



Seattle Outboard Association

PIT PREVIEWS

Celebrating SOA's 80th year of Bringing Boat Racing Excitement to the Pacific North West

FEBRUARY 2010

A Conversation with Ron Jones, Jr.

PART-TWO



Last month, in part 1, Ron Jones, Jr., talked about the two D Stock Hydros he has built for Seattle-area racer Troy Holmberg. He discussed putting the composite pieces together, adapting to the Tohatsu engine, and the reason for the hull's rounded sheer lines. This month, in part 2, JR explains why he prefers lay-downs over kneelers, and working with composite material in hull construction. The interview was conducted by Craig Fjarlie at JR's shop in Pacific, Washington.

Troy has a lay-down. Do you feel that's the better way to go? If somebody wanted a boat like that and wanted to kneel, would you build that as an option?

The whole idea behind a lay-down was to get the center of gravity as low as possible, so it'll go around a corner. You're still adjusting your weight, but your belly button or your sternum should be the c.g. Therefore, when you've got the c.g. lower, your body isn't being an air dam. I just thought it was a faster concept.

Is that something you and Troy talked about, or were you both in agreement on that?

Well, I think he laid down in the (Jon) Steen, didn't he? He had a ramp that we copied on the composite for the new boat. So, I think both he and J.W. (Myers) laid down in the Steen. So, I know a lot of guys like to kneel and lean over and all that but you have to understand, what we do with our skid fins

Continued Page 4



Meeting Minutes

22
DECEMBER
2009

SOA's December meeting opened with a moment of silence for the following members who passed away in 2009: Floyd Givens, Terry Troxell, Brian Morgan, Marc Moberly and George Henley.

Activity Reports:

Stock:

Tony Perman noted posts he's made to Hydroracer.net regarding proposals for rule amendments in the J and AXS classes aimed at closing loopholes and uniform enforcement.

PRO:

Dwight Malhiot alerted members to the APBA awards banquet on Friday night of the National meeting in Tukwila. Awards outside of Hall of Champions will be made there, including PRO Category awards such as the Col. Green, Townsend Medal and others plus awards for Stock, Mod and OPC.

Steve Greaves elaborated on PRO award winners, Category statistics, activities at the APBA national meeting and championship events for 2010.

New Business:

National meeting capsule training:

Pat Gleason reported that there will be capsule training at the meeting, Saturday from 9 to noon at the Southcenter Doubletree Inn's pool. Training will be handled by Region 10 Rescue, cost is \$20/person. Participant's bring their own Jackets, helmets, Masks etc. In response to a question Pat said outboard jackets bulkiness made them unsuitable for capsule rescue training, and suggested that training priority at the meeting session be given to those coming from a long distance who lacked nearby access to training. Pat noted several upcoming dates for other Region 10 capsule training sessions.

National meeting - J Classes:

Pat Gleason reported that J-Class Chairman Buddy Tennell asking for meeting agenda items. Among item's Pat's heard of are moves to slow speeds for the class, bring Mercury and OMC motors closer to parity and rework the system for J-propeller distribution.

National meeting - agendas:

Pat Gleason reports that meeting agenda information is now up on the APBA website.

Safety Seminar:

Jim Nilsen noted the Safety Seminar date/time as March 13th 2010 from 10 a.m. to 5 p.m. More information will be available shortly.

J-Project:

Jim reported he'd spoken to Dave Williams to learn that there are currently two families signed on to build J-Hydros at the Museum. Currently there are three openings for families interested in joining the program to build a J-Hydro.

SOA Board Appointment:

Jim Nilsen reported the appointment of Dave Salmon to SOA's Board of Directors replacing Sheryl Rucker who stepped down from her Ex-Officio position to deal with home/work demands.

Inboard Lawrence Lake:

Jim announced that the April inboard race at Lawrence Lake will run six select Outboard Classes at Lawrence Lake. Course size will be 1 mile or 1-1/4 mile, possibly one size Saturday, the other Sunday.

Other:

Class Rep Responsibilities:

Jim Nilsen noted that class representatives are responsible for generating door-prized for the classes they represent at the February Commodore's Ball. Jim's also putting out a call for 2010 class representatives.

Club owned J:

Howard Shaw asked the SOA board to consider building and keeping a J-hydro. The use would be as a standby for J-class walk-ups at SOA events.

Raffle:

Electrical tape Punch set: & sillystring
Daren Goehring

Led Flashlight & air-blower nozzle:
Rick Sandstrom

Clamp:
Dave Anderson

Funnel set:
Mike Cruver

Candles and LED Flashlight:
J-Dub Myers

Lotto scratch tickets;
John Myers

Electric Bug zapper:
Rick Sandstrom

CMP Carabiners:
Jim Nilsen

Pass the Pot:

Rebecca Nilsen
Dylan Lewis
Troy Holmberg

No Winner
Pot carries to the
January meeting at :

\$110.21

GLEASON RACING
An authorized Dealer for



SECURITY RACE PRODUCTS
since 1992

- Life Jackets
- Kevlar Cut Suits
- Helmets
- Crew Uniforms/Driving Suits
- Racing Apparel & Accessories

ask about SOA Member Discounts
PATRICK GLEASON - 206 794-4597
patrickgl@msn.com



CALENDAR

APBA National Meeting, January 27 thru 30 - Doubletree Inn 16500 Southcenter Parkway, Seattle, WA 98188 Ph: 1-206-575-8220

February 9th SOA Board meeting. 7:30 p.m., Kirkland Eagles, 258 Central Way Kirkland, WA.

February 23rd General Membership meeting. 7:30 p.m., Kirkland Eagles, 258 Central Way Kirkland, WA.



CMP / Keller
Outboard racing hardware

Steering systems, throttles, fins, handles, speedometers
a tradition of quality since 1934



Life jackets & upgrades, repairs, cleaning and certifications
Kevlar sleeves & pants, prop gloves, helmet restraints, and mechanic's aprons

Steve Greaves
PORTAGE BAY SYSTEMS Inc.

3110 Portage Bay Pl. E, Suite D
Seattle, WA 98102
Phone: 206-371-0486
Fax: 206-329-4952

email: sgreaves@portagebaysystems.com
web: www.portagebaysystems.com/marine



Full and open face helmets



Visa/MC

**Now Featuring Racing Outboards
Sidewinder Racing Motor**



JR Conversation Continued

and angles and props and everything, we're asking the skid fin to do something. We don't have to lean over the left deck and hope that it stays in the water. It stays in the water. It does that for a reason. Would I build another boat? You bet, but nobody's ever asked me.

A lot of guys are a little scared of working with composite material because they don't understand it. How much does a person have to know to work with that material as opposed to wood?

Well, it's so much stronger you're gonna have to have a catastrophic accident before you're gonna have to work on it. I mean, Troy blew the thing over two-and-a-half times and he got a little chip in the bottom of it. That wasn't because the boat landed just right. I mean, it landed every direction it possibly could. If you can mix a container of West System you can fix it.

Bondo, you can fix it. It's just getting it dry, like you have to dry a piece of wood, and then glassing over the hurt area. A lot of people bring a sheet of plywood to the race just in case they have to fix something, when you could bring a couple square feet of composite and stick it on the top of your trailer. Jig saw out what you need to do and Bondo it in place, and make the next heat. It's quite simple to work with, actually.

Some people feel some of the composite boats that people tried building a few years ago were hard on the driver, because they didn't flex or "give" like wood does. Has Troy found that to be the case?

I think that the boat, the fact that it's flying, is a better ride than getting pounded around on your knees.

Those boats were built around 10 years ago, and

they probably weren't built as well. Some of them were mixing composite and wood.

It's the same approach they took with the flatbottoms. They started racing a ski boat in the mid-60s. They called it a Super Stock, then they called it an SK, and then they called it a K, and the horsepower they threw at it...Polyester takes about 20 years to cure. So the boats were quite flexible. And there was a pretty big rift about boats should follow the contour of the water, before the boat should be rigid and stable and go across the top of the water. In a hydroplane, or an outboard, to me rigidity is way better than following the contour of the wave, because it doesn't confuse the boat. The boat is a boat, it doesn't know any better, so if it's stiff and rigid and straight and true, all it knows is to go forward or if you turn the wheel, it turns. A flatbottom, if in fact you run a flatbottom that is flexible and you turn the wheel and at that

time the boat is flexed the wrong direction, usually it's gonna bite you, crash, dive on its nose, or corkscrew, or do something stupid. What has snuck up and people ought to pay attention to is, now that a boat like (Dave) Villwock's, or Brian Butler just put a capsule in there, Lenny Baker put a capsule in his boat, I've done three or four, by putting a capsule in a polyester boat you've added four or five engine stringers or stiff packs. You think you've just put a capsule in your boat to save yourself, but basically you've added fore and aft rigidity to the boat, therefore it's not a flexible boat any more and you get a better ride. The whole boat ride's different. It is because you've added a backbone to the boat. Now you can set the boat up to do what it's supposed to do, which is go across the lake.

Just to be hypothetical, suppose someone came to you and said they'd like a J or even an A, would you be willing to build a composite hull?

Sure.

Would you have a lay-down, or a kneeler in those sizes?

Oh, well, I don't know. I think...

In a small runabout, like a J or A runabout, or something?

I've never built a runabout but I have some pretty good ideas

for one. I think to get a J on plane you've got to crawl over that front window, really...

Yeah.

...to get it going. I don't know if you could do all that and lay down at the same time. A little boat going 35, 40 miles an hour, I don't see why you couldn't hide behind the windshield.

Little kids can get down pretty low compared to an adult.

Um hmm.

Looking back over your experience with outboard racing, how do you feel about the sport?

What I wanted to do with the D was make it a two-piece mold, a bottom half and a top half, and make it economically feasible for people to afford a boat. You know, nobody's called so I haven't proceeded. Stopped building the plugs. I just know that putting 16 or 18 pieces together versus two pieces, that's a lot of work. I'm definitely intrigued with outboards. I've learned a lot in the past three years and, uh, subtle changes make a real big difference. I mean, in an (inboard) hydroplane you gotta really chop 'em up before you figure something out, but that's not the case with an outboard. You can go try something, in two minutes you know what it did.

To completely switch fields, could we get a comment from you about the 1968 checkerboard Miss Bardahl replica that you are going to build? How's that coming?

Well, Ed (Karelsen) has completed all the drawings and they're right there (points to a stack of rolled-up drawings in the corner of his office).

It's going to be a wood boat?

It'll be a combination. I talked to Ed about that. He said, Well, looking at it and the paint job and everything about it, no one will ever know that it has an aluminum bottom. In fact, all my hulls had aluminum bottoms. So the bottom will be old style aluminum; wood deck. I've already collected some hardware, the shaft logs, and material for the engine rails.

Do you have a line on a Rolls-Merlin?

We're gonna talk to the Doctor (Ken Muscatel) about borrowing one of his, when we get close.

Well, that's about all we have. Thank you very much.

OK.



2010

SOA Commodore's Ball



I am currently working on budgeting for the SOA Commodore's Ball which will be held February 20th, 2010 at Emerald Downs. It is a very nice banquet room, and the dinner will be equally as nice. This past season was SOA's 80th year, so we would like to celebrate it in style. I am trying to keep the dinner fee's charged to the members as low as possible and in order to that, we will again be having a raffle and/or silent auction. I am asking for donations now, in order to get a better feeling for what I need to charge for dinners as the club will be assuming around 5\$ per person of the dinner charge. I know we are facing some tough times but if you can donate items that would be really helpful in celebrating a our big milestone. I am working on some fun events for the evening, any help would be great.

If you would like to donate an item, or would like to donate cash for me to go get an item (I will be sure to list everyone who donated and what they donated) please email me or send me the item/cash to my home and I will get working on it right away.

Also, class reps, part of your responsibility is to bring a raffle item to the party. It can be anything, and you can get your class members to chip in if you want. Please label each item with your class so we know who to thank!

I appreciate all the help I can get to make this a great event!

Sheryl Rucker

Contact Info:
4410 217th St. SW #D Mountlake Terrace, WA 98043
E-mail: ruthierae@msn.com
Ph: 425-698-5768



SUPPORT OUR MUSEUM

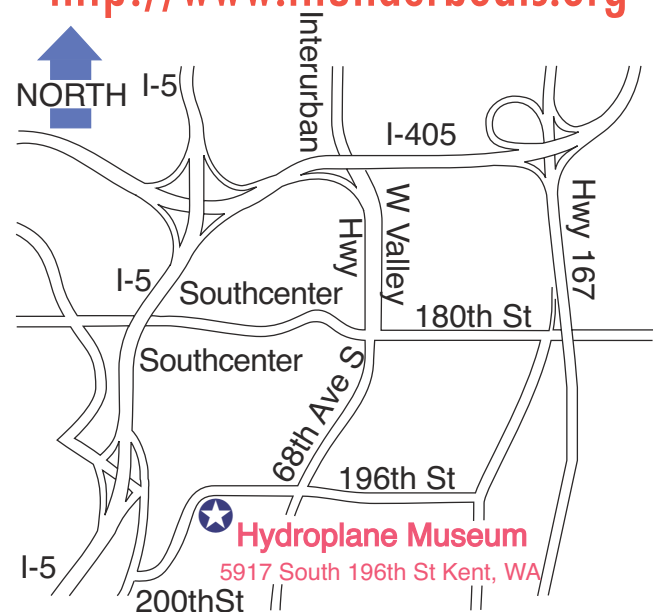
Home of the J-Project



Racers!...This would be a perfect time to step up with a \$100 or more Donation. The Museum does OK in summer when displays and activities bring an audience. Those can't be done in winter though, and costs to keep the shop and shelter the boats won't go away.

206-764-9453

<http://www.thunderboats.org>



SWAP 'N' SHOP

Advertising Fees:

Personal \$5 for 50 words for 3 months

Business Card \$15/year

1/4 page \$25/year

1/2 page \$40/year.

***** **FOR SALE** *****

Okoume 5'x10' plywood close out:

4mm - \$108, 5mm \$125, 6mm \$142.

Yamato 80 18mm head, standard bore, \$800.

Yamato 102 Gear Case New pinion shaft and gears, blue printed, 9/16 prop shaft \$595

DSH (NEW) The bottom & sponsons are a Karelsen copy, the top is a Sorensen copy with an Apel cowl, built by Ken Hehr, 11'4" long, 36" bottom 80" afterplane, weighs 125 lbs, no hardware, \$1995.

10" Powermatic Artisans table saw, 110/220v, 1 1/2 hp, Casters, Vega fence, \$295

PROPS 2 BLADES:

Michigan Stainless: 6x10 for a KG4H or Mark 15H, \$50. 7x13 with 15mm prop shaft bore \$50, 7x11 for 55H Runabout \$50, 60J props \$50.

Cary Stainless; 60J \$50, 6x10 ASR \$50.

Kamic Steel; 6 x10 30H Runabout \$40.

Michigan Brass; 60J \$25

Cary Brass; 6 5/8 x10 30H Hydro \$25

Oakland Johnson Brass; 6 3/8 x12 20H Runabout \$25, 6 5/8 x 11 \$25

Call Ric Montoya @ 206-283-4773

E-mail: ricstr4@gmail.com

photos available via email

X-04/10

Floyd Givens Equipment Fund

Ashley and Colin Rucker have each donated money from their savings accounts to the club's equipment fund in memory of Floyd Givens, who maintained our radios and worked for the club up to his recent passing. All members are encouraged to follow Ashley and Colin's lead by contacting Sheryl Rucker with donations in Floyd's memory, and in remembrance of Brian Morgan. with donations in Floyd's memory, and in remembrance of Brian Morgan.:

425-698-5768

Email: ruthierae@msn.com



***** **FOR SALE** *****

Complete racing inventory: FEH and FER equipment Region 10 Champion last 2 years. Fresh, fast, proven!

All my engines, boats, spare parts, blocks, tower housings, props. If it's a boat part or engine part it all goes. Bring a big truck! 35 years of racing equipment and parts. Must buy complete package. \$8,500 takes it all!

Call Howard Shaw

Home 425-742-3718

Cell 425-218-1130

X-04/10

2010 TENTATIVE SCHEDULE

Here's a tentative 2010 schedule. Nothing's firm, this is just a snapshot of current proposals, and could be revised before the season begins.

Apr 10-11	Lawrence Lake	Yelm, WA (inbd)
Apr 30-May 2	Mayfield Lake	Mossyrock, WA
May 15/16	Kitsap Lake	Bremerton, WA
May 29/30	Willamette R	Newberg, OR
June 5	Silver Lake	Everett, WA
June 12-13	Willamette R	Milwaulkie, OR
June 26-27	Cullaby Lake	Seaside, OR
July 9-11	Capitol Lake	Olympia, WA
July 24/25	Willamette R	West Linn, OR
Aug 28/29	Silver Lake	Eatonville, WA
Sept 4/5	Lake Lytle	Rockaway, OR
Sept 18/19	Moses Lake	Moses Lk, WA
Sept 24-26	Lawrence Lake	Yelm, WA
October 9/10	D-Lake Kilos	Lincoln City, OR



Kurt Mayer's
WANDERLUST TRAVEL
312 112th St. S.
Tacoma, WA 98444

253-535-5200
800-426-2015
253-537-7813 FAX

Sandy Fournier, CTC
Travel Consultant
sandy@kmwanderlust.com



jseather@msn.com
PRECISION PLUMBING LLC

LIC.# JASRPP93501 **Jason Seather**

Ph: 425-923-3238 Fax: 360-568-5927
P.O. Box 2395 Snohomish, WA 98291-2395

NEW CONSTRUCTION, REMODEL, WATER LINE RE-PIPES, LOW FLOW PRESSURE SPECIALIST

'Quality Websites Just A Click Away'



PO Box 2402 Renton, WA 98056
Ph: 425-698-7573

Custom Website Designs and Updates

Willy's Custom Upholstery
Free in-home Estimates
206-714-4481



Re-Upholstery of Residential or Commercial Furniture
Also Repairs and Alterations of Furniture
Boats, RV's and Motorhomes

Willy Downs
willysuph@comcast.net Fax: 206-400-1590

Longley
Property Management Inc.

Venita Longley
Certified Property Manager
206-937-3522 • 206-271-0638

IT'S NOT JUST A NUMBERS GAME!

- Are your phone calls & e-mails being answered promptly?
- Are your accounting records accurate & easy to read?
- If your building is less than 4 years old, have you been advised to have a warranty inspection?

Does your property manager care?
We care for your property as you would!

Quality Roofs By



CONSTRUCTION LLC
(206) 271-6400 - DUBCOCL942R7
JDUB47R@YAHOO.COM

Camano Island Coffee Roasters
Finally, a coffee that helps you sleep at night...



Dan Ericson
owner
dan@camanoislandcoffee.com
360-387-7493 ext. 7451

848 N. Sunrise Blvd. Building B, Camano Island, WA 98282
Toll Free Phone: 866-387-JAVA (5282) Toll Free Fax: 866-724-6400
www.camanoislandcoffee.com

Seattle Outboard Association



2010 Region 10 Chairman:

Patrick Gleason (206)794-4597 -- E-mail: patrickgl@msn.com

2010 Officers:

COMMODORE:

Jim Nilsen (253) 840-6846
jnilsen529@comcast.net

VICE-COMMODORE:

Dwight Malhiot (360) 830-4978
dwight.malhiot@navy.mil

SECRETARY:

John Paramore 425-672-2757
watertoyz@verizon.net

TREASURER:

Christine Gleason 253-606-4193
cmelliott2001@yahoo.com

SERGEANT AT ARMS:

Jason Seather 360-568-3166
jseather@msn.com

2010 Board of Directors:

J.W. Myers 206-271-6400
JDub47R@yahoo.com

John Peeters 360-435-6445
jp@johnpeeters.com

Jamie Nilsen 253-840-6846
nilsenj6@gmail.com

Bill Diamond 253-377-6493
bdiamond@rrlarson.com

Mike Perman 206-604-0287
jpro60@hotmail.com

Dave Salmon 206-367-7604
dccjsalmon1@comcast.net



Pit Previews is published monthly by the Seattle Outboard Association, an affiliate of the American Power Boat Association.

John Paramore, Editor
914 210th Pl SW
Lynnwood, WA 98036
Ph (h) 425-672-2757
E-mail watertoyz@verizon.net

<http://www.seattleoutboard.org>

Membership applications can be Downloaded from the SOA Website or through contacting John Paramore at the address, phone, or e-mail address noted above.

General membership meets on the 4th Tuesday of each month at 7:30 p.m. at Kirkland Eagles, 258 Central Way, Kirkland, WA

The SOA Board meets on the 2nd Tuesday of each month at 7:30 p.m. at Kirkland Eagles, 258 Central Way, Kirkland, WA

PREPARE FOR 2010 NOW!

Got boat work?
Does yours need an upgrade?
How about a new one?

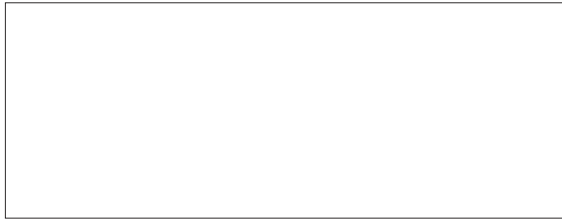


If you don't change anything, how will it get any better?

206.271.6400

**SOA GENERAL MEMBERSHIP MEETING TUESDAY, JANUARY 26th, 7:30 PM
KIRKLAND EAGLES 258 CENTRAL WAY, KIRKLAND, WA**

The Next General Meeting is at 7:30 p.m.
 Tuesday January 26th at the Kirkland Eagles
 258 Central Way, Kirkland, WA



RETURN SERVICE REQUESTED
 Lynnwood, WA 98036
 914 210th Pl SW
 John Paramore, Editor
Seattle Outboard Association



Event Location _____
 (city/state)

Date _____

ENTRY BLANK

EMERGENCY CONTACT	AT RACE SITE?	IF NO, WHERE	PHONE
-------------------	---------------	--------------	-------

Driver: _____ Age _____ Club Affiliation _____ APBA Member No. _____
 Owner: _____ Age _____ Club Affiliation _____ APBA Member No. _____
 Rider/Co-driver: _____ Age _____ Club Affiliation _____ APBA Member No. _____

LIST ADDRESSES (WITH NAMES) ON THE BACK OF THIS FORM

Boat/Driver Qualification for kilos

or Championship Races (As required by division rules)

Helmet Mfg. _____ (Date) _____ (Location) _____ (Other) _____
 Open Face Full Face Allergy _____
 Life Jacket Mfg. _____ Capsule Jacket Other

Category	Class	Boat#	Boat Name	Hull Make	Motor Make	Cu. In. Displacement

This entry blank MUST be filled with ALL DETAILS and filed in accordance with APBA General Racing Rules 3, 4 and 5. Owners and drivers must report immediately to Registration Headquarters upon arrival at race, present current membership card and have entry checked. Drivers failing to do so and starting in race will not be scored. Entry will not be accepted unless properly signed below.

- I represent by my signature below that my Agreement of Release is on file with my current membership card number is as shown above.
- I further represent, if I do not possess a current membership card, that I have signed the current Agreement of Release attached with my membership application previously mailed to National Headquarters or submitted to Registration Officials at the above regatta.
- In Consideration of their promotional efforts on behalf of the sport, I hereby assign all commercial communication and broadcast rights to the American Power Boat Association and do declare them as my lawful agents and representatives regarding such rights.
- I, the undersigned member participating in events sanctioned by APBA agree that APBA and its assigns may use my name and picture and pictures of my raceboat, or any of them, in any way, medium or material for promoting, advertising, recording or reporting any APBA sanctioned event before, during and after such event and do hereby relinquish all rights hereto for these purposes.

Signed (Driver) _____ (L.S.) Home Phone _____ Signed (Owner) _____ (L.S.) Home Phone _____
 Signed Rider/Co-Driver _____ (L.S.) Signed (Parent/Guardian for (Name) _____ If unde 18 _____ (L.S.)