



KAYAK KAPERS

December 2010

New club vigour behind Hawkesbury victory

The Commonwealth Bank Cup is back with LCRK! Lane Cove's concerted push to regain our position as the premier club in the Hawkesbury Classic has paid off. We won back the Commonwealth Bank Cup on Oct 23-24 by a convincing margin.

Our winning total of 2169 points is the highest in recent years. Classic officials were unable to say immediately if it is a record. The Armidale School (TAS) was 2nd with a highly creditable 2052 points, and Central Coast 3rd with 1857.

It was our 7th win in the last 8 years, and there will be a big campaign to retain the trophy next year.

The only others to have won the Cup are our predecessor club, Lane Cove Valley Canoe Club, 10 (successive) times, Central Coast 3 (successive) times, and TAS, Manly Warringah and Sydney University once each.

The victory was the culmination of a long campaign to reinstate Lane Cove at the top of the leader board in the Classic after our disappointing showing last year.

While our established veterans excelled themselves, an outstanding feature was the vigour and enthusiasm brought to the event by a band of new members. The fascination of the Classic filled them with ambition to accept the challenge, and the passion they brought to the training and preparation was contagious.



Matt Swann and David Bloomfield pull into the Wisemans checkpoint

People like Nigel Colless, Richard Lindsay, John Duffy, Bill Donohoe, Tom Holloway, Justin Stanbridge, David Page, James Terpening, Richard Andrews, Andrew Mathers, Janet Oldham, Scott Gilbert and Andrew Benoit – most of them doing the Classic for the first time – have renewed our determination to remain top dog in this great annual endurance race.

The club's improvement from last year was fantastic. 11 of the 21 boats finishing in competitive classes won their category (in some cases they were the only boat in the class, but you can only beat what's there on the day, and most of their times were very good). 5 others were 2nd.

Our 6 fastest times were all sub-10 hours, compared to none last year. Two records were broken and another established. All up we had 36 boats in

LANE COVE PADDLERS IN THE HAWKESBURY CLASSIC 2010

Competitor	Class	Time	Plc	No. of boats	Hcp time	Hcp plc
Matt Blundell	O K1	8.35.36	1	4	9.37.59	13
Bob Turner/ Jason Cooper	O LRec2	9.01.13	1	6	9.39.06	15
James Mumme/ (Wayne Bower)	O LRec2	9.04.40	2	6	9.42.48	17
Tony Hystek	O UN1	9.15.52	1	3	9.35.19	9
(R) Toby Hogbin	O MRec	9.18.22	1	14	9.22.50	4
(R) Tom Simmat	60+ MRec	9.54.05	1	5	9.11.19	3
Rob & Marg Cook/ Warren & Merridy						
Huxley	X50+ K4	10.18.23	1	1	11.26.24	54
Wayne Wanders	40+ LRec	10.27.08	3	8	10.24.00	26
Craig Ellis/ Scott Gilbert	40+ UN2	10.37.10	2	2	11.52.59	67
Matt Swann/ David Bloomfield	50+ K2	10.37.16	1	1	11.16.47	47
Tim Hookins	60+ MRec	10.48.37	2	5	9.58.13	22
Derek Simmonds	60+ LRec	11.16.44	2	7	10.38.50	35
Cathy Miller/ (Ian Vaile)	X50+ LRec2	11.25.15	1	1	10.30.26	27
Nigel Colless	BorB	11.39.00				
Don Rowston/ Bert Lloyd	BorB2	11.55.51				
Tony Carr	60+ LRec	12.08.43	5	7	11.27.55	59
Richard Lindsay	BorB	12.23.23				
John Duffy	BorB	12.55.19				
Bill Donohoe	BorB	13.17.49				
James Farrell	O LRec	13.30.30	5	13	13.51.34	115
Tom Holloway	BorB	13.36.13				
Andrew Mathers	40+ SSKI	13.37.35	1	1	13.25.19	139
Janet Oldham	LO TK1	13.53.52	1	1	11.59.38	75
David Page	O LRec	15.04.50	7	13	15.28.22	132
Richard Barnes	40+ SRec	15.24.55	2	2	13.47.48	113
James Terpening	O SRec	15.42.43	1	2	14.30.08	122
Andrew Kucypr	BorB	15.48.45				
Justin Stanbridge	BorB	16.04.50				
Richard Andrews	O SRec	16.34.35	2	2	15.18.00	130
Tim McNamara	60+ UN1	6.58.00	withdrew	at Wisemans		
John Thearle	40+ UN1	7.06.00	withdrew	at Wisemans		
Duncan Johnstone	50+ LRec	7.52.00	withdrew	at Wisemans		
Tim Dodd	BorB	8.20.00	withdrew	at Wisemans		
Justin Paine	60+ MRec	8.51.00	withdrew	at Wisemans		
Andrew Benoit	BorB	9.09.00	withdrew	at Wisemans		
Kyle Wilson	O LRec	2.48.00	withdrew	at Sackville		

(R) denotes record



The Cooks and the Huxleys reunited in a K4



Jason Cooper and Bob Turner



Facing the starter — only 111 kilometres to go

the race (a couple had non-members in the crew).

Three finished in the top 10 on handicap – Tom Simmat 3rd, Toby Hogbin 4th and Tony Hystek 9th.

Matt Blundell, as expected, had the fastest race time in this year's Classic. He crossed the finish line in the incredibly fast time of 8h 35m 36s, but was disappointed to miss out on breaking Paul Lancaster's 14-year-old open K1 record of 8.29.28. It's hard to maintain the pace all night when you're paddling most of the race on your own. He was 13th on handicap.

Toby Hogbin took his Marathon 10 series form into the Classic and surprised nobody by smashing Jason Slade's open medium rec record of 9.45.59 by over 27 minutes with a time of 9.18.22. He said before the event "My race plan is to go hard all night and hope to last 100 kilometres." Obviously he did. By the way, how many heard his answer when asked, at the post-race BBQ, what his training schedule was? "100 to 120km a week!"

Toby paddled an Epic 18, not considered to be a fast boat, and finished half an hour ahead of Jason who was in a Flash, which is considered to be one of the faster MRecs. Jason fired in a complaint that the Epic was not a medium rec but a remeasurement satisfied the scrutineers.

Tom Simmat accepted Vадja Kayak's promotional offer to do the race in an Apollo and keep the boat if he won his class. He didn't have it all his own way. First, he had to make some structural changes to the boat to widen it to conform to the medium rec class (see page 8). He didn't have sufficient pre-race time in it to sort out the seat and found it uncomfortable in the race. And the paddle he had to use brought up blisters all over his left hand.

The result: He obliterated the existing record by almost 1¼ hours and finished in 9.54.05.

Who else but Tom Simmat could do something like that?

And he keeps the boat.

Incidentally, his landcrew of son Daen and Kirri Morris knew at all times exactly where he was on the river. They were in phone contact with Tom's wife, Christine, who followed his progress on a computer screen at home via Google Earth. Tom carried the same tracking device he used recently in the Yukon 1000 in Canada/Alaska.

(There were differing thoughts about whether the Apollo should have been classed as a medium rec. It is a Flash hull with a sit-on-top deck. Recreational boats are described in the Classic race booklet as "kayaks". Is a sit-on-top a kayak? Or is a kayak a craft with a cockpit

which the paddler sits *in* rather than *on*?)

The old firm of the Cooks and the Huxleys were reunited in a K4, to the delight of everyone in Lane Cove. All four were close friends of Frank McDonald, who died in September. Frank competed in several Classics and was a great supporter of the event. Warren and Merridy renewed their membership of LCRK so their entry could score points for Lane Cove and said: "We want to do it for Frank." Frank's wife Marg landcrewed for them.

They established a record of 10.18.23 in the mixed 50+ K4.

Tony Hystek well and truly exorcised the demons which saw him forced out of last year's Classic at Wisemans. He paddled his

It's good to have friends – but who are they?

Richard Barnes had \$200 paid online into his Hawkesbury Classic sponsorship by "friends from Lane Cove". He hasn't been able to find out who these generous "friends" are (just as well he's an engineer, not a private detective) but would like to say thank you.

favourite Rocket (pronounced Ro-kay, a la France) and drove it like one, with only the briefest of stops at Sackville and Wisemans. He stopped the clock at 9.15.52. "I got the monkey off my back," he said.

There were exceptional performances from two doubles who narrowly missed a sub-9 hours time. Jason Cooper and Bob Turner, in a brand new SLR2 they took delivery of the day before the race, just pipped James Mumme and his paddling partner, Wayne Bower (a friend of Craig Elliott's, whom he met for the first time on the day of the race).

Two other doubles, Matt Swann/David Bloomfield and Craig Ellis/Scott Gilbert, had a fine duel down the home stretch, with the latter edging in front at Brooklyn by 6 seconds.

If there was a prize for the wackiest boat it would have to be divided between Richard Barnes, James Terpening and Richard Andrews. The first two paddled twin Liquid Logic Remix plastic estuary fishing boats, about 3m long and nearly as wide. Richard Andrews turned up with a canoe polo boat, about the same length. All three surged noisily down the river with all the grace of a Thames barge. Is there some way you can measure the effort it takes to paddle one of these playboats for 15 or 16 hours compared to paddling, say, a Flash or Renegade, or even a Mirage, for 10 or 11



A muddied Tom Holloway arrives at Brooklyn



Bill Donohoe on the finishing ramp



Landcrews wait anxiously at Wisemans



Matt Blundell receives the new trophy for fastest LCRK paddler in the Classic from Justin Paine



Alanna Ewin with Judy and Tim Hookins



Tony Carr greeted at Brooklyn by landcrew daughter Eloise



A smile from John Duffy finishing his 9th Classic

hours over the same distance?

Perhaps the most ironic moment in the Classic came when Richard Andrews, in the slowest boat in the field, rescued a paddler who had capsized near Bar Point from one of the fastest, a K1.

The unluckiest paddler was John Thearle. Having under-dressed last year and been caught out by a cold night, he had two thermals on this year. Overheating on a very warm evening, he stopped just past Sackville to pull up his sleeves, lost his balance, and capsized.

While in the water he got something in his eye and although he washed his eye out with water from his drink bladder it continued to be irritable. Then lights shining from the side of the river became painful, so he started paddling with his eyes closed. 50 strokes eyes closed, open them and check the course, 50 more strokes eyes closed ...

It's a long way to Wisemans paddling blind against the tide, and that's where he pulled the plug. The first-aid tent ordered him to Hornsby hospital, and landcrew Steve Russell took him there at considerable speed. The diagnosis was a nasty abrasion to the cornea and he was off work for a few days.

John was one of at least four LCRK paddlers to go for a swim. Another was Tim Hookins, who dutifully obeyed an instruction from an SES boat near Colo not to go one side of a moored cruiser and was ripped out of his Flash by a mooring rope on the other side.

Justin Stanbridge, in his first Hawkesbury and unfamiliar with the river, asked the checkpoint boat at Wisemans "Is this Wisemans?" "No, this is I for India," they responded. So on he went, past the Webbs Creek and Wisemans ferries before another paddler put him right. He desperately needed a break, and had to paddle all the way back to I for India.

There were 6 Lane Cove withdrawals at Wisemans. Along with John Thearle they included Tim Dodd who, like Tom Simmat, paddled an Apollo and had problems in an unfamiliar craft, and Andrew Benoit, who paddled his home-made, see-through Inuit-design kayak.

Kyle Wilson, with his hair dyed blue (or was it green?) to match the colour of his Renegade, stepped ashore at Sackville and stayed there. He said he had under-trained but will be back, properly prepared, next year. And in 2011 he's going to dye his hair green and red - "I'm a Rabbitohs fan."

The weather before the start was threatening and an afternoon storm which ripped through Sydney caused a 4-hour blackout in some areas. But the storms bypassed Windsor, although a forecast of a severe front to come during the night led to rumours the race might not go the full distance.

The foul weather eventually hit Spencer about 2.30am and all but the fastest boats had to battle wind, waves and driving rain from there to Brooklyn. Capsizes and rescues were the order of the night - one ski paddler was dunked 9 times. At 7am race controller Roger Deane called the race off for the few who still had to pass Spencer.

Once again the LCRK checkpoint-within-a-checkpoint at Wisemans was a hive of activity and a sight for tired eyes for all the paddlers who called in for a quick top-up or a much-needed break. Magoo had the barbecue going full blast and a party



Toby Hogbin at the post-race BBQ

atmosphere prevailed. Physio Anthony Moore was in great demand and soothed aching muscles and sore backs.

Lots of the landcrews, specially those for some of our newer members, were first-timers and they were very appreciative of the way our more experienced people were quick to offer help, particularly in getting boats out of the water.

At Sackville, Tony Walker and John Greathead set up an impromptu landing point which was visited by a number of Lane Covers in the race. Maybe next year we can organise something more established.

As usual, Lane Cove had a number of people volunteering for one job or another. They included Roger Deane (race controller), Rob Grozier (chief scrutineer), Karen Grozier, Jeremy Spear, Craig Elliott, Elke and Nadya van Ewyk, Mark and Rhiannon Sier, Ian and Alec Wilson and Jon Harris.

Thanks to them, and to Vajda Kayaks for their incredible promotional deal of offering an Apollo XI to any member wanting to paddle one in the Classic, with the promise they could keep the boat if they won their class. And thanks also for their contribution toward the cost of the physio at Wisemans.

LCRK President Matt Swann, summing up the race, said: "There was pain, there was elation, there was Derek's despair, there was camaraderie, there was swimming, there was utter exhaustion, there were disagreements, there was lots of fun. The full list of emotions."

He raised the thought that going in the Classic doesn't have to be racing for a record or a PB every time and suggested a more social approach, perhaps a group of friends stopping at all the stops or even taking race newcomers along in a double. His youngest son is supportive and said "I'll come with you, Dad."

"So think about a year with the accelerator off. Might be good for us and the club," said Matt.

Sounds interesting. Could well be attractive for those who think a 111km night race is a big hurdle.

But you know the old saying: *Put two kayaks on the water together and you've got a race ...*

Go the photo gallery at www.lcrk.org.au for lots more pictures from the Classic and the post-Classic BBQ. If you were there you'll probably find a picture of yourself.



The Commonwealth Bank Cup is back with Lane Cove River Kayakers

36 competitors, 36 stories of determination

Richard Andrews (O SR, landcrew wife Kate and mother-in-law Carolyn Kinnard): "Apparently no-one has ever done the Classic before in a canoe polo boat but it seemed a good thing to do, it's the longest boat I've got. It was my first Hawkesbury. I just did a steady 7km/h the whole way, keeping the nose above the water – if you lean forward the nose drops. The last section from Spencer I was pretty submerged. I hit a number of big jellyfish with my paddle, it was like hitting a brick wall."



Richard Barnes (40+ SRec, landcrew parents Eric and Barbara, sister Linden): "I paddled a Liquid Logic Remix, it's an estuary fishing boat, as fat as anything – you could never tip out – and has a place to put the fish. It's so noisy you don't hear sounds like mo-pokes. At one point four doubles, including those of Jason/Bob and James Mumme, came past me very close on both sides and gave me a bit of hurry-up, they were flying. I had a lovely pull-in at Pit Stop, there was an acre of mud but Michael Hackett from my work ploughed through it and pulled me up to the sand and I stepped out mudless! I passed James Terpening, in the same sort of boat as mine, at checkpoint P, he was stuck out in the middle fighting the current and came across towards me."



Andrew Benoit (BorB, landcrew Steve and Caroline Paget): "On the first leg I probably went too hard and it came back and hit me. I paddled a boat which I built myself. I had problems with my seat which I fixed at Sackville, the footplate was in the wrong spot. Otherwise the boat held together really well, there were no leaks but the rudder was catching weed and the cockpit was not set up right. From Sackville to Wisemans I was struggling and at Wisemans I decided that was it."



Matt Blundell (O K1, landcrew father Graeme, Mike Snell, Jay Wilson): "I had perfect conditions, the best I have ever had in the Classic. I could see everything, I could see the line and it was warm. The only negative was a slight headwind at times. I was with some other boats for the first part and we took turns, but I slowed down too much when I went away from them and was by myself for the 35km into Wisemans. I didn't focus enough. I stopped at Wisemans for 2 minutes 4 seconds. Conditions were good when I went past Spencer, just some 6-inch waves on the side. I'll probably have another crack at the record."



Tony Carr (60+ LR, landcrew daughter Eloise and Tom Baxter): "The highlight of my night was at Pit Stop. I heard Elke's voice and called out 'I want drive through'. She called back 'What do you want?' and I shouted 'Scones'. And true to her word there was Elke walking towards me, thigh deep in mud with scones in her hands over her head and she said to me 'You did want cream?' I also want to compliment Jeremy Spear and Steve Russell on their superb job at Wisemans in keeping constructive pressure on paddlers to get back into the water. I found the Spencer to Bar Point section particularly difficult, it was hard to anticipate the chop in the dark."



Nigel Colless (BorB, landcrew wife Jeanine): "I thoroughly enjoyed it, the drizzle kept me cool and the temperature was 16-18° all night according to my GPS. I paced myself the whole way with my heart rate monitor, averaging 137 during the race, and let the speed look after itself. Early on I was doing 9km/h, then down to 7 and back up to 11. In the last stretch against the wind the current was still with us and I was still doing 9."



Rob and Marg Cook, Warren and Merridy Huxley (X K4, landcrew Anne Powell, Marg McDonald). Rob: "The lesson we learned is that you need to settle the technology of the boat a month beforehand. We had two GPSs which failed, one pump which failed and a second which would not switch off until we got out at checkpoint G and switched it off. The hole for the bolt holding Marg's seat failed and we had to push the seat forward one spot which meant she was cramped for the rest of the race. The map light was too bright to read the maps and the steering cables were slack. Otherwise the race was brilliant and it was enormously satisfying to get the boat running the way we did. Warren was fantastic with the logistics, there's a lot involved in handling a K4."



Jason Cooper/Bob Turner (O LR2, landcrew Bob's wife Tracey and daughter Nicole): "We only picked up our new SLR2 on the Friday afternoon. We aimed to be first to the bridge and when we did we said 'Right, that's it!' and let the three other doubles with us go. We caught them again coming into Wisemans. From Wisemans the four doubles were together and then we stepped up the pace and went away. Out top speed on the night was 15.9km/h and at the finish we were still doing 14½ to 15. We were second boat in behind Toby."



Tim Dodd (40+ MRec, landcrew Ian and Alec Wilson): "If you are ever tempted to changed boats 3 days before the Classic, think again. I was lured by the offer off a free Apollo if I could win my class, and switched from a Flash to one of them. I paddled it 3 times before the race but it was not enough to work out the seating position. The seat was a real problem, I stopped 7 or 8 times trying to fix things. I could have put padding in it but didn't want to be unstable. I was really sore at Wisemans from disc pain in my lower back and did the wise thing and pulled out."



Bill Donohue (BorB, landcrew wife Nancy, 12-year-old son Anthony): "I struggled early on as changes I had made to the footrest of my 580 created another problem. At Sackville I reversed the changes and felt more comfortable. I had a better run to Wisemans and although it was against the tide I felt stronger. At Wisemans I was tired and sore but after some physio I got back in the boat feeling 100% and was doing 10-11km/h with the tide to Spencer. Then I got hit – the tide was turning, the rain was pelting at me, I couldn't see through my glasses. It was the scariest and hairiest paddling conditions I have been in."



John Duffy (BorB, landcrew Gae Clemson): "The whole night was okay, I did a PB in my 9th Classic and I'm definitely coming back for the 10th. I was planning on my sore back getting very sore but it seemed to be not apparent. I had speakers on the deck and enjoyed my music – Elvis at 1am has a special ring to it."



Craig Ellis/Scott Gilbert (40+ UN2, landcrew Greg Gering, John Murphy): "We had both developed sore wrists by Sackville. The last section was pretty intense, it took everything we had not to come out of the boat. We had a great race with Matt Swann and David Bloomfield and ended up by beating



them in by a few seconds.” Scott: “I’ve done 17 Sydney-Hobart yacht races and been first over the line, but in terms of personal achievement this was up there with anything I have ever done. It was incredibly satisfying.”



James Farrell (O LRec, landcrew Andrew Stainer): “It was hard, difficult, long, just painful. The Sackville-Wisemans stretch was awful, everything felt like I had gone into a hole, I was in a lot of pain. The Lane Cove team at Wisemans was just sensational, the physio did a fantastic job on my shoulder and left side. I was cold and my landcrew gave me his waterproof jacket and hat, and after that I was fine. The last 12km from Spencer was quite interesting, waves kept breaking over my kayak. People were coming out left, right and centre, some were stopped at the side and one was helped out by people in a houseboat. I had raised \$1300 in sponsorship and I couldn’t face the thought of telling my sponsors I hadn’t finished. That kept me going, it was an interesting piece of psychology.”



Toby Hogbin (O MRec, landcrew Hanna Toorman): “This was my 3rd Classic and 3rd time lucky, I missed the record last year but this time I got it convincingly. I had a good race and everything went to plan, although the incoming tide always catches you. For the last few kilometres it was like a millpond which helped a lot. Getting line honours was a big bonus.”



Tom Holloway (BorB, landcrew Patricia Couch): “It was great to Sackville, then I started getting tired and losing motivation and suffering ‘Derek’s despair’. I thought of withdrawing at Wisemans and spent nearly an hour there before getting back in the boat. Spencer to Bar Point was difficult because I was in an unstable boat, I got hit by sideways chop and that was the end of me. I went into the water 50m out and had to swim to the bank and it took me at least half an hour floundering around in knee-deep mud to get going again.”



Tim Hookins (60+ MRec, landcrew wife Judy): “For the first 32km I was one of five Flashes travelling together, other paddlers were saying ‘Is this a Flash demonstration?’ I stopped at Sackville to change water and lost them. That was a mistake. At Colo an SES boat told me not to go between a moored boat and the bank, so I went the other side and got knocked into the water by a rope holding the boat to something. I lost my slippery John Thearle cushion when I capsized and although I looked for it with a torch I couldn’t find it, it was black. I lost my rotation until I got to Wisemans and put some plastic shopping bags on the seat.”



Tony Hystek (50+ UN1, landcrew Alanna Ewin and a small army): “I rescued Duncan Johnstone after he capsized near Dargle, got him back in his boat and he headed towards shore. Half an hour later I hit a mangrove tree near Lower Portland and came out myself but was near shore and not delayed much. From Wisemans to Spencer I was not comfortable, the rain made me cold and I needed another layer of clothes. At 2.30am the storm hit Spencer and from then on it was pretty tough. I had hoped for a record but missed by about 17 minutes, falling in and having 3 of the 4 ferries starting up just as I arrived didn’t help.”



Duncan Johnstone (50+ LRec, landcrew wife Cheryl, Elizabeth Lennep): “I had a stunning run to Sackville with Derek Simmonds and myself working together, then crashed to Wisemans, where I decided to pull the plug and live to race another day. Not long after Sackville I fell out and was rescued by Tony Hystek, he appeared like a knight in shining armour. I said to



him ‘Tony, we’re going to have stop meeting like this’. It took me 20 to 30 minutes in the reeds to bail out enough to get back in the boat and go on to a beach and empty out. The skirt and wet weather jacket made me so hot I took them off, I was disoriented and felt terrible, not in control of the boat.”

Andrew Kucyper (BorB, landcrew son Mark): “At Sackville I changed from my compression shirt because it was not warm and after that I slowed down, I thought it might be from lack of food so I ate 4 bananas and rice bubbles and picked up to Wisemans. There I ate 3 spoonfuls of spaghetti and threw up, so I went back to bananas and rice bubbles. From Spencer to the finish took me 3 hours, having to stop to rest every 500m, but I finished.”



Richard Lindsay (BorB, landcrew sister Peta-Jane Maynard and her husband Andrew): “This was the first sport activity I have done since I was about 16 and physically the hardest thing I have ever done. It has been my main focus for a 6-7 month preparation. It’s a strange feeling to go into a different zone, everything gets blocked out except a desire to finish. The last section was exhausting, it was so dark you couldn’t see the waves, but being in a Challenger I knew I would be okay. A big thank you to the LCRK people at Wisemans, they were unbelievable.”



Bert Lloyd/Don Rowston (BorB2, landcrew Leon Baker, Andrew Rennie): “It was a great night, we had no dramas. It was my warmest Classic night in 10 years, the only Classic I’ve never been cold. The clouds kept the heat in. It was dead smooth until Spencer and then as rough as (expletive deleted). In three stops we spent more than an hour out of the boat, the jam and scones were lovely at Pit Stop.”



Andrew Mathers (40+ SSK1, landcrew Marie Carr): “This was my 5th Classic finish, all the others were on a spec ski because that was the only boat I had then so it was tradition to use it for my 5th. I hadn’t done any distance training on the ski and although I was fine to Sackville, lack of time in the boat started to take its toll after that and I developed a sore back and got slower. I still beat my previous best by half an hour and felt comfortable at the end, and just cruised in. A lesson to be learned was that I didn’t eat enough before the race. I took some Nurofen on an empty stomach and that was not good. After I had a burger at Wisemans I felt fine.”



Tim McNamara (60+ UN1, landcrew Jeremy Spear): “I went into the Classic to answer the call to get points for the club. I tried Tom Simmat’s rubber seat and got it almost right but not right and my bum was as sore as hell after 15km. At 40km my shoulders started to hurt because I couldn’t rotate. At 45km my wrists started to hurt. So with both buttocks, both shoulders and both wrists hurting I was very happy to finish at Wisemans. But I did enjoy the night sky and the spirituality of it all. After I withdrew I helped Jeremy being a landcrew for Matt and David.”



Cathy Miller/Ian Vaile (X50+ LRec2, landcrew Trevor Williamson, Kay Swanson): “We were quite pleased with our time, which was a PB. After the pre-race forecast, we were surprised that the wind stayed off as long as it did. It was lumpy going down the long stretch from Spencer and we were commenting how difficult it must be for the guys in racing boats – we were in a Mirage 730 – when we saw a K1 upturned in midstream and a plaintive voice coming out of the dark. We tried to



get him back into the boat but eventually had to take him to shore. A bit later, halfway from Bar Point to Milson Island, we saw him in the water again, this time he did a cowboy act and slid up over the back of the boat. Because of time lost in the two rescues we had our finishing time changed from 12.03.15 to 11.25.15.”

James Mumme/Wayne Bower (O LRec2, landcrew Ron and Carrie Elliott): “I only met Wayne on the day of the race, he had been suggested to me by Craig Elliott and was doing his first Classic. He’s only 37 so we had to go in the Open, he’d never paddled over 50km before. I can’t push myself as I’m only 9 weeks out of plaster after breaking my wrist and didn’t have fitness, but we maintained a nice steady pace and held the tempo. It was still a PB for me.”

Janet Oldham (LO TK1, landcrew mother Margaret, Colleen and Brett Farrow, Joanne Bramma): “I got to Sackville in 3 hours, faster than I’ve ever done before, and was feeling excited. The next section was the hardest and the tide changed, everything started to hurt and I was pleased to get to Wisemans and have a break of 25 minutes. It was flat to Spencer where I turned the corner and – bang! It was more lively than I anticipated and people were falling in left, right and centre. My paddling was creative but I managed to stay in, although I nearly swam 3 times. The safety boat was skimming about shining its spotlight on everyone which didn’t help night vision but they did a good job.”

David Page (O LRec, landcrew sister Bronwyn, Dorothy Dunham): “I paced myself better than in my first Classic two years ago, pulling over to a beach twice before Sackville and again before Wisemans to stretch. I have a lower back issue, with a compressed fracture, and I managed that better. On the last of these stops there was a double on the beach and a girl in it was really sick from fruit salad

she had eaten at Sackville. I advised her to get rid of the fruit salad. They wanted to withdraw so I reported them to the next checkpoint. At the Wisemans ferry I met Justin Stanbridge for the first time and we paddled together right to the finish. It was a great feeling coming in together. We are now friends for life.”

Justin Paine (60+ MRec, landcrew John Greathead, Tony Walker): “I was expecting the forecast cooler weather to come through but it was a balmy evening and, like a lot of others, I overheated. I drank more than I realised and discovered that I had only half a cup of water to do the 20km into Wisemans. My back muscles got very sore going into the W bends and it was a struggle against the tide to get to Wisemans. I did the sensible thing and pulled out.”

Tom Simmat (60+ MRec, landcrew wife Christine {remote controller}, son Daen, Kirri Morris): “What you shouldn’t do is change your boat and paddle 2 days before the Classic. The seat was not right, I padded it up but there was no time to test it. It was pushing me too far forward and was okay while I was upright but as soon as I relaxed it made me hunch. The paddle had a rubber grip on the left side which destroyed my left hand, I had more blisters than from the whole of the Yukon 1000. I was looking at doing 9½ hours for the race and was on time at Sackville and Wisemans, but with the tide turning later than expected and the wind against us I lost 20 minutes from there.”

Derek Simmonds (60+, LRec, landcrew Wade Rowston): “Overall it was a peak experience. I had a few moments of desperation such as when I dropped my Nurofen into the water and realised it would have to be a drug-free Classic and a few zen moments such as Blazing Saddles and streams of glory from my bow from phosphorescent plankton just after Spencer. I was pleased to achieve a PB despite getting off the water on to a pontoon to put



Some of our volunteers



Rob Grozier



Elke van Ewyk



Jon Harris



Mark Sier



Andrew Benoit in his see-through kayak



Justin Stanbridge ready for his first Classic

on my skirt and another thermal just after Wisemans. The skirt was reassuring in the chop near the end when I took a couple of white caps over the bow."

Justin Stanbridge (BorB, landcrew son Kyle, Mario Munns): "The Classic was the hardest thing I've ever done, I've done lots of big cycle races but they don't compare. I have only been paddling for 8 months. For me the toughest part was Sackville to Wisemans, the dark was daunting. At Wisemans I asked the checkpoint boat 'Is this Wisemans?' and they said 'No, this is I for India". So I paddled on past the two ferries before another paddler told me where the checkpoint was, and I went back, I did an extra 7km. I felt sick at Wisemans and was there for 1½ hours. From Wisemans to the finish I paddled with David Page, he was fantastic."



Matt Swann/David Bloomfield (50+ K2, landcrew Jeremy Spear): "We planned to break the 50+ record of 9.56 but didn't do enough training. We teamed up 8 weeks before the event, the longest we paddled was 22km. An OC6 kept getting in the way before Sackville and we were a bit tired at Wisemans where we stayed for a while. From Spencer there really were big waves, the boat kept going up and down and I thought we were going to fall in."



James Terpening (O SRec, landcrew parents Ros and Robert, Zoe and Joe Panto): "I paddled with Richard Barnes and Richard Andrews to Cattai and I didn't want to stop there for fear of missing a time cut later. I felt I was moving along at a reasonable, steady pace and reached Wisemans ahead of my expected time. I had a great run on the tide to Spencer where I pulled in to see my parents. I had planned on 18 hours for the race and was well inside that at 15.42."



John Thearle (O UN1, landcrew Steve Russell): "I was aiming for a time of about 10 hours and got to Sackville okay. A couple of kilometres out of there I was getting warm because I had two thermals on and stopped to pull up the sleeves and cool off, and went for a swim. I got seaweed or something in my right eye and shot water from my drink bladder into it to clean it out. It was sore, and some bright lights from the shore were painful. I couldn't see my GPS which was a bit of a blur. For 90% of the way to Wisemans I paddled with my eyes closed, I would paddle 50 strokes and then have a look. At Wisemans I went to the medical tent and then Steve drove me to Hornsby Hospital where they said I had a large abrasion on the cornea of the eye. I had a couple of days off work, it got pussy and my doctor gave me some antibiotics for it."



Wayne Wanders (140+ LRec, landcrew wife Diana, daughter Emma): "I was lucky at the start, going off with Duncan Johnstone, Derek Simmonds and Kyle Wilson. Then Kyle went off like a bat out of hell and I thought 'What the hell' and went too, 5 of us washrode each other. Basically I washrode for the first 50km, and after that I was by myself. At Wisemans I stayed in the boat and I got to Pit Stop when the tide came through. I didn't make the sub-10 hours I was aiming at but 10.27 still was a PB."



Kyle Wilson (O LRec, landcrew mother Mea, son Bryce): "I trained in a Harbourmaster weighing 11 or 12kg and raced in a Renegade which was a lot heavier. And I didn't train enough. After 20km I started to feel tired and my head was not in the right place. I knew I would hurt myself if I kept going so I pulled out at Sackville. I'll definitely make amends for it next year. The main thing for me on the night was seeing a large guy at Sackville, he didn't look too good but he had a lot of family around him who were willing him on and he got back in the boat. I hope he made it, it was a big deal for him."



Is this the secret for Tom Simmat's amazing success? He is shown here (at right) preparing his boat for the race and applying a coat of highly secret laxative to the hull to make it run faster and more smoothly. His many admirers watch and learn.



Derek Simmonds goes through a careful pre-race check



Richard Andrews finishes with a flourish — and a pirouette



James Terpening lines up for a blistering start



A change at Wisemans for Nigel Colles



Craig Ellis and Scott Gilbert get plenty of enthusiastic attention from the Wisemans landcrew



James Mumme heads for the start

Fine tuning an Apollo to make it fit by Tom Simmat

I took delivery of an Apollo XI the Wednesday before the Hawkesbury Classic. The Apollo XI fundamentally is a Flash with a self-draining cockpit – ie a ski deck. The hull below the deck was the same as the Flash and supposed to measure in at medium rec.

So I paddled it that Wednesday night to see how it went and also asked Robert Grozier to measure it to confirm it complied with the medium rec specifications and give a sort of ruling as to whether a surf ski is still a kayak.

Technically the Apollo XI should be slower than the Flash as it has to drag along a couple of venturies to keep the cockpit dry. The Hawkesbury Classic people were very keen for me to paddle it as Apollocraft were a major sponsor of the Classic and prepared to give away a couple of boats as prizes.

Unfortunately Robert, assisted by Richard Barnes, found the boat was at least 10mm too narrow. Something had gone wrong between using the Flash mould, creating a plug and the first run of production boats out of China.

I was left with a bit of a dilemma. Although this was out of the first trial production run, the boat was promoted as being a medium rec. Entering the race as it was would have put it in the unrestricted class, and certainly would not have been competitive against longer, narrower kayaks and skis.

I reported back to Mark at Apollocraft. His response was do whatever it took to make it meet the medium rec specifications.

But with only Thursday and Friday, what to do? The most obvious was to apply filler to the hull to widen it to make it fit the required beam. It was my son Daen who came up with the idea that if this boat had been built like other ocean skis, there was a styrene foam spline down the centre of the boat as a stiffener. If that had been put in too tight it would have pushed out the bottom and pulled in the sides, creating the narrower beam.

By poking a bit of wire down the bung we were able to confirm that there was in fact a styrene foam spline. The proper way to fix that was to split the boat open at the gunwale, cut back the spline and rejoin the hull. Impossible in two days given the time required for resins to set etc.

The only other way we thought we could do it was to dissolve the spline, put the boat in a press and hope it popped back into its proper shape.

I got back on to the phone to Mark and said what we proposed might destroy the boat. He said "Do whatever it takes".

So I poured acetone down the bung and pressed the bow and stern down against the garage floor. As the styrene spline dissolved the ends dropped, the bottom came up and the beam pushed out, all as Daen had predicted.

We left it for a couple of hours and took the weights off. The boat came back partially to its original shape. We remeasured the hull and clearly we had made some considerable difference, but the boat had too long been in its other shape. To make the beam measure we need just a few millimetres of fill around the critical measuring points.

Again I reported back to Mark and said we were almost there but it would need some additional fill and that might not be pretty on race day. Mark's response again was "Do whatever it takes".

So late into Thursday night I worked adding fill, sanding it back, checking the measurement, checking I had not created any hollows, then sanding it back and adding more fill. In the early hours of Friday morning I added a coat of white gel coat to make it all look a bit respectable.

Friday I added some padding to the seat and that afternoon I took it for a test paddle, mainly to check the seat was comfortable.

Saturday morning, race day, I polished the gel coat which exposed some of the fill, but I tidied it up as best I could.

At scrutineering it only just measured; the hull was trying to return to its original shape.

So I started in a medium rec, with a seat I was unsure about, and a GPS, maps and lighting I was unsure I would be able to see, and a boat I was unsure would not fold in half, particularly if, as expected, it got rough toward the finish.

Postscript 1: The moulds have since been altered and checked so production boats will all fit into the medium rec class.

Postscript 2: In training for the Yukon, in Dean Gardiner's squad which generally is out in the rough stuff on Sydney Harbour between the Heads, I used my Horizon Tourer. I found the reserve stability of that design meant I could keep up with the guys on their ocean racing skis, the Epics and the Fenns. I suggested to Horizon and also to Don Andrews, the designer of these hulls, that they should bring out a version with an ocean ski deck. This is exactly what Apollocraft are doing. Starting with the Apollo XI at 5.5m as a universal boat, light, responsive, fast and stable, including in the rough water, especially upwind. I understand plans are in the pipeline to bring out a 6m version long rec for those who want to go faster and a shorter version at 4.5m for juniors to start on.



Tom and Daen Simmat with the Apollo XI on race day



The vultures come to watch the chaos



by Tim Hookins



We arrived at the sleepy town of Cradock in South Africa two days before the 2-day, 81.8km Fish Marathon and set up camp in the leafy grounds of the Marlow Agricultural school.

Next morning, my partner Steve Randall and I nervously got the boat into the water above the Marlow chute for a test run. We lined ourselves up and then thrashed down the 2m wide 5m drop. Exhilarating and great to get going. Hard left at the bottom and we were on our way. Then we started down the smaller rapids, honing our skills as we went.

On to try the Saltpan rapid, the biggest one apart from Keith's Rapid, which we had elected to portage on the day. We ripped under the bridge, went too close to the pylon, capsized and swam, bouncing down over the rocks, straight through the big stopper, bent the rudder, and got out feeling pretty sorry for ourselves. But we had to do it again before the race. So out came the hammer and a rock and we bashed the rudder straight, conferred about the line to take and did it again. This time jubilation as we took a better line and finished intact at the bottom. We were ready to start in the first batch at 7am next morning.

We took advantage of our "international status" to rub shoulders with the paddling greats of SA at the start. Off we went across the Grassridge dam, doing our best not to be last to the dam wall. We did beat a few others and felt a bit better. Up the boulders of the dam wall and then a 1km portage down through the African bush, and a put-in to the fast-flowing Fish.

First obstacle is "Double Trouble" which is a chute-turn-chute-turn over a high weir. We shot down them both but the turn at the bottom got us, together with quite few others. That calmed the nerves. Next we were at the Toast-rack, a very low bridge with 6-foot-wide tunnels running at an angle to the water flow. We lined it up smoothly and shot through, feeling pleased. Keith's Flyover next and we looked longingly at it thinking "maybe next time". It is a great rapid which 10% of the paddlers attempt and of those 30% survive it, most of those who don't destroy their boats. It is not good to come all the way from Aus and destroy your boat in the first hour of the race.

Then on to the suite of rapids at Salt pans. First a weir, then around the corner and with a shiver of excitement we came into view of the bridge and weir. We lined up the access perfectly and shot under the bridge, hitting the first side wave just right. Hugging the right bank, we thrashed through the big bucking waves, hardly aware of the cheering folks on the banks. Keeping right, we got down to the blasting stopper at the bottom and crashed through to the right of it, a perfect run through our biggest challenge. We cheered and whooped with relief and glee. So much so that about 30m on we went for a swim completely unexpectedly. Never mind.



Hang on! We're going over Cradock Weir!

Pretty soon that welcoming first-day finish on the narrow river, reeds both sides, was in sight. You put your boat down amongst the thousand-odd others and go up into the huge marquee to have a sausage burger and a beer! Not your typical Aussie kayakers fare.

At the end of day one we were 314th out of 864 finishers in a time of 3 hours and 45 minutes. We were really happy with that. The boat needed some serious work done

on the rudder and also the seams towards the back had parted quite a bit. Unfortunately we did not notice that at the time, and it would come to haunt us a little later...

The stats on my GPS showed we were doing 20km/h down the Double Trouble chute and the Saltpan rapid. There is a repair shop which works all night fixing dozens of damaged but repairable boats and ours should have been there!

Next morning our start was 8.10am. Just before the start we discovered the damaged seams behind the rear cockpit and taped them up as best we could. After the Gauging Weir is the Marlow Chute, a 5m drop down a fish chute about 2m wide. Hard left at the bottom and off we went, leaving a sea of boats which had not managed the bend at the bottom. All good.

Before we knew it we were at the big challenge, the dreaded Cradock Weir. The chickens portage here and several boats we had overtaken took out and started running across to our left. The lifesaver at the top of the weir directed us across a line to the drop point. Did we get the line right? Not this time! We went smacking down with the back of the boat scraping and breaking as we dropped. Those seams I mentioned earlier opened up and took in water, though we still didn't know about that. We were pitched into the water and received no cheers from the hundreds of vultures in the audience waiting to witness the unfolding catastrophes. We later discovered that people for hundreds of miles around the district come to watch the chaos. They just love it! And we didn't disappoint!

Even though the back of the boat was buckling upwards, we got back in and started paddling. After about 20 strokes I was wondering why I couldn't steer at all and why we were sinking. The back of the boat deck was completely broken, though the hull had not sheared. We got out the duck tape and started winding it round the boat just behind the rear cockpit. It looked quite good even though it waggled a bit.

So off we went and did OK until the next bigger rapid. Once again the back sheared, worse this time and again we sank. No more duct tape! Nothing for it but to nurse our craft once more through the last few rapids. Gingerly we paddled round the last few bends and we saw the finish. The commentator saw our predicament and everyone knew we were just trying to get across the line. Our steering disappeared as the rudder stuck higher and higher out of the water and we started sinking again. We scraped across the line just as the boat started to founder on the rocks, but we finished.

Our final position was 464th out of the 864 finishers and the day 2 time was 3h 58s.

This article has been shortened. To see the full article, plus lots more exciting pictures, go to www.lcrk.org.au.

Note: Tim Hookins is organising a group of Australians to tackle the Fish Marathon next year. See www.fishmarathon.org.za. For details, contact him at tim@addstyle.com.au.

Is the Marathon 10 series meeting the needs of competitors, or does it need a shake-up? Tom Simmat and Richard Barnes suggest some changes, and PNSW President Tony Hystek responds to their comments.

I think the fun has been taken out of marathon racing

by Tom Simmat



A few seasons ago a decision was made to change the format of the marathon racing.

The changes that were made:

1. Originally there were multiple classes, Ks, TKs, Medium and Long Rec and Unrestricted, divided again into doubles and singles, male and female, and age brackets vet 40 to vet 55s. The change was to 9 divisional races, based not on the class of boat you were paddling but your paddling speed, regardless of age, sex, single or double. The reasoning for this change was that there were too many classes, especially multiplying classes out with age categories, male and female and also mixed in the doubles as well.

2. From a general out 10km and back with shorter options to a multiple of 5km laps. At each lap divisions 1 and 2 were required to do portages. The argument for this change was that the Olympic Games were about to introduce marathon paddling as a sport and the 5km laps with portages was better as a television event and generally better for spectators. Also safety was easier to control as no paddler was ever far from a safety boat.

3. Previously each club that ran their race was responsible for registration, scrutineering, timing and results. Registration timing and results now has become the central responsibility of Paddle NSW. This was argued to be more efficient, registration would be quicker and could be done electronically and results out instantaneously.

Club points are allocated only to the first three places in each division.

I believe attendance at marathon events is dropping simply because the fun has been taken out. Before these changes, numbers attending were climbing to nearly 200. Only 79 boats started at the Nepean race.

So maybe it is time to review the format of marathon racing and bring back the fun.

In my opinion, dropping the classes lost the great camaraderie that existed within the classes, particularly within the Long and Medium Rec boats.

There was encouragement to get other paddlers whom you knew had a Mirage or a Tourer, or a Flash, to come and try out against similar boats. Classes started together, and there was a lot of talk about seats and design that added interest to the event. And in particular the Rec boats could handle the conditions on all courses.

The introduction of the 5k laps made all the races the same, geared to the K1 paddlers who needed the calmer waters to perform. Gone now is the fun and adventure of paddling past all those famous buildings on Lake Burley Griffin, or the great course

that led through the cows at Berry, or working the currents past the willows on the Murrumbidgee at Wagga Wagga, or up into the narrows on the Nepean.

Gone is the opportunity to ask a new paddler to try a marathon race. Even if they do not do well, "don't miss the opportunity to paddle across Lake Burley Griffin with some mates".

Previously, the faster classes were started last, so the doubles came through the fleet and acted as safety boats for anyone in trouble.

So there were dozens of safety boats out there and very little reliance on the few powered rescue craft.

As for the Olympics, attendance at the portage divisions 1, 2 and even 3 has been poor. Division 1 has averaged fewer than 3 starters. The big attendance has been in divisions 5, 6, 8 and 9, where people are paddling or used to paddle for fun.

Centralising the registration and timing system has resulted in the clubs losing the sense of ownership of the events. Electronic registration has improved but there are still long queues at the start and electronic timing has proven to be an unmitigated

disaster and has put unnecessary pressure on the hard-working Liz.

The individual clubs should be responsible for running the events in their entirety, including registration and timing, even if it is manual. They can focus on putting on one really good and interesting event, showing off the place they paddle.

Allocating club points to only the top 3 places has not encouraged clubs to send lots of people to events and certainly has favoured the smaller divisions 1 and 2. Club points should more widely allocated.

Kayakers do the marathon events for many reasons, only one of which is the racing. Most do it, or at least begin to do it, for other reasons, including having fun paddling interesting courses in interesting places, with mates in similar boats.

Paddle NSW seems to be over-focused on elite paddlers and in doing so runs the risk of losing its core membership - the traditional marathon paddlers.

We have tried it, it is no longer fun for the core marathon paddlers, and they will stop turning up, so let us go back to something like the way it was and start regrowing a great fun sport.

Promote friendship side of paddling

by Richard Barnes



Most will remember when a marathon series race brought together 200-plus paddlers. At the end of the 2010 series, race numbers are languishing closer to 60%. Can we blame the downturn on the GFC or is it something simpler?

From my perspective, the single most important reason paddlers participate in the Marathon 10 series is the opportunity each month to paddle with friends and socialise with the friendly marathon community. In planning for the 2011 series, decisions should aim to promote this most important aspect. Many decisions will currently be under consideration by the organising group. Before deciding, answer why stalwarts like Wade, Justin, John and Tony etc keep coming back.

Here are multiple suggestions aimed to revitalise the series. Agree or disagree, we have no right to complain if we don't input into the process.

1. Encourage club participation - both taking back hosting events, and increasing club paddler numbers. LCRK shirts a good start to swamp the blue WCC or maroon MWKC rival gear.

2. Set dates that fit around other important events - no clashes with other kayak events, and not on long weekends (unlike Windsor last June long weekend),

3. Retain 10 events - can then embrace all enthusiastic host clubs, and healthy mix

of city and country events, like Wagga.

4. Produce a race booklet - two reasons being website does not encompass all participants, and production of the booklet forces the series details to be finalised well in advance.

5. No results is not good enough. For at least 3 races this year, results went AWL. If computer too unreliable, run backup manual system.

6. Improve individual race presentation - ensure winning paddlers are recognised and presented in front of the crowd. Entice crowd to stay with lucky draw prize.

7. Razzamatazz required for final series presentation. Squashed in a boatshed doesn't rank, especially compared to sharing meal between medals. Where was recognition of paddlers attending all or most of the 10 events, or host club encore?

8. Ditch focus on lap events. Reintroduce at least some out-and-back journeys. Berry a great example.

9. Overhaul division system. Matt solo in div 1 is pointless, while overcrowding in div 6 needs automatic promotion of the speedsters up a division or two.

10. Revise series point score so promotion across divisions does not lose prior credits.

11. Phase out rescue boats - most effective rescue is via fellow paddlers. No-one trains with a rescue boat in tow.

12. Halve entry fee - \$20 is offputting, and produces unneeded revenue.

“Some arguments have merit, others do not”

by Tony Hystek



Thank you for giving me the opportunity to respond to the very well drafted and thought-provoking contributions from Tom and Richard.

Put simply and in order of consequence are the following reasons for the current status of the Marathon 10 series, (which also has ramifications for the State Championship titles).

- There has been no marathon committee sharing the workload for running the series in 2010, and especially no ‘visionary’ like Roger Aspinall.
 - The choice of dates, host clubs and venues was poorly planned for 2010.
 - The new timing system was brought on-line too quickly due to unforeseen failure of the marathon computer, with no time to get development sorted.
 - There was no backup timing system in place for some of the events, leading to delayed and incorrect results.
 - Information about events was published too late, with insufficient additional information to entice paddlers to them.
 - There are too many other events on offer to paddlers throughout the year.
 - There have been few decent post-race presentations this season (and Lane Cove was one of the decent ones).
 - The 5km lap requirement has resulted in some boring races.
 - The series presentation was a shambles.
 - The last event was too late in the year.
- Faced with these major reasons for the diminishing interest in the series, some of the arguments presented have merit. Some also do not.
- Divisional racing is the reason we had such great participation in previous years and it has not contributed to the diminished support for the series this year. (Victoria is looking to introduce divisional racing to boost its numbers, so we must be doing something right.)
 - Centralising the race timing and registration system facilitates the rapid posting of results, and reduces the time taken to process entries. We now have a very efficient system for race entries.
 - Few clubs have the expertise to manage the processes of registrations. That takes the effort of many people, and will prove disastrous from a series point of view.
 - In these days of increasing reliance on information technology and instant results, there is no-one going to devote the time required to process the series results by hand in a timely manner.
 - The current on-line registration system is very simple to administer, and has reduced the amount of time spent queuing at race registration.

- Someone has to take the Marathon Series on as their baby, and make it work, with the help of Liz and myself, who are more than willing to share our expertise.
- More effort needs to be put into securing a series sponsor.
- More effort and vision needs to be put into presenting the series to participants, such as welcoming and concluding presentations.
- New courses in different locations should be given preference over the old ‘tried and trusted’ venues.
- Lap courses greater than 5km should be introduced only where adequate safety is available.
- To call other paddlers ‘rescue craft’ is unacceptable. In many cases, paddlers are having sufficient trouble staying in their own craft to be unable to render

assistance to others. They are merely conveyors of information to emergency craft, and if these craft are too distant, then time may not be on the side of those in trouble.

- Allocating more club points will benefit only the larger clubs. The current system was brought in to remove the advantage MWKC has over the rest.
- The 5km lap was introduced to try and make the races better for spectators. In some cases, it also leads to better awareness of the other paddlers in the division, making it possible to say ‘g’day’ to your mates on the water many times each race.

LCRK members are invited to comment on the future of the M10 series. Maximum 250 words. Contact the editor, Justin Paine, at the river any Wednesday night or on 9858-3323.

The Nepean was not fit for racing

The less said about the last race of the 2010 Marathon 10 series, at Penrith, the better. The Nepean was full of weed and, to put it mildly, not fit for kayak racing.

Competitors spent much of their day heaving along kayaks made heavy by clumps of weed or stopping to shake them loose. Boats with trailing rudders, specially those which could be pulled up from the cockpit, probably did better: the cleaning stops were shorter. Underslung rudders caused more of a problem. Stopping and going into reverse to clear weed causes serious damage to elapsed time.

Consequently times for most paddlers were slower than they were used to. In division 6, for example, the median time was 2.07.08. Not all competitors felt compelled to finish the race. Quite a few decided they had had enough and recorded a DNF.

The presentation of series prizes was a bit gloomy, mostly because it was held in a dark storage shed and interrupted at times by rowers carrying their craft out.

In the series awards, Matt Blundell won division 1 and finished the year unbeaten. Toby Hogbin won division 2 and Tony Hystek was 3rd. Richard Barnes was 3rd in division 3. In division 6, Derek Simmonds was 1st and Tony Carr 3rd.

M10 Race 10 Penrith

Competitor	Div	Time	Plc
Matt Blundell	1	1.37.26	1
Toby Hogbin	2	1.39.45	2
Tony Hystek	2	DNF	
Jason Cooper/ Bob Turner	3	1.42.04	1
Richard Barnes	3	1.54.58	3
Tom Simmat	4	2.01.11	9
John Greathead/ Tony Walker	5	1.58.33	6
Andrew Mathers	5	2.10.23	8
Wade Rowston	5	DNF	
Wayne Wanders	6	1.58.39	2
Derek Simmonds	6	2.07.28	8
Andrew Kucyper	6	2.22.17	11
James Terpening	6	2.25.21	12
Justin Paine	6	2.33.06	14
Tony Carr	6	DNF	
Bert Lloyd	6	DNF	
Deyarne Plowman	8	DNF	
Elke van Ewyk	9	1.28.48	16

Divs 1-6=20k, div 8=15k, div 9=10k



Fellow Christchurch exports and expats (also experts?) Tony Carr and Derek Simmonds were 3rd and 1st in the division 6 series



Matt Blundell received the award for the fastest paddler in the series

Persistence + Improvement = No. 1

by Tim Dodd



Persistence and commitment has paid off for Tony Carr, who won this year's Crudslime Cup with a dual-pronged strategy.

Firstly, he was the only competitor to compete in every one of the 12 rounds of the Cup, held on the first Wednesday of each month.

Secondly, he relentlessly improved his times during the year by competing in just about every marathon paddling race which was held in the



Crudslime Cup winner Tony Carr in the December event

Sydney area, and beyond, during 2010.

A jubilant Tony said that his victory was a great thrill. "It's wonderful to win something at Lane Cove without having to pass the likes of Matt Blundell, Tony Hystek and Toby Hogbin on the water," he said.

The Crudslime is a handicap competition which any club member who paddles the 12km course has a chance of winning, regardless of their prowess. It measures improvement, rather than raw speed.

Tony will win more than just satisfaction from his victory. He will proudly wear the numero uno number board on his kayak for the whole of 2011, taking over pole position from last year's winner, Jason Cooper.

He scored 395 points to seal his victory. A clutch of three closely-bunched paddlers followed: Tony Hystek 2nd with 379 points, Tom Holloway 3rd with 377 points and Andrew Mathers 4th with 376.

Because only points from the best nine rounds count in the Crudslime, Tony Carr had the advantage of being able to discard his three worst outcomes. Tony Hystek and Tom Holloway paddled only nine rounds and were not able to discard any. Had they done more rounds, and discarded their worst performances, they might have overcome Tony Carr's lead.

The Crudslime will return in 2011, along with a sister competition to be held over the 6km course – the Coffee Cup. Stay tuned for details.

Others in the top 10 were Derek Simmonds 368 =5, Jason Cooper 368 =5, Tim McNamara 362 7, Martin Dearnley 361 8, Nigel Colless 352 9, Tom Simmat 344 10.

Click the tabs at the bottom of the results page on the LCRK website to see the full 2010 Crudslime Cup results.



Frank McDonald's ashes were scattered into the sea by his wife, Marg, in a simple but moving ceremony at one of their favourite holiday spots, South West Rocks, on Dec 5. A band of Frank's mates and family accompanied her in kayaks and other small craft, including Frank's tinny "Poppy-Mac", in a Hawaiian-style farewell in a picturesque setting beneath the heritage convict Trial Bay Gaol. They tossed frangipani into the water to the sounds of John Williamson's lovely song "Flower on the Water". Non-paddlers watched from the shore. Everyone was sure Frank was there in spirit. Lane Covers who took part included Marg and Rob Cook, Judy and Tim Hookins, Merridy and Warren Huxley, Sue and Justin Paine and Derek Simmonds.

Strong field lining up for the Murray

The Murray Marathon is less than two weeks away, and Lane Cove will have a strong team contesting it – if it goes ahead despite recent severe flooding in the region. Two of our paddlers will be among the top three contenders for the main prize of handicap winner – and both are former champions.

Tony Hystek won the title last year and will be hard to beat. Once again he will be in his favourite racing machine, the Rocket. Three-time champ Tom Simmat will use the new Apollo XI which brought him a record in the recent Hawkesbury Classic. Lining up against them will be one of the strong men of paddling, Simon Stenhouse from Deua River, on the South Coast.

Other Lane Covers trekking south for the 404km, 5-day race starting on Dec 27 include Rob and Marg Cook, who will paddle their Vulcan; Richard Barnes in a K1; Andrew Mathers in a Flyer; and James Mumme and John Thearle in a Zero Tolerance. Toby Hogbin, who would have been up there with the leaders, was a late withdrawal, primarily due to a back problem.

Elke van Ewyk, James Terpening and Marie Carr are going as landcrew.

Next year's marathon dates

The 2011 Marathon Series will be a 9-race program and apparently will again include an event on the Nepean despite the weed debacle there on Nov 13 (see page 11). The Marathon Series committee has named just the host clubs and has left them to provide course details, but presumably Penrith's will again be on the Nepean. The schedule is:

Apr 9	Sat	BGCC	Canberra
May 7	Sat	PVC	Penrith
May 22*	Sun	MWKC	Narrabeen
Jun 26	Sun	CCCC	Wyong
Jul 23	Sat	WCC	Windsor
Aug 20	Sat	CSKC	Port Hacking
Sep 11	Sun	LCRK	Lane Cove
Oct 8	Sat	SSCC	Woronora
Nov 5	Sat		Wagga

* incorporates State championships

Other dates:

Sept 17	Sat	Myall Classic
Oct 22/23		Hawkesbury Classic

Kayak escorts for swim

Lane Cove answered the call for kayakers to act as escorts for competitors in the annual Dawn swim on Nov 21 from the Dawn Fraser pool at Drummoyne around Cockatoo Island.

Among those on the water to assist several hundred swimmers were Tim Dodd, Kenji Ogawa, Cathy Miller and husband Ian Vaile, Tim McNamara, Justin Paine, Jeremy Spear, Alan Whiteman, Elke van Ewyk and Rae and Neil Duffy.

Beat your age

LCRK's most exclusive club-within-a-club has just become slightly less exclusive.

By paddling a time of 67m 26s in the Wednesday night time trial on Nov 3 Tony Carr, aged 68, joined the tiny group who have (in minutes) beaten their age (in years) over the 12km course.

The only others to have done so previously are Justin Paine and Don Andrews.

The same night Tim Hookins equalled his age with a time of 61m 51s and Tony Hystek, with a time of 55m 10s, was 11 seconds off equaling his age.

The message to Tim and Tony H is clear – either shave a bit more off your times or keeping doing the same times while you grow older.

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