

"America's Finest Inboard Racing Club"

MARINE PROP RIDERS

DETROIT, MICHIGAN



www.marinepropriders.com

May 2013

THE NEXT MEETING IS May 1st 7:30 p.m.

— **Juliano's Restaurant at 27380 Van Dyke in Warren** —

On the East side of Van Dyke about 1/4 mile North of I-696

<http://www.julianosrestaurant.net> - (586) 754-8383



Attention all MPR Members!

Put the MPR display boat to work! It's available to all members!

Contact Rich Falcinelli to reserve your time today to take the display boat to your club, school, church, special event, etc.!

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



MEETING MINUTES

Marine Prop Riders – General Meeting – April 3, 2013 – Meeting Minutes

Meeting: At Juliano's in Warren. Called to order by MaryAnne at 7:35 P.M. John Bridge will be selling the 50-50 tickets again this evening. Additional prizes: Red Wing memorabilia / swag contributed by Ray Dong. Thanks, John and Ray.

President's Report: No report this evening. Announcements: Wedding cake is available to all this evening, compliments of Greg and Stephanie, recently united. Congratulations!

Passings: moment of silence for John Kerwin Unlimited owner, and Doc Yinger, participant and supporter of our sport.

Ray Weber Award: Region 6 High Points presented by Eli W. to Royce Richards AND Jim Sechler, who were tied at the end of the season.

Scooter Grigg requested support for a Rainbow Connection wish- a Kick-a-Thon - on May 18 to benefit Martin, who is undergoing treatment for cancer.

Approval of Minutes The minutes of the March meeting were published in the Newsletter and sent electronically to those requesting this format. Motion to approve by Red M., seconded by Rich F. Motion passed.

Treasurer's Report: As reported by Mario Maraldo - February deposits of \$440. and \$709. Disbursements of \$134.94 for postage and printing, \$50. for memorial for Eli W.'s sister, \$158.45 for website hosting, leaving a balance of \$10168.08. Motion to approve by Todd M., seconded by Judy R. Motion passed.

Membership: Jennifer F. reported 113 racing memberships, 61 family memberships, and 13 life memberships, for a total of 187 members. 58 of these memberships are new to the club this year. 82 members requested print versions of the newsletter, while 42 selected the electronic version, resulting in cost savings for postage and printing. 24 members categorized themselves as "vintage". Renewal invitations will be going out to 32 members who have not yet renewed.

Publicity: Vallery R. noted an editing error (date change) in the Newsletter. A second E-version was sent out. A second print version will not be generated.

Entertainment: Ray Dong announced that the evening's entertainment – a representative from RJS Racing Equipment would not be able to make it. Ray did distribute RJS catalogs (\$3.00 items). Discussion followed regarding the purchasing of racing equipment, especially driving suits, helmets, etc. A few extra catalogs are available if you were not present and would like one. Contact Paul P.

Also, Ray announced that the MACH Series Race Official of the Year was awarded to Mike Weber. Also, also, Ray revealed that the MACH series now has its own Facebook page. He also fielded a few questions about the new formulation of the Series.

Race Reports:

Dayton Testing is a go. May 4-5, 2013. Contact Billy Noonan. Also, Driver's School.

New Martinsville Final plans being made, Eli W. reports. Last week in September with Saturday ¼ mile time trials, and Sunday racing with 2 or 3 classes possible.

Walled Lake Thunder June 8-9, 2013. Todd McQuade reports all is well. Official Hotel: Hilton Garden Inn Crown Plaza.

Gold Cup 104th Race scheduled for July 12-14, 2013. Plans still hold as announced. **DYC** fund raiser will be held on April 27, 2013. Thank you, **DYC**. Venue clean up is underway. Volunteers are always welcome, especially during these challenging economic times. See Mark Weber.

Waterford/ Quake on the Lake Scheduled for July 20-21, 2013. All plans in place.

Celina, Ohio. Planning taking place for Aug. 24-25, 2013, water conditions holding.

Rocky Fork Planning taking place for Sept. 20-21 2013. Close to finalization, 90% there.

Alum Creek Planning is ongoing for Sept 14-15, 2013. Looking for sponsors.

Decatur Will not take place in 2013, according to Sean Bowsher. Working on 2014.

APBA News:

2013 Race Schedule Posters Available – to be posted in high traffic areas by MPR members

IRC Racing News Mario M. discussed the on going workings of the safety committee. In general, the goal is to “clean up” the language regarding safety regulations, such as lids, belts, windshields roll cages, capsules, air supply etc.

Region 6 No news.

Vintage News Paul P. reported on discussions (or lack thereof) regarding running Vintage at Madison U1 race this year.

Old Business

Display Boat Rich F. announced the Autorama Show awards – DRRA Unlimited, MPR Display Boat, and White Lightning. Same three boats and a SLT were on display at the Novi Spring Boat Expo for four days. Work is continuing on the insurance (liability and collision) and license plate requirements. \$500 has been allocated for this. Trailer plates should be \$75. Sponsors are being signed up at various rates. More detail next time.

Family Memberships Having been published for the required time, proposed changes were discussed and voted upon. Passed 17-7.

New Business

Bob Dabrowski again discussed the possible tour of the Brighton based Lingenfelter auto collection. He will contact several other organizations to make the event possible. 50 or so participants are needed to make the tour feasible. Also, Bob reviewed a discussion he had with a Dock System manufacturer who might be willing to provide 200' of floating dock for our races, providing they can place some advertising signage up. Probably at the Quake. Some discussion took place. More later.

Wayne S. announced that the Hydroplane Pin It Board had no winners. \$60 has been earned thus far.

MPR was invited to participate in the 3rd Annual Veterans' Charity Cruise-In Car Show on Saturday, September 7, 10am-2pm at Hooters in Troy. Bring our boat(s), not our cars.

Next Meeting: May 1, 2013 at Julianos in Warren. 7:30 pm.

Adjournment: Moved at 8:55 by Todd M., seconded by Red M. Motion passed. 50-50 winner of \$38 was Jack Fischl with John B. and Earl S. also picking up prizes.

SUBMITTED BY PAUL POLEDINK

My First Ride of a Lifetime

A timely story by John E Bridge II

On May 29, 2009, myself and three friends (Bob Knowles, Bernard Becker and Nephew Steve Wood II) headed down to Dayton, Ohio for the APBA Driving School experience (Ride of a Lifetime) organized by Mark Weber. We all chose to sign up for both the 5 Litre Hydroplane and the SST 120 Seebold Tunnel Hull owned by Champ Boat Driver #62, Chris Fairchild.

After completing the required Capsule Training on Friday night (also referred to as the Dunk Test) conducted by the Box 21 Rescue Team. We were all anxious and ready to drive a couple of real race boats.

Saturday morning we attended the driving school in the hotel hosted by our instructors Chris Fairchild = SST 120 Tunnel, Dan Kanfoush = 5 Litre Hydro, Mark Wheeler and Brandon Thirlby spoke for the kneel down stock outboard Hydros.



Bobby Knowles Jr. and Bernie Becker

A few of their key statements were, "don't turn the 5 Litre to the right if you can help it. Keep a horizontal sight plan on the shore as a reference in the event the boat gets up too high. Don't try to turn the 5 Litre like you will be turning the Tunnel Hull or you will be sorry!"



This weekend was also an APBA sanctioned testing weekend and I ran into some friends I knew from being involved with the APBA Gold Cup Races. One of them was Richard Delsener who was there to drive Joe Schulte's beautiful Vintage inboard hydros. He asked me what I was there for so I told him I was enrolled in the driving school. He said "that's great" and then he told me something that stunned me a little (It's a life altering experience) and man was he right! I have owned and driven a number of boats in my lifetime, but the only real race boat was a kneel down class D stock hydro that a friend of my dad's built and raced when I was about 16.

When we arrived at Eastwood Metro Park, we received orientation on both boats while they were on their trailers. Most of us climbed into the 5 Litre capsule and strapped up the belts while we were asking questions to Dan so we could become familiar with the pull off wheel and gages.

The tunnel hull was a tight fit, so we stood along side as Chris explained the trim buttons, trim cable gage, ignition and radio switches. He reassured us he would be going over everything again when we were in the capsule belted up and waiting to go out onto the course for our run.

The method for deciding who would be going first was by a number draw. It also depended on the boat you chose to drive first. I chose the 5 Litre first and was number eight on the list.

The first gentleman left the dock in the 5 Litre and made several high speed laps before he was called back to the dock. I was a little worried when I had seen some smoke coming from the engine as the hydro returned to shore.

Mark Weber had worked his tail off trying to make this motor as reliable as possible, but it just wasn't in the cards and the motor could not be repaired in the pits. We all know how fragile race boat motors can be. Since this was the first driving school of its kind, we knew there would be a learning curve for the staff that had worked so hard to organize and pull off the special event.



Mark and Lori Weber and their staff shifted gears and offered anyone that was signed up for the 5 Litre, the opportunity to drive the tunnel hull or be put at the top of the list for the next driving school. Most of the students chose to drive the tunnel and were very happy they did. We alternated between a student driver and boats that were making test runs on the course



It was getting late on Saturday afternoon when I was told I would be the last driver for the day and to have Lori help fit me for safety equipment. The safety equipment for the students was new and state of the art. There were several sizes of SRP full face air helmets with radio communications and neck seals. Driver's suits and step into Lifeline or SRP capsule jackets.

Chris looked at me and said "looks like you're up, climb in." I stepped into the capsule, slid down sideways and kind of fell into the seat. As he pulled the point belts tight, he explained the motor trim switches on the wheel.

There were three switches on the wheel. The ones at 10 o'clock and 2 o'clock both did the same motor movements. They were for trimming the motor in and out. Toggle in toward the center of the wheel to bring the bow or nose down for your turns or if the bow gets too high. Toggle out toward the canopy to free up the hull and float on the tunnels air and on the rear steps of the sponsons. Chris would relay these directions through the radio as bump up or bump down to me. I just had to remember which way to push the trim so as to not put the hull in the wrong attitude on the water. I know for a fact that at least one person toggled the wrong way in a turn, right Bob?

The third trim switch was to lift the motor in a vertical direction. Seeing as we were all rookies, this trim switch would not be used by the students.



Tether cord attached and hooked to my life jacket, radio check, "can you hear me now?" Chris' voice came through the speakers in my helmet. I gave him thumbs up for the sound check. He then said, "This is your ignition switch. Flip it and the motor will start when you are away from the dock and ready. Push the canopy springs forward so it will come down, then pull down and hook the straps." This was not as easy as it sounded in this tight capsule!

His last instructions were to leave the motor trim cable gage centered for a couple of laps or until I felt comfortable. He also stated he would tell me to get on the throttle if he thought I was capable of going faster. Those words would never have to be spoken into my helmet! The water conditions were perfect. There was a slight breeze up the back shoot, which he warned me to watch out for.

Pushed off from the dock, I closed and hooked the canopy, hit the ignition switch and lit the 200 H/P Mercury Opti Max. With a roar I was on plane and passing buoys 1,2,3 on my way to turning left past 4 of turn 1 and heading down the back shoot. The course had four buoys per turn with two turns. Chris joked at the driver's school that morning that real men only need one buoy to turn around. I would come to find out how he could make such a statement during my run.





I had an advantage in that my nephew Steve had driven the tunnel before me and had given me some tips on trim positions in the turns and that he had the foot pedal to the floor once he had a feel for the boat's speed. Down the back shoot I went, motor trimmed out and pretty close to full throttle. I came up on turn two, my first full turn. Buoy 5 came and was gone in a flash. I backed off a little and trimmed in the motor not knowing what to expect. I turned the wheel to the left and the hull turned just like it was on a rail. My right shoulder was compressed into the capsule from whatever G forces I had just experienced.

Zoom! There goes buoy 6! I started trimming the Mercury out picking up speed rapidly. Buoy 7 goes by and now I am sliding sideways coming to 8 because I have trimmed the motor out too far. I stayed in the throttle anyway and let the hull slide out of the turn. Down the front shoot I came wide open for the first time. Chris' voice came into my helmet, "keep coming and I'll tell you when to trim and turn. Trim now!" In comes the Mercury and there goes #1 buoy. "Bump up, bump up," he told me. I passed buoys 2 and 3. I started turning the wheel more and more compensating for the hull loosing up and sliding. I wanted to get as close as I could to buoy 4. Bumped down for an instant and I snapped past buoy 4. Then trimmed up again so I could fly down the back shoot. Some turns were better executed than others. I by no means was sitting on every buoy but I was sure trying too!

What an incredible feeling getting bumped around a bit and flying over the water at these speeds. I was concentrating so hard I never even hit the radio button to tell Chris what a thrill this was or what I was experiencing. I was fulfilling my dream of a lifetime!

Then the dreaded call came from Laurie Allen, "you are on your last lap." I can't be done, I don't want this to end yet, I remember moaning to myself! Chris came over the radio and said, "Swing out wide exiting turn two, come down for your last corner and make it a good one." I came wide open angling toward buoy 1. It flashed by one last time. I hit the trim down and cranked the wheel hard to the left. My helmet hit the capsule and around I went hooked on the inside of the 17 foot sponson. To my surprise, I had turned just to the outside of buoy 2 headed in the opposite direction to make a two buoy turn. Wow, that was awesome! I thought to myself. Now I knew how Chris would make his statement about the one buoy turns he makes.

After passing buoy 2, I turned left and headed back to the dock. I was greeted by the APBA staff, my friends and the crew from the Miss Vernors who were cheering and clapping. I could not get the smile off my face for days and would talk about this thrill to whomever would listen.

In closing, I would like to thank everyone that was involved with staffing, organizing, preparing and lending of your beautiful equipment. You made us feel welcome and part of the boat racing family for this special weekend. It truly was my first ride of a lifetime!



Board Of Directors

2013

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Event Schedule – 2013

*Race dates and upcoming events (** for MACH series events):*

Testing and Driving School, Dayton, OH	May 4-5, 2013
Walled Lake Thunder, Walled Lake, MI	June 8-9, 2013
APBA Gold Cup, Detroit, MI	July 12-14, 2013
Quake on the Lake, Waterford, MI	July 20-21, 2013

Who Knew?

As we travel to various race sites or attend club meetings, there are certain things we just somehow know about our fellow racers ... we know that his dad used to race, we know that those two are married, we know that he lives in (name the city) and we may even know his beverage choice at the end of a race day (Little Kings, PBR, ice cold Bud Light), but I've realized this year there are MANY things we DON'T know about our fellow racers. Email me at maryannewilson@comcast.net to add them to next month's newsletter!

- ♦ Did you know you can follow the MPR on Facebook? Just search Marine Prop Riders and like the page!
- ♦ Did you know that you can follow MPR on Twitter @MarinePropRider?
- ♦ Visit the MPR web site: <http://www.marinepropriders.com>



MARINE PROP RIDERS
Detroit, Michigan
Membership Application

☐ Single Membership...\$20.00

☐ Family Membership...\$30.00

Name: <i>(Primary voting member)</i>	
Family Members Names: <i>(non voting member)</i>	
Address:	
City:	
State:	
Zip:	
Home Phone:	
Cell Phone:	
Fax:	
E-Mail:	
Website:	
Occupation:	

RACE AFFILIATION: (Check)

☐ Owner ☐ Driver ☐ Mech. ☐ Official ☐ Media ☐ Other _____

BOAT AFFILIATION:

Class _____ Name _____

*****New for 2013*****

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

Please check how you would like your newsletter delivered to you. (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 *Or*
☐ Opt out of receiving newsletter (Household already receives one for Primary member.)

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




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>

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The Marine Prop Riders boat racing club welcomes you to join our club.
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MPR members: Be sure to submit your classified ad for free listing.

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MPR MEMBERSHIP!

Is there anyone you can recruit to join MPR!

The membership application is on page 9.

Vintage Views

Date	Venue	Location	Event Type	Event Coordinator
March 15-17	Tavares Spring Thunder Vintage Regatta	Tavares, FL	VINTAGE ONLY	Bill John
4/14/2013	-	Copperopolis, CA	Dual Sanction	Frank Banducci
April 20-21	Stuart Sailfish Regatta	Stuart Florida	Dual Sanction	Lindsay
April 27-28		Nicolaus, CA	Dual Sanction	Frank Banducci
May 4-5		Kennewick, WA	VINTAGE ONLY	Jim Olson
May 4-5		Dayton, OH	Testing	Ron Snyder
May 17-19	<i>Group B Outboards only</i>	Leonardtown, MD	Dual Sanction	Roger Hinsdale
May 18-19		Moses Lake, WA	Dual Sanction	Jim Olson
June 8-9		Walled Lake, MI	Dual Sanction	Ron Snyder
June 15-16		Soap Lake, WA	Dual Sanction	Jim Olson
June 22-23		Kent Narrows, MD	Dual Sanction	Larry Lauterbach
June 29-30		Morgan City, LA	Dual Sanction	Jay Marshall
July 4-6	Madison Regatta	Madison, IN	Dual Sanction	
July 13-15	The Gold Cup	Detroit, MI	Dual Sanction	Mark Weber
July 13-14		Black Lake, WA	Dual Sanction	Jim Olson
July 20-21	Quake on the Lake	Pontiac Lake, MI	Dual Sanction	Ron Snyder
Aug 10-11		Oroville, WA	Dual Sanction	Jim Olson
Aug 16-18	Vintage Race Boat Regatta	Rideau Ferry, ON	VINTAGE ONLY	Scott Cameron
Aug 24-25		Celina, OH	Dual Sanction	Ron Snyder
Aug 24-25		Pateros, WA	Dual Sanction	Jim Olson
Aug 30-1	Wheeling Vintage Raceboat Regatta	Wheeling, WV	VINTAGE ONLY	Debbie Joseph
Aug 31-1		Kennewick, WA	Dual Sanction	Jim Olson
7-Sep	"Shuffle off to Buffalo" Raceboat Reunion	Grand Island, NY	VINTAGE ONLY	Bill DeGlopper
Sept 7-8		Spanaway, WA	Dual Sanction	Jim Olson
Sept 12-14	Vintage Race Boat Regatta	Wolfeboro, NH	VINTAGE ONLY	Hank Why
Sept 14-15		Columbus, OH	Dual Sanction	Ron Snyder
Sept 14-15		Copperopolis, CA	Dual Sanction	Frank Banducci
Sept 21-22	Rocky Fork Thunder	Rocky Fork, OH	Dual Sanction	Ron Snyder
Sept 21-22		Chelan, WA	Dual Sanction	Jim Olson
Sept 28-29		Issaquah, WA	Dual Sanction	Jim Olson
Oct 5-6		Chelan, WA	VINTAGE ONLY	Jim Olson
Oct 5-6		Isleton, CA	Dual Sanction	Frank Banducci
Oct 19-20		Nicolaus, CA	Dual Sanction	Frank Banducci
Nov 8-10	Tavares Fall Thunder Vintage Regatta	Tavares, FL	VINTAGE ONLY	Bill John

Please Note:

Some events may still be be TENTATIVE until APBA sanctions are issued. More events could be added or deleted.

Dual Sanction are APBA RACING events with *vintage* boats invited to run exhibition fly-bys between racing heats.

Vintage boat owners - be aware that *some* of these APBA V&H 2013 events may be invitation only.

For the most up-to-date schedule, visit http://www.vintagehydroplanes.com/apba/2013_events.html. This schedule was last updated on April 6, 2013.



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Fraser, MI 48026

 www.marinepropriders.com 