

"America's Finest Inboard Racing Club"

MARINE PROP RIDERS

DETROIT, MICHIGAN



www.marinepropriders.com

December 2013

Hello Fellow Marine Prop Riders,

Here we are at the end of another fantastic year. Where does the time go? It seems like yesterday we were planning for the upcoming race season and now it's all a memory. And what great memories we have!

From three successful Region 6 races to a controversial and exciting Gold Cup, does it get any better than this?

I think this excitement is evident by the wonderful banquet we had last month. I'd like to thank everyone that contributed to making this evening one to remember. We had record attendance and were worried early in the day that we wouldn't fit in the room (something about fire laws?!). Next year, we may need to address this as we had lots of non-members saying how they enjoyed themselves and are now joining the Marine Prop Riders from other clubs!



Past and present MPR Presidents who attended the 2013 Awards Banquet.

We also had some EXCEPTIONAL award winners this year. Did anyone doubt **Rich and Jennifer Falcinelli** should win the Prop Rider of the Year and the Grant Ward Unsung Hero Awards? Papa Falcinelli sure was proud (and should be!). How about **John Bridge** winning the Doc Terry Award? What a nice tribute. The Jim & Elsie Edwards Memorial award went to **Hal LeDuc**. **Bob Wilson** accepted the Hard Luck Award – as he worked HARD last year on Becky's boat, only to meet some bad luck. Finally, what a rookie award! The standing ovation when **Shelby Bowsher** accepted her Rookie Trophy brought the house down!

It's time for us to enjoy the holidays, ask Santa for another 25 HP, turn the scales back 10lbs, and get ready for another great year in 2014! Don't forget that our next meeting is at APBA headquarters. We'll enjoy a nice Pot Luck dinner, followed by a SHORT meeting, and then tour the headquarters. Hope to see you all there!



Ritz aka "Pee Wee"

The Next Meeting Is December 6th

Potluck dinner starts at 6 PM
Meeting starts at 7:30 PM

— The APBA Headquarters —

17640 E. Nine Mile Road
Eastpointe, MI 48021

Please bring a dish to pass.

Merry Christmas, Happy Hanukah
and Happy New Year to all Marine
Prop Riders and their families

Chris Ritz
Mike Weber
Wayne Skagena
Mario Maraldo
Valley Ritz

Jennifer Falcinelli
Ray Dong
Mary Anne Wilson
Rick Falcinelli



MEETING MINUTES

Marine Prop Riders - General Meeting November 6, 2013 - Meeting Minutes

Meeting: At Juliano's in Warren. Called to order by Chris Ritz at 7:33 pm. Fund Raising Activities: John Bridge will be selling the 50-50 tickets again this evening. Wayne Shagena will be promoting the Prop/Pitch game after the meeting for those interested.

President's Report: (Chris Ritz) No new guests present to be welcomed or acknowledged. Death Notices: **Hank Wendt**-past (high respected) APBA inspector, racer and friend. **Danny Foster**- Ashes are being sent to California for a family memorial, after which they will be returned to Marine Prop Riders for a Memorial at the Gold Cup Luncheon.

Newsletter has caused some recent concern, and will be discussed, in the "Publicity" section of this newsletter.

Approval of Minutes: Motion to approve October Meeting Minutes, Approved by: Eli Whitney; Seconded by: Jennifer Falcinelli

Treasurer's Report (Mario Maraldo): Deposit: N/A; Disbursements: \$127.88 Printing & Postage, \$20.00 State of Michigan, \$185.00 APBA Club Dues, \$50.00 Historical Memorial, \$72.82 Memorial. Balance: Initial: \$9848.76, Final: \$9368.16. Approved by: Eli Whitney, Seconded by: Mary Ann Wilson

Membership (Jennifer Falcinelli): Renewal letters went out October 14, 2013.

	(2013)	(2014)	
Current Membership:	212	71	Note: Year-to-Date 2013 (63)
Primary Membership:	130	42	
Family Membership:	59	14	
Life Membership:	13	14	
Vintage:	24	15	
Newsletter: Printed:	86	29	
Electronic:	51	23	
Non-Required:		18	

Publicity (Vallery Ritz): All "News Letters" sent out this month, were returned to Jennifer Falcinelli, due to insufficient postage. New postage requirements for those members requesting the newsletter in hard copy will exceed their membership fee for the year; i.e., it will cost the Marine Prop Rider's club for every membership requesting a hard copy of the newsletter. As a business, this practice was deemed unacceptable. Therefore, options were presented and discussed as follows:

- Reduce the content i.e., less pages or reduced paper thickness. (Note: Thinnest paper currently being used.)
- Make the policy of an "all electronic copy" mandatory.
- Increase membership fee to those requiring a hard copy of the newsletter from \$20.00 to \$25.00 effective January 01, 2014. Family membership will not be effected.
- Increase membership fee across the board from \$20.00 to \$25.00. (There has not been a membership fee increase in many years.)

A motion was made to "Increase membership fee to those requiring a hard copy of the newsletter from \$20.00 to \$25.00 effective January 01, 2014. Family membership will not be effected."

Entertainment (Ray Dong): Recognition of Fred Alter inducted into the Michigan Sports Hall of Fame on Nov.3, 2013 in Mt. Pleasant, MI. Fred Alter will make the suggestion that other classes of boat racing be recognized by the Michigan Sports Hall of Fame. Tonight's entertainment will be a video presentation of the highlights of Fred's racing career. (Thanks Sandy!!!)

Paul Goldsmith introduced himself to a couple of MPR members at the presentation in Mt. Pleasant. For those of us who don't recognize Paul Goldsmith's name or accomplishments...Paul was the last winner of the Daytona car race when it was still being raced on the Sandy Beaches in Daytona. Ray Dong sure appreciates the opportunity "to hang out with your heroes" as available to the sport of motor racing.

It was also brought to our attention to heed Tom D'Eath's recommendation to submit a candidate for the Motor Sports Hall of Fame recognizing a boat racer. The opportunity for a boat racer to be recognized by the Hall of Fame only presents itself once every ten (10) years.

Ray Dong had the opportunity to visit the Willow Run Bomber Plant which is currently slated for demolition. He presented a couple of important trivia facts about the plant. Those of us present at the meeting pledged to keep these facts top secret. We will have an edge on those not attending in the next trivia contest. Hope those not attending this meeting, will make all future meetings to be "informed". Ray has also invited "Rosy the Riveter" to join us at a future Marine Prop Rider meeting.

Race Reports

Autorama: March 7/8 No race, display only. Looking for available entries including vintage.

Dayton Testing: 2014 Date to be determined. Working with convention centers for scheduling.

Walled Lake Thunder: June 14/15 On Track, and working with new mayor. The date was changed due to Jehovah Witness convention in town using up available hotel space.

Gold Cup: July 11-13.

Waterford/ Quake on the Lake: July 19/20 Mary Ann Wilson is looking for sponsors.

Celina, Ohio: Aug. 23/24

Rocky Fork: 2014 Dates to be determined.

Alum Creek: 2014 Dates to be determined.

Decatur: 2014 Dates to be determined.

New Martinsville: 2014 Dates to be determined.

Vintage Report: Reported by: Paul....no....Reported by: Dick.....no....Reported by: John....No...Back to you: Dick Delsner. Wheeling was the biggest vintage event of the year. No injury(s) to driver(s) reported. The boats however, have a few battle scars. Propeller Magazine has published a nice article on Hal LeDuc and his Opechee

APBA News: Spring Meeting will include a By-law change. Exact wording has not been determined. Be present for input discussions concerning by-law change.

The meeting will have a banquet, and a "validation to compete" (a.k.a. Awards Ceremony) on Saturday Night. The awards ceremony will include the presentation(s) of; High Points Award, Ray Webber Memorial Award, MACH Awards.

MACH News: This year has been a "Year of Transition", as directed (demanded) by race sites. Point fund money presented in 2012 was \$4800.00 paid through three (3) PLACES. Point fund money to be presented for 2013 will be \$15,200.00 paid through five (5) PLACES. MACH is making a huge effort to continue this sport now, and in the future. Many !!THANKS!! to the MACH committee for their visualizations, time and endless efforts to continue this sport in the future!!!!

IRC Racing News No report.

Region 6 Fall Region 6 meeting report (Oct. 19-29, 2013) had no new news to report. One Litre Mod drivers (Marty Hammersmith, Jim Sechler) were inducted as commissioners

Old Business

Display Boat is currently stored under Todd McQuade's care and facilities.

Insurance No liability insurance is required until the unit is readied for the Autorama. At which time the insurance will be purchased, with the funds already budgeted, and approved for, on the boat.

Repair: Rich Falcinelli reported the boat is in need of paint and repair. Many large cracks have developed in its hull which will need attention in the near future.

Display: There is a request that more members become involved with the display of the boat. This will lessen the commitment of the few members involved with the boat at this time. With other members involved with the display boat, the current responsible person(s) will have an opportunity to put more effort into other commitments within the club. The display boat has many open calendar days, for possible display in other locations. This will better make use of this asset, for the benefit of the Marine Prop Riders, as intended.

New Business

Annual Banquet Annual Banquet slated for Nov 16, 2013. One Hundred (100) members have already committed to attend the banquet. There is a block of rooms available for MRP Members at \$89.95 per night if you mention you are a Marine Prop Rider member when making reservations. Mario would like you to contact him a.s.a.p. as to your intentions for attending the banquet, (or not). This will help in planning the convention centers layout. There is an interest in another "Cart-to-Cart Shootout" prior to the banquet. Contact Mary Ann Wilson for Time and Directions.

As previously discussed, there will be an increase in membership fee should you require a newsletter hardcopy effective January 01, 2014.

Chris Ritz has the capability of Live streaming the meeting for those members not able to attend the meeting in person. Please contact Chris if there is an interest in the potential use of this social media.

Next Meeting: December 4, 2013 at APBA Headquarters

Dinner: Potluck-Bring your favorite dish to pass, and its recipe!!!

Dinner: 6:00 pm, Meeting: 7:30 pm

Adjournment: Moved at 8:26 by Red, seconded by all present. Motion passed. The 50-50 cash prize of \$33, was won by Nancy. Tigers Poster donated by Ray Dong won by Mary Ann Wilson, Detroit Red Wings Book, won by Wayne Shagena, Madison Racing Poster, won by Mike Weber.

Submitted by Wayne Shagena

2013 MPR Awards Banquet



2013 MPR Awards Banquet



Jim Sechler—1L Mod Champion



Jeff Sankuer presenting to Tom English—5L



**Dick Delsener presenting to Andrew Tate—
2.5 MOD**



Eli presenting to Steve Kuhr—GNH



Sandy Ross and Paul Poledink join John Bridge after he won the the Doc Terry Award.



Rich Falcinelli receives the Grant Ward Award. Presented by Grant Ward himself!

Photos Courtesy of Judy Roberts



The Kreitzer family received the 2.5 stock award from Todd McQuade!



Alexis Weber, along with Doug Beyon received the "Farthest travelled" award from Ray and later Alexis received the NM champion award!



Bob Wilson was joined by driver Becky Wilson as he accepted the Hard Luck Award.



Proud father Rick Falcinelli joined Jennifer and Rich on stage to congratulate Jennifer who received the Prop Rider of the Year and Rich who received the Grant Ward Award.



Another proud father, Sean Bowsher, helps Shelby hold her Rookie of the Year trophy. What a crowd pleaser!



The whole Fast Eddie crew accepting the High Point Award!

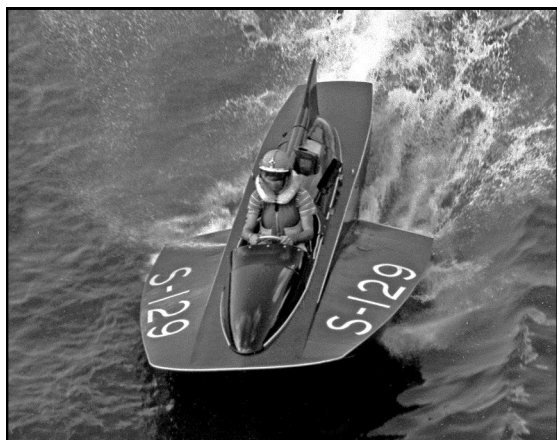
Vintage Views

The Helter Skelter Saga (Con't)

Part 2 The Beginnings by Phil Kunz

"The phone call from Rich Willim and the pictures he sent me triggered a thousand memories of Helter Skelter. And, more memories of the two boats I had and their drivers which led up to the building and the racing career of Helter Skelter. I had Helter Skelter built because of those less-than-satisfactory experiences with my first two race boats.

"I started out in the sport with a boat I bought called **Fleiger**, which translated from the German means **Flyer**. I renamed it **Nemesis**. This boat was originally an experimental narrow "S" Class *Sooy* cabover which was 15'2" long. It only needed 10" added to it for it to be a legal 280. Some of my fellow competitors here in Dayton helped me add this length to its flat-nosed bow, and we had a legal 280 raceboat. We didn't have much success with **Nemesis**, so I sold it and looked for another boat with more promise.



Fleiger / Nemesis running as an "S" class 145 before lengthening 10".



Nemesis, with bow extended to legal 280 dimensions.

"My second boat was an "E" Class *Farmer* which I bought from Dean Chenoweth, a successful inboard driver and owner here in the Ohio Valley. Dean, of course, eventually made his name and reputation driving the unlimited **Miss Budweiser** and winning four *Gold Cups*. I named the boat **Wonder Wart Hog** after the underground comic book character. **Wonder Wart Hog** was built by Will Farmer as a 14' "S" Class boat. Dean already had a seat in a local "S" boat, **Chuck's Joy**, a boat he drove to victory in the Nationals in 1965. Dean had local boat builder, Jim Davies, add two feet to the nose of the *Farmer* hull, again making a boat a legal 280. Being a local *Pontiac* dealer, Dean installed a 215 *Buick* in the hull and called it **Little Wide Track**. It won a few local races, but was scary fast and somewhat flighty – it went end-over-end twice in 1965. Dean sold me the bare hull in the Fall of 1965 for \$200. I thought I could solve this hull's attitude problem by installing the heavier Chevy 265 out of the **Nemesis**, to hold her down on the water.



Wonder Wart Hog in its typical Sky Dance position, often when accelerating out of a corner.



A good view of the extended two foot "nose" of Wonder Wart Hog .

Helter Skelter, Part 2 The Beginnings

"I believe we can attribute the many successful finishes we had to several factors. One, the *Cunningham* hull was a good one. It ran well and was very competitive. Secondly, we got as much power out of the Chevy 265 as possible. But the main ingredient was the skill of the driver for almost all the races: Jim Kropfeld. We were running against the inherently more powerful Chrysler 273s in most of the other boats, but made up for their power advantage with driver skill.



Trash in the water at Jeffersonville, Indiana put a hole in the hull.



A cabover Chuck Wagon competes with Helter Skelter at Sylvan Lake.

"Until Newport, Kentucky in 1972, our last race. The overturning of **Helter Skelter** did some damage to the boat, and I too had to face the question of its competitiveness at that stage of its racing career. As a conventional hydroplane design, engine in front and driver in the rear, the boat was losing its edge to the new cabovers with the drivers in front and their wider transoms. I had to face the fact that the shelf life of **Helter Skelter** – after just five years or so of racing – was reaching its end, so I put the boat up for sale. The buyer of the boat went on to race it for a couple of years, and later I found out he sold it to a fellow up in Michigan who was running it as a recreational boat on a lake up there. I sort of forgot about **Helter Skelter** since it wasn't on the raceboat circuit anymore and had no real future in the sport.



Damage from a collision at Ripley, Ohio race.



Helter Skelter with Jim Kropfeld, Shamrock with Jim Roberts, and Suzy's Kitchen with Ron Snyder at Celina in 1971.

"Helter Skelter came to mind again in 1992 or '93, when the vintage raceboat concept came into existence led by Tom D'Eath. The first recognized gathering of old raceboats took place in Clayton, New York in 1994. I started to realize the potential for these old hydros when I provided my old 265 engine to Tom for use in **Wa Wa**, a successful raceboat from the past which he was restoring. In the back of my mind I thought of ol' **Helter Skelter**, and whatever became of her.

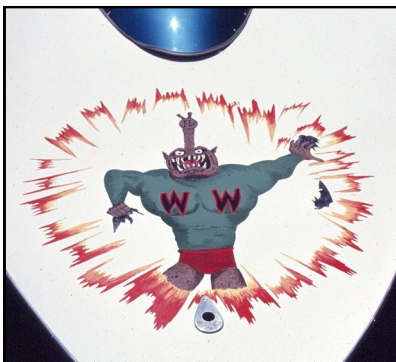
"The phone call from Rich Willim years later – out of the blue – answered that question, and led to possibility and hope of her running again."

Next Month: Part 3 The Restoration

Submitted by Paul Poledink



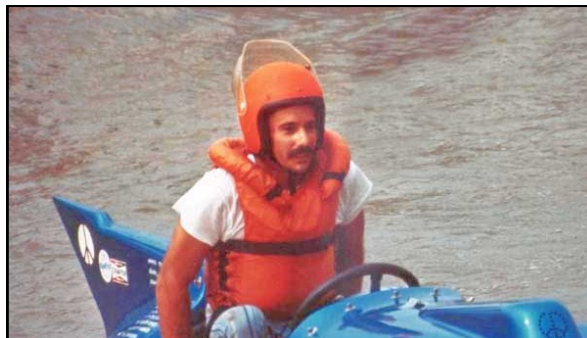
A "selfie" of me (Phil) taken with a front mounted driver-actuated camera at the Dayton Hydroglobe.



"I drove **Wonder Wart Hog** several times, but felt that it required a better driver than I was to make it perform. It still seemed a little wild for me. Gene Whipp was my first choice to pilot the boat. Gene had won the prestigious Calvert Trophy in 1960, was the 280 National High Point Champion in 1969, won three Inboard Nationals in various classes, and eventually piloted the unlimited **Lincoln Thrift** in 1973. In other words, an accomplished and talented driver. Gene drove the **Wonder Wart Hog** once and said, "Find another driver." So I did: Gene Benning, a local inboard owner, builder and driver, and eventual unlimited hydro owner. Gene took out the **Hog** for the five minute warm up, drove a few laps, and came back to the pits - white-faced, and said "No more." Bobby Musson was next. Bobby raced it once, and returned to driving his own boat.

Iconic Wonder Wart Hog cartoon on the boat. Note the "nose".

"That was it - until a young man named Jim Kropfeld, who later in his career went on to unlimited racing success in the **Miss Budweiser**, took over the driving duties. In his first race at Hillsdale, Jim took a third place in a boat I and several other more competent drivers could not master. And at the end of the day he asked "Where's the next race?" The answer was the whole year, 1968. Near the end of the year we put a hole in the air trap at Ypsilanti, and a boat builder by the name of Jim Cunningham offered to fix the boat. At the end of the year, I realized that what we had was a strong engine and excellent driver, but a less than adequate hull. Jim suggested that he build us a boat to match the quality of the engine, the Chevy 265, and talents of the driver, Jim Kropfeld. Cunningham, out of Neptune, Ohio, a suburb of Celina, had a successful boat running at the time called **Shamrock**, the current high point champion, and was willing to build us a boat based upon the success of that hull.



Jim Kropfeld, the masterful driver of Helter Skelter.



Helter Skelter and Shamrock, two Cunningham hulls battle it out at Newport, KY.

"Jim started building **Helter Skelter** in the fall of 1968, and we began testing early in 1969 at Dayton. I drove it and it seemed OK. With my limited driving ability in mind, I wanted someone else's opinion other than my own to evaluate the boat. The opportunity occurred at Walther's Marina with George Henley. Henley raced outboards, inboards from 145's through 7 Liters and eventually unlimiteds. Most notably **Pay'NPak** to Gold Cup wins in 1974 and 1975. George took **Helter Skelter** out for a few runs, returned and said "Good boat. Don't change a thing." A satisfying endorsement. Gene Whipp also tested it, and concurred with Henley's judgment.

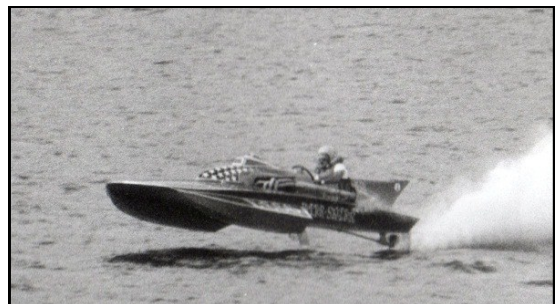


Jim Cunningham, the designer and builder of Helter Skelter and the E1 Shamrock.

"The four year saga of **Helter Skelter** as a raceboat for us began in Decatur, Illinois in May of 1969 with an elimination, and ended in September of 1972 in Newport, Kentucky, where we flipped the boat. In between those two dates, we ran in 42 races with Jim Kropfeld as the primary driver. How did we do? In general with a lot of podium finishes, firsts, seconds, or thirds. It didn't always turn out well. We had a DNF in Morgan City at the '69 Nationals when the steering wheel came off and another at the '70 nationals in Ypsilanti when the shaft broke. We had one DISQ for jumping the gun in Columbus in '71, and a DNS in St. Petersburg in '71 when we hit an alligator during warm ups - which ended our racing and the alligator's for that day.



Chuck Wagon with Chuck Thompson, Yankee Doodle with Davy Sutton, and Helter Skelter with Jim Kropfeld in typical sponson to sponson racing at Celina.



Helter Skelter in the lead with lots of air under her at Newport, KY.

"Along with Jim Kropfeld's success with **Helter Skelter**, three other drivers who subbed for Jim when he was unable to drive found the boat to be easy to handle. Frank Deem remarks that "It was a solid boat. I always felt safe in it. Never had to let up on it. It ran fast enough to compete for the lead, and allowed me to take a 2nd at Louisville in August of 1970, and a 3rd at Trenton in September. I think it was only by a nose length or so that I didn't win those races." Butch Kropfeld took a 2nd at Hillsdale in 1971, and Bobby Musson a 3rd at Pontiac in 1972. Other than those races, it was all Kropfeld.



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>

MPR members: Be sure to submit your classified ad for free listing.



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Attention all MPR Members!

Put the MPR display boat to work! It's available to all members! It had a very busy summer, but IS AVAILABLE! Contact Rich Falcinelli at 586-354-7903 today to reserve your time to take the display boat to your club, school, church, special event, etc.!

Help promote our sport, the MPR club and our upcoming races!





MARINE PROP RIDERS
Detroit, Michigan
Membership Application

☐ Single Membership...\$20.00

☐ Family Membership...\$30.00

Primary Member Name:

(Required for drivers and MPR board members)

Family Member Name(s):

(non-voting member(s))

Street Address:

City:

State:

Zip:

Home Phone #

Cell Phone #

E-Mail Address:

RACE AFFILIATION: (Check All That Apply)

☐ Owner ☐ Driver ☐ Crew ☐ Mechanic ☐ Official ☐ Media ☐ Other: _____

BOAT AFFILIATION:

Class/Number: _____ Boat Name: _____

Is the boat part of the vintage category? Yes / No

Class/Number: _____ Boat Name: _____

Is the boat part of the vintage category? Yes / No

NEWSLETTER:

Please check how the primary member would like to receive the newsletter. (Check one only)

☐ Email: A color version of newsletter (You must provide an email address above.)

Or

☐ Regular mail: A black and white version of newsletter

Marine Prop Riders can share my contact information with other MPR members. ☐ Yes ☐ No

Mail application & payment to: 34110 Garfield Circle, Fraser, MI 48026



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