



October 2012

BOARD ELECTIONS WILL BE HELD AT THE OCTOBER MEETING!

The 1976 Gold Cup - Entertainment session at the October Meeting

At the October meeting Ray will be showing a film of the 1976 Gold Cup which was won by Tom D'Eath. If everything works out, Tom will be on-hand to tell the story of this very popular and hard-fought win.

Tom is a Marine Prop Rider alumnus and three-time winner of the APBA Gold Cup, as well as a three-time winner of the Prince Edward Canadian Gold Cup, and is the only three-time winner of both.



Region 6 Fall Meeting October 20-21

SEE INSIDE FOR YOUR INVITE TO THE MPR AWARDS BANQUET NOV 10 !



MEETING MINUTES

Marine Prop Riders – General Meeting – September 5th – Meeting Minutes

Meeting: At Juliano's in Warren. Called to order by MaryAnne at 7:32 P.M. John Bridge will be selling the 50-50 tickets this evening. Welcome to Sam Fullerton, Guest / Entertainment for evening.

President's Report: MaryAnne asked the membership to review her comments in the newsletter regarding this past years accomplishments in light of the goals established for the year. Comments and opinions are being solicited in order to plan for next year. Passings noted: Rheta Schroeder, wife of long-time hydro racer Bob Schroeder, and Carl Wilson, as memorialized by Ray Dong. Stay-well wishes extended to Don Mellilo, Tim Hueston, and Rich Evans.

Approval of Minutes: The minutes of the August meeting were up for approval. Motion to approve by John Bridge, seconded by Tony Kallio. Motion passed.

Treasurer's Report: As reported by Mario Maraldo - \$64.00 for stamps, \$167.84 for printing of ..newsletter, leaving a balance of \$7827.61. MaryAnne mentioned the need for an unanticipated expenditure of \$65 to the DRRA to cover the insurance cost related to the MPR Display Boat appearing at the Gold Cup Race in July. This expenditure had not been approved by the membership - but, a motion to approve after the fact was made by Ray Dong, seconded by Todd McQuade. Motion passed.

This series of actions led to a discussion of expenditures of MPR funds for display boat costs and their return on investment. Arguments were made regarding the use of the boat to provide exposure for the club at the Walled Lake and Quake races, as well as its use in parades and boat racing events. Also, that advertising is necessary for any future growth. It was noted, that previous discussions referred to the possibility and goal of attracting sponsors whose name would appear on the boat and would generate revenue for the club. This point seemed to meet with general approval - that revenue generating sponsorships be sought out to help defray the costs of maintaining and using the Display Boat.

Membership Report: Jennifer Grigg reported membership now exceeding 158 counting latest sign-ups.

Publicity: Brian Reed noted that Mario Maraldo was primarily responsible for getting out the newsletter this month. Some discussion regarding the work necessary to accomplish this task each month. In general, more hands are needed to step forward to carry this on.

Entertainment: Ray Dong announced that Sam Fullerton will discuss unanticipated occurrences - of the negative kind, and how to deal with them at tonight's meeting. And, and, possibly, a recap of the 1976 Gold Cup race by a special guest in September.

Race Reports

NEW New Martinsville Sept.29-30 Speed runs. See notice on website for details.

Dayton Testing No new news until 2013.

Walled Lake Thunder On the agenda of events for 2013.

Gold Cup 104th Race on the agenda of events for 2013. Appreciation dinner for volunteers is scheduled for Sept. 19th.

Waterford/ Quake on the Lake Volunteer Appreciation Dinner on September 18th at Shark Club. All who helped out are invited to attend.

Celina, Ohio. No news for now.

Rocky Fork - Is set for September, 14-15, 2012. Although not a MACH event, participation is strongly encouraged. All parties have made strong efforts to organize this race. Boat count is good for now, competitive and vintage boats. Setting in the hills of Ohio is unique, and the water is usually excellent.

Stony Creek Still on hold.

Tonawanda August 18-19, 2012 Strong representation of Region 6 boats at this event. Good weather and good water.

Geneva Sept. 22-23. This is a MACH race, with prize money available. Attendance encouraged.

IRC Racing News No new news.

Vintage News MPR participation at Toledo Antique and Classic Boat Show, also at Wheeling WV over Labor Day weekend by MPR and Region 6 boats, also at Buffalo Launch Club, and plans for Rocky Fork attendance.

Old Business

Display Boat: General discussion regarding all the locations for display in addition to the three local race sites. Suggestions for additional display locations were made, such as car shows.

Tom D'Eath: Tom was inducted into the Michigan Sports Hall of Fame on Aug. 16 at the Gem Theater in Detroit. A great honor for a boat racer to join this group.

THE NEXT MEETING IS OCTOBER 3RD

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

Event Schedule – 2012

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

MPR Annual Awards Banquet
Region 6 Fall Meeting

November 10
October 20-21

Some Sad News

Carl Wilson, longtime inboard and vintage racer, passed away on August 1st. Carl owned and drove the N-72 Tiger, which he restored, and with which he won many show awards.

Here he is in the Advance United, a favorite boat of his which he had purchased and begun restoration on, with restoration finished by current owner Tom Bertolini. Photo by Alan Radue.



New Business

Annual Banquet November 10, 2012 at Concorde Inn, same as last year. Many volunteered to help out with the planning and arrangements. More to come.

Nominations for MPR Board Members for 2013:

President	MaryAnne Wilson	By Chris Ritz, Seconded by Ray Dong
Vice President	John Grigg	By Mario Maraldo, Sec. by Sam Anspach
Treasurer	Mario Maraldo	By acclimation
Secretary	Paul Poledink	By acclimation
Membership		No nomination
Entertainment	Ray Dong	By acclimation
Publicity		No nomination
Members at Large	Rich Falcinelli	By Ray Dong, Sec. by Sam Anspach
	Todd McQuade	By Sam Anspach, Sec by Ray Dong
	Eli Whitney	By Mario Maraldo, Sec by John Grigg
	Wayne Shagena	By Chris Ritz, Sec. by Paul Poledink

Next Meeting: October 3, 2012 at Juliano's, 7:30 p.m.

50-50 \$ won by Jennifer Grigg. Posters won by Chris Ritz

Adjournment: 8:38 By Mario Maraldo, seconded by John Bridge. Motion passed.

Submitted by Paul Poledink

Room Reservations for the Awards Banquet

We have a set number of rooms at a very special price so don't wait too long to make your room reservation for the Awards Banquet. You have until 6:00pm November 10th (the day of the banquet) to cancel your reservation if something unexpected comes up.

The rooms are \$89.99 plus tax for either a King Bed or two Queen Beds. The hotel has a very nice pool if you or your family would enjoy a swim.

When calling for reservations mention you are attending the MPR Banquet and would like one of the rooms that have been set aside, and that the Code Number is 1110PR.

The ConCorde Inn is located at 44315 Gratiot Ave in Clinton Township MI, 48036. It is about a 1/2 mile South of Hall Road (M-59, also called 20 Mile Road).

For reservations please call: (586) 493-7300

For more hotel information see: <http://www.concordeinns.com>

Hope to see you there,
John E. Bridge II



Royce & Kathy Richards receive a thank-you trophy for sponsoring the Quake/Worlds trophies.



2012 AWARDS BANQUET

Saturday November 10th 2012

6:00 PM until midnight • Dinner at 7:00 PM

"Evening Attire"

ConCorde Inn (same place as 2009-2011)

44315 Gratiot Ave • Clinton Township, MI 48036 • 586-493-7300

<http://www.concordeinns.com>

\$25.00 per person: Buffet style, cash bar

Hors d'oeuvres

Chicken Piccata, London Broil and Farfalla Marinara

California mixed veggies, salads and roasted red skin potatoes

Dessert, coffee, tea and soft drinks

RSVP to Mario or Kathy Maraldo

586-468-3204

Bring a gift basket and receive 20 raffle tickets

My Road To A Restart

Jennifer Falcinelli

It was June 11, 2011, Walled Lake Thunder, the first race I had been to since Quake on the Lake in 2000. Todd Liddycoat had reached out to me on Facebook weeks earlier to see how I have been all these years and he eventually talked me into coming out to the race to help crew for the weekend. Little did I know I had no chance in making it through the weekend without wanting to be back into this crazy sport called boat racing. As I saw the first heat, one liter mods, leave the docks I thought to myself "That's my class, why am I standing here watching instead of driving?" At that moment, with that thought, the restart began for me.

I have a boat and a team that has proven themselves, Rick (dad) and Rich (bro) Falcinelli. All I needed to figure out is how to put all the pieces together to get the boat to run in circles again. I wanted to understand boat racing differently this time. Not just as a driver but as a person that understands all the work it takes to put on races, the decisions needed to make a boat run, how I can help keep this sport moving forward, something I can look back on one day and say "I did that." I want to walk the walk instead of just talk the talk, I wanted to be a knowledgeable owner/driver and be more involved.



Sylvan Lake - Rookie year, 1998

How was I going to get more involved and get the knowledge I so wanted? Go to the races and talk to people. This wasn't as easy as one would think. My past experiences in racing was not as warming as I wished, at least that is what I thought until recently. I was very young and inexperienced when I first started racing and with my dad and brother there before me, they watched over me, had the answers to all my questions, and had a boat race ready, so I really didn't need to venture out much so I didn't really get to know other people. To be completely honest I really didn't think many people knew me or liked me. Man was I wrong! As I started showing up to more races, Marine Prop Rider meetings, and race events over the past year everyone started to come out of the wood work. Everyone I thought never noticed me started welcoming me back to the sport with open arms. I knew I had made the right choice to make a restart.

My brother and I decided that instead of jumping right into racing a boat again we would take a year to put the boat together the best way we could. As we work towards testing 2013 we would volunteer for the APBA, the Marine Prop Riders, at races, and on crews. This was absolutely the best decision we could have made. The knowledge I have been able to gain at all the events, around all the other racers, crew, owners, and officials has been priceless. I don't think I have come across a single boat person that doesn't have a great story to share and some advice to give to steer me and my team in the right direction. Of course, I have access to years of experience with my family but it's always good to hear another point of view every once in awhile. The outpour of support and help was and is amazing.

Since that day in June 2011, I have reunited with so many people in the boat racing community and met many new people as well. My "friends" list on Facebook has more boaters on it then any other group of people. But in the end your team is what makes it all work and as many know having all chiefs and no Indians makes for some really tense moments in the garage when choosing what to do with props, engines, trailers, cockpit set up, etc. etc. I know there are a lot of things I have left to do to get my boat running on the water and the tense moments are far from over but I know when the boat is put in the water that first time and does its first lap, it will be well worth it. Having supportive family and friends really does make things easier. One person who really stepped up in supporting my efforts thus far is Jeff Sankuer. He was there to answer my hundreds of questions or tell me who to talk to for the answers. When I was too embarrassed to ask anyone else what the name of boat parts were, he would answer without even smirking at the stupid question.

Jeff also made me realize yet another great thing about boat racing and that is many of us had close to the same boat racing childhood. Jeff and I didn't even know each other but we both had the same story of playing at the beach as children while our dads raced their boats on Sylvan Lake. We learned to crew for our dads in Region 6, and then started our racing careers years later. My generation has come into to its own and I get to witness that and be part of it now. I hope with my restart I will also be there for the next generation of racers and support them like everyone supported me before and now.

A few other things I have learned over the last year and half is that you can learn a lot about racing over a beer, everything you need done to your boat will take a few weeks, says the person on the other end of the phone, 24 hours is more than enough time to get your boat ready to leave for a race, Go Pro videos all look the same unless they are your Go Pro videos, and towing a boat over a tall skinny bridge isn't much fun.

There are still quite a few months left before Dayton testing and with that there are quite a few questions left to be answered (at least for me), quite a few decisions to be made, many more hours in the garage, and many, many more people in the race community to meet. So the road to my restart has a lot of pavement left, but knowing that the sport and the great people involved are there makes me so excited to be part of Inboard Hydroplane racing once again.

I want to leave you with one last thought. My story is about you the reader. If you are reading this, chances are you have some part of making this sport possible for me to participate in. You may or may not know me personally but you are helping make this happen for everyone by being a member of a club, volunteering at an event, being there to compete, crewing for a team, giving your time as a race organizer, a board member, official, a fan, a sponsor, a photographer, a rescue/salvage diver, a boat builder, an engine builder, etc. The list of you is endless. Without you, there would be no race to race. So thank you for making my road to a restart possible.



Jennifer and Cal Phipps racing
Celina 1999

Crewing for Jeff Sankuer



About The MACH Series - Part II

Correction: In Part I under “Season Point Fund”, it should read \$600 per day, (\$100 per class or combine).

MACH Series - What is it? MACH is an incentive based partnership between race teams and race sites. “A Promoters Option” weaving together races based primarily in and around Region 6, occasionally venturing to Decatur IL, Knoxville TN, Tonawanda and Geneva NY with varying degrees of success. Always following and respecting APBA’s rules, scoring and traditions, MACH was designed to enhance and compliment each and every racing event. Every Region 6 site has the opportunity to be a “MACH Series Format” race although it is not obligated to do so. Over the last decade the Ohio Governors Cup race at Celina Ohio is the text book example of a quality MACH Series event.



With renewed interest in the MACH Series, newer participants should be brought up to speed on where we’ve been, and are planning for the future...

MACH Series - What it is not: It is not all things to all people ... ideally we’d love for every race site to use the “MACH Format”. Since 1985 99.9% of all Region 6 races have utilized this format. The MACH format is deployed at the option and pleasure of each race site. Due to manpower, timing, logistical and market conditions, it is not always advantageous to run the “MACH Format”. The additional financial obligation can be the “tipping point” between having a race or not. Contrary to assumption, MACH has no “official” affiliation between APBA, Region Six, or any local club. This allows for flexibility and discourages a conflict of interest. Started in 1984 by officers of the Northern Kentucky, Ohio Valley, Dayton Motorboat and Marine Prop Riders clubs, MACH has assumed the burden and stewardship of promoting successful inboard hydroplane racing. The founders of MACH felt that our format would standardize race lineups but more importantly provide a catalyst for a common and united agenda.

Point System - Where did it come from? The genesis of our innovative point system was proposed by Phil Kunz. As a renowned photographer in auto racing and boats, he noticed a point format which rewarded participation used by some of the more successful sanctioning bodies. Bill Morrison, a second generation Cincinnati driver and National Champ gave it a thumbs up.

For event managers and fans alike, “The Show” is all important. With respect to that fact, the points system reflects that it is equally important to be at a race as to compete in it! Our motto is “Participation and Performance”. Since our inception the point format has been tested, with a few minor tweaks over its 28 years. Since “imitation is the greatest form of flattery”, several of APBA’s defunct inboard series used a similar system. We’re particularly honored that Larry Getschalk has applied this point format to the Region Six stock outboard’s “Top Gun Series”.

It’s 2012 - Jerry Votto and the Cincinnati Reds are aiming for the National League Pennant ... the economy still blows, we have 1/3 the race dates and 1/2 the boats we had in 1985.

Next month - Where we’re at, and changing it for the future.

Ray Dong



The first MACH Series Champions - 1985

L-R: John Devos 2.5 Litre Mod, Bob Newman 2.5 Liter Stock, Einar Glassius 6 Litre, Dick Delsener 1 Litre Mod, Alan 'Bo' Schide 5 Litre



MACH Series Directors - 1985

L-R: Southern Director Phil Kunz, Northern Director Ray Dong, Promotional Director Ken Wright, Executive Director Tom Swindling



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 \$18K. Ron Taylor: 269-926-8975, rjtaylor0134@yahoo.com

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



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U-64 Miss Vernor's Vintage Unlimited Hydroplane

Built by Fred Alter. Ran at vintage regattas in 2010. Complete package includes boat with recently rebuilt Allison engine and trailer. \$90k

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For more information e-mail: alterfred@gmail.net
or contact marydillon@comcast.net 586-790-6144

Board Of Directors

2012

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Secretary	Paul Poledink	248-486-6986
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Entertainment	Ray Dong	
Member at Large	Eric Hindbaugh	
Member at Large	Eli Whitney	586-940-9869



MARINE PROP RIDERS

Detroit, Michigan

Membership Application

- ☐ Single Membership..... \$20.00
☐ Family Membership \$30.00

Name Racing Member Home Phone _____

Family Members Names Non-Racing Membership

Address _____ Business Phone _____

City _____ Fax _____

State _____ Zip _____ E-Mail _____

Occupation _____ Website _____

RACE AFFILIATION: (Check)

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

What would you and your crew do to help at a race? _____

BOAT AFFILIATION:

Class _____ Name _____

REMARKS _____

Mail payment to: 25999 Ballard St. • Harrison Twp., MI 48045



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Harrison Township
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 www.marinepropriders.com 