HUT!

MINNESOTA CANOE ASSOCIATION INC

1981

AUGUST

Newsletter of the Minnesota Canoe Association Inc.

Calendar of Events

JULY

29 Wednesday 7:00 p.m.
Woodstrip Canoe Construction
By Bob Brown
R.E.I. Co-Op
710 West 98th Street
Bloomington
Phone: 884-4315

29 Wednesday 7:30 p.m.
Kayak Films
"Wild Water"--International class kayak racing from Mascoma River to the world championship at Merano, Italy.
"To Kayak"--Whitewater slalom racing in Ontario, Maryland, and West Virginia
Midwest Mountaineering
309 Cedar Avenue South
Minneapolis

30,31 Aug. 1,2
The Minnesota Border-to-Border Race
A 520-mile, 4-day triathlon (see article inside)
Contact: The Minnesota Border-to-Border Race
1312 Tyrol Trail
Golden Valley, MN 55416

AUGUST

1-2 Weekend
Rock River Canoe Race (USCA)
Contact: Dick David
Route 4, P.O. Box 35
Watertown, WI 53094
Phone: (414) 261-4292

1 Saturday
*Grand Rapids Canoe Race
(20 points; money undetermined)
Contact: Robin Baker
Grand Rapids, MN
Phone: (218) 328-5191

1 Saturday
Pola-Czsky Days
Contact: Doris Jerback
1120 West Main
Silver Lake, MN 55381
Phone: (612) 327-3114

2 Sunday
Hastings Canoe Race
Contact: Larry Johns
2916 North Simpson
Roseville, MN 55113
Phone: (612) 633-6734

5 Wednesday
Monthly Directors' Meeting
Sibley Neighborhood Center
East 40th St. & 19th Ave. S.
Minneapolis, MN
7:00-9:00 p.m.
Members welcome

7,8,9 Weekend
Upper Iowa River Cruise
(Just south of the border)
A scenic 2-day paddle through high limestone palisades and unusual chimney rocks. Contact Mike or Sharon Gilman, 810 South Sixth St., #1, Hopkins, MN 55343, 935-5799
(See article inside)

8 Saturday
C-1 Championship ($500)
Location: Hastings
Contact: Walt Herschey
Hastings, MN
Phone: (612) 437-7424

8 Saturday
Women's C-2 Championship
Location: Hastings
Contact: Sheila Johnson
Phone: (612) 722-8436

9 Sunday
Mixed Doubles C-2 Championship
Location: Anoka
Contact: Sheila Johnson
Phone: (612) 722-8436

12 Wednesday
MCA Monthly Program
Mystery Cruise unveiled--see From the Bow inside.

15 Saturday
Midnight Moonlight Cruise
Paddle the murky, deserted Mississippi River under a full moon. Meet at Betty Ketter's before 10:30 so that canoe trailers can be loaded for the trip up the river at 11:00 p.m. At midnight, the pack will leave Dayton and paddle 15 miles to arrive at Betty's at 4:00 a.m. for pancakes. Call 561-2208 now for reservations.

WANTED! 1981-82 Directors

One baker's dozen (13) canoeists to run the MCA the way it should be during the 1981-82 season. The MCA needs you! All regular members are eligible and can run for the various directorships. Duties and labor are negotiable; pay--zero. Rewards are intangible, but substantial. Call Penny Mielke at 776-1935 or Mike Gilman at 935-5799 before September 30. See article inside.

CALENDAR OF EVENTS (cont.)

AUGUST continued

22-23 Weekend — USCA Nationals
Contact: Lafayette Canoe Club
Lafayette, IN

30 Sunday — Lake Campbell Canoe Race
Contact: Gail Robertson
820 Sixth Avenue
Brookings, SD 57006
Phone: (605) 692-1687

30-31 Sun/Mon — Mt. Laurier, Quebec
(Money undetermined)
Contact: Karl Ketter
1957 Lake
Roseville, MN 55113
Phone: (612) 636-8116

SEPT

4-7 Fri/Mon — Shawinigan, Quebec
(3 days, $25,000)
Contact: Karl Ketter
1957 Lake
Roseville, MN 55113
Phone: (612) 636-8116

20 Sunday — Paddle, Pedal 'N Pant Triathlon
Marine on St. Croix, 10:00 a.m.
A triple event: 10 miles of canoeing, 7 miles running, and 14 miles of biking. For more information or entry blanks, call Dave at Village Bike Shop, 612-433-2748.

Hut! Staff

Editor. . . . . Sharon Gilman
Publications. . . . . Mike Gilman
Chief Typist. . . . . Kathy Cegla
Stat Camera . . . . . Christopher Stroth
Map Maker . . . . . Lonnie Helgeson
Calligraphy . . . . . Mary Sodergren
Art Director. . . . . Tony Luciano
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

DEADLINE FOR EACH ISSUE

Articles should be submitted to the Editor no later than the 12th day of the month preceding publication.

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

OCT

4 Sunday — St. Croix Color Cruise
This is going to be held one week later this year so that we can catch the area at its best. There will be additional information given later on this cruise. For information, call John Wheeler at 633-6500.

NOV

7 Saturday — MCA Annual Banquet
Make plans now to attend this festive event.

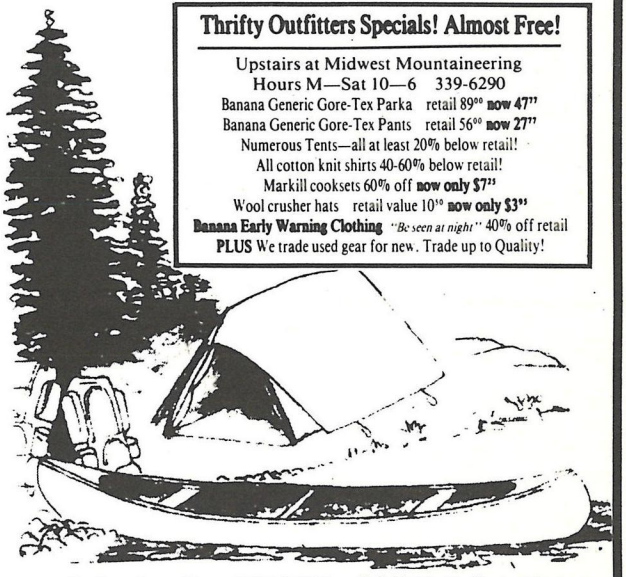
Give us your next calendar program or cruise

Midwest Mountaineering's
AUGUST SALE!

Aug. 10—22 only **supplies limited**

Eureka Timberline Factory Special 2 person tent
our normal price $109.95 **now $84.95**
All other tents on sale also!
All canoes and Kayaks $50.00 off our normal price.
All external frame backpacks now on sale!
All hiking boots now on sale!
All polarguard sleeping bags now on sale!
Pre-school special! All children's clothing 20% off sugg. retail (10% off our normal low price)
All bicycle touring gear 10-20% off.
Very low prices on select men's and women's clothing.

Thrifty Outfitters Specials! Almost Free!
Upstairs at Midwest Mountaineering
Hours M—Sat 10—6 339-6290
Banana Generic Gore-Tex Parka retail 89.00 **now 47.77**
Banana Generic Gore-Tex Pants retail 56.00 **now 27.77**
Numerous Tents—all at least 20% below retail!
All cotton knit shirts 40-60% below retail!
Markill cooksets 60% off **now only $7.77**
Wool crusher hats retail value 10.95 **now only $3.77**
Banana Early Warning Clothing *"Be seen at night"* 40% off retail
PLUS We trade used gear for new. Trade up to Quality!



309 Cedar Av. S. • 339-3433 • M-F 10-9, Sat. 10-6

Quality and Expertise
CLOTHING • PACKS • TENTS • BOOTS
SLEEPING BAGS • KAYAKS
CANOES • XC SKIS • CLIMBING GEAR
ASK US WE'VE BEEN THERE

midwest mountaineering

WANTED!

Active group of Minnesota canoeists (also known as the MCA).

Wanted for a variety of sundry crimes, such as side wakes from racing, river congestion from cruising, illegal eddy turns on whitewater, leaving the rat race while canoe camping, and acting in an uncivilized manner while retracing the routes of the voyageurs.

Here's the lineup:

President - The ringleader; someone who manages the various directors and oversees the entire operation of the club.

Vice President - Assists President in his duties; follows up on some special projects; keeps leader in line.

Secretary - Here's the real bookie of the group. Keeps records of directors' meetings; sends out notices; follows various activities by the "minutes."

Cruising - Here's someone who really gets around (or keeps track of those who do) and then passes this information on to others who care to join in.

Building - This person has seen one (a canoe) built from the inside out, knows all the angles, and can answer (most of) the questions about what it takes to put it all together.

Conservation - Here's someone who stays on top of the issues, looking out for the club's behalf on those subjects which affect the members closest to home. Some interest in politics makes it even more interesting.

Education & Safety - If anyone should know, this person should, but it's always a learning curve and this stuff needs to be passed on to others. It seems that there is always a safe way to do it.

Treasurer - Not the bookie, but keeps the books. Ensures that the club remains a non-profit organization by reporting all this in an annual report. Also keeps track of side bets on resin/cloth sales and new membership dues.

Membership - Similar to an enforcer, keeps track of all members, records names and all current addresses, supplies list to Publications. Deals with sales of Builder's Manual on the side.

Publications - When the word gets out, it usually comes from here. Makes sure that the internal newsletter (HUT!) is slipped out to all members every month, keeps the grapevine alive.

Program & News - Here's someone who acts as the public relations "informant," leaking news out beforehand so that everyone knows what's going to happen well in advance.

Editor - Sort of a cut and paste artist, operating the presses monthly. Knows some English and how to read and write one foreign language—canoeing. Takes a lot of input, makes sense from all the messages, and gets the news out looking "right"!

Advertising - Involves some traveling around to visit all our "customers" and collecting our monthly "ads."

(Editor's Note: These positions are open to all MCA members wishing to serve as a director for a 1-year term. Other positions include being a representative to the Board of Directors from any outstate canoe club or special interest canoe club. If you would like more information on these positions, contact any Board member or the Editor. Nominations are now open.)

From the BOW

by John Wexler

If you want to go out and have a good time, paddle some whitewater, or paddle some really beautiful, untouched wilderness quiet water on and around the St. Maurice River near Three Rivers, Quebec, watch the start of the largest international canoe race in the world—the Shawanigan International Canoe Classic, and possibly even visit the cities of Quebec and Montreal, the birthplaces of our Canadian neighbor to the north, then join me for a 10-day trip (30 hours drive) to Three Rivers Canada. We will be leaving on August 29, 1981. If you are interested, please contact me at 722-7069 as soon as possible.

The August Mystery Cruise will begin at 6:00 at the University of Minnesota river flats just south of the Washington Avenue Bridge on the east bank of the Mississippi River on August 12, 1981. We will cruise up through the locks to Pracna on Main where we will enjoy a fine meal. I would appreciate it if you would let me know if you are planning to eat with us so that we can alert the Pracna staff for quicker service. We also need a couple people to watch our boats and brown bag it while we partake of Pracna's cuisine. Each boat watcher will receive one dose of state bird (mosquito) repellent as their reward for watching the boats. Call John Wexler, 722-7069, for reservations.

UPCOMING CRUISE

THE UPPER IOWA RIVER

by Mike Gilman

The last cruise we had on this river started at the campground at Kendallville, a meeting place for those who came up early and accommodating for the overnight campers. It's rustic, but there are toilets, running water, and one open pavilion with picnic tables. The river flows between the two camping areas.

A nice put-in started our canoeist on a 15-mile paddle along a fairly rugged area with limestone palisades, chimney rocks, and bluff tops rising 280 feet above the river. The campground for the evening was a meadow near the Bluffton Store, and the next day saw us moving along another 15-mile stretch with wooded bluffs rising as high as 330 feet above the river. The take-out was at the Decorah Campground, a beautiful little area near Pulpit Rock, complete with shower buildings and hookups for camper trailers.

This river surprises many people who have no idea of what Iowa can offer in both rivers and scenery.

(See August calendar for date)

Welcome New Members

Ken Boettcher	White Bear Lake
Gene Mason	St. Paul
Bruce Hagen	Fargo, ND
Ralph Tillma	St. Paul
Casey Knobel	White Bear Lake
James Forneris	Duluth
Theodore Fulton	Two Harbors
Byron Selbrede	Superior, WI
Marshall Spencer	Duluth
Tim & Carolyn Sundquist	Duluth
Bruce Bjorgum	St. Paul
Ed Lanis	Hudson, WI
Friends of the Boundary Waters Wilderness	Minneapolis
Craig Carpenter	Austin
Terry Stumme	Austin
James Robinson	Minneapolis
Calif. Paddler's News	San Bruno, CA
Kristina Felbeck	Minneapolis
Teddy Oftedahl	Minneapolis
Judith Newberry	Minneapolis
Yvonne Johnston	New Brighton
Mark Cline	Duluth
Joanne Dahlen	Minneapolis
Randy Sward	Grasston
Carolyn Rehn	Minneapolis
Craig Abraham	Minneapolis
Dave Garron	Minneapolis
Richard Lowe	Minneapolis
Ted Bolles	Woodbury
Ron Hultman	St. Paul
Doug Hafermann	Prior Lake
Bill Ayres	Sheridan
Dean Walsh	Park Rapids
Ken Gilbertson	Duluth
Rene Boogemans	Hensall, Ontario
Julie Betz	St. Paul
Bruce Thompson	St. Paul
Julie Close	St. Paul
Richard Green	Blaine
Marie LaFrance	Minneapolis
Lee Baker	Brooklyn Center
Laura Cripps	Minneapolis
Erik Adolphson	Minneapolis
Loren Jonker	St. Paul
Jeff Schalz	Oakdale

How about a campsite?

by Mike Gilman

Have you ever been canoeing down a river in the late afternoon looking for a cozy place to bed down for the night only to see area after area posted with NO TRESPASSING and NO CAMPING signs? Well, such is the case on many of the popular rivers, primarily because of the volume of traffic and the resulting impact on the sites themselves. Some of the areas are for picnicing only now. The Rum River from Isanti to Anoka is heavily used, as is the St. Croix between the Interstate Park at Taylors Falls and William O'Brien State Park. Since the St. Croix is now a federal wild scenic river, Minnesota has no right to put in riverside campsites except the few state parks which become very crowded with campers taking advantage of the riverfront more than anything else these parks have to offer. Even the islands are under the control of the National Park Service, although people still camp on them. The river patrol looks mostly for speeders—so far!

Minnesota law states that canoeists are limited to those streams and rivers designated as canoe routes. The Legislature is the one who designates an area of river for a canoe route, but the interest is originally generated by local use.

After talking to Ray Masterson, I found this is what happens. If the canoeing public would like to see a section of river designated as a canoe route, all they have to do is contact their local representatives to the state legislature and voice their interest in the route. These representatives will then ask that the route be designated, and if the action is passed--presto, we have a new route.

The Canoe and Boating Route Program is a low budget program, and once given authority by legislation, allocates a certain amount of money to each of the routes depending on maintenance and development costs. This program imposes no regulations, but only works with landowners to obtain an easement or written agreement for river accesses and campsites. Warning signs are posted for certain dangerous areas, and a mapping of the river is made for distribution by the DNR. The program also works with the counties to plan for uniform accesses and campgrounds.

Some of the prospective canoe routes will not be designated because there is either not enough public support or it would cost too much. Some of the development cost could be offset by local clubs working with the regional DNR crews to create the routes and campsites.

In fact, as a service project for any group of canoeists, the C&B Route Program could use help in almost every area of the state. A call to Ray Masterson at 612-377-6203 (remember, it's his home phone) will put you in touch with the local regional managers. Ray has also said that he would be willing to speak to any group that wishes to know more about the program or rivers in the state.

There are still numerous rivers up for designation, such as the Vermilion River that enters the Mississippi River at Hastings, the Blue Earth River, the Pine River, and the Sunrise River. The Cannon River is already developed as a route, but it's designated for day use only.

The Crow River now has county parks opened for river camping in Wright County. Here's a river that doesn't see a lot of canoeists, but it has a lot to offer.

Another river that is often overlooked is the Mississippi River, which has now been mapped below Anoka. These maps will hopefully be made available if Governor Quie lifts the freeze on spending money for contract work—the printer has the maps and they could be ready in four to six weeks after the freeze is lifted. Hopefully the new budget year, which starts July 1, will get things rolling.

Here's the whole thing in a nutshell. We have to let our local representatives know which rivers we would like to see designated (remember, they are the only rivers and and streams we are supposed to paddle on), we can help develop these routes to keep the costs down, and we can use the less traveled rivers to lighten up the pressure on the popular routes.

So, hopefully, you'll find a campsite just around the next corner.

CONSERVATION

ACID RAIN AFFECTS NORTHERN MINNESOTA

by John Kopp, Conservation Chairman

The Minnesota Pollution Control Agency (PCA) is continuing through August its hearings on the relaxation of Minnesota's air quality standards for sulfur dioxide and ozone. Designated as APC-1 hearings, the PCA staff has recommended that the state adopt the less stringent federal primary standards.

Primary standards address public health questions, while secondary or environmental standards protect agriculture, buildings, wildlife, and wilderness. Since secondary standards are not enforced in any state, pollution concentration levels (ambient standards) have been based on human health considerations.

A final decision is not expected until fall. At this time, there is some momentum for maintaining the current, more stringent secondary standards for both sulfur dioxide and ozone, and for setting a specific date when these standards must be met.

Current state standards are .02 ppm sulfur dioxide and .07 ppm ozone. Federal standards are .03 ppm for sulfure dioxide and .12 ppm for ozone.

A look at the hearing record will reveal why. First, the Minnesota Pollution Control Agency (PCA) testified that "the present sulfur loadings to the Boundary Waters appear to be of sufficient magnitude to induce adverse affects in the near future." The agency staff concluded that "if the state ambient air quality standards are relaxed, there will likely be an increase in emissions of sulfur dioxide in the state," and that "the greater the amount of emissions of sulfur dioxide into the ambient air, the greater the risk of acidic deposition."

Dr. Gary Glass, Research Scientist, EPA Water Quality Lab, Duluth, testified that 40% of Minnesota's lakes are susceptible to acidification and 33% may be. In neighboring Wisconsin, Glass estimates that at least 2,600 lakes are on the edge of acidification. Pointing to this growing regional problem, Glass concluded that even Minnesota's current standards are inadequate to protect the sensitive lakes in this region. Glass testified that stringent ambient air quality standards are a critical first step in controlling the acid rain problem.

A report just released jointly by the EPA and the PCA has shown that of 264 lakes tested, 80% are extremely sensitive to acid rain, and many may turn acid in as little as five years. This is not limited to the BWCA, but includes many of the larger lakes of northern Minnesota.

The Friends of the Boundary Waters and other groups are asking that we write letters to the PCA hearing examiner, Mr. Howard Kaibel, supporting the more strict state standards. This support is especially needed now because the National Clean Air Act is to be renewed this year and will face trouble--more on that next month. It is felt by some that Minnesota's decision may set a precedent.

WHAT YOU CAN DO

APC-1 MINNESOTA STANDARDS

1. If you haven't already done so, please write a letter to Mr. Howard Kaibel, Jr., Office of Administrative Hearings, 1745 University Avenue, St. Paul, MN 55104.

   State clearly that your letter should be part of the APC-1 hearing record—and that you feel Minnesota's current, more stringent standards should be enforced without delay.

   Indicate that the state standards for sulfur dioxide must be maintained at the existing level (.02 parts per million)--or be made more stringent.

2. Once you have written to Mr. Kaibel, write or contact your U.S. Representatives.

   Congress
   The Honorable _____
   United States House of Representatives
   Washington, D.C. 20515

   Senate
   The Honorable _____
   United States Senate
   Washington, D.C. 20510

   Let them know you support the reauthorization of the Clean Air Act--complete with urgently needed controls against acid rain.

   Indicate your concern for the protection of wilderness areas like the BWCA.

   Point out that there are a variety of ways to reduce harmful emissions. Don't be afraid to stress your general concerns, but be as concise as possible.

A VICE REPORT

by Venice Barsness, Vice President

As a Minnesota Canoe Association member, you have:

- Explored the Arctic through the eyes of Robert O'Hara;
- Learned to build your own canoe;
- Enjoyed slides and films on whitewater;
- Handled the best types of PFDs;
- Left the minimum impact on the environment while canoeing;
- Paddled in a 30-foot canoe built for 15 people;
- Looked at the newest in canoe equipment;

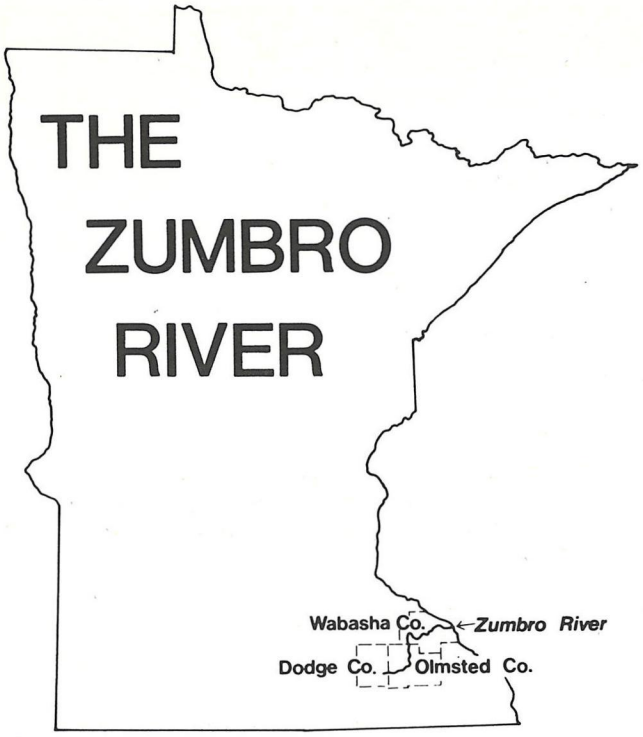
by attending the seven monthly programs offered by the MCA this year. Five more outstanding programs are coming before the end of the year. Are you going to be there?

The MCA Board of Directors is starting now to look at next year's program and would like to enlist your HELP. We are looking at one program a month in the metro area, and several programs outstate.

What type of program would you like? Do you know someone who could put on a program for the MCA? Please take the time now to write me and list the kinds of things you would like to see next year. If you live outstate, do you have a place for a meeting? Can we draw 25 or more canoeists from your area if we put on a program? We would like to know.

Please write me at 500 E. 15th Street, Minneapolis, MN 55404.

THE ZUMBRO RIVER



Limestone and sandstone bluffs watch over the Zumbro River as it winds through southeastern Minnesota to the Mississippi. The Zumbro flows through a deep, narrow gorge hemmed in by rocky cliffs for much of its length below the Rochester power dam (river mile 60). Below Theilman to the river's mouth, however, the valley widens considerably and farmland stretches away from the banks.

Woods and marshes along the river offer a gentle contrast to the striking bluffs. Trees in the river valley are predominantly elm, box elder, willow, and cottonwood, with some walnut.

The South Fork is the largest and most commonly paddled branch of the Zumbro. Many canoeists start their trip just north of Rochester. The campsite at river mile 13 is several hundred yards from the river.

Canoeists expecting to drift down the Zumbro may be taken by surprise. At even moderate levels, the river has a liverly current, and travelers must keep a lookout to avoid the many snags they're liable to encounter. The Zumbro's original name aptly described this aspect of the river. The French called it Riviere des Embarras, meaning river of difficulties. The snags, caused by widespread bank erosion, hindered the canoes of the French voyageurs engaged in the fur trade.

Erosion has also obliterated a small waterfall which was once located just above the town of Zumbro Falls. At the site of the falls, the river now flows rapidly over a sandstone rubble bed.

A stretch of mild rapids at Jarrett presents a rocky obstacly course during low water.

The Zumbro is a good fishing river; anglers can take catfish, smallmouth bass, bullheads, and suckers. Wildlife along the river includes deer, fox, and grouse.

Usually a very shallow, muddy river, the Zumbro's water level depends largely on the flow at the Rochester power dam. The dam operators generally release water on weekends, raising the level sufficiently for canoeing.

The river's level may also rise dramatically, and dangerously, after rainstorms, when flash floods are likely to occur. There is generally a 4-hour lag between the storm and the flood.

CONTINUING ADVENTURES

A MERRY TIME ON THE LITTLEFORK - Part 2

by Good Ol' Nels

Soon the yellow house comes in view, and it is even nicer than it was in the fall. Pretty blue and white trim and nice adjacent buildings and yard. There was an island there, and I got a nice picture of Tom and Doyle and the fine Scandinavian gentleman on his dock. He introduced himself and we did likewise. We had a valuable talk because he warned us of a dangerous canoe-busting rapids just around the corner. We had recently come through some pleasant rapids and were pleased to handle those situations precisely the way we wanted. None of us had canoed any meaningful rapids the past year or so; we wanted to be careful and conservative and sort of develop slowly like the bunny hill in preparation for the big slopes.

The elderly gentleman was quite concerned and walked with us to the bend and urged us to consider lining the canoes down. The first part was easy enough, but as we walked through the woods to look beyond, we quickly saw the trouble spot! Around the bend and at the bottom of the swift run was a BIG rock with a depression and plenty of souse water in front of it and around. The water was extremely fast and very shallow as it ran over flat rocks. The screaming turn to the right was well guarded with hull damaging rocks that offered no pleasant passage. I have always believed that if you take good care of the hull, it will take good care of you. Many a terrifying cascade is quite pleasant to portage and to photograph and avoid possibly wetting one's pants from nervous fear. The odds with this mean sucker were at the very best 60% to 40% in favor of the rock! Indeed, probably much higher.

The senior gentleman was very relieved as we neatly lined our way down. He admired our equipment and would have been saddened at its demise. He told of several nice canoes being reduced to wreckage there. I complimented him on how nice his place was, and he sincerely thanked me. He had been there over 50 years and started it off with a grub ax. Actually, this rapid could be made by emptying the canoes and accepting the hull abuse. Wide, strong, banjo paddles would be needed, and many swift, strong, thrashing strokes would be needed to fight that swift, shallow water in its very intense capability to take you to the "canoe eating rock."

Successfully clearing that area, with the nice fellow's invitation to come back sometime for coffee and pastries, we journeyed into mid-day. The conversation was rich, and the music was better than ever. I joined in occasionally with songs that I partly knew. Around a bend, a Baltimore oriole flashed brightly off to our right. Indeed, an oriole flying through a woods is about the brightest thing I can imagine. They are like a small flying bonfire. And just then, a very large heron flew out the other direction. At least two deer were seen this day, as well as mink and woodchuck. The bow person would see all of the

The Duluth Traveler



Twin Ports Chapter News

President - Chris Clay, 120 Greenwood Lane, Duluth, MN 55803 (218) 728-3416
Treasurer - Rick Luck, 18 W. Owatonna, Duluth, MN 55803 (218) 724-7992
Cruise Coordinator - Susan Marsh, 27 Fifth Street, Cloquet, MN (218) 879-7738

as told by Chris Clay

After having raced in the Mississippi Classic and feeling bad about finishing 39th (last place for those who finished), the news was slow to get out. At the time of writing, the KZIO/Ski Hut Community Canoe Race and the Second Annual Ski Hut Canoe Classic are still on the calendar of events to come. My partner will be different for this marathon event; Jim Wheeler will be with someone else. July 5 was a very hot day. We each went through five quarts of fluids and ran out half an hour before we finished the race. I think I've got a craving for green grapes now; they would have tasted good that day.

I'm now in the process of building a wood strip racing boat, laminated with no glass, epoxy coated, and, hopefully, lightweight. It'll be styled more for rough water and bigger guys.

The same weekend as the race, there is going to be a Renaissance-style fair billed as the "Spirit of Mountain Festival" at Spirit Mountain. I'll have to see how that all turns out.

The race results will be posted in the next issue, so will see you then.

St. Cloud News

by Don Stephany

President - Mike Zapf
Vice President - Jim Bower
Secretary - Don Stephany
Membership - Charlie Greene
Cruising - Don Henkemeyer
Program - Pat Christianson

John Zaczkowski has just completed construction of a brand new International Racing Canoe. He is looking for a partner to train with. Call 252-9568 if you are interested.

Joe Hoover and his wife, Polly, paddled up the Pine River on July 1 in their WeNoNah canoes. According to Mike Zapf, President of the St. Cloud Canoe Club, Joe hates to miss a St. Cloud Canoe Club cruise. Joe is presently employed by Northern States Power and is currently serving as chairman of the St. Cloud Library Board.

Rumor has it that Jeanie Campbell was last seen heading for BWCA Wilderness on Memorial Day weekend. Also recently in the BWCA Wilderness were four woodstrip canoes—Mike Zapf, his three sons, two sons-in law, Mike's neighbor, Mike Noon, and his son.

Dale Schleppenbach was transferred to the California desert for the summer. Dale said that he is going to miss his friends in the St. Cloud Canoe Club, but that he hopes to be back for the fall MCA Color Cruise.

Two members are just now finishing up their boats, which had been under construction for a while. Harold Jesh is in the final stages on his woodstrip, working on the gunnals and other details of trim. Ken Hopke is in about the stage of completion, working on seats and other details. These boats will probably be shown at the Fall Color Cruise/Boat Building Contest.

Fred Rupp, widely known and highly acclaimed botanist, took a bunch of high school students from St. Cloud up to Canada to help the Canadian government on a program of tagging woodland caribou. Soon he will be going back again for another type of assistance program. That has to be quite an experience for those students who have the opportunity to go with Fred on these trips.

fish—one of his rewards for service.

Our pace was sort of relaxed (a real novelty for the sort of trips I usually go on). Our load was heavy, and we cheered when anyone cracked a big 16-oz. can of beer, ate a large handful of high grade gorp, or the rich, high grade co-op mixed nuts or cashews. We also cheered when anyone went into the woods with a shovel.

I could tell that my hands were not feeling the same way that they felt through the past 20 years of canoeing. Being temporarily out of my trade and not handling photoengraved metal plates, etc., I hadn't developed the usual tough hands. Despite recent home projects (building a bathroom and sauna) in the basement, which necessitated swinging a 12-lb. sledge hammer as well as a pick and shovel and creating a vast lengthly trench for drain pipe, the hands didn't get as tough as regular canoe trips can make them. Having lost an earlier canoe trip of 210 miles on the Des Moines River to absolute drought and only having miniscule canoe trips before this one, my hands were giving me ominous warning of things to come later in the trip!

We have 9-ft. Folbot and Klepper double-bladed paddles in addition to some other great paddles. We have used the doubles for years and dearly love them. They are used exclusively by the single paddler. With the single paddler having to paddle his own weight plus the whole hull and a fair and proper amount of freight, through time and distance his hands take a beating!

We come to a bridge in a beautiful spacious place. There is a big green lawn there and fisherman. We settle back on the lawn and rest a while.

There is a cascade at the bridge which has rock stuffed into all of the wrong places. I show the other canoe where the rocks are as Tom lines me through. I lurch and grovel around some as the

Cont. on Pg. 15

Mississippi Mud

NEWSLETTER OF THE LONG DISTANCE CANOE RACERS

President - Steve Peterson, 612-753-2921
MCA Director - Chris Berne, 612-929-5714
News Coordinator - Jim Pomroy, 612-636-9879
Race Schedule - Warren Thunstrom, 612-780-2866
Rookie Racers - Karl Ketter, 612-636-8116

2ND ANNUAL STATE CHAMPIONSHIP C-1 RACE - PRO CLASS

August 2, 1981 - 11:00 a.m. Start
$500 Purse - $5 Entry
Contact Walt Hirschey, 437-7424
1041 Southview Drive
Hastings, MN 55033

The second annual C-1 race should be as interesting, though not of the same character, as last year's premier event. Hopefully, this year we will be able to complete last year's proposed course. That is, start at lower Spring Lake, down to the Hastings dam, cross the Mississippi River, up around the back side of Grey Cloud Island, and finish a downriver run back to the start at Spring Lake park. The course should be completed in 2-1/2 to 3 hours. Spectators should be able to observe most of the race from upper Spring Lake park, albeit at long distance—bring your binoculars. For those of you who missed last year's race, I will recount some of the character building moments of this one-of-a-kind event.

Last year's event was postponed a number of times until on Saturday in mid-October it became a now or never proposition. The day of the race, the weather was at its very worst—40 mph winds, very nearly steady snow, and 20 degree temperatures. For the event that would not be postponed again, this was insane. I called Karl and told him that conditions were genuinely miserable. He interrupted with, "You can't cancel now. I've got four paddlers here now and we are on our way." In shock, I said fine. After all, in the hour until they got here, conditions had to improve; they couldn't get worse! Karl arrived with Dan Hassel, Mike Bohanon, Jeff Howe, and Jeff Dubois. They looked at the lake with its 4-foot whitecaps, and Karl said, "You guys are going to have to go without me. I won't even get launched in that stuff." The other guys had something to say between fits of laughter, but the wind was so loud I really didn't catch what they were saying.

Jeff Dubois suggested that we might be able to complete a course on the backwaters behind Grey Cloud Island. No debate ensued, and we loaded back into the cars and headed for Cottage Grove. The start was a thing of beauty. Under the bridge, six abreast, we headed into the teeth of the October gale. I remember hesitating a moment and being quite surprised that the canoe did not lift out of the water. The wind was really awesome, all but defying forward progress.

Hands became numb almost instantly, the threat of capsize real, but unmeasurable. Halfway up the first leg, Dan Hassel's paddle flew from his hands. We all instantly stopped paddling and tried to warm some feeling back into our hands. Someone retrieved the paddle and it was off again, this time a little more careful to keep the hands dry and away from the spray. I lost my hat on a low branch and stopped to retrieve it, losing a good block on the rest of the pack. Once or twice the leaders had to stop and check with Jeff on the proper direction. At the turnaround point the race began for real, no more stopping to thaw the hands or check directions. Dan Hassel yelled for me to turn, and I fell in behind the pack shorting my portion of the course by a block or two. The big canoe that I was paddling, rather than being the handicap it was going into the wind, flew like a glider on the way back. Oh, what a ride I had! Later, in a warm restaurant, we filled out our entry forms, and divided the $250 in prize money. Minnesota's first Pro C-1 race was quite an experience. This year's event has a lot to live up to. See you in Hastings August 2, 11:00 a.m.—weather permitting.

RACERS CALL FOR AGENDA

September is the time for all good canoe racers to plan and begin working on details for the 1982 season. Several meetings will be held this fall and winter, and input from all racers must begin now! Contact one of the five Race Council members (listed near Mud logo) with your proposed agenda items for these fall meetings. We need ideas now if they are to be part of the plans for the '82 season. Your control of future plans is assured if you offer to serve on next year's Race Council, which makes most of the group's decisions. The preliminary list of things to be discussed is:

1. Number of and minimum purse for sanctioned Minnesota racing canoe events. Proposed is six at $1,000.
2. The possibility of a Minnesota Junior Canoe Championship to award our junior silver bowl. Site? Date? Funding?
3. The possibility of a $1,000-$2,000 budget for our state championship events (C-1, women, mixed, junior (?)) so that expense monies are available for contestants. Proposed is $40 per canoe.
4. Changes in MCA chapter dues structure for 1983. Proposed is $10 per year for racers, with about $7 going for MCA membership. This would give each racer the Mud newsletter, but would require cooperation from MCA Directors.
5. Schedule non-racing social events for the frozen water season.
6. Schedule Jensen Handicap.
7. Schedule beginning and efficient canoeing classes that are taught by racers.
8. Election of new people to Racers Council. Agenda remains open.

MEMBERSHIP STATUS AS OF JUNE 10

There are 50 long distance racers, of which 26 are MCA members. But 44 other people are MCA members who are not yet paid racers. Goal is to have 100 MCA racers with 100 MCA memberships to retired and out-of-state racers.

FIRST BANK CANOE CLASSIC

More than 40 teams assembled July 5 for the fourth annual Mississippi International Canoe Classic sponsored again this year by First Bank Minneapolis. Under the blazing sun, the competitors dodged speedboats over the entire 25-mile course. The ending was changed to afford spectators a much better viewing. The finish line was in the water just south of Broadway Avenue bridge on the west bank. The teams made five passes by the finish line area, including a loop around Nicollet Island.

With no Quebecois this year, the field consisted mostly of paddlers from Minnesota, Wisconsin, and Michigan. Several teams from Montana and Flin Flon attended, as well as paddlers from Indiana and Illinois.

Tim Triebold and Ev Crozier were caught napping at the pre-race briefing and as a result made the final passes on the wrong side of the river. Although no penalty was assessed, they lost enough time to drop from a substantial lead to a third place finish, allowing John Baker and Ken Brown of Michigan to be victorious, followed by Al Rudquist and Jim Hagen of Grand Rapids.

Motorboats and water skiers caused problems the entire race. Following alongside and buzzing canoes and weaving in and out of packs, they created a very dangerous situation. The last straw came when one motorhead passed between the finishing buoy and shore in front of 300 spectators, a clear boating violation. Betty Ketter filed a citizen's arrest (maybe boat licenses and numbers serve some purpose). Perhaps a $100 fine will teach him to use what little common sense he might possess!

The baseball strike provided the race with a bonanza of media coverage, both preceding and following the event, highlighted by a half-page size photograph of John Baker on the front page of Monday morning's Tribune.

1981 MINNEAPOLIS 1ST BANK CLASSIC RESULTS

# Place	Team Names	Time	Points	$
1	John Baker & Ken Brown, MI	3:26:42		1,000
2	Jim Hasgen & Al Rudquist, MN	3:26:57	59	700
3	Everet Crozier & Tim Triebold, WI	3:27:04		600
4	Bruce Barton & John Diebold	3:29:10		500
5	Dave Kruger & Erroll Schluter	3:30:06		450
6	Butch Stocton & Brett Stockton, MI	3:30:24		400
7	Eugene Jensen & Stewart Bastian, MN	3:31:02	54	350
8	Rich Hendricks & Mike Bohanon, MN	3:31:03	53	300
9	Bonnie Peterson & Steve Peterson, MN	3:31:53	52	280
10	Clint Waddell & Mike Johnson, MN/MT	3:31:58	51	260
11	David Shepherd & Jeff Kolka, MI	3:32:28		240
12	Kai Hansen & Fritz Hansen, WI	3:33:04		220
13	Buzz Peterson & Jim Pomeroy, MN	3:34:39	48	200
14	Gary Neddermeyer & Dave Sipe, MN	3:35:53	47	190
15	Todd Johnson & John Glenn	3:37:12	46	180
16	Black Bart & Mike Cickanowski, MN	3:37:28		170
17	Rick Hall & Bob Jarvis, Manitoba	3:37:31		160
18	Danny Turner & Daren Wride, Manitoba	3:38:28		150
19	Jeb Goins & Jack Mefford, MT	3:38:44		140
20	Roger Block & Greg David	3:42:44		130
21	Ray Payment & Jim Groos	3:42:46		120
22	Alan Dubois & Greg Dubois, MN	3:43:02	39	110
23	Jody Runyon & Cecil Runyon, IL	3:43:04		100
24	Chris Berne & Warren Thunstrom, MN	3:43:05	37	90
25	Ed Kosick & Dick David, WI	3:44:44		90
26	Ken Boettcher & John Mundahl, MN	3:45:00	35	80
27	Morgan Wright & Cary Bush, WI	3:45:16		80
28	Scott Bertrand & Steve Porn	3:45:31		70
29	Randy Colton & Dominic Bush, WI	3:46:14		70
30	John Hirschey & Walt Hirschey, MN	3:46:59	31	70
31	Ray Yahl & Jim Hall, MI	3:47:29		0
32	Karl Ketter & Jeff Howe, MN	3:51:59	29	0
33	Buck Broten & Mark Eilander, MN/WI	3:55:19	28	0
34	Maren Hagen & Beth Schluter, MN/WI	3:55:27	27	0
35	Jim Toll & Jerry Kassanchuk, MN	4:02:26	27	0
36	Larry Kriesel & Dwayne Wanzell	4:03:41	26	0
37	Larry Johns & Joanne Dahlen, MN	4:13:25	25	0
38	Ron Huss & Jim Macken, MN	4:13:41	24	0

WHY SHOULD I JOIN THE
LONG DISTANCE RACERS?

(Alias Rookies, MCA Racers, Minnesota Racers; $10 for the 1980-81-82 seasons)

1. It is a way to meet experienced and beginning racers who are acknowledged as some of the best in the world.

2. You will be included on and have access to phone lists and mailing lists of the other racers.

3. This is the way you can best support our efforts to get new and better racing canoe events.

4. You can participate in Minnesota championship races for the silver bowl in C-1, women, and mixed events which are held as races.

5. You can participate in the Minnesota Point System in one of five experience groupings (Master, Expert, Intermediate, Rookie, or Junior) for one of five silver bowls.

6. You can get an annual calendar of all races in Minnesota we hear about.

7. You can get information on national, North American, and other regional races.

8. You may participate in Rookie Racers. Beginners can learn this sport from the water line up, and advanced paddlers can test out new talent. Participation qualifies a paddler to receive the coveted Rookie Racer's Manual.

9. The group publishes an extensive Race Runner's Manual that can help canoe racing everywhere.

If so then...

Why should a canoe racer join the Minnesota Canoe Association, Inc. ($8 per year)?

1. MCA Racers is not a complete canoe club. Its sole emphasis is on racing. The MCA unites all canoers in this region who are willing to share their information, experiences, and interests.

2. The large MCA membership (600) gives us an organizational strength racers along are too few to possess. MCA is well known and attracts canoers who may eventually become race partners or even race organizers.

3. The MCA works in areas of importance to all canoe owners, such as environmental, legislative, river access, pollution, and social interests.

4. The MCA is a well-organized association that is run democratically by and for its members. It encourages smaller clubs of local orientation or special interests throughout Minnesota to participate in projects and decision making in order to secure representation from all canoers. (A study by the U of M shows that the MCA membership is a normal cross section of all Minnesota canoers (KNOPP) except that we fish less.)

5. You will receive 12 issues of HUT! which includes the Racers Newsletter, Mississippi Mud, and, at no extra charge, the annual race calendar.

6. The MCA unites us with canoe groups with other special interests (north canoes, whitewater, etc.).

7. The MCA unites canoe groups from all over the state (Austin, St. Cloud, Duluth) and will assist in establishing local clubs.

8. The MCA gives $100 per year for the Jensen Handicap.

9. The MCA bought seven silver bowls for the racers.

10. The MCA bought a 21' chestnut canoe for the racers to use.

11. The MCA arranges an annual banquet for our awards ceremony.

12. MCA members help us run our races.

13. You can buy resin and fiberglass from the MCA to build or patch canoes.

14. The people of the MCA are interested in what the racers do and appreciate what they know.

MANKATO RESULTS

Under bright and sunny skies, the canoers in the Bend of the River Days stirred up a low and slow Minnesota River.

Boetcher/Sipe	1:29:04	20 pts.
Ketter/Pomroy	1:32:58	19
Ankeny/Kriesel	1:33:34	18
Wencell/Caron	1:34:23	17
Walt & John Hirshey	1:35:47	16
Ktoll/Kassenchuck	1:38:19	17

Thanks to Dale and Veronica Hennek, Jim Anderson, and Joe Michael who made our paddlers feel welcome. Missed this year was Augie Schuneman who died this past fall. He was a veteran of the Aquatennial races in the 1940's.

RACERS TIPS

Don't copy every device, technique, or navigational decision you see other teams making. Notice and evaluate them. You paddle with your back, but you win with your head.

When you're gunwale to gunwale and they won't let you pass, your arms are like rubber, your back is sore, you've got cramps in your legs and sides, your throat burns, your partner is sick, and the canoe is filling up—remember that they can probably only take one or two more good strokes!

If you don't train, you can't sprint.

When riding another canoe's first stern wave, if your bow slides up under their sternman's side, warn him to "watch his paddle." If the blade hits across your bow, your canoe will be slowed, and his paddle will break.

Expedition

LAST MINUTE INFORMATION ON THE
HUALLAGA AMAZONA RIO SAFARI EXPEDITION

by Mike Vande Vyver

July 6, 1981 -- Things are moving into high gear only to find that we have only 24 days before we depart for Lima, Peru.

Last week, we made special waterproof compartment bags for our boats. We still have to make a dozen more—oh, joy. I picked up our medical pills, which turned out to be very expensive ($160). I noticed that Roy wasn't going to take chances and bought a waterproof camera.

We got our airline tickets and will depart July 30 at 9:00 a.m. from Minneapolis, arriving in Lima about 1 a.m. Friday morning. There we will meet Mr. Guerra, a native Peruvian, who plans to bring a 16mm movie camera downriver.

His crew will be following us with a 30-foot raft. I think we should take pictures of them trying to keep up with us.

We plan to buy all our food in Peru. That could be a problem, but we can't afford to bring any excess baggage along.

It's been a real pleasure serving you all, and we hope everything goes well. I'm a bit concerned, but it looks like we have a good crew.

I would like to say so long (for now) from Jim Steward, Roy Johnston, Vern Christensen, and myself.

Happy boating!

(Editor's Note: As our Cruise Director this past season, Mike V. has shown a lot of enthusiasm for organizing river cruises in both Minnesota and Wisconsin. This trip is definitely going to be a real experience for the whole group. We hope to be able to get an update on the progress of the trip once it's under way. As our Publicity and News Director, Roy Johnston is definitely going out on a limb to make news on this trip. I sure hope that your camera works, Roy! Best wishes from all of the club to the four of you on your trip to such a far-away place, like that southern hemisphere.)

GETTING SET FOR THE AMAZON RAIN FOREST

by Mike Vande Vyver

On June 12th, Jim, Roy, Vern, and I set out to try our gear and paddled our fully loaded boats for a 60-mile trip on the Namekagon River. Friday night we dropped off a car at St. Croix State Park and ended up sleeping at the Howell Bridge area. The area was a mess. There must have been 40 tents set up with a party that lasted until 5 a.m.

Saturday it rained all day. It rained so hard that at times you could hardly see the shore in front of you, but we kept right on paddling. We tried out some of the food (grains) that we would be eating down in Peru to see if all would agree with us. Jim figures that we are going to eat like rabbits down there.

We set out to do only 30 miles, but did about 40+. We started at about 7:30 a.m. and paddled until about 6:00 p.m., with only a very short lunch break in between. We saw a nice island and decided to pitch camp. It sure felt good to go to sleep that night. I guess we went to sleep at about 9:00 p.m., but I went to the bathroom about 3 a.m. Sunday, only to find half our gear in the water. Wow! We had lifted the boats up about four feet the night before. Roy thought that it would be best to put four stakes in the ground to monitor the river level. After 3/4 of an hour, we noticed that the river was up to the third stake and decided to pick up the gear. We just got our gear together and noticed the water was right up to the rear of our tent.

It guess it was too close for comfort. We were on the river at about 5:30 a.m. Sunday and, just our luck, it started to rain again. We finally did get to St. Croix State Park at about 9:30 that morning. We all agreed that it was just a perfect weekend for this trip to get us set for whatever is down in Peru. We found out what we were lacking, what we had too much of, and how we were to deal with the heavy rains down there.

Time's running out on us, but we are just about set for the worst—I hope!

The next report will probably be from Peru, somewhere along our 1,000-mile journey.

Best to all, happy boating!

Trip Report

MCA/AMERICAN LUNG BENEFIT CRUISE

by Mike Gilman

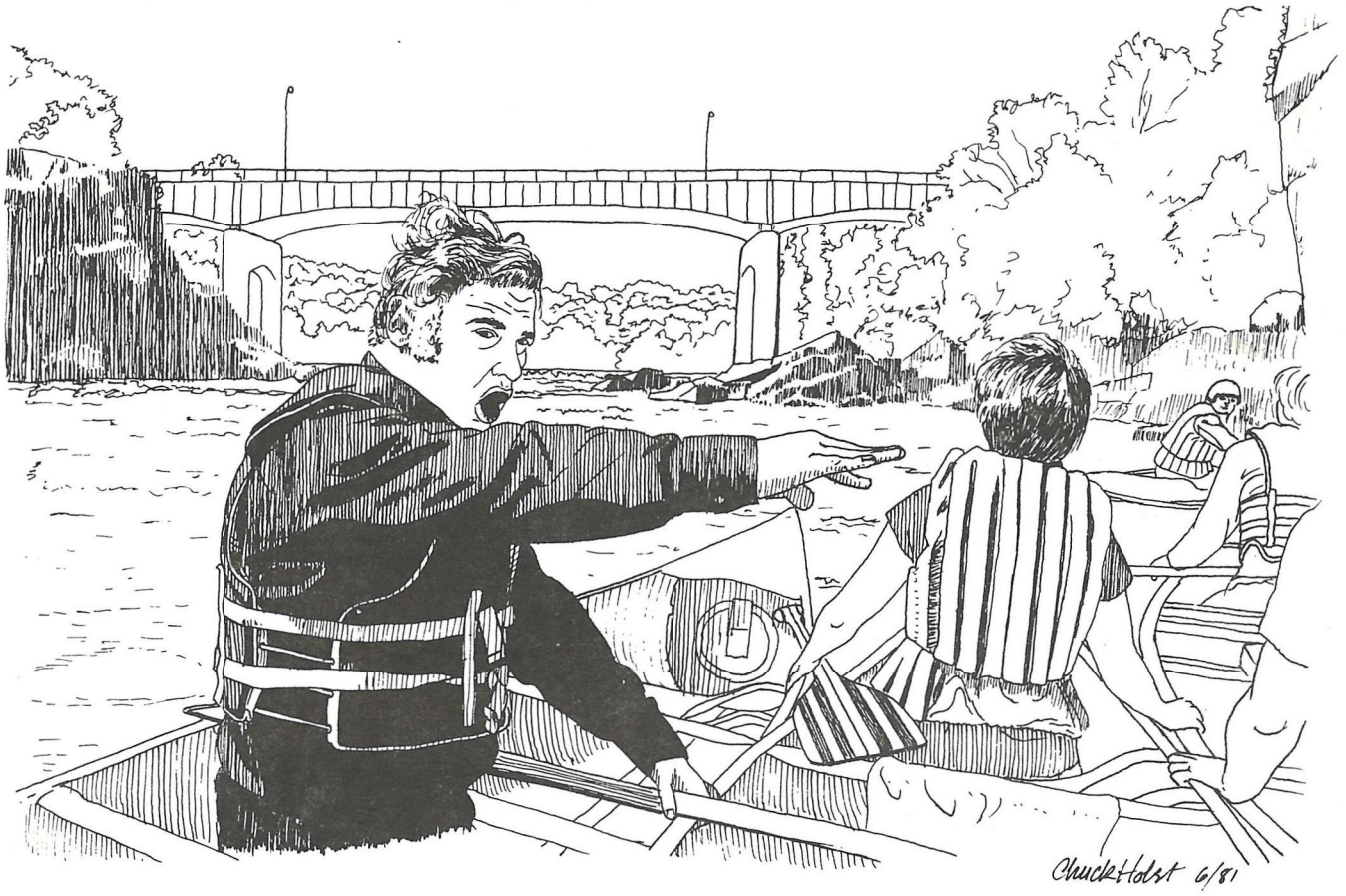
Have you ever approached someone else for a pledge contribution to sponsor you while participating in an activity that you enjoy? Believe me, it isn't all that bad! Since the monies being raised go toward a worthwhile project (control of acid rain, air and water quality), it's not hard to sell the idea to others, either.

Such was the case when three other canoes (all still friends) joined in with the rest of the boats (six others) for the June 20-21 cruise on the St. Croix from Highway 70 to Wild River State Park.

On our way up to the Sandstone Bluff campground, we were waylaid long enough to become half owners of a beautiful cedar strip canoe. See what can happen when you show a friend a canoe after banking hours! Anyway, we set up our camp late that night and awoke to a sunny morning, bacon and eggs for breakfast, and the eventual put-in. Shuttles on the dirt roads in Wisconsin are a trip in themselves.

Under the watchful eye of Tim Kneeland, Wilderness Trekking Director, and his son, Tom, our party moved onto a powerful river, still fairly high after recent rains. Lonnie Helgeson's new canoe and crew, Tracy and Dee, took some getting used to, but they soon mastered all the basic techniques. John McCarthy, his wife, Cathy, and her sister, Jill, paddled along with relative ease using wide (8") paddles. Barbara Face and her brother, Joel, were hard to slow down. Jim and Verna Robertson, plus kids, enjoyed their paddling, as did Ellie and Lynn. John Wexler conducted on-going canoe lessons with whoever was with him at the time. Other paddlers chose to float most of the trip and enjoy the sun (or rain).

Cont. on Pg. 13



Beginning Whitewater Class; Second Session; Taylors Falls 5/31/81

Whitewater

WHITEWATER CLASS - 1981

by Bruce Karsner & Jeff Good

June 7 marked the third and final session of the whitewater class for beginners, sponsored by the Minnesota Canoe Association and the Cascaders Club. Ian Richards, in his tenth year as head instructor, stated this class was one of his largest with close to 50 participants. The first class began on the Mississippi at Hidden Falls Park May 16 and 17. From there, the students went to Taylors falls on May 31. Surprisingly, Taylors Falls claimed the most number of dumped canoes. However, with the excellent supervision of Ian Richards, Dave Schmidt, Charlie Walsh, Mike Vande Vyver, and John Wexler, immediate help was at hand. A barbecue followed the Taylors Falls session. The infamous Mike V. discussed his upcoming South American Expedition in which he plans to exchange 75 Bic lighters with the natives for the local brew.

The final class was down the Hell's Gate portion of the Kettle River at Banning State Park. At our put-in site, a sign said, "Very dangerous rapids next four miles." Undaunted, the canoeists made their way through the various rapids for a very exciting afternoon.

We wish to express our appreciation to the instructors for the fine job they did, and we are eagerly awaiting next year's class.

ATTENTION WHITEWATER ENTHUSIASTS!

Are you an MCA member who enjoys whitewater boating but can't or won't pay to belong to another whitewater group, or are you a prospective MCA member who hesitates to join because your interests lean toward whitewater boating? Now you can have all the benefits of an MCA membership and whitewater, too.

The MCA is forming a new whitewater chapter and is seeking members. Experience is not necessary, but a slight case of whitewater fever is helpful. The only requirement is that you be a member of the MCA. There will be no annual dues to belong to the whitewater chapter. However, there might be a very small initiation fee so that we may acquire some safety equipment for our outings.

So if you're interested in the new MCA whitewater chapter, have ideas, or a name for our group, please call Dave Garron, 612-425-5341, or Terry Lemke, 612-331-2798.



CLIFF'S CORNER



by Cliff Jacobson

The following letter was a reply to Cliff's May HUT! article on canoes designed for wilderness tripping. The style of the letter looked somewhat familiar, almost like Joan Camp's editorial reply to Canoe magazine (the March 1981 issue) on their bent shaft paddle report.

As it turned out, Dolly Paddlefast was a fictitious person. The letter was from a friend (and MCA member) of Cliff's who lives in the Bemidji area of Minnesota. Kent Swanson intended it to be a joke on Cliff, who was caught slightly off guard--enough so that he wrote a roasting retort about his feelings on wilderness tripping and the canoes designed to safely travel the remote areas—before finding out who it was that sent him the letter.

Those readers who have a (valid?) question or comment about canoe camping and wilderness tripping are encouraged to write to Cliff, who will be more than glad to answer them in his admittedly biased manner. Send your questions to: Cliff Jacobson, 928 West Seventh Street, Hastings, MN 55033.

Dear Mr. Cliff's Corner,

I'm glad that HUT! finally added a humor section to its pages. We passed your article around at our last meeting of the "Canoeing is Macho" club; boy, did we get a laugh! You sure are stupid!

Now I'm not an expert on canoes and canoeing, but I am the mother of 73 top Olympic paddlers and am married to one of the world's top 10 marathon racers, Sammy Paddlefast. I am also a top mud wrestler myself. So I feel that with my background I have more to say than you do.

You stated in your article that long, skinny racing canoes aren't good enough for you; they aren't comfortable; they can't handle big waves and water. My boys aren't afraid to get their feet wet—what's the matter? Scared to ship a little water? (Ha, ha!) So rather than printing such wimpy dibble, I suggest you realize that real men relish danger and discomfort! You are such a sissy you make me puke! Just remember, you can force a fast boat to turn, but you can't force a slow boat to go fast!

Yours truly,

Dolly Paddlefast

Dear Dolly,

At first I figured an ignorant fool had written this letter. Then I realized it was simply the work of an illiterate who was too spineless to sign her name--one whose understanding of real wilderness tripping situations leaves much to be desired.

It's evident, Dolly, that you've spent little time in the back country. Oh, I don't mean the endurance races from Atikokan to Ely, Shawinigan, etc. That's the wilds, of course--but it's not long distance tripping with a full load in remote country. The two situations are quite different and only a fool's fool would insist they're not.

Fact: Not one single significant wilderness canoe trip has been completed in a pure racing canoe. And for good reason. Anyone who would choose such a specialized craft for use in the frigid, rapid-filled waters of the far north would be downright stupid or innocently unaware of the dangerous consequences. The three-twenty-seven "race" canoe used by Kruger and Waddell on their epic 7,000-mile voyage from Montreal to the Bering Sea bore little resemblance to the true modern pro boat. Both Clint and Verlen had too much sense to trust their lives to a special purpose canoe of inappropriate design.

I wouldn't enter an Indy race with my Jeep wagon, Dolly, but I wouldn't drive the Wollaston tote road with an Indy race, either. That you're too blind to see the difference indicates your shallow-mindedness, lack of tripping experience, or both. Happy mud wrestling, "Dolly", and remember—it's easier to be critical than correct.

Cliff Jacobson

Cont. from Pg. 11

Our campsite on the Wisconsin bank was level, grassy, and open enough to keep the bugs at bay. We even managed a campfire for roasting marshmallows before turning in.

After breakfast, and while the shuttle was being coordinated, the rest of the crew moved the canoes to the Minnesota bank (in Wild River State Park) at a boat launch site to await the drivers. Toilet facilities were appreciated. Sunday's weather gave us all a chance to don our rain gear and remain comfortable as the day grew wetter. Our spirits never dampened, and the take-out came sooner than expected. In fact, Lonnie, Tracey, and Dee paddled a few miles past it and had to be picked up down river by Jim Robertson and John M. We figured they were just heading out for Taylors Falls, planning to make a day of it.

We threw up some tarps and made soups, cocoa, and sandwiches before getting all the cars together, loading up the boats, and saying our goodbyes.

It all ended soon enough so that everyone could drive home and attend to the ritual of drying clothes. I would like to personally thank all those paddlers who attended this cruise for the work they did on getting pledges and their great camaradarie during the cruise. A special thanks to those people who pledged any amount of money which was raised for a special reason dear to all canoeists: CLEAN AIR AND WATER.

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

DNR News

STATE PARK ENTRANCE FEE
TO INCREASE JULY 1

Persons planning to visit Minnesota state parks this summer have until June 30 to purchase their annual motor vehicle entrance permits for the present fee of $5. After that date, the following fees will become effective:

Minnesota Residents: Annual Permit $10; two-day permit $3. Minnesota senior citizens 65 and older will be charged half fees (or $5) for an annual permit and $1.50 for a two-day permit. In addition, Minnesota senior citizens will pay half of the normal camping fees Monday through Thursday.

Non-Residents: Annual Permit $15; two-day permit $4. Out-of-state senior citizens will be required to pay full non-resident fees for vehicle permits as well as full camping fees throughout the week.

Don Davison, DNR Parks Director, said that these fees will provide the purchaser with a 1981 windshield vehicle permit that will allow entrance of the vehicle and its passengers into all Minnesota state parks through December 31, 1981. Annual permits purchased by residents or non-residents prior to July 1, 1981 will also be honored until December 31, 1981.

He also pointed out that state parks are partly supported by general tax revenues, and since non-residents pay no income or property taxes in Minnesota, they are being required to pay more for vehicle permits.

Davison said that funding for maintenance and operation of state parks has been extremely limited prior to this year when at DNR's request the Legislature approved the increased fees and provided that all such fees—including those from camping, boat rentals, and other services—be deposited into a state park maintenance account.

These funds will be used to maintain existing facilities and restore services that have been cut in recent years due to funding limitations.

LOON NEEDS HELP SAYS DNR

Your help is needed to protect the loon, Minnesota's beautiful state bird, says the Department of Natural Resources.

Carrol Henderson, DNR non-game specialist, said loons are very sensitive to human disturbance during the nesting season, and no one should approach a loon nest for any reason—not even just to look at it or to take a picture.

When a loon is frightened from its next, the eggs can be destroyed by ravens, gulls, or raccoons. The eggs can also become chilled, causing the embryos to die.

Henderson also said anglers should not discard monofilament fishing line in lakes since loons and other birds often become entangled in them and drown.

He said watercraft operators should be aware that loons can also die of exhaustion if pursued by a motorboat, and chicks can drown in the boat's wake.

"Sometimes when a loon is approached," said Henderson, "it will stand up on the water with its wings folded like a penguin. The 'penguin dance' is a sign of extreme distress, and is usually accompanied by frantic calls. It is a desparate effort by the loons to protect their nests or families. If you cause such a response, you should leave the area immediately."

Loons need solitude, he cautioned. "Respect them and their need for privacy during the nesting season."

Harassment or killing of loons should be reported to the local conservation officer since the birds are completely protected under state law.

The Minnesota Department of Natural Resources is conducting a volunteer "loon observation program" this summer. If you have a pair of loons nesting on your lake this year and you would like to report on the success of the loons' nesting effort, write to: Carrol Henderson, Nongame Wildlife Supervisor, DNR, Box 7, Centennial Building, 658 Cedar Street, St. Paul, MN 55155.

Ask for a loon observation card for each loon family you will be reporting on. The program is funded by the nongame wildlife tax checkoff.

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

We are presently looking for someone to be a resin depot in the St. Paul area. If interested, call Chris Berne.

to MCA members

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).

Cont. from Pg. 7

aluminum grabs the rocks. The TW often slips by these places.

A fellow at the bridge mentioned that we would have very arduous going in the near future. He had cleared log jams with his snowmobile in winter for the portion of river just behind us, but had not done so ahead. We had very smooth going up until now, but that was 'cause we spent much of the day in marsh country and fallen trees don't usually mess you up there. The marsh gives you constant hairpin turns where you lose all of your dearly earned momentum. Some places have maybe 35 bends to the mile, and you advance only a short crow flight distance in an hour.

Anyway, we are now in black willow woods country and trees fall all over. Indeed, we soon come to the first log jam! We hope for shallow banks, but they are steep. We muscle both canoes up and around a half a block away. A short way down the river we get another jam. Not so far to carry around this time. I am in the lead now, and I call back cheerfully when I can see it's open for a block or so ahead. We get several near jams but manage to find a small opening. I ram up on the next jam, and Tom and Doyle elect to carry around. I find a floating log big enough to push off of and advance part way. I use the canoe for a bridge and find another suitable log to push off from. Pretty soon, I am over it and just ahead of Tom and Doyle. It is getting into evening, and several other log jams are encountered. Some we carry around, and some we blast and lurch through.

I go into the next one part way and open up my folding saw and saw a couple nice openings. Tom and Doyle go through smoothly. The saw proves once again that it is worth its weight in gold at times as I am able to saw openings through several tree falls and avoid those strainful carries up, over, and around. Indeed, I kinda love these challenges that the river puts up. It's fun to solve these and other similar problems that come up from time to time. I sorta think it's a sham to pass up an arduous part of a river and only go on the fat and famous main part. It's like the sham of just lifting weights to improve upper parts of the body and arms and ignoring the tedious work of strengthening the back and abdominals.

(Look for further adventures of Good Ol' Nels in HUT!)

ATTENTION, MCAers

The rookie racers will be meeting at 6:00 p.m. every Monday until October or until the Mississippi runs dry, whichever comes first. If you can hut and aren't afraid to breath hard, call Karl at 636-8116 or 376-4319 for a rooky reservation. All MCAers who have become "serious" about their paddling are invited to these 2-hour canoe trips. A "serious" MCAer is a paddler who is curious about what's around the next bend and has the enthusiasm to paddle over there. The racers are anxious to acquaint you with canoe motion theory on a practical level. They are aware that many MCAers haven't reached their full paddling potential. Besides, you just might be the superstar partner that an old, crusty racer is looking for. Recently, the racers were mightily impressed with the skills and speed of Penny Mielke.

TRADING POST

Free personal ads to MCA members

For Sale: Kayak - $75. Needs seam work; good condition. Greg Stark, 293-0988

For Sale: Mad River Screamer - 16'3" solo, down river. Excellent condition. Has seat and strap thigh braces; $320. Lee Swanson, 474-8253.

For Sale: Canoe sail with spars; Grummer outfit with sliding gunther rig; 65 sq. ft. of sail. Contact Bob Brown at 612-432-7557.

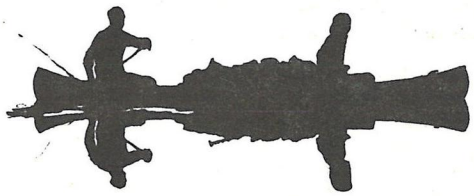
For Sale: Old Town Tripper, 17', mint condition. Contact Jim Bower, 253-1682.

For Sale: Mendesta slalom kayak, needs work, $25. Spray skirt included. Call Tom at 484-5519 (days) or 482-2148 (evenings).

For Sale: Seda Cobra C-2, Kevlar construction, used only twice. Make offer. (218) 723-8376.

For Sale: Used German Klepper, 2 seater, 2 sails, stuffs in four canvas bags, blue top and flotation. Call weekends, 545-0907.

For Sale: Sawyer Charger, all Kevlar. Trimmed in furniture grade mahogany with slotted inwales. White ash contoured padded yoke, ash thwarts, caned Old Town ash seats. Honest weight—73 lbs. for this expedition 18½ footer. This boat is nearly perfect and was on display at the Kruger/Landick rendezvous. New Chargers in Kevlar and aluminum trim cost $1,440. This boat would cost at least $1,700 to replace. It's a beauty! $995—Firm! Call Cliff Jacobson, Hastings, (612) 437-7497. Would consider trade for a new condition all Kevlar Winona/Jensen WWII, Jensen Cruiser, or Sawyer Cruiser or Outrage.



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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I would like to join the Minnesota Canoe Association as a (check one):

____ Regular Member $ 8.00

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____ 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)
( ) Browns Valley
( ) Duluth
( ) St. Cloud
( ) Southern Minnesota Canoe Association (Owatonna/Faribault)
( ) Long Distance Racers
( ) Cascaders
( ) Canoe Brigade du Nord (Voyageurs)

Please send me a Woodstrip Canoe Building Manual and the following Woodstrip canoe plans at $5 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

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

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Vacancies are filled by vote of the Board of Directors. If interested, call John Wexler, 722-7069. Except where noted, all area codes are 612.