



# TRAINING TIPS AND TACTICS FOR THE HAWKESBURY CANOE CLASSIC



Are you planning to compete in this year's Hawkesbury Canoe Classic?

How you train and get organised for the big race will have a major impact on how you fare.

Lane Cove River Kayakers held a seminar to offer advice on how to prepare for and compete in the Classic. Topics covered included planning, training, race strategy, race clothing, race food, landcrewing and race procedures. Speakers were Classic veterans with a wealth of accumulated paddling knowledge and experience, plus a 2006 first-timer.

The seminar was particularly aimed at paddlers entering the Classic for the first time this year but there was good advice also for experienced racers. It was organised for Lane Cove River Kayakers by Justin Paine, recorded by Tony Hystek and the speakers' comments were transcribed and summarised by Alanna Ewin.

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(Disclaimer: The comments and opinions expressed by speakers at the seminar represent their own views and are not necessarily those of Lane Cove River Kayakers or its Committee. The seminar was aimed at helping paddlers preparing for the Hawkesbury Classic but should not be seen as a professional, authoritative manual. Paddling can be a dangerous sport and competitors should also seek other advice in making sure they are fully prepared for the Classic.)

# PREPARATION, TRAINING and TACTICS



by Rob Vallis

## Registration and Points

At LCRK we encourage paddlers to enter a competitive class in the race, however if you expect to take more than 15 hours, it's probably a good idea if you enter Brooklyn or Bust. There are no hard and fast rules and you earn points for the club either way. Just be aware that if you're starting at 4 o'clock in Brooklyn or Bust it could possibly be windy around the water before dark. Give that some consideration.

## Preparation

- **Make your boat decision NOW.**  
It is a few months to race time, and the longer you have in your boat, the more comfortable you'll be on the night, and the more chance you'll have to iron the bugs out.

## Training Strategy

Whatever your objectives, there are a few must do's:

- **Paddle 40km in one hit, on two occasions:**  
This is the longest stretch between major checkpoints. If you can't paddle 40km in a row, then you can't paddle in the race. It will also show you what sore parts you will have in the race. Don't go too far. 40km is enough. Sore points will probably come from your bum, your back, your wrists or your tummy because you'll get food and drink that doesn't work, you'll get sick or you'll be too hungry.
- **Paddle as many Wednesday nights as you can:**  
Consistency in training is a good thing. Not just lots of training but *consistent* training. It doesn't really matter how fast you go.
- **Try and do all the familiarisation paddles:**  
They are the best way to experience the river, and they are genuinely fantastic training. They are a good distance.
- **Do not exercise during the week before the race.**  
You should taper. Eat food, don't do any exercise, chocolate is good!
- **Paddlers pushing for a great time should also consider some cross-training** including things like running, riding, swimming and working the gym. They will build up your endurance and strength, and it means less time in the kayak.
- **Paddlers who simply want to finish the race should at least ensure regular training**, preferably twice a week (Wednesday night and once on the weekend). Really, it's up to you how far you go, how long you paddle for and how hard you go, but, twice a week is important. It'll stand you in good stead come the race, however fast you want to go.

## Before Race Day

- **Get your jacket (PFD) scrutineered.** Scrutineering for 2008 is at LCRK on Wednesday 10<sup>th</sup> October OR at any of the familiarisation paddles ie 25<sup>th</sup> August Sackville to Wisemans, 22<sup>nd</sup> September Windsor to Sackville, 20<sup>th</sup> October Sackville to Windsor (night). Basically, they dunk your PFD in a barrel of water. (You can do this on race day, but you will be paddling the Classic in a wet PFD.)
- **Get a good nights sleep** the night before. *This is really important* because you won't get any the next night.

## On Race Day

- **Get there early:** 11 o'clock or earlier if you can (you'll get a good parking spot)
- **Get your boat scrutineered first thing**

## Race Tactics

It's a long race, so I'll break this up into three sections.

### The Start to Sackville: 31km

- It is very important to get to Sackville without being tired
- Don't go too hard in the first section
- Don't get excited and blow it away when the gun goes off. Take it easy.
- Try finding somebody of a similar speed and buddy up. Have a chat to them, bludge off them, give them a bit of a bludge off you. It helps your morale and makes it easier.

### Sackville to Wisemans: 34km

- In my opinion, this is the hardest part of the race.
- The tide may turn against you.
- You'll probably start to feel the cold and feel sore
- It could be your usual bedtime so your body starts to want to go to sleep
- You have to do all your psychological preparation here because your brain will start to do silly things as it's not used to paddling at midnight
- Try and think of some ways that you can convince your body that it is actually feeling fine. For me it's: singing – bad 80's rock music works really well.
- Talk to every boat that you've passed, talk to every boat that passes you
- Keep yourself hydrated.

### Wisemans Ferry to Finish: 45km

- Congratulations! This is the easy part.
- Once you get back into that boat at Wisemans Ferry you will finish the race.
- You'll be lonelier. There will be fewer paddlers on the water because the race will have stretched out.
- Take it one checkpoint at time. They're typically only 6 or 7 km apart
- For the serious paddlers, avoid the low tide pit stop at all costs. It is evil. It will suck you in and you will never leave.
- For the people who aren't feeling good, seriously the low tide pit stop is a great spot to stop. You'll get a massage if you are lucky. You'll get a nice hot drink, maybe some soup, maybe a scone. Take your time, get by the fire, get warm and get back in the boat.

- *Never ever ever* stop at Spencer, unless you intend to pull out or you have serious problems. It looks nice but it will take you ½ hr off your paddling course, and can have some serious shallows if the tide is low. It's only 10km to the finish now, which is less than your Wednesday night paddle.

### **Tidal Influence on Paddling**

Deep water runs fastest and shallow water runs slowest, so choose your position on the river thoughtfully:

- Tide running with you: Paddle in the middle of the river
- Tide running against you: Paddle as close to the banks as you can. Just don't run into trees!
- If you are going to have any long stops, try to make them when the tide is running against you so that you don't lose the benefit of the tide when you're sitting on your bum having a hot chocolate.

Have a look in the race book for the tide chart so that you can see how the tide will influence your race plan.

# HAWKESBURY CANOE CLASSIC

## FOR THE FIRST TIME PADDLER



by Paul van Koesveld (Classic first-timer in 2006)

I just want to make clear that I found that finishing the Classic makes you feel so good that you float for days. A real emotional high. A grin from ear to ear.

My top ten recollections and learnings:

1. A **stable boat** is a great thing to have for your first Classic. When you are feeling fresh and concentrating, I guess every boat other than a K1 feels steady enough. But what about when you are really tired, losing concentration, fiddling around looking for your energy bar, twisting around to get into another warm layer. In the dark it is a bit different. It is great to have a boat in which the risk of capsize never enters your mind.
2. Think of the race as **a series of three or so 3-hour races**, just very close together with a small break in between. Each section means a new start.
3. **Keep the “out of boat” breaks short.** It gets pretty cold on the river working hard, but it gets even colder off the river, cooling down and being attacked by the wind.
4. **Brief in-boat breaks** can be worthwhile. If you are really sore and your paddling style has become really, really bad, I now think it is better to take a brief rest, maybe stretch and then start again with reasonable style, than to doggedly push on, getting slower and slower, making your physical problems even worse. I recall several times when someone I was gaining on stopped briefly, then cruised back past me shortly after.
5. Talking about **stopping**, if you are struggling a bit and see low tide pit stop in front of you like a beacon in the night, don't feel embarrassed to stop. The warm welcome, warm fire, tea or hot chocolate, scones and camaraderie are unbelievable and set you up for the final leg. Just make sure you don't get too comfortable or you'll never leave.
6. The race will find **your weak point** in a way that 3-hour practice or familiarisation paddles may not. For me it was my lower back. So it occurs to me it is good to do a sufficiently hard long paddle some time before the Classic to provoke your weakest point to show itself. Then you can take steps to minimise its impact, such as adjusting the seat, doing different stretches, take along a cushion or back support.
7. Apart from one of these weak-point locator paddles, **3-hour paddles are good.** Certainly two 3-hour paddles in reasonable form are much better preparation than a poor form 6-hour paddle. The familiarisation paddles are excellent 3-hour paddles, and a must to get the feeling of the river.
8. If the familiarisation paddles don't include one where **the tide turns against you** in its second half, plan one that does so you get the experience handling the change when you are already tired.
9. I never thought much about **moon set** until the Classic. I didn't find night vision much of a problem, in fact the river was a beautiful sight until about 2.30am when the moon set and it was pitch black, and everyone was spread out and thinking “where the hell does the river go next?”
10. **Don't try to light up the river** with a bright torch. It only reduces your vision for everything outside the small area just in front of your boat. The only time I ran into the bank was when I had a torch on!

That's it, apart from repeating that you feel so good inside when you finish that you want to bottle the feeling. Outside you probably look like sh\*t, but who cares.

# RACE CLOTHING FOR THE HAWKESBURY CLASSIC



by Michael Mueller

It's not about looking good; it's about being comfortable and warm enough. Err on the side of being too warm than too cold (I almost had to withdraw in my first Classic with hypothermia). The day can be quite warm and so lull you into a false sense of security. As soon as the sun goes down it gets cold.

## At the Start

If it is warm at the start, put something on that is comfortable, and always take warmer clothing with you (a warmer top that you can change into). Make sure that you have a beanie you can change into (I put a beanie on as soon as I reach Sackville). If you are slightly too warm at the start, your body temperature will regulate itself fairly quickly and you will be comfortable. If you feel cold, then it may well be too late to do anything about it.

I particularly recommend thermal clothing – polypropylene and other fabrics that are designed to stay warm, even when they get wet. Cotton and rash vests etc are just unacceptable (they really don't keep you warm when they are wet). Thermal fabrics are best, and a beanie is essential.

Outdoor adventure stores and kayak shops like Blue Earth and Prokayaks can give you advice on fabrics. They have a really good range of clothing.

## During the Race

Before the race start, plan what sort of clothing you are going to wear. Work out what you are going to change into if you are going to change. Ensure your land crew has everything correctly labelled for your planned stops. If you are stopping more than once – let's say that you are not just stopping at Wisemans – then have the Wisemans bag separate, with the clothes in that you think you will need to change into at Wisemans. Have clothing all labelled so that your crew have that at the ready.

A change of clothes can also give you a real psychological boost. It just feels damned good getting into some nice warm, dry clothing.

## At the finish

Make sure you have nice warm dry clothes to change into.

## What I Wear

Having several layers (layering) does help you to regulate your temperature. The minimum is a simple polypropylene thermal, which you can get at most outdoor stores. I'll then have a warmer thermal with me as well. If it's not too warm at the start, I might even wear both. But at some point in the race, and certainly after Wisemans, I will have this warmer thermal on too. I only ever wear the two layers. I wear a long pair of thermal pants underneath and have kayaking shorts over the top. These kayaking shorts, I just wear them all year round so I'm used to them, and they also give me a bit of cushioning on the seat, which is useful.

It is important to find clothing that is comfortable and that you've used in your long training paddles. Don't try something for the first time on Classic night, because a little bit of aggravation, or rubbing at the start is going to turn into a massive problem not long into the race.

In critical areas that you find have chafed in the past, rub Vaseline or similar substance on before the race. Consider using a spray skirt to help keep warm and dry. Footwear has to be comfortable, but tough soled as you will/may have to get out of the boat, and there can be sharp objects in the river. Wetsuit booties or rubber shoes are available at K-Mart or Blue Earth. Gloves are important but only use them if you used them in training. When training, work out the sore and vulnerable spots on your hands that tend to get blisters and put a bit of tape over those areas to provide extra protection under the gloves

### **Wet weather**

Wear fabrics that keep you warm even when they get wet, such as modern fabrics, or a cag (wet weather breathable waterproof jacket). My preference is not to wear a cag, however they are very good if it is cold and windy. Wool is also good when it gets wet and you can get a wool jumper from Vinnies a lot cheaper than other places.

# WHAT TO WEAR

by Tom Simmat



**What you have on is between you and your kayak and paddle.  
What you have on is what drives the kayak.**

The difficulty about the HCC is it may start in 30 degrees plus and at 2 am it can be near zero.

## 1) SET UP YOUR LAND CREW

You should have decided where you are going to stop

Have a separate set of dry thermals in a marked bag for your land crew to have ready for you at each stop.

## 2) WHAT TO WEAR NO STOPS (what I wear)

- a) **On the hands at least one hour before racing I put on Vasculin and rub it in. I don't wear gloves and if you do, put Vasicine on first.**
- b) **On the bum and anything else that is likely to chafe I put on a lot of Vasculin**
- c) **Then speedos (budge smugglers) these give me slip and help me rotate without chafing.**
- d) **Then full length "Skins" on upper body and arms and pants including legs. These are like a compressive skin and are for muscle support and prevent muscle fatigue. They are not a thermal and in fact are the opposite; they draw the moisture off the skin. This helps you keep dry, especially in rub areas, they also slip against your Speedos to prevent bum chafe during rotation.**
- e) **Paddling shorts over my leg skins, again for rotation**
- f) **Then on top a good quality pure wool long sleeve thermal. Wool pulls the moisture off the skin and remains warm even when wet. In the heat at the start wool will soon get wet from your sweat but will then stabilise your temperature.  
Don't wear cotton any where. COTTON KILLS. Synthetic thermals are OK for a short period of time. Once they are saturated you will need more layers to keep warm.  
If you are going to wear a skirt you don't need any more on your legs. I don't intend to get out so I don't wear booties, simply to save weight. (About half a kilo)**
- g) **Then a good quality but light Gortex water proof jacket. Mine has air vent zippers under the arm pits. These are open at the start, as it gets cold I can do them up.**
- h) **Then your skirt, which is another layer of insulation. I wear a skirt with a shoulder strap which is loose around you gut and chest and is easier on the breathing.**
- i) **Then you're PFD. If it is a good one it will also add to your thermal insulation.**
- j) **I wear a well fitted, ventilated paddling cap. The brim keeps paddle splash and sweat out of your eyes and off your glasses.**

I am paddling hard and my body is generating heat which is contained in the above. If you are not paddling as hard and your body is not generating as much heat you may need a stand by layer.

On the Yukon I wear the same as above, but I have woollen socks to put on, woollen gloves and another insulated Gortex jacket to pull over the whole lot, including my PFD.



### **3). WHAT TO WEAR WITH STOPS**

Same as above, but work out a race plan and where you are going to stop and about what time you are going to be there.

If it is a hot afternoon, you may plan to get to Sackville in 3 to 4 hours which will put you there in the dark. You could start the race in the heat with a lighter synthetic thermal, but all the above should be the same. Have that extra stand by insulated water proof jacket in the boat as above, and put it on as soon as you get cold, even if you think Sackville is just around the corner.

When you stop, and you are running on synthetic thermals put two fresh dry thermals on. Your light weight waterproof jacket will be wet inside and it won't be so uncomfortable to put back on. Put leg thermals on also as your skirt will be wet now also.

So have your package at Sackville & Wisemans ready for your land crew. In the package two upper body synthetic thermals or one wool thermal and a pair of leg thermals.

If you are doing the cruise and stopping at the Low Tide Pit stop, have a package in the boat to change there.

If you are stopping for a while at the check point put on more Vaseline.

**RULE NUMBER ONE TO FINISH, DON'T GET COLD.**

**TO COMPLY WITH RULE NUMBER ONE**

**PUT ON MORE LAYERS OR CHANGE BEFORE YOU GET COLD.**

**TO AVOID GETTING COLD WEAR WOOL**

Don't wear synthetic jumpers, or cotton or synthetic shirts as under layers. They will get wet and drain the warmth and energy from you.,

Don't ever wear jeans in a kayak.

Alternatives to wool thermals, you will pay \$100.00 plus for a good wool thermal.

You can get good quality pure wool long sleeve and long leg under wear quite cheap.

You can get light weight pure wool jumpers, especially at Vinnys.

Happy Hawkesbury.

# CLASSIC FOOD

by Ian Hofstetter



Eating the right food during the Classic is vital for a successful race. On race day, try to eat slowly all day. I snack on sandwiches, fruit and nuts and have a bowl of pasta a couple of hours before the race is due to start. I avoid sugar and caffeine at this time as I want to be resting, not getting hyped up.

1. Aim to have **a steady intake of food** from the start right through to the end of the race. At no point should you feel hungry. It is much better to stop and eat, rather than push on to the next checkpoint. As soon as you get hungry your performance will decline rapidly and you will start to feel cold, not a good way to arrive at the next checkpoint!
2. Aim to **consume about 50 grams of carbohydrate per hour**. This is something that I read in the Hawkesbury Classic race book years ago and I have found it to be a good amount to base my food intake on.
3. All kinds of food are fine, as long as you have used them in training and know that it doesn't give you any stomach problems. However, having **a large proportion of your food in a liquid form has many advantages over solid food**. The main advantage is that you can eat while you are paddling, which means that you won't lose that wash ride just because you need to eat. It also has the advantage of allowing you to have shorter rests at the checkpoints because you have been eating while you have been on the water.
4. I find that **a 2-tube drinking system** works best. One tube is for water or an electrolyte drink and the other for your liquid food. Having 2 tubes lets you regulate how much water or food you need. In the early parts of the race when it is warm, you will find that you will be drinking quite a bit of water, but as the night wears on and the temperature drops, you will need much less.
5. **Don't have your liquid food too concentrated or too diluted**. During the race it is difficult to know how much you are actually drinking. If you have your food too concentrated you might find that you are taking in a lot more than 50 grams per hour. This might give you some stomach problems. On the other hand, if your food is too diluted, you might find that you just can't drink enough of it to get your 50 grams per hour. I work on an amount of about 250ml per hour, or 1 litre for 4 hours. So for a 12-hour race I would need 3 litres of liquid food containing at least 600 grams of carbohydrate. On top of this you will need your water or electrolyte drink and some solid food to eat at the checkpoints.
6. If you can, it is great to **have both your drinking tubes accessible** without taking your hands off the paddle. However, designing a 2-tube system can be a bit tricky and there are only a couple of races a year when you will need 2 tubes, so a good alternative is to have your water available at all times and your food in standby mode. On my first Classic I had my liquid food tube attached loosely to my PFD with a short piece of string. It was long enough so that I could have the tube in my mouth and then when I finished drinking I could spit it out and it would hang near my chest. This way I always knew where it was and could stop paddling for just one stroke, pick it up and put it in my mouth and keep paddling again. If you don't have it tethered in some way it will fall to the floor of the boat and then next time you need it you will have to search around for it in the dark. Not great if you are wash riding. Whatever you do, practice with your drinking system set up on training paddles, so you are familiar with it on race night.

7. **Have some back-up food** with you. However good your preparation, if this is your first Classic you won't know how your body will react to eating liquid food for 12 hours or more. So have some solid food in a waterproof container with you, just in case.

### Some tips

- **I try to eat every 15-20 minutes.** To remind me, I have my watch set on countdown mode set to go off every 20 minutes. I sync my watch from the earlier race starts so that it goes off at my start time and then every 20 minutes after that. Not only does it remind me to eat, but I also know what time it is and if I am on schedule, without having to look at my watch.
- **Bite valves are great.** They seal when you stop drinking which stops the liquid running back down the tube. Without them you will be sucking air until the liquid gets back to the top of the tube each time you drink.
- You can **make a drinking tube holder** out of coat hanger wire and tape. Have a look at what other people are using on the familiarisation paddles and experiment a bit. Try buying a 90° angle to mount the bite valve to the tube if you are having trouble getting it right
- **Mix up your own food.** Don't give complex instructions to your landcrew on how to mix up your race food. They will be stressed enough as it is, don't give them any unnecessary pressure. Mix it all up the on the morning of the race or the night before and keep it in an esky with some ice, then you will know it is mixed right!
- **I use a mixture of endura optimizer and up&go.** I stumbled across this formula because I used to drink up&go when training. The problem was that 250ml of up&go only has 30 grams of carbo. So I wanted to "bump up" the carbos. One heaped scoop of optimizer has 20 grams of carbo, so I combined them. Don't assume that this mixture will work for you, test it first, some people hate it and some love it.

Good luck and have a great Classic.

# MY STRATEGY FOR THE HAWKESBURY CANOE CLASSIC

by Graeme Jeffries



1. **Stay warm** – I can't stress this enough. I start in polythermals. Last time my race notes show it wasn't a particularly cold night. I started the race with two thermal pants on, and a pair of paddling shorts over the top. Two pairs of socks (put on after getting into the boat so that they are nice and dry). Two thermal tops, rash vest over top to hold thermals in place so they form layers. The rash doesn't give insulation but keeps some wind out. Then another thermal over the top of that which is my spare take-on take-off thermal. Non-stop race strategy, so what I wear at the start is what I wear at the finish. I regulate my temperature by pulling my sleeves up and down. I start with a cap on and as soon as the sun goes down or I get stopped by the Sackville ferry, I ditch the cap and put the beanie on for the rest of the night. I don't wear gloves because they give me more blisters than without. You get blisters more easily in fresh than salt water, so expect some blisters. Move the paddle around and change your grip to help. That is my preference. Other people wouldn't do it without gloves, so just find what works for you. One disadvantage of more gear at the start of the race is you might get a bit hot before the sun goes down. I have a cag with me that can be put on if it becomes too cold or wet. Hands getting cold: it happens. Deal with it. Wear gloves if you can. I have just got a pair that I can actually wear, neoprene with rubber things on. Got them from Blue Earth – full hand cover. I found with good quality leather gloves just one little crease can cause a blister. If using gloves and stopping, put on a dry pair of gloves. Putting wet gloves back on hurts. Pseudo leather ones seem to hold their grips. Avoid the ones with the rubber nipples – they can slip on the paddles. Each to their own. Do what works for you.

2. **Keep it steady.** One of the problems with the race is that you tend to go a bit fast at the start. Towards the end you're going to be going slower so get it right early, work out how fast you can go for the entire race and stick to that speed. As soon as you go over that, your energy expenditure goes up for very little return and you will pay for it later on.

3. **Don't use anything that you haven't used for a long time before.** It's very tempting to use something new – don't do it. Make sure you have worn everything for many hours before you use it. Don't try a new drinking system that you haven't used for at least 20 or 30km. If it doesn't work, it doesn't work.

4. **Make sure you keep hydrated and energy going in,** especially for the first half of the race. By the time I get to Wisemans I still try to keep stuffing food down, but your stomach doesn't want to deal with it or digest it. If you haven't taken on enough food in the first six or seven hours of the race you will end up running out of energy in the latter part. Likewise if you're not taking on enough fluids, you are going to dehydrate. Read about this. If you don't take enough food on board you are either going to have to stop, or not finish the race. Keep it going. Don't use food you haven't used before. My digestive system just shuts down after a few hours and it doesn't want to work. If you try and give it something that you haven't used before, it's not going to like it. What you should and shouldn't eat is another whole topic and it would be different for everybody depending on your race tactic.

5. **You must go through your goals with your landcrew.** Preparation is assumed and you have a race plan. Tell your landcrew what your goals are, how you intend to achieve them, what you need. You'll need to work out a way to find your crew when stopping, dealing with the unexpected. Different coloured cyalumes on the boat, torches, funny clothes or hats all help identify your team. Pick the spots you are going to stop at, know what they look like. Wisemans is really long, covered in boats and is pitch black except for a string of fes-

toon lights over the boat ramp. I tend to do a non-stop strategy. I have someone who stands 40m down from the checkpoint at Sackville, and when they hear my number called, they will call out to me and let me know how my time is according to schedule and ask me what I want. I tell then what my plan is, or what I need. One year I ran out of water by Sackville and so arranged to pick it up a Wisemans. If planning a longer stop, make your boat recognisable, and give your landcrew an idea of what time you will be coming in. Make sure landcrew have a system in place to start a lookout for you. Don't sleep through your alarm etc. I recommend that landcrew do stop at every checkpoint they can get to, to give the paddler a wave and a yell.

6. **Landcrew.** Put on a big BBQ for them the night before and tell them how wonderful they are. Two landcrew per craft is more enjoyable, reliable and versatile. If you can't find two, consider joining with someone who will do a similar time. 2 persons in 2 cars serving 2 boats is better than one person for one paddler

a. Landcrew should be careful about driving. Take a rest between Wisemans and Brooklyn – they will have been up for a long time, and the road between Spencer and Brooklyn is windy and long, so they need their wits about them.

b. Also, landcrew potentially get colder than the paddler. They need warm clothes, towels and a change of footwear, as they will be getting into the water to assist the paddlers. Take raingear too.

7. **Don't stop.** It is really difficult to stop less than 5 minutes, so you lose 1km, and that's hard to catch up. Starting again isn't much fun. Especially, aim not to stop at low tide pitstop unless you are completely exhausted. This is the rule you can break, but the more you can go when it hurts – just paddle through it.

8. **The first time you finish** the Hawkesbury is an awesome feeling, so good luck everyone, have a great race and go and enjoy it.

9. Some say the worst bit is Dargle to Wisemans. I use a **3-part strategy**. Start to Sackville, Sackville to Wisemans, Wisemans to finish. 3 x 3-4hr paddles. Then break this up into every corner. You should know the course as best you can so that you paddle in the right part of the river.

10. **Music.** I had an MP3 player but couldn't stop to turn it on. Music is probably a good idea, but I have never tried it. Either way, put the effort in beforehand and get fit so that you can do the race as comfortably as possible.

11. **Commonwealth Bank Cup.** This is a trophy for club points. In 2003-2008 Lane Cove River Kayakers did well. The more boats, the more points. Boats within an hour of the class record earn more points (big points). Even bigger points awarded for breaking a record. Lane Cove needs at least 30 boats to win it again.

# RULES TO OBSERVE IN THE HAWKESBURY CLASSIC



by Roger Deane

(7 times competitor, 3 times landcrew, 3 times checkpoint, last 8 years has been race controller)

## Read the rules, get the racebook.

Remember that everyone involved is a volunteer... checkpoints, start, physio, Red Cross. Manners make the race rather than rules. This is important from a landcrew and paddlers point of view.

## Please observe the following points...

### Private property

Land checkpoints are mostly private property. Don't meet landcrew on private jetties/land that are not scheduled. Landowners have complained about this. This year if you are found meeting landcrew outside of your checkpoint you will be disqualified. You won't know if you are disqualified until the end of the race, so you'll paddle the rest of the race and not know.

### Landcrew access

Do not meet landcrew at "naughty" Wisemans, ie the beach around the corner from official Wisemans checkpoint. Wee stops etc are fine, but don't meet landcrew. Known illegal spots will be checked by land and water this year. There have been complaints from landowners where people have been meeting landcrew on private jetties etc. The landowners have threatened to call the police, and they are entitled to do this. If we get landowners offside, the event is jeopardised. If the landowners pull the pin, then it will be impossible to run the race. Don't meet landcrew anywhere other than at designated checkpoints.

### Ferry crossings

When the orange light is flashing on the ferry, this means that the ferry is moving. Do not attempt to cross the ferry cables at that time. There will be two blue flashing lights upstream of the ferry crossing. Paddlers must wait upstream of these lights until the orange ferry light has stopped flashing. They may then pass between the blue lights and past the ferry crossing. Paddlers have been disqualified for doing the wrong thing at ferry crossings.

### Checkpoints

Every other orange flashing light you see will be at a checkpoint where you are asked to call out your number to register as passing that checkpoint. Sackville and Wisemans will have 2 flashing lights: one on the entry and one on the exit. You will need to call your number out twice – as you enter and leave the checkpoint. So when you see an orange flashing light that isn't on the ferry – call out your number.

### Litter

Please don't litter. Carry your rubbish in your boat and dispose of it at a landcrew checkpoint.

### Manners

Two of the paddlers disqualified were disqualified for abusing the volunteers who asked them to stop. Treat all volunteers nicely – have manners everywhere. That's what the race is about. Read the rules, be courteous to everyone and have a good night.

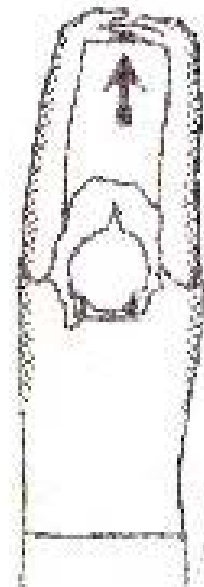
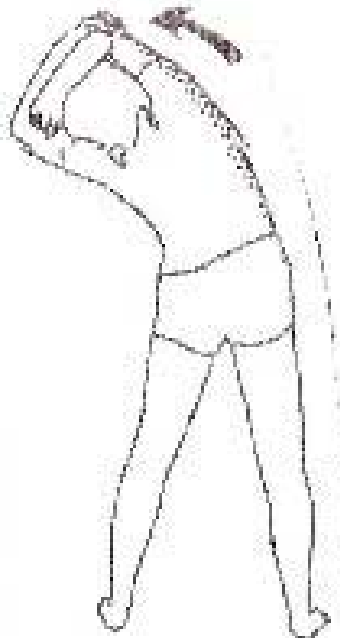
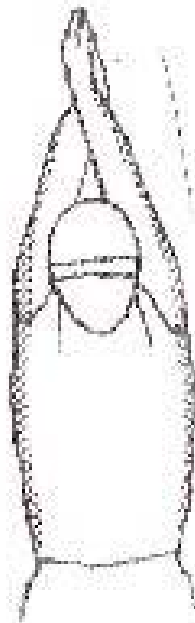
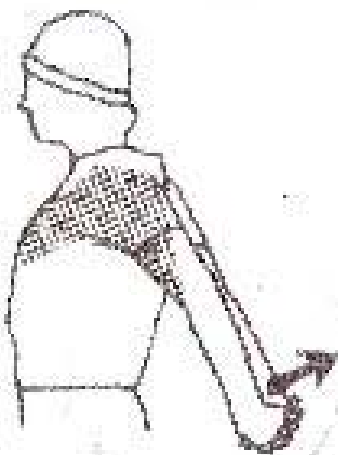
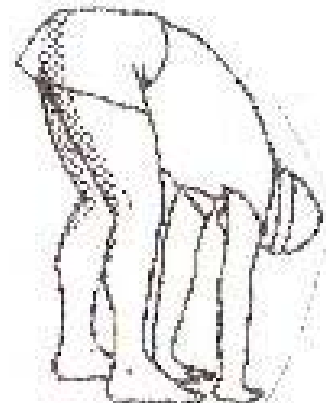
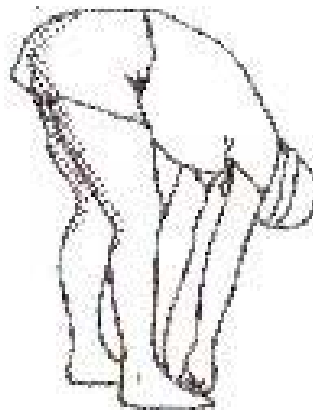
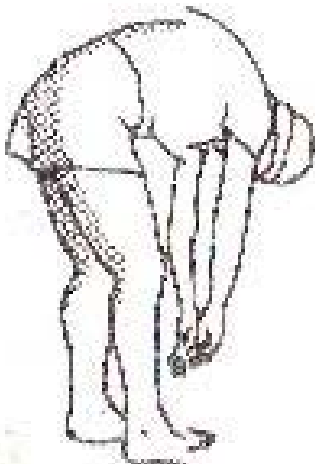
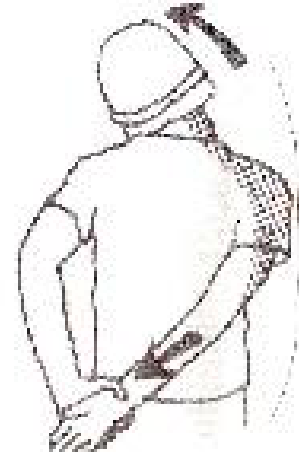
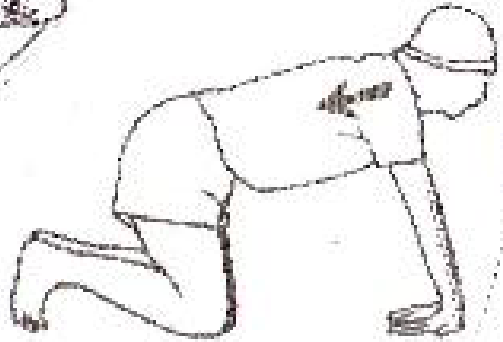
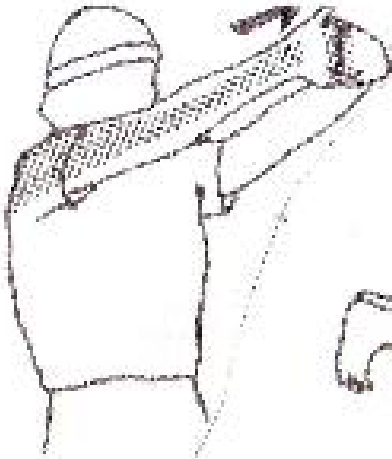
### **Paddlers in difficulty**

If you see a paddler/s in trouble, give them a hand. At the end of the event, you have 3 hours to lodge a redress, so you can estimate the time you took helping this paddler. Remember their number, state it to race control at the finish, and ask for the time spent assisting to be deducted off your race time.

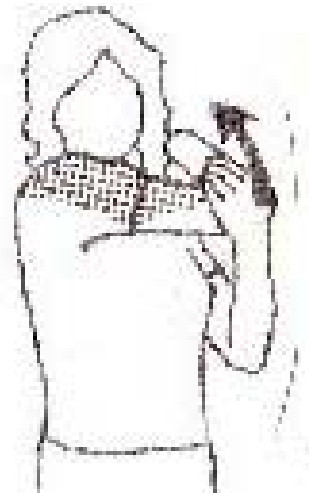
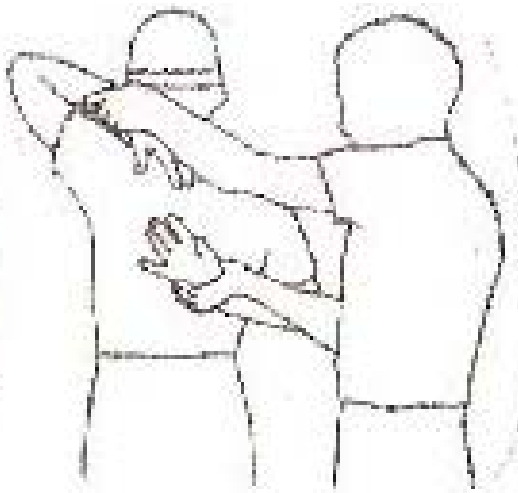
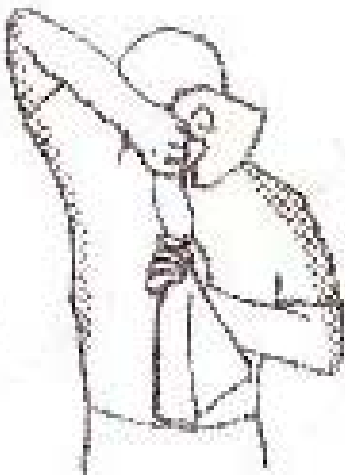
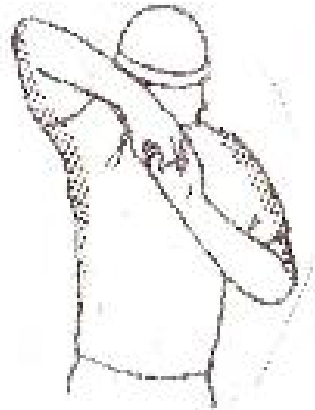
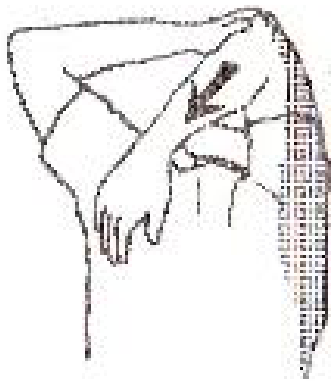
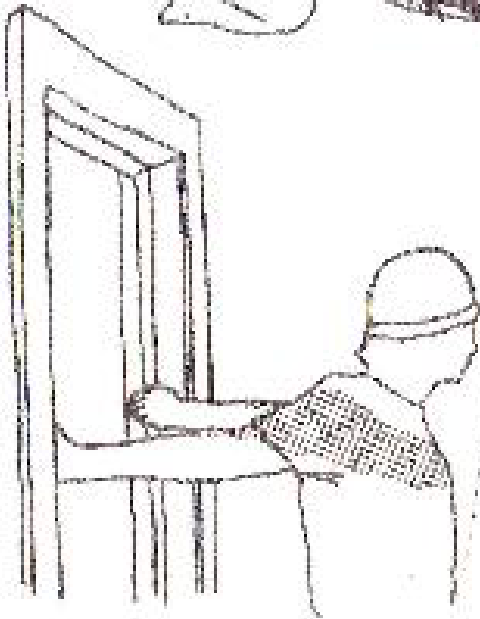
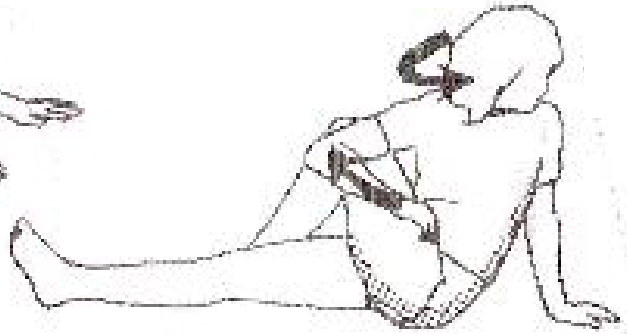
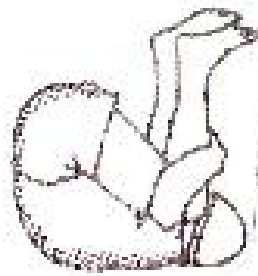
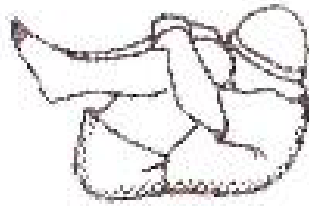
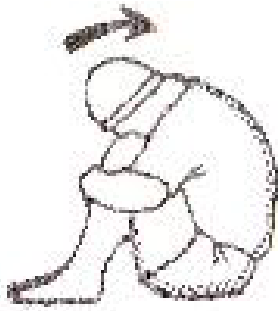
# STRETCHING EXERCISES

by Matt Blundell

Regular stretching exercises will help keep your body, limbs and joints flexible and mobile. By incorporating them into your training regime you can reduce the risk of injury. Here are some exercises you can do.







# TIPS FOR LANDCREWS

by Justin Paine



1. Above all, **be there for your paddler**. Every year some competitors are left shivering on the river bank at checkpoints because their landcrews are not there. All the preparation in the world is worthless if you can't deliver.
2. On race day, **keep your paddler rested** by checking the paperwork, waiting in the inevitable scrutineering queue, etc.
3. **Plan the race carefully** with your competitor. Decide where he/she is going to stop and be there early. Planning to arrive early gives you time to recover if you take a wrong turn in the road, have difficulty parking, etc and also gives you time to suss out the check point.
4. **Decide where at each checkpoint you'll meet** and how you'll make contact (colored lights, shouting numbers or names, etc). Remember that the checkpoints are going to be as busy as Pitt Street at lunch time.
5. **Decide in advance just what your paddler will need at each checkpoint** (drinks, food, clothing, mopping out the boat, etc) and be ready to meet these needs quickly.
6. **Be prepared to get your feet wet**. It will help to have water to wash sand off your feet later, a towel to dry them and dry shoes. You may have to repeat this process several times.
7. Know where the **nearest toilet facilities** are. Take toilet paper.
8. **Keep your paddler rugged up and warm while he's on shore**. And try to keep him moving, the body cools down quickly when you stop after vigorous exercise. Have a blanket to wrap around him.
9. A **change into warm, dry clothing** can make a world of difference for a cold, wet, tired paddler.
10. **Let your paddler know how he's going** compared to his race plan. If he is competing against some rivals, try to monitor their progress.
11. At all times, **motivate and encourage your paddler**. But at the same time make sure he's fit to continue and seek medical assistance if in doubt.
12. **Don't rely on using a mobile phone** to check your paddler's progress. Reception can be poor to nil.
13. If your paddler has to withdraw, console him and tell him **personal welfare and safety come first**.
14. If you've got a camera, **ask someone to take a few shots of you and your paddler**. You'll enjoy them later.
15. **At the finish**, get your paddler's boat out of the water and back to the car, get him dried and changed and have food/drink ready. Congratulate him on finishing and let him know how his friends went in the race.
16. **Don't forget yourself. Have fun**. If you have someone to talk to at checkpoints the event will be much more enjoyable. Look after your own food and drink needs and keep warm. Rugs and folding chairs add to comfort. If wet weather is likely, be prepared for it. Remember, it's going to be a long and tiring night.