



KAYAK KAPERS

October 2009

It's Classic time again: A long night awaits

It's that time of the year again, and everyone is busy preparing for that great annual ritual, the Hawkesbury Classic. Those who aren't racing will be at ringside to help and cheer on the contestants.

The Classic is an event that wraps itself around Lane Cove River Kayakers and draws them into its fold. There won't be many members of the club who are not out there in the depth of the night on Saturday, October 24, through to and probably beyond dawn.

Once again it will be a dark night. What moon there is will be gone by about midnight. Let's hope that it's a warm and windless night. Tidal conditions are good for the medium and slower paddlers who will get the benefit of a run-out tide over the final stages. Not so good for the speedsters who will battle the last of the incoming tide into Brooklyn.

Lane Cove looks to have a smaller field than usual at this stage, which will make it difficult to retain the Commonwealth Bank Cup which we have held for the past 6 years as the most successful club. To make things worse, at least 10 of our boats will be doubles, and points are scored per-boat, not per-paddler.

The Armidale School, which has pressed us in recent years, has about 95 paddlers entered.

Some regular Lane Cove names are missing this year, but as usual we have a number of keen new members who have put their hands up. Among those who have been in sizzling form leading up to the Classic are James Mumme and Liz Winn in their Vindicator, who will give the field in the 50+ K2 category a shake-up. There are two father-and-son combinations, the Groziers and the Murmanes, and the Cook husband-and-wife crew.

An unfortunate late withdrawal is the double of Bert Lloyd and Don Rowston. Bert broke his leg in a bike crash and on Myall Classic day Don aggravated a back injury caused by a fall in a recent business trip to China.

But we have a big boost with Justin Jones joining our team. Justin, who made history when he paddled across the Tasman to New Zealand with James Castrission just under 2 years ago, is doing the race in a Flyer with a friend, Phil Harmer.

Tom Simmat is persisting with plans to race in a K1, despite repeated swims, and is prepared to get wet again. He'll do a fast time, whatever.

Except probably for Roger Aspinall, none of our Queensland ex-pats will be on the Hawkesbury this year. But Urs and Arni Mader, Paul van Koesveld and Nick Chai all are likely to be in the field next year.

Lane Cove plans are to set up a marquee at the Windsor starting point, as we did last year, in the big parking area on the right just past the café. If you're at

[Continued on page 2](#)

Roger and Julie have moved to Queensland

Queensland has snared two more of Lane Cove's finest - Roger Aspinall and Julie Stanton have left Sydney and moved permanently to Noosa.

However, they are keeping their Blue Earth kayak shop and will manage it by remote control, plus periodic visits, with the current staff of Jen Woods and Sol Kamal looking after day-to-day activities.

Their departure is a major loss for Lane Cove, and even more so for the State body where Roger has been a key administrative figure for several years.

Roger said they do not have employment or business moves lined up, but he will be assessing the opportunities for a kayak shop in the area. At present there are a number of shops which sell a limited range of recreational craft.

Others to have gone to Queensland in the recent past are Urs and Arni Mader, Nick Chai and Paul van Koesveld.

We've told Roger that he had better make sure his periodic visits back to Sydney fall on a Wednesday, so that he can join us at the pontoon.



Who's expected to be Who in the Hawkesbury Classic 2009

<i>Paddler</i>	<i>Category</i>	<i>Craft</i>
Roger Aspinall	M MRec 50+	Flash
Richard Barnes	M LRec 50+	Pirouette
Marg & Rob Cook	X LRec2 50+	Vulcan
Tony Carr	M LRec 60+	Challenger
Tim Dodd/ Ian Wilson	M LRec2 40+	Mirage 730
Craig Ellis/ Greg Gering	M UN2 Open	Supersonic
Rob & Ben Grozier	BorB2	TK2
David Hammond/ Tony D'Andreti	M LRec2 Open	Mirage 730
Tony Hystek	M UN 50+	Rocket
Justin Jones	M LRec Open	Flyer
Duncan Johnstone	M LRec 50+	Renegade
Andrew Mathers	BorB	Ski
James Mumme/ Liz Winn	X K2 50+	Vindicator
Brendan Murnane/ Kieran Murnane	BorB2	
Paul Myers	BorB	Mirage 580
Kate Nicholls/ Rae Duffy	L LRec2 40+	Mirage 730
Kenji Ogawa	M LRec Open	Flyer
Justin Paine	M MRec 60+	Flash
Steve Russell	M TK1 Open	
Tom Simmat	M K1 60+	
Matt Swann/ Jeremy Spear	M K2 40+	Vindicator
Derek Simmonds	M LRec 50+	Flyer
Tim Sindle/ Steve Pizzey	M UN2 Open	Supersonic
John Thearle	M UN 40+	Sonic
Kyle Wilson	M TBA Open	

Prepare for the Classic

...with Tom Simmat

I have now completed, in the K1, familiarisation paddles in all stages of the Classic except Spencer to the finish. So I can compare those times with my target times for the race.



I still have some real stability problems. This was brought home to me with three swims in the Windsor-Sackville famil leg. I can handle one speedboat wash but not two or more when they all come at once.

Hopefully this will not happen on the night. Passing groups of doubles in the dark and going around Bar Point are my biggest concerns.

One thing I did discover on those swims was, when swimming into a beach and other shallow areas, how dramatically the bottom rises. It does not follow the angle of the beach at all, but drops immediately away.

This is important to know. When sneaking up the shore against the tide, I will need to be sitting just on that drop-off line. With the tide, I can go much closer around the corners than I previously thought.

This year the World Masters Games is just the week before the Classic, so I need to sort out my GPS, target times and map lighting in advance.

I may swim this year, so I am checking and doing long trial paddles in at least three separate sets of skins, thermals and shorts for my landcrew to have on standby.

Even if I do swim I am determined this year to complete the Hawkesbury in a fast K1, so I am also working on how to keep my drinking system and all the electronic gear protected and in place.

And doing lots of long night paddling.

Hawkesbury Classic

Continued from page 1

Windsor – whether as a competitor, landcrew, volunteer or spectator – make sure you call in.

At Wisemans we plan to have a club site, again as we did last year, with a BBQ and other facilities. It promises to be a pretty happy, lively party. It is planned to be at the extreme northern end of the Wisemans checkpoint, and actually after the competitors' check-out point. So crews looking for it will have to go right past the checkpoint and call out their number to the check-out officials before they reach it.

No official club point is planned for Sackville, and of course there will be no checkpoint at Dargle.

If you're thinking about entering it's not too late. If you'd like to be a landcrew or you need a landcrew, get

in touch with Steve Russell, slicknzn@hotmail.com or 0423-056-774. The Hawkesbury Classic is a great event – be part of it.

The traditional post-Classical BBQ will be held on Oct 28 when all competitors will be asked to talk about their experiences.

Hawkesbury Classic familiarisation paddles

Windsor-Sackville			Sackville-Wisemans		
Paddler	Time	Plc	Paddler	Time	Plc
Tony Hystek	2.22.52	1	Liz Winn/		
Liz Winn/			James Mumme	2.42.06	1
James Mumme	2.25.49	3	Gregg Gering/		
John Greathead/			Craig Ellis	2.52.12	2
Tony Walker	2.41.40	5	Jeremy Spear/		
Tim Sindle/			Matt Swann	2.52.00	3
Steve Pizzey	2.48.17	8	Tom Simmat	2.56.54	5
Matt Swann	2.52.20	11	John Greathead/		
David Hammond	2.55.48	14	Tony Walker	2.56.57	7
Tony Carr	2.59.26	19	Don Rowston/		
Duncan Johnstone	3.03.32	21	Bert Lloyd	3.02.24	12
Rob Grozier/			David Hammond/		
Ben Grozier	3.07.30	24	Tony D'Andreti	3.07.04	13
Brendan Murnane/			Brendan Murnane/		
Kieran Murnane	3.11.09	26	Kieran Murnane	3.25.26	25
Tom Simmat	3.12.00	27	Tony Carr	3.35.00	28
Steve Howcroft	3.29.28	35	Duncan Johnstone	3.35.29	32
Michael Venter	3.30.38	36	Rob Grozier/		
Justin Paine	3.31.34	37	Ben Grozier	3.41.24	35
Paul Myers	3.50.30	41	Stephen Howcroft/		
			Michael Venter	3.47.33	37
			Paul Myers	4.13.20	45

Marathon racers take to the water

The powerboats came out to play during the Marathon 10 race at **Port Hacking** and there were a few casualties from the resulting boatwashes.

Tony Hystek had a *very* close encounter with the double of Laurie Kenyon and John Pawlow. Laurie and John went for a swim, and Tony says the same happened to him when he stopped to help. A rescue boat fortuitously close by helped Tony back into his Rocket with a minimum loss of time, but the Manly Warringah pair had to swim to shore and lost 6 minutes.

Len Hedges and Jason Cooper made up a lot of water over the final kilometre in division 4 but couldn't quite catch the winner. Right on their tail was the double of James Mumme and Liz Winn who finished in a 3-way tie for 3rd.

David Hammond paired with Tony D'Andreti for a close 2nd in division 6, with John Greathead/Tony Walker, Don Rowston/Jon Harris, John Thearle and Rae Duffy/Kate Nicholls all

within shouting distance.

A small Lane Cove contingent distinguished itself at **Wagga** in the penultimate race of the series with frequent dips in the water. Despite earlier doubts, there was enough water to paddle in but the flow was quite strong and "at least 5" from LCRK, according to a usually reliable source, failed to remain in their craft for the entire distance. No names will be mentioned, but if you look at the times you'll get a fair idea who some of the swimmers were

The results were a few degrees less than dramatic, except for the father and

daughter combination of Martin and Louise Dearnley who were reunited in division 6 and celebrated by taking out first place.

M10 Race 8 Port Hacking

Competitor	Div	Time	Plc
Tony Hystek	2	1.40.06	5
Richard Barnes	3	1.45.28	6
Steve Paget	3	DNF	
Jason Cooper/			
Len Hedges	4	1.43.31	2
James Mumme/			
Liz Winn	4	1.43.47	=3
Jeremy Spear/			
Matt Swann	4	1.46.17	7
Julie Stanton	4	1.48.59	12
Tom Simmat	4	1.56.13	14
Simon Mann	4	DNF	
Evan Oppen	5	1.49.02	6
David Hammond/			
Tony D'Andreti	6	1.49.59	2
John Greathead/			
Tony Walker	6	1.50.01	3
Jon Harris/			
Don Rowston	6	1.52.37	5
John Thearle	6	1.52.39	6
Rae Duffy/			
Kate Nicholls	6	1.52.42	7
Wade Rowston	6	1.55.56	8
Derek Simmonds	6	1.57.39	10
Bert Lloyd	6	2.02.16	12
Tony Carr	6	2.05.00	15
Duncan Johnstone	6	2.10.39	16
James Terpening	6	2.13.23	17
Brendan Murnane/			
Kiernan Murnane	8	1.30.12	10

Divs 1-6 = 20km, Div 8 = 15km

M10 Race 9 Wagga Wagga

Competitor	Div	Time	Plc
Tony Hystek	2	1.44.13	3
Richard Barnes	3	1.55.28	4
Jeremy Spear/			
Matt Swann	4	1.56.45	4
Tom Simmat	4	2.06.42	10
Jason Cooper	5	2.10.06	8
James Mumme	5	2.11.30	9
Martin Dearnley/			
Louise Dearnley	6	1.59.36	1
Ian Wilson	6	2.12.58	8
Rob Grozier	8	1.50.16	6

Divs 1-6 = 20km, Div 8 = 15km

Lane Cove paddlers go drag racing



by Derek Simmonds

A contingent of LCRK adrenalin junkies competed in the first 3 of 4 races in the new Paddle NSW Sprint Series at the Regatta Centre. The would-be speed freaks are James Mumme, Tom Simmat, Steve Russell, Steve Paget, Roger Aspinall, Derek Simmonds, John Thearle, Tim Hookins, Jason Cooper and John Greathead.

Groups of 9 paddlers, classified according to times in qualifying heats, race over 500 and 1000 metres in separate lanes. Races are open, with veterans, women and juniors racing side by side down the straight.

Conditions have been perfect, still with clear blue skies. Apart from one person seen swimming in the warm-up lake, none of the Lane Covers shamed themselves by going for a dip.

Agonisingly long waits before some starts see paddlers intently practising their stability skills, pleading "no waves" and trying to bounce the inevitable weed off their bows. Come race time, they are further challenged by interminable line-ups as K1s are instructed to move backwards and forwards a few centimetres before the "less than 10 seconds to start" call.

Then begins a few minutes of agony. That first tiny stroked error is magnified x10, you can't seem to suck in enough O2, your heart feels as if it might burst out of your chest (I wonder how healthy this is for the mature paddler) and you are staring down a tunnel to the finish line with the Blue Mountains as a backdrop.

It's the longest few minutes imaginable. If time always passed that slowly you would live forever, but it's so painful you wouldn't want to.

A couple of the more experienced (senior) paddlers were overheard sharing how surprisingly tired they were the day after having paddled only 2km in 4 sprints. They also admitted to dry mouths on the start line.

Tony Hystek MCs with his usual finesse and creates a sense of occasion. His deep timbre is heard politely yet authoritatively requesting the pelicans to get off the course as there is a race in progress, or urging competitors to make their way to the start line, pointing out that if this was the Olympics they would have been disqualified from the final by now.

Sprint racing is an intense adrenalin rush and a great addition to the already extensive Paddle NSW menu. You can use any type of boat, just dig deep and fast and give it all you've got. If you feel like something new, getting some practice at sprint starts and a fun day out with plenty of time to chat between races and a good night's sleep afterwards, give it a go.



Roger Aspinall, Tom Simmat and Derek Simmonds go for broke at the start of a 500m heat

James Mumme



Sprint Series Round 3		
Competitor	Time	Plc
Race 26 500m Final		
Steve Paget	2.10	4
Race 28 500m Final		
Tom Simmat	2.25	2
Tim Hookins	2.28	4
Derek Simmonds	2.36	8
Race 29 500m Final		
Jason Cooper	2.27	1
Race 30 500m Final		
John Greathead	2.52	1

Ship Squat - why paddling in shallow rivers sucks



by Jeremy Spear

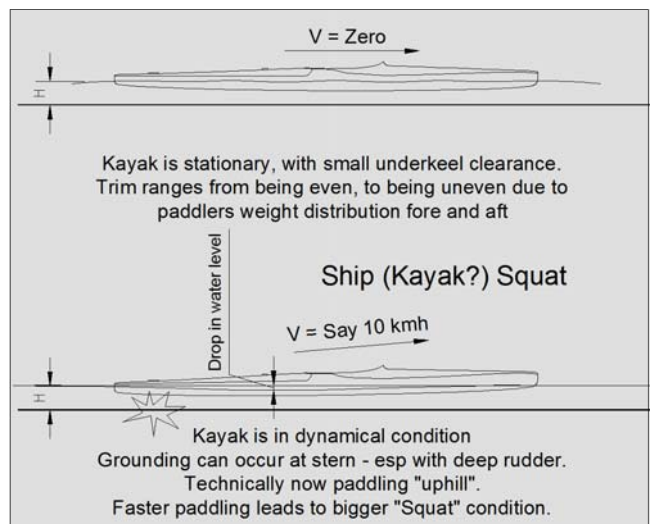
When a vessel (including a canoe/kayak) proceeds through water, it pushes water ahead and around it. In order not to leave a "hole" in the water, this volume of water must return down the sides and under the bottom of the vessel. The streamlines of return flow are sped up under the vessel. This causes a drop in pressure, resulting in the vessel dropping vertically in the water. This is similar to the low-pressure area above an aircraft wing and the resultant lift being generated, except that the area of low pressure is below the hull.

This phenomenon is caused by hydrodynamic effects between the hull of the boat and the surface of the sea floor or riverbed. It is caused when water that should normally flow under the hull encounters resistance due to the close proximity of the hull to the seabed. This causes the water to move faster, especially towards the bow of the vessel, creating a low-pressure area. This counteracts the force of buoyancy, causing the vessel to dip towards the bow. The reduced pressure on the bottom of the boat sucks the boat slightly downward until the increased displacement counteracts the force generated by the reduced pressure.

(Refer to Bernoulli's principle for more information.)

Squat effect is approximately proportional to the square of the speed of the vessel. Thus, by reducing speed by half, the squat effect is

Continued bottom of page 4



The exhausting challenge of Geoquest



by Marg Cook

As part of a team of 4 ladies I entered the 2009 Geoquest. The story really began in 2008 when Merridy and I were asked by Buzz and Anne to do the Geo Half. However due to a family illness our team could not compete – so I had not “done it” yet.

Early this year we decided to have another go, this time with Susie Williams from Qld, Buzz and Anne Powell and myself and thought ‘Oh well let’s do the geo full distance’. So, much fun was had cycling and walking and paddling and building rafts and emailing Susie in Qld in preparation for the big weekend.

For those who are saying “what’s Geo?” – here is a brief description. It is a 48-hour adventure event. For some it is a race, but for the likes of many it is an endurance event. It involves MTB, trekking, kayaking and other odd disciplines. This year a rafting leg using timber and inner tubes was the plan. It was held on the long weekend in June and this year the HQ was at Forster caravan park – a beautiful setting.

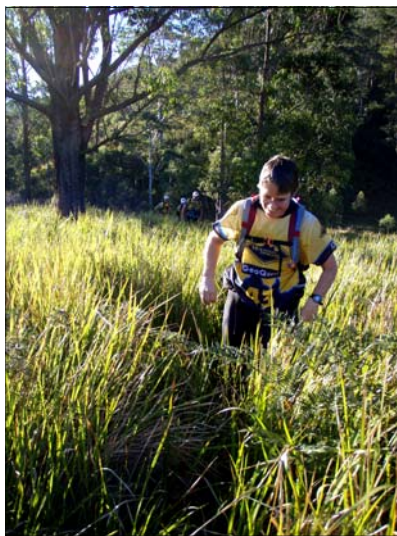
The day before the event the teams are put through some proficiency testing eg falling out of kayak and getting back in, answering a few questions on map reading and doing a 5- legged race. In the late afternoon you are eventually given the course plan. It is then up to you to plot your course and plan for all the transitions. To the uninitiated like me this was quite daunting (the plan plotting, not the falling out of a kayak).

The event covers approx 230km. There were two “legs” made up of several disciplines. The first leg began at the Barrington Tops and involved a cycle downhill and up and down and up... followed by a rogaine and another cycle/bike hike up and over the Copeland range. The last canoe leg portion of this leg was cancelled due to high river levels.

Our team of 4, the G ‘Oldfish, enjoyed the scenery, not the pace along some wonderful dirt tracks. We had the benefit of many going before us to help us find our way around the rogaine. In the end walking straight up the creek was the most direct route to one of the checkpoints.

Our last checkpoint was located with the help of tunnels through the lantana and a fairly well trodden path up the hill made by the 60-odd teams who had already completed that discipline.

Our land crew were wonderful and welcomed us about 4 hours after our planned arrival with hot potatoes and BBQ sausages. They then transported us back on a “car move” to the Forster HQ for our second leg.



This was the bit I had been looking forward to – a 24km paddle on the Myall Lakes from Forster up the Wang Wauk River to the expressway bridge. A piece of cake, says I. But things did not go to plan.

I wore what I usually wear when paddling the Hawkesbury, but did not factor in the frequent stopping required for map reading (I got cold). The paddling was not quick and we had been at it for the whole day before, and I was weary – to say the least. We started the paddle at midnight and eventually found our way to the bridge – very cold and tired about 5am.

Then I made my second error. I didn’t have anything dry to change into. We started out on the cycle leg, and by then it was raining quite heavily. I had been very cold for about 5 hours and was not getting any warmer, in fact I wasn’t making any rational decisions at all. In the end the G ‘Oldfish decided health was more important than finishing and we turned back. I have to say I felt a tad miserable at that point but also a tad relieved.

Our crew eventually collected us and all our paraphernalia and took us back to HQ. It could have been a sad end to the weekend. However, we put disappointment aside and once washed, warmed and rested, were able to watch other teams complete the course.

The leg we had not completed involved a cycle rogaine through the forests to Bulahdelah, then a trekking rogaine to Korsman’s Landing on the Boolambayte lake; building a raft and paddling it across the lake, portage over the isthmus and paddle up to Violet Hill. Then there was a

paddle to the far north of Myall Lake, a portage over to Smiths Lake and paddle to the Frothy Coffee shop; a tube swim across to the Sandbar beach, and a walk up beaches and headlands to the Wallis Lake sailing club, and finally a paddle back to Forster!!! Phew.

The winning team finished about 2.30pm, having been on the go for about 30 hours. A wonderful achievement. Any team to finish the course achieved an amazing result. The next morning we watched Richard Barnes and James Terpening and their team Barracudas cross the line in a little over 49 hours.

Part of the presentation ceremony involved an interview with the winning team. They talked of the strategies they used to stay awake, the food they ate, the routes they took and the tactics they used. A great way to share experiences.

Our crew of Phil Newman, Rob Cook, Matt and Kate looked after us magnificently. We had a great weekend despite not achieving what we had set out to do. I learned lots and lots. Maybe next time – the Geo half – more warm clothes – more training. Uhhm...we’ll see.

Ship Squat—continued from page 3

reduced by a factor of four. Squat effect is usually felt more when the depth/draft ratio is less than four or when sailing/paddling close to a bank or the edges of a watercourse where the water is confined sideways.

As well as dropping vertically, the vessel generally trims for’d or aft, ie will have either the nose or tail pointing/submerging further into the water. The overall decrease in the static under-keel clearance, for’d or aft, is called “Ship Squat”. It is not the difference between the draughts when stationary and the draughts when the ship is moving ahead.

If the vessel moves forward at too great a speed when it is

in shallow water, say where this static even-keel under keel clearance is less than half a metre in the case of a kayak, then grounding due to excessive squat could occur at the bow or at the stern. While in such shallow waters any craft being paddled also suffers at this stage from lack of water under the paddles!

For full-form ships such as supertankers, grounding will occur generally at the *bow*. For fine-form vessels such as passenger liners or container ships, the grounding will generally occur at the *stern*. As kayaks etc have a similar fine hull form, they too will generally sink further at the stern –

Continued bottom of page 5



These spectacular pictures show some of our hardier Lane Covers enjoying (if that's the word) the rigours of a different sort of challenge, the Paddy Pallin Rogaine. Held at Coolendal, west of Nowra, on the June long weekend, it required competitors to get to as many checkpoints as possible in 6 hours. The whole event was on foot – no paddling involved. At top left Martin Dearnley and Wayne Wanders waded through the freezing waters of the Shoalhaven River. A second later Martin, holding a camera in his left hand, stumbled and was saved only by Wayne grabbing his backpack. Top right shows them at a mountain checkpoint – it's a long way, vertically as well as horizontally, between checkpoints. Bottom left: Marg and Rob Cook stop for a moment while Rob checks for blisters. Bottom right: They hang on to each other as they cautiously make their way across the swirling river. Dean Wayne and Matt Acheson also competed. Richard Barnes, who was a volunteer, supplied the pictures.

Ship Squat—continued from page 4

which typically means the rudder will be the first to hit. This is OK in an over-slung rudder boat, which will flip or push up and return with spring assistance. Not so good in a racing boat with an under-slung rudder! This is assuming that they are on even keel when stationary.

What can you do about this? Paddle faster and you will be sucked lower, while draining you of all leftover energy. You might find yourself paddling 30% harder for a 10% increase in speed.

The best action is to research your course and go around any shallow waters. You may paddle say 20% further. If paddling straight over the bank results in a sustained drop in speed of say 30% you may be better off going around such obstacles and paddling 10-20% further. Try reasoning this when you are on the back of a really good wash ride who is intent on going straight over the bank. Obviously when a vessel is being sucked down due to low pressure underneath, conversely an equivalent high-water-pressure area will occur adjacent to balance things out. This generally results in an increased height of the stern wave. This may be a good place to be due to the increase in draft available.

The best advice of all, however, is probably to paddle in deeper waters in the first place ... or don't expect to go as fast at the events which are renowned for having some shallow water!



LCRK organised a Sunday morning coaching/training session led by Tony Hystek for Sept 13. Eight people registered, but only two turned up. The others didn't even have the courtesy to say they wouldn't be there. While the two who did come were very appreciative, it wasn't really worth Tony giving up his Sunday morning to help others. It will be hard to persuade him to come again. And a message for the no-show six: You don't get any points for apologising *after* you've been sent an email asking where you were.

In the picture above Tony demonstrates the right technique to Paul Myers, one of those who was there for the session.

Ups and downs of multisport racing

by Justin Paine

Having read Marg Cook's article about last year's Akuna Bay Multisport race in *Kayak Kapers*, I was hooked. What a fun event! Achievable distances, plenty of Lane Covers around. "Race and enjoy the wild flowers," Marg wrote. So I entered. And was conned.

This is no casual, easy race. The road bike and run legs through Kuringai National Park may be relatively short, but someone forgot to mention the terrain. The bike leg, 32km from Akuna Bay to West Head and back, is either going up a steep hill or down a steep hill. The climbs are challenging enough to make most of us grunt and strain, the descents wild enough to be grabbing for the brakes. The 12km run leg, around Apple Tree Bay and Bobbin Head, is a mixture. First, hundreds of steps winding up a near-vertical hillside and down the other side. Then maybe 4km of twisting goat track, a damp minefield of roots and stones, along Cowan Creek. A stupefying hill climb with hundreds more steps, a fire trail which allows some temporary relief before more treacherous steps down a rockface, then up and over the original mini mountain in the reverse direction.

Enjoy the wild flowers? Mate, take your eyes off the ground for a split second and you'll trip over a root or stone and break your leg. Forget the flowers, except on the fire trail.

Oh, and there's the 12km paddle leg from Akuna Bay to Apple Tree Bay in the middle. For Lane Covers, that's a piece of cake.

What time are you hoping for, several people asked. No thought of a time, just finishing.

A series of wave starts got the bike leg under way. A solid climb through the fog up and out of the gorge, then hang a left for the roller coaster derby to West Head. My glasses misted over, so I had to pull them down on my nose and peer over them through the fog, hoping not to miss a corner. Everyone appreciated the freshly laid pavement.

My highlight of the day came just before the turnaround. A big brush turkey with his tail fanned majestically stalked imperiously across the road, oblivious of the cavalcade of cyclists.

On the way back, Steve Paget arrived easily by my side as I struggled up a hill and inquired about my wellbeing.

"Don't wait for me," I gasped. "Keep going."

"There's no hurry, I have to wait for Simon," said Steve.

Competitor	Cat.	Cat.Pl.	Time	Bike	Paddle	Run
Alan Whiteman	Vet	3	3.16.54	52.52	1.05.08	1.18.53
Richard Barnes/ Tim Sindle	Pairs	1	3.42.24	1.12.58	1.07.08	1.22.17
Evan Oppen	Open	15	3.44.31	1.04.54	1.17.44	1.21.51
Graeme Jeffries/ Dave Kavanagh	Pairs	4	3.46.42	59.49	1.10.42	1.36.10
John Boakes/ (Craig Elgie)	Pairs	6	3.53.25	1.02.09	1.22.26	1.28.49
Craig Elliott/ Dean Wayne	Pairs	7	4.05.12	1.07.02	1.06.17	1.52.02
Simon Mann/ Steve Paget	Pairs	9	4.21.14	1.07.09	1.08.42	2.05.22
Justin Paine	Mstrs	9	4.58.30	1.15.20	1.44.42	1.58.27
Wayne Wanders	Vet	50	5.01.21	1.36.07	1.19.09	2.06.03

Both transitions are included in the paddle time
 Relay members: Matt Blundell combined time 2.13.16 paddle and run;
 Tony Hystek paddle 59.58; Wayne Mulder run 1.18.46; Roger Aspinall
 paddle 1.07.17; Julie Stanton paddle 1.08.04; Jeremy Spear paddle
 1.13.27.
 Full results at www.maxadventure.com.au. Pictures www.lcrk.org.au.

(He and Simon Mann were racing as a team and were supposed to stay within 100m of each other.) "I leave him on the hills, then he barrels past downhill."

"It's the extra weight," I replied. "Good downhill, but a load to cart uphill."

On arrival at Akuna Bay I had a slow transition. Walking 50m in bare feet over gravel from the bike rack to the kayaks reduced me to a hobble. My running gear stowed behind the seat, I hoisted the Flash and headed for the water. The running gear fell out but a nearby mother obligingly left her stroller and helped me restow with the boat still on my shoulder.

Frank McDonald was at the ramp to wish everyone good luck. Good to see you, Frank.

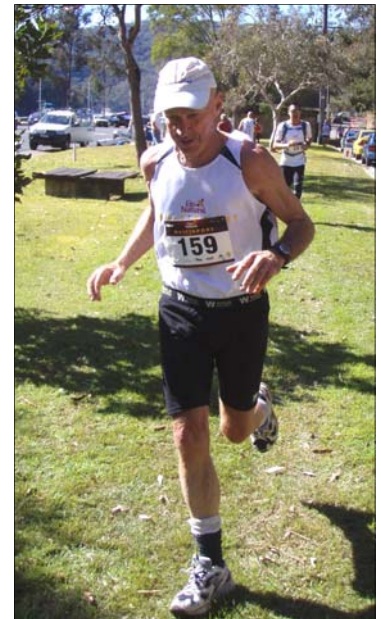
Then off for a leisurely paddle, hopefully conserving energy for the run. My speed was what you would expect in one of Tony Carr's recreational outings, but I still passed plenty of boats, mostly Voyager doubles zigzagging in plague proportions.

I paddled for a while with a young competitor on an old spec surf ski. He was surprised when I asked if he was a surfer, totally unaware that he was on a craft designed for the sea. "It was all that was available," he said.

A few moments later he was capsized by a ripple from a cruiser passing admirably slowly, but successfully remounted. I thought of recommending that he avoid the surf but desisted for fear of sounding churlish.

Wayne Wanders cruised past in his Time Traveller, calling out: "You smashed me on the bike leg, I'll see you on the run."

"You'll be long gone, I'll see you at the finish,": I shouted



Justin Paine captured by the paparazzi in the finishing straight



Julie Stanton speeds into Apple Tree Bay



Thumbs up from Alan Whiteman on the start line



It's easy to look relaxed after the race: Jeff Bannerman, Evan Oppen, Tim Sindle, Tony Hystek, Simon Mann, Wayne Mulder, Dave Kavanagh, Craig Elliott, Tim Hookins, Deane Wayne, Graeme Jeffries.

at his disappearing back.

Marg McDonald was on the ramp at Apple Tree Bay with that great big smile of hers. What a welcome.

(Much earlier, I was to discover, Matt Blundell had arrived at this ramp after doing the paddle as part of *the* gun relay team, only to discover his runner, Mike Snell, had a sore back and couldn't compete. So Matt borrowed Mike's shoes and did the run. They still finished 2nd.)

I lugged my boat along to a spare piece of grass and began a laborious transition into running gear. Anton from Paddle NSW's rec paddle group wandered over and wanted to chat about the previous Sunday's City-to-Surf. Nice to see you, Anton.

Then off on the run. First the climb up the steps to the NP&W office. Pick your way up a sort of cliffside pathway between and over rocks masquerading as steps. Up and over. Then down again. Like an aged lift rattling up to the 40th floor, and down in jerks to the basement (whoops, overshot the ground floor).

I was on the way out, Alan Whiteman was on the way back, bounding up the uneven steps like a panting gazelle fleeing a pack of lions.

That grotty track beside Cowan Creek drained fading legs. All those Voyager paddlers I passed so scornfully got revenge as they sped past. The only people I passed were friendly hikers heading in the opposite direction.

A cheery young female runner called out happily as she surged past: "I love cross-country running, isn't this track great!" Thanks for sharing that.

Worse was to come: the sharp climb – more steps, of course – up the mountain to the Sphinx. My legs were really sagging. It had been quiet for a while, were there any competitors left behind me?

At last the level gravel surface of the fire trail, and suddenly, with an even surface, I was running again. Not all the time. Run a bit, walk a bit. Remember that fast-slow training regime with the funny Scandinavian name, fartlek? A slow version of that, except more fart and less lek.

A couple of figures came into view and I slowly reeled them in. Surprise, surprise, one was Wayne Wanders. He was right after all. He was having difficulties, his bladder had burst and saturated his pants and legs. (I'm talking about his *water* bladder.)*

Around a corner and there were the

switchbacks. The road surface deteriorated into a shamble of loose stones and deep ruts, but it was *downhill*. And if it's downhill you have to make the most of it and run, so off with the brakes and let her rip.

More steps to the bottom, across the Bobbin Head bridge, then back over that energy-sapping hill to Apple Tree Bay. A last-effort sprint to the line, got to finish in a blaze of glory, and –

Richard Barnes sprang out of the woodwork and jumped directly in front of me to take a photograph. Only a desperate rugby swerve avoided a trainwreck. In hindsight it was a mistake. I should have gone straight on and taken him out. There's only one way to deal with the paparazzi.**

Finally, the dash across the finishing line and the relief of knowing I had made it. Tony Hystek asked me to go back and finish again so he could take a photo. Sorry Tony, too tired to fake it.

Lane Covers who had finished much earlier were wandering about or sprawling on the grass: Graeme Jeffries, Dave Kavanagh, Jeremy Spear, Roger Aspinall, Julie Stanton, Wayne Mulder, Brendan Murnane, Steve Paget, Evan Oppen, Simon Mann, Craig Elliott, Dean Wayne ...

Eventually there was prize-giving and a lucky draw. The name of Team Add-Style Home Additions was called to win a paddle. No-one present? Redraw. Where were you, Tim Hookins?

Wayne Mulder was kind enough to give me and my Flash, along with a couple of lads originally from the Gold Coast, a lift back to Akuna Bay to collect our bikes. We had a leisurely post mortem about the race. A fitting end to a friendly if testing challenge.

* *A few days later Wayne wound up in hospital on a morphine drip to counter the agonising pain of kidney stones.*

** *Richard and Tim Sindle won the pairs event. They did the bike leg on a tandem.*

Below left: Richard Barnes and Tim Sindle were a winning combo. Below right: Steve Paget disembarks in his usual stylish manner, much to Simon Mann's amusement.



Bert badly bent in bike bust-up

Bert Lloyd is hors de combat until the New Year following a very nasty fall from his mountain bike on a bush track near his home in mid September.

He came down badly on his right leg and broke the femur (thigh bone) in three places. Not only was it a severe spiral fracture but the crash also loosened his artificial hip and the lower section of the joint had to be replaced with a longer piece.

He was able to call for help from his mobile and a rescue crew wheeled him down the track to an ambulance which took him to hospital.

He will have to wait 7 to 8 weeks before he can put weight on his leg but has been told he should make a complete recovery.

Running paddlers

Long-time City-to-Surf rivals Richard Barnes and Alan Whiteman had an amazing result in this year's big run on Aug 9, finishing only 2 seconds apart on corrected time.

Runners' actual times were recorded on chips tied to their shoelaces, and although they were in different parts of the start and were not near each other at the finish, there was only a gasp between them in their timed runs.

Richard did 55.01, Alan 55.03 – exceptionally fast times for the 14km course.

Two new club members were hot on their heels – James Terpening did 56.47 and Andrew Mathers 58.34.

Steve Paget did 70.39, and 4 others from LCRK finished in quick succession in the low 80s: Matt Swann 82.53, Wayne Wanders 83.18, Martin Dearnley 83.34 and Justin Paine 84.20. Paul Myers and wife Pauline walked the distance in 2.26.04.

Three of our members switched from fun running to serious running when they competed in the marathon in the Sydney Running Festival on Sept 20.

James Terpening and Andrew Mathers finished right up at the sharp end of the field. James was in the first hundred with 3.12.12 for the 42.2km and Andrew recorded 3.19.39. Those are fast times.

Life member Justin Jones, one of the famous duo who crossed the Tasman, ran a very creditable 4.12.32 despite having done very little training.

Michael Mueller and John Boakes tackled the half marathon. Michael overcame recent niggling leg injuries to run an excellent 1.36.03 for the 21.1km, and John was close behind with 1.43.48.

Zena Boakes did the 9km Bridge Run in 1.05.18.

Paddle on the wildside by Derek Simmonds

Holding the Myall Classic on the same weekend as the Hawks Nest Wildside Festival proved to be prophetic.

Race morning dawned with a foreboding mud-coloured sky from the dust carried on the strong westerly, and a weather warning of a front bringing gale-force winds advancing fast. A health alert advised against vigorous exercise.

By briefing, people were dashing to save their boats and paddles from being carried off by the gusts, and the air was electric with nervous energy. Some withdrew, while others downsized from the full course (48k) to the half or quarter course. Apart from

punching harder and harder, whipping the surface into whitecaps.

Up near the lake faster boats on the return yelled out “not far to the turn, the course has been shortened by 10ks.”

At each bend in the river you were either pounded in the chest, shoved on the side, or almost had your paddle snatched away. Two Coastguard vessels and a Maritime Services boat shepherded exhausted stragglers over the last few ks to the finish. A few kayaks and “passengers” were also on board.



two K2s, K boats stayed on the cars.

A dolphin breached in front of the bouncing starters and a paddler shouted hopefully: “That means good luck.” For once the weatherman was right. The sou'westerly front arrived. The dust blew out to sea. The sky turned blue. The temperature dropped and the Myall maelstrom hit with gusts

Surviving the Tea Gardens Broadwater was the final test. With the pub in your sights, the challenge was to find the courage and strength to stay in your boat through the whitecaps as gusts like Moimoi's tackles belted your right side. Somehow most made it, thanks to the dolphin.

Times: **37k:** Tony Hystek 3.27.46, Liz Winn/James Mumme 3.34.38, Matt Swann/Jeremy Spear 3.41.08, Tom Simmat 3.45.21, Roger Aspinall 3.50.46, Marg and Rob Cook 3.57.04,

Book/Magazine Exchange

LCRK has begun a book/magazine exchange for the benefit of members. If you have any books or magazines you've finished with and you think might be of interest to others in the club, put them in the exchange box. If you're looking for something to read, have a look in the box. And there's no reason why DVDs shouldn't be added to what's on offer. The exchange will operate every Wednesday night at the pontoon.



Check for spiders

Derek Simmonds went for a swim while launching at the pontoon recently. Not a rare occurrence, you might say, but at least he had a good excuse.

He got a nasty sting on his hand while getting into his K1 and it caused him to momentarily lose his balance.

Next day his hand was badly inflamed and swollen and he had to seek medical attention.

A spider seems to have been the most likely culprit. So learn from his ordeal and have a quick check inside and outside your boat before using it.

Most of us store our craft in places inhabited by spiders, and with the warmer weather approaching there will be plenty of them around.

Tim Dodd/Ian Wilson 4.15.02, Rae Duffy/MikeCole 4.45.17, Duncan Johnstone 4.49.30, Derek Simmonds 4.51.30, Steve Howcroft/Michael Venter 4.53.30. **27k:** Julie Stanton 2.51.24, Jason Cooper 2.59.38, Craig Ellis/Greg Gering 3.04.52, Wade Rowston 3.18.30. **12k:** Don Rowston 1.52.12.

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