

September 2011

## ***From the President:***

Another month has passed and another Region 6 race is behind us! We just returned from the UIM World Championships at Celina, Ohio – a great weekend of racing! Only 47 boats were there but the water was action packed! Mark & Lori Weber were back at the helm on Saturday but couldn't stay for Sunday, not to worry, there were several people to fill in. Yes, it takes several people to fill the shoes of these two, but fill their shoes we did – and for the record, many of them were Marine Prop Riders! Good day to be proud of our club!

Although we still have some racing left in the season, it is time for our club to start working on the months ahead. We begin with our nomination process – at our September meeting, we will accept nominations for club officers for next year. If you want to help make a difference in the future of the club, think about becoming an officer and really "Be Part of the Action"!!

We will also be working hard on our upcoming 60<sup>th</sup> anniversary banquet – sure to be the most talked about event of the year! We are working on plans to incorporate an afternoon of fun competition at Kart 2 Kart too! Saturday, November 19<sup>th</sup> – save the date!

Our other big initiative is our display boat! We started off strong by securing the boat & trailer – John Grigg and the team of helpers made a big dent in the required work - and then the project took a backseat during race season – rightfully so. The schedule for display opportunities starts right after the first of the year though, so we have to get back to work to make sure our boat is ready. This is a great way to promote the club, let us know if you can help!

Best regards,

Mary Anne Wilson

E: [maryannewilson@comcast.net](mailto:maryannewilson@comcast.net)

248.798.3188

## **News and Notes**

- All MACH boats registering and attending the races at Geneva NY will receive 5 MACH bonus points!
- There is a survey going on about inboard racing on the inboard racing website ([www.goboatracing.net](http://www.goboatracing.net)), your input is desired before September 15th: <http://www.surveymonkey.com/s/FY2F55G>
- A committee has been formed to organize the 60th Annual MPR Banquet, and they will be meeting next week to start working out the details. If you'd like to participate, please let Kathy Maraldo know by calling 586-468-3204.



# MEETING MINUTES

## Marine Prop Riders – General Meeting – August 3rd – Meeting Minutes

Meeting at Juliano's called to order at 7:32 PM by Mary Anne Wilson.

**Meeting Minutes:** Motion to approve the July meeting minutes by Rick Falcinelli seconded by Eli Whitney. Stands as printed.

**Treasurer's Report:** Mario; expenses of \$229.29 for the newsletter, \$500.00 for Quake handout bags, \$516.21 for supplies from Staples, \$10.08 for postage, with deposits of \$307.00 and \$342.00 for a balance of \$9,741.54. Motion to accept by Eli Whitney seconded by Mike Weber. Stands as read.

**Membership Report:** Jennifer; 173 members. Directory is available and next year we will try to sell ad space for business cards to offset the expense of producing.

**Publicity Report:** Mary Anne thanked Brian for the pictures of the Quake and Eli for the write-up about it. And a big thanks to Eric for the Pit party food. The MACH points have been updated. Paul is working on the club history. The Facebook MPR page has 200 followers.

**Entertainment Report:** Ray; Sandy Ross with a presentation about 2 decades of Schafer Racing. Next month, Tom D'Eath.

### Race Reports:

**Walled Lake** – wrap up meeting was last month.

**Gold Cup** – Mark said, it's over. There is money in the bank and the race is on for next year. Mary Anne talked about the small boat drivers who have moved up to the Unlimited ranks.

**Quake** – Mary Anne said, it's over. Great weekend. No financial information yet. They were able to grant at least 2 of the Rainbow Connection's child wishes. Already planning for the World Championships next year. Ray talked about the undeserved rhetoric flying around the Internet concerning the Vintage situation at the Summer Nationals. There was mention that it was difficult to impossible to hear the pit PA at the far end. The pit guys did a stellar job. There was a question about any upcoming wrap up meeting to discuss the issues concerning the Judges Stand. Mary Anne has Quake bags and shirts available for purchase.

**Celina** – Mark said it's a go. Be ready and be on time. The water is fine. Read the circular.

**APBA/ IRC** - No news.

**Region 6** – Fall meeting October 24, 25.

**Vintage** – Paul asked if anyone knows about the Vintage owners who are not members of MPR. Mark said that all participants have to be members of an APBA affiliated club. Clubs and Regions are the backbone of the APBA.

**Old Business** – Nothing new on our static display boat. It needs to be ready for January and February displays. Mary Anne thanked all the people who helped at our display at the Gold Cup, and Royce for his help at the Quake's winners circle. The December MPR meeting will be at the APBA headquarters. We will be at Juliano's through December. The club audit has been postponed until next month.

**New Business** – MPR Banquet on November 19<sup>th</sup> with a Kart to Kart outing before. Mario wanted to remind everyone about the pre-nominations for MPR Board of Directors beginning next month. There was a question about coming up with funding for a race at

Stony Creek. Racer Bob said that at this point the issue is primarily about finding a host organization. We need about 50 – 100 volunteers to put on a proper event.

Motion to adjourn at 8:43 by Eli Whitney seconded by Sam Anspach.

50/50 sold by John Bridge, \$35 won by Steve Bering who donated it back to the club.

Submitted by Tony Kallio

# THE NEXT MEETING IS SEPTEMBER 7TH

**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

**Current plans are to have the December meeting at APBA Headquarters like we did last year - bring a dish to pass**

## **Kart 2 Kart - November 19th**

MPR is planning a Go-Kart race at Kart 2 Kart in Sterling Heights MI, the afternoon of our 60th Anniversary Banquet, tentatively scheduled for Noon to 3pm.

Depending on the number of participants, the price per person will start at \$50 and could go to \$60-70. If we get less than 36 people we will have our heats between heats for the general public. If we get more than 36 people, we would have the entire place to ourselves for that time

We don't know what to expect for number of participants, so for now we have put us down as tentative for that timeslot. PLEASE let us know if you are interested in attending, by emailing Mary Anne at [maryannewilson@comcast.net](mailto:maryannewilson@comcast.net) to help us plan for this event.

## **Event Schedule - 2011**

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

### **Clinton IL**

Shelby Twp MI - "Streak" - *Stony Creek*

Hillsboro OH - *Rocky Fork State Park*

### **Geneva NY**

Alum Creek OH

**Wildwood Crest NJ - *N. American Champ'ships***

**Morgan City LA - *Eastern Divisionals***

***MPR 60th Anniversary Awards Banquet***

**September 10 & 11 (\*\*?)**

September (2012?)

September (2012?)

**September 23 - 25\*\***

September (2012?)

**October 1 & 2**

**October 8 & 9**

**November 19, 2011**

## Racing Report – Celina, Ohio August 27-28, 2011

Don “Eli” Whitney reporting

*UIM Inboard Hydroplane World Championships and the Ohio Governor’s Cup Regatta*

Hello, race fans, from the shoreline of Grand Lake St. Mary’s, Ohio’s largest inland lake and, for those interested, until the building of Hoover Dam in the 1930’s, the largest man-made lake in the USA! The builders of 1840 could hardly have imagined the 100+ mph speed exposition taking place this weekend, as the lake was built to be the water supply for Ohio’s Miami & Erie Canal, with a speed limit of perhaps 4 mph. This year’s gathering of the inboard racing clan featured the Inboard Hydroplane U.I.M. World Championships on Saturday, with a regular race day on Sunday, with the overall weekend results determining the winner of the coveted Ohio Governor’s Cup. The city of Celina, Ohio ably welcomed racers and fans alike to this fine site on the northwestern corner of the lake, with smiles and enjoyment everywhere. While Hurricane Irene was venting her wrath back East, the regatta was blessed with beautiful weather, just enough breeze to take the edge off the bright sun all weekend.

A word about the lake: it was fine, beautiful, etc. Move back to last year: the race had to be cancelled due to closure of the lake to use by the Ohio DNR and Ohio EPA. The lake was reopened to use only the day before the originally planned 2010 regatta. Intense joint efforts (public, private, universities, etc.) to keep the lake usable, which began last year, paid off with no closures this year, and racers and spectators alike have to be impressed. Is the lake back? I’d say it was never away and here to stay! Kudos for the efforts of the communities involved and to the race committee (Alan Baskett, you guys are tops!) for their perseverance!

A total of 46 boats rose to the challenge of the championships, seeking to bring home double honors, with a strong field of vintage boats complementing the racing with flybys and displays of old. Vintage boats included T-59 Scraps (Tom Franken and family), T-2 Lil Miss Hillwinds (Billy Noonan/Beth Gilday), White Lightning (Paul Poledink/John Bridges/Sandy Ross), and the H1 Miss DeSoto. While a somewhat small racing field, considering the national economy and weather woes along the east coast in areas where a number of inboard race teams reside, this field was strong in quality. Jackie Meyer’s call “one to the five” got us all going on Saturday for the World Championship racing, with Sunday being a regular race, not to mention MACH Series points up for grabs each day.

S boats (2.5L stock), seven in all, with their potent 2300 Ford powerplants came out first. Bobby Kennedy piloting Mike Grendell’s S-79, new in 2011, dominated the qualifier, over CS-33 Marco Poirer (remember him from Walled Lake, demonstrating his aerobatic skills?) and S-83 MegaBucks Dutch Squires. Quiet before the storm. Final green flag, boats go into the first turn, when the water spray clears, oops, Marco Poirer’s CS-33 Zibra is “piggyback” on Keith Anderson’s S-17 Bad Habit, no harm to drivers, just a red flag. They are both out, both threats to win it all. Does that make Kennedy’s job any easier? No. Dutch gave him a run for the championship, Kennedy winning, Dutch finishing second with Bobby King S-242 (with spare motor replaced during the qualifier due to someone not named Jimmy nor Roger not opening a water valve, Ken Sperry, where are you when there is work to be done?) third.

Sunday’s regular race: Bobby Kennedy again dominated, winning both the qualifier and the final. Dutch Squires was second in the final, but Bobby King snuck by him to take second in the qualifier, with Dutch third. In the final, Keith Anderson took third. Jesse and Josh Carlton (S-77) and Greg Rothenbush (S-45) rounded out the field of S boats.

Next, Y boats. One Litre Modified. Seven came to Celina to take on the challenge this weekend. Y-88 Marty Hammersmith and Y-16 Jeff and Kathy Mauer brought their 2000 pinto powered craft, along with Y-44 Joe Sovie, Y-55 Danny Walls, Y-54 Sean Bowsher, Y-31 Becky Wilson, and Y-1 Jim Sechler/Dankanfoush, all in potent two stroke powered craft. Y-1 set the stage for the weekend, powering to the World Championship in Saturday’s qualifier and final and both heats on Sunday. This was not easy work, though, as Bowsher, Walls, and Sovie gave them a run for the money. This was not a runaway victory, but earned through hard work. Becky got a fourth Saturday, but broke on Sunday; Jeff wore out his boat on Saturday (hull work needed); Marty kept plugging away to finish fourth on Sunday; Danny broke in the final on Saturday; Joe and Sean traded runnerup and third each day (Sean 2<sup>nd</sup> on Saturday, Joe second on Sunday).

E boats. Ten five litre stock boats raced this weekend. There were highs and lows. The field was split into two qualifying heats, with Tom English’s E-75 (Tom Thompson up) winning one and Brandon Kennedy in Budget Buster Racing’s E-30 Big Bird the other, establishing themselves as the favorites for the World Championship final. Just prior to the start, Mark Burghardt’s E-726 X-Ray flamed out, sitting sideways, calling for a red flag before the start. So, do it all over again. On the rerun, somewhere Brandon targeted a course bouy, bagged it, got a minute penalty, did not win,

ended up 4<sup>th</sup>. E-617 Scott Blackwell earned third place, and a much improved Jeff Sankuer earned second place. The World Champion? Joe Less in the E-500 Centsless, a well deserved win. Sunday found the E-30 Big Bird flying high to wins in the qualifier and final, with CE-67 Dave Kidd second (making up a miscue on Saturday), and not a surprise, Jeff Sankuer third. Stover Hire's E-37 Hire Voltage (Colby Denman), Burghardt, Less, and Blackwell all suffered hard luck on Sunday, with E-6 Quatum Leap of Chreyl and Mike Bruns finishing fourth. A special note about E-6: the Bruns employed a couple rookie drivers (brand new rookies, at that), Jericho and Will Harding, young Celina residents, both of whom help out on the team. Jerichop had a huge thrill running hot laps Saturday morning, while Will drove the heats Sunday. Some day, both these guys will be new racers, hopefully with their own equipment, hats off to Chreyl and Mike for trying to bring new blood into our sport!

Eight A boats came to Celina to race, making for a nice field of these 2.5 Litre highly modified racing craft. These boats' high strung nature surely was evident, as all ran strong, but not all made it through the weekend. A-213 Melia and Frank Deem's Déjà vu, piloted by Jogn Krebs, found a few gremlins each day. Joe Kreitzer's A-64 Blue Devil looked good in hot laps Saturday morning (fastest lap), ran well in the qualifier until the hull was damaged (right rear corner, Kevin ran the "Devil" out of it!). Gregg Isaac looked good in the qualifier Saturday (4<sup>th</sup>), but ended up out for the weekend. That left five boats vying for the World Championship, with A-52 Fat Chance of George English/ Royce Richards (Tom Thompson dirving) the winner, A-33 Jim Aid second, A-25 Fat Chance II (George/Royce) with Andrew Tate aboard third. A-23 Debbie Welte's Geezer Boat (Joe Sovie), who won the qualifier, showing it's potency, came in 4<sup>th</sup> and A-41 Jamakin Me Krazy, owned by Tony Black with Stevie Kuhr piloting, took 5<sup>th</sup>. For Sunday, A-52 got 1<sup>st</sup>, 2<sup>nd</sup> to A25 only one second back, A-41 third, A-33 4<sup>th</sup>, A-23 going out on the last lap while in third place (ouch, never good on the last lap). All these guys ran their boats hard and fast, no let up at all.

National Modified class presented four challengers for the World Championship, all serious about coming away with the crown. NM-100 Newman's Toy, congenial Tom Newman (Tony Black up); NM-93 Desparado, owned by Dennis Johnston with campaigning by the Wolfe's (Elizabeth present this weekend), Scott Blackwell piloting; NM-81 Country Boy, Mike Weiner owner and Tom Thompson driving; and NM-30 Big Bird by Budget Buster Racing, Ray Linn and team, Thom Heins conducting; all answered the starting gun. Saturday's final for the World Championship was a shoot-out between NM-30 and NM-81, with Thom Heins prevailing in the NM-30 by 0.33 seconds. That was down to the wire, Tom Thompson in NM-81 somehow pulled almost even with Thom at the finish line. One more lap would not have decided the race, they were that even. That's earning a World Championship! Sunday, NM-30 had a violent spin out in the qualifier, damaging something, so qualifier and finals were split between NM-93 (1<sup>st</sup> in qualifier) and NM-81 (1<sup>st</sup> in final). All four of these hot hydros showed speed and excitement, running some of the fastest heats of the weekend.

GNH's invaded the pits. Nine teams presented themselves to the green flag all told. Nine, that has not happened in years. Saturday found two qualifying heats (5 boats and 4 boats), with the heats won respectively by GNH-515 One Way (Cadi Reiss, Mark Burghardt drving) and GNH-8 Deel Me In ( the inimitable Jimmy Deel with SuperCal Phipps driving). The World championship final was won by Jimmie Deel's GNH-8 with SuperCal as pilot. Runnerup, Steve Kuhr GNH 317 Irishman; 3rd place Cadi Reiss GNH 515 One Way with Mark Burghardt driving. Sunday: 1st GNH 8 Deel Me In; 2nd GNH 317 Irishman; 3rd GNH 6 Showtime Patrick Sankuer. The Kuhr's Irishman must have had Cal concerned, as it was deck to deck for almost three laps, a great race! Other tidbits: three rookie drivers (Kevin Lacey, Jeff Weddle, Danny Walls) were eligible to run a consolation race added to Saturday's schedule, as they could not run in the championship final (by APBA inboard rule); Jeff able to do so (other two drivers scratched due to boat breakage). Thanks to the race committee for enabling this consolation race and opportunity for new drivers to compete twice on Saturday. The new GNH 74 of Pat Rankin is way fast, got a 2nd place in the qualifier Sunday, way to go Alex Findlow and Dave Archiable. GNH 33 had hard luck, but Alex and crew are still working hard on it. The GNH 29 of Butch Nace had a couple impressive runs, found and solved fuel pressure regulator problem, this boat runs! GNH 181 Jeff Weddle has a fine looking boat and operation, will be dialing this in with more competition. GNH 52 Wannabe Racing Kevin Lacey (John Grigg owner) added quality laps to his resume as he advances to achieving qualified rookie status, got a 3<sup>rd</sup> and fifth in the qualifiers. He also said he had "never broke so much stuff". John Grigg and team also brought the Grand Prix Wannabe Racing, running some exhibition laps with most impressive noise. The closest race finish of the entire weekend: 1st GNH qualifier Saturday, GNH 515 over GNH 6 by .3 seconds (official time), set the stage for great racing. Finally, most of us are still chasing the "Wabbit" (thank you, Alex!).

(Continued on next page)

So, there it is, congratulations to all the **U.I.M. Inboard Hydroplane World Champions**:

**2.5L Stock: S-79, Mike Grendel owner, Bobby Kennedy driver**

**1L Mod: Y-1 Fast Eddie Too, Jules and Jim Sechler owners, Dan Kanfoush driver**

**5L Stock: E-500 Centsless, Don Less owner, Joe Less driver**

**2.5L Mod: A-52 Fat Chance, George English and Royce Richards owners, Tom Thompson driver**

**National Modified: NM-30 Big Bird by Budget Buster Racing LLC owner, Thom Heins driver**

**Grand National Hydroplane: GNH-8 Deel Me In, Jimmy Deel owner, Cal Phipps driver**

That leaves the Ohio Governor's Cup. The cup is awarded to the best overall racing results for the weekend, in the event of a tie, the determining factor is closest speed to the applicable class U.I.M. world record. Past winners since 1995 have included MPR members Cadi Reiss, Mike Weber, Dave Bartush/Kent Keogh/Mark Burghardt, Mark Burghardt/John Hurley, Tom Elston, John Jenkins, Marty Wolfe, Jules and Jim Sechler; in the 1958-1970 era winners included notables such as George English and Chuck Thompson. The best way to win the Cup is to win each heat of the weekend, which is difficult to begin with (maximum points earned). Then, it is how close can you run to the class record on the waters of Grand Lake St. Mary's! This weekend, three boats were in the running after achieving perfect point scores in their heats (they each won all four of the heats run this weekend): S-79, Y-1, GNH-8. None of these teams knew how close they came to their respective records. The dramatic announcement by Jeff Ayler, the voice of the Governor's Cup, at the awards ceremonies: the winner of the 2011 Ohio Governor's Cup is ..... **Y-1, Fast Eddie Too, Jules and Jim Sechler owners, Dan Kanfoush driver!** Their winning speed was only .18MPH closer to the Y class record than that of S-79, that is tight competition! The mod record is very tough to match, as mod boats are very touchy, consistency is rarely achieved. This year's award is the third for the team, however, in the past seven Governor's Cup regattas, Y-1 has been undefeated in heats, yet have only won the Cup two other times, and then only by about .5 MPH over competitors. Very tough, indeed! Hats off to the Y-1 Fast Eddie Too team for their hard work to achieve consistency and superior performance!

## ***2011 MPR Awards Banquet***

The 60th Anniversary MPR Awards Banquet will be held Saturday November 19th!

Be sure to save the date! Same great place and food as the last couple years.  
All the details will be in the next newsletter.

## ***Board of Director Nominations***

At the September meeting we will be opening nominations for the MPR Board of Directors. At the November meeting we will have a second round of nominations and then we'll take the vote.

Be sure to attend to make your vote in this very important club function!

## APBA Race Circular

**Regatta: HydroBowl on Seneca Lake**

**Event Date: 9/23/2011 – 9/25/2011**

**Place: Geneva, NY , Seneca Lake**

Conducting Club: EMPIRE STATE BOAT RAC. ASSOCIATION #427 **Directions:** From I-90 (North of race site), Exit 42 Route 14 South to Geneva for 5.7 miles, Turn LEFT on Lake Street for 163 yards to Geneva Lakefront Park. From I-86 (South of race site), Exit 52 Route 14 North to Geneva for 52 miles, Turn RIGHT on US 20 East for 0.7, miles, Turn RIGHT into Geneva Lakefront Park. Street Address: 1 Lake Street, Geneva, NY 14456 **Accommodations:** See <http://HydroBowl.com/accommodations.htm> for details.

Please Call Direct and tell them you are with the "HydroBowl" code group for reserved rooms and special rates.\* Waterloo Harbor Campground, 1278 Waterloo-Geneva Road, Waterloo, NY 13165 (315) 539-8848\* Cheerful Valley Campground, 1412 Route 14, Phelps, NY 14532 (315) 781-1222\* Seneca Falls Microtel Inn & Suites, 1966 Route 5 & 20, Seneca Falls, NY 13148 (315) 539 8438\*The Inn on the Lake, 770 South Main Street, Canandaigua, New York 14424 (800) 228-2801\*Red Carpet Inn & Suites, 4232 State Route 5 and 20, Canandaigua, NY 14424-8127 (585) 394-4140\*Holiday Inn Waterloo, 2468 Mound Road, Waterloo, New York 13165, (315) 539-5011, Use Code "EG2"

Course: **Friday & Saturday:** Inboard & Vintage approximately **1-1/4 mile 4 laps 5 miles total.** Not approved for records.

Sunday: Inboard & Vintage approximately **1-2/3 mile 3 laps 5 miles total.** Not approved for records.

SAFETY and RESCUE: Niagara Rescue & Dive Team Start Type:Clock

Classes: **APBA/CBF Joint Sanction** Friday, September 23, 2011 **00800 VINTAGE01000 INBOARD01020** GRAND NATIONAL HYDRO01030 NATIONAL MODIFIED01040 2.5 LTR MODIFIED01110 5 LTR01130 2.5 LTR STOCK01140 1 LTR01160 1.5 LTR STOCK01520 GRAND PRIX01600 PRO STOCK Saturday, September 24, 2011 **00800 VINTAGE01000 INBOARD01020** GRAND NATIONAL HYDRO01030 NATIONAL MODIFIED01040 2.5 LTR MODIFIED01110 5 LTR01130 2.5 LTR STOCK01140 1 LTR01160 1.5 LTR STOCK01520 GRAND PRIX01600 PRO STOCK Sunday, September 25, 2011 **00800 VINTAGE01000 INBOARD01020** GRAND NATIONAL HYDRO01030 NATIONAL MODIFIED01040 2.5 LTR MODIFIED01110 5 LTR01130 2.5 LTR STOCK01140 1 LTR01160 1.5 LTR STOCK01520 GRAND PRIX01600 PRO STOCK Prizes: Vintage - Participation Awards. Friday: Hot Laps - Certificate of Achievement. Saturday & Sunday: Inboard prize money being determined. Each class must have 4 legal starters to qualify for prize money. Note: **This is a MACH Series Event** **Registration:** All registration will be at the gezebo near the pits **Thursday 6:00 - 9:00 PM \*\*\* Friday 7:30 - 9:00 AM and 5:00 - 7:00 PM \*\*\* Saturday 8:00 - 8:30 AM**

**Driver Meeting:** All meetings daily at the registration gezebo. **Vintage 7:30 AM \*Inboard 9:00 AM (Friday 11:00 AM).**

**Entry Fees:** May be paid the day of the event. No late penalty fees. No extra fee for Hot Laps. Make checks payable to "Empire State Boat Racing Association". **Vintage \$60 -- Inboard \$120.** Forms can be found at <http://hydrobowl.com/forms/forms.htm>

**Send Entries To: Director@HydroBowl.com or Empire State Boat Racing Association, 4920 Covington Road, Leicester, NY**

14481 Event Director (12748) MELIA KOERNER, LEICESTER NY

Officials: **Race Director** (12747) FRANK DEEM, 4920 COVINGTON ROAD, LEICESTER, NY

**Referee** (3091) DAVID SHAW, 2 WRIGHT CT, SUCCASUNNA, NJ

**Assistant Referee** (55307) STEPHEN SPISAK, 4483 KNOB HILL DR, BELLBROOK, OH

**Inspector** (50115) RICHARD T EVANS, 4992 COUNTY HIGHWAY 96, CAREY, OH

**Scorer** (52006) ANN MARIE SHAW, 2 WRIGHT CT, SUCCASUNNA, NJ

**Risk Manager** (70870) ERIC BUTLER, 492 AURORA ST, LANCASTER, NY

**Risk Manager** (73194) LAUREN KREBS, 74 ELSIE LN, GRAND ISLAND, NY

**Vintage Rep** (1031) H W DEGLOPPER JR, 2508 OAK HARBOR RD, GRAND ISLAND, NY

Notes: Vintage Inspector: (50115) RICHARD T EVANS, CAREY, OH \*\* Pit Manager: (75453) SAMUEL ANSPACH, FLAT ROCK, MI

Friday: Vintage, Testing, and Hot Laps. ---- Saturday & Sunday: Vintage & Inboard MACH Series.

\$150 fee for each buoy destroyed.

**Additional Event Information can be found at <http://HydroBowl.com>**

# Member Biography

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## *Mike Weber*

### *Personal Information:*

#### **Why did you get into hydroplane racing and when?**

I am a 3rd generation racer. My Dad started back in 1955 (thus the "55" boat numbers). Both of my Grandfathers also owned boats.

#### **When and where did you drive your first hydroplane race boat?**

Kent Island, MD in 1977. I believe it was the last race Referee'd by the legendary Al Bauer. I still have my cards he signed that day. What a great weekend. Tom Baker dropped us in the river behind his parent's house on Friday afternoon for my very first boat ride. Great memories!

#### **How did you acquire your current hydroplane and where did it come from?**

The 1.5L was built by Scott Liddycoat in 2006. Our 5 Litre was built by Bert Henderson around 2003 (?). And the GP was built by Bert Henderson in 2008. It is the former "Crush" / "Shameless" hull and it is owned by ACHA.

#### **What was your greatest heat in racing?**

Greatest? That is tough to say because "great" isn't me. I will say the most memorable was when Mark drove the first "My Way" to our first Valleyfield win in 1991. There were 45 - 5 Litres that weekend! Subbing for Chip Hanauer and finishing 2nd in Tri-Cities back in 1999 was cool. 2nd in the GM Cup in Seattle (2003) is high on the list. Winning my first championship race (Easterns in Decatur - 1991) was a special day too.

#### **Who helps you at the races and in the shop?**

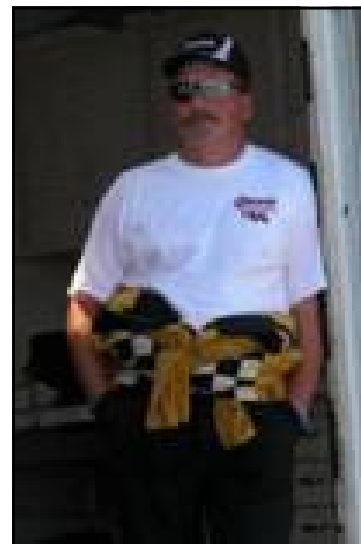
Alexis is my biggest supporter and inspiration. She can't always be there in the shop but she keeps me going. Patrick Sankuer has been keeping the boat pretty and seaworthy all season. Mark and Steve help whenever they can. BJ Maduri has been a HUGE help and turned over his shop to me back in March. Joe Sovie and Steve Polizzi are on my team. Brad Constant - my good friend from High School - has been helping and coming to the races since Valleyfield. Other people like Bert Henderson, Huey Newport, Mike Endres and Terry Smith and Doug / Lori Beynon have been incredibly supportive too. George Kennedy has dropped everything (more than once) to make me parts. Eli did an amazing job rebuilding a trailer that was ready for the scrap heap. And my thanks to Vern Lancaster and Don Pesavento for the moral support!

#### **What do you want to accomplish this racing season?**

We began the season with the intention of racing for the ACHA / GP championship... but no points at 2 events put an end to that. With 2 races to go, I want to win one! Alexis is also fighting for an ACHA championship and Jeff and Kip are in the hunt for the 5 Litre National Championship. Still a lot of racing to be done!

#### **What would you change about racing?**

I think cost is the biggest issue facing our sport. As I have said many times.... 30 years ago a guy turning wrenches at the Ford dealer (Chevy's don't need service!) could spend \$3,000 - \$5,000 on a reasonably competitive 2.5 Litre. Today, it's \$25,000 - \$30,000. I proposed spec class racing (like the Legends) 20 years ago and got shot down. Composite hulls, high tech engines, forged props, \$4.00 / gallon for gas are all factors. And I believe the IRC needs to take a serious look at major changes like factory sealed engines, claimer en-





gines, an APBA prop program (like the J Class) or other off the wall ideas to get racing back to affordable for the "average" guy. And I would ban all APBA members from using the internet. (just seeing if you were paying attention!)

**What would you not want to change about racing?!**

The "family" aspect of the sport. The friends are what keep me doing this.

**What is your favorite race course?**

It was Lake Wheeler in Raleigh, NC. Dayton, Decatur and St. Pete are others I wish we still had. For current sites, it's Pontiac Lake in Waterford. This year was the first time I actually raced there. Wow!

**What is something no one knows about you?**

I just got a new Golden Retriever puppy. Her name is Bailey (so far?) and she has wayyyyy too much energy

**What's your occupation?**

GM Powertrain's Resident Manager at the Detroit-Hamtramck and Lake Orion assembly plants

**Where do you call home? What is your age?**

Grosse Pointe Park, MI - 51 years old

**Do you have any children?**

3. Tony, Amber and Alexis. And a granddaughter too. Her name is Kenley and she loves to watch Papa and Aunt Alexis racing on the internet live streams.

**Do you have any Sponsors?**

Quality Solutions

CMS

AztechSupplies.com

Horsepower Sales

Sankuer Composite Technologies

Henderson Hydroplanes



**Equipment Specifications:**

Racing class and boat number / engine type / boat builder

T-55: 1.5 Litre / 1500cc Toyota by A&A Engine Dynamics / Liddycoat hull

E-55: 5 Litre / 305 Chevy by Precision Marine / Henderson hull

GP-55: Grand Prix / 468 Chevy by Horsepower Sales / Henderson hull





**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

#### Computer help, tune-up & repair

Brian Reed - 586.751.3247 - [www.reedonline.com](http://www.reedonline.com)  
Many issues can be taken care of using a remote login program - very easy! Super reasonable rates.

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



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### Looking for storage for my car

I have an old car that I've been hanging onto with the hopes of fixing one day, and need to find a new storage location for it. I hate to part it out, it's one of my first cars - I assembled it from a couple cars (it's a 73/79 Firebird).

If you think you can help contact Brian Reed (586.751.3247)

### **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

Also: spares: engine, Fairlane Tool gearbox, magneto, Holley carburetor, props & shafts, and misc. spare parts. \$30k



For more information e-mail: [alterfred@gmail.net](mailto:alterfred@gmail.net)  
or contact [marydillon@comcast.net](mailto:marydillon@comcast.net) 586-790-6144

# Board Of Directors

## 2011

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c/o Mario Maraldo  
25999 Ballard  
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**\$30.00**  
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*Only one active driver per family membership! List all, indicate driver.*

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

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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. \_\_\_\_\_



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 [www.marinepropriders.com](http://www.marinepropriders.com) 