



# KAYAK KAPERS

June 2010

## A champagne baptism for Jezza's Jetty

The new pontoon has been christened. It is now Jezza's Jetty, in recognition of the man who was responsible for the design, approval, procurement, modification, installation etc – Jeremy Spear. Matt Swann supplied the vintage champagne and at the monthly BBQ on May 12 Jeremy did the deed. After a bit of struggle he got the cork out and then sprayed Jezza's Jetty with the contents. No traditional smashing of the bottle across one of the piles but a very happy celebration in the darkness of the river nevertheless. And a sense of achievement. It seems to have taken a long time, but not really in the context of obtaining approvals and getting the building done. It shows what a small group of people can achieve with a little determination and persistence. We now have an excellent facility and the benefits can be seen in the speedier way our paddlers can launch and, in particular, get off the water at the end of the time trial when they are wet and cold. There are some trimmings still to come, including matting on the steps.





This Epic V10 ski was gutted like a fish during the Marathon 10 Series race at Cooks River on April 24, with a 1.5m gash along its hull. It was one of at least 5 craft which were badly damaged after hitting underwater obstacles. Another Epic ski with a fist-sized hole and a women's TK2 which sank after having its bottom ripped open were among the casualties. One paddler was said to have had his foot injured by an obstacle which penetrated his boat. A Canberra woman reported hitting a pipe next to one of the pylons of the bridge 300m downstream from the start. It's the same pipe, sitting just out of sight below the waterline, which has claimed a number of victims in the past but no-one seems bothered enough to do anything about it. A number of LCRK paddlers had already declared they would not paddle at Cooks River because of the danger posed by underwater hazards – a problem made worse when the race is held at low tide, as it was this year. It seems others may share their concern: there were only 90 competitors in the event, and 30 of those were in the shorter divisions 7, 8 and 9. The faster divisions 1, 2, 3 and 4 attracted a total of 21 boats.

## Now you see me, now you don't

When the preliminary results came out for the Cooks River Marathon 10 race, they showed Tom Simmat finishing both 2<sup>nd</sup> in 1.48.31 and 7<sup>th</sup> in 1.52.44. Asked which was correct, he said: "Neither, I was a DNF!"

Then, in true Simmat style, he joked that after pulling out he kept paddling past the finishing line and recording finishing times.

After a delay of a week or two, corrected results posted on the Paddle NSW website showed no Simmat anywhere, DNF or otherwise. But Tim Hookins, who was previously omitted, now appeared in his place – twice. Of these, 2<sup>nd</sup> (beaten by 2 seconds) was correct.

There were some other result casualties, mostly in division 5. John Greathead and Tony Walker's time of 2.14.39 was quickly corrected to 1.56.39 but Andrew Mathers was left with a time which was about 18 minutes out.

No-one blames anyone for the glitches. Most of us have done Wednesday night timekeeping and we know how easy it is to make errors in even a small field.

The big discussion point was the course, and one leading paddler wanted to know how Berry could be dropped from the calendar because of safety reasons but Cooks River approved.

For the following M10 event, at Narrabeen, race organisers had a major problem – the computer crashed and results had to be laboriously recorded and collated by hand. Conditions were unpleasant early on with a chilly southerly and light rain.

But a big fleet of about 160 boats made for good racing.



Hey, look at me, I'm a bird! Tony Walker and John Greathead show off their high-wire balancing skills at Cooks River.

Paddle NSW has advised that results are "currently unavailable due to a major meltdown of the race computer just prior to the race". It is hoped they will be up on the PNSW website by June 12.

So we are unable to tell you who came where, although we can say that Jason Cooper was an early departure from the day's proceedings, chilling out and retiring after two swims.

Marathon 10 Race 2 Cooks River				
Competitor	Div	Time	Plc	
Matt Blundell	1	1.29.27	1	
Tony Hystek	2	1.41.47	3	
Toby Hogbin	3	1.44.03	1	
Richard Barnes	3	1.48.24	4	
Steve Paget	3	1.49.22	5	
Tim Hookins	4	1.48.31	2	
Jason Cooper	4	1.52.44	7	
Tom Simmat	4	DNF		
Len Hedges	5	1.54.24	8	
John Greathead/ Tony Walker	5	1.56.39	11	
Andrew Mathers	5	2.15.01	17	
Wade Rowston	6	1.58.35	3	
Don Rowston/ Jon Harris	6	1.59.36	4	
Tony Carr	6	2.05.44	9	
Derek Simmonds	6	2.05.49	11	
Nigel Colless	6	2.06.12	12	
James Terpening	6	2.08.29	14	



Above: Toby Hogbin, Richard Barnes and Tom Simmat

Right: LCRK has, through the good services of Tony Hystek, acquired a paddling machine. Tony is shown here watching Len Hedges give the machine a workout. It will be a valuable aid for technique and strength sessions and will be available on Wednesday evenings and at weekend training sessions.





Wade Rowston, Derek Simmonds and Steve Paget return to shore after a 20k slog at Narrabeen



Nigel Colless loads up



Marie Carr and Andrew Mathers at Narrabeen



Don Rowston and Jon Harris

### Paddlers go north

Some people will go a long way for a paddle.

At the opening race of the Northern Marathon series at Bonville Creek, Coffs Harbour on May 2, Tony Hystek won the mature veteran men's 20k event in the excellent time of 1.38.35. Richard Barnes teamed with Jo Holman to place 2<sup>nd</sup> in the young veteran mixed race in 1.59.10.

Don Rowston went even further north with wife Louise to stay with Bill Ledgerwood, whom he met and paddled to gold with in the World Masters Games last year. He and Bill won the 70+ 12k race in 1.06.20 in the local marathon series event at Nundah Creek, near Sandgate, Brisbane, on May 16.

### A result to savour

These are the two results from the *Sydney Morning Herald* half marathon on May 16 that Steve Paget wants everyone to see.

2	1:36:57	DALEY Wayne
3	1:35:11	PAGET Stephen
4	1:35:14	HARDY Simon
5	1:35:40	TARRANT David
6	1:35:53	CHIPPERFIELD Kate
7	1:34:57	INGUANZ Tan
8	1:35:15	BLUNDELL Matt
9	1:35:51	MATTHEWS Sara
10	1:35:25	LITTLE David

"It shows that I beat Matt Blundell," he said.

"Unfortunately when I went into the website to look at the race photos and pulled up Matt's, I found he had grown a foot and had dark brown hair. But I still beat Matt Blundell!"

Congratulations to Steve for a great race. Also to our other LCRK team representatives.

Michael Mueller did a PB by about 4 minutes with 1.25.09, Andrew Mathers came in at 1.38.52, visitor Michael Murphy in 1.47.04 and James Mumme in 1.53.30. The LCRK team was 7th out of 21 teams.

## 5km sprint titles on the Nepean

The few who took part in the 5k State sprint championships on the Nepean River at Penrith on May 16 said it was a great day out, and a pity a few more weren't there to enjoy it.

Tony Hystek won the men's 45+ K1 in 23.51, Derek Simmonds the men's 55+ K1 with 28.55, and John Greathead was 2<sup>nd</sup> in the men's unrestricted in 30.20.

Derek and Liz Winn took out the mixed 55+ TK2 in 28.13 and Liz teamed up with Liz Wilson, Judy Greenidge and Jill Sowerby for some K4 fun in the women's 55+ category which they did in the smart time of 24.31.

## Steve waits and scores a tri

The State 10,000m sprint championships – who decided 10 kilometres is a sprint? – at Penrith's Regatta Centre didn't attract much of a crowd. In fact, in plenty of the events if you started and finished you were the winner.

Steve Paget found the solution. He won the men's 35+ K2 title with Jason Cooper (they were the only contenders), then waited until the kayakers disappeared and the venue was handed over to Hills Triathlon Club.

Although it was just a regular club tri race, there were lots more people than for the kayaking. And Steve thoroughly enjoyed competing in the triathlon.

Race	Competitor	Time	Plc
MV35K1	Jason Cooper	52.51	3
MV45K1	Tony Hystek	48.06	2
MV55K1	Tom Simmat	55.15	1
MOUN	Michael Mueller	50.46	1
MV55UN	Tim Hookins	58.03	2
MV35K2	Paget/Cooper	48.00	1

## K4s join the harbour circuit

The initial Harbour Racing Series has been a great success, attracting over a hundred entrants per race.

A number of LCRK paddlers have been among them, and Tom Simmat distinguished himself yet again with category wins in all 5 races, competing in the open sea kayak class. Tony Hystek picked up 3 category wins.

But probably the highlight of the series was the appearance of two K4s for the final race at Pittwater.

Lane Cove's Jason Cooper, Jeremy Spear, Steve Paget and Tony Hystek drove one of them around the course, covering more ground than Burke and Wills in a zigzag course to combat some good-sized waves and water intake, and still finished 2<sup>nd</sup> overall.

What a magnificent performance! Now, if we can only persuade them to combine for the Hawkesbury Classic ...



Tom Simmat ... 5 straight

Rose Bay Challenge			
Competitor	Time	Plc	Cat
Tony Hystek	1.09.19	15	1
Toby Hogbin	1.09.35	17	10
Tom Simmat	1.18.12	53	1
Len Hedges	1.18.44	58	9
Evan Oppen	1.19.32	65	3
Jeremy Spear	1.26.12	87	6

Pittwater Classic			
Competitor	Time	Plc	Cat
LCRK K4	1.08.30	2	2
John-Paul McLoone	1.20.30	41	7
Rod Stublely	1.22.50	52	23
Evan Oppen	1.23.32	56	4
Tom Simmat	1.23.43	58	1
Nigel Colless	1.32.43	90	4
Bill Donohue	1.43.58	116	13

## Warm days and muddy river banks

by James Mumme

Gee, it doesn't seem long ago that I told Bert I would love to paddle down the Darling and he expressed the same desire. That chat occurred probably 6 years ago and during the intervening period Bert, Trevor Williamson and Greg Apleyard paddled the length of the Murray.



The grit that Bert showed in getting back into the kayak following his thigh fracture last year proved to me that he was the man to do the trip with. The rain around Christmas 2009 and the follow-up rain, with flood projections greater than the 1890 floods and the Paroo expected to join the Darling for only the third time in recent recorded history, meant it was all systems go.

Several chats with Bert, Google Earth projections, a tent borrowed from John Thearle and we soon had a trip of approximately 820 kilometres down the Darling planned. With good water levels and flow, a paddle of 60km a day for 2 weeks should be achievable.

BOM records showed April provided comfortable temperatures and adequate hours of light. Training prior to this was mostly on the bike with the idea that 2 weeks in a kayak would mean you would naturally get paddling fit but the legs would lose condition. This approach seemed to work well.

We left Sydney at 6am on April 1 for the drive to Wilcannia. This took approximately 12 hours with a few stops – Orange, Dubbo and Cobar. On arrival we checked out the river flow and entry point for our start, then headed off to the bowling club for a meal. There the walls were lined with photos of Wilcannia in the late 1880s – paddle steamers, rowing shells and crews, a thriving port and prosperous town.

We slept with our kayaks in our rooms that night just in case kayaks grew legs.

Day 1. The paddle began at 9.10am. 72km later it became apparent that camping sites could become difficult because of muddy banks and that water filters and steripen (UV light)

would be inadequate. The water filter could handle only one litre of muddy water. Oh well, water purification tablets were soon the go. Best sight of the day was a flock of red tail black cockatoos backlit by the sun.

The Marauder, with plenty of dry bags, proved to be the perfect craft for the trip, easy to pack and unpack and light for portages. Bert and I got into a routine and I found a dip in the river at the end of the day soon refreshed me.

The paddling routine was 2 hours on, 10-15 minutes break for morning



tea and afternoon tea and 20 minutes for lunch. If I asked Bert whether he wanted to stop a little early, he would always reply "in a little while", so we just stuck to our 2 hours.

The days were warm and the evenings balmy, no need for covers, and the stars bright. Each night we checked our GPS coordinates with the topographic maps, checked for any shortcuts, which pastoral stations lay ahead, etc. The spot locator relayed our position to friends and could act as an Epirib, it worked well.

By day 4 the paddling became a bit more difficult because of reduced river flow rate, this was the effect of the Menindee controlling gates. We managed to follow the old river course through Lake Wetherell and on reaching the gates were disappointed to find 100% of the flow was going into Lake Menindee and 0% down the Darling River.

Day 5 was a short 25.1km paddle below the lakes to Menindee town. It was quite a memorable day as we heard thunder during the night and knew a storm was coming. Soon after setting off we were hit by really heavy rain but had no problems and remained in high spirits. Bert was always providing his brand of bush humour and hopefully this was reciprocated. However, getting out proved to be difficult with the mud unbelievably slippery.



The caravan park was by the bridge and we asked the proprietor if she had an onsite van, to which she replied "she ain't real flash" – the understatement of the decade. A shower/shave and off to the Maidens Pub for rehydration and sustenance.

Here in 1860 Burke and Wills headed off to disaster. Hopefully the same would not happen in 2010 to Bert and James. One of the locals reckoned that his mate next to him gave Burke and Wills dodgy instructions. We decided against asking him for any advice.

In quite a misty morning we headed off to weir 32 which proved to be a difficult portage. The 2 metres of mud was always a problem, at one stage I had to cut in footholds with the hand orange plastic spade just to get up the bank.

Few people were around by this stage though we came across a few paddlers who were driving along the road and popping their plastic sea kayaks in for day trips. We were heading towards the Great Anabranche, where the Darling in flood times divides into several channels. I felt we had put in a few big days back to back and we were happy with our progress. Upstream we had seen lots of corellas and cockatoos and all along the river small birds of prey were visible at all times. Swallows would soon accompany us like dolphins of the sky, 50 at a time.

Day 7 took us past a station called Tolarno. We had lunch there, got some drinking water and also saw our only wedgetail eagle. Huge! Is a 10ft wingspan possible? Bert told me of the shearers strike, Henry Lawson's visit and mutiny, and we saw the wreck of a scuttled paddlewheel steamer reduced to a skeleton and exposed by the low river levels.

The entrance to the Great Anabranche was high and dry, it looked as though there were going to be a few thirsty river reeds for a while. At this stage you were acutely aware of the effects of water pumping on the Darling. Huge pumps took wa-

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# Fulfilling a dream out west

by Bert Lloyd

Is April Fool's day a good day to start a major trip?

The psychologist asks a simple word association test "DARLING", expecting some equally warm, fuzzy reply. Answer "MUD": No problem, just James or Bert after their trip down the Darling River.



How long can it take to organise a trip (fulfil a dream)? I first started to think seriously about paddling the Darling when we reached Wentworth on our trip down the Murray River about 6 years ago. Then after a "recce" road trip along the river, first the water disappeared, then the paddling partners. However, one mention of it to James and the wheels were in motion. James in fact, had had the idea in the back of his mind for 20-plus years and nothing was going to stop him now.

While the original idea might have been to paddle the full length in one go, time constraints meant this was never going



to be possible, so we settled on half now and half later. Moving as fast as practical without racing, times were 2 days travelling, 14 days paddling and 1 rest day.

How long is the Darling River? How long is a piece of string? We have yet to find an actual length quoted in an official document or map.

By carefully measuring river loops on maps, and by applying kayaking "fudge factors" to known road distances our pre-trip estimate was 760km from Wilcannia to Wentworth. Running a GPS continuously on our trip recorded a distance of 792km. Given the fact that we took the shortest route possible, cutting all corners (as in the Hawkesbury Classic), the correct distance for this half of the river is probably about 820km.

How many people have paddled the Darling River? We have no idea. Despite extensive inquiries we have yet to meet anyone who has paddled the Darling. We have reliable reports of about 10 people and estimate a total figure of about 20 to 40; less than the number that have paddled the Amazon.

Some practical details include: Firstly thanks to James for his company and assistance and to James' sister and her partner for delivering the car from the start to the finish. We chose to paddle after the first wave of floods had disappeared and before the second wave. This suited our timetable and meant we were not an annoyance to the locals. It also allowed us to see the river at a closer to normal level, but meant we had little flow assistance. The trip was unsupported, we carried all our



gear and supplies, and camped on the river bank wherever we finished each night, averaging about 60km per day. Portages around weirs, dams and low level bridges were an added difficulty, some involving many kilometres carrying boats and gear or negotiating 10m-high mud cliffs.

Other interesting points were: A beer at the pub in Menindee where Burke and Wills stayed (and presumably drank) in 1869 on their historic expedition. The tiny town of Pooncarie where everyone made us welcome. Tolarno station where Henry Lawson worked (and wrote) during his travels. The remains of the paddle wheeler *Rodney* which was burnt and sunk by shearers in 1894 during the great strike that led to the start of the union and labour movements in Australia. This is the only recorded act of piracy on Australian waters.



So, what did we see? Birds in huge numbers, in fact any keen bird watcher would find a trip out to the Darling well worthwhile. Eagles (including a huge wedgetail), hawks and many other 'birds of prey'. Ducks of many breeds. Heaps of parrots, including galahs, cockatoos (white, black and red tailed black), corellas, major mitchells, several varieties of lorikeets, smaller grass parrots and budgies. Many other smaller birds of varying types. Lots of goats; originally feral, they are run as stock by many of the properties as they require



little or no looking after. Also, of course, heaps of mosquitoes. Other animals were in short supply. The odd kangaroo, fox, snake, carp, cod, ant nest. No goannas, lizards, dingos, emus, rabbits, pigs and very few cattle and sheep.

What was also very noticeable by their absence was people. Yes, there has been a very severe drought and things have been tough for farmers, but that does not seem to be the full story. There are fantastic little towns out there with great people, but the towns are dying, they all have fewer people each year and little is done to try and improve the situation. To quote an official from the west: "48% of the State has 48,000 people and there are no votes in that." [That's enough for my soapbox].

The hot topic, of course, was "water politics" but despite James' persistent efforts the locals would not be drawn into this topic. Resentment of the amount of water taken out of the system by the cotton farmers in Queensland was noticeable, but huge volumes were also going into Menindee Lakes. The river just below the lakes was little more than a dribble (fallen trees completely crossed the river).

So, what is the lasting memory of the trip? Not only the river itself but the **MAGNIFICENT ISOLATION** of the river banks and the whole area. You really should try to visit THE RIVER, not just because you're a paddler but because you're Australian.

**Tom Simmat has compiled this report on preparations he and Steve Pizzey are making for their assault on the Yukon 1000, starting in Canada on July 19 and hopefully finishing in Alaska about a week later. At 1000 miles or 1600 kilometres, it is the world's longest kayak/canoe race.**

## Stop at the border, or else ...

Last year a double finished the Yukon 1000 in a bit over 6 days. Although we are in singles, Steve and I have set a target of under 6 days.

So we have to cover about 270 kilometres each day. The river generally is flowing fast, except for about 50 kilometres down Lake Laberge and the final 200 kilometres where the river slows and is full of islands and gravel banks.

We have to go through a number of checkpoints but we are tracked via a satellite beacon on our kayaks. The only compulsory stop is at Eagle where we have to clear US customs as we pass from Canada to Alaska. The penalty for not stopping is that they shoot you.

Apart from that stop the rules require us to be stopped between 11pm and 2am and we must stop for a minimum of 6 hours. As the river is running at between 8 and 12 km/h, we will use that 6 hours just to sleep. Steve has found some tents that can be erected in 2 seconds and packed in 12. Needs practice.

To maximise sleep time, we will eat on the water. If you stop paddling on this swirling river you will soon be facing the wrong way and possibly run into an overhanging tree, called sweepers, or hit the bank.

I have devised a towing system where one tows the other while the other eats or does whatever he has to do.

We asked about food drops from the land crew and were told that we have to carry enough food for the whole race plus a couple of days for an emergency. Entirely self-sufficient. We can buy food at towns on the way – Carmacks, Dawson, Eagle and Circle – but have to do that ourselves, without assistance. Time to do that we do not have.

The main meal of the day will be breakfast: Muesli, special premixed with powdered milk, just add water. Graze on nuts and dried fruit all day, and just before we stop a freeze-dried high-protein fix. We are aiming at taking in about 3500 calories and chewing up about a kilo of body fat per day. So at the finish we will be about 6 kilos lighter.

Epic Kayaks is a major contributor to our venture by supplying us with 18X Sport kayaks. We have two of these 18-footers, which have very little rocker, for training here in Sydney, and Epic will have two more ready for us at the starting line in Whitehorse, Canada. This is a great show of support by Epic for the sport and spirit of paddling.

## Warm days and muddy river banks

*(Continued from page 4)*

ter into Lake Tanau in the past and you sensed soon they would be doing the same.

We kept the 60km/day going. By 9 the evenings became quite cool but that didn't stop the mosquitoes. Each sunset they arrived and I would beat a retreat to the tent.

Day 10 we were off to Pooncarie, 33.3km to the town. Lunch sounded good and we were ready for pub grub. We had a stop just prior to the town as we were unsure about accommodation and after some deliberation and dancing on prickly patches we decided to move into the pub.

The publican, Biggsy, shuttled our gear to the pub in his 4-wheel-drive, a shower/shave and we soon settled into pub life. We met some folk fundraising for a cancer clinic in Orange, a great crew who included us in their activities. They entertained us that night in the dining room, sang, told stories and really looked after us. A top night, then off to our room to watch the Paris to Roubaix bike race. This was a late night but we were having day 11 off as a rest day.

Day 12, we borrowed a wheelbarrow to transport our gear down below the old weir to where a new weir is being constructed with a fish ladder. Typically, the entry point was slippery and challenging.

Day 13 we reached the Burtundy weir which had the added complication of a bridge about 200m downstream. It took a bit of an effort to unpack/portage past these. Wentworth was nearing, the nights were colder and the days seemed shorter. Spirits were high and Bert and I seemed in good nick.

Day 14, a 62.1km day. We could hear traffic going to Wentworth, it is amazing how the noise can travel. The last night of

camping out, Bert and I were quite buoyant and content with our effort. I could sense Bert was looking forward to seeing the Darling/Murray confluence, something that he hadn't seen for a couple of years. The paddling was pretty tough as no real



**The end of the trip ... preparing to load the boats on the car**

flow, nothing a good night's sleep won't fix.

Day 15. We had seen a 68km sign to the Murray River yesterday, so only 52-55km to go. The last day was pretty much a day of reflection and what a wonderful paddle we had had. Bert was a great influence and we worked well together.

Out of the water, we retraced our steps along the dirt roads back to Pooncarie, Menindee and Wilcannia. It added to the experience and we were able to see the land at its best.

Now we are planning the other half of the Darling – Warraweena to Wilcannia. Can hardly wait ...

## Best article

The best article contributed by a member to *Kayak Kapers* in the past year will be announced at the club's Annual Dinner. It will be selected by an independent panel of judges, chosen from members, from the following short list of contenders:

- ◆ **The exhausting challenge of Geoquest** by Marg Cook (KK Oct 2009)
- ◆ **Dolphins frolicked in our bow wave** by Kerry Tozer (KK Feb 2010)
- ◆ **Preparing for the Murray Marathon** by Tony Hystek (KK April 2010)
- ◆ **The Doctor turned me into a nurse** by Tom Simmat (KK April 2010)
- ◆ **Warm days and muddy river banks** by James Mumme (KK June 2010)
- ◆ **Fulfilling a dream out west** by Bert Lloyd (KK June 2010)

## Renew your membership

**Membership renewals for 2010/2011 are now due.**

**Remember that you must be a member of Paddle NSW before you can join LCRK.**

**You can renew your membership online for both at [www.lcrk.org.au](http://www.lcrk.org.au) under About Us.**

# Trial and (t)error for the subfoiler

by Tom Simmat

For the third sea trial of my revolutionary subfoiler (first described in *Kayak Kapers*, October 2008), I added a bit more buoyancy to the main subfoil and thought I needed a very powerful paddler to see if we could get it to fly.

I also made a carriage so it was easier to get the boat on and off the car.

This time Kobi was the test pilot.

With a bit of a push start he did fly, briefly, but the lift and buoyancy being so low it often kicked him off, much to the amusement of a gathering throng.

The effort involved in the take-off left no reserve to keep him up on the foils.

At about 20 kilos lighter I did a little better when pull-started by a rope on the shore. Once I caught up and passed the towing runner, then we ran out of rope, with the inevitable kick-off.

If you have a look at sailing Moth class on foils, they have a little feeler out the front of the boat which adjusts a flap on the main foil which in turn decreases lift as the main foil rises.

So these boats pop up at amazingly low speeds and then accelerate. Of course, with a sail they have a much higher power-to-wetted-surface ratio than my subfoiler.

I am trying to avoid that complexity.

Once up on the foils the subfoiler is quite stable. I was thinking of negotiating with the powers that be in the Hawkesbury Classic to permit someone at the start to stand up in a boat and swing me round and round until the gun goes off, and propel me down the river, then paddle for 7 or 8 hours and hope to get to Brooklyn without being kicked off.

Alternatively I can compromise high-speed speed for low-speed lift.

So I am going to increase the lift of the main foil and see if we can lift off without outside assistance.



## Lane Cove River Kayakers

### 2010 ANNUAL DINNER

Come along with your spouse/partner and enjoy the fun and camaraderie with your paddling mates.

Featuring a contest to find Lane Cove River Kayakers'

### MOST OUTRAGEOUS LIAR

**Specially selected contestants will be placed in inventive scenarios and asked to lie outrageously about them. The audience will be invited to participate in questioning and decide the winner.**

There'll be a lucky door prize, raffles with big prizes and the annual award for best article in *Kayak Kapers*.

The Annual Dinner will follow the 10<sup>th</sup> Annual General Meeting. The AGM is members only, but partners and guests arriving from 6.30pm will be provided with free nibbles and drinks.

**Date:** Friday July 23. **Venue:** Lane Cove Club, 1 Birdwood Avenue, Lane Cove. **Time:** AGM at 6.45pm, Annual Dinner at 7.30pm. **Cost:** \$40 per person. **Inquiries:** Matt Swann 0408-177-215, matswann@bigpond.net.au.

## Finishing the XPD in style

What's the best way to finish in a blaze of glory when you are exhausted from a 10-day, 700km endurance race?

You time your finish so that you march straight from the finish line into the middle of the post-race dinner, of course.

Which is what happened with two of our LCRK competitors in the XPD (for expedition) race in the challenging terrain surrounding Cairns in the latter half of May.

Goldfish team, comprising Richard Barnes and James Terpening plus friends of LCRK Mardi Barnes and Buzz Powell staggered over the line at 7.25pm on May 28.

The official race website, which provided a constant flow of updating news throughout the event, announced to the world: "Goldfish have just entered the presentation dinner to a roaring reception. Welcome home!"

Highlights of their adventure included repairing badly bent front forks on their tandem bike and canoeing through level 2 rapids at night. They finished a highly commendable 18<sup>th</sup> in a field of 47 teams.

"It was a great adventure, what an experience," said James.

Among the 200 competitors and supporters at the dinner to greet Goldfish was Matt Shields, who crossed the line late the previous night in 9<sup>th</sup> place in team Aberdeen Australia. He survived nasty encounters with stinging trees and heat stroke which forced him to return to the previous checkpoint and wait an anxious 7 hours before he was okay to continue.

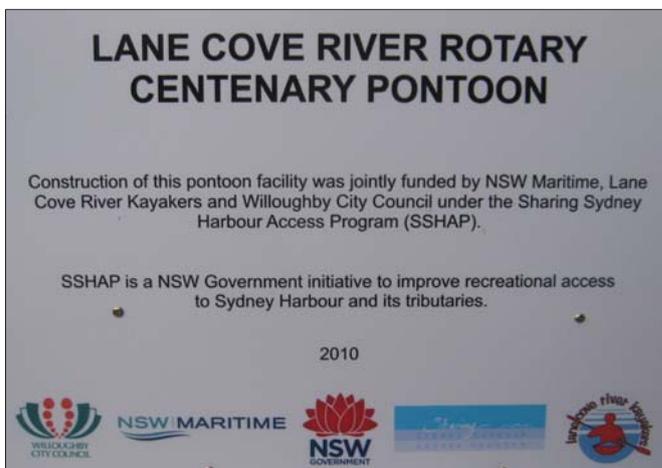
The race involved trekking, mountain biking, kayaking, wheelbarrowing, whitewater rafting and navigation. The final leg was a 60km trek through tableland tropical rain forest, with the organisers declaring: "Teams have been warned to stay high or risk never being found again."



**Goldfish on the move ... James Terpening, Mardi Barnes, Richard Barnes and Buzz Powell on one of the easier trek legs**

Somehow, during the race and often in the pre-dawn hours, the competitors found the time and energy to send in blogs which updated their progress and were broadcast on the website. They're great to read and can be found at <http://geocentric.geo-loco.com/geocentric/xpd/>

*Kayak Kapers* plans a full report on the race in the next issue.



**It might be Jezza's Jetty to us, but officially it is the Lane Cove River Rotary Centenary Pontoon. A new sign on the pontoon carries our logo and recognises that LCRK helped fund its construction.**



**Elke van Ewyk is very happy with her newly acquired Flash, one of several Flashes which have been added to the LCRK fleet recently**



**Matt Shields suffered from heat stroke**

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## New trophy for fastest Classic boat

Lane Cove paddlers in this year's Hawkesbury Classic will have a handsome new trophy to compete for.

The trophy will be awarded annually to the club boat recording the fastest outright time.

It has been sponsored by Café de Justin with the two main aims of creating interest in which boat and crew are the fastest on the night and providing an incentive to lure back into the event some of our Classic veterans who need a new challenge.

To be eligible, the boat must be competing in the name of Lane Cove River Kayakers and all members of the crew must be members of LCRK. An LCRK member competing in the name of another club will not be eligible.

In many sports where there is a great disparity in the ranks of the competitors there is still prime interest in the fastest entrant. In the Sydney-Hobart yacht race, for instance, everyone knows the line honours winner but few can remember who wins on handicap. In the triathlon Ironman, age groupers are applauded but everyone talks about the outright winner.

So, while it may seem unfair to compare a K1 against a sea kayak, let's see who is Lane Cove's fastest in this year's Classic.

Will it be one of our K2s? Can we get a K4 crew together to try for the trophy? Can we encourage some of our tired veterans who have done 8 or 10 Classics and are looking for something new to rise to the bait?

Or will a surprise winner emerge from the pack? Last year Matt Swann and Jeremy Spear were our fastest, with a relatively modest time of 10.02.07.

Remember the old saying: You've got to be in it to win it.

And we need all available paddlers to enter this year's Classic if we are to win back the Commonwealth Bank Cup as the best club. Now is the time to make a commitment.