for the War Canoe Race being put on by the MCA Marathon Canoe Racers at the June monthly MCA meeting. Every MCA member is invited to participate by either racing with or against your friends. Each canoe will be captained by a racer and/or a voyageur. The crews will include wilderness cruisers, whitewater boaters and seasoned racers. Races will start about 7:00, and if you want, bring some hot dogs and a grill and join in on the picnic that will start earlier at about 6 p.m. If you would like more information about this event to be held at the University of Minnesota River Flats located one block south of the Washington Avenue Bridge on the east bank of the Mississippi River, contact Walt Herschey at 437-7424 or Chris Berne at 929-5714.

As you can see, we have definite plans for educational courses in beginning canoeing, whitewater canoeing and efficient canoeing. I strongly encourage everyone who has not taken these courses to do so now. We now have a $200 scholarship available to our instructors. However, we need people to help us organize these programs. If you don't think you have the experience, we will train you!

Last month's article on efficient canoeing was really meant to be beginning canoeing. Efficient canoeing will be announced later.

An MCA volunteer recognition party will be held June 13, 1981 in Prior Lake at Helen Olson's backyard and beach. Free food, free refreshments and free admission to all MCA'ers and their families and MCA friends who have volunteered during the last couple of years. RSVP to either me at 722-7069 or Helen Olson at 447-4904. We are planning on having events like a tug of war and volleyball game on water! If you want to get in on the planning, call us earlier.

MINNESOTA BUDGET CUTS

Once again, the Minnesota Canoe Association has to thank the ubiquitous Betty Ketter, this time for her eagle-eye attention to detail. Betty spotted the name "Minnesota Canoe Association" among the list of thousands of idle bank accounts recently published in the newspaper. The funds in these accounts go to the state treasury if unclaimed after being inactive for at least seven years. Seems someone (if anyone knows, we would like to know who) opened an account for some reason back in 1973 that somehow got lost in the shuffle. As a result, the MCA is $157.67 richer today. Sorry, Jim Lord, you don't get this one. And thanks, Betty.

BEGINNING CANOEING

by John Wexler

Beginning canoeing will be taught to beginning canoeists May 6 through May 9. Turning and steering techniques will be demonstrated, along with methods that will show you how to get more out of your stroke than your expert or intermediate friends are getting with the same amount of effort. The class is primarily paddling time on the water under the supervision of our expert canoeist. For very individual and complete instruction, call Karl, 636-8116. This course is recommended as a preliminary for those of you taking the MCA whitewater course.

St. Cloud News



by Don Stephany, Secretary

Our March 11 meeting was again held in the Great River Regional Library in St. Cloud with our president Mike Zapf imparting his "gung ho" attitude to the members present.

Eighteen people took in Jim Bower's slide presentation of river canoeing. Both veteran and new members were actively informed by his coverage of such things as obstacles that might be encountered, water hydraulics and its action on a canoe, and routes that would be best selections for both down and upstream paddling.

Jim followed this with a demonstration of paddle strokes and how each one should be used.

Different styles of paddles were displayed and offered for those who wanted to update their equipment.

Our May 3 paddling classes with the Ketters, originally scheduled for Lake George, have been rescheduled for Wilson Park on the Mississippi River in St. Cloud.

2 KAYAKERS MISSING
LOST ON SOUTH FORK, CROW RIVER

SPRINGTIME CONFUSION

by Mike Vande Vyver, Cruise Director
[Notes by the Editor]

Part I

I assume that by now many of you are thinking about whether the ice is off the rivers. I usually get the paddles out very early every year, and this year was no exception.

March 15, Penny Mielke, Mike and Sharon Gilman, my wife and I went to Sand Creek, only to find that the water level was too low, so —

I discussed this with Mike Gilman, and I decided that the south fork of the Crow wasn't very far from Sand Creek, so —

There we were at the south fork of the Crow. Great! It was flowing (well, almost). I was desperate that day. I didn't know it, but it was 3:30 p.m. when Penny and I put in, with about 10 miles of river ahead. [Mike told me it would take about two hours.]

Part II

I told Mike to leave my car at the next bridge. [The bridge we agreed upon ended up being the third bridge, but we waited at the first.]

The river had more ice than I could imagine possible, with about 20 logjams, three large beaver dams, and was as crooked as a snake. Wow! What a mess! If only I had a chain saw. Penny was getting a little worried, I thought, as the moon came out and we were still paddling. It was late when we finally found the bridge, only to find that my car wasn't there. [You're right, Mike; we moved it just before you got there.]

I hitched a ride to the next bridge, but my car wasn't there, either. I thought maybe someone towed it away. I managed to get a ride back to Penny, but had to do a lot of explaining about why I had a wetsuit on.

Penny was in good spirits, but cold. About five minutes later, a patrol car stopped by the bridge, telling us that there were a lot of people looking for us (oh, boy). Within 10 minutes, another patrol car stopped and got a hold of Mike and my wife to let them know we were at the bridge. [The local sheriff's department keeps a fairly good lookout for guys like Mike.]

I wasn't too cold, but one police officer was rather stunned to see us standing there next to our boats soaking wet. I told him we had wetsuits on, so not to worry.

Part III

Well, I recovered from that trip only to find myself going out with Bern Christensen on the Upper Snake on March 29th. I figured it was open; no doubt in my mind. Wrong again—more ice. Well, here we go again, breaking ice for 15 miles. We did find the river open where there were rapids, and did have some fun, but then we hit areas for four blocks or so where the river was completely frozen. At one point, I decided that the ice was thick enough and started walking to the other side with two kayaks because it was easier to walk on that side while Bern portaged on the river left through the woods. Well, it could only happen to me—I fell through. Wow! What a shock. The end of the trip was really great. We left my motorcycle in the woods to work out the portage and had buried the key in the mud next to a tree. I had trouble finding my cycle key, but after playing in the mud, we finally found it.

We had venison burgers and had a nice fire going to take off the chill. Later we talked of how the river was, etc.

Part IV

Well, what's next? My year has just begun; wait until we get to South America (oh, Lord). I've nothing more to say, except that I need a Klepper to take to S.A., return condition unknown.

POSITIONS OPEN

MINNESOTA CANOE ASSOCIATION INC.

The MCA publishes a newsletter, HUT, on a regular basis, which ranks among the best in the nation in providing news of happenings, book reviews, equipment tests, building tips, trip reports, short articles, a trading post and much more of interest to midwest canoers.

HUT! is reorganizing its staff, and the following positions are now open.

Editorial Assistants: These people are responsible for the articles in each issue, which will be handed over to the editor for final editing. You will contact contributors to past issues of HUT! for follow-up stories; research past issues of HUT! for pertinent material to be reprinted; contact interesting sources for new material; and write some of the general interest stories. An interest in English or journalism would be helpful.

Section Editors: The responsibilities for this position are the same as for editorial assistant. The difference is that the articles will be about one topic, such as conservation, equipment, camp cooking and helpful hints, travel areas, etc.

Art Director: This person is responsible for the visual content of HUT!. You will lay out the articles and illustrations; do some keylining, and supervise artists doing the rest; and arrange for printing. A commercial art background would be helpful for this position.

Artists: These people will create illustrations for articles; illustrations and designs for brochures and club flyers; design and layout advertisements in HUT!; do backup keylining and paste-up for art director. An art or commercial art interest or background would be helpful for these positions

Applicants for these positions may contact Mike Gilman, 935-5799 evenings. This is an excellent opportunity for those people getting started in the fields of journalism and commercial art to get that needed experience and meet fellow creative people who share your interest in canoeing.



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CANOE RENTALS

Canoe And Boating Route Program To Take Back Seat To Public Access Program

by Mike Gilman, Publications Director

There has been a decision made within the DNR to combine the Canoe and Boating Route Program with the Public Access Program. Because of budget cuts, some of the on-going programs are being combined.

Because of the trend toward lower cost in outdoor recreation activities, and the increase of people involved in self-propulsion, the Canoe and Boating Route Program has benefited these people the most and would continue to do so in the upcoming years if it would remain one of the DNR's programs.

Under the merger, the C & B Route Program would take a back seat and none of the 15 newly proposed river routes would become a reality. These 15 routes are all within 100 miles of the metro area and could, therefore, become fairly popular. In addition, it sounds like we would lose two of the existing 18 designated routes.

The Public Access Program deals primarily with purchasing no more than seven acres on a lake and providing hard surface boat ramps and parking lots. This is solely set up for the fisherman, as the canoeist prefers river travel over paddling around in circles on a lake. There are no provisions made for setting up campsites, portages or picnic areas, for mapping of rivers, or even for improving the rivers that are designated (by maintenance and cleanup of obstacles) as there are under the Canoe and Boating Route Program.

My recommendation would be that if this small Canoe and Boating Route Program cannot stand alone, it should be combined with the Wild and Scenic Rivers Program or Parks and Recreation (from which it originally came) rather than the Public Access Program.

We urge you to contact your representative in regard to this matter. If you explain to your representative how you feel about the importance of the Canoe and Boating Route Program and have them contact Senator Jerry Willet or Representative Phyllis Kahn, the outcome of this program could be changed.

CONTINUED

Senator Jerry Willet, Chairman of the Legislative Committee of Minnesota Resources (LCMR) or Representative Phyllis Kahn could probably talk with Joe Alexander (head of the DNR) and possibly convince him to reconsider his decision about the outcome of the Canoe and Boating Route Program.

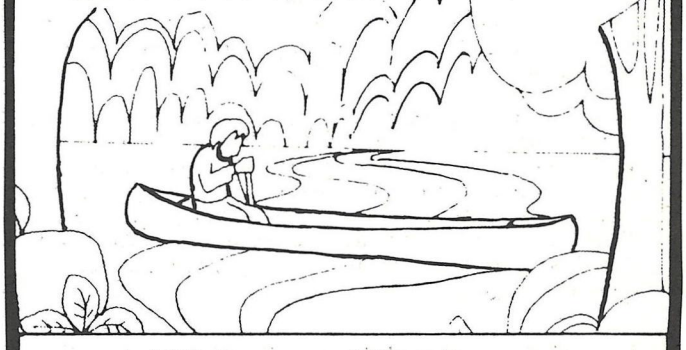
Cont. from Pg. 7

through this way!" as he grabbed the spare paddle. I had started out in the bow of the canoe, and now was in the stern. I slid behind the seat and braced myself on the bulkhead. We entered the rapids. Mike did a draw stroke on the right, I did the same on the left, and we rounded the rock wall on the right. The force of the current pushed us toward the rock outcrop on the left. Mike was leaning way out to the front of the canoe, trying to pull us around the point of the outcrop, and I was nearly standing on my paddle doing a pry on the left side to swing the back around. We shot around the outcrop, hit a haystack, and were through Horserace Rapids. We paddled to shore to the applause of amazed onlookers. Shooting Horserace Rapids was the highlight of the trip.

Canoeing with Mike Vande Vyver is an experience not soon forgotten. Mike, at times, is a little awkward, but when it comes to canoeing, he's a master. He knows the water, he understands the water, and he can read the water. When it comes to canoeing, no one can match Mike's enthusiasm.

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CLIFF'S CORNER



by Cliff Jacobson

In early April, MCA President John Wexler met with a few of us "relatively inactive" MCA'ers and shouted loudly for help. The question: How can we improve the MCA and HUT! magazine? To that end, John, with his usual quiet air of determination, suggested I contribute a bi-monthly article to HUT!. "Yeah...well...on what, John," I hemmed. "Whatever," he replied. "How about canoe camping? That's your thing. You can even badmouth 'little pointy boats' (kayaks)—and, heaven forbid, even racing canoes!" "Yeah." I listened intently. Wheels began to turn. Then John sprung the trap. "Send the first installment next week. I'm anxious to see it." Good old John; I took the bait.

What follows then is my first installment of a bi-monthly column on wilderness canoe camping. In it I'll share with you some canoe camping tips I've picked up over the years. I'll warn you, though: I'm terribly opinionated, so you're welcome to throw darts. But since this column is for fun not for pay, I figure it's okay to say what I darn well please.

Before the basics, however, it's important to realize that one individual's tripping style is not necessarily like that of another. In short, what works for me may not work for you. I'm a wilderness traveler—a serious one--so my trips are long and sometimes very remote. I've therefore evolved a tripping style that places maximum emphasis on safety, comfort and convenience. In the process, I've found it necessary to eliminate small, fine-ended canoes from consideration (more on this later).

"Comfort" receives high priority on my trips. I can't recall a time over the past 15 years when I've been cold, wet, or badly inconvenienced. And to ensure that comfort, I carry a reasonably sized eight and one-half pound tent, a pair of single burner gas stoves, a rain tarp, handaxe and saw, heavyweight reliable rain gear and souwester hat, and more. Sounds like a lot, but actually the weight of these extras is little more than that of a spartan marginally reliable outfit. If I traveled the deep wilds in a pure race canoe, I'd necessarily have to go much lighter...and travel less comfortably and safely.

Frankly, folks, there's no such thing as an "ideal" canoe—even an all-around one. I own four canoes, which isn't nearly enough. In my garage hang an 18-1/2 foot Sawyer Charger, an Old Town Ranger, and a pair of wood-strip solo touring canoes. All variations on the "wilderness touring" theme: I seem never to have the perfect boat at the right time!

A surge of well-earned interest in the long, skinny canoe has evolved. It's a good sign as it's caused manufacturers to offer scores of new generation canoes of excellent design. But the adage of "If a long, skinny canoe is good, a longer, skinnier one is better" as suggested by some canoe writers, calls for qualification. Three/twenty-seven and shallow four/thirty-two USCA hulls are fine for a week stint around the BWCA, for touring the Mississippi and St. Croix, etc., but if you trek for weeks across rough waters, they can be downright dangerous. Certainly, fine-lined hulls are a joy to paddle. That's indisputable, but it's not the point. What is the point is that long, skinny canoes can cause problems in the outback. Fact: Short, tubby boats (which paddle miserably) simply handle rapid better than long, skinny ones. Merely a matter of fitting between the waves. And control. Short boats turn better than long ones--and turning is often the name of the game in rapids. That's why pure whitewater boats are short—always less than 16 feet. And if you fly a lot, an 18-1/2 footer may not work; most Cessna pilots just won't float lashed canoes of that length. And stacking three 18-1/2 footers into a Twin Otter calls for resourcefulness and a very understanding pilot. So my beloved 18-1/2 footers are best relegated to less ambitious trips or to ones where a railroad looms at trails end, or a freighter, or a quick sale to locals.

It's important to select a canoe for the job you intend it to do. Trying a canoe without a load won't necessarily tell you how it will handle when packed for a 3-week trip. For example, a skittish, rockered canoe will be tamed considerably if you place a heavy load in its belly. But a straight-spined, race-bred hull that requires powerful draws and/or leans to turn empty will respond with sluggish impudence when loaded to near capacity.

Stem configuration is important, too. A square racing stem increases waterline length (and hence speed) and it improves tracking. But it also catches weeds mercilessly and breaks out pieces when you hit submerged rocks. Again, I urge you to consider the specific use you'll put your canoe to.

Remember also that a canoe with fine ends will necessarily plunge deeper in waves than a similar styled canoe with more buoyant ends. Fanatics of the fine-ended canoe suggest using a fabric cover to keep out water when the need arises. I'm a believer in that, but before your scream "panacea", consider the price you might have to pay if you upset in a rapid far from home and your cover tears to shreds. Charlie Walbridge, ACA safety chairman, flatly discounts for whitewater use any fabric cover that weighs less than eight ounces per square yard. Charlie says lightweight covers destruct in upsets. And virtually all race-styled covers weight only a few ounces per square yard. Or suppose you lose your cover (or a section of it) in a good blow? (Don't laugh; it happened to Kruger and Waddell on their 7,000-mile trip.) Or imagine paddling bow in a fine-lined, fabric-covered cruiser in a rough sea, crashing armpit deep into every wave for hours at a time—in waters of near freezing temperatures. It won't take you long under these conditions to discover that a fuller-bowed, bigger hull that's slower but drier is a "better idea".

Conversely, if you always portage major rapids, stay off running seas, are highly skilled, use a cover with discretion, don't take chances and always use good judgement, plus travel with a lightweight spartan kit and so forego some creature comforts, then a race-bred cruiser might be right for you.

As regards "indestructibility", choose a hull style that pleases you and will handle the roughest conditions you plan to encounter. If you pick Royalex, Kevlar or aluminum because you have the notion it will protect you when the chips are down, guess again. Watch an "indestructible" canoe destruct when it plunges over a Class VI falls sometime, and you'll get the message. A strong canoe may protect you from minor mistakes, but it won't save you from bad judgement or stupidity. Only good canoeing skills and a well designed, high volume boat, combined with common sense, can do that. NO CANOE IS INDESTRUCTIBLE!

Now that you're thoroughly confused, I'll sign off. Next issue I'll share some solid information on canoe

Cont. on Pg. 14

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

$5,000 PRINCETON RACE

The '81 racing season starts with a bang on June 6 on the Rum River. The prize money is set for $600 for first. The spread is gradual with $50 for each team after 25th that can stay within 1-1/2 hours of the first place time. The course will be four hours and end in Princeton. This event will be 40 points for first place in the '81 point system.

For race information and entry forms, write to Tim Nelson, Princeton State Bank.

* * *

CANOE RACERS AND RACE PROMOTION

Most of the paddlers know canoe racing attracts few spectators. Few retired racers watch. Few fishermen or picnicers even look up. Even recreational canoers are more puzzled than impressed by us. So how come people keep putting on races?

Each race is motivated by one or two people who live near the race course. They love and enjoy the rivers and want to share them with us. These race promoters will only come through for us if we believe in and defend our sport. Every race on our circuit is there because a racer talked to somebody about canoe racing. The racer had to explain what a canoe race is, who participates, and how to run one.

To help out, the Long Distance Racers collected race-running information into a packet that is setn free to anyone with questions on how to conduct a canoe race. We print schedules of races that give us information and encourage new paddlers to try a short race.

The next time you shake hands with a race sponsor and he hands you that trophy or check, remember that a racer talked him into it. Each of us who like to race owes it to past and future canoers to help start and run enjoyable and challenging canoe races. Where do you train? Would it make a good race course? Who else in your area would be interested in a canoe race on "your water"? Go talk to them a few times. Make <u>your</u> race the best.

JENSEN HANDICAP '81

This annual event is back to its opening-the-season status, and will be held Sunday, the 17th of May. No training required. This is for all old, experienced racers to stretch those bones, and a chance for the <u>new</u> potential racers to see how out-of-shape racers can perform. Same old location, course, rules and socializing. Call Karl, 636-8116, or Betty, 561-2208, or Chris, 929-5714, for details. Start is set for 1:00.

Past contestant rate this event an "X" and prefer no spectators, as certain scenes and language may be objectionable to recreational canoers. But the event promoters feel there is a market for this type of embarrassing, self-deprecating canoe event. Come early to get a good seat.

MINNESOTA GROUP TRAINING

Minnesota's racers spend more time training in groups than any other canoers. This not only provides psychological incentive to "win" or keep up during workouts, but fosters a high degree of wake riding, pack paddling, and river reading skills. Also, this fraternization moves newer paddlers up through the group as fast as their strengths allow.

Minnesota racers are very aware of each other's paddling abilities. If each established racer were to rank all Minnesota canoers, the lists would be amazingly similar, except each racer would probably place himself several places higher than his average ranking by the others. (That is why they race.) Also, this mixing of partners on a daily basis opens up spots for promising newcomers who are openly accepted if they are willing and able to work the demanding training schedules common among racers of Minnesota.

Certain patterns have developed for the group sessions that seem to prevail over the wide range of paddlers' abilities. Partnerships are prearranged for that day. A few rely on pot luck, which is less successful for less strong or skillful paddlers. The canoe owner has more latitude in obtaining a training partner as even the top racers may not have a hull available for that day. The group starts almost in unison (one or two minutes) when the social leaders of the group move toward the water. Newer teams are advised to precede this practiced group to the water and start one to five minutes early. This gives newer teams a chance to observe all the faster, stronger teams attempting to pass and the established racers get to "see" the potential of the new racers.

The group will normally run upstream for 60 to 90 minutes in a mini-race. Any course is acceptable—land or water. Experimentation is encouraged as the whole group learns of a particular shortcut. Creativity in route is highly prized. This event ends at the regular rest stop, agreed to before the run begins. The rest lasts five to 20 minutes, depending upon the condition of the group and how soon the next official race is to be. The newest teams find that the rest is just long enough to allow them to catch up for the next lap. This will continue for three to four hours, which is the usual length of the group run. The most-used stretch of water is the Rum River from the fairgrounds to the Seventh Avenue Bridge and back. Ironically, the last three minutes of sprinting to the finish is past the Anoka State Hospital grounds. Some days the sprint continues to the restaurant.

A second form of the Minnesota group practice run is the Rookie Racers who meet one evening each week. This is a coaching/conditioning clinic for non-racers who want to try out this sport. Here, all teams are formed on the bank and an effort is made to match the most experienced with the least experienced paddlers. The group paddles in a pack of two to eight teams, spreading out about 10 to 30 seconds. The speed gradually increases until the lead teams attempt to break away from the riders during a "push". After about 10 minutes, the leader will rest or return to the slower teams and reform the pack, and the cycle is repeated. A rookie run is 1-1/2 to 2 hours, with a 5- or 10-minute break in the middle.

The third type of Minnesota group training is a fairly recent development. The long slow days (LSD's) are endured from March through May when many of Minnesota's smaller streams are full. These LSD runs are to develop stamina and form. They are six to 10 hours in length, paddled in packs of two to six canoes

Cont.

NEWS, RUMORS,
PREVARICATIONS, EXAGGERATIONS...

Jeff DuBois has retired at the age of 25 to build canoes. He plans to return to the University of Minnesota this fall, where he'll major in mathematics. His canoe building interest centers on C-1's. Looks like an early favorite for the $500 C-1 Championship in August.

Lee Hunt, MCA Building Director, has been tutoring Karl in fluid mechanics. They are trying to learn what experts know about hull speed. Lee is eager to build a computer model based on canoe hull test data and theory to help sort out the variables in canoe hull performance.

In the '70s, Robin Baker made Grand Rapids as awesome in canoeing as in hockey. It was the favorite race of Minnesota's old pros—it is good to see them back on the race circuit. Grand Rapids has revived Tall Timber Days as a week-long event in early August. It'll be a well-attended, competitive event, probably unmatched in tall tales and reminiscing.

Clint Waddell plans to race this season. Now those rookies will get to see one tough paddler.

Each year, the canoes in the popular men's C-1 class of the USCA Nationals get longer. Jensen's original too tippy 14' has grown to has grown to 17'. In USCA specs, that means they grow fatter, since the 4" waterline is 14.357% times the length. Soon the 18'6" hulls will dominate the events. In all their classes, the longest canoes win, which belies their earlier claims of a formula that would equalize long and short canoes by allowing the short one to be sleeker. It appears sensible to canoers that the maximum length in this class should be shortened to a reasonable 15 or 16 feet and a new cross-section minimum be established. A C-1 should be comfortable, quick and versatile. But change will be slow to non-existent. Remember, this is the group that thought an 18'6" aluminum canoe was normal and decided in 1981 to measure canoes before the national race.

Craig Caron, a racer from Owatonna, had a tangle with a motorcycle and broke his leg—again. From his hospital bed he told his partner that he'd have a lot of extra time to train this season if he could get himself and his cast to the water.

Joseph Conrad won in a "landslide" in the open primary for city council in River Falls, Wisconsin. Joe is a past president, director, HUT editor, etc., for the MCA, so he'll be ready for committees and debates. Joe received 44 votes over six for each of the other candidates.

with a bankrunner. The pace is slow for racers, but steady and draining. Second year rookies and "retired racers" find this treatment helps build the strength needed to control boats in packs—even late in the race. The format allows a 5-minute in-the-canoe rest each 45 to 30 minutes, with a 15-minute rest on shore every two hours.

Group Training Vocabulary

"Pack" is a group of canoes traveling at a hard pace with the speed limited to the slowest team who rides. There will be two to four lengths of spread with as many pack leaders as interested.

"Push" is the sprint to break up the pack by the fast team trying to open a gap between the following canoes. The followers sprint to hang onto the leaders and close the gap. A push is sometimes begun as a "follower" with courage and daring "cuts a corner", "punches over a bar" or "takes a cut" in order to pass the leaders.

"Return" is the lead team waiting for or paddling back to the slower teams to reform the pack. Strong teams often go to the rear of the pack to practice paddling in the crowd.

"Sprint" is an all-out, complete effort to make the canoe go as fast as possible. The canoe is in an "up" attitude. A sprint only lasts a few minutes.

A "press" is just enough slower than a sprint so that a conditioned team can do it for 30 to 40 minutes.

To racers, a "cruise" is the fastest speed a team can hold for a 5- or 6-hour day, even if it is interrupted with sprints from time to time.

A team who had been keeping up and has tired so as not to be able to cruise is said to have "died".

Group Training Formats

SPRINT (Rookie Runs): 0 to 2 hours
Pack of five minutes, Push 10 to 15, Return or Rest up to five minutes, and repeat cycle.

SHORT DAY: 2 to 3 hours
Pack of 10 minutes, Push 20, Return 5, no Rest, and repeat cycle.

GOOD DAY: 4 to 5 hours
Pack of 15 minutes, Push 30 to 50, Return 5, Rest 5, and repeat.

LONG DAY: 6 to 8 hours
Pack of 20 minutes, Push 40 to 60, Return 5, Rest 10, and repeat.

These formats are general guides to be modified for the strength and skill of the group. These are intended as training runs for work on a team's stamina and form. This information has much less application to single team training runs or skill practice sessions.

RACER TIP

Before you get to the race or that training run, put an identification mark on each and every paddle. Indelibly ink your name or use distinctive color and width tape. Tom Ploszay uses 3/4" blue tape, Karl 1-1/4" yellow tape, and somebody has 3/4" red tape. Don't carve initials into the wood, and don't rely on a special "knot" or your zodiac sign to prove ownership.

Subtip: Don't lay bent paddles on the ground. Though they can withstand the tremendous loads of your strokes, they will not support an adult or a car.

* * *

Watch, stare at, and avoid paddling under people standing on bridges. Never paddle under "youths or teens", especially ones on high bridges. Under a bridge, you are a helpless target.

Subtip: If you go to shore to pursue felons who throw rocks at you, run at a steady pace that won't exhaust you, and do not give up quickly. Consider keeping your paddle with you, and remember that hitting people is a crime.

Camp Cookery

SHISH KEBOB IN THE BWCA

Imagine yourself on an island in the Boundary Waters Canoe Area with visions of supper made from dehydrated or freeze-dried foods. Do your thoughts include mouthwatering gourmet food served in the best restaurants in the Twin Cities?

Take shish kebob. This is a delectable food that can be cooked at a basecamp where there is one move of tents and equipment. More daring people could adapt it to a portage trip.

Lamb shish kebob starts with a marinade made at home in a 1-quart plastic bottle (no glass allowed in the BWCA).

Herb Marinade

1/2 cup salad oil
1/4 cup lemon juice
1 tsp. each salt, marjoram and thyme
1/4 tsp instant minced garlic
1/2 cup chopped onion
1/4 cup dried parsley

In the morning, cut the 1½-2 pounds of lamb shoulder steaks into 1½-inch cubes and place in the marinade. Store in an insulated bag with ice all day.

At supper time, cut the vegetables and place them in the marinade before alternating meat and vegetables on the skewers. Peppers are cut in eighths and onions in halves. Vegetables should be the size of the meat for even cooking.

Cut tomatoes in an even size for a separate skewer because they cook faster than the other vegetables. Canned mushrooms and potatoes (in a plastic box) are optional.

Make the fire from briquets. The grill should be small and portable. Our homemade, 10 x 12-inch grill was made from welding rods.

The shish kebob skewers are turned 1/3 revolution every 5-10 minutes. If the wind comes up, put aluminum foil on top of the skewers to retain heat.

Round out the meal with French bread and white wine. You'll wonder why you hadn't tried this meal in the wilderness years ago.

Cont. from Pg. 11

tents and how to rig them for rough weather. In the meantime, I'll happily answer specific wilderness tripping questions you might have. Address them to me at my home so Mike can put them in HUT! along with my necessarily biased answers.

* * *

(Editor's Note: Send your questions to:

Cliff Jacobson
928 West Seventh Street
Hastings, Minnesota 55033

Cliff Jacobson is the author of "Wilderness Canoeing and Camping," E.P. Dutton Co., 1977)

SPONSOR LISTINGS

Business owners, people in professional practices, and individuals listed in this section are lending support to the MCA and making their products and services known to the club members by using these Sponsor Listings. Contact Helen Olson if you would like to be listed.

Members are encouraged to patronize these sponsors.

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Strip Canoe Supplies
Bill Knudsen & Associates
488-1932

Complete wood pre-cut for a strip canoe, gunwales, thwarts, seats, etc. About $80-100 for sitka spruce or redwood.

Book Reviews

by Mike Gilman, Publications Director

Does the Wet Suit You?
The Confessions of a Kayak Bum
by Walt Deschner

Available from The Eddie Tern Press, 430 SW 206th Street, Seattle, Washington 98166.

Price Postpaid: $7.00
96 Pages

In Walt's letter, he hoped that his enclosed book would be enjoyable to the wet heads in our club, enough so that we would contribute to his terrible habit of just wanting to boat.

An excerpt from the introduction of the book gives some insight to the style he uses throughout the book.

> An old kayaker once told me, "When you understand what goes on in a river, you'll never be the same." He was right, and I went on to be a kayak bum...What you are now holding are my confessions. And sure, writing about it is selling a good hunk of my soul, but I'll be damned if I'm going to support my habit with an eight to five. So here you have it.
>
> This is what I suggest you do to get the most from this book: Turn off the heat in your house, fill your tub with cold water, get into your smelly old wetsuit, crack open a beer, climb into your cold bath, open this book and now ask yourself, "Does the Wet Suit You?"

The numerous chapters are each stories on their own of his ramblings on rivers the world over, first runs and run-ins with people and places.

The photography is excellent (black and white) and complements the writing. He has seen life from a boater's point of view, and shows us the humor, as well as the uncertainty and triumphs, of situations. This book should be of interest to all classes of boaters.

MCA Canoe Building Supplies

For Sale: MCA resin and fiberglass cloth. Polyester resin with catalyst is $10.25 per gallon. Four ounce cloth, 50 inches wide, is $2.30 per yard; 7-1/2 ounce cheesecloth, 60 inches wide, is $3.25 per yard. Rules for purchase: Call ahead and schedule pickup time. Payment by check or money order to Minnesota Canoe Association. No cash. Bring a valid membership card.

Depots:

Betty Ketter	561-2208	No. Minneapolis
Chris Berne	929-5714	So. Minneapolis
Berne Scale Co.	544-2422	West Suburbs

NEW RESIN DEPOT?

The MCA is looking for someone who would enjoy meeting some interesting people with a lot of fun canoeing tales to tell. We would like to be able to better serve people in St. Paul and/or the Burnsville/Eagan area by opening a new resin depot. No vast canoe building experience is required; just be able to answer a few basic questions. All that is needed is that you have a little extra storage space (heated in winter). You need not handle any messy material because all resin is canned and the cloth will be precut into lengths. Pickups are almost always by appointment, so you can set your own hours! If you think this is a way you can help out your Canoe Association as well as meet some friendly paddlers, call Chris Berne at 929-5714 (home) or 544-2422 (days).

FREE FREE FREE

On-the-job training for anyone interested in taking over as Membership Director next year for the MCA. What a chance to become involved! Term begins in October (upon approval of MCA members at election of officers meeting) and lasts for one short year or however long you may be interested in it (2-3-4 years).

Spring seems to bring on canoeing fever and the river itch, and membership volumes practically triple in size. What a more perfect time to learn the ins and outs. Let me reassure you through—it's not that hard or time-consuming. You meet new fellow canoers, keep up on the latest information, and stay in the know.

It might not be a bad idea either for me to have a backup person in case I'm not able to finish my term—you never know. Or someone to help if new members get to be that many. You'll have a great board of officers to work with.

VOLUNTEER - TAKE PART - BECOME INVOLVED and call Terry Lemke at 331-2798 if interested.

HUT! newsletter is published monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 530 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 a family recreation.

TRADING POST

Free personal ads to MCA members

For Sale: New, beautiful 17½-foot cedar stripper canoe, epoxy resin. Call Dave Ewoldt, (612) 529-2931, evenings.

For Sale: Waterproof camera, 35mm Fuji, "All Weather", $200. Call Tom at (612) 463-8744 after 5 p.m.

For Sale: Two Sawyer tractor pivot seats with rails (fresh out of a Sawyer Charger); $17.50 each.

Sawyer yoke (fits either Sawyer or Wenonah canoe); $10.

Thwarts for an 18-foot canoe (make offer—all parts just taken off a Sawyer Charger).

56" Norse canoe paddle; $17.

Contact Cliff Jacobson at 437-7497.

For Sale: Kayak spray skirt (new). Call John Wexler at 722-7069.

Wanted: Folding kayak, 1- or 2-man. Interested in buying a Klepper, but may consider a fold boat. Call Mike Vande Vyver, 922-7633, after 6 p.m.

For Sale: Seda, Cobra C-2, Kevlar layup, used only a couple of times. Paid $400, but no reasonable offer refused. Phone (218) 723-8376.

Seda, Orion C-1, Kevlar-Epoxy-Graphite layup. Excellent condition. Paid $380—make me an offer. Phone (218) 723-8376.

MCA Patches For Sale

$2 each, unlimited supply. Orders may be sent to Venice Barsness, MCA Vice President, 500 East 15th Street, Minneapolis, MN 55404. Please enclose a check or money order made out to the Minnesota Canoe Association. Please do not send cash.

AUGUST MIDNIGHT MOONLIGHT CRUISE

Do you get a strange, tingling sensation when the moon is full? Need to get out of the house and howl a little? Run with the pack? Then you're the ones we've planned this trip for. At Midnight on a Friday in August when the moon is high, a mad group of canoers will cruise the murky, deserted Mississippi River.

We'll meet at Betty Ketters, load up the canoe trailer, and head up the river at 11:00 p.m. At the stroke of midnight the pack will leave Dayton. The 15-mile cruise will be like none other you've ever done. We'll arrive at Betty's about 4:00 a.m. for pancakes.

Call 561-2208 now for reservations (we'll need to make a body count).

MINNESOTA CANOE ASSOCIATION. INC.
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- ☐ Regular member $ 8.00
- ☐ Supportive member $ 25.00
- ☐ Life member $100.00

In addition to joining the Minnesota Canoe Association I would like ( ) to join; ( ) more information on the following clubs

( ) Desert (Austin)
( ) 3M
( ) Duluth
( ) St. Cloud
( ) Minnesota Valley
( ) Hiawatha (Owatonna/Faribault)
( ) Long Distance Racers
( ) Canoe Brigade du Nord (Voyageurs)

Please send me a Woodstrip Canoe Building Manual and the following Woodstrip canoe plans at $5.00 each.

( ) Explorer and Guide plans
( ) BWCA Cruiser
( ) MCA 14' Solo
( ) Griffen II, kayak (Brown)
( ) Itty Bitty (Brown)
( ) 15'6" solo canoe (Brown)
( ) 18'6" 4 & 32 USCA racer (Burley)
( ) 18'6" 3 & 27 racer (Ketter)
( ) 15' solo (Ketter)

Send checks made payable to the
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P.O. Box 14177 University Station
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