

August 2014

Hello Prop Riders,

Wow – what a month! Where do I begin? We've had Madison, The Gold Cup, the party at Total Sports, and Quake. We had great representation and participation at each of these – making us the best club on this rock.

First, I'd like to congratulate the MPR National Champions – Cal Phipps in GNH, the Richards / English crew in 2.5 Mod, and Jim Sechler in the 1L Mod. Can you believe 10 in a row for that crew? Incredible!

Also a huge thank you goes out to the Wilson family for their endless hours and hard work organizing Quake. If seeing the wish child, Joshua, at the drivers meeting Saturday morning doesn't put a lump in your throat... The kind words by his mother makes it all worth-while.

The party sponsored by the MPRs and several other donors on Saturday night at Quake was fantastic. Everyone raved by the food choice and the prize drawings. Hats off to Mike Weber for coordinating this effort.

On a sad note, we lost long-time racer and friend Rich Willim. Rich had a passion for this sport and was regarded as THE flat head Ford expert in the world. Rich will be missed.

See you all in Celina and Rocky Fork. Yes, I said Rocky Fork! A lot of hard work has been done to put these races on. Let's continue to support this effort!

Ritzzy



The Next Meeting Is August 6th

7:30 PM

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Quake on the Lake XV - July 19-20, 2014

Eli Whitney Reporting



The 15th iteration of *Quake on the Lake* (is it that many already!?!?!?) found fine weather and water conditions to contest the **2014 APBA Inboard Nationals** for inboard hydroplanes and Jersey Speed Skiffs., this recent weekend of 19-20 July 2014. Fifty - two (52) entries vied for the National Champion crown in their respective classes, providing plenty of racing action for the many spectators. Kudos for the **Oakland County Community Club** for their efforts! Beaucoup kudos also go to the many supporters of the event, some of which include **Royce and Kathy Richards**, without whom many of us would starve during the long days of racing! The Saturday evening buffet dinner, ably managed by **Mike Weber**, proved a real hit, with a

following racer raffle awarding a significant number of tool prizes to many competitors. All of the racers thank the **Marine Prop Riders** and the other sponsors for the buffet and prizes, as it topped off Saturday's racing endeavors.

On a sad note, announced at the driver's meeting was the passing of **Rich Willim**, a long time Prop Rider, Region 6'r, and hydro racer, condolences to his family and close friends. Rich was a (perhaps the) nationally recognized expert on the flathead Ford engine, especially the venerable V8-60, which powered many hydros over the years.

Strolling through the pits Saturday were **Gloria Urban and Joanne Vollmer**, our now retired ladies of the APBA office. They reported having a good time, enjoying the races and weather (not too hot, just nice), and happy in their new digs. They headed for Trenton for a Sunday racing entrée. On Sunday, we ran into former editor of the APBA Propeller Magazine **Tana Moore**, having a good time, also on duty as Secretary for the race committee, and **Mark Wheeler**, APBA president, on a busman's holiday away from the outboard wars. Also spotted all weekend were Arizona desert denizens **Kent FauntLeRoy** and **Dennis Johnson**. Dennis turns out to be a former Region 6'r who terrorized the B Stock Runabouts in Stock Outboard many years ago (1970's per Eric Pomber, who was a rookie in training back then and terrorized by Dennis) returning to his roots! Kent came to the Nationals to show off some Lifeline Safety products, including the new helmet air system (impressing a number of racers with it's versatility and simplicity), and to see whattzup back here in the Eastern half of the country.

Gotta also say thanks to the pit management crew, including, among others, **Ray Dong, Sam Anspach, Steve Mallard** (hope I spelled that correctly), and **Mike Ambrogio. Tim Hueston**, we miss you, this crew performed up to your standards.

OK, now that the socializing is over, here are the race results (unofficial) for the nine classes competing!

1.5L Stock (T): Karson King in the T25 took first in all the heats except the big one. John Shaw grabbed the National Championship, showing why the T1 resides on the boat he pilots.

2.5L Stock (S): While Howie Schnabolt in Gene DeFalco's S80 took the Nationals Qualifier, John Shaw in S145 (uh, Willard Wilson's S145, say no more, they are on their game again) seized a second National Championship over Schnabolt (S80) and the always tough Megabucks S83 of Debi and Dutch Squires, with J. P. Squires piloting this weekend! Coming into his own, a double National is nothing to sneeze at! Action on Sunday found John continuing his S rampage, taking first over Bobby King (S292) and Al Thompson (S92), who started on time Sunday (jumped on Saturday!). It really looked to this observer that J. P. Squires had wired the start for Sunday's final, and put an old-fashioned Squires charge high, wide, and handsome on the outside, but, apparently must have offended the timing gun and fell off the result list. Sorry, JP, you drove one of the best heats of the weekend! Jennifer Falcinelli keeps improving her boat, with finishes all weekend; KF racing took it on the chin, with some hull damage underneath the S17 (Keith Fickert driving), and Joe Krietzer's S67 (Tony Krietzer driving) having a rudder hardware issue.

5L Stock (E): As strong field was dominated by Bobby Kennedy (E35), taking the National Championship over Colby Denman (E37 Hire Voltage) and Todd Liddycoat (E97). On Sunday, Andy Keogh (E13 Lady Luck) took some revenge, finishing first over Kennedy and Liddycoat. Colby looks real good for the few outings in the new (to Stover) E37 Hire Voltage (formerly Tom English's E75); Todd and his dad repaired the thoroughly trashed front wing (from Detroit the previous weekend) to good purpose, as he ran competitively all weekend; Doug Beynon made the trip from Louisiana, with Tom English fielding a different E75 Investigator!; for Carl Adams, luck was not on his side, as he chipped a prop blade on his favorite prop!



Jersey Speed Skiff (JSS): Five entries in all, with four from out east and Prop Rider Dennis Macey bringing out his JSS45. Jimmy Stewart (JSS72) took a closely contested Nationals qualifier, however the duo of Courtney Stewart / Richard Shaw (JSS721) won the National Championship. On Sunday, the JSS11 of Ron Garratano and Keith McMullen showed the way around the one mile oval.

1L Mod (Y): The headline is Ten in a Row for Kanfoush/Sechler(Y1)! And why not, the reigning national champion hung it all out to earn a tenth crown, a notable achievement! Way to go, Dan and Jim!

Also competing, among others, were Keith McMullen (Y80), Jeff Maurer (Y16), and Sean Bowsher in Mart Hammersmith's Y4 (Sean, how did you get Marty out of the driver's seat?), and Becky Wilson (Y31). Then came Sunday. The Y1 freight train derailed. Oops. Somehow, the cowling came off in the qualifier, revealing nothing in the way of tricks or hot setups, much to the surprise of many, who think that there is some magic under that hood. Well, the magic is hard work, leave no stone unturned, nothing more, nothing less. However, while the outcome of the qualifier is unknown to this writer (had to make sure that I put gas in the GNH tank this time), the Sunday final found a pair of Polaris missiles rocketing to a win over the Y1, as Joe Sovie (Y44) and Chris Ritz (Y2) put the whammy on the Y1, decisively. Actually, Y1 got caught on the outside on the start, and the pair of Polaris pulled away. Y1 passed everybody else, but could not catch Sovie or Ritz. For Joe, this win in Y44 has not been unexpected to this observer, as at Walled Lake he was catching the Y1; for Chris Ritz and his Y2 (fresh from a safety update from Scott Liddycoat), redemption, as that ride with the superlite tunnel National Champ at Walled Lake, rubbed off, and Chris found that racing is again FUN!

2.5L Mod (A): A strong field, decimated by engine woes, was nonetheless dominated by Tom Thompson in the Royce Richards / George English A52 Fat Chance, the 2014 A class National Champions! Tom got to do some driving this weekend, as last weekend in Detroit was spent fixing breakdowns in his unlimited ride. Ohio's Jamie Wilson (A5) and Alexis Weber in A7 (another Royce Richards / George English entry) finished second and third. Kevin Krietzler had a strong in the Nationals qualifier, but lost the engine innards in the final; Andrew Tate (A25) had a long day in the third Richards / English entry, with troubles putting him on the beach; Jim Aid (A33) In Cahoots Again came along way from Florida to compete for the crown and a possible record, but he brought some engine gremlins along with him, stowaways in the motor home! I'll bet they got tossed out somewhere in Kentucky!

National Modified (NM): Four entries of Alexis Weber (NM7), Andrew Christopher / Dan Kanfoush (NM357 Old Crow), Scott Blackwell (NM93 Renegade), and Thom Heins (NM30 Big Bird of Budget Brothers Racing LLC, aka the Linn brothers, that's the out east Linn's) entered the fray, with Thom riding high and loose to an impressive National Championship! The Crow had to eat crow, when the engine went south, and Scott found trouble in the Renegade, putting it on the trailer. Thom also ran impressive laps on Sunday to show off their stuff! This Bird doesn't chirp, it howls!

Grand Prix: A pair of the supercharged monsters appeared, with Marty Wolfe (Hootie himself) in the GP93 Renegade and Mario Maraldo in his GP59 Baby Doll III took to the waters of Pontiac Lake. Hootie got in some really good laps before engine problems arose; Mario made three runs showing off the power and thunder of the GP's. Mario's new prop has produced great results, as the boat is handling much better, going on plane quickly, and allowing Mario to run as well as ever, if not better than even when he won his National Championship here at the Quake a few years ago!

GNH: The Big Block powered Grand National Hydroplanes boasted five strong entries, including Cal Phipps just from his third place at the Gold Cup! Well, Cal hasn't slipped much, as he won three of the four heats this weekend, riding to a National Championship in the GNH41 Too Hot! John Jenkins in Andy Denka's GNH11 grabbed the Sunday qualifier, overcoming a rocker arm issue which reduced power in the Nationals final on Saturday, and finished second overall, with Stevie Kuhr (Steve Kuhr's beautiful GNH317 Irishman, Einar powered) third and Kevin Kreitzer (Cadi Reiss' GNH515 One Way) fourth. Some of the best racing of Sunday occurred with Cal and John fighting for first, and Kevin and Stevie dueling for third, Cal and Stevie prevailing respectively.



Not Ready for Primetime -or- Where are all the boats?

I have attended four races this year, three as a volunteer worker. “Walled Lake Thunder,” “Indiana Governor’s Cup”, “APBA Gold Cup”, and “Quake on the Lake XV – Inboard Summer Nationals.” Of the four, the best was the first; “Walled Lake Thunder.” Why Walled Lake you say? Walled Lake did what was expected, a quality APBA “Region Race.” It fulfilled its mission as a family oriented, civic business enterprise. For decades, this was the core strength of the American Power Boat Association (APBA). Local “club racing” which could be enjoyed by families and communities, an activity which was attainable by most.

Madison, Gold Cup and Quake each have varying missions; “Quake” has been for 15 years, a vehicle to raise funds, granting wishes to seriously ill children through “Rainbow Connection.” One only has to observe at our drivers’ meeting the joy we have brought. How humbling life can be. Our intended honoree could not attend because of treatments that morning. Reality . . .

Madison, Gold Cup and Quake are all “World Class Events” – they should be treated with the care and respect they deserve. Boat races are essentially “relationships”, as in life, when we neglect our relationships, they eventually die.

For all the race teams which stayed home for personal agendas, political reasons, personality clashes, too hot, too far, we no longer have the luxury of not supporting these races. When you do decide to come back, we may no longer be there.

We can only look to the “St. Pete” example . . .

For a quarter century or so, the “Exchange Club of ST. Petersburg, Florida” hosted a “world class” race on Lake Maggiore. The Exchange Club used the February “Southland Sweepstakes” as a vehicle to raise funds for Children’s Hospital of St. Petersburg. For those of us who had the pleasure of competing there, this was boat racing nirvana, great political, civic and community support, plenty of infrastructure record water on a surveyed certified race course . . . sound familiar?

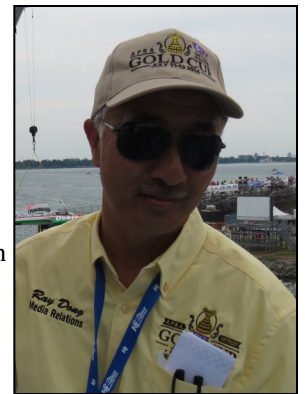
Enter the Eagle: In the late eighties, a bald eagle made its nest on the backstretch of Lake Maggiore. As federally protected species, all boat racing activities were suspended and banned. What to do?

Scrambling to make up the annual shortfall for “Children’s”, the Exchange Club looked for an alternative activity to conduct at the lake, they settled on a “Rib Fest”. They contracted a professional company to conduct competition. It was a major success! My old racing partner Jim Appley said the one “Rib Fest” generated more capital than -all the “Southland Sweepstakes” combined! No cranes, volunteers, fights over parking passes, no entitled racers – so don’t flatter yourselves. Due to changing times, social and economic conditions, we lost St. Pete . . . we’ve never been back.

As with the above example, don’t turn “Quake” into a balloon show, chili cook-off, or a Rib fest. There are much “easier” ways to raise money than putting on boat races. This “relationship” with the volunteers, fans and communities needs to be cultivated, respected and cherished!

Remember, the torpedo you fired at the sport will eventually sink your own boat. The disrespect that the unlimited and inboard categories have endured this month will eventually render your boat into a “new category” – “vintage.” Like the lobster in the pot, it was getting boiled to death and it didn’t even know it.

Submitted by Ray Dong, 44 year volunteer



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Photos provided by Ray Dong

Quake on the Lake—Summer Nationals

July 18-20, 2014



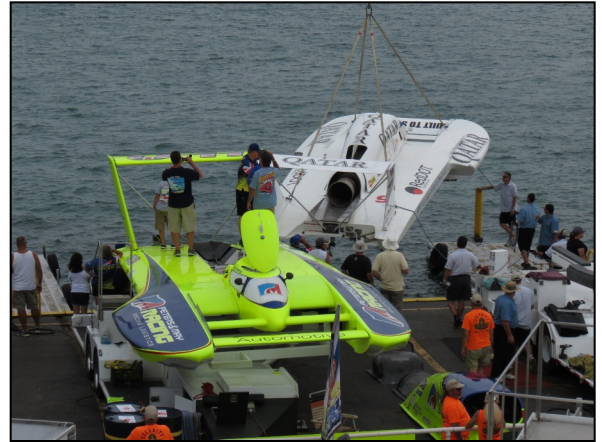


The End!

Photos provided by Ray Dong and the Ritz's

APBA Gold Cup

July 11-13, 2014





Gold Cup photos courtesy of Ray Dong

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Event Schedule – 2014

Race dates and upcoming events are tentative.

Planning is taking place for the following events:

Celina	August 23-24, 2014
Rocky Fork	September 20-21, 2014
New Martinsville	September 27-28, 2014



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