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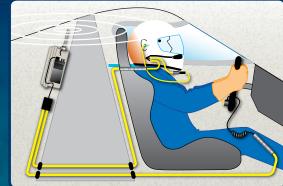
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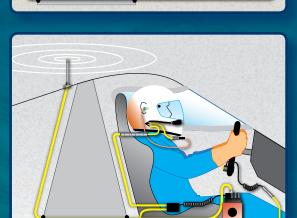
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President's Comments BY MARK WEBER, APBA PRESIDENT • MWEBER 55@SBCGLOBAL.NET

f you check High Points on the APBA website right now, you can see heated battles in several categories going on right up to the

last race of the season. There are still some crucial races between now and the end of the season, so anything

Congratulations to our Stock, Modified, PRO and Junior Classes National Champions; to the OPC World Champions; and to the winners at the Cambridge Triple Crown. Hats off to the race committees too. Good job.

This month we look for decisive races at the OPC Nationals in Kankakee, Illinois—always a great regatta: the Inboard North American Championships in Hillsboro, Ohio; and Modified title races in Lock Haven, Pennsylvania and Alexandria, Kentucky, PRO racers also have a couple of big title events ahead including a Worlds/North american Championship in Lake Alfred,

The H1 Unlimited Series has been a cliff-hanger and is still is fairly close going into the final event in Doha, Qatar in November.

I recently attended the Top O' Michigan Marathon Nationals in Indian River, Michigan. We should all wish for enthusiastic spectators such as those at Top O'. It is an exciting race in a beautiful place.

I also went to the Antique Raceboat Regatta in Clayton. New York. What a beautiful assembly of Vintage

boats. The only downside is that they don't give away souvenirs. I saw several boats that I would aladly make room for in my garage. When the Clayton Antique Raceboat Regatta happens again in two years, I plan to be there. Hope you will too.

It's been an exciting year. More races have been cancelled than we like. but the events that did occur have been excellent. The season overall has been fun. exciting and safe.

Speaking of safety, I have formed a new committee to work on risk management. I want to see a more proactive approach to safety at our regattas. Look for more information on this effort between now and the National Meeting in January.

As you wrap up your own quest for points and titles, be safe on the road and on the race course and, most important—HAVE FUN!

See you in the pits.

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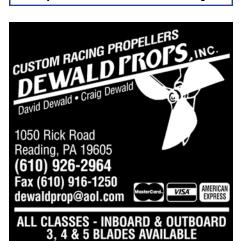
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Let's do the math—correctly

BY SALLY TITUS, REGATTA SCORING COMMITTEE CHAIR • JSTITUS 2@EMBARQMAIL.COM

ea culpa! Jan Shaw wrote the July Scorer's Forum, discussing adding heats together and converting times when needed.

She used the examples for minutes and seconds; and I bravely stepped in and added tenths, hundredths and thousands as well. Thought I was helping; I was not.

Sorry... but I used the wrong example when trying to make the point about converting thousands to seconds, etc. when adding heats together and breaking ties.

However, what really pleases me is that people read the article; and when they found an error, let us know so we can correct it.

My thanks to John Ronchetti, Sr. who did just that. Below is what John wrote (the first time):

The time after the decimal is tenths of a second, hundredths of a second and thousandths of a second. This value starts at 0.000 and goes to 0.999. One more thousandth of a second will result in 1.000 (one second). There is NO CONVERTING of the decimal portion of the value. If anyone uses the published version, the times will be WRONG. The example showed a total time of 9:61.117 and it was converted to 10:02.17. The time would be 10:01.117. If it were converted from thousandths of a second to hundredths of a second, you would add .005 to the number and the result would be 10:01 12

So I tried again, but got smarter this time, and asked John to explain the correct conversions, so that we all understand what to do. Please get your July Propeller and turn to the Scorer's Forum for reference.

Below is John's second answer:

Using the example from the July Propeller I'll explain what was wrong. The first example was correct.

3:33.36 3:38.41 6:70.77

You would subtract 60 seconds from the 70 seconds and add 1 to the minutes. The result would be **7:10.77**. The second example is correct also.

In the third example the answer is correct, but the method is incorrect. It should be as follows.

> 3:23.66 3:28.51 **6:52.17**

There is nothing to do with the decimal portion of the number.

In the fourth example the answer is correct, but the method is incorrect. It should be as follows.

> 5:02.58 4:59.59

9:62.17

The seconds value needs to be converted

10:02.17

Although the values come out correct, the method is incorrect and confusing. When adding the decimal portion of the number, it is like any other addition. The decimal value ranges from .00 to .99 and adding .01 to .99 will result in 1.00.

Thanks, John, for helping all of us understand how to make the conversions correctly.

PROFESSIONAL RACING OUTBOARD

26th PRO Nationals at DePue a great success

BY STEVE GREAVES, PRO CHAIRMAN • SGREAVES@PORTAGEBAYSYSTEMS.COM

DRO Nationals: Once again, for the 26th consecutive year, the DePue Men's Club, the Village of DePue, Illinois, the U.S. Title Series, and the PRO Category collaborated on a successful PRO National Championships, July 30-August 1, 2010.

2010 National Championships in 18 PRO classes were raced over the three-day event and 18 National Champions were crowned. (See a separate article by Teri Ziemer in this issue for photos, the play-by-play action, and all of the results.) Two drivers won National Championships in two classes—Sean McKean of Mabank, Texas won 500cc Hydro and 700cc Hydro; Jim Nilsen of Edgewood, Washington won C Service Runabout and C Service Hydro.

There were over 200 entries and great racing conditions each day. Though it was relatively safe, two drivers did spend time at the local hospital. The PRO Category wishes everyone a speed and complete recovery. There were new champions, defending champions, returning champions, and lots of drivers already planning on being champions next year. And there were huge crowds of spectators. While the water was high, there also seemed to be fewer Asian carp than last year.

The Men's Club once again really outdid themselves. They supported the racers in every way. The officials and the U.S. Title Series did an outstanding job. The supporters of the Drivers' Party put on a great gettogether that included Whoosker chili, Fuchslin/Johnson Tri-tips, and more and more. No one left hungry. And the Awards Banquet was also terrific.

Legendary announcer Ray Rodda kept everyone focused on the great racing action by the top PRO drivers All in all, 2010 was another great PRO Nationals.

The 2010 PRO Category Scholarship was awarded to Cortland Klinefelter of DePue, Illinois during the Nationals. Cortland was salutatorian of his class and his family was able to attend the presentation. Cortland will be attending Morehouse College in Georgia.

DEADLINES

10th of the month

prior to each issue

A big "thank you" to everyone involved. It's all the fantastic volunteers that make the PRO Nationals at DePue the premier racing event that it is.

Upcoming 2010 PRO Championships:

Eastern PRO Divisionals: 700H Hartford, CT, September 3-5

North American Championships: 250H, 350R, 700H Hartford, CT, September 3-5 125H, Lake Alfred, FL, October 22-24

World Championships:

0175, 0350, KPH, 125R, 250R, 500R, 1100H, Lake Alfred, FL, October 22-24

PRO Driving School Financial Support: During 2010, the PRO Driving School Financial Support program will reimburse 75% of the local sponsoring club's ambulance cost for a Friday driving school, up to a maximum of \$600, provided there are a minimum of 10 driving school single-event entry participants, only one driving school reimbursement per region, and a total 2010 season reimbursement of \$3,000. Contact Steve Greaves for more information

—Sparkv



MODIFIED OUTBOARD

Hail to our new national champions

BY TOM SUTHERLAND, MODIFIED OUTBOARD CHAIRMAN • TLS@WENGCO.COM

The 2010 Oroville, California Nationals are in the books. Champions were crowned in all but two predominantly Midwestern-raced classes, 250ccMR and

Andy Hansen added 200ccMR to his collection of National Titles. Andrew Tate borrowed well and made the best of it as he won 350ccMH in Jimmy Robb's rig. Brian Palmquist made a last-minute decision to travel to Oroville and won dual championships in 500ccMH and 750ccMH. The Hauenstein brothers made Fred proud as Dan took the title in 750ccMR and Mike piloted their magic 200ccMH rig to victory. Tom Sutherland was the best of a small imported field in 250ccMH. George Luce won 850ccMR and survived where others didn't,

making an incredible save over the controversial rough entrance to turn one to take the title in 500ccMR. Anthony Powell was the class of a very respectable field of 850ccMHs to claim his championship; and Aaron Peterson held off Rick Miller to become the 350ccMR National Champion.

With the conclusion of the Nationals, races to help determine High Point championships and Hall of Champion inductees will intensify. If you think you have any chance of a High Point Championship or making the Hall of Champions, go for it. Crazy things can happen in the last couple of months of the racing season.

I find that is usually a race that sets up the dash to the

Good luck at Hampton, and get ready for that cham-

Good luck.

National Championship.

pionship run. Best of luck!

—Dutch Sauires. Inboard Chairman

INBOARD RACING

Cambridge Triple Crown—one of the best ever

BY DUTCH SQUIRES, INBOARD CHAIRMAN • MEGABUCKS 83@COMCAST.NET

nboard Racing gives a special thank you and congratulations to Tom Thompson and his Cambridge committee. They hosted the APBA Inboard Triple Crown and did a super job. This was one of the best Inboard races we have had in a number of years. Again, thank vou. Cambridae.

Congratulations to all of the Triple Crown winners. Your championship was well-earned, as we had 117 Inboarders competing for the crown. Well done.

Special thanks to the officials, turn judges, and the inspectors. We had a crew that represented the entire nation, and they did an outstanding job. This race was a pressure cooker and our officials were up to the test.

The inspection was one of the best. Head inspectors Jim Appley and a number of assistants were thorough and efficient. How did you like that new scale, purchased with Inboard funds? It's right on the money. Thanks to all.

It was interesting to hear about the success of the live streaming. Art Smith indicated we had 10,500 unique viewers. That is huge. Thanks to all that worked to make the streaming a giant success.

The new video camera purchased by the Inboard Category is working wonders. I have heard nothing but positive comments about the live streaming; and the technology geek squad has bigger and better plans for the future. Thanks again.

A thank you to Ann Fitzgerald and Images Unlimited for donating the huge Inboard banner with the Inboard logo displayed on it. Plans are to have the banner at many of our premier events. The banner débuted at the Triple Crown in Cambridge.

The Triple Crown was videotaped for television, with two half-hour shows scheduled to air in mid-October. The great competition should make for a super program. We'll have more info as we get closer to air time and we have final details.

I don't want to forget the CBF/ACHA for their support of this event. Your participation added to the success.

Hampton and the Eastern Divisionals are next: and

Pit Kidz



Smiling pretty at the Drivers' Meeting at the Springfield Lake, OH, race, is Madison Brill, daughter of Mod racer Shawn Brill, and granddaughter of Mod racer Dave Brill. Madison is anxiously awaiting the start of the races and probably dreaming of the day she gets to follow the family tradition and take her place in the driver's seat. Keep smiling, Madison! —Laurie "Clem" Hoppe-Ringer

Grand Prix Hydroplanes roar at Cambridge: (L-R) Pierre Maheu, GP-46 ADF Diesel, Bert Henderson, GP-77 *The Crush* and Tom Pakradooni, GP-88, *Rolling Thunder*.



PERSONAL WATERCRAFT RACING

Mark Hahn Memorial Havasu 300 set for Feb. 26th

BY PATRICK MELL. PWR CHAIRMAN • PATRICKMELL@AOL.COM

PWC Race" was announced by event promoter and DSM Events owner Jim Russell and Executive PR producer Mike Follmer. The 2011 Hot Products APBA Mark Hahn Memorial, Havasu 300 Mile National Team Endurance Race is all set to launch on Feb. 26, 2011 at Crazy Horse Campground in Lake Havasu City, Arizona.

The event will again be sanctioned by the American Power Boat Association and is expected to draw a record number of teams from ground the globe, as well as all of the top PWC racers. The teams will be competing against each other while trying to break the 300 mile record of 4 hours, 33.31 minutes set by the 2010 Mark Hahn Memorial Óverall winners Craig Warner and Victor Sheldon of Team Kawasaki.

The race is held in memory of endurance racer Mark Hahn, who provided the momentum to keep endurance racing strong and growing across the country before his untimely death during a PWC race in 2004. The "Team" format features two riders for runabout (sit-down) boat teams and up to three riders for a stand-up craft. Solo riders are also welcome to "Ironman" the race on either style of boat—a real test of endurance and stamina reserved for only the true endurance zealots.

The 2010 event was the first PWC event to use transponders in the U.S. They were well-received, and help to increase the professionalism of this national event. Transponders will be used in the 2011 event as well.

"We are returning to Crazy Horse Campground's Main Beach site," said Jim Russell. "The 10-mile course will pit all the teams against the wind, rough water and long runs synonymous with this event."

In addition to weather and water challenges, the teams are required to make fuel stops—without spilling fuel—and change riders several times, while modifying their race strategies. Six different classes will compete on the race course simultaneously. All the racers will compete for the overall title, and for APBA National Team Endurance Championships for their respective classes. A first-class awards dinner will once again be held at the Aquatic Center Rods and Recs room.

After the great success of the 2010 Mark Hahn Memorial, a record number of entries are expected to come out for the seventh annual event.

We are very fortunate to have Hot Products USA return as the title sponsor in 2011, as well as many other

The seventh annual "World's Longest Continuous" areat sponsors that have helped support this exciting event. All of the pre-race attention and planning for the 2011 APBA Mark Hahn Memorial will avarantee that it will far surpass the previous year's—which many called the best PWC race of the year! Get your teams together and your entry in early to make sure you don't miss out on this great experience.

Entry forms, race information, updates and results will be posted on www.pwcfun.com/markhahn300.asp (the Mark Hahn website), www.pwctoday.com, www. apbaracing.com, and www.pwcoffshore.com.





From the Michigan Hydroplane Racing Association website, scenes of carnage from the Stock/Mod/J Nationals: Amy Sweeney with what's left of Jim Sweeney's rig, and Andrew Tate's damaged hydro.

STOCK OUTBOARD

J Michael Kelly takes four titles at Nationals

BY EDWARD HEARN, STOCK OUTBOARD CHAIRMAN • EDHEARN 2004@GMAIL.COM

I just ended the 4.200-mile trek to the Stock. Mod and 2010 season draws to a close, this fall's racina promises Junior National Championships in Oroville, California. Congratulations to the East Bay Boat Club and the Northern California Outboard Association for their work on this successful event.

These two clubs not only ran a national event, but they did it in a technologically advanced manner. Reaistration was completed online and credit cards could be used for registration fees at the race site. In the future, our entire organization must stay abreast of the technology revolution in order to not only remain viable but also to promote our sport.

Along these lines, our brand new Stock Outboard Website is now online and available. Please take a look at www.stockoutboard.com (or from the APBA website. click HOME, and then CATEGORIES. A major "thankyou" to Jerry Brewster of Region 6 and Paul Nielander ("Chicago Paul") of Region 7 and those that helped them in designing this site. Very well done!

Congratulations also to J. Michael Kelly for his performance at the Nationals. Mr. Kelly was able to accomplish something at this event that has never been done before: he took home four Stock Outboard National titles! Mr. Kelly is the national champ in ASR, ASH. 25SSR and CSH. Way to ao. Mike!

After the Nationals, it is time to look to the race for the Hall of Champions. Since Mr. Kelly "cleaned up" the national titles, that will make the hunt for points and records that much more important in any bid to make it into the Hall of Champions from our Category. As the to be very exciting as those last points are sought after and garnered.

Finally, congratulations to Billy Allen of Quincy, Massachusetts and his US-A Team. Billy made a rare departure from the Stock Nationals to attend the OSY 400 World Championships in Nora, Sweden last month. Billy competed in a kneeldown hydroplane adorned with the USA colors against competitors exclusively in laydown hydros. After multiple top-five finishes in the heat racing, Billy finished in overall third place for the event. Congratulations, Billy Allen and the entire US-A Team on bringing home the bronze.

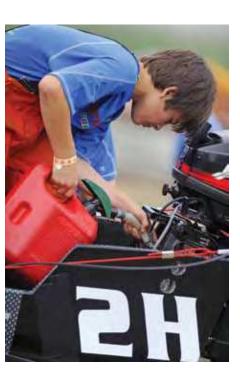
See you in the first turn.

—Édward Hearn, Stock Outboard Chairman



At the Springfield Lake Regatta in Ohio are (L-R) John Maddrell, Jack Brewster and Bill Giles. These guys all raced in the 1950s, '60s and '70s. Imagine how many racers these three have touched at one time or another. **Christine Brewster**

	AMERIC	CAN POWER BOAT ASSOC	IATION RECORDS SET DU	RING 2010 SEAS	ON
CLASS / TYPE OF RECORD INBOARD CLASSES	SPEED	DATE/SITE	BOAT NAME/OWNER	DRIVER	HULL/ENGINE
Grand Prix 5 MI/4 Lap	116.129	7/10/10 Olympia, WA	Shockwave Racing / Rick Bridgeman	Dustin Echols	Ron Jones, Jr. / Chevrolet
National Mod 5 MI/4 Lap	111.864	7/10/10 Olympia, WA	Mack's Out / Mack Elliott	Kip Brown	Ron Jones, Sr. / Chevrolet
INBOARD ENDURANCE					
Comp Jet 5 MI/4 Lap	75.821	7/10/10 Olympia, WA	Wildfire / Mark Moyle	Mark Moyle	D'Cucci / Chevrolet



JUNIOR CLASSES

Grant Hearn, Max Acierno and Abby Pond win titles

BY BUDDY TENNELL, JUNIOR CLASSES CHAIRMAN • BTENNELL@BELLSOUTH.NET

fter some great racing in Oroville, the Nationals A are now over. Congratulations to Grant Hearn on his wins in both Junior Hydro and Junior Runabout.

Grant's cousin Tori Chew was close behind, with second place finishes in both classes. Obviously, both of them have been paying attention to at least one of the champions from the Hearn family, as the next generation is already following in their footsteps.

Congratulations also go to Abby Pond for her win in AXS Hydro and Max Acierno for his win in AXS Runabout. This is a first National Championship title for both Abby and Max. Also notable in the AXS classes is Braxton Miller's third place finish in both classes.

The top three are as follows:

J Runabout 1. Grant Hearn 2. Victoria Chew

3. Colin Rucker

J Hvdro 1. Grant Hearn 2. Victoria Chew 3. Logan Sweeney

AXS Runabout AXS Hvdro 1. Max Acierno 1. Abby Pond 2. Kelly Hannon 2. Ashley Rucker 3. Braxton Miller 3. Braxton Miller Look for a complete story and photos next month.

In the last article, the auestion was posed as to who is the most senior former J driver that is still active in APBA racing. Steve Noury replied, putting himself, Ron Waterson and Craig Bowman in the group.

Currently it looks as if Craia Bowman holds the honor, as he was racing in the J class back in 1959. Wow—that is some great dedication to the sport.

Race safe. -Buddy

At left, Grant Hearn apparently fuels up with the right stuff; he nailed two titles at the Nationals. F. Peirce Williams photo

Burley, Idaho Regatta; high altitude and record speeds

BY RUSS DODGE

One can expect sun and warm weather in Burley this time of year, and the weekend of June 26-27, 2010 was right on target. The large parking lot filled with boats and trailers from all over the West and a few from the Fast

The economy can be blamed for the decrease in the number of boats, but the spirit of racing was very high and the ever-present charm of the town and race committee raised spirits some more.

This was the 35th year for the Regatta, and the original organizers are retiring—thus looking to hand off to new blood. This is one of the greatest boat racing committees in the country. With only 9000+ people in the town, they put on one heck of a race program.

The Snake River is fed from the snow fields that can still be seen in the mountains nearby. That flow is slowed by a dam. Racing is somewhat unique, in that the boats race around an island; and everyone starts at the drop of a flag after lining up nearly a half a mile downriver. There is no "park and start" in this regatta.

The challenge is getting the tuning right for the 4000' elevation, with an air density correction to somewhere over 6000'. There is lots of testing, and when the racers get it right, the competition gets hot. This is about preparation, good driving, speed, and... a good lane draw.

The times for all boats are recorded each year. The fastest of those in each class is checked against the fastest "Burley Record" in each class. Some records change nearly every year, as boats get faster and/or the course size changes slightly.

A percentage of the old record is computed. The over by the largest percentage is awarded a mink coat.

scorer tallies the percentage of the existing record for the winner of each heat. The racer that is closest to or

Now there may be some racers that do not condone

the wegring of fur coats, but I have vet to see someone turn down the award. These coats are gorgeous.

The Inboard Classes were KRR, PS, SS, CB, 2.5 Litre Stock, and 1 Litre. The hydroplane classes were added in recent years to fill up the racing program due to the declining number of runabout racers. Lots of fans loved the hydros. They are not often seen in that part of the country and they had some of the best and closest racing for the weekend in the last heats on Sunday.

In three days of racing for the 2.5s and 1 Litres, it was not easy to get a full class to make the start. Dutch Squires went through two engines, and Scott Meyers went home after running so poorly on Friday and Saturday. Three out of the five 1 Litres could not get on plane. Most everyone's fuel mixture was on the rich side, but Jim Wilson went through four pistons when he went too lean. At the end of the weekend, three 2.5 Litre Stocks were at the finish line, while all five 1 Litres were able to get running. Overall hydro results:

1 Litre

1 6 Bianca Bononcini

2 11 Russ Dodge

3 8 Nick Bononcini

2.5 Litre Stock

1 20 Mike Hoffhine 2 137 David Solway

3 20 Christina Wilson

Nothing brings the fans to Burley like the fast flatbottoms. Seven Super Stocks ran. Testing brought the SS-96 up short as they broke a camshaft. Paul Fitzgerald loaned them a motor, which brought them back into the program with great results. (At the end of the weekend Paul was probably rethinking his generosity.)

Super Stock

1 96 Charlie Marguard

2 80 Ty Newton

3 24 Paul Fitzaerald

Pro Stocks (There were 5) 1 741 Fred Hart

2 75 Jim Gregory

3 108 Mike March

The K Racing Runabouts were few in numbers, but Dave Rankin put on a great show of speed and boat setup. The bottom of the river creates a small swell called the Burley Bump that seems to affect the stability of flats just before the first turn. Many a driver has been upset and lost a position or two to their competitors. Dave put 1400 HP through the infamous bump like it wasn't there.

KRR

1 69 Dave Rankin

2 66 John Guthrie

3 74 Fred Hart

Amy Ottinger is on a guest to be the National Champion. The Crackerbox is not an easy boat to drive but she shows great skill. She upped the Burley CB record twice during the weekend, and looked solid for the mink award.

Crackerbox

1 96 Amy Ottinger

2 9 Scott Schatz

3 92 Mike Schatz

The final top award did not go to an Inboard racer. This year it went to an Inboard Endurance racer in a Comp Jet. The Jet Class had the most boats and has been on the race course all 35 years, so the CJ Class Burley record is difficult to beat. However, Harold Bruce in CJ-313 showed the skill and boat setup to make it to the winner's circle.

Congratulations to all the Burley winners. See you next year.

4 • PROPELLER • SEPTEMBER 2010

PROPELLER • SEPTEMBER 2010 • 5

VINTAGE & HISTORIC

From the Vintage notebook . . .

BY BOB SILVA • HIOSILVA@MCN.ORG

The E Racina Runabout class (not to be confused with the E Service Runabouts) began on the East Coast in 1935. It was formed to incorporate the popular 18 ft. Chris Craft hulls, powered by 113 hp Gray "Phantom" Marine six cylinder engines, into APBA racing.

When he wasn't on stage, Metropolitan Opera star John Charles Thomas was unbeatable driving MYNE, E-77 until the President's Cup event in September of 1935, where he was soundly beaten by noted sportsman Jack Rutherford at the wheel of his JAY DEE III. Rutherford's 155 horsepower Lycoming powered Chris Craft set a new 5-mile competition record (42 mph) and 1-mile straightaway record (47.619 mph). Jack's wife Maude was also a top competitor in 1937, driving BABY JUNO. 42-E. The Ventnor designed hull was one of the first to successfully use a front engine design in the E Racing Runabout class.

In 1946, Delaware's George Ward in HI-HO II set both the 5-mile (53.571 mph) and 1-mile (58.351 mph) records using a 175 hp Lycoming engine. About this time, racing mechanics were developing more horsepower for the straight-six and Flathead V-8 engines. At Salton Sea, CA in the fall of 1946, Californian Dale Brown bumped the record up to 60.082 mph with the Ford-powered DUZ. The following year, Lorin Pennington ran a souped-up Ford in COPPERHEAD, 10-E, shattering the 1-mile record at 70.245 mph.

The first of the fiberalass ERRs was the Glenn Dale designed PLASTIGO. 15-E. built by owner Al Menken of Long Beach, CA. In October of Maynard driving. Lou Nutra

STINKER.

"Daddy of the E Racing Runabouts", Bill Campbell of Long Beach, CA, refined the ERR design with his sleeker rear-engine V-Drives DUZ and COPPERHEAD. Radically different from other designs of the time. Campbell's creations were leaping, jumping, prop-riding runabouts. They helped usher in the era of the wild and crazy E Racing Runabout. But, by late 1951, attention returned to the conventional design following 48-E, HONEY BEE TOO's competition record.

Willis Mitchell's 48-E clocked 65.598 mph ground Salton Sea's 5-mile course using a Merc flathead powered "Pop" Glazier hull. The East-Coast-built Glazier hulls quickly became the hottest record breakers. They rode flat and clean compared to the leaping Campbell hulls, but were a handful to drive in rough water conditions. You could purchase one of the front-engine.



Bob Willis of Long Beach, California, drove "Roughneck" to a 1954 APBA E Racing 1949, the Gray-powered hull set a 5-mile record at Salton

Bob Willis of Long Beach, California, drove "Rougnneck" to a 1934 AFBA E Racing Runabout National Championship at Buffalo, New York. The 86-E was powered by a fuel-injected Dodge Red Ram. The overpowered flatbottom hull was one of "The Ladies" Sea of 61.813 mph, with Art from Hell", as spectators called the wild ERR class of the 1950s.

Jr. of Florida bought the hull and renamed her LITTLE low-slung beauties for \$1,500 (minus engine). Glazier hulls included Sam DuPont's OXYGEN; Gus Gundstrom's THE VIXEN, 22-E; Jud Tanner's PUZZLER, 77-E; and two record holders: Sherm Crichfield's, HELL'S ANGEL, 2-E and E.C. Gundstrom's THE FOX, 20-E.

The ERR class had the full attention of racers from coast to coast. The California and Florida water jockeys, the Chicago chauffeurs and Eastern hotshoes had stepped up the competition to a fierce pace. While Bill Campbell's (and later, Joe Mandella's) successful rearengine runabout designs would be noted as precursors to the popular "SK" style hull of the future, most of the top runners for 1953 were front-engine beasts from the shops of "Pop" Glazier, Mandella and Fred Wickens; and the narrow Nagel-built hulls, like SLIVER, the Al Endres 1953 National Champ and 80.743 mph 1-mile record holder, out of New York. The 246 cu.in. methanol-burning powerhouses were now producing nearly three times the horsepower for which the class was originally designed. This was due in part to Southern California speed shops experimenting with fuel injection. The increased ponies sent the narrow 5 ft. 8 in. x 16-plus ft. flatbottoms on a wild, teeth-rattling ride—especially when mechanics added 13% nitro for prop-walking, 1-mile straightaway record runs.

At the 1954 ERR Nationals in Buffalo, NY, defending champion Al Endres' SLIVER jumped the start. That helped Bob Willis of Long Beach, in ROUGHNECK, 86-E. bring the Nationals home to California. (Until 1958, national champions were allowed to choose the race course to defend their class championship.)

After SLIVER crashed, killing veteran driver Al Endres, the APBA tried to slow the class down in 1955. In response to the limited availability and high cost of fuel injection units, APBA banned their use for the ERR class. Despite that, speed records fell—the 5-mile at 72.757 mph, by Marion Beaver driving Doc Hardin's E-GAD, 70-E; and the 1-mile at 85.312 mph, by Guy "Red" Wilson in SLIPPER-E, 69-E.

Californians Ed Brown and Fred Hallett designed and built a new ERR that featured a shallow shaft angle with a surfacer-prop under a cavitation plate. The hull was powered by a GMC straight-six using a Wayne Horning head. The new outfit, with Ed Brown driving, became a class favorite with the spectators, who loved watching the roostertail-throwing BOUNCY BARBY III, and hearing its high-winding Gimmy. Brown captured ERR class National High Points for the 1955 racing season.

Spectators loved the high-flying antics of the E Racing Runabouts and nicknamed them "The Ladies from

Hell." APBA's fastest flatbottom class attracted some of the most talented, brave and daring runabout and hydroplane drivers, but some thought a man had to have a death wish to want to climb aboard an ERR.

APBA lifted the fuel-injection ban for 1956, since it failed to slow speeds and the units were now less costly.

The E Racina Runabout speeds kept right on increasing, and the racing became ever more thrilling and hazardous. 1956 was another banner year for Brown's BOUNCY BARBY III, winning the ERR Nationals in Newport Beach, CA; setting a 5-mile competition record of 73.409 mph at Lake Mead, NV; and increasing the flying 1-mile record to a sizzling 89.563 mph.

Beginning in 1959, the ERRs began to evolve back to rear-engine hulls, following the popularity of the new SK Racing Runabout class. Former record-holding ERR driver Ed Olson was one of many to switch to the "SK" style with his CREAM PUFF hulls. (Olson and Rudy Ramos were partners in Rayson-Craft boats). The al ways-experimenting E Racina Runabout aana was also attracted to the new sport of drag boat racing. A few conventional ERRs participated in early drag events, turning respectable 70-80 mph speeds. ERR competitor and Clay Smith Cams entrepreneur Red Wilson helped the Saller Brothers develop a rear-engine, blown ags step-hydro called WOODPECKER. The dragster design proved a success, as future Saller Brother step-hulls became auarter-mile records holders.

Bob Patterson built several fast, beautiful "SK" style ERR hulls, including ICE CUBE, 37-E driven by Dick Jones, and Red Wilson's famed SUPERCORTEMAG-GIORE, 96-E. The 96-E became the 1960 ERR High Point Champion, and set a 5-mile record at 76.336 and a Kilo record of 91.311 mph. The boat racing fraternity was shocked and saddened by Wilson's death from injuries sustained in a crash aboard the 96-E, during a November 1962 Parker Kilo run. Another top Patterson hull Roger Stull's beautiful gray and red SCRAMBLER, E-82, won the 1965 National Championship and set a 5-mile record of 79.086 mph. Joe Poty built and raced his own ERR named DADDY'S BABY, 44-E, and built Bud Murphy's 5-mile record holder (79.929 mph) SORRY BOUT THAT II. Conventional ERR hulls weren't totally obsolete.

The Provo. Utah father-and-son team of Earl and Dave Davis also raced a strong conventional ERR. Propelled by a Dodge Red Ram, pulled from a recordsetting Bonneville Salt Flats racer, they captured the '61 and '62 Nationals, with their DENNIE, E-9. But, the most successful ERR of all time was a flat-riding, roostertailtossing, front-engine flatbottom named MY STARDUST. 21-E. In 1959. Wes Knudsen of Provo arrived on the racing scene with this Fred Wickens designed hull, powered by an in-line Jaquar six cylinder with Hilborn fuel injection. Impressively fast down the chute, in 1960 she won her first of six National Championships. In 1962. the 21-E ran 94.8 mph, setting the first of a half dozen Kilo records. A 1963 ERR class rule change, that allowed for 330 cubic inches on gas (versus 246 on methanol) prompted Knudsen to switch to a 327 Chevy running six two-barrel carbs. Wes Knudsen went on to capture the US-1 High Points in 1964; add ERR National wins in 1963. '66. '71. '72 and 1977, and at the 1977 Lincoln City, OR kilo trials, drove his MY STARDUST to a stunning record run of 107.570 mph! At the end of 26 years of competition, the red cowling on MY STARDUST was covered with 14 APBA Championship shields.

By the 1970s, with a few exceptions (like MY STAR-DUST) all E Racing Runabouts were of rear engine designs. No longer the most powerful and fastest runabout class, they were surpassed by the bigger cubic

inch Super Stock and K Racina Runabouts. The ERRs faded in popularity and finally from active competition. But, for those who were lucky enough to see "The Ladies from Hell" race back in their heyday, they are still considered one of the most exciting APBA inboard classes of all time.

Grand Prix World Championships Nov. 27-28

Grand Prix Hydroplanes are like lightning; here and gone in a second, leaving nothing but the roar of Both men will head down under November 27-28 to an angry engine and a massive wall of water

Seattle-based GP-12 pilot N. Mark Evans is excited about coming down under to contest the U.I.M World Grand Prix Hydroplane Championship, Competing on the U.S.A. Grand Prix circuit, the GP-12 team are currently in 2nd place in points and are hoping for another National Championship to go with their 2007 and 2008 titles. Last year, a spectacular crash put them on the sidelines for quite a few of the championship rounds.

GP-12 team owner Bob Schellhase holds many records, including a current world record. Evans has also won National championships, has competed for over 30 vears and is an icon in world powerboat racing. He was

Both men will head down under November 27-28 to

compete for the GP World Championship on Lake Mulwala. Yarrawonaa agginst Aussie and Kiwi teams. It is expected at least 10 teams will fight for the U.I.M World Championship, GP hydros are the fastest

automotive-powered boats in the world and can reach speeds in excess of 180mph (270kph) on a liquid race track over an 1800 metre oval circuit. This is only the second time ever that the World

Championship has been conducted in Australia—and the first in Victoria. Combining with the ever-popular Lake Mulwala Power Festival, the event will be a real crowd pleaser, with many other attractions both on and

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The APBA Historical Society, Inc. is dedicated to preserving the history of power boat racing. Since being formed in the late 1970s by the legendary Bill Muncey and current Chairman George "Buddy" Byers, the Society has accumulated many items from the early days of powerboating.

We are asking you, our friends in boat racing, to help us reach our goal for 2010. Any amount is appreciated, but \$100 or more designates you as a Century Club member.

All contributions are fully tax-deductible, and we will recognize you in Propeller magazine and on a large display panel at the APBA National Meeting next year.

Please give this your greatest consideration, and send your donation to the APBA Historical Society in the envelope enclosed in this issue of Propeller.

Thankyou,
George "Buddy" Byers, Jr.
Kay Hallett, Bernie Little and Bill Sterett.Jr. in Memoriam · A Non-Profit Tax-Deductible 501(c)3
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Black Lake Western Divisionals

BY RUSS DODGE • PHOTOS BY JULIE SPARROWGROVE

lack Lake in Olympia, Washington was the scene of Event #5 for Region 10—the Inboard Western Divisionals—July 10-11. This was Seattle Drag and Ski Sprint Boats presents the Westerns for the umpteenth time.

Once again, the economy hit another Northwest racing event. And, with the East Coast gearing up for one of the largest boat counts in years with the Triple Crown Regatta, the West Coast was thankful for the few out-of-region racers to fill out a class or two.

Racing has changed over the years—once, the owner of the boat was almost always the driver. Over half of the boats listed below in the first three places are driven by racers that do not own the boat.

It is also notable that one driver—Kip Brown—drove three boats (the Webers' 5 Litre, Mack Elliott's National Mod, and Mike Hofhine's 2.5 Litre Stock) and did well to outstanding in each one. Kip will tell you that the boats are well set up and easy to drive, but it shows that his skill level is at the top too. He won the Dash for Flight, awarded to the person who breaks the Black Lake course record by the largest







percentage, racing NM-1 Mack's Out.

The Crackerbox Class had one of the best showings in several years—and most were from out of the region. One more great thing to see is the families that are involved. Fathers, sons and brothers racing together make for interesting competition.

Saturday was the Divisional event, and the wind and lake traffic presented a challenging 1-1/4 mile record course. Still, the fans were not disappointed in the competition or the speed.

The new starting procedure fools some racers for a heat or two, until they get the hang of scoring up at the entrance buoy to turn one. It takes about 70 MPH speed to get to the start line in one minute, so it is important to be at the score-up line on time. This gets boats running at full speed at the start, so that racers have a better chance of setting a record. It worked in three classes, as shown below.



Divisionals Classes

1 Litre

- 1 Y-1 Sechler/Kanfoush—ran a perfect weekend
- 2 Y-28 Perkins/Nilsen
- 3 Y-11 Dodge

2.5 Litre Stock

- 1 S-83 Squires/Squires
- 2 S-81 Meyers/Robertson
- 3 S-12 Hofhine/Brown

2.5 Litre Modified

- 1 A-52 English/Thompson—broken bottom; could not compete on Sunday
- 2 A-9 Knelleken
- 3 A-36 Warren

5 Litre

- 1 E-1 Bernard/Brown—ran a perfect weekend
- 2 E-20 Weymouth/Johnston
- 3 E-31 Mauldin

National Modified

- 1 NM-1 Elliot/Brown—new world record 111.861 MPH
- 2 NM-133 Bertrum
- 3 NM-5 Bourke

Super Stock

- 1 SS-96 Rennells/Marquard
- 2 SS-24 Smith/Fitzgerald
- 3 SS-95 Rennells/Baker

Crackerbox

- 1 CB-9 Solis/Schatz—over the record but not by enough
- 2 CB-92 Schatz
- (No other finishers)

Grand Prix (not Divisionals)

- 1 GP-17 Bridgeman/Echols—new world record 116.129 MPH; DNS on Sunday
- 2 GP-99 Garcia/Pierce
- 3 GP-19 Eckenberg/Mallow

Competition Jet — Inboard Endurance

- 1 CJ-203 Moyle—New world record 75.921 MPH
- 2 CJ-402 Schindler
- 3 CJ-21 Valore/Valore

Sunday was a completely different day. The wind changed direction 180 degrees. Although it was brisk, the course was protected in the 1st turn, but the front chute was tricky. Those of you that watched the video streaming probably saw some of the boats using the front canard for an advertising sign. Sean Bowsher looks as if he relaxed his wing setting a little early as he entered the first turn. He was the only driver to have an accident. Sean was injured; he got himself out of the boat but spent a few days in the hospital.

The numbers of competing boats were down, so it seemed that we would be done racing early. Everyone likes that, as we want to be on the road and home early if possible. It was not to be. The 1 Litres had to have three tries at the final. With refueling and draining water from the boats, time passed quickly—and so did the early finish. There was a great crew to help with the teardown, always a welcome sight to see.

So it is over for another year. Next year is Tacoma Inboard Racing Association's turn at putting on the Western Divisionals, at a different venue. Lake Spanaway is always a fun place to race. Hope that you can make it there.

Tri-Cities Atomic Cup Recap

BY JOHN LYNCH, "VOICE" OF ULHRA RACING • PHOTOS BY JULIE SPARROWGROVE

Inlimited Lights driver Kayleigh Perkins survived a disappointing preliminary round of heats on Saturday to take the victory on Sunday, July 25th in the Thunder Cup at Tri Cities WA.

Ms. Perkins, who was to be married the following weekend, drove around Paul Becker's UL-14 *The Yellow Boat* on the last lap. Becker's ride went dead in the water while leading by about a roostertail. The UL-72 *Foster Care-Triad Racing Technologies* with the Toyota NASCAR engine overcame mechanical woes on Saturday to claim victory on Sunday after Perkins advanced from the B-Main earlier on Sunday.

Continuing a season-long pattern, Wil Muncey in the UL-00 Atomic Shirt Co-Warning Power.com finished second. Muncey passed Rod Bourke and held off Bob Smets for second. Bourke and the UL-5 Miss Kim finished third, just ahead of the charging Smets in the UL-20 Smetco.com.



Bob Smets in the UL-20 Smetco.com

Fifth place went to rookie Kevin Eacret in the supercharged UL-11 Power Punch Racing Team-Advanced Auto Glass-K&N Engineering, and sixth to Chris Grant in the UL-3 Prilosec OTC-Atomic Screen Printing.

Next up: the Graham Trucking Cup at Seafair, presented by Power Punch Performance Lubricants. All but one

Kevin Eacret in the supercharged UL-11 Power

Punch Racing Team-Advanced Auto Glass-K&N

of the Unlimited

water in Seattle

Friday, August 6th,

conducting test runs

to properly prepare

afternoon's racina

were on the

for Saturday

Light hydroplanes



ran a few laps, with the quickest at 92.613 mph.

Heat 1A matched the season points leader from early in the season, Kevin Eacret in the UL-11 *Power Punch-94.5 ROXY-K&N Engineering*, with current points leader Bob Smets in the UL-20 *Smetco.com Pallet Handling Equipment*, and current runner-up in the season points, Wil Muncey in the UL-00 *John Howie Steak*. The Muncey team spent the day resolving a mechanical problem.

The Graham Trucking Cup Final Heat had nine starters, including two trailer boats. At the start, Rod Bourke in the UL-5 *Vestus Foreclosure Group* had the inside lane, with Wil Muncey next to him in the UL-00, and Paul Becker in lane three in the UL-14 crossing the line together. Right behind on the outside was Kelly Stocklin in the UL-40 *King & Bunny's Appliances-Pogacha of Issaquah*. Kayleigh Perkins in the UL-72 *Foster*

Care-Triad Racing Technologies was fifth over the line, along with Kevin Eacret in the UL-11, followed by the two trailer boats, Vince Xaudaro in the UL-929 and Chris Grant in the UL-3.

In turn 1 Becker had the advantage.

Muncey's boat got bogged down but he was able to recover for 6th place; Bourke held the buoy line to 2nd place. After a terrific turn 1, Kayleigh Perkins advanced to 3rd, overtook Bourke in turn #2 and began to reel in Becker. The race was on. Becker later said his crew on the radio hollered "She's gaining, get going!" and Becker

hollered "She's gaining, get going!" and Becker did... but so did Perkins. By the end of turn two on the final lap, they were dead even. In a drag race to the finish, Becker won the race at the line by less than a boat length. Becker's speed was 103.816 MPH to Perkins's 103.426 MPH.

Rod Bourke, driving the smallest race craft in the UL fleet, finished a solid third—his second consecutive 3rd place finish, just ahead of trailer boat Vince Xaudaro.



Fifth place went to Kevin Eacret; Grant followed Muncey across the line to take 7th.

Kelly Stocklin was in fourth place after the first lap, but the UL-40 went dead in the water

after crossing the line. Bob Smets in the UL-20 was unable to start.
The current point leaders in the ULHRA are:

Paul Becker, UL 14 Sammamish Mortgage/WWU Coll Sci & Tech/Go Navy Kayleigh Perkins, UL 72 Foster Care/TRIAD Racing Technologies Wil Muncey, UL 00 John Howie Steak/WarningPower.com
Kevin Facret III 11 Power Punch Racing/94Five ROXY/K&N Engineering

Kevin Eacret, UL 11 Power Punch Racing/94Five ROXY/K&N Engineering Robert Smets. UL 20 Smetco.com

schedule

Fast lap of the day was turned in by Kayleigh Perkins in the NASCAR Toyota powered UL-72 Foster Care-Triad Racing Technologies. Triad is the North Carolina company that builds Toyota NASCAR engines for most of the Toyota teams; the UL-72 is auditioning the power plant this season for the Unlimited Lights series. Perkins drove several laps above 110 mph. with her auickest at 111.273 mph.

Paul Becker in the UL-14 Sammamish Mortgage-WWU College of Science & Technology-GO NAVY, checked in with a top speed of 104 mph.

Those two teams were matched in Heat 1B, along with the UL-929 Miss Hyundai Assurance driven by Vince Xaudaro. Vince did get on the course briefly in his newly rebuilt hull but no time was taken. With this boat's successful past, including leading the points championship in 2007 right before a devastating crash, it would not be surprising to see the "All Black, all the time" hydroplane contending by Sunday afternoon.

One of the most active teams on Friday was also in Heat 1B. Rod Bourke, driving the UL-5 Vestus Foreclosing Group, topped out at 102.401 MPH. Rounding out the heat 1B field was "Smokin Joe" Souza, the former Army Sergeant First Class in the supercharged UL-9 US ARMY. The team with the brand new supercharged power plant

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Cambridge Classic: the Triple Crown

J AND FAE REPORT • PHOTOS BY F. PEIRCE WILLIAMS

ne hundred years of boat racing—now that is impressive! One can imagine all the great drivers and hulls that have rolled through Cambridge, Maryland through all the years. Having said that, this 2010 field had to rank up there with the best of the century. Well over 100 boats from coast to coast plus Canada jammed the picturesque campsite on the Choptank River to vie for the Triple Crown U.S. Nationals/CBF Nationals/World Championship July 23-25, 2010.

Four cranes and a very organized pit crew kept the action going. Every aspect is carefully planned and executed by a race committee dedicated to this spectacular annual regatta. Several generations are involved and a lotta love is poured in. The Hills Point Gang is a great support group but they also make sure we remember the other 99 years. Add in near-perfect water and nice warm weather and you have got a classic—the Cambridge Classic.

Here are the J and Fae boat totals: T-11, Y-10, S-23, A-10, E-19, NM-10, GP-11, SS-6, PS-4, JSS-16; Total-120.

Pro Stock boats presented a small, quick field with a few Super Stocks joining in. They made good speed but were hit by gremlins. The final saw David Paraskevas/PS-529 Wendt Racing outlast Valleyfield champ Hugh Monahan's PS-163 Yellow Rush as everybody else broke.

Super Stock boats cornered the flatbottom market for driving icons. Duff Daily drove Bobby Commander's SS-4 Commander 4. Cambridge hero Gee McClain had his SS-14 Loaded Dice ready to run. Paul Fitzgerald was in Mike Smith's SS-24 April and Dale Hernandez SS-516 Cherokee Thunder completed the famous foursome. The final saw Paul (SS-24) roar away to an easy victory over Duff (SS-4) and Gee (SS-14). These teams have a houseful of trophies somewhere from many years of great performances. Gee is like Wheeler Baker in recent years—on land he is a little slow, but in a boat—look out!

Jersey Skiffs appeared from all over the East Coast. What a field! These guys

and aals are as fierce competitors as you can find in boat racing. Whether on their website or in the water, it is like crazed dawgs gnawing on each other. The final promised heavy-duty action. Eight boats bounced into turn one. Everybody held their breath, remembering the 2009 Wildwood pileup. This time it was OK, as Roaer Harris/



JS-7 Rolling Thunder escaped and rode to an apparent Triple Crown victory. Uh-oh—a penalty placed David Paraskevas/JS-62 Smoke on the Water in first, followed by Rob Garratano/JS-11 Indian Summer and Patrick Dender/JS-40 Pacifier.

Does Indian Summer bring back any memories for you older Skiff fans?

Anyway, way to go, David, winning against the best Skiff field in years!

Y boats presented three favorites for the title. Dan Kanfoush in Jim Sechler's Y-1 Fast Eddie 2 is a perennial champion, although their 2010 season has been a little erratic. (Translation: they have not won every heat.) Joe Sovie/Y-44 Accelerant looked awesome at Syracuse. Keith McMullen in Robert Wilson's Y-80 Outlaw is always fast. This time Dan (Y-1) nailed the start, took the lead, and he gone to the Triple Crown. Joe Y-44 and Keith Y-80 completed the honors. Three exquisite teams did their thina.

T boats also had three pre-race favorites. Brandon Kennedy in T-1 Shameless Say What, Jonathan Abbott in CT-10 Flyin Eagle and Steve Armstrong/CT-11 Total Chaos are all bombs with tremendous young drivers. Better enjoy these guys in the T class this year, as they will surely be

moving up soon (see 5 Litres). Kenny Walton/T-24 For Sale and Alexis Weber/T-10 Flirtin With Disaster also ran strong this weekend. The final saw Steve (CT-11) on the pin but a microsecond early. Jonathan (CT-10) took the lead with Brandon (T-1) stalking him on the outside, just like Valleyfield. Cue the theme from "Jaws" as Brandon slowly overtook Jonathan (CT-10) for the title. The Kennedy clan is a boat racing dynasty. (See 2.5 Stockers.) Jonathan (CT-10) and Kenny Walton (T-24) completed the podium.

A boats presented a strong 10-boat field. Now, would those exotic engines hold up for three days? That is always the question in this class. Heat 1A got us off to a bad start. Dan Kanfoush/A-600 *Old Crow* led into turn one, only to lose a skid fin. That set off a three-boat collision as Jim Aid/A-33 *In Cahoots Again* and Paul Brockson/A-19 *Claim Jumper* sustained damage. Everybody was OK but the *Claim Jumper* was terminal. The rest of the heats were fast, which led to a six-boat final. Dan (A-600) had the pin at the start. Jim (A-33) was in lane two, which became lane Niagara Falls in turn one. Tom Thompson/A-52 *Fat Chance* roared down the middle and out to the backstretch in the lead. Dan (A-600) chased in lane one, but Tom (A-52) is virtually impossible to run down; so that is the way it finished, with a wellearned victory for the English family. Buster Graham/A-66 *Mr. Bud 3* took third. Tom (A-52) and Dan (A-600) are putting on quite a show in 2010.

National Modifieds had a dreamlike 10-boat field. All the "what-ifs" showed up this time. Defending champion Charlie Miller in Bobby Murray's NM-200 MurJr's Lauterbach Special would face off against West Coast giant Kip Brown NM-1 Mack's Out. Tom Heins in the legendary NM-30 Pennzoil Big Bird, Elizabeth Wolfe/NM-93 Desperado and Scott Liddycoat in Ken Bauer's NM-928 Illusion are all bombs. Add five more and you get the picture. The eliminations established Charlie (NM-200), Kip (NM-1) and Tom (NM-30) as favorites. But oh no! Kip hooked the Mack's Out and could not restart for the one-minute gun. That was horrible, but one man's loss is another's gain; so here we go. Tom (NM-30) nailed the start and drove on the edge of destruction with Charlie (NM-200) on his hip. They were supersonic! The action was scary, but all for naught, as Tom received a bunch of penalties, one of which was blowing a buoy 50 feet in the air.

Charlie (NM-200) prevails again; Scott (NM-928) and Elizabeth (NM-93) completed the podium. The action was great and the NM-200 is one cool boat. Let's hope we see a little more of it in the future.

S boats had another insane field. Some of the favorites were Bobby Kennedy/S-1 *Playin Again*, Rob Stevenson/CS-10 *Wet Spot*, J.P. Squires/S-83 *Megabucks*, Mike Monahan/S-9 *Rewinder*, Kip Brown/S-12 *Liquid Lizard*, Marco Poirier/CS-33 *AMA Demolition*, Tom Diabo/CS-10 *Mohawk Choppers*, Doug Martin/S-33 *Keen's Sunday Money*, Nicolas Rousse/CS-225 *L'oiseau Bleu* and Kent Henderson *CS-00 Bank On It*. Whew, and we could have named several more. The eliminations were manic. Some excellent boats would miss the final. Come final time and guess what? Everybody wanted lane one. Creepy crawling started at 3:30 to go as the field neared the blue marker. Many guys swung back around, leaving Doug Martin S-33 on the pin. Bobby (S-1) and Kip (S-12) swung around late. Now, Kip (S-12) tried a last-second leapfrog that failed. He took himself and Doug (S-33)

out, leaving the two boats prone at the blue buoy. All the mayhem left the inside lanes open, so Bobby (S-1) took one and nailed the start. A battle royal developed as

Mike (S-9) and J.P. (S-83) flanked Bobby's S-1 all the way. Bobby drove a beauty to win the title over J.P. (S-83) and Mike (S-9). This just in: Bobby Kennedy is a stellar driver, and he could win in any class. Wow, the Stockers were fantastic.

E boats are the "kamikazes" or the "gladiators" as new ace announcer Dave Archiable says. By any name, this class is radical. Top dawgs from all over the continent rolled into town for an epic confrontation. Favorites included Tom Thompson/E-816 Batt Boat, Ghislain Marcoux/CE-666 El Diablo, Jim Martin/E-43 Keen's Machine, Norm Ensbury/CE-99 OCR Racing, Todd Liddycoat/E-97 Team Extreme, Richard Haineault/CE-2 Miss Beauhornais, Brandon Kennedy/E-30 Pennzoil Big Bird, Marc Lecompte/CE-104 Wily's Pub, Scott Liddycoat/E-50 Pintail Mistress, Bert Henderson/

(L-R): Kenny Walton, S-999 CAPITAL GAIN JR., Bobby Kennedy, S-1 PLAYIN' AGAIN,
Doug Martin, S-33 SUNDAY MONEY and Kip Brown S-12 LIQUID LIZARD (2.5 Litre
Stock hydroplanes) line up for the start.

CE-8 Last Minute Again and Kelly Shane/E-77 Shane Racing. Wow, that was a mouthful. Highlights of eliminations were Bert/CE-8 setting a new Canadian record in heat 1c and a cool duel between Brandon/E-30 and Kelly/E-77 in 1b. The final was going to be special. Could anyone stop Bert? Tom Thompson/E-816 nailed the start and led for a while. Bert/CE-8 was flying in second as Brandon/E-30 and Ghislain/CE-666 slugged it out for third. Into lap two and Bert/CE-8 took over to lead Tom/E-816 and Brandon/E-30 to the checkers. All eight boats put on a great show.

GP boats presented 11 fire-breathing dragons. Every heat was incredibly fast and beautifully loud. Eight heats provided six winners. Pierre Maheu/GP-46 ADF Diesel and Bert Henderson/GP-77 Crush 2 won two each. Tom Pakradooni/GP-88 Rolling Thunder, George Kennedy/GP-25 Shameless, Ken Brodie/GP-50 Intensity and Marty Wolfe/GP-93 Renegade won one. Unfortunately, Tom GP-88 broke the prop shaft during a roostertail flight on the start of heat 4b, putting him on the beach for the final. Also, Jimmy Shane/GP-7 Long Gone was ousted by a fire in Heat 1A. Now, the final was rushed out on the course to beat an impending storm. Six frontliners and

two trailers warmed up as the skies darkened. That was a long five minutes. The start was a picture moment as six boats hit the line together. The first corner was a cacophony of sound plus tons of water flying. Bert/GP-77 had the pin and exited first. Marty/G9-93 was on his hip up the backstretch. Pierre/GP-46 and Ken/GP-50 were a microsecond back. The action was wild. Marty/GP-93 pushed Bert/GP-77 all the way but the *Crush* prevailed by about a half-second. Pierre/GP-46 nosed out Ken/GP-50 by a few feet for third. The crowd stood in awe as the storm approached. Who cares? Let it rain. We all were too astounded to move. The GPs have a profound effect on your brain. The Triple Crown ended in a bang.

Well, that's the story from Cambridge. It was a fitting 100th Cambridge Classic The

U.S.Nationals, CBF Nationals and World Championship combined to create the best field of boats in years. Anytime you combine the best American and Canadian boats, the field is great. This time we got the cream of the crop from all corners of the continent. The Cambridge Race Committee and the Hills Point Gang always combine to make this traditional site come to life.

Finally, a shout out to all the race officials and rescue personnel that make our races possible. J and Fae enjoy races in three basic sectors: Region 6, Canada and the East Coast including upstate New York. We are lucky to have top-notch referees to police these wild men and women racers.

Also, these three areas are blessed with incredible rescue teams. Here are a couple of examples. Here at Cambridge the team saved the GP-7 Long Gone by bravely putting out a major fire. In Valleyfield they were on the deck of a crashed boat 10-15 seconds after the red flag. Region 6 has long had the famous Dayton team, along with amazing people today. When it is your boat, it seems like forever; but these teams' response time

and efficiency are superb. Thanks, guys and gals.

Finally too, I'm sure Curtis Warfield, Tom Anderson and all the past Cambridge icons were looking down us and smiling this weekend. This was a race for the ages. See ya in the pits.

—J and Fae

Jimmy Shane, GP-7 LONG GONE threw a rod in the motor, with the hot oil spilling on the headers and igniting starting a fire, which spread throughout the engine bay and cockpit. The safety crew, though right on the spot, struggled to put the fire out as they had to fight into the wind.







Quake on the Lake rocks the water

J AND FAE REPORT • PHOTOS BY F. PEIRCE WILLIAMS

egion 6 was up and running July 17-18 as the hydros rolled into Waterford, Michigan. Steer around the orange cones on M-59 west and you find a gem of a race course here on Pontiac Lake. The Oakland County Community Club, the Marine Prop Riders and many volunteers come together every year to put on a fine event.

The water was raceable on Saturday and very good on Sunday. The field was a little off in numbers this year, but top-notch equipment put on a good show anyway. Once again the Rainbow Connection was involved, raising money to give 11-year-old Christopher a trip to Hawaii. We all love to see the kids have a wish come true. So let's get to the action.

Here are the J and Fae boat totals: T-1, Y-7, S-11, A-7, E-7, NM-0, GNH-5; Total-38. In addition, a tremendous field of Vintage hydros put on a great show.

GNH boats featured Jim Deel's GNH-8 *Deel Me In* as the favorite. Steve Kuhr Jr., rehired by Donald Trump (er, Jim Deel) is a strong shoe and he proved it by dominating the event. Saturday's final on Sunday saw Steve (GNH-8) hold off Patrick Sankuer/GNH-6 *Showtime Racing* and John Grigg in the one and only GNH-52 *Wannabe*. Sunday Steve (GNH-8) defeated Patrick (GNH-6) as everybody else broke. The groundpounders (thanks, Bob Blazer) put on a good show.

T boats were lonely, so Alexis Weber/T-10 Flirtin With Disaster prepped for Cambridge by running with the Ys. It would be more crowded next week with 10 to 15 Ts at the Nationals.

A boats had a high quality field with lots of speed generated by their exotic engines. 2009 saw Tom Thompson/A-52 Fat Chance dominate this class. This year Tom (A-52) is still running some blinding speeds but Dan Kanfoush/A-600 Old Crow has absolutely blasted off. Dan (A-600) seems to hit every start at top speed; and more times than not, he prevails. This weekend the Old Crow was unbeatable. Everybody else was running for second. Tom (A-52) took one second with Mike Monahan/A-23 Geezerboat coming to life for a strong second Sunday. Tony Black/A-3 Sho-Nuff and Buster Graham/A-66 Mr. Bud 3 took thirds. The announcers loved to scream Buster Graham's name. What was that all about? Dan and Tom deserve the screams this year, and the anticipation of their battle at Cambridge was extreme.

Y boats seemed strange with Sean Bowsher's boat sitting in the pits; Sean was home resting his back. Get well soon, Sean! Three top dawgs were ready to rumble. Keith McMullen/Y-80 *Outlaw*, Joe Sovie/Y-44 *Accelerant* and Dan Kanfoush/Y-1 *Fast Eddie 2* are always tough. Now, can we say gremlins? After two boats finished the qualifier, Rookie Jeff Maurer/Y-16 *Liquid Fun* ran one lap and was declared the winner in the final. Sunday saw things back to normal as Dan (Y-1), Joe (Y-44) and Keith (Y-80) took honors.

E boats had a small but quality field. Todd Liddycoat/E-97 Team Extreme, Jim

Martin/E-43 Keen's Machine and Tom Thompson/E-75 Fat Chance can run with anybody in North America. Todd (E-97) likes the inside; and when he got there in Saturday's final, it was game over. Jim (E-43) and Tom (E-75) followed him home. After some late-night repair work Jim (E-43) looked supersonic holding off Tom (E-75) and Joe Sovie/E-61 Crazy Cajun on Sunday.

S boats presented a very strong 11-boat field. Keith Anderson/S-17 Bad Habit led a good Region 6 contingent trying to hold off National powers Mike Monahan/S-9 Rewinder, Alan Bush S-711 One More Time, Kent Henderson/CS-00 Bank On It and Doug Martin/S-33 Keen's Sunday Money. Several boats jumped the gun in the Saturday final, which scrambled the field. Mike Monahan (S-9) came on time in lane one and poured it on for a wild victory over Kent Henderson (CS-00) and Steve Bering/S-57 Fang Racing. The Fang is starting to run like it used to when Cadi Reiss drove it, and that is a good thing. Sunday saw Mike nail the start and rush to the win over Kent (CS-00) and Keith (S-17). Mike and Mark Johnson do an excellent job in Greg Barker's cool hull.

Well, that's the way we saw it. We are relying on the announcers and Dave Archiable's cool Champion interviews for accuracy. We enjoyed some solid racing on a superb track this weekend. Backyard regattas are off in numbers this year, but things are like those old New Martinsville, West Virginia races that held traps on Saturday and racing on Sunday. There are not massive numbers of boats, but there are lots of speedy ones. The show turns out pretty good.

We want to stress that these race sites always put on a maximum effort to have a great event. Waterford's Committee is outstanding. Having said that, if ya got a boat and a decent job, please support your own region's races. See ya at Cambridge.

—J and Fae









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Top O' Michigan Marathon Nationals

STORY AND PHOTOS BY KEVIN JOHNSTON

s always, having the right gear to meet the weather conditions was the key to A winning at the 2010 Top O' Michigan Marathon Nationals. Unlike most years, though, it wasn't wind, waves or rain that made the Top O' experience unique. This vear it was all about speed.

The weather gods threw two perfect days at the 83 boats that showed up. As the runabouts and Superlight Tunnel Boats lined up off the DeVoe Park beach on By Sunday morning, all seven drivers were back in the pits, and four of them took to the water to complete the second leg of the event. "It was awesome," said Indian River's Katie Jewell (one of four first-time winners this year). As the Junior Runabout winner, Jewell also gets to add her name to the event's Don Allen Memorial Trophy.

A Stock Runabout also saw a first-time champion as Canadian driver Dan Elliot managed to string together two consistent finishes to beat out a field of 12 other drivers and claim his first Marathon Nationals title. Running in his fourth Top O'. Elliot said, "The water was great this weekend; you couldn't ask for anything better. I've never seen it this calm—especially for both days. Everything just fell into place."

B Stock Rungbout drivers seemed to have the toughest time this year. With more than 30 Marathon Nationals under his belt, defending BSR Champion Gene Greenacre took the checkered Saturday ahead of son Brian and longtime Top O' racers Chris and Amanda Hagerl. After being unable to finish Saturday, the Hagerls needed to catch a break from the Greenacre team on Sunday. They got one when Gene's engine exploded but Brian Greenacre ran a flawless Sunday race to capture the win.

After a first on Saturday, 25SSR driver Charlie Smith, who started his driving career as a Junior Runabout driver at the Top O' in 2003, was the first boat back to the Indian River on Sunday on his way to the class championship. "It was nice," said Smith. "Really calm, with quite a few boat wakes. You could go full throttle, but I never really cracked it. I got up on the front of it and tried not to blow it over."

With 2009 winner Mike Ross sidelined the C Stock Runabout class was up for grabs. Winner Mark Kurz had to defeat the event's most competitive drivers—including perennial favorite Kim Park of Sault Ste. Marie, Ontario. Kurz took advantage of a navigational error Park made on Saturday to take the first day win. He then ran a flat-out perfect leg on Sunday to finish first again and claim his first Top O' title in three attempts. "I got a real break with the weather." said Kurz. At the post-race awards ceremony Kurz raised his hands high

in the air and gladly yelled, "I'M GÓING SWIMMING!" as other drivers tossed him into the Indian River for the traditional first-time winner dunk.

D Stock Runabout defending champ Josh Pearson's father Gordon was confident about his son's chances to repeat as he talked with spectators Friday night; and he was right. The younger Pearson finished first both days, ahead of second-place contender Jim Ladd of Alanson to claim his third consecutive DSR championship. "It was definitely a top-end, full-throttle, speed weekend," said Pearson. The Superlights also made another strong showing at this years Top O'. Tracy Phillips and Matt Cupps repeated in the Outlaw Class. "I've never seen it this nice," said Tracy. Charlie Brockway

and Seth Churchill brought home the Bandit honors, while Jeff Korpal and Josh Jaynes claimed their first Top O' title in the X Class. Veteran driver Bob Hartman switched rides this year, going from a runabout to a Superlight. However, his attempt ended just short of the finish line on Saturday when he and his co-pilot took an abrupt right turn, and wound up in the woods on the course's final turn. Neither was injured, but they did not compete on Sunday.

The Classic group got off to a slow start, but had spectators curious and looking



Saturday and Sunday, big Burt Lake was calm enough that you could have run hydros. It was so calm that the only thing that slowed drivers from running the entire course at full throttle were a few of the sharper river turns and pleasure boat wakes.

If you have never attended the Top O' you might find it hard to believe, but this year's two-day crowd total was estimated to well exceed 10.000. Fans took advantage of the warm weather, filling viewing areas to capacity as they cheered on their favorite drivers. With John Broge calling the race over the pits' PA system, spectators there enjoyed the action as real-time information was relayed from patrol boats and checkpoints. Last year's addition of a Stock Classic group brought the total number of marathon classes to ten. The small group of Classics ran a modified version of the course that included the entire length of the Indian River and part of Mullett Lake.

Both Junior Rungbout and ASR classes saw marked increases in the number of entrants. Seven Junior Runabout drivers made the start on Saturday, but only three made the finish after mechanical problems and a very rare multiple-boat accident.

Daniel Elliott of Sault Sainte Marie Ontario took the A Stock Josh Jaynes and Jeff Korpal in the lead with a pack of Below, Katie Jewe

Oswalt finished both days to take top honors, while Vintage Hydroplane driver Hal LeDuc Jr. of Commerce, Michigan made his first Top O' appearance. "This seems like a special event," said LeDuc (who chose the Top O' as his only outboard race of the year). He drove a refurbished boat named "The Dean" in honor of his grandfather. longtime Detroit News sportswriter Harry LeDuc. who was known as the "Dean of Motorsports". Hal had mechanical problems on Saturday, but after a few attempts on Sunday he completed part of the course.

The Top O' Michigan Club also recognized the tireless efforts of Chief Scorer Mary Ellen Hagerl. After almost 30 years as a race volunteer, an emotional Hagerl was left almost speechless as she accepted the club's annual Fred Kenny Sportsmanship award.

"It was a good race this year—really calm water. I've had nothing but good comments from everybody," said race director Tom Fairbairn. "Huge—



Katelyn Jewell, Indian River MI Colin Smith, Jackson MI Callie Shensky, Flat Rock MI JR Broge, Wyandotte MI DNF Leland Broge, Wyandotte MI DNF Nick Foster, Sault Ste. Marie ON DNF

A Stock Runabout

Daniel Elliott, Sault Ste Marie ON Dustin Fierek, Detour MI Terry Kerr, Southaate MI Jake Alkema Commerce MI Justin Giegler, Goodrich MI Anne Blomberg, Harbor Springs MI Dan Pearson, Indian River MI Brett Pruett, Gibraltar MI Justin Hughes, Conway MI Lynn Blomberg, Alanson MI Brett I Pruett Gibraltar MI Kyle Roskowski, Mooresville IN Robin Kobren, Riegelsville PA Will Affholter, Bad Axe MI Mike Kench, Quakertown PA DNF

B Stock Runabout

Brian Greenacre, Alanson MI Gene Greenacre, Alanson MI Amanda Hagerl, Brutus MI Chris Hagerl, Brutus MI DNF

C Stock Runabout

Mark Kurz, Indian River MI Kim Park, Sault Ste. Marie ON Steve Bolhuis, Holland MI Kurt Kovtun, Indian River MI Pat Whitman, Indian River MI Adam Low, Galesburg MI Dustin Pearson, Indian River MI Paul Fairbairn, Harbor Springs MI Chris Woodry, Houghton MI David Umbarger, Cheboygan MI Tyler Shensky, Flat Rock MI Sam Pilato, Plymouth MI Michael Affholter Bad Axe MI Alex Babcock, Alanson MI Kurt McCourtie, Jackson MI Felipe Adele, Ecuador Louis Schwab, Cincinnati OH Cody Whitman, Indian River MI Scott Swanson, Indian River MI Joe Vorce, Noblesville IN DNF

25SS Runabout

Charlie Smith, Petoskev MI Bob Wilkins, Alanson MI Peter Lauer, Harbor Springs MI Tom Morrical, Grabill IN Brian Mitsch, Bradford OH Austin Duggan, Ortonville MI Steve Roskowski, Mooresville IN Fred Hollerback, Alanson MI Jim Purzycki, Indian River, MI Brent Johnson, Atlanta GA Nick Jenkins, Dorr MI

D Stock Runabout Josh Pearson, Berkley MI Jim Ladd, Alanson Mi Butch Ott. Stony Point ON Nick Ladd, Alanson MI Troy Bosker, Harbor Springs MI James Powell Indian River MI Jesse Hill, Lakeport MI Ron Beaudoin, Saginaw MI Cody McFarland, Alanson MI Todd Veum, Sault Ste. Marie MI Joseph Purzycki, St. Clair MI Wayne Blomberg, Harbor Springs MI DNF Jim Gutierrez, Pincknev MI DNF

big, big, big!" was how he described crowds. "In Alanson,

there were."

the 68 bridge was packed. The sandbar on Crooked

Lake was completely full. All the drivers said

they couldn't believe how many spectators

Looking forward to next year when

the Top O' will follow the Short Course

Fairbairn hopes to see an even better

"We're still trying to get to a hundred

boats; I'm real positive about it." Visit

www.tomorc.com for news on this

wonderful annual event.

turnout of drivers at the 2011 race.

Nationals in Wakefield, Michigan.

Superlight X Class

Jeff Korpal/Josh Jaynes, Saginaw MI Mark Hodorek/Gary Kowalewski, St. Clair Shores MI Steve Heuninck/John Heuninck, Orion MI Jeff Howie/Luke Austin, New Hudson/Whitmore

Lake MI

Eric Meyers/Kevin Smeltzer, Trenton MI DQ

Superlight Outlaw Class

Tracy Phillips/Matt Cupps, Harbor Springs MI Shane Venier/Tina Honevsette, Alanson MI Jimmy Kerr/Sarah Bek, Lapeer MI/ Harbor Springs MI
Michael Venier/Linda Venier. LaSalle MI

Superlight Bandit Class

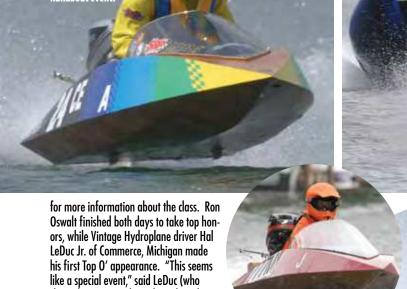
Charlie Brockway/Brian Dylhoff, Lawton MI/ Paw Paw MI Mike Green/Sally Johnson, Harbor Springs MI/

Lexington KY Leo & Bob Hallenbeck, Indian River MI

Bob Hartman/Daniel Smith, Fast Jordan MI

Stock Classic

Ron Oswalt, Cheboygan MI Ian Duggan, Ortonville MI Hal LeDuc. Commerce MI DNF



Josh Pearson, makin' it look easy in D Stock Runabout

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PNC Bank Roar on the River

BY FRED MILLER • PHOTOS BY PAUL KEMIEL

👕 he 60th Annual PNC Roar on the River July 24-25, hosted by the Trenton Rotary Club and the Trenton Outboard Racing Club (TORC) featured the SST 120 and SST 45 UIM/APBA World Championships for the 2nd year in a row. Junior Classes, Stock Outboard Runabout Marathon and the Superlight Tunnel Boats rounded out the show.

In addition to PNC, other major sponsors included Emagine Theaters, Miller Lite, The New Herald, Cabela's, Walmart and over 100 Trenton area businesses.

On Friday evening, as over 1,000 paid ticket-holders were starting to arrive for the "Taste of the Races", featuring food supplied by 42 participating restaurants in the Trenton area, high winds and rain struck the park, resulting in major damage to several sponsor and display tents, and the stage for band performances.

Once the storm ended, the cleanup began, with several boat racers and crews helping the Trenton Rotarians put the park back in shape for the weekend activities.

TORC officials met with the "Roar" Executive Committee, who immediately stated that the boat races would go on! Over 50 racers already in the park were relieved not only to hear of no injuries, but of the decision to go racing!

Saturday morning started with a July shower, but by 11:00, the skies cleared as the SST 45 class headed for the ramp. The water was excellent as Jose Mendana Jr. made the fastest time trial, followed closely by Steven Dawe and Butch Ott. Last year's champion Jason Nelson was 4th on the dock for the start of the first heat.

Mendana led the first three laps with Dawe and Ott close behind. On lap 4 Garv Barber blew over his brand new Pugh boat, requiring a restart. This time, Dawe beat Mendana to the first turn and never looked back. Off passed Mendana on lap 7 (not often Jose gets passed!) as did Daniel Guimond on lap 14 to nail down the 3rd. Amanda Hagerl and Nelson rounded out the top five.

The 4-heat format calls for the starting lineup for heat 2 to be the reverse order of finish from the 1st heat. That put Kurt McCourtie on the pole, but 2nd place starter Bud Nollman led the first lap, chased the whole race by Paul Trolian. Tiffany McKinley started 5th, passed Mendana on lap 2 and then Steven Lee on lap 5 to temporarily

Jimmie Merleau,

SST 120

World

Champio

hold onto 3rd. But the real story of the heat was Dawe, starting last and moving up to 6th place at the end of 1 lap! From there, he passed three more boats to move into 3rd. However, on lap 18, Nelson and Ott bumped, with Nelson's boat sustaining major damage and forcing him out for the weekend. The race was stopped at this point and declared a completed heat after 17 laps, with Nollman 1st, Trolian 2nd, Dawe 3rd, McKinley 4th and Mendana 5th.

Sunday brought another morning shower, but it cleared up just in time for the start of the races. The top boats from the two heats Saturday again went to the end of the dock. This time, Lee led for 14 laps until engine problems knocked him to 6th place in the heat. Mendana moved into the lead on lap 15, only to be passed by the last place starter Dawe for the lead on lap 16! Meanwhile, Guimond had come from 10th off

the dock to 3rd at the finish, followed by Ott and Nollman to round out the top 5.

For the 4th and final heat, the drivers with the highest point count from the three heats completed moved to the front of the dock. Starting first, Dawe pulled out to an early lead over Guimond, with Ott, Nollman and Mendana close behind. Mendana dropped out on lap 13. After penalties were assessed for lane changes and buoy violations, the top five were Dawe, Guimond, Nollman, Amanda Hagerl and Lee.

So the top five overall appeared to be Dawe with 1,200 points; Nollman with 752; Guimond with 750; Ott with 564; and Mendana with 498. But nothing is final until tech inspection is over! Alas, unintentional cylinder head infractions were detected, causing the four heats to be rescored. Thereupon, Butch Ott from Stoney Point, Ontario, Canada emerged as the new WORLD CHAMPION! He was followed by Jose Mendana, Amanda Hagerl in 3rd. Bud Nollman (DQ'd for Saturday only) in 4th and Steve Lee taking the 5th.

Next up was the SST 120 Worlds. Eleven boats were registered, including Rich Hakonsen from Lillesand, Norway. Having the 33-year-old Norwegian in the field with his own Baba boat was truly a bonus to the ambience of the Worlds.

The top time trial qualifiers were Jimmie Merleau, Daniel Orchard, Donny Lick, Bill May, Rich Hakonsen, Jeff Shepherd, Mike Klepadlo, rookie Jim McGrath, Stacy Funk and Mike Beegle. Kris Shepard had engine problems and did not start the time trials or the first heat.

Merleau came off the dock strong and held the lead over Orchard and May at the end of lap 1. Lick passed May on lap 6 to take over 3rd, with Jeff Shepherd hanging on to 5th, Klepadlo 6th, McGrath 7th, Beegle 8th and Funk 9th. Kris Shepard and Hakonsen did not start.

With the field reversed from the first heat, the second heat excitement was about to begin. Hakonsen led the first 10 laps. Orchard took the lead (after starting 10th) on lap 11; Merleau moved into 2nd on lap 13; Hakonsen held onto 3rd over Lick in 4th: and May rounded out the top five.

For the 3rd heat, the overall points leaders from Saturday started at the end of the dock again, with Orchard last and Merleau beside him. Amazingly, Merleau had a slight lead over May and Shepherd at the end of lap 1, with Hakonsen 4th and Orchard 5th. It was obvious that May had made improvements overnight, as he maintained his position throughout. Orchard passed Shepherd on lap 2, and Hakonsen on lap 15, to nail down 3rd; meanwhile Lick took 4th and Hakonsen 5th.







So-with one heat to go, it appeared either Merleau or Orchard would be the new World Champion, with Merleau's 1,100 points to Orchard's 925. Orchard needed a win and fastest overall time to claim the title. Starting next to each other set the stage for the all-important run to the first turn. The two youngest in the field, Merleau and Orchard, led the pack one/two with May 3rd, Hakonsen 4th and Lick 5th at the end of lap 1.

The top three held their

positions to the finish, with Jeff Shepherd taking 4th and Lick 5th. Thus Jimmie Merleau won his first World Championship! He attained a perfect score of 1,200 points with three firsts and a second in four heats (only three heats count). Young Daniel Orchard put up a stiff challenge, but fell just short with 1,000 points from his three best heats. Bill May took 3rd with 697 points, Donny Lick 4th with 563 points, and Rich Hakonsen 5th with 447 points.

Canada can be proud, with Butch Ott winning the World Title in SST 45 and Daniel Orchard almost pulling it off as well!

And certainly Norway can be proud of Rich Hakonsen garnering 5th place in his first trip to the United States!

See final results of both tunnel boat classes, as well as the support classes below. It was also announced that the Worlds will again be held in Trenton in July, 2011. We can hardly wait!





Hurst Marine Contractors

News Herald Newspapers

DotCom Web Productions

Emagine Theater

Michigan Cat

PNC Bank

JJ Curran Crane

City of Trenton

Gorno Ford & McNally Landscaping

Jocks & Associates, PC



2010

Dan Orchard, Stratford, ON

3rd 71 Bill May, Tallahasee, FL

4th 11 Donny Lick, Maple Grove, MN

6th 38 Jeff Shepherd, Woodland, TX

7th 35 Mike Klepadlo, Gaylord, MI

8th 55 Jim McGrath, Elgin, IL

9th 46 Kris Shepard, Antioch, IL

11th 37 Stacy Funk, Norwich, OH

10th99 Mike Beegle, Clarkston, MI

5th 17 Rich Hakonsen, Lillesand, Norway

20	10 Tı	renton Rotary SST 45 World Chai	npionship	Junior, Supe	rlight and Stock (Outboard classes
Pla	ce/Boa	t # Name, Hometown	Sponsor	-	Sat.	Sun.
1	78	Butch Ott, Stoney Point, ON	Martenson Funeral Home	JR	JR Broge	Leland Broge
2	21	Jose Mendana, Jr, Miami, FL	Walmart		Callie Shensky	Callie Shensky
3	4	Amanda Hagerl, Brutus, MI	Oakwood Healthlink		Leland Broge	William Affholter
4	6	Bud Nollman, Osage Beach MO	Mr. Nicks Resturant	AXSH	JR Broge	Michael Shepard
5	30	Steven Lee, Silver Springs FL	Lee Racing		Michael Shepard	JR Broge
6	94	Paul Trolian, Warsaw, IN	Paragrafix		Callie Shensky	Callie Shensky
7	24	Tiffany McKinley, Texas City, TX	Miss Rotary	SLT-X	Steve Heuninck	Steve John
8	16	Chris Hagerl, Brutus, MI	Cabela's		Mark Hodorek	Eric Meyers
9	74	Kurt McCourtie, Jackson, MI	Mans Lumber		Jeff Howie	Mark Hodorek
10	18	Jason Nelson, Atlanta, GA	Miller Lite	SLT-Outlaw	Mike Venier	Mike Venier
11	9	Don Wilson, Jefferson City, MO	DTE Energy		Jim Kerr	Jim Kerr
12	66	Steve Merleau, Fennville, MI	PKSAKarate		Anthony Xerri	Anthony Xerri
13	20	Gary Barber, Bay City, MI	TJ Monte Productions	Marathon		
0t	her dr	ivers who did not score points		CSR	Kurt Kovtun	Kurt Kovtun
	35	Mark Schmerbauch, Greenfield, WI	PNC Bank		Justin Pearson	David Umbarger
	22	Steven Dawe, Indio, CA	Fritz Enterprises		Mike Affholter	Mike Affholter
	7	Daniel Guimond, Kankakee, IL	Emagine Theater	ASR	Terry Kerr	Terry Kerr
Th	e Ne	ws Herald SST 120 World Champ	ionship		Brett A. Pruett, Jr.	Jake Alkema
lst	69	Jimmi Merleau, Fennville, MI	The Rehab Connection		Jake Alkema	Brett L. Pruett



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Nobody does it like DePue!

By Teri Ziemer • Photos by Jean Tennell

or most, the last year or so has been tough—economic hardships, unemployment, personal challenges—so what a blessing to spend a week in DePue, IL for the PRO Nationals and to take a step back in time to the "good ol' days"!

The Village of DePue once again opened its arms and hearts to friends, families, boat racers and spectators. The atmosphere was as upbeat as ever. Locals had their viewing greas duct taped, spray-painted, and staked out weeks before the event. The DePue Men's Club were grillin' burgers, the carnival was up and running, and vendors were offering everything from tacos to lemon shake-ups to pork tenderloin sandwiches... and the weather cooperated all week long!

The official program started with the Driver's Party on Wednesday night. As usual the California gang (with help from many) barbecued a feast of lamb riblets and

tri-tip, with Whoosker's chili and Mitch Myer's sausage. Of course, no driver's party in DePue is complete without the official dessert: Steve Litzell's mudslides, this year with trusty assistant Lauren Johnson.

Friday dawned slightly cool, overcast and a little drizzly—a welcome weather report in the Midwest in July! The first class out was C Racing Hydroplane. After three hard-fought heats, with many like Jim Nilsen and Zach Malhiot experiencing problems, it appeared

that H-99, Jay Walls Sr., was the winner—but a heartbreak in inspection saw Walls disqualified and W-13. Justin Gibson crowned the new National Champion. The second spot went to George Thornhill: third to Zach Malhiot.

Next up was 175cc Hydro, a class that has exploded with more entries each year. Heats 1A and 1B took their toll; by the 2nd heat we were down from 14 to 11 boats. Ralph Donald and Buddy Tennell looked to be the two to beat through heats 1A (Ralph), 1B (Buddy) and 2. However, in the third heat Diane Murray popped out in front and never looked back! After the water settled, the 3rd spot went to Diane Murray, 2nd to Buddy Tennell, and the title to Ralph Donald.

OSY400 was, as always, exciting from start to finish with deck-to-deck racing. The final heat had both Jonathan Nilsen and Amy Nydahl with 700 points, followed by last year's winner John Peeters with 625 points. But the 3rd and final heat was the downfall for Amy and Jonathan, who jumped the gun. With 1,100 points, John Peeters retained his National Championship.

The second half of Friday's program opened with 125cc Runabout. Hometown favorite Paulie Bosnich III's boat stalled coming up to the start. The heat was won by David Jones with Dominic DiFebo in 2nd. The second heat was marred by a crash in the first turn. Bosnich had stopped on the outside; coming into the turn, Jones flipped with Erin Barth right on his tail and no place to go but over him! When the debris was cleared, all the drivers were OK (can't be said for the boats though). On the re-run of the heat, DiFebo took the win with Travis Ellison in 2nd, and Buddy Tennell DQ'd for hitting a buoy. The final heat gave DiFebo the overall win and championship.

K PRO Hydro was a guaranteed battle among Colin Rucker, Wendy Eldredge and Kurtis Nydahl. After winning the first two heats, with Wendy in second and Kurt in 3rd respectively for each, Colin knew that in the final heat he just had to lay low, take it easy and at least get a third. No pressure, as Ryan Warner pointed out that a guy hadn't won the title in 5 years! But in the Rucker/Rautenberg family tradition. Colin took 2nd in the final heat and the championship with 1,100 points. Mom Sheryl held her cell phone up so Ma Pen (Penny Anderson) and Howard could hear Ray announce the heat. Wendy was a close 2nd with 1000 points, and Kurt 3rd with 675.

Next was C Service Runabout. In the first heat, Dwight Malhiot jumped the start and R-50. George Thornhill broke out from the middle of the pack to take the win. For the 2nd heat, the breeze had picked up and the water suited Jim Nilsen—who won that heat and heat 3 to take the title. George Thornhill took 2nd place with 869 points, and JJ Walls Jr., 3rd place with 825 points.

The final class of the day, 500cc Hydro, turned out to be a game of survival. The first heat saw Jim Wright not starting and Mark Gryskiewicz and Cory Peabody unable to finish. The second heat was a bigger battle. Sean McKean dominated the heat from the start, but the action was back in the pack. R-12, Cory Peabody, who was driving Howard Anderson's old boat for the first time, figured it out in record time, worked his way past lke Yoder and then poured on the speed. The final heat was a total mixup: Brandon Thirlby took the win, Doug Hall the 2nd spot, and Sean McKean 3rd. After tabulating scores, 100 points separated 1st, 2nd, and 3rd. Sean McKean emerged the National Champion, Brandon Thirlby was 2nd and Doug Hall 3rd.

Saturday began warmer and more humid, but still beautiful! The roar of C Racing Runabout kicked off at high noon. The first try at the first heat was marred first by a camera malfunction, and then S-79, Duke Johnson going over in the first turn.

Sean McKean (T4) and Mark Gryskiewicz (G56) John Peeters defended his title in OSY400. make some noise in 500 Hydro. Sean won both 500 and 700 Hydro.

> Luckily for Duke, the camera (not his flip) caused the stoppage of the heat. Defending champ Jim Nilsen, driving for Steve Greaves, looked like the man to beat with a first place finish in heats 1 and 2; but in the 3rd heat, Jim died in the final turn. That gave David Verboort the win he needed and the title of National Champion. Jim Nilsen finished 2nd; Duke Johnson rallied with an overall 3rd.

> 250cc Runabout was a spectacular race for the best and worst of reasons. The first heat was dominated by Tim Small, but hot on his tail—working his way up through the entire pack—was hometown favorite Paulie Bosnich. The 2nd heat was stopped on the first lap by a spectacular corkscrew by Mike Krier. Unfortunately, Mike was transported to the hospital with a fractured pelvis, but we hear he is back home in lowa and on the mend! On the restart, Tim Small was once again in the lead. but had a fuel line fall off for a DNF. Bosnich won the heat, with Rich Krier in 2nd. The final heat saw Small back in the lead, with Rich Krier in 2nd and Paulie finishing a distant 5th—but 5th was all it took! Paulie Bosnich III took home the gold by two points over Rich Krier and 25 points over Tim Small. Paulie's dad "Big Paul" had tears in his eyes as he congratulated his son!

350cc Hydro featured the impressive European-style boat of Chris Hellsten, but in the first heat the tried and true design of Zach Malhiot's R-13 was the winner. Jeff Kugler and Chris battled their way through the pack for 2nd and 3rd respectively. The 2nd heat had Zach loading up on the start and finishing a distant 7th. Hellsten, in an impressive run, used every bit of the race course and skimmed the outside markers to take the win. The third heat was back to Zach, followed by Hellsten and Kugler. When the points were tallied, 3rd place went to Kugler, 2nd to Malhiot, and the overall win and championship to Chis Hellsten.

After a quick lunch, the second half of the program opened to a sound like Stearman biplanes as the C Service Hydros took the water. Out of the gate, defending champ Jim Nilsen dominated heats 1 and 2 with Jay Walls Jr. right behind him. Nilsen needed at least a 3rd in the 3rd heat to retain his title, but with touchy Service motors, nothing is set in stone! Walls won the final heat, but Nilsen prevailed with a 2nd place to clinch the title once again. Walls took 2nd; Duke Johnson 3rd.

Next was the 700cc Hydro duel between Sean McKean and Doug Hall—always exciting, and this year was no different! For Doug, the first heat was a disappointing DNF giving McKean the win, but Doug came back to win the next two heats with Sean in 2nd. With 1.000 points. Sean McKean took home the title; Doug Hall 2nd; and newcomer Cory Peabody (R-12) 3rd place.

The final class, not for the faint of heart, was 500cc Runabout—12 rocket ships with pilots hanging on for dear life! Again the "lady of the lake" was unkind! Of 12 boats in each heat, three or four failed either to start or finish. The worst luck fell upon Tom Kirts driving the T-109 for Steve Litzell. In heat 2 the boat found a huge hole; Tom and

the boat both stopped dead. Luckily, after a visit to the hospital, Tom was bruised but unbroken. The engine was not so lucky. We hear Steve has made lovely wind chimes out of what is left of it. Jared Gryskiewicz won, followed by Paul Fuchslin and Tim

Sunday started out drizzly, but anticipation was hot for 1100cc Runabout and Top Fuel Hydro, two fan favorites. To many, the world's sweetest sound is a Lon Stevens side carb 6-cylinder. Paul Fuchslin and Joe Johnson headed to the water along with Derek Gesler and Stevie Hoot, Mike Thirlby and Julia Baker, and Dwight Malhiot and Wendy Eldredge. Gesler looked to be the man to beat in the first heat, stretching





gun. All did not end well for Lauren either, as the bottom of her boat was coming apart. In the end, it was the determined consistency of Kevin Ellison, finishing all three heats in the top 3, for the overall win. D-32 David Jones was 2nd; Amy Nydahl, with an impressive final heat win, was 3rd.

The second half of the final day of racing brought out the 2nd

biggest class of the weekend—250cc Hydro with 18 boats, plenty of competition on the water and drama behind the scenes. Young Mike Schmidt in a brand new boat took heat 1A and looked very fast, but unfortunately got pitched out in the start of the 3rd heat to end his title guest. David Mitchell finished 1st and 2nd in his first two heats, but blew an engine after crossing the finish line and thought his day was done. Later, due to the black flag from Mike's crash, the Augustines, Tim Borway and others tried to put it back together. A little thrashing as the rings did not fit right, but somehow they got it done and David finished up winning overall. Brandon Thirlby had 800 points going into the final, with David at 700, and Brandon's 4th place finish

in the 3rd heat left him just shy of 1st place. Michael Schmidt, broken boat and all, took overall 3rd.

The 350cc Runabout class was bittersweet, with favorite Mike Krier out of the race due to Saturday's accident. But in true sportsman fashion, the Kriers lent Mike's powerful motor to competitor Brian Payn. The first two heats, Mike's brother Rich was fast and out in front: but in heat 3. with Rich and Brian driving neck and neck, Rich's engine let loose, handing the gold to Brian Payn. Rich still managed to pull out an overall 2nd; and Tim Small, an overall 3rd. The final extravaganza of the PRO Nationals is the Top Hydro challenge, generously sponsored by Deborah and Robby Golletta who donated

\$1,000,00 to win and \$500,00 for second. Sean McKean was ready to try for a hat trick, already having won the 500 and 700 titles. He won the first two heats in convincing fashion, only to go dead on the backstretch in the 3rd heat half a lap from the finish. Brandon Thirlby, who had worked hard all weekend, finally put one in the book with a Top Hydro win. Doug Hall unfortunately destroyed a buoy in the third heat; that left him in the 3rd spot.

From Ray Rodda, a story of the heart of DePue, the DePue Men's Club, and its racing family: "A heartfelt tribute was done each day by Alan Bosnich to Frank Solario, who lost his battle with cancer a few weeks before this great race. On Sunday his wife Lynn was presented the cap and shirt that would have been Frank's to wear on the last day of the finals. All of the drivers and crews gathered as Frank's brother Steve, President of the Men's Club, with much emotion, presented the cap and shirt to Lynn."

We all look forward to going back in 2011 for the PRO National in DePue, IL and



was then set between C-87 Paul Fuchslin and M-47 Mike Thirlby. The third heat was

a deck-to-deck battle for all four laps, with Thirlby edging out Fuchslin at the finish

beating Dwight Malhiot and Wendy Eldredge out on time for the 3rd spot.

Hugs and handshakes for 125 Hydro Champion

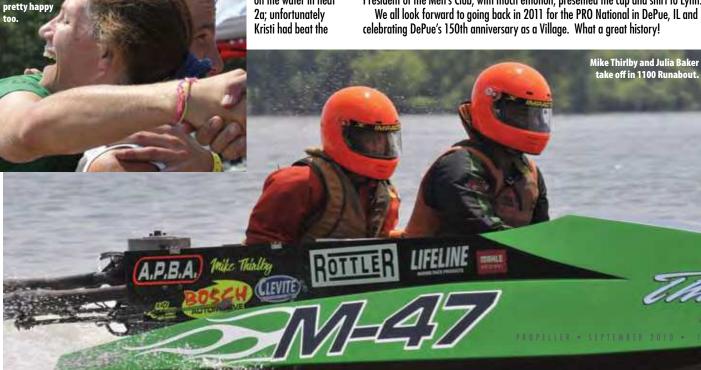
Kevin Ellison. His

mom Kristi was

line. Paul Fuchslin and Joe Johnson were second, with Derek Gesler and Stevie Hoot

Then, 23 125cc Hydros hit the water for five heats of intense racing. Defending

champ BJ Tetro won a heat, but got pitched out of his boat in the 2nd heat and



couldn't make the 3rd

heat. Lauren Johnson

and Kristi Ellison had

an impressive battle

on the water in heat



H1 Unlimited fleet brings tight points race to the Northwest

BY STEVE MONTGOMERY • PHOTOS BY CHRIS DENSLOW AND F. PEIRCE WILLIAMS

A s the H1 Unlimited Hydroplane fleet headed to the Pacific Northwest for the Lamb Weston Columbia Cup July 23-25 and Seattle Seafair August 5-7, the race for the season high point championship was tight.

Defending national high point and Lamb Weston Columbia Cup Champion Steve David, driver of the U-1 *Oh Boy! Oberto*, arrived in the Tri-Cities with a scant 198-point lead but said, "I like our chances. We'll be going for a three-peat, which would really be special. We'll have a lot of friends and family from Oberto head-quarters in Seattle there with us. We hope to be celebrating Sunday night."

Steve David and the hometown U-1 *Oh Boy! Oberto/Miss Madison* won the season opener and an early points lead, tallying 1525 points to Dave Villwock's 1007. The *Spirit of Qatar* driver found himself fifth in points, trailing David as well as JW Myers in the U-37 *Miss Peters & May* with 1320, J Michael Kelly in the U-7 *Graham Trucking* with 1300 and Brian Perkins in U-21 *Miss Albert Lee Appliance* with 1034.

But Villwock turned the tables at the Jarvis Restoration APBA Gold Cup on the Detroit River, starting as top qualifier and winning all four preliminary heats before driving the U-96 *Spirit of Qatar* to victory in the final heat and putting his name on the cup for the eighth time. The 2,100 points moved him up to 2nd place, just 198 points behind David and the U-1.

Then, at the Lucas Oil Indiana Governor's Cup, when the U-96 *Spirit of Qatar* turbine engine failed to ignite, Villwock and Team Ellstrom went to second place in the final and an eventual fifth place finish in the event. Those points looked very big as the teams headed to the Columbia Cup.

Looking back on the first half of the season, Villwock said, "We really ran pretty well in Madison. We just made a mistake that cost us a lot of points. The Detroit River challenges you and I think we handled it better than most. Now we go to the Tri-Cities, another big track where we've had good days and bad ones. We hope to put together a good weekend and come away with the points lead."

J Michael Kelly in the U-7 *Graham Trucking* was also fast and steady, and was in third place in points, just 505 out of the lead.

An 11-boat field at the Lamb Weston Columbia Cup included a U-37 Miss Peters & May entry from Schumacher Racing, but it wasn't the original boat or driver.

Following a horrific crash in the Gold Cup that badly damaged the team's primary boat and injured driver JW Myers. the P&M team leased a hull from Leland Unlim-

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ited. The driver is Unlimited rookie Jon Zimmerman, who looked good sharing the driver's seat of the U-25 *Superior Racing* with Dr. Ken Muscatel on the Eastern swing.

Ideal conditions on the Columbia River greeted the H1 Unlimited fleet for the Friday, July 23rd qualifying round of the 2010 Lamb Weston Columbia Cup.

Dave Villwock drove the U-96 Spirit of Qatar to the top of the qualifying ladder with a speed of 161.928. Villwock was happy with the run, saying, "So far so good. I think we have a good setup for this race course. There might even be another mile per hour or two in here somewhere if we need it."

Second was Steve David in the U-1 *Oh Boy! Oberto*, the defending Columbia Cup champion at 160.972. David commented, "That's close enough to go race the U-96, but we would like to be top qualifier. We don't want to break anything trying to get the top spot, but we'll see what we can do in the morning."

Third on the ladder was Nate Brown in the U-17 Miss Red Dot at 157.199.

On Saturday, top qualifiers David and Villwock drew separate sections of the first heat. Each used first lane choice to take the inside and cruise to an easy victory.

In heat 1A, Steve David trailed Nate Brown in the U-17 Miss Red Dot at the start, but took the lead coming out of the first turn and led the rest of the way.

"Nate made a great start; he schooled me on that one," said David. "But the boat ran great and we didn't have to use everything we had, which is a good thing. We would like to save something for the final."

Brown finished second, with Brian Perkins in the U-21 Miss Albert Lee Appliance finishing third.

Villwock led Heat 1B from start to finish, with the finish coming a little early. Dr. Ken Muscatel spun the U-25 Superior Racing in the first turn of the final lap, and the race was stopped. Villwock, who was approaching the finish line, was declared the winner. J Michael Kelly in the U-7 Graham Trucking was second and Cal Phipps placed third in the U-13 Spirit of Detroit.

On Sunday, Dave Villwock in the U-96 led the final heat of the 2010 Lamb Weston Columbia Cup from start to finish. But as he crossed the finish line, H1 officials announced a penalty had been called on the apparent winner in the final lap.

Officials ruled that Villwock did not leave enough room for Steve David in the U-1 to his inside as the two came through the final turn. The one-lap penalty on Villwock gave David and the Oberto team their third straight Columbia Cup victory.

A happy Steve David said, "I knew it was tight in the last turn. When they sent Dave back out for an extra lap, I thought maybe they had seen the turn the way I did. Winning the three-peat was our goal. It's a tremendous accomplishment for our whole team and I am very proud of all of them."

Villwock said, "I was having trouble with the throttle and they told me on the radio





there was a dead boat ahead of us. I tried to get through all that with low sun in our eyes and I thought I left room. The referee didn't think so."

The penalty on Villwock moved J Michael Kelly in the U-7 Graham Trucking up into second place and teammate Jeff Bernard in the U-5 Formulaboats.com finished third.

The H1 Unlimited fleet then moved on to the Albert Lee Cup at Seafair on Seattle's Lake Washington August 6-8. As expected, Dave Villwock put the U-96 *Spirit of Qatar* at the top of the Friday qualifying ladder with a morning lap of 155.888.

But no one expected what happened next. Greg Hopp in the U-100 *Lay's Kettle Cooked* outqualified Steve David in the U-1 *Oh Boy! Oberto* 148.701 to 148.484 to grab second place.

The rest of the field: 4th J Michael Kelly U-7 Graham Trucking 148.026 / 5th Brian Perkins U-21 Albert Lee Appliance 146.368 / 6th Jeff Bernard U-5 Formulaboats. com 146.100 / 7th Kip Brown U-17 Miss Red Dot 145.392 / 8th Jon Zimmerman U-37 Miss Peters & May 141.359 / 9th Mark Evans U-57 Washington Truck Dispatch 137.783 / 10th Mike Webster U-22 Matrix Systems 136.423.

On Saturday, as racing got underway, the favorites held court in heats 1A and 1B. Steve David led heat 1A from start to finish in the U-1 and Dave Villwock in the U-96 won heat 1B just as easily.

There was good racing behind the leaders in both heats. Greg Hopp (U-100) and Brian Perkins (U-21) were among the frontrunners in heat 1A until Perkins was penalized a lap for striking a buoy and Hopp's engine stalled while in second place.

Kip Brown in the U-16 Miss Red Dot was scored in 2nd place with Hopp 3rd. Fourth went to Jon Zimmerman in the U-37 Miss Peters & May with Cal Phipps in Miss Jillians 5th and Perkins finishing 6th after the penalty.

In heat 1B, teammates Jeff Bernard in the U-5 Formulaboats. com and J Michael Kelly in the U-7 Graham Trucking battled for 2nd behind Villwock. Bernard was given a one-lap penalty for changing lanes in front of Kelly and dropped to 5th place.

Kelly was 2nd with Mark Evans in the U-57 Washington Truck Dispatch 3rd, and Mike Webster in the U-22 Matrix Systems in 4th.

On Sunday, defending national high point champion Steve David in the U-1 *Oh Boy! Oberto* and archrival Dave Villwock in the U-96 *Spirit of Qatar* battled each other and a rough Lake Washington all five laps of the final heat of the 2010 Albert Lee Cup at Seafair, with David using the inside advantage to take the win.

A critical point in the chase for the Seafair trophy and the series high point championship came in heat 2A. Villwock and David were relegated to the outside as a result of their victories in 1A and 1B. With the faster qualifying speed, Villwock drew last and started in lane six, outside of David in lane five.

The pair raced for third and fourth behind heat winner Brian Perkins in the U-21 and J Michael Kelly in the U-7. David survived the challenge from Villwock and finished fourth, with Villwock fifth. He kept the advantage the rest of the day; it resulted in lane one for the final.

High speed and rough water had both boats flying high and on the ragged edge. David said, "The trick was to keep the prop in the water so it was pushing the boat, which meant you had to get the nose in the air."

"Winning in Seattle is so special," David continued. "It's Art Oberto's 83rd birthday, the Oberto company is located here and we had a lot of their friends and family with us."

It was also the team's third win of the season. David added, "That is something we have never done before—just another reason why this win is special."

David had a 370-point lead when the weekend started, with Villwock reducing it to 350 by topping the qualifying ladder. That was as close as it got. As a result of the outcome, David and the U-1 *Oh Boy! Oberto* team will go to the final event of the year on Doha Bay in Qatar in November with a 506-point lead.

With one race left, H1 Unlimited team points are as shown below.

2010 National High Points Standings (team)

ZVIV National riigh Foints Standing	ys (ream)	1		
Number /Boat/Driver	Points	From Lead	From Next	
U-1 Oh Boy! Oberto /Steve David	6259	0	0	
U-96 Ellstrom Racing /Dave Villwock	5753	506	506	
U-7 Formulaboats.com /J Michael Kelly	5137	1122	616	
U-21 Go Fast, Turn Left /Brian Perkins	3450	2809	1687	
U-5 Formulaboats.com /Jeff Bernard	3291	2968	159	
U-37 Schumacher Racing /JW Myers	2616	3643	675	
U-100 Leland Unlimited/Greg Hopp	2600	3659	16	
U-17 Our Gang Racing /Kip Brown	2516	3743	84	
U-13 Spirit of Detroit /Cal Phipps	2276	3983	240	
U-22 Webster Racing / Mike Webster	2244	4015	32	
U-25 Superior Racing /Jon Zimmerman	1363	4896	881	
U-57 Formulaboats.com /Mark Evans	962	5297	401	



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REGION 1

Connecticut Outboard Association held the first APBA sanctioned Driving School in Region One on July 9th to kick off the Thompson, Connecticut race weekend. Seven participants took part in the program instructed by the COA membership. Using a brand new OSY400, the students learned the basics of setting up a boat right from the installation of the hardware to the wiring of a kill switch. After completing the rigging and setup, it was time to take turns on the water. As participants completed their laps at what they thought were world record speeds, the grins grew larger and larger. All returned on Saturday and Sunday to watch the races and help out various crews in the pits.

Except for a few mishaps in turn two, the multi-category program ran flawlessly all weekend. The Race Committee would like to thank the drivers for their cooperation with all park officials' requests. This is the longest running race site in Region 1 and your compliance with the rules and regulations will insure that it continues to be a mainstay on the schedule.

Saturday Results: AXH- Peter Crowley, Billy Audette, Becky Nichols: AXR- Becky Nichols, Nick Nowak, Jack Cayanauah: ASH- Colleen Tweedy, Nick Nowak, Agron Forino: ASR- Billy Simmons, Ed O'Neil, Becky Nichols: CSH- Bob Howe, Scott Clark, Bill Giles: CSR- Mike Cook, Bill Forster, Steve Noury: 25SSH- Doug Pearsall, Davey Young, Eon Christopher; 25SSR-Jason Thompson, Davey Young, Bill Forster; 20SSH- Billy Allen, AJ Jennings, Jeff Main: DSH- Pete Gevinski, Scott Clark, Arron Main; OSY400- Mikey Schmidt, Billy Allen, Bill Giles; 250ccMR-Jason Pickerall, Howard Pickerall, Martin Mari: 250ccMH- Jason Pickerall, Howard Pickerall, Earl Desiato; 350ccMH- AJ Jennings, Kevin Fitzgerald, Paul Sumereau; 500ccMH- AJ Jennings, Jerry Davids Jr., Scott Clark; 750ccMR- Eon Christopher. George Luce; 850ccMR- George Luce, David Jones, Shawn Weber; 125CCH- Billy Allen, David Jones; 250CCH- Mike Schmidt, Mikev Schmidt, Billy Allen.

Sunday: AXH- Péter Crowley, Billy Audette, Becky Nichols; ASH- Nick Nowak, Colleen Tweedy, Aaron Forino; ASR- Billy Simmons, Ed O'Neil, Becky Nichols; CSH- Scott Clark, Howie Nichols, Charlie Gonyea; CSR- Bill Forster, Paul Luippold, Tim Noury; 25SSH- Bob Howe, Davey Young, Eon Christopher; 25SSR- Jason Thompson, Martin Mari, Bill Forster; 20SSH- AJ Jennings, Craig Connett, Mike Akerstrom; DSH- Pete Gevinski, Scott Clark, Steve Noury; 0SY400- Mikey Schmidt, Billy Allen, Bill Giles; 25OccMR- Jason Pickerall, Earl Desiato, Nate Lord; 250ccMH- Earl Desiato, Nate Lord, Mike Akerstrom; 500ccMH-AJ Jennings, Doug Pearsall, Jerry Davids Jr.; 850ccMR- David Jones, Shawn Weber; 125CCH- Doug Pearsall, David Jones; 250CCH- Mike Schmidt, Mikey Schmidt, Billy Allen.

Drag Boat Results: Lake Racer- Jim Thompson, Glen Taylor, Neil Tardanico; Factory Stock- Jack Hayes, Larry Audette, Christine Walkden; Super Stock- Glen Taylor, Neil Tardanico, James Thompson; Factory Mod- Jack Hayes, Larry Audette, Christine Walkden.

Special mention should go out to Referee Charlie Gonyea for his bravery in the time of need. All of the drivers' tow vehicles were required to be parked in an open field. Unfortunately for Carole Terry, her vehicle was parked atop a nest of wasps and upon her return to the vehicle after the race she was besieged by the disturbed winged insects. As chief referee, Charlie's duties did not end on the judge's stand. With a little fancy footwork, he took control of the situation and as a former Bee Driver, outmaneuvered the pests and moved the vehicle to safety.

For the past couple of years Jeff, Christine, Abby and Austin Brewster have made Region One their home away from home. They even traveled east for the South Shore Outboard Association Banquet last November. In appreciation of their support to the club, and with the promise of a big BBQ Saturday night, several SSOA members loaded up and headed out 1-80 for the Rock the Docks Regatta in Springfield, Ohio. Bob and Deb Howe; Bill Giles and Steve Noury; and Tim Noury all arrived in the pits Friday afternoon. Also there from Montreal, Canada

were the families of Wayne and Brant Latter, who are regulars at SSOA's Kingston Fall Classic. Howe had a hard-fought 2nd place finish to Brewster in 25SSH while Steve Noury had 1st both days in DSH. Steve and Tim ran 3rd and 4th in CSR, while Brant and Wayne held their own in the 11-boat CSH field. In addition to endless socializing, Giles found out that it is a lot easier to run three classes than to pit crew for eight; and vowed to bring equipment next year. As promised, all were treated to a fantastic BBQ at the Brewsters'. Thanks to the Three Rivers Outboard Racina Association for such a fine event.

The following week our Region One PRO drivers travelled to DePue, Illinois for the PRO Nationals. It was one of the best performances of Region One drivers in recent memory and to auote Maxwell Smart. "We missed it by that much." Our drivers brought home three podium finishes. Billy Allen was runner-up to 3-peat OSY400 Champion John Peeters. Davey Jones, at a great weight disadvantage, ran second in the 125ccH class. Davey also had a potential podium finish in the 125ccR Class slip away through no fault of his own. Driving Dave Tenney's 125ccR outfit, Jones won heat one only to hit a massive wreck in heat two, taking him out of the competition. Our third podium finisher was young Mike Schmidt, and this one was oh! so close. Mikey won heat one of the 250ccH Class and ran second in heat 2, giving him 700 points heading into the final. He then proceeded to nail the start of heat 3, and took the first turn first, pulling away from the field up the backstretch. With a title in sight, disaster struck. The boat hooked on Mikev. ending his heat and relegating him to third place overall. Nonetheless, it was a great experience and there will be championships in this driver's future. Peter Crowley ran consistently in K PRO Hydro and Dave Tenney recorded a heat win in the 175 class. All are looking forward to 2011.

Continuing their summer tour of the Northeast, Bob Howe and Steve Noury travelled to Dunnville, Ontario for the Toronto Outboard Racing Club's Thunder on the Grand Regatta. Howe brought home a 1st in the 11-boat 25SSH field, and Noury ran 3rd in an all-star field of Canadian drivers. There was no shortage of Mercury outboards at this event!

Late-breaking news: Quincy, Massachusetts's Billy Allen and the U.S. "A" Team pulled an upset podium finish at the OSY400 World Championships in Mora, Sweden with a 3rd place. Congratulations to all the U.S. "A" Team.

Next up on the Region One agenda will be the Haverhill River Run 2010. A full report will follow next month. Until then, Speed Safely.

—Lowell Hanson

REGION 3

"Congratulations to Dave 'Sked' Paraskevas. Not only did he win the World Championship and Summer Nationals in one class, but made it a "double", winning both Jersey Skiff and Pro Stock. The skiff race was very hard-fought, especially on the start with paint swapped by several boats. The JS-62, 'Smoke on the Water' is owned and prepared by Tom, Paul and Pete Tamburella and Skip Lindmar. They worked nonstop under the Sked's guidance once it was decided to go for it at Cambridge.

The Pro Stock win was less difficult, as the hot humid weather plus parts breakage took a toll on many competitors. Sked came prepared for battle with a newly acquired strong motor which ran well, but was not pushed to the limit. PS-529 Wendt Racing is owned and prepared by Peggy and Hank Wendt.

This is Sked's 2nd and 3rd World Championship. He previously won in Joe Julian's JS-136, Nuclear Winter in 2005 at Cambridge."

The above is a direct quote from Peggy Wendt. Sked, congratulations! It was praise well deserved for all those accomplishments! I'm sure that Bucki and Audrey must be very proud of you; and speaking as a wife, the awards always help rationalize all the hours spent in the shop.

I just had a wonderful 4-day weekend with friends and family, lots of exciting boat racing and delicious Maryland crabs at the 20th Annual Thunder on the Narrows featuring the Paul Sohn Memorial trophy and the James Curtis Memorial trophy on August 7-8. Oh, what a great weekend it was from start to finish. Region 4's Kent Narrows Racing Association did an awesome job hosting.

Race announcer Mitch Brown did a great job too. He was knowledgeable about the racers, the boats and their history; and painstakingly explained everything on the race course. That way novice fans had an idea of what was going on, and why something was happening or not happening while they watched or waited. Mitch says, "Fans have to have someone explain the whole concept of the 5-minute period, and the 1-minute period, lane changes, etc., so they can understand what they're watching. Then they can get interested in the race. Otherwise it would just look like a bunch of boats going around in a circle, and not make much sense." A local Washington DC radio station was broadcasting Mitch live. That way the spectator fleet on the Chesapeake could watch the race from the comfort of their boats, and listen to it via their radios.

Michael Pakradooni shared the tower with Mitch all weekend, videotaping and broadcasting the races via UStream on the internet. Those broadcasts can be viewed on hydroplanequebec. com if you weren't at Kent Island. It is some exciting footage. You can also decide if I'm just being honest or biased when I say that my husband did a really good job! Michael Pakradooni's work just keeps getting better and better. I'd like to thank him so very much for bringing the races to those who can't be there! My in-laws were so thrilled to watch from the comfort of their home and not have to miss the races!

In the 1.5 Litre class, George Kennedy Junior's "Shameless Say What" driven by Brandon Kennedy had a very good weekend. J.P.R. Racing's Brandon Kennedy got a first place, a first place, a first place and a first place. SAY WHAT? Four first places? Yes, that's what I said! That's how Brandon takes care of his racing duties before he goes off to school in the fall! Consistency seemed to be the norm among team members. John Shaw got a third place, a third place, a third place and a third place. Way to go, Brandon and John and JPR! Tabatha Carr wasn't so lucky. Plagued by mechanical gremlins, she only earned 40 points for the weekend.

Frank Beck's S-53, Fast Times, driven by John Shaw, in the 2.5 Litre class, got a 3rd and a 5th place on Saturday 8/7/10 and a 2nd place and a 5th place on Sunday.

Brandon Kennedy was driving Budget Buster's *Big Bird* and proved he can handle the 5 Litre quite nicely too. On Saturday, he took a 2nd place in the qualifier and a 4th in the final. On Sunday, it was a 3rd place finish in the qualifier and a very exciting 1st place finish in the final against three other world class 5 litres!

Once again we had more Region 3 racers in the Jersey Speed Skiff class at the Thunder on the Narrows this year than in the other classes. Tom Pakradooni, owner and driver of JS-7, seemed to have had the best weekend of all of them. Considering Tom was our most seasoned veteran in the group this weekend, with the most championships from his long and auspicious boat racing career, can anyone really be surprised? Then there's Tom's boat and equipment, which are top of the line. He was definitely the man to beat. Except for one out of his four heats, no one could beat him! Tom finished 1st in the qualifier, and in the final on Saturday. Then on Sunday Tom got a 3rd place in his qualifier and a 1st place in the final. Tom's riding mechanic in Rolling Thunder, while wearing a helmet cam for Mike, was J.P.R.'s Brandon Kennedy.

I think Brandon has been picking up driving tips and driving trade secrets from Tom this season. There's this hot rumor on Facebook that J.P.R. might branch out into racing Jersey Speed Skiffs next year, and that there just might be a B.K. (Brandon Kennedy and Bobby Kennedy) skiff team! We'll just have to wait and see. 2011 should be an interesting season! Who will drive and who will ride? Would they flip a coin each race? The

cousins are like brothers who get along so well, maybe skiffs aren't such a good idea... Although it will be a great way to get more young people interested. A Kennedy cousins' skiff team along with their racing video productions can only help assure the future of our sport.

Dave Greenlaw Junior, driving Dave Senior's JS-99, Veri Cheri was looking good and racking up the points in Maryland. He got two 1st place finishes, a 2nd and a 3rd. J.P.R.'s John Shaw was riding with Dave. It looked as if another aggressive driver thought that Dave and John might enjoy a visit among the bikini-clad spectators and boats. Dave managed to keep control and keep his good field position anyway.

The Pacifier, JS-40, owned by rider Jamie Attardi and driven by Patrick Dender, had a DNF and a DNS on Saturday, but came back strong on Sunday with a 2nd place finish in their qualifying heat and the final. That should pacify them until next time, when I'm sure they'll be looking for a 1st place finish...

Rookie father and son team Jeff LaMarco and his son James are from Manawkin, New Jersey. Jeff built his boat, *The Patriot,* JS-24. Even though Jeff has to start from the back of the pack since he's still a qualifying rookie driver, he got a 3rd and a 4th place on Saturday. Unfortunately the LaMarco's had a DNF and a DNS on Sunday.

Another father-and-son team and former Region 3 Rookie of the Year is K.I.S.S., JS-65's owner and driver Warren Brown III. His riding mechanic is his son Warren Brown IV, aka Brownie. Warren III is from Galloway, New Jersey and a Captain on the Atlantic City Beach Patrol. It's tough for Warren to get weekends off in the summer, but the Thunder on the Narrows with the Paul Sohn Memorial Trophy was on the line, and of course Maryland crabs are usually enough reason for Warren to ask for some time off. This time he got to bring along his lovely new crew member Linda.

Speaking of new additions, beautiful Lila Lynn Gant was born on Friday, August 6th to Kierstin and Gabe Gant. She is Warren III's, Mitch's and my new great-niece!

The K.I.S.S. Team finished 4th and 5th on Saturday, and 7th and 6th on Sunday.

September 11th and 12th is just a few weeks away, and that means it's time once again for Winding River Boating Association's Daniel J. Murphy Junior Memorial Regatta at Lake Lenape in Mays Landing, New Jersey. It is Region 3's only race this year. Fifty years ago, 40, 30, 20, or even five years ago, if I bet any boat racer from this area that in 2010 that there would be only one APBA boat race in Region 3, they would laugh at me.

Who could have predicted years ago that it would come to this? This region has natural and man-made lakes, inland waterways, and rivers in abundance. We have water everywhere. We have a tourist industry and pleasure boating and people that live on or near the water. Why is it only elsewhere that people somehow put up with the inconvenience of a boat race near where they live once a year, as they do in Maryland and Virginia in Region 4? My father-in-law raced hydroplanes in the 1950s, and the circuit was so full he never had to leave New Jersey. He slept at home most of the time when he was racing. What's different here?

Have politics, personal differences, old grudges, personal agendas, etc. so gotten in the way that we've forgotten that it's all about BOAT RACING and having FUN? Is it that we don't have enough committees or clubs or people dedicating their time? What is it really?

A few years ago the main sponsor of Winding River Boat Racing Association pulled out, and the treasury was down to bare bones. The WRBA officers said that we ran the risk of losing our race. I reported it, along with a plea for a sponsor to come forward, in this very magazine. Mrs. Daniel J. Murphy Jr. came forward out of nowhere. She was a godsend! She contacted Ann Fitzgerald when she read my article. She helped us then and has been heloing us ever since.

I APPRECIATE Mrs. Murphy and all she's done for the club, because I don't know if without her we would have been able to go forward that year! THANK YOU MRS. MURPHY! I am a big believer in karma and paying it forward when you have good fortune and you can help someone else out. Obviously she is too, or she wouldn't have gotten involved with our little club. When someone helps me, and then I see someone who needs help, I try to help them. That's how you pay it forward. You can also be the first one to offer help! Get involved if you can!

I will be at the Daniel J. Murphy Jr. Memorial Regatta this year to support my husband as the announcer, to support Region 3, and to support Mrs. Murphy and honor her husband's memory. I strongly feel that all the clubs in each region should bend over backwards to help one another to keep the sport of boat racing alive and growing. I hope I see a lot of fellow boat racers from all of the classes supporting our region, the sport, and the APBA on September 11th!

I am deeply saddened that there will not be a second New Jersey Governor's Cup this year; and now won't be until 2011 when racing returns to Wildwood Crest, New Jersey. I was very sorry to hear that the Lake Hopatcong Race fell through in October. I always enjoy going there very much! Just think, all of the region trophies and awards this year

Just think, all of the region trophies and awards this year are going to hinge on one event—the Daniel J. Murphy Jr. Memorial Regatta. I hope and pray we have nice, wind-free weather, so we can have two days of racing at least. Anyone know a sun dance? Stay safe, everyone, and God bless!

—Barbara Brown, Region3writer@aol.com

REGION 4

The Cambridge Classic 100th Triple Crown was held on July 23-25th. We had three days of the best racing in the country. Even the 106° weather did not stop our diehard racers. Please see the article on Cambridge in this issue. Congratulations to all of the Triple Crown winners. The 19th Annual Thunder on the Narrows was held Aug. 7-8th in Maryland. We had two beautiful days of racing. So far no results have been submitted. We do have plenty of pictures and videos on the Region 4 website, http://region.freehomepage.com.



I am starting to get more racer profiles. First is Samuel Hafer. Samuel is going into the fifth grade this year. He is from Norfolk, VA. Samuel started racing in 2009 at Elizabeth City, N.C. He had met Jerry Glass, who told him about the Junior Hydros. Samuel's first boat is the Gotta Go 53E. Samuel says he was hooked the first time

racing. His most memorable moment was in Wilson, N.C. in July 2010 when he finally got the hang of getting on plane, making the commitment buoy, watching the clock, and following the flags. Samuel says Mr. Gary Pond helped him get started in racing and also Mr. J.T. Bried helped his dad set up the boat. Samuel says boat racing is fun, but going fast in the straightaways is the best. He loves hanging out with his friends and family at the races.

Second is one of our boat racing divas, Haley Thompson, daughter of Donnie and Arlene Thompson. Haley was 9 years old when she started racing in Hampton, VA. 2009. Her boat is Pugge 114E. Haley is from Cordova, Md. She says she wanted to race all on her own. Her fa-

vorite fans are Ben, Maddey, and Emma. Haley's best friends in the Junior Stock class are Samantha, Jeremy and Jordan. When she gets older, she would like to start in a 1.5 Litre Stock—that would be a total rush. She would like to thank Robin and Stu

Shane for letting her get started in racing. The Junior Stocks are supported by the APBA Historical Society. This program helps get our children involved in racing at the age of 9. You never know—one of these kids may be our next Unlimited driver...

—Valerie Wilson, Y-54 Pink Panther Racing. vahydro54@yahoo.com or call (757) 268-2264.

Valerie Wilson Y-54 (Pink Panther II)

REGION 5

Region 5 racers trekked to Wilson NC for the SE Divisionals and the North American Championship for 750MR, July 17-18. Bill Walker made the trip, but due to inclement weather Saturday and later Sunday, he didn't get a run in his 500MR. All heats on Saturday were canceled due to wind and rain. Two and a half flights of racing for 11 classes were completed on Sunday. Divisional champions from ASH and CSH qualified for a berth at Nationals in California. Congrats to Bob Dunlap for his NAC victory in 750MR.

There was a good showing of Junior Hydros—11 of them registered for Saturday's racing, including first-timers 53E and 810Z. Region 5 racers who made the trip and competed included Bob Dunlap, and three generations of Nichols racers (Becky, her dad Howie, and his dad Pete). Pete Nichols returned to racing after an approximate 20-year hiatus to compete with granddaughter Becky in AXSR. Pete also raced in ASR. Bill Walker reports he raced DSR against Pete in the 1960s when he lived in CT and Pete lived in MA. Pete's dad also raced in the 1950s and '60s. With fewer racers these days, we appreciate those who come out of retirement to race again. How many racers will get the chance to race against their grandchildren? Wally Schlinf of Winter Haven, FL, who usually sponsors several drivers in multiple classes went to Wilson without boats or drivers just to spend a weekend with his racing friends. Now that's dedication. We know he had a good time anyway.

My trip to the Top O' Michigan Marathon Nationals was fabulous. The "World's Toughest Outboard Race" went off without a hitch at noon on Saturday and Sunday, July 30 and August 1. There was a total of 85 entries including Stock, Junior and SLT classes. The weather was beautiful and the waters were relatively calm for the 42-mile (Saturday) and 43-mile (Sunday) courses through the upper Michigan inland waterways. Our guest driver Felipe Adele, who came to race from Ecuador, completed both days of racing after having some engine difficulty during the modified LeMans starts on both days.

Congrats to all Region 5 racers who made it to Oroville, CA, for combined Stock, Mod, and J National Championships. Multiple class participant Dave Bennett, Tom Nuccio, John Palmquist, and Bob Dunlap all came away with one or more podium finishes. Great job to all of you.

Our thoughts and prayers go out to the Luce, D'Agostino and Pond families whose team members were involved in a serious auto accident in Kansas coming home from California.

My thanks to Bill Walker and Bill Hoctor for their contributions and collaboration for this article. Please submit racing news to myself or Bill Walker

-Vicki Smith, 78F, racegirl78f@aol.com

REGION 6

September is almost here. As I write these notes, our power is out. Over 24 hours now. Sucks. Got no Internet, got no cold brew, spent the day sawing treefall and a big branch. Missed the house and missed the boat (those who know about Hurricane Ike and GNH 515 will understand). A couple tornados, hail, wind and rain caused all this mess.

First, sad news: another Region 6 stalwart is gone. Nancy McKee, widow of Paul McKee, passed away a short time ago. We extend condolences and remembrances from the region to family and friends. While before my time in boat racing, the name McKee has come up often in conversations and always with great respect.

August has been hot weather and a lack of Region 6 In-

board activity. Most of you are aware of the cancellation of the Ohio Governor's Cup Regatta at Celina due to an algae bloom on Grand Lake St. Mary's, which has also caused cessation of all boating activity on the lake. The Regatta committee has set up a music fest day to help raise monies for lake restoration, and has invited boat racers to attend and show off their boats in a static display. We are going, and hope a good number will join us. The date: August 28. While this show will have taken place by the time this article is being perused, the lesson is to take any opportunities to show off our boats, to support not only boat racing, but also our communities.

Which brings up another point: APBA Board of Directors elections are underway. Please vote. Nine candidates are in the running—nine good candidates. Makes it tough to choose, as we can only vote for four of them. Vote for the candidates who will do the best job for APBA as a member of the Board of Directors. Don't go only by category or region—think of the bigger picture.

Club elections for the Marine Prop Riders begin in September, when nominations are opened up; the actual election takes place at the October regular club meeting (at Crash Landings restaurant, Dequindre at 1-696, just a couple of miles north of Detroit). More elections are coming at the Region 6 Fall Meeting, October 21-22, at the Holiday Inn French Quarter, Perrysburg, Ohio (exit 193 off 1-75, just south of the Ohio Turnpike). These elections choose category commissioners plus the Region 6 BOD—all important positions for national and region business. So, think VOTE!

Region 6 Inboard July racing endeavors featured racing at Waterford, Michigan's Quake on the Lake. Boat count was average, but quality races were featured in a very reasonable time frame. Congratulations to all winners, and a big thanks goes to the race committee for a fine show. Mary Anne Wilson and crew tried out a couple new things for the race successfully, being a test run for next year's 2011 APBA Inboard Nationals. It will be fun next year!

While we are at it, congratulations goes out to the Jim Sechler Y-1 Fast Eddie Too (Dan Kanfoush driving) and Royce Richards/George English A-52 Fat Chance II (Tom Thompson up) for winning Triple Crowns at Cambridge this July. They not only beat all comers, but beat the 100° heat and the big storm! Way to go! Royce says that they only won National crowns, but the rest of us say because it was the Triple Crown at Cambridge, it must be a Triple Crown win!

Coming up for Region 6 Inboard is Rocky Fork, Ohio (near Hillsboro, Ohio), September 18-19. At stake are MACH Series Championships for T, Y, S, A, NM and GNH classes, and North American Championships for the Y, A, NM, and GNH classes. Great racing on a fast and unique record 1.25 mile course (there's an island in the middle)—be there!

In the unfortunate news department: Alum Creek (now of Columbus, Ohio) has been postponed until 2011 by the race committee. This location is primo—a great place to race and spectate; the committee promises the extra time to prepare will result in a great race next year!

That's all for now. Remember: VOTE! Exercise your APBA membership rights and obligations — VOTE!

—Don "Fli" Whitney

REGION 8

The weather has been heating up here in the wonderful Midwest, along with the boat racing. Since you last heard from us, we have run two successful races. We pulled the boats right to our back yard in Hastings for the annual River Town Days. All eight of our classes were accounted for, with a club record showing of about 40 boats total for the one-day race. Steve Tabara showed up with his 150, after about nine years away from racing, to join us back in the water. It is always good to see our racers return to the sport. The races went fairly smoothly







in the blistering heat and were completed this year before our water deadline was up. We had not been so fortunate in past years due to barge traffic on the river. We did, however, get to practice our dock starts on the new Hastings dock, which was good for some of the newer drivers and crews who would be heading to Kankakee very soon.

Two weeks after the incredible turnout in Hastings, we traveled farther north to Crosby, MN for the Serpent Speedway. As always, this is one of our most successful races of the season. Saturday started out with beautiful racing weather. The classes ran smoothly, even with a few rookie and veteran drivers returning. Cody Johnson, son of Tim Johnson (VP driver) joined our crew in his first-ever race in the Mini GT class, as well as Karilyn Doehling, wife of Kevin Doehling (Formula V driver), joining in on the fun in GT Pro. We hope to see both of them full time next year! Veteran Dean Hansen managed to get his boat pulled out of storage and put back together to show his sons how it done in the SST 60 class, taking victory two days in a row

Sunday started off a little on the rough side when Jeff Hansen pulled into the first corner of SST 60 and broke both sponsons off his boat, leaving him sitting in his capsule with nothing else surrounding him. Fortunately Jeff was okay, and his boat in now on the mend.

The second annual fund raiser kayak races also took place on Sunday, which turned out to be much more eventful and full-contact than in the past, providing good entertainment. Team Hansen, consisting of Mike, Jeff, Nikki and Stephanie Hansen, lost their winning title from the previous year, but came in a respectable second. Unfortunately, the weather was not so cooperative for the rest of the day. Lightning flashed during a Formula V heat, causing us to end our show early before Formula V, GT Pro, and 150 were able to finish.

It is sad to see another racing season go by so fast, as we are limited by our frozen winters. However, there are rumors of another race coming up in September, and there are a number

Region 8 action: Above, Mini-GT lineup with rookie Cody Johnson (#212) preparing for his first race. (L) Veteran Dean Hansen leading the pack in SST 60. (Below L) Corey Olson flying it high for the Formula V win in Hastings, Minnesota. Katie Sellner photos

of boats ready to head to Kankakee for the OPC Nationals and show everyone what the Region 8 racers are all about!

That is all for now. Happy Racing! —Katie Sellner and Nikki Hansen

REGION 10

Most Nationals are in the books, and we are heading down the homestretch of racing in Region 10. It was a very successful Nationals for a number of our Region 10 outboarders, with the following winners: Colin Rucker in K PRO Hydro, John "Guido" Peeters in OSY 400 (for the 3rd consecutive year) and D Stock Hydro (2nd consecutive year); Jim Nilsen in C Service Hydro and Runabout (another repeat offender... how many years is this, Jim?); Aaron Peterson in 350ccMR; Kyle Bahl in C Stock Runabout; and an historic performance by J Michael Kelly who garnered FOUR National Championships at the Stock Nationals, in A Stock Hydro, A Stock Runabout, 25SS Runabout and C Stock Hydro. This was all accomplished in his week off from driving the U-7 Graham Trucking Unlimited hydro. Kinda makes you wonder what he does to relax...

A number of other Region 10 outboard racers figured prominently at their respective Nationals as well: Zach Malhiot. who took a 2nd in 350cc Hydro and 3rd in C Racing Hydro; George Thornhill, 2nd in C Racing Hydro and C Service Runabout; Corey Peabody, 3rd in 700cc Hydro; Mike Perman, with 2nds in 20SS Hydro and C Stock Runabout: Kelly Hannon. 2nd in AX Rungbout: Agron Salmon, 4th in AX Rungbout: Zach Hegemann, 4th in A Stock Hydro and AX Hydro; John Maroney, 3rd in 500cc Mod Hydro; Jerzee Holman, 5th in 500cc Mod Hydro; Colin Rucker, 3rd in J Runabout; Jared Martin. 4th in J Runabout: Jared Kaiser, 5th in J Runabout: and Daren Goehring. with a 3rd in D Stock Hydro and 4th in C Stock Runabout. In fact, in C Stock Runabout, the top finishers were all Seattle Outboard racers: Bahl 1st, Perman 2nd; Kelly 3rd; Goehring 4th, and Thompson 5th. My apologies if I left anyone out... a GREAT showing by our local racers!

We had two very successful races with the Unlimiteds and Unlimited Lights at Tri-Cities and at Seattle. Both Unlimited races were won by the Oh Boy! Oberto team. The UL wins were taken by Kayleigh Perkins-Mallory at Tri-Cities, and Paul Becker at Seattle. There was also a great Vintage Unlimited event at Tri Cities that was a real crowd pleaser. Unlimited racing has provided some of the best competition we've seen in their category for years. The folks at the Hydroplane and Race Boat Museum also staged a very successful "revival" of the Diamond Cup Unlimited race, an exhibition event in Coeur d'Alene, Idaho on August 21-22. This marked the first time that Thunderboats have run there in over 40 years. By all accounts, it was a huge success.

Down in southern Oregon, Larry Darneille with the Cal-Ore

River Racers tells us: The midsummer doldrums are about over. The Cal-Ore U.S. Championship series were set for Albany, Oregon on August 22 for the River Gone Wild marathon. Race director John McAllister has done an excellent job of organizing this race, especially with the logistics of the new race course covering three counties. He organized part of this race while his job as an engineer took him to China for three weeks. It will be a 52-mile drag race (13 miles four times) on a mostly smooth course between Albany and Buena Vista Ferry.

The summer break has allowed for repairs, primarily to gear cases that suffer from the severe wear of river racing; and, of course, everyone is looking for that extra mile an hour out of their prop—especially on a flat-water course like Albany. The season will continue with the final race at Grants Pass on Labor Day. This is a very tight season for points. Any one of the top five drivers can still win the season High Point championship.

Rounding out our monthly report is our nugget of news from Jim Codling on the local Inboard/OPC doings:

A field of five boats made their first big boat OPC class at Black Lake in mid-July. Commodore of the NOMA club is pushing to have classes at Chelan and again at Lake Sammamish in the latter part of the year. The economic situation here in the Northwest is rather dire right now and all of us are stretching to run our boats.

The runabout fleet of nine boats continues to struggle with some here, and some there, races.

Our #31 boat is ready to roll and we hope Sid Rennells will get back after the High Point goal after Gibson and Marquardt get the bottom fixed.

On the hydro side, our Unlimited Lights guys and gals ran at Seattle Seafair, and ran well.

Several National Mods stepped up to run, as did the youngster Austin Eacret in the bright blue blaster that Joe Frauenheim loaned him and Pops (Paul). They had a great time till the bottom blew out in the rough water. Paul Becker's U-14, and Frauenheim's UL-72 driven by Kayleigh Perkins, put on a great show to win the event, finishing 1st and 2nd respectively.

The Oroville, Washington race with the town's support was a lot of fun—a little short of boats, as the 6-hour jaunt proved to be a bit far, but the hard charging 1 Litres stole the show and out on 4 heats of multi-winner races.

We look forward to Lake Chelan and Lake Sammamish for five days of hard racing and the national point race at the annual late fall race at the Lake Sammamish State Park. I had a great time at Cambridge, thanks to all my eastern friends. Kip Brown gave a strong showing in 2.5 Stock and National Mod there, as did Jeff Bernard a few weeks later in Hampton in the 2.5 Stock, which was won by our honorary Region 10 racer, Dutch Sauires.

Thanks, Larry and Jim. That's it for this month... see you in the fall!

---Patrick Gleason

REGION 12

When I reread my article from last month, I felt guilty saying the Dawes were crazy for racing everywhere. Like all of us, they love racing. Steven designed a new 45 tunnel boat, Revolution built the capsule and Ernie built the boat. They went to Trenton to the 45 Worlds. Ernie, Steven and Tammy raved about Fred Miller's race. They called me after every heat (and Steven ended up with the most points). However, in inspection, Steven's head didn't pass. Steven isn't 45 World Champion, but no one in the Dawe family blames anyone. They went to race and race they did. An error had been made when machining the head—not enough to give him an advantage, but enough so that Steven was DQd along with the 2nd and 3rd finishers. This is the 4th head DQ this season; maybe the OPC Commission should look into this measurement. I speak for all 45 drivers in Southern California when I say, "Get them next year, Steven."

Steven raced Long Beach the weekend of August 7-8, then was off to Oroville for the Stock Nationals. Southern California

Speedboat Club held an excellent race at Long Beach—great racing, great crowd. SCSC's next race is the Blue Water Resort and Casino Thanksgiving Regatta, a Friday and Saturday event not to be missed.

As an association, we sometimes miss opportunities to get new members. At Long Beach I met two people who wanted to get started in racing again. One was one of my old 4th grade students, Dave Brown. He remembered me bringing boat parts to school. He and a friend had just bought a Super Stock. Jim Green, 1993 Region 12 High Point champion, was there too, wanting to buy a 45. I ran into Ralph Kaufman, whose brother Eric runs Super Stock. He is a good friend of Lanse Haselrig. Jim and Eric both want to get back in racing.

Millions of people live near Long Beach. I'll bet there are thousands there that would like to race a boat. It isn't SCSC's job to recruit new members—they are promoting the race.

I stopped writing for a few days because I'm busy, busy answering questions about how to get started in boat racing... Kenny Knudson, Tom Doidge's grandson, is starting his two kids in racing—Nicole, 16 and Emily, 10. These two will be on the water by Thanksgiving. Dennis Johnson, "Mr. Trafficade", gave Jeff Conant's 98-C to Gordon Jennings Jr., to give to young Gordy III. Mother and wife Katie Faulkner Jennings has given her blessing to Gordie III racing. I delivered the boat to Paul Pfaff's shop after Jeff Conant delivered it to Puddinastone.

Meanwhile, Ernie is going to build a NEW Junior Hydro for Gordy III. Details later.

Al Zinc, old MOD VP racer and owner of Al's Outboard in Havasu City, said his son-in-law wants a 45. Bill Reiter and Bill Curtis bought Chad Hill's 45, and we took Chad's Gran Prix on trade, so Marlee Hill now has a 45 for the 2011 season.

I bought three Johnson 15 A motors this week for new Junior drivers. While making deals to buy these motors, I talked to Gary Lewis of Needles. He bought Sharky's Pizza in Needles and is going to get back into racing—great news, as Gary was always good for Region 12 racing.

The 2011 Stock Winter Nationals will be held out here in March, and the Western Divisionals and Mini Boat Enduro in April.

Things are looking up for The Blue Water Resort and Casino 300. I see people every day that are talking about racing it... 50 boats were there last year; we're looking for 75 this year.

Looks like Bakersfield is off the schedule. The County wants more money for the water. What about the 100-plus boat racers patronizing the restaurants and hotels in town?

My brother Russ and his wife Carolyn attended the Top O' Michigan Marathon, which had 83 entries. He said it was quite a happening. They were visiting Gordon and Jill Anderson. Gordon was a past Region 6 Chairman. This is the first time that Russ and Carolyn didn't visit John Riner Woods and his wife Judy. John, as you recall, died last October in a motorcycle accident. John was probably APBA's only billionaire.

The Long Beach Sprint Nationals had a good turnout of boats and a large crowd; the place was full of motor homes. The next Region 12 race is San Diego Bayfair September 17-19, 2010.

I picked up the Region 12 capsule trainer at Scott Schatz's shop. We have room at our new shop to store the trainer that Bill Curtis and I built. It needs a canopy and other work. I think I will apply for a grant from the APBA Historical Society to fix up the trainer.

Region 12 Chairman Roger Carr tells me APBA has a tape that shows how to inspect a motor, that the Historical Society paid for. They are available from APBA Headquarters.

Many Region 12ers probably didn't know that Greg Foster drove a Johnson powered Formula One (Champ class) at Bay City. Greg was driving for Seaway Marine's Greg Jacobsen and had the fastest qualifying time. Rumor has it the Seaway Marine Formula One will race the World Formula Tour in 2011.

Anyway, as I was feeling guilty (and those of you who know me, know I can feel guilty) I realized that the great picture of

Laurie and myself at our wedding had the wrong website. Here is the correct one: http://photographybyjessicab.myshowit.com/hillweddina2010.

More to come next time...

—Ron Hill

Do you know So-and-So?

very category and every region has a So-and-So. Who is this person? Someone who is willing to help anyone and everyone at any time—and we are all thankful for these So-and-Sos.

Do you know a "So-and-So" who is always there to lend a hand? Write a brief description of the person and what he/she does to help others. If you can send a diaital photo also, areat.

Email to DawecraftBoats@aol.com or propeller@apba-racina.com.



Olson wins R/CU award

This is the first year that the Roger Newton Memorial/Silver Cup - Best of Scale Award was given. It will be a traveling trophy, given out each year at this race for having the best of scale 1/8 hydroplane. The first winner was Fred Olson of Lake Tapps, WA with his 1960 MISS THRIFTWAY. Photo by Chet Lepinski

Pit Kidz



This adorable new Pit Kid is Harper Mazie
Anderson, born on July 24, 2010, to parents
Deborah and Billy Anderson of Salisbury, MD.
Billy is a member of the Region 4 Rescue Team.
Welcome to the world, Harper!
—Laurie "Clem" Hoppe-Ringer



D Drag I Inboard IE Inboard Endurance J Junior Classes JRR Jet River Racer MO Modified Outboard OPC Outboard Performance Craft OS Offshore PRO Professional Racing Outboard PWR Personal Watercraft RC R/C Model SE Special Event SO Stock Outboard SLT Superlight Tunnel Boats

	U Unlimited UL Unlimited Lights	V Vintage • Please verify sche	dule with race o	rganizer or www.apba-racing	.com prior to an event.		
	REGION 1			REGIO	N 7		
9/3-5	HARTFORD CT Pat Wright 516-369-5040	PRO)	9/3-6	KANKAKEE IL Dee Berghauer 262	OPC NATIONALS -J -796-1505		
9/11-12	TAUNTON MA BILL GILES 508-823-5653	PRO-MOD-SO-DRAG-J	9/4-5	OSHKOSH WI	PRO-MO-SO-J		
9/25-26	KINGSTON NH STEVE NOURY 603-382-794	PRO-SO-J 14	9/18-19	STEVE WARNOCK 262 PLEASANT PRAIRIE WI STEVE WARNOCK 262	PRO-MO-SO-J		
	REGION 2			REGIO			
9/11	GRAND ISLAND NY H w deglopper Jr 716-77	VINTAGE '5-5501	9/25-26	MINNEAPOLIS MN REGIO	OPC		
•	REDWOOD NY Joe Guyett 315-686-4912		9/4-5	ROCKAWAY BEACH OR	PRO-MO-SO-J		
9/24-25	LAKE GEORGE NY Teresa J Hoffman 518-37	VINTAGE 1-8683	9/6	KENNETH KAISER 503 Grants Pass or	OB RR		
	REGION 3	1 0000	9/11-12	MOSES LAKE WA	PRO-MOD-SO-J		
9/4-6	LOCK HAVEN PA Alexander Jennings III 6	MOD NAC-PRO-SO-J	9/11-12	JAN SHAW 425-742-3 SPANAWAY WA	VINTAGE-IN		
9/11-12	MAYS LANDING NJ GEORGE L CONOVER SR 609	IN	,	ANA CAPPELLETTI 425 Marysville wa	RC		
	ROXBURY (LAKE HOPATCON	IG) NJ IN	9/25-26	YELM WA Bill Diamond 253-7	PRO-MO-SO-J 59-0199		
10/9-10	MILLVILLE, NJ	SO-MO-AXS	9/25-26	CHELAN WA	IN-OPC		
0 /0 F	REGION 4	VINTACE	_	CAROL J DODGE 206-			
9/3-5	WHEELING WV Deborah Joseph 304-233		9/25-26	YELM WA Bill Diamond 253-7	PRO-MOD-SO-J 59-0199		
10/2-3	CLARKSVILLE VA	IN-SO-MO-J	10/1-3		RC		
10/0 10	TOM THOMPSON drake-t@ RALEIGH NC	comcast.net PRO-J	10/1-3		IN-OPC		
10/0-10	KRISTI ELLISON parroth222		10/2-3		VINTAGE		
	REGION 5	z@uoi.toiii	10/9-10	LINCOLN CITY OR	KILOS		
10/9_10	JENSEN BEACH FL	I-SE	0/11.10	REGIO			
	24 LAKE ALFRED FL	PRO;W, NAC	•	COPPEROPOLIS CA	PRO-MO-SO-OPC-J		
•	JESUP GA	PRO-MO-SO-J	9/25-26 10/2-3	DOBBINS CA ISLETON CA	IN-PRO-MO-SO-OPC-J IN-OPC;R-SO		
	LAKELAND FL	PWR	.,	NICOLAUS CA	VIN-IN-PRO-MO-SO-OPC-J		
	REGION 6		10, 10 17	REGIO			
9/11-12	GRASS LAKE MI	SO-SLT-J	9/26	DANA POINT CA	PWR		
9/10-12	HILLSDALE MI	PRO-MO-J			IN-UN-SO-OPC-SLT-J-PWR-OS		
	JIM ROBB 810-229-8495			ROSS WALLACH 310-3			
	BIG RAPIDS MI	SO-SLT-J	10/30	PARKER AZ	SE-IE		
•	9 HILLSBORO, OH	in nac -vintage	11/26-27	PARKER AZ	IN-IE-SO-OPC-J-PWR		

12/9-12 SALTON SEA CA

ALL CATEGORIES-KILO

REGION 14

PWK	NASHVILLE IN	9/3-5
PWR	ORANGE BEACH AL	11/13-14
	REGION 15	
OPC	ORANGE TX	9/25-26
	JOHN SCHUBERT 281-239-0560	
	CANADA	
IN	BEAUHARNOIS QUEBEC	9/11-12
	LISE HAINEAULT 450-377-0515	
PRO-MOD-SO-J	WATERFORD CN	10/2-3

Boating greats honored

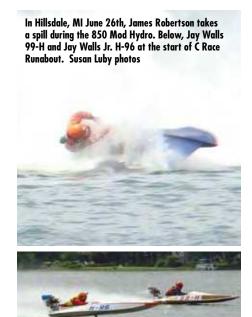
Congresswoman Candice Miller, keynoted the dedication of statues of Gar Wood and Chris Smith, well-known inventors, entrepreneurs and industrial giants in the boating community on June 27th.

"In Algonac, our community came together to pay tribute to two of its most famous residents—Gar Wood and Chris Smith. These two men contributed greatly to the industry in America and made Algonac the powerboat capital of the world," said Miller.

"Wood and Smith inspired and touched the lives of many people in the community, the State of Michigan and throughout the world. These statues honoring their legacy are now placed at one of their favorite spots overlooking the St. Clair River, where they will remain in remembrance for all they have done for our community and for their enduring legacy of boatbuilding excellence.

"I offer my thanks to Pete Beauregard Sr. and Herb Pocklington for having the vision and dedication to organize this tribute honoring these two great men."

Gar Wood and Chris Wood both were inventors, entrepreneurs and industrial giants. Together, they built and raced boats, breaking records and dramatically advanced boating design. Ukrainian-born artist Sergei Mitrofanov was commissioned to create the statues.





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1960 Will Farmer 145 hydro/1982 Sked Jersey Speed Skiff. Turnkey/Vintage show winners on tandem custom trailer. \$25,000.00/boats or \$45,000.00/ package. Email or call drmehan@drmehan.com or 603-540-5338

Wanted- Lavey Trunk Lid- I need a lid for a 1976 Lavey trunk. Please help! 609-290-4441 or biancow865@aol.com.

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9/25-26 ALEXANDRIA, KY



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w/quick adjusters

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