



December 2009 / January 2010

***It's time to renew your MPR membership***

The next issue will be another combined issue for February and March, and will be the last issue sent to 2009 members.

A festive holiday graphic. It has a blue background with white snowflakes and a Christmas ornament. The text "Happy Holidays Everybody!" is written in a large, white, serif font. The graphic is framed by a white, scalloped border.



# MEETING MINUTES

## Marine Prop Riders – General Meeting – December 2nd 2009 – Meeting Minutes

Meeting at Crash Landing called to order at 7:51 by Eli Whitney.

**Minutes** – Motion to accept the November meeting minutes postponed until next month.

**Treasurers Report** – Mario Maraldo; November expenses of \$35.00 for the website, \$38.91 for labels, \$736.70 for trophies, \$1,450.33 to the Concord Inn, \$52.97 for cakes, \$14.21 for postcards, with deposits of \$710.00 and \$500.50, for a balance of \$12,307.06. Motion to accept by Eric Pomber seconded by Tom Alfano. Stands as read.

**Membership Report** – Mario; 26 current members.

**Website** – Brian Reed; postcards sent out to combine newsletter issues and will happen again for Feb/Mar.

**Entertainment** – Ray; nothing tonight. Next month, Sandy Ross.

### **Race Reports –**

**Quake** – Mary Ann; nothing new.

**Walled Lake** – Ray said Todd was hunting.

**Stony Creek** – Racer Bob; nothing – on hold.  
Nothing new from Ohio.

**APBA/IRC/R6** – Waiting for Rich Evans to compile proposed rule changes. Mario and Jim elected to Region 6 Commission. Region 6 Spring Meeting February 27-28, Perrysburg, OH.

**Old Business** – Mario; 83 people showed up, he heard no complaints. Wants to try for 100 next year, already reserved for November 13, 2010. The staff was very accommodating. Eli said it was a good first step. Ray presented his Doc Terry award to Red Mathis.

**New Business** – Mark arrived and was asked to give a report on the Gold Cup/Celina etc.; Just trying to survive. He said he is not the event manager at Celina anymore. Mark talked about Doha, Qatar and the language barrier. Said it is a challenging race site (rollers). The people were friendly and gracious and everybody was treated great. Tom said they were treated like kings. Eli said Racer Bob's new trophy idea will be discussed at the next MPR Board meeting. There was a discussion about moving to a new meeting location due to the wall removal at our current place. Too noisy, will not last. Brian mentioned that the Michigan Motorsport Hall of Fame is combining with the Detroit Science Center and will be exhibiting some cars. There was a discussion about moving the Michigan and Motorsports Hall of Fame to the Henry Ford Auditorium. Mario said the team pages on our website need to be updated and worked on.

Next meeting, January 6.

Motion to adjourn at 8:29 PM by Eric Pomber, seconded by Brian Reed.

Submitted by: Tony Kallio



# THE NEXT MEETING IS JANUARY 6th!

**7:30 p.m.**

— ***Crash Landing, on Dequindre between 11 Mile and I-696 in Warren*** —

Take I-696 to Dequindre, then go North on Dequindre a short distance

From the North or South: I-75 to 696 East to Dequindre, then left/North on Dequindre a short distance

26620 Dequindre Road — Warren, MI 48091 — 586.751.4444

## **Motor Sports Hall of Fame**

The Motor Sports Hall of Fame has partnered with the Detroit Science Center to display part of their fabulous collection in the downtown Detroit area.

The related web sites are:

<http://www.mshf.com>

<http://www.detroitsciencecenter.org>

<http://www.craigslist.com/article/20091123/FREE/911239995>

## **Upcoming Events Schedule**

Race dates and upcoming schedule - *some may be tentative:*

### **APBA Annual Meeting**

**Perrysburg OH - *Spring meeting - Region 6***

**Alum Creek OH - *Vintage and inboard testing***

**Dayton OH - *APBA Driving School***

**Walled Lake MI - *Walled Lake Thunder***

**Detroit MI - *APBA Gold Cup***

**Waterford MI - *Quake On The Lake***

**Cambridge MD - *APBA Inboard Nat's & World's***

**Hampton VA - *APBA Eastern Divisionals***

**Celina OH - *Ohio Governor's Cup***

**Wheeling WV - *Vintage***

**Stony Creek MI - *BE PATIENT***

**Hillsboro OH - *Rocky Fork State Park***

**Alum Creek OH - *(race)***

**Perrysburg OH - *Fall meeting - Region 6***

**MPR Awards Dinner**

**January 27 & 30, 2010**

**February 27 & 28, 2010**

**mid May 2010**

**later May 2010**

**June 12 & 13, 2010**

**July 9, 10 & 11, 2010**

**July 17 & 18, 2010**

**July 22 - 25, 2010**

**August 13, 14 & 15, 2010**

**August 28 & 29, 2010**

**September 3, 4 & 5, 2010**

**TBD**

**September 18 & 19, 2010**

**September 25 & 26, 2010**

**October 23 & 24, 2010**

**November 13, 2010**



# MEETING MINUTES

## Marine Prop Riders – General Meeting – November 5th 2009 – Meeting Minutes

Meeting at Crash Landing called to order at 7:50 by Eli Whitney.

Eli asked for a moment of silence for Louise Marteen (sp.) and mentioned that Diver Andy's wife is in the hospital with swine flu.

**Minutes** – Motion to accept the October meeting minutes as printed by Red Mathis seconded by Eric Pomber. Stands as printed.

**Treasurers Report** – Mario Maraldo; October expenses of \$132.81 for the newsletter, \$172.83 for the newsletter, and \$20.00 to the State of Michigan (non-profit fee), for a balance of \$11,896.35. Motion to accept by Todd McQuade seconded by Ray Dong. Stands as read.

**Membership Report** – Mario; 14 current members.

**Website** – Brian Reed; email invites for banquet, and thanked Eric for his help with the newsletter. Working on new web page.

**Entertainment** – Ray; nothing tonight. Future guests are Mike Brudenell (Detroit Free Press), Sandy Ross (Schoenith Collection slide show), Katacia Tramble (racing consultant), Tom Jeanette (Prop Rider alum), and Andrew Hagen (Aussie stock car driver).

### Race Reports –

**Quake** – Mary Ann; nothing new, working on next year. All is good. Racer Bob mentioned the retirement of the Quake PR guy.

**Walled Lake** – Todd; it's on. All is good. Race course is flipped from last year (back to original layout) and the start line will be a couple of houses farther down. Hoping for more grandstands.

**Stony Creek** – Racer Bob; tentative meeting next week.

Allen Creek is looking for testing in May.

**APBA/IRC/R6** – Mario said the Commission has been polled to elect a chairman. The only one actively running is Dutch Squires. Eli let the club know that Mario and Jim were elected as Region 6 officials along with Billy Noonan, Steve Speisak (sp.) and Ron Snyder. Ray talked about the interruption at the Inboard meeting and said it was unprofessional how the Region Chairman handled the situation. Eli mentioned the Region 6 banquet in February.

**Old Business** – Banquet – Mario said he was hoping for a better response from his contacts and emails (only got 47). There were questions about inviting the race site promoters and streamlining the awards ceremonies. There was a discussion about entertainment for the event. Mario said he signed up for about 80 people. Ray listed the MACH champions and Racer Bob was told his idea for a new club trophy will be discussed at the next MPR Board meeting. Ray had a card for everyone to sign for Hank K.'s (UD) retirement.

**New Business** – Eli mentioned the upcoming Unlimited race in Qatar, November 20-21. Should be on streaming video at 3:30 AM.

Motion to adjourn at 8:25 PM by Red Mathis, seconded by Royce Richards.

50/50 sold by Judy; \$18 won by Todd.

Submitted by: Tony Kallio



A LETTER  
FROM THE

# THE PRESIDENT

Let's start off with a Merry Xmas, Happy New Year, and Happy Holidays for all! It is that time of year, when the holiday season takes over our general attention in one way or another. Even so, race stuff is still happening.

The 2009 MPR Awards Banquet was quite successful, many kudos for the event, see elsewhere in this issue for details. A hearty thanks is in order for all those who supported the club in attending the affair, and for all who missed, come out next November for the 2010 banquet, it will be worth the effort.

What's coming up? APBA Annual Meeting, also known informally as the national meeting, is in Seattle, Washington, January 27-30, 2010. The Inboard events include the Inboard Racing Commission meetings Thursday and Friday (all day) plus Saturday morning; these meetings focus on the business of Inboard racing. Here is where budgets are determined, championship race bids are accepted, discussed, and usually decided, and rule changes are debated and voted. If you have any concerns, advice, questions, contact your region reps, and a few Region 6 commissioners who are MPR members are Jim Sechler, Mario Maraldo, and Rich Evans.

The annual APBA Inboard Awards Banquet, which honors the national hi-point champions in each class, takes place on Friday evening, January 29, 2010. MPR members have a strong influence on this event, as several are high point champions (Jim Sechler, Royce Richards, George and Randy English, the Sankuer's – Pat, Patrick, and Jeff).

The Vintage meeting is Saturday morning, January 30, 2010, Tom Bertolini in charge. The APBA Annual Meeting takes place that afternoon, which highlights the business aspect of the association as a whole.

Saturday evening honors the APBA Hall of Champions (a driver award) at the APBA Banquet; again, two MPR member race teams' drivers are on the list (Dan Kanfoush for Jim Sechler Y-1 Fast Eddie Too, Tom Thompson for Richards and English A-52 Fat Chance II).

A quick word for the Region 6 Spring Meeting: February 27-28, 2010. Perrysburg, Ohio, Holiday Inn French Quarter, Awards Banquet, Saturday evening. Come on down, participate. Banquet is great, good times for all, meetings discuss what is going to happen this coming year, and individual race info is finalized. What else happens? Why, of course, it's off season, so there is time for bench racing, and for those drivers who need to partake of safety cell training, Box 21 will be present both Saturday and Sunday mornings to provide the "dunk" to the "dunk test". Check the APBA website in January for circular info. Call 888-874-2592 or 419-874-2592 and make reservations after the first of next year. Tell them you are "APBA Region 6" for the good rate.

Speaking of this newsletter, well, this time of the year is when the newsletter goes into a two month format. There is not much news right now, so we bunch up our news into a December/January issue, which is followed by a February/March issue which members will receive prior to the March 3, 2010 regular meeting. This two month format reduces our newsletter issues to 10 yearly, which saves considerable \$\$\$ (each one of these ends up costing about \$1.60 to publish and distribute) and enables the publishing team to take a needed break around the holidays. By the way, contributors and additional publishing team members are always welcome!

MPR Board – we are working on several items, but, as mentioned at the banquet by both myself and Mark Weber speaking as APBA President, the highest priority issue we face is the need for new membership and new participation. APBA is working to reduce the barriers to start racing; we are formulating an MPR plan to attract new members and participants, rather more of an organized plan to focus our efforts to achieve better results. We have done a pretty good job of promoting races and providing needed help, we need to focus our attention towards bolstering our ranks, which in itself will also help promote races and add helpers. This plan will not be easy to make, but we'll aim towards a plan which will succeed.

See you January 6 2010 at the next Prop Rider meeting!

eli

# **2010 APBA REGION 6 SPRING MEETING INFO**

DATES: **FEBRUARY 27-28, 2010**

**LOCATION: HOLIDAY INN – FRENCH QUARTER  
PERRYSBURG, OHIO  
PHONE: 1-888-874-2592, 419-874-3111  
RESERVE ROOMS BY 15FE10, MENTION APBA REGION 6!**

LOCATION: I-75 EXIT 193 (US-20) EAST SIDE, ON NORTH SIDE OF US-20. THIS EXIT IS 1 MILE SOUTH OF THE OHIO TURNPIKE / I-75 INTERCHANGE

QUESTIONS?? CALL TOM JOHNSTON 734-344-9950

**7:30 AM POOL SIDE: SAFETY CELL TRAINING (SATURDAY AND SUNDAY!)**

## **SATURDAY MEETINGS tentative schedule!**

**9:00 AM – TECHNICAL SEMINAR**

**9:30 AM – INBOARD RACE CHAIRMAN**

**12:30 PM TO 2:00 PM: INBOARD OFFICIATING MEETING – IF YOU INTEND TO BE A SCORER, INSPECTOR, OR REFEREE IN REGION 6 THIS YEAR, BE THERE! THIS IS REGION 6 INBOARD BY-LAW REQUIREMENT!**

**1:00 PM – VINTAGE MEETING**

**2:00 PM – REGION OFFICIATING MEETING**

**5:30 – KIDS PIZZA PARTY – FREE! CHAPERONE NEEDED!!! PLEASE CALL ELI!!!!**

586-940-9869

## **SATURDAY EVENING AWARDS BANQUET**

**6:00 PM COCKTAILS – UPPER ATRIUM**

**6:30 PM DINNER – ATRIUM POOLSIDE**

**7:30 PM AWARDS PRESENTATION – ADJACENT TRACK 4-5-6 ROOM**

**NOTE: DINNER COST (about) \$25, MAKE CHECKS PAYABLE TO DON WHITNEY**

**MAIL TO 26580 BALLARD, HARRISON TOWNSHIP, MICHIGAN 48045**

**DEADLINE: FEBRUARY 23, 2010. PLEASE PAY IN ADVANCE.**

**AWARD WINNERS: PLEASE ATTEND, IN PERSON ACCEPTANCES GIVE CREDIBILITY TO YOURSELVES, YOUR COMPETITORS, YOUR CLASS, AND THE AWARDS THEMSELVES!**

## **SUNDAY MEETINGS tentative schedule!**

**8:30 AM TO 11:20 AM - INBOARD MEETING – BY-LAW CHANGE VOTE POSSIBLE!**

**8:30 AM - OPC MEETING**

**9:00 AM - MODIFIED OUTBOARD MEETING**

**10:00 AM - STOCK OUTBOARD MEETING**

**11:30 AM - APBA REGION 6 GENERAL MEETING**

## **New monthly meeting location - Ideas?**

Due to changes at Crash Landing we're looking for a new meeting place. The area along I-75 or I-696 seems good but we're open. We're looking for a room that is quiet at a place that offers basic food & drink and will reserve a room based on a group that varies from 15-25. Also, c'mon locals, this is your club - please come to the meetings when you can!

Contact Maryanne, Eli or Brian with your ideas (phone numbers on inside back cover).

## *Marine Prop Riders 2009 Awards Banquet Report*

The Marine Prop Riders Club met Saturday evening, November 14, 2009, to recognize club champions and award winners for the 2009 racing year. After cocktails and dining from a delicious buffet served up by the Concorde Motor Inn (Mt. Clemens, Michigan) dining services, the ceremonies took place in the hotel's spacious atrium. Adding to the ambience were musical CD's selected by Cadi Reiss and table centerpieces by Kathy Richards.

After a moment of silence to remember those who have passed and to support those who are ill or hospitalized, introduction of club board members, recognition of the many guests and members present, and a pair of short addresses by club president Eli Whitney and APBA president Mark Weber followed. Each set of remarks emphasized a common priority goal of increasing membership by finding new members and breaking down the barriers to enter boat racing, along with maintaining current support activities for racing (such as local race support, promotional activities, APBA Driving School). Royce Richards added to these thoughts as a racer, when he quoted APBA Inboard's IRC Chairman Dutch Squires recent article to thank all those people who work behind the scenes, whose work enables all of our racing activities.

Now, the racing awards, as announced by Ray Dong, Master of Ceremonies for the evening. Club Hi-Point champions' trophies for 2009 are a striking ruby red crystal piece with clock, each engraved with the recipient's class, boat, and name(s):

1.5L Stock – T-31 *Circus Circus* - Becky Wilson ;  
1.0L Mod – Y-1 *Fast Eddie Too* Jim & Jules Sechler;  
2.5L Stock – S-26 *Hot Flash* Christina Wilson;  
2.5L Mod – A-52 *Fat Chance II* Royce Richards & George & Randy English;  
5.0L Stock – E-75 *Fat Chance* Royce Richards & Tom English;  
National Modified – NM-81 *Country Boy* Mike Weiner;  
Grand National Hydro – GNH-6 *Showtime Racing* - Patrick Sankuer;  
Grand Prix – GP-59 *Baby Doll III* - Mario Maraldo.

Additional awards followed: first, by Bob Dabrowski to honor service at races, which Bob titled as the Grant Ward Trophy, awarded to Bob Smith.

Club major awards followed:

Overall Hi-Points: Tina Wilson (S-26 *Hot Flash*), a real effort to dethrone the Y-1 Sechler juggernaut.

Marine Prop Rider of the Year: Mary Anne Wilson for her outstanding efforts for MPR and boat racing.

Doc Terry Award, a custom drawing by Ray Dong, went to Red Mathis.

Hard Luck Trophy, the one nobody really wants to earn, went to the Krietzer's (Joe, Greg, and Kevin) for breaking at least two of everything they have (two boats, two engines, two etc.).

Thanks again to Mario Maraldo's committees for this event; they did a "paradigm" shift, turned the envelope inside out. Attendance increased by 20%. The changes: moved the site to a hotel, which allows for convenient overnight stays for those who wish (think about this, especially out of towners, a get-away weekend); cut individual ticket cost in half (\$25 instead of \$50) yet maintained quality of food served, and increased ambience, all with a site which is easy to reach (well known I-94 freeway exit ½ mile away). This new site met with rave reviews and looks to be the future home for this annual MPR gala affair. Plus, watch over the next year, we are contemplating adding activities to the day, and we are looking for suggestions!

We have already set up a date for next year: November 13, 2010: BE THERE!



This story comes from Steffanie Nettke, a relative newcomer to MPR and the sport of boat racing. Recently she has returned to school and we decided to print one of her papers for Composition class. Enjoy!

## Thunder on the River

The Detroit River was set ablaze by the sound of Thunder, as six of the fastest boats on water race for the coveted Gold Cup.

Back in the golden age of power boat racing, boats such as “My Sweetie”, “My Sin”, and “Sol-motion” were well known names and caused excitement by the sheer sound of the piston engines roaring to life.

The forties were considered the golden age, and after World War Two, there was a surplus of engines from Spitfires and Mustang fighters. These were the engines used to power the boats because of their affordability, most going for pennies on the dollar. The boats were built by hand, usually by workers from the auto industry, and were known as “back yard builders”. Some say that these were works of art because of the craftsmanship (Pernikoff, 2009). They were not only built for speed, but also for endurance.

The fifties came in and brought the first changes. First, the Rolls-Royce Merlin was introduced, and would replace the Allison engines by anyone who could afford them. The popularity was mainly due to the superchargers, which increased speed because it had more horsepower; however Allison engines were still widely used.

Second, because of rising costs to buy and repair these motors, the first commercial sponsors began having boats named after their businesses such boats as Bardahl, Miss Thrift way, and Miss Pay-n-Pak. There were also some boats that were community owned, such as Miss Spokane, and Miss Madison, which is still an operating boat (Pernikoff, 2009).

The sixties and seventies had their changes too; unfortunately they came out of tragedy. In June of 1966, “The blackest day in power boat racing history” unfolded as three of the top drivers in Unlimited Racing died in two separate accidents. This happened on the Potomac River in Washington during the President’s Cup Regatta (Pernikoff, 2009). Even though these men lost their lives, it helped to make the point that there were still changes needed to be made to make the sport safer for the drivers. The first thing designers did was to look at the design of the hull. What the accidents had in common was that at that time all the teams back then used the same design which was called a shovel nosed hull because of the rounded nose. This would cause the boat’s nose to catch water and make it decelerate rapidly, causing it to either flip, eject the driver, or disintegrate, with driver still in the boat. The solution came by making changes to the nose shortening it so that it would be behind the pointed tips of the sponsons. The new design was called the pickle fork bow (Pernikoff, 2009).

Designer Ron Jones designed a new boat with a skin that was made of aircraft quality aluminum in a honeycomb pattern. This new innovation made the boats lighter, stronger, and minimized the possibility of the boat sinking or disintegrating (Williams, 2009). In 1977, Detroit native Bill Muncey drove a boat with a new forward cabin design. This was safer for the drivers, because if the engine were to blow up, the driver wouldn’t get sprayed with oil. It also placed the driver lower in the cabin; which helped with aerodynamics. This quickly replaced the old engine forward design. Back then regulation would not allow the drivers to use seat belts like they do now. These changes came later, during another dark day in unlimited history.



As the seventies came to a close, advances in the sport were happening more rapidly. Rolls-Royce Merlin engines were being replaced by a lighter, faster motor called the turbine engine from Chinook Helicopters. This new engine produced more horsepower than an Allison or Merlin engine, and weighed six hundred pounds (Williams, 2009). For many in the sport, this is when boat racing lost its identity. No longer would they be able to hear the roar of the engines. The complete change of how the boats looked and sounded was evident in the early eighties. In 1987, following the fatal blow over that claimed the lives of two of racings' top drivers; the American Power Boat Association Unlimited Racing Commission mandated that all boats have an enclosed cockpit. This replicated the cockpit of an F-16 fighter jet. This enclosed cockpit also featured an on board air system that could sustain a driver that was submerged until the rescue crews could arrive (Williams, 2009). As the focus on safety continued, a new regulation was passed on the use of safety harnesses. Before that time, drivers were prohibited from wearing them. The thought was that the driver stood a better chance of surviving a crash if he was thrown free of the boat (Williams, 2009). These changes have saved lives and have improved the sport.

Through the nineties and beyond, the construction of the boats changed dramatically. Instead of the wooden boats of the early years, new materials were being introduced such as fiberglass, carbon fiber, and composites. The new boats have radios so that the crew chief can keep in constant contact with the driver. On- board computers record fuel consumption and speed .They even have a version of a "black box" recorder that helps officials make sure no particular boat has an unfair advantage over all the others.

As time passed, the passion for the Gold Cup has faded. What used to be "the sport to watch" is now relatively unknown. With the convenience and speed of the computer, cable television, and most recently, the popularity of NASCAR, the fan base has dwindled down to only the very few dedicated fans. Gone are the days of televised races or front page news, the mention of the Gold Cup is now no more than a few paragraphs.

As a relatively new fan of racing there are many things that the author has not witnessed herself. But with talking to the people who have been in this sport as a driver, crew, or a fan, the opinions are split.

Some say that when the sport became too commercialized, it became one sided. The teams with the deepest pockets, who could afford all the latest equipment, would always win. Teams like Miss Budweiser and Atlas Van Lines dominated the sport in the eighties, nineties, and early two thousands. But when Budweiser left the sport in two-thousand four to focus on NASCAR and drag racing, the sport started its decline. Whether fans hate it or love it, Miss Bud was always the most popular team and the one that people would come to watch it race. Either way, this fan is glad that she has been able to witness some good racing, and meet some terrific people in the process. Whatever the future holds for powerboat racing is anyone's guess. It would be a great loss if this historical race stops, no matter where it is held.

#### References:

- The Hydroplane Programme Covers Project. (n.d.). *History*. Retrieved on November 3, 2009, from <http://www.progcovers.com/hydro/history.html>
- Williams,W.P.(2009). History of Hydroplane Racing in Detroit 1946-2008



**New listing: Vintage "Happy Buddha"** - 1968 Lloyd hull, Ford 302 (Five Liter)-fully race-prepared, new out of the box in 2005 (less than 5 hours total running time). Hull completely restored over four-year period - 2000 to 2003. Includes excellent trailer, great boat cover and misc. bits and pieces. Turnkey, ready to run - just add gas and go. Boat is located in S.W. Michigan. See: <http://www.vintagehydroplanes.com/happybuddha.html>  
Reason for sale: New boat. ----- Asking \$20K.  
Ron Taylor: 269-926-8975, [rjtaylor0134@yahoo.com](mailto:rjtaylor0134@yahoo.com)

**5 litre** 95% ready for vintage only roll cage removal and paint back to the way it ran as Plumbers Friend needed. Boat, 305 by Rich Willim and hydraulic single axle trailer \$8500.00. Boat can also run on today's inboard powerboat circuit. I am acting as an agent only for its owner. Contact via email [lastlap@hotmail.com](mailto:lastlap@hotmail.com) or phone 734-778-1879

**E-55 "My Way"** - 2003 Henderson hull. This is a very clean, fast boat. Turn Key Package! Boat, motor (just off the dyno), one shaft, and one propeller. Asking Price ~ \$35,000.00. Many extra spare parts and propellers are also available. Serious inquiries only! Please call Steve Weber at (248) 841-3793, or email him at [sweber110@aol.com](mailto:sweber110@aol.com).

**2.5L Stock** - perhaps for the Vintage class. Once known as S-32 Bad Habit, more recently known as the S-93 Hot Shot. Selling Hull & Trailer. Run as T, Y, S, & Vintage (with capsule/cowling change). Very reasonable price! For more info & pics visit [www.ChromeBlvd.net](http://www.ChromeBlvd.net) or contact Tom Bergman 812-401-6370 [hotshotdel@hotmail.com](mailto:hotshotdel@hotmail.com)

Mid-1980s composite/wood **5 liter** Jones cab-over hydroplane (was Carl Wilson's Bandit). Includes Boat, Tilt Trailer, extra set of aluminum rims with tires, all hardware, prop, shaft, engine plates and headers. Great project for the winter! \$4,000.00 FIRM Contact: Patrick Sankuer Jr. 586-725-4870 or [patrick@sankuercompositetech.com](mailto:patrick@sankuercompositetech.com)

**Wanted: USED MOTOR OIL:** Steve Mahac needs CLEAN used motor oil for his waste oil furnace. Please contact Steve at (810) 326-4565, or (586) 754-2323 or email at [Keyunfrm@flash.net](mailto:Keyunfrm@flash.net)

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(Vitamin Supplements)

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(Metagenics vitamins)

# Board Of Directors

## 2010

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<b>Vice President</b>	<b>Eric Pomber</b>	<b>586-914-4464</b>
<b>Secretary</b>	<b>Tony Kallio</b>	<b>248-506-0994</b>
<b>Treasurer</b>	<b>Mario Maraldo</b>	<b>586-468-3204</b>
<b>Publicity</b>	<b>Brian Reed</b>	<b>586-751-3247</b>
<b>Membership</b>	<b>Cadi Reiss</b>	<b>586-940-9869</b>
<b>Entertainment</b>	<b>Ray Dong</b>	
<b>Member at Large</b>	<b>Paul Poledink</b>	<b>248-486-6986</b>
<b>Member at Large</b>	<b>Maryanne Wilson</b>	<b>248-330-4420</b>

**\$20.00**  
**Active Club Racing**  
**Membership**

**Marine Prop Riders**  
**Membership Application**  
c/o Mario Maraldo  
25999 Ballard  
Harrison Township, MI 48045

**\$30.00**  
**Family**  
**Membership**

*Only one active driver per family membership! List all, indicate driver.*

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Occupation: \_\_\_\_\_ Work Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_ Fax: \_\_\_\_\_

Affiliations: Owner / Driver / Mech. / Official / Media / Other \_\_\_\_\_

Boat: Class \_\_\_\_\_ Boat Name and # \_\_\_\_\_

What can you or your crew do to help at races?

Check here if this is a correction or address change. \_\_\_\_\_



**Pit Patter**

*Official publication of the Marine Prop Riders*

*"America's Finest Inboard Racing Club" presents:*

Established 1951



**APBA**  
A Proud Member Club

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