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The Flat-Rock Star

COMMODORE'S COMMENTS

How time flies. The 2013 season is over and the 2014 season is upon us already.

Congratulations to all of the 2013 Region 10 and National High Point Champions and Hall of Fame inductees!

The challenge will be for these few to repeat their last years success for 2014. Good Luck!

This year we are concentrating on three races

Soap Lake June 14 & 15

Black Lake July 12 & 13

Oak Harbor August 15 & 16

Lake Sammamish is on hold for this year but will most likely reappear for 2015 in late May early June.

We have been hard at work since last year to make these three races a success and are still working for that goal. Lots of people are donating their valuable time to accomplish these goals.

Thank you all for your efforts. It wouldn't happen with out you! The same goes for last year. Lots of people to thank for making our 2013 race season a success. Thank you all!

At the National meeting we had a few rules pass. Notably the roller cam rule for Super Stock. Just add an additional \$1000 or more to the cost of an engine but in the long run the reliability should increase tremendously. Also some rules were proposed to change the capsule rule for flats to 2020 from the 2016 mandated date. I was ready to quit if it passed and go boat drag racing. Consequently that proposal went down in flames. Finally APBA stood their ground. About time!!

For the 5 liters next year they can run a 350 ci engine but it sounds like its quite regulated. Those that don't put a 350 in can upgrade their 305 to level the playing field. 5 liters with the 350 can only as a special event this year.

Hope to see you all around this year, get that moisture missile out of the garage or barn or from under that tarp get it ready and let go racing!!

Remember one thing " If you don't ask you will never know!"

Lenny

DEL RED PUB

SOAP LAKE HYDROPLANE REGATTA

2014

As we look forward to the second year of this event we can only see growth for the event and the community. The owners of the Del Red Pub have again stepped up as title sponsor.

THIS COMMUNITY WANTS BOAT RACING. How often do you hear that? 2013 was a total success. We will make changes as needed but stand strong that how the event was ran last year, was the correct plan for a first year event in a “new” community. 2014 will bring more race teams to town meaning more people in Soap Lake spending money. We plan to set a 1 2/3 mile record race course for the Inboard Event and use a “clock start”. The Gran Prix West boats are returning and additional classes of inboards. J Stock Hydro kids will “run for free” at the 2014 event. And don't forget the very special opening ceremony honoring Don Kelson and family. Four generations of the Kelson clan on the water in Kelson hulls. We are honored. All this will means many more race teams, their crews, and families. We are working closely with the Soap Lake Chamber to make the “Event at the City Park” something everyone will enjoy. Improvements will be made to the Public Address system to keep the fans better informed. Live streaming will occur. We are visiting with sponsors and have added additional levels of participation. We will again provide Soap Lake with a free event that people can bring their families to and be proud of. Contact me if I can assist, terryy50@hotmail.com or 509 760 3042.

Spring is here.

We are pushing into the '14 season which opens at Lawrence Lake on April 26th and 27th. It will be a mile and 2/3 course and once again brought to you by Jet Chev and the English Family, who love the big course. Seems like yesterday that their young driver, Andrew Tate started out here in the rocket boat, now I think this is his graduation year from College, wow, how time flies. A good group of S.E and 95s look to be there, as will several traveling Flat bottoms ready to chase the elusive marks.

The 2.5 stock class is ready for a trimming, as is the 2.5 Mod record. I am not sure about the jet guys and gals; they have gotten pretty quiet since Mark Moyle pulled his stuff back a bit, so time will tell on that class.

Those outboards will be aboard for their try at going after the U I M marks, these classes will include the J kids, and selected S O A classes.

Carol and Russ are the folks putting it together for the event.

Lots of help is appreciated, both on the water, and on the shore side. OH!! Remember NO PETS at all are allowed on the property, (Owners rules for all users.)

We then roll off to Soap Lake and Terry Anderson and Aaron Murk are heading the event up and it also will be a 1-2/3 course. Years ago we ran a big course at Soap and the water is plenty fast and the town is boat race friendly. Our Soap date is June 14th and 15, 2014. You can call Terry Anderson at 509-760 3042, days.

See you all soon, and don't forget the club meetings the first Wednesday of the month, at the Golden Steer in Kent , or visit our Web site which Bill keeps up to date.

[www.seattledragand](http://www.seattledragandski.com) ski.com.

See you all soon
Jim c

Things are just starting to look like Spring in the NW which means we're really getting a lot of rain now! It also means we're getting close to our Region 10 Inboard opener at Lake Lawrence on April 27th & 28th. Hopefully you're getting your winter projects wrapped up and finished so you can all make it out! This is a unique course layout similar to a trapezoid with rounded edges; one set of turns is narrower than the other set due to the shape of the Lake. Makes for a fun race!

We love our Flat Bottoms here in the Northwest, and there is a lot of action happening in the GPS 95 Class in Region 10. We have at least three teams that have made major changes over the off season. Tom Moore's PS/GPS-138 "HOBBIT" has a new power plant for 2014. The Block Head Machine built engine makes big, consistent power and Tom is extremely excited for the upcoming season. Tom is supported by an extremely fun and dedicated crew along with Cannon Marine and will be at the front of the pack this year for sure. Brandon Cushing's also got some new stuff happening, with a new to him Bezer hull that now has a Ron Jones built capsule installed. Word is the new #33 boat just received some new paint by Eric Petring, so it's guaranteed to be like nothing we've seen! The official unveiling will be on April 12th at the Soap Lake promotional event to promote the races that follow there later in the year over Father's day weekend. During the event, the Team is accepting names for the boat from the attending spectators and the new name of the boat will be chosen from these public ideas. The #33 Team also has a loyal following of help and a few key sponsors that help him get things done, Erinscountrycrafts.com & Snodgrass Racing. Mike & Shawn Waters and their GPS-27 "Frankenstein" have the boat torn apart for some hardware clean up and the engine is in for freshening. Britco Racing in Chehalis, WA is currently working on the Small Block power plant and is working to add copious amounts of additional horsepower to keep up with the Big Blocks in the class. There are a number of flat bottoms in the Eastern part of the Region that are gearing up for the GPS Class as well. Jeff Humphries and his GPS-35, Pat McClure and Tim Hamilton with their Starfire, and I hear Mike Devour with his Lavey Craft is going to join us this year. 2014 should have a strong GPS showing and this class is only going to get bigger moving forward.

We can't count out the fastest growing class in APBA, Sportsman Entry. Region 10 has lead the charge so far for boat count in this class, and 2014 will not disappoint. There are at least three more boats than we had in 2013. Somehow these Starfire hulls keep popping up out of the woodwork up here, and they're getting scooped up and campaigned as soon as they show themselves in the area. Sportsman Entry is catching like wild fire here and across the Nation, and for good reason. The racing is deck to deck for the most part, and that is massive fun for the racers and also for our spectators to watch. The reigning champ Mark Halvorsen will be back and will no doubt have a target on his back, so who can beat him? Rumor has it there's a Hydro driver that has jumped into the SE game. That is interesting news, and will be exciting to watch. Dave Hooker's SE-100 "Flat Bottom Girl" and the Team are ready to go, and plan on being at all races in the Western part of the Region. The Jim Hooker built hull has proven to be fast and stable so watch out for SE-100 in 2014. Dave Weber and his army of SE's from the East Side of the Region will no doubt be ready to go. Dave is always competitive and gave Mark's SE-200 a good run every heat they went out together.

So 2014 is shaping up to be another good one for GPS & SE Flat Bottoms. Our Western Divisionals are at Spanaway Lake this year, and it's a great venue. Last year we had a HUGE Flat Bottom turnout at Spanaway, and there's no reason we can't have as many flats this year. Get your boats done, APBA Memberships purchased, and Physicals updated and lets go RACE! I'm looking forward to seeing you all out there this year.

-Shawn

2014 5 Liter Pre-Season Report

The 2014 Region 10 5 Liter class appears to have a good outlook for increased boat count. Two new boats are being built, two boats are coming back out after a year's absence and two boats that haven't been raced in quite some time will return.

Here's a rundown of this year's participants:

E-1 Brian Perkins – will be at all the races

E-15 Dave Cossette - will be at most of the races

E-20 Justin Weymouth – will be at most of the races

E-31 Jimmy Mauldin – will be at 4 or 5 races

E-42 J. Michael Kelly – will be at 4 or 5 races

E-46 Rochelle Hill – will be at all of the races

E-52 Rick Keller – Soap Lake would be the earliest for this new team

E-53 Cody Holmes – this new team will be at most of the races

E-65 Marty Porter – will be at all races except Lawrence Lake

E-87 Greg Sheard –will be at Lawrence Lake with his new boat

E-98 Wally Johnston – will be at most of the races

E-246 Jim Hill – Soap Lake would be the earliest race for this new boat

Dave Cossette

2.5 Stock

Exciting things are happening this year in Region 10, especially in the 2.5 stock class. Not only are there a considerable amount of boats coming back into the class that we haven't seen in many years, but there are also quite an line up of boats switching over to the class all together. We have new faces joining us, team making the leap from outboard to inboard, and even more surprises we haven't even caught wind of yet.

As the 2.5 stock has been a smaller class in the past, this year is especially exciting as we have multiple boat switching from other classes to join in the fun. The Y26 1 Liter Mod recently driven by Kayleigh Perkins has been purchased by rookie Jason Aslakson with plans of debuting this year as 2.5 Stock. We have already seen him bouncing around race sites in the 2013 season and cannot wait to see what he has in store. Also making the switch is Wamsley's Y8 which was purchased by the Malmow family, who you may have seen out on the water with their vintage 280 'Annabelle S'. The driver, Conrad Malmow is beyond ecstatic to jump from the vintage to the fierce competition of 2.5 stock hydroplanes.

Not all boats are switching classes, some are just changing hands. We have the S23, owned by Buzz Busmeier that is headed over to Chester Hill, word around town is he is a super mechanic and amazing welder who will hopefully be making his first appearance of the Soap Lake Regatta in June. Big things are happening over at the garage of Shawn Warren, adding the third 2.5 stock hydro to Team Toothpick. Warren purchased Dave Trisko's S4 hydro and is already underway getting ready to debut as the S138 for the 2014 season. In other garages, some boats are sticking with their owners, but getting quite the makeover. Austin Eacret is working on rebuilding the majority of his Norberg hull in hopes of giving driver Steve Whisman quite the ride in the S360 'Tsunami'.

The 2014 line up for the class is going to be one of the biggest it has seen in years. In addition to all the newcomers, we are counting down the days to see our veteran drivers back at it out on the water. With Dutch Squires in the S83, Austin Eacret in the S36, and Dave Solloaway in the S137, we already know this year is going to be a close one. New things are also happening this year in efforts to build the class up and get a little more support. The Soap Lake Regatta hosted by the Del Red Pub had such an incredible turn out, we are doing everything we can to pump it up for the year. The weekend of April 11-12th, we are having a 'Shine and Show' event at Soap Lake to display the boats, do meet and greets with drivers, and really connect with the community that gave us such a great response.

Austin Eacret

What to do!

It is nearing the beginning of the racing season. I should have done this when the boat was put away. I think I will fix the things that are wrong so that the dreaded inspector won't be on my case when I show up at the first race and he will make me fix them before I get to race. Replace the sloppy bushings in the rudder, epoxy the bolt holes where they go through the cell, tuck up all the low hanging wiring, replace the seat belts with the SFI certified ones along with replacing the rusty mounting brackets, make sure that the lifting hooks are visible so they can be checked for de-lamination, make sure my helmet meets the required upper 50% one color rule, take my helmet to the appropriate place to re-certify it with the right Snell sticker, make sure my life jacket meets the criteria of the rules including the flotation sewn into the drivers suit, plug up any unused holes in the capsule, put the proper information on the bottom of the boat in the correct spot, Oh crap where did my cell certificate go? shoot I will have to get in touch with the APBA inboard office to get another one coming, where are my APBA stickers?, remember to tell my crew that no alcohol is to be consumed while doing a technical inspection after the races and lastly maybe I should help out occasionally to help promote good will with my fellow racers.

Shoot is this a pipe dream? One can always think that everyone will have it all together but there is that small chance that it could happen to you. These have been the things that needed some attention from throughout the year that I have seen and have been put off. I am sure there are others but I haven't seen them. If these are something that you remotely resemble, start now and get them done before the DREADED INSPECTORS find them.

respectively submitted

Bill Thompson

APBA Chief Inboard Inspector

Safety First

So every once in a while, APBA requires that you get a DOT physical. Without it, you don't get to drive. What do you tell your doctor? "I need a DOT physical"?

Do you just bring him the form and ask him to fill it out?

Or do you tell your doctor that you are going to strap yourself into a lightweight aerodynamic almost-aircraft you built in your garage, and drive it to the edge of destruction right next to 4-5 others in the rain on a cold lake?

I am not trying to sound like your mom, but *honesty is the best policy*. Tell your doctor everything. Everything about your health, everything about what you are going to do with that DOT Physical form. Tell your doctor about the speed, the adrenalin, the sweat in the summer, the cold in the fall, and all the sore muscles you have after multiple heats on rough water.

Racing is physically and psychologically strenuous. If you aren't in proper shape to drive, *you shouldn't drive*. Hiding issues from your doctor in order to get your license renewed just doesn't make sense. If you have to take one season off to get healthy, why would you not do it?

Consider this - if you are involved in an accident on the racecourse, underlying medical issues will serve to complicate your situation, and the rescue team will not be expecting it.

You don't run your boat when oil pressure is out of spec, you fix it. If your body has something out of spec, shouldn't you fix that too?

John Arwine

Chairman, Region 10 Patrol and Rescue

Rich Cassady

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