



JUNE 2006

Seattle Outboard Association

PIT PREVIEWS

Over 75 Years of Bringing Boat Racing
Excitement to the Pacific NorthWest

A Ticket on the Equatorial Express

Those who missed the last SOA meeting also missed Ric Montoya's story of his recent trip to Ecuador, where he, Darrell Sorensen and Bob Williams were invited to participate in the Guayaquil-Vinces regatta.

The race is a marathon starting in Guayaquil, Ecuador's largest city, and running up the Guayas and Vinces rivers to the city of Vinces. The distance was thought to be 80 miles, however Darrell's GPS measured out at 63 miles...A long run regardless of measure. Racers run about 6 races per year. Some are circle races, most are marathons

Ric described the river at the starting point in Guayaquil as huge, looking like the mouth of the Columbia, and added that it was rain season there so there was a lot of vegetation and debris coming downstream out of the rain forest. Some of it looked like entire floating islands and it gave racers plenty of obstacles to dodge around. Ric says the race has been an annual event since the late '50s. The equipment appears to be largely



U.S. and old, and most new boats are based on an Austin design, and builders there build the copies for about \$1,000. Motors are up to 25 cu. in. with a quickie lower unit, or 32 cu. in with a stock fishing lower unit. all the boats are in the ten to eleven foot range and boat/motor driver have to weigh combined at 405 pounds.

A motor was brought along to be "filtered" over the border. It was broken down into several pieces packed in suitcases, and everybody made it through customs but Bob and his third of the motor. After a bit the customs officer decided the motor could come into the country, but it had to go back out with the racer who brought it in, and,

Continued on page 8

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<http://www.boatracingr11.com/r10onlineentry/entryinfo.htm>

Meeting Minutes

25 April 2006

Activity Reports:

Stock:

Dave Anderson reports that other than reports of a pair of Eastern races, and the ongoing D-Stock Tohatsu rant on Hydroracer.com, there's not much going on in the category. Dave noted a hydroracer post he liked. It was from a retired racer comparing the current Mercury/Tohatsu fracas to the Mercury/Champion Hot Rod adjustment period following the the introduction of the Hot Rod.

The post can be read on Hydroracer here:

<http://www.hydroracer.net/forums/showthread.php?t=7466>
Scroll down the page to find the post by Davedshchsh.

Mod:

Ryan Johnson noted a commission move to resolve a C-mod record protest on the basis of added entries. Sheri Greaves explained legal scenarios for late additions to racing classes. And Bob Wartinger added that the

protest wasn't the only matter to arise, noting that the race produced a number of "gray areas" in regatta management from registration through surveys that are being investigated with hope for resolution.

PRO:

Steve Greaves encouraged PRO racers to examine their flak protection to ensure that their equipment meet's the new extended coverage standards meant to protect more of the torso. Steve noted the the course for Oroville, CA PRO Divisionals on June 3rd and 4th will be a surveyed 3/4 mile records course. And Steve said that in addition to PRO Nationals, DePue will host the 0175 World's Championships, and that it appears DePue may host 2007 0175 Worlds as well. Asked if other class championships might be presented here, Steve said that there was a bid put in for 2007 0125 Worlds, and added that 0125 and 0175 are the two international classes APBA is most compatible with. Rule divergence such as UIM's kevlar cockpit side requirements separate APBA legal boats from UIM displacement classes.

Old Business:

Work Party:

Drew Thompson told members that along with other work done to bring club equipment up to standard, the equipment trailer was taken for repairs. There was some minor body-

work performed and measurements showed the axle about 1/4 inch out of alignment. That was fixed as well, but excess tire wear on one side was determined to be due to uneven weight distribution. The trailer's contents were then rearranged to balance side to side distribution.

J-Props:

Rocky Peterson reports that the J-Props are back and ready for Bridgeport. Rocky also gave an update on the H.A.R.M J-Project noting that though the builders are close to completion, they won't be ready for Bridgeport.

Steve Bork:

Jeff Kelly told members of Steve Bork's attempt to catch a baseball with his left ear. Trying to run out a hit Steve arrived at first base in time to get nailed by the shortstop's incoming throw. A nearby hospital evaluated Steve and quickly passed him on to Harborview to share space with crash victims and get a cat-scan that revealed a skull fracture. He was kept for a few days, then released, and will be ashore for a little while he heals. Here's good news Steve!...After dealing with my antics for years, Boeing probably won't notice if you wear your helmet to work.

Christopher Cragin:

Todd Cragin reported that his son is recovering quickly from his recent stroke. Christopher is back in school and now has 40% use of his right ankle, and 90% of right arm and led function, and his speech is good and he's coherent, and only suffering a little lack in his basketball jump-shot. Todd Added that Cristopher would be at Bridgeport.



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Rocket Ric in Ecuador:

Ric Montoya told members of his trip to Ecuador, invited with Darrell Sorensen and Bob Williams, to play in a long distance marathon running from Guayaquil up the Guayas and Vinges rivers, to the city of Vinges. Ric told a story that included tales of smuggled motors, withheld passports and dodging trees and other debris (floating Islands according to Ric) in rain season floods.

New Business:

J-Dub to toil in the Desert:

Mom-Dub (Kathy Myers) told members of J-Dub's New job in Las Vegas as U-10 crew member and back-up driver this year, and full-time U-10 driver for 2007.

Roster:

Kathy Myers said she was ready to turn over the roster to John Peeters for printing.

Trophies:

Kathy Myers spoke about a number of Club trophies that have been out of circulation for various reasons and told members many need to be located and decisions need to be made regarding their disposition.

Proposal:

Jim Sturgul outlined to members his proposal to donate 10% of sales gross commissions made from real estate sales that come from members directing Jim to a buying or selling party. To accomplish this, Jim only needs your name and the prospective seller/buyer's name, email address and phone number.

Bridgeport:

Dick Rautenberg encouraged members to check the race

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circular for Bridgeport, and be there for our opening race. He read a weather forecast for the coming weekend that promised sunny weather and temperatures up into the 80s. Dick promised food available in the pits, said we have three divers ready, possibly a fourth and described prizes.

Kitsap Lake:

Jeff Kelly read details from the race circular, noting the varied events and officials. Jeff, who's referee, has printed out a tentative schedule to help members organize more quickly and get racing under way early.

Newberg:

Ryan Johnson reported that there are some changes coming for Newberg. The area where OPCs camped will now be a spectator area, and there's a requirement to compact the pit area somewhat. A part of it is aimed at starting earlier to keep races from run-

ning later into the afternoon than they should.

Silver Lake Everett:

Dwight cautions racers who want to get onto Howard's Silver Lake select list to get together with their class reps and put together a committed boat count.

Cullaby Lake:

Ryan Johnson reported that CORA will be hosting Stock Divisionals at Cullaby, and hope to have their new Digital clock up and running for the event, pending donations to launch production.

Warden Lake:

Craig Fjarlie told members that he'd looked over the new site and thinks there's plenty of room for a course the same size as at Scootney Reservoir. He reports that the launch ramp may be a little tight, but will be OK, a little Like Eatonville, and there's lots of room for campers. Craig

said there's potential for wind, but banking affords protection on the sides. The facility offers a good spot for trophy presentations and the site owners are happy to have us. Craig added that the height of the banking would allow a good spot for turn judge locations.

Capitol Lake:

Dwight Malhiot noted the three-day nature of the event, with Friday as a testing day, but pointed out that he hopes Friday will be mostly used as an opportunity to make non racers into new racers by giving them solo boat rides, and called for member's willing to put together one or more novice-capable boats for new prospective racers to try.

Eatonville:

Tony Perman reported that Eatonville is now, Officially, the George Henley Memorial, with Oberto sponsorship for a 3/4 mile records event.

Other business:

2007 Nationals:

Dave Anderson reported on the latest Nationals planning meeting. He said there were about eight present, and a lot was accomplished. Currently sponsorship financing is over 25% of the intended goal, and hotel space reservations would be initiated after Bridgeport. Dave expects the National's website to be up soon. Dave said that they've done a thorough site survey and are laying out plans accordingly.

Wooden Boat show:

Steve Greaves spoke on the Seattle Wooden Boat festival that we've been displaying at for

several years now, and there appear to be new opportunities for us this year. This is an annual show at the front end of July in the heart of Seattle where our toys are shown as a part of a show of wooden boat craftsmanship that draws thousands. This year it's July 1st through July 4th . Steve would like to see some of our prettiest wooden creations displayed, and for the first time since we've started displaying, the organizers are interested in our doing demonstration runs of racing boats on Lake Union. Steve is looking for beautiful boats and exotic racing bits and chunks, even boats under construction to show how they're made, plus folks with announcing talent to describe the demonstration events. (and late word is that we may have push-boat racing for kids of all ages)

Lake Lytle:

Ryan Johnson said that CORA is positive on a Labor Day event at Lake Lytle on the Coast.

Raffle:

Toiletry Packs:

John Myers, Joel Cragin

Scented Candles:

Ric Montoya, Neal Baum

Lottery scratch ticket:

Dwight Malhiot

Folding chair:

Ric Montoya

WD-40:

Zach Hegemann

Poncho:

Sheri Greaves, Zach Hegemann

Lotto Ticket:

Zach Hegemann

Brother Don Bucks:

Tom O'Neill, Drew Thompson

Carabiners:

Joel Cragin

Wingdome Card:

Rocky Peterson

Pass the Pot:

Terry Trafton, Phil Roblee, Buzz Thorsen

Tony Perman, Winner

Donated pot to the club.



NEWBERG RULES SUMMARY

Goal: start the race by 11:00.
So we can finish by 6:00.
Closing registration on time
will be stricter.

No camping, lawn chairs or
dogs on leashes on the side-
walk along the riverbank.

There will be a \$5.00 late fee
for the 1st class if registering
at the race site.

Refueling over water will be
an automatic DQ.

No one under age 16 in the
launch area that is not a driver
or crewmember. Drivers or
crew under age 16 are not
allowed unattended in the
launch area.

No scooters, skateboards, or
bikes.

BEAT THE CLOCK

Trading CORA's Analog for Digital

CORA hopes to retire its old sweep-hand clock in favor of a digital LED clock and has worked out an agreement with an Aloha Oregon company that makes digital sports displays. Right now CORA's within a couple hundred bucks of placing the order and needs only a few more racer donations to make the new clock a reality.

features:

Referees umbilically connected control module:

Momentary membrane buttons to set clock at 5, 4 or 3 minutes and adjust and start countdowns.

Scorers umbilically connected display module: Small 3 digital remote display of clock count.

Clock main power input is 12 to 14.5VDC, allowing the clock to be run from either a 120 volt AC to 12Volt DC converter, or a 12 Volt automotive battery which eliminates generator noise, exhaust and refueling time-outs. Plans are to use two 6VDC deep cycle marine batteries wired in series to power the clock at 12Volts.

Clock display digits are lightweight modular, boxed individually and connected at the site for easier storage and set-up.

Digital switching allows dimming the display on overcast days.

Digits are array mounted super bright amber LEDs.

Please consider even a minimal personal donation as very dollar gets CORA closer to the goal.

Send donations to CORA C/O Ken Kaiser

40405 NW Murtaugh Rd.

North Plains, OR 97133

E-mail: ken.e.kaiser@intel.com

2005 SCHEDULE

April 29/30
Columbia River, Bridgeport, WA

May 13/14
Inboard Lawrence Lake

May 20/21
Kitsap Lake, Bremerton, WA

May 27/28
Willamette River, Newberg, OR

June 10
Silver Lake, Everett, WA

June 24/25
Cullaby Lake, Astoria, OR

July 8/9
Warden Lake, Warden, WA




July 21/22/23 (Friday Testing)
Capitol Lake, Olympia, WA

August 19/20
Silver Lake, Eatonville, WA

September 8/9/10
Lawrence Lake, Yelm, WA

September 30/October 1
Moses Lake, Moses Lake WA

October 14 (15 Blowoff)
D-Lake Kilos Lincoln City, OR

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BRIDGEPORT

Bridgeport ignited the Seattle outboard Association racing season with great racing both days. The weather both days was sunny with temperatures in the low 70s. Wind caused a partial blow-off Saturday but the blown-off heats were made up on Sunday morning.

Dick Rautenberg commented that the revised pits were excellent, as was the race course. The food Courtesy of the Birchers, was great and there were good T-Shirts and merchandise prizes for racers as well as trophies for J-Classes

Sunday's racing offered Babcock points, and OPCs were in attendance.

There were three flips. Dave Trisco took a bath in 20ss Hydro, Jonathan Nilsen got zipped out of his C-Hydro while moving to catch Mike Perman and Cass Hegemann did a Superman act by flying out of his C-Runabout, then coming back out to overcome that by flying to his first SOA win. There weren't any injuries, or equipment damage.

All Mike and Denise Johnson's great photos can be seen at:

<http://community.webshots.com/user/mkjhusky>

Jonathan Nilsen battles to overtake Mike Perman's new ride in the Bridgeport SOA season opener



Bridgeport, Saturday April 29

J-Runabout:

- 1 Zach Hegemann Ravensdale, WA
- 2 Ashley Rucker Spokane, WA
- 3 Aaron Peterson Renton, WA

K-PRO hydro:

- 1 Aaron Peterson Renton, WA
- 2 Tyler Roth North Plains, OR
- 3 Zach Hegemann Ravensdale, WA

AXS Hydro:

- 1 Mike Perman Maple Valley, WA
- 2 Aaron Peterson Renton, WA
- 3 Tyler Roth North Plains, OR

A-Stock Hydro:

- 1 J Michael Kelly Puyallup, WA
- 2 Mike Perman Maple Valley, WA
- 3 Jonathan Nilsen Edgewood, WA

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Jared Martin was the first of the harm racers on the water running one of the Peterson fleet to take his first ride and first trophy

A-Stock Runabout:

- 1 J Michael Kelly Puyallup, WA
- 2 Jonathan Nilsen Edgewood, WA
- 3 Mike Perman Maple Valley, WA

20ss Hydro:

- 1 Mike Perman Maple Valley, WA
- 2 Jonathan Nilsen Edgewood, WA
- 3 Dave Trisko Everett, WA

C-Stock Hydro:

- 1 J Michael Kelly Puyallup, WA
- 2 Kyle Bahl Edmonds, WA
- 3 Ryan Johnson Renton, WA

OSY 400:

- 1 Mike Perman Maple Valley, WA
- 2 Tylor Echols Duvall, WA

25ss Runabout:

- 1 J Michael Kelly Puyallup, WA
- 2 Mike Perman Maple Valley, WA
- 3 Troy Holmberg Seattle, WA

D-Stock Hydro:

- 1 Todd Cragin Kirkland, WA
- 2 Craig Fjarlie Edmonds, WA
- 3 Pat Gleason Auburn, WA

D-Mod Hydro:

- 1 Todd Cragin Kirkland, WA
- 2 J Michael Kelly Puyallup, WA
- 3 Pat Gleason Auburn, WA

SST120:

- 1 Larry Shephard North Bend, WA
- 2 Jeff Ettinger Holly, MI
- 3 Linda Graham North Bend, WA

Sunday April 30

J-Hydro:

- 1 Aaron Peterson Renton, WA
- 2 Zach Hegemann Ravensdale, WA
- 3 Jared Martin Black Diamond, WA

K-PRO hydro:

- 1 Aaron Peterson Renton, WA
- 2 Tyler Roth North Plains, OR
- 3 Zach Hegemann Ravensdale, WA

AXS Hydro:

- 1 Mike Perman Maple Valley, WA
- 2 Aaron Peterson Renton, WA
- 3 Tyler Roth North Plains, OR

A-Stock Hydro:

- 1 Mike Perman Maple Valley, WA
- 2 Jonathan Nilsen Edgewood, WA
- 3 J Michael Kelly Puyallup, WA

A-Stock Runabout:

- 1 Mike Perman Maple Valley, WA
- 2 J Michael Kelly Puyallup, WA
- 3 Jonathan Nilsen Edgewood, WA

20ss Hydro:

- 1 Mike Perman Maple Valley, WA
- 2 Sean Byrne Yakima, WA
- 3 Dave Trisko Everett, WA

C-Stock Hydro:

- 1 J Michael Kelly Puyallup, WA
- 2 Jonathan Nilsen Edgewood, WA
- 3 Ryan Johnson Renton, WA

C-Stock Runabout:

- 1 Cass Hegemann Ravensdale, WA
- 2 Drew Thompson, Mukilteo, WA
- 3 Troy Holmberg Seattle, WA

OSY 400:

- 1 Tylor Echols Duvall, WA
- 2 Mike Perman Maple Valley, WA
- 3 Jonathan Nilsen Edgewood, WA

D-Stock Hydro:

- 1 J Michael Kelly Puyallup, WA
- 2 Todd Cragin Kirkland, WA
- 3 Craig Fjarlie Edmonds, WA

D-Mod Hydro:

- 1 Todd Cragin Kirkland, WA
- 2 J Michael Kelly Puyallup, WA
- 3 Tylor Echols Duvall, WA

SST120:

- 1 Jeff Ettinger Holly, MI
- 2 Larry Shephard North Bend, WA
- 3 Linda Graham North Bend, WA



How to maintain lane width

Continued from page 1

to be sure it would leave, he confiscated Bob's passport.

They were picked up at the airport by someone who listened to the passport fiasco story, then got on the phone to converse with someone unseen in a language nobody understood. Early the next morning knocking on the hotel room door sent someone to open it and discover three customs agents there to give Bob's passport back.

Initially everybody was in the sight-seeing/visiting mode...Even when they were after parts. Ric told of need for spark plugs being answered by a man named Felipe who drove him all through Vinces to stop here and there visiting people for an hour and a half before arriving at an auto parts store a half block from where they started. This was just one of many such adventures where a hunt for information or a part became a visitation gauntlet-running

exercise, and 15 minute jobs took an hour and a half. Ric said before he was through he'd met everybody in Felipe's family and even met all Felipe's friends at work.

Because customs fees are high for car imports but not for pickup trucks, the most popular vehicle in the area is a 4-door import pick-up with a 5 foot box. Ric says these little pick-ups are jammed with seven or more passengers. (Picture the phone-booth and VW stuffing scenes of

the '60s) Ric added that all the players drive like mad men with no regard for the white line and hard on the horn all the time. His driver ran the 70 miles over country roads from Vinces to Guayaquil in an hour and a quarter...lumpy roads full of loose cows and hogs.

Work on the boats was done in Vinces, a beautiful older resort town that's the finish-line end of the marathon course. On Race day in Vinces there was a good sized festival underway which Ric described as "about 15 blocks of nothing but bands and beer". The place they were working out of was a cabinet shop run by a cabinet maker who'd made his own saws and planers by hand from odd mechanical bits and lots of wood, and any time he started the table saw everybody'd run.

Ric said they did a lot of testing, and whenever they did the locals would come out from everywhere and pack in around them so close it was hard to move, but if you needed anything they did all they could to help.



On race day they got a scary ride to Guayaquil and went hunting for the pits...There weren't any. The launch routing was a matter of packing the boats down a ramp to toss 'em off a dock. At about ten a.m. everybody was pointed upstream and racers were flag-started.

Initially the racer's view was of the city, but out of town the scenery took on a Southeast Asian flavor with miles of rice paddies and houses on stilts. In many instances power was strung across the river from the power pole to the house with so much slack in the span that drivers had to duck to avoid getting clothes-lined, and they took out one "too-low" span. And with high water some of the bridges were close fits as well.

The race was won by a boat powered with a 32 cu. in. OMC running a fishing lower unit. A 25xs finished third, and the Yamato ran fourth. The winner took home \$500, about two and a half months salary for most there. Prizes pay down through 5th place and there's an \$80 reward for finishers...even if you finished on a rope as Darrell and Bob did. The patrol-rescue boat was a 30 foot canoe with a big outboard motor that followed the pack up river after the start gathering up stalled and stranded racers en route to Vines. The patrol boat arrived in Vines with six racers who'd managed to put away several liters of beer between rescue and the finish line.

Ric said there were TV and Radio media everywhere, and he did several interviews with the



YOW! Are these just very friendly natives, or should we be selling outboard motors?

help of a translator, though he's still not quite sure what he said or what the translator turned it into.

There was a huge post-race party in a concrete building with a loud band and lots of beer. Ric repeatedly left the party and all the noise and beer for more peaceful corners of town only to be discovered by someone who thought he needed to be at the party and took him back to it. The party ran well into the night and Ric was concerned he might miss his flight. Ric obviously made the flight out, but he says it wasn't without having waaaaay more fun than you should be able to realistically survive.

One result of the racing contact is that a half dozen of the local racers are coming up this summer to run the Top of Michigan marathon.

For those looking for more pictures you can find them here:

<http://www.boatracingfacts.com/forums/showthread.php?t=2490&highlight=marathon>

And here's another with a bit of Spanish flavor:

<http://vinesnautico.freesevers.com/>

SILVER LAKE SCHEDULE

Flight-1

J-Hydro Heat-1
 C-Hydro Heat-1
 J-Hydro Heat-2
 D-Hydro Heat-1
 C-Hydro Heat-2
 D-Hydro Heat-1
 C-Racing Runabout Heat-1
 C-Runabout Heat-1
 J-Runabout Heat-1
 C-Racing Runabout Heat-2
 C-Runabout Heat-2
 D-Mod Hydro Heat-1
 J-Runabout Heat-2
 D-Mod Hydro Heat-2

Flight-2

OSY Heat-1
 A-Hydro/AXSH Heat-1
 125/250/350/500SH Heat-1
 A-Hydro/AXSH Heat-2
 DSR/DMR/FER/500R heat-1
 OSY Heat-2
 125/250/350/500SH Heat-2
 A-Runabout/AXSR Heat-1
 DSR/DMR/FER/500R heat-2
 A-Runabout/AXSR Heat-2

Flight-3

20ss Hydro Heat-1
 Formula-E Hydro Heat-1
 20ss Hydro Heat-2
 Formula-E Hydro Heat-2
 25ss Runabout Heat-1
 45sst Heat-1
 45sst Heat-2
 25ss Runabout Heat-2

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Membership applications can be Downloaded from the SOA Website: <http://www.seattleoutboard.org> Or obtained from John Paramore at the address/phone/e-mail 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 at the same address, same time on the second 2nd Tuesday of each month



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SOA GENERAL MEMBERSHIP MEETING TUESDAY, MAY 23rd AT THE KIRKLAND EAGLES, 258 CENTRAL WAY, KIRKLAND, WA

The Next General Meeting is at 7:30 p.m.
 Tuesday, May 23rd at the Kirkland Eagles
 258 Central Way, Kirkland, WA



RETURN SERVICE REQUESTED

John Paramore, Editor
 914 210th Pl SW
 Lynnwood, WA 98036

Seattle Outboard Association

JUNE 2006

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10 SILVER LAKE EVERETT, WA
11	12	13 SOA BOARD MEETING KIRKLAND EAGLES	14	15	16	17
18	19	20	21	22	23	24 CULLABY LAKE ASTORIA, OR
25 CULLABY LAKE ASTORIA, OR	26	27 GENERAL MEETING KIRKLAND EAGLES	28	29	30	