



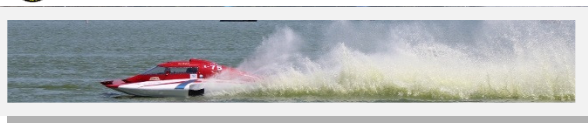
September 2013

Wow! Where did the summer go? We now have 3 **very successful** Region 6 races in the books. Some are now working on getting the kids back to school and winterizing or repairing, while others are going to the Nationals, New Martinsville, and Wildwood.

Kudos to the Grand Lake Improvement Association for putting on a successful regatta in Celina. The hard work and determination to "Bring Back" Grand Lake was evidenced by the first class event they put on. Also, we need to recognize the work by our own beloved Marine Prop Riders to make this a well run machine. The races went off flawlessly with the help of Mark & Lori Weber, Don Melillo, Rich Evans, Sam Anspach, Tim Hueston, and Todd McQuade. Makes you proud to be a Marine Prop Rider, eh?



- Ritzy





MEETING MINUTES

Marine Prop Riders - General Meeting August 7, 2013 - Meeting Minutes

Meeting: At Juliano's in Warren. Called to order by Mary Anne at 7:35 P.M. John Bridge will be selling the 50-50 tickets again this evening. ALSO, Wayne S. will be promoting the Prop / Pitch game board, which stands at \$128. Visitors include Chris, a young man who attended the Driving School and is interested in becoming a racer. Recovery wishes to Andy G. who underwent heart surgery and is doing well.

President's Report: No report this evening.

Approval of Minutes No meeting in July, therefore no minutes to approve.

Treasurer's Report: As reported by Mario Maraldo - Deposit of \$120. Disbursements of \$270.88 for postage and printing, \$65 to DRRA for the display boat insurance at the **Gold Cup**, and \$150 to Total Sports Complex for the Pre Gold Cup Get Together, leaving a balance of \$10,088.31 Motion to approve by Eli W., seconded by Brian R. Motion passed.

Membership Jennifer F. reported we are at 212 members. 69 are new for 2013, 24 are Vintage, 130 Primary, 59 Family, 28 Vintage, and 13 Life. 86 receive the print newsletter, and 51 opted for the electronic version.

Publicity: Vallery R. thanked those helping get the newsletter out. Also, notice the high quality of the images, thanks to a new printing process.

Entertainment: Ray Dong has invited Sandy Ross to show his *Boat Racing Legends* presentation this evening, the same one which debuted at the Pre Gold Cup luncheon at Sinbads last month. Also, Gold Cup and Quake pix.

Note: September meeting will feature Tom D'Eath reporting on Miss Canada 4, and the Motor City Speedway retrospect will highlight the October Meeting.

Race Reports

Dayton Testing Reported on previously.

Walled Lake Thunder Reported on previously.

Gold Cup Again, thanks to Kid Rock for making **Free Friday** take place as usual.

Waterford/ Quake on the Lake Mary Anne gave a preliminary report indicating general success with a few hiccups which will be addressed for next year. Records were broken, outboards added a new and interesting element, weather was excellent. Summer Nationals next year. Compliments received from Tom Johnson, Region 6 Outboard Rep. General discussion of recruitment of MPR members as volunteers (turn judges, for example) at these races followed. More details to come.

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

Rocky Fork Cancelled

Alum Creek Cancelled.

Decatur Working on 2014.

New Martinsville Straightaway speed records and several classes will probably run.

APBA News

IRC Racing News Commissions are meeting regularly.

Region 6 Eli W. announced the dates of the Fall Region 6 meeting in Perrysburg, Ohio, October 19-20, 2013. Also, Celina is ON!

Vintage News Successful appearance at the Quake.

Old Business

Display Boat Was used extensively to promote Walled Lake and the Quake. Will be present at Hooters Car Show /Display on Sept. 7. More boats are invited to this fund raising event. See Mr. F.

License plates are officially on the trailer. Insurance issues are being addressed.

Pre Gold Cup Party at Total Sports Great success, as sponsored by Unlimiteds Detroit, and Marine Prop Riders. Three current Unlimiteds in attendance, along with Cathy Shuler's Whiz Bang and Jennifer's Stiletto. 50-50 drawing helped recoup some of MPR's sponsorship costs.

New Business

Annual Banquet Is in initial planning stages. Save the date> Nov 16, 2013.

Recognition Fred Alter will be inducted into the Michigan Sports Hall of Fame on Nov.3, 2013 in Mt. Pleasant, MI.

Next Meeting: Sept. 4, 2013 at Juliano's in Warren. 7:30 pm.

Adjournment: Moved at 8:45 by Chris R., seconded by Eli W. Motion passed.

50-50 cash won by Fred Alter, who donated the winnings back to the club treasury. Other prizes won by John B, Ed K., and Fred A. a second time.

Submitted by **Paul Poledink**



3rd Annual VETERAN'S CHARITY CRUISE-IN CAR SHOW



Saturday Sept. 7th 10am-2pm

(Registration @ 9am, Minimum \$5 Donation)

**First 100 vehicles receive a
dash-plaque & goody bag!**

Hooters 2950 Rochester Road • Troy, MI 48063 (248)740-1574

**The Next Meeting Is
September 4th
7:30 PM**

— **Juliano's Restaurant**
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



**Our guest speaker at the
September monthly meeting
will be Tom D'eath talking
about the Gravenhurst
experience—a race in
Gravenhurst, Ontario.**

I Came to the End of the Road, Now I Turn Left (Continuation of the story “The Road to a Restart” October 2012 Issue) By Jennifer Falcinelli

Just over a year ago my brother and I made the crazy decision to start racing again. We both agreed to put life back into an almost 20-year-old wood boat we had in storage. Of course like any good boat racer, in what seemed like just a few hours, we tore the boat apart to see what we had to work with. Little did I know it would take nine months to put all those parts back on the boat.

This was a tough road to go down for the entire team. We argued, we spent money, we laughed, we spent money, we thrashed, and then we spent more money. I might have also cried once but I was stressed and there was this picture of a sad puppy on Facebook so I think that is what made me cry. It wasn't really crying either it was more like watery eyes from allergies or something. LOL. Anyway, it was hard for me, not knowing what the heck I was doing, who to get help from, how to use power tools, what the names of the tools or boat parts were, where to get stupid mirrors for the boat, or how to back up the boat trailer. Guess what, I know now and that is half the battle.

I did a lot of things twice. Once the way I thought it should get done so I could proudly show off my accomplishments. Then, after a few new suggestions, I would do it again the right way. The boat is a little rough around the edges but we made it work and got her to run. From far enough away, one would never see her age spots.

I never thought I would ever get so excited over a rudder, skid fin, gas cans, or tie wraps but I did and it was fun. I now have a favorite hardware store which is nowhere near my favorite shoe store. In the last year, I have been to the hardware store 5 million times, the shoe store once. I have Summit Racing on speed dial and all my recent calls on my cell phone are boat racers. I guess you can say my priorities have changed a bit.

We did do some of the work the hard way but I have to say when someone needs help it is never too far away. The month leading up to testing was the thrash and my team and I worked nonstop to get to our goal of Dayton testing. We had help from many people which I was very thankful for. You really don't know how great the boat racing group is until you need them when you least expect it.

Friday, the day before testing, my brother worked over 24-hours straight trying to get the engine together before we left at 8pm. Without being able to fire the engine, we left for testing and just hoped that it would fire on Saturday.

Saturday happened and nothing seemed to work out quite right for us. People would stop by and lend a helping hand here and there or give some words of encouragement. Then we figured out the throttle cable wasn't long enough. So Mike Weber made a few calls and was able to find one nearby. He graciously drove me to get the part which was a good 40 minutes away. Chris Ritz was kind enough not to be upset that I stole his crew guy away for a few hours. So we finally got back with the cable and then it happened, testing was done for the day. I was sad that I was not able to test, but slowly, one at a time, racers would come over to start helping to put things together on the boat. First the throttle cable, then the cam cover, then some other stuff I don't remember the names of. It was getting dark and I had what seemed like everyone in the pits surrounding my boat trying to help get it fired for the first time. At one point, I couldn't even get to my boat because there were so many people around it. The night went on, and yet more people gathered. Some people working with my brother on the engine, others sharing good old boat stories, and others were sipping on beverages waiting to see if they could help out. With the headlights of Greg Krietzner's vehicle and several flash lights, we managed to find a way to work in the dark. The anticipation was building and then it happened, the sound of my engine was finally heard by all. We were all so happy that everyone cheered and high-fived each other for a job well done. It was the most awesome thing I ever saw, to see so many racers taking time out of their evening to help out a team in need. At that moment, I realized once again how great it was to be part of such a great group of people.

So how did testing turn out you ask? We were finally ready to put her in the water for the first time Sunday morning. I was as nervous as ever and wanted to do well for my team and for everyone that helped get the boat going. They cleared the course for me, my brother gave me the thumbs up to go and I pressed the button and she sprang to life and popped right up on plane. I got the course to myself for a few laps and then other race boats came out to join me. I couldn't stay out that long because my mouth got dried out because I was so excited and I couldn't swallow. LOL! I floated into the pits and as I opened the canopy to my boat everyone was there applauding my first trip around the course. I was almost in tears because of the show of support. Once on land, the hugs from everyone just continued throughout the day. As things calmed down a little, I ran over to the driver school to celebrate with Wayne who was at our garage every day of the thrash helping out and Eli Whitney who also helped with the pre-Dayton engine thrash.



Dayton, OH Testing – Coming in after my first time out w/ Rich and Jericho.

The road to the re-start came to the end. We made it. We finished the journey but now what? Well, now it is time to turn left and that started at the Walled Lake race. My first race getting back into boat racing was approaching quickly. I thought I was nervous at testing, not even close.

Now, we had a little over a month to get the boat cleaned up and looking pretty. Of course, this was just as hard as getting ready for testing. We broke the headers and bent the rudder during testing, and the boat still needed paint and a few other little items needed attention. I had no idea who to go to for a new rudder but luckily someone was paying attention to my progress. I received a message from Jack Hines offering his help in making a new rudder. Kevin Kasack also offered his help with painting my boat. Both guys are great and worked quickly to help me be ready for my first race. We had a friend of my brother to help with the headers which ended up being more of a last-minute situation. We realized a day or so before the race that the pipes were welded on backwards. Oopsy! Fortunately, that was able to get corrected quickly. At the race site, Gene DeFalco was there with his back up zoomies and offered to let us use them if we needed.



Walled Lake, MI

It was finally race weekend at Walled Lake and I was so nervous, yet excited at the same time. The boat ran great. I started and finished all my heats. After each heat, I continued getting more people congratulating the team for making it to the show. I was just in awe of all the amazing people who showed so much support. Of course, the first race never goes as perfectly as you would hope. Your onboard timing clock is a very important device and needs a little more attention than I gave it. The clock was taped to my steering wheel just as it always was in the past. I set it to count down from 5 minutes and then off I went for my first heat. I didn't pay much attention to the clock during the first 4 minutes before the start of my first heat, so I followed Scott Thompson around the course so I could just get my bearings. I knew by the judge's stand that I was at one minute and we had to mark up at 45 seconds.

So, I finally looked down to see how many seconds I had left before I was at the pin and all I saw was 1:00. I quickly realized that the timer I took from my kitchen was only a minute timer and didn't display seconds. DUH! So I just followed behind everyone figuring they all had a better timer than I did and prayed they weren't early to the pin. Thanks to Joe Kreitzer for lending me a timer with seconds for the rest of the weekend. I kind of giggled at myself each heat at the 45 second pin for overlooking such a simple detail, but I guess that is what growing pains are all about.

Our team goals continued for the rest of the season which were 1) start and finish each heat and 2) have fun. We were not able to start and finish each heat of the season but we did have fun regardless. What ended up being my last heat of the season in Celina, Ohio was the deciding factor that ended the season for us. That weekend we were fighting many gremlins in the boat and it wasn't able to start all the heats. The Sunday final came and the boat seemed to be running good until bam, we got a hole in the boat just as I was coming up for the start. Not sure what happened but the boat decided for us that the race season was done. Of course, just as before, many people stepped up to help get the boat out of the water. Then the support continued as people offered to help get the hole patched up. Again, help is never too far away at a race.

I want to share a few other highlights that I learned this past year. Props are still sharp and I have the scar to prove it. Cadi Reiss was kind enough to let me try and then buy a few of her props for the boat. Wearing skirts at work the day after a race is not wise. People will ask where the bruises came from. I still bruise very easily, regardless of how much pink padding I put in the cockpit. You shouldn't tow your boat in Ohio doing 80 MPH and have your dad following you. When you get pulled over, your dad will tell the cop you are a rookie at towing a boat and the cop will proceed to teach you a lesson by giving you a ticket for the full amount. Thank god he clocked me when I was slowing down. LOL. If you have a Go Pro watch the video of your heat before you explain "how rough it was out there" and "how you got washed out." The video doesn't exaggerate, but you might just a little.

I want to leave you with one last thought. There were so many people out there that helped, supported, and encouraged my team to race this season and without all that I don't know if we would have made it. Just think of the possibilities if we all did this on a grander scale, not for one race team, but for a race site or even bigger, for the sport. We are all involved in something bigger than a sport. It's a family, maybe a little dysfunctional, but a family nonetheless. I, for one, am very proud to be part of such a passionate family and if we work together there is nothing we can't accomplish.

Thank you for supporting the teams, the race sites, and the sport. It couldn't happen without you.

I hope you enjoyed my story. *Stiletto Racing*



Walled Lake, MI – Excited for finishing my first race weekend with Rich, Wayne, and Becky.

CELINA GOVERNOR'S CUP 2013

Celina, Ohio, on the “placid” waters of Grand Lake St. Mary’s, once again hosted APBA Inboard racers from all over. The weekend of August 24-25, 2013 found hot, sunny weather greeting 43 intrepid competitors to compete for prizes, MACH points, APBA Inboard national points, and the ultimate goal: the Ohio Governor’s Cup. The Cup has been awarded almost annually since 1995, and before that from 1953 through 1970; 2013 marks a renewal of this prestigious regatta, with the water quality issues of 2010 and low lake levels of 2012 are gone and forgotten. With 14 vintage race craft adding to the excitement with exhibition flybys and some J-Hydro competition, here are the results (unofficially, of course, official results will be on the APBA website sometime soon).

Hydro Hot Laps – A Celina tradition, these timed laps start the day. This year, the fast time of either day was set by Thom Heins in the budget bustin’ *Big Bird* (Linn Brothers, and I think they broke their budget on this pass), a one lap blast at over 105 MPH (overall course record, any class)! Unlike most years, the hot laps were not run in nice, flat water, but pretty choppy, making that speed all the more impressive. In fact, Sunday, Chris Ritz put a hole in his Y boat (and the weekend) running his hot lap (got too hot, we guess?! Later on Sunday, just in time for the finals about 3:30 PM, flat water. Laid right down. The Grand Lady of this lake has her tricks!

J-Hydro – Shelby Bowsher made her third APBA Region 6 race this year, and this competitive rookie has become our official lead off for our races. She braved the usual Celina chop, which at times both Saturday and Sunday noon threatened to engulf her craft, but with a steady hand on the throttle and the wheel, came through in fine form. Way to go, Shelby!



Vintage – Ranging from T class screamers to GP, the vintage put on a fine show, twice each day. Some beautiful racing craft, too, like Phil Kunz’s *Helter Skelter*, Jack Hines *Miss Peg* (historically significant, this boat is the first with an outside skid fin and responsible for Inboard’s signature turn wall of water!), Paul Poledink’s *White Lightning*, to name but a few. One GP *Black Beauty* came all the way from Australia (down under, mate), a real beauty, all black and powerful, complete with the obligatory supercharged big block Chevy!

T 1.5L Stock – Five competitors, coming all the way from the east coast mainly, put on a good show. Looked a lot like a Doug Hagatha, Bobby Kennedy, John Shaw show, but some young lady whose name escapes me snuck in there and got 2nd overall! Watch out guys, she’s learning the ropes, and the future is bright!

S 2.5L Stock – Bobby King (S-242) won three heats, with Dutch Squires *Mega Bucks* grabbing the other. Both are fast, fast, fast. Chasing them were several other 2.5L stox, with Kevin Kreitzer coming out on top of the others in dad Joe’s S-67 *Impossible Dream*. This weekend was Kevin’s first driving a conventional, so the results are impressive! Keith Fricke, Scott Thompson, and Jennifer Falcinelli kept ‘em honest, with MACH points close. Jennifer unfortunately holed her hull in Sunday’s final. Good to see Debi and Dutch, as this was their second trip to Region 6 this summer, I asked them if they still had a home in Colorado, to which they said yeah, but they had not seen it lately!

Y 1L Mod – seven of these high winding two strokes blasted onto the course this weekend, with competition galore. Lost a couple along the way (Chris Ritz, Becky Wilson), but the races were exciting and close! Second overall was Sean Bowsher, third overall I think was Jeff and Kathy Mauer, but it could have been Marty Hammersmith, that’s how close it was. First, all four heats, Dan Kanfoush driving Jim and Jules Sechler’s Y-1 *Fast Eddie Too*. With the Nationals way out west coming on right away, this weekend shows that they are ready for any and all competitors!

A 2.5L Mod – *Blitzkreiged* by Greg Isaac, he got that boat running and showed the way with a first overall, best this writer has seen that boat run. Kevin Krietzer's A-64 *Blue Devil* showed beaucoup de speed, as he raced his way to a second overall (and almost a heat win Sunday, Greg Isaac got him by a boat length). Debby Welte's A-23 *Geezer Boat*, Mike Cashin's A-8, and Jim Aid's A-33 *In Cahoots Again* also competed.

E 5L Stock – Eleven racecraft entered the competition. By Saturday's final, it was down to nine, and those nine went at it tooth and nail the rest of the weekend. Joe Less in the Don Less *Centsless 14*, Bobby Kennedy in Wheeler Baker's fast E-54, and Tom English / Mike Weber in the E-75 *The Investigator* all did well, garnering the weekend honors. Watch for Andy Keough E-13 *Lady Luck*, he almost (half second or less) wired the start and the field from lane 7 on Saturday's final, alas, that half second was a jump. Oops. Mark Manos (E-51) holed his hull earlier on Saturday, so watched from the shore after that. Jeff Sankuer E-17 *Modern Drummer* keeps plugging away, finishing all four heats.

National Modified – This class got going with three potent V8 hulls and a 4 cylinder hull, but by Sunday morning it was down to Tony Black in Tom Newman's NM-100 *Newman's Toy*. NM 100 got 1st overall, with NM – 30 *Big Bird* and New York's Don Burshnik NM-27 *God and Country* following.

GNH – Grand National Hydroplane found five of the big 7 Litres in the pits, with competitive races Saturday and Sunday. Stevie Kuhr in Steve Kuhr's GNH-317 *Irishman* has his eye on a National Hi Points Championship, and he made a big step towards that with wins in all his heats. Second overall finds Cadi Reiss' GNH 515 *One Way* (Joe Kreitzer up) and Alex Findlow / Danny Walls GNH-68 *Almost Heaven* third overall. John Jenkins in Andy Denka's GNH-11 are bad-fast, but coupler troubles and an overrev knocked them out, while the Butch Nace / Dave Archiable GNH-25 *Nace's Ace* filled out the field.



The ultimate prize for the weekend – **the Ohio Governor's Cup** – goes to the **Y-1 team, Dan Kanfoush driver; Tim Collins crew; Jim and Jules Sechler, owners**. For the third time in a row (2009, 2011, 2013), this team has shown the consistency and tenacity to win the award. This team is also the first team to win the Ohio Governor's Cup three consecutive times, so beaucoup de KUDOS!!!

So that wraps up another Celina regatta, gotta say way to go for the entire race committee and volunteers, we as boat racers are fortunate to have the community support to continue this fine event. Hat's off for Allen Baskett and Myron Buxton! Looking forward to next year, the 2014 Ohio Governor's Cup!

Vintage Views



White Lightning John Bridge



Opechee Hal LeDuc



Barracuda Tim Settle



Whiz Bang Earl Stilson / Kathy Shuler



Heavy Duty Ron Snyder



Tijuana Taxi — Jay Marshall



South Paw — Dick Delsener



Miss US Jay Armstrong



Miss Supersonic John & Scott Kirschner



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's been very busy this summer, but IS AVAILABLE! Contact Rich Falcinelli at 586-354-7903 to reserve your time today to take the display boat to your club, school, church, special event, etc.!





MARINE PROP RIDERS
Detroit, Michigan
Membership Application

☐ Single Membership...\$20.00

☐ Family Membership...\$30.00

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Occupation:	

RACE AFFILIATION: (Check)

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

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Class _____ Name _____

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

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

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