

Regatta Review

Issue #38 - May 13 2006

Hello everyone. We haven't had much news to report then all of a sudden it started pouring in...

SPRING VOLUNTEER MEETING! MAY 25TH AT SINDBADS

Let's get together to rev up our plans for the 2006 APBA Gold Cup Race July 14-16. It's time to meet your team leaders and hear the game plan for the races.

Haven't paid your dues yet? Pay your dues at the door. Do you have any friends or know former volunteers who would like to volunteer this year? We're always in need of good volunteers. Bring them along and we'll sign them up at the door. Dues for renewing volunteers went up to \$35 January 1st, but first time volunteers are just \$25 any time of the year. The cut-off to become a volunteer is July 1st so we have time to place you on a team.

Benefits of being a volunteer, besides being a part of our exciting event, include event t-shirts and cap, food catered by Edibles Rex, and more.

We are looking forward to seeing everyone at this kick off meeting and want you to know we can't do this without you. Every volunteer makes a big difference. Let's make this the best race year yet!

When: Thursday May 25, 2006

Where: Sindbads (<http://www.sindbadsdetroit.com>)

Time: 6:30

RSVP: ucarebear@wideopenwest.com

Beverages and hors d'oeuvres provided by Sindbads.

Looking forward to seeing you,

- Bill Rands
- President, Detroit River Regatta Association

FAN IMPROVEMENTS IN THE WORKS FOR 2006

We have a new caterer, Edibles Rex, with a very nice menu developing. As a sample, the concessions planned for Water Works Park are...

Design a Burger:

- Black Angus beef and garden burgers with choice of toppings.

Design a Dog:

- Hot dogs, corn dogs & specialty sausage w/choice of toppings.

Tyson Chicken:

- Wings, tenders, and grilled chicken breast

British Style Fish and Chips:

- Diamond cut cod, shrimp, and fries with malt vinegar

Austin Blues - Texas Style BBQ:

- Pulled pork, beef brisket, ribs

The Produce Patch:

- Garden salads and chilled 1/2 mini watermelons

Chill Zone:

- Ice cream, smoothies, frozen candy bars, fresh lemonade

Carnival Favorites:

- Nachos, popcorn, cotton candy, elephant ears and more

VIP ticket holders (Commodore Club, Corporate, and Judges Stand) will see improved box lunches, and Pit Tower VIP's a BBQ buffet.

We're working on a free crafts tent for our young fans and a Navy F-18 fly-over during opening ceremonies on Sunday.

... more to come!

THE DRRA ONLINE BOX OFFICE IS OPEN FOR 2006

All tickets, pit passes and parking passes are now available through our online box office.

Many tickets are reduced from 2005 prices... our most popular ticket, the 2-day Water Works bleacher seats are 10% off (\$45), and new are Saturday or Sunday only tickets for the same area (\$20/\$30).

General Admission pins are just \$10 this year and are good for both days of the event!

General admission areas are Memorial Annex and Chrysler/Henderson Park.

For all the ticket details, see the Fan Guide: <http://www.gold-cup.com/fanguide/>

BENEFIT FOR COMPLETION OF VINTAGE "MISS VERNORS" REPLICA

Kick off the racing season and see the "Miss Vernors", Detroit's newest addition to the Vintage Hydroplane Fleet.

The Great Lakes Maritime Institute's Pioneers of Powerboating are holding a fund raiser to benefit the completion of a Vintage "Miss Vernors" replica, Sunday June 11 at the Jefferson Yacht Club, from 1:00pm to 5:00pm.

Beer - Wine - Hot Dogs - by the pool!

Raffle - Door Prize - and more.

There is a \$15 donation. The JYC is located at 24504 Jefferson in St. Clair Shores (use entrance to Jefferson Beach Marina). For information contact Mary Dillon at 586.790.6144.

GOLF OUTING TO BENEFIT THE DRRA - JUNE 16

The Metro Detroit Chrysler Jeep Superstores are underwriting the Detroit APBA Gold Cup Regatta, and the Golf Club at Richmond Chrysler Dodge Jeep is helping to facilitate the cause with a Golf Outing to be held on Friday, June 16, 2006 at The Golf Course at Selfridge Air National Guard Base.

The event is by invitation only and is limited to 144 people. Consider this your invite and figure this may fill up fast. Golf & dinner entry is \$125.00 per person. Dinner only is \$50. Prizes, raffle and a silent auction. Call Jim Simpson at 586-430-9805 for details. Various Sponsorships are still available.

DETROIT NEWS HAS EXPANDED UNLIMITED HYDROPLANE COVERAGE

The Detroit News has already started covering the Unlimited Hydroplane series for 2006!

The first article was April 26th, about all the team changes over the winter. That information has already been covered in the Regatta Review, but it's great to see it getting out there to the general public!

Thanks go to Paul Scurlock, DRRA Volunteer and Detroit News reporter, who has worked hard to get the space.

KIDS ON THE COURSE - COMMUNITY OUTREACH

For a number of years now, DRRA volunteers Bruce Cowen and Steve Mallard (and many others) have worked hard to present pit tours for kids from the Boys & Girls Clubs and other organizations. Besides the Pit Tours they also arrange for them to meet some drivers and get goodie bags to take home. If you or your company have suitable goodies, please contact the DRRA offices.

This year, 700 to 1000 kids are expected to participate. After the Pit Tours they will board the Naval Sea Cadet Corps' Grayfox for a tour. "The Grayfox is the largest Sea Cadet training ship in the United States and is cared for and maintained by all cadets in Michigan and sometimes even our ambassadors from the North, the Royal Canadian Sea Cadets."

SOME SAD NEWS TO REPORT

On Wednesday March 24, Thomas Pavel passed away. Tom was the long-time head of Pit Operations, the first to arrive to begin setup and the last to leave after the event.

DRRA Volunteer Terry Dawes passed away on Wednesday April 19th. Terry worked on the Pit Safety and Environmental team.

TEAM NEWS - KEN MUSCATEL AND JIM HARVEY TEAM UP

With a New Look, Superior Racing Team is Back for 2006

May 11, 2006

SEATTLE - Superior Racing Team is back, complete with new equipment and a new number.

Dr. Ken Muscatel today announced that he has finalized an agreement with Jim Harvey to lease the Harvey Motorsports team equipment, including the boat, engines, transport, trailer and all that's necessary to run on the American Boat Racing Association tour.

In 2006, Superior Racing Team will run as the U-2. Since 2000, the team has run under the number U-25.

Muscatel said the driver is still to be named, but added, "It might, and probably will, be me for some races."

TEAM NEWS - MYERS JOINS USA RACING PARTNERS

By Paul Scurlock

Driver J.W. Myers, who was let go as driver of the U-16 after two seconds and a first in the first three races of the 2005 season, has agreed to join the crew of the U-10 team it was announced Monday. He will also be back-up driver for the team during the 2006 season and the teams' primary driver in 2007.

It's funny how things work out said Myers. "I had heard from one team. The next day I got a call from Kim and that night I was on my way to Las Vegas to interview and look at the boat and new shop."

"It was a pretty easy decision for us," said team owner Kim Gregory. "J.W. brings a lot to our team besides his driving ability. He wanted to broaden his unlimited experience outside of the cockpit and we were happy to have the opportunity. The fact he's a quality driver is a plus."

For Myers it's almost like going home.

"The T-3 was the first hull I worked on when I was a member of the Budweiser crew. I spent a lot of time with both the T-3 and T-4 (now the current U-8) and it looks like I eventually will have the chance to drive both boats" said Myers. "People talk about the T-3's past but the only thing about that boat that is from 1989 is the serial number. The Bud crew kept it updated with every development they made on the T4, T5 and T6." Myers drove for former owner Bill Wurster and the U-8 team before joining the U-16 Ellstrom Manufacturing team last season.

"I made up my mind to keep my mouth shut and my chin up after what happened last year," added Myers. "I didn't agree with what happened but it was out of my control. I decided to concentrate on overall work with a team. "There are a lot of great young drivers like J.

Michael (Kelly), Jeff Bernard, and Brian Perkins that are coming up and will be fighting with me for driving jobs, so if I know more about boats than they do, it's a plus."

TEAM NEWS - MIKE ALLEN JOINS FORMULA RACING TEAM

Story by Kay King

Allen Looking to Create a Winning Formula

Decatur, IN - Mike Weber is racking up the miles these days from his home base in Atlanta to his office outside the Orlando area of Florida to the new Precision Performance Engineering boat shop in Decatur, Indiana. And he's certainly not complaining.

Since the announcement in February, 2006 that Weber was hired by Ted Porter of Formula Powerboat fame to head up his new Unlimited Hydro racing operations and be the driver of their new primary Unlimited Hydro, Weber's world has been a whirlwind.

So has Ted's.

And the hard work, miles of highways and midnight hours are paying off as this new team gears up for the Unlimited Hydro season which begins in June, 2006. Precision Performance Engineering, LLC also has a new weapon lined up in their arsenal to take on the 2006 Unlimited Hydroplane fleet.

Thirty-nine-year-old New Orleans native Mike Allen has been hired as the driver of the U-7 Unlimited Hydro and will join Weber and Porter in their quest to create a new racing dynasty.

This will be Allen's rookie year in the Unlimited Hydro class but as a three-time inductee into the American Power Boat Association's Hall of Champions, this man has brought home a lot of championship hardware to Louisiana in the past 18 years.

Mike Allen may not be a well-known name in Unlimited Hydroplane racing circles but his name is very familiar within the Inboard racing ranks across North America. Allen and his racing family have battled their way to national and international championships in K Racing Runabout, Super Stock and more recently, the 5 Litre Hydroplane racing classes.

Through the 1990's, Mike with his father, Billy Allen, established themselves as true contenders in the Inboard flatbottom classes winning several national high point and North American championships in both the Super Stock and KRR flatbottom racing classes.

In 2001 Allen found new success in the 5 Litre Hydroplane class and by 2002, dominated this highly competitive hydro class winning the Eastern Divisionals, Summer Nationals, and UIM World Championship title. He was also the 5 Litre National High Point Champion of the APBA. Possibly the strongest piece in Mike Allen's arsenal will be his 15+ years experience racing flatbottom-style powerboats. It's a long standing debate in powerboat racing circles regarding the difficulty of driving a flatbottom verses a hydroplane style hull

but for those that have tried, the switch from flatbottom to hydro is like "driving a Cadillac."

For those hydro drivers giving a flatbottom a try, the most common comments heard in the pits after their attempts were along the lines of "Are you guys nuts? And you make it turn left around a one-buoy turn? After reaching speeds over 100 mph in the straightaway? While deck to deck?"

While few flatbottom drivers have attempted the transition to Unlimited Hydros, their success is legendary. Most notable is the current driver of the U16, Dave Villwock. George Stratton and George Woods were also K-Boat racing champions before switching to the Unlimited Hydro class. And each holds memorable rankings in the Unlimited Hydroplane history books.

It was one of these legends, Dave Villwock, who first personally introduced Mike Allen to the Unlimited Hydro class. "When I got the phone call from Dave at the beginning of the 2004 season, the Unlimited Hydro class was simply a curiosity to me," according to Allen. "I knew Dave from racing Super Stocks and he called and asked if I'd be interested in being his back-up driver. Up to that point, I was certainly aware of the Unlimited Hydros but never thought I'd have the opportunity to drive one."

Apparently Villwock didn't either. "Dave, who was the driver for the Miss Budweiser at the time, was very up front with me and said he couldn't promise me I'd have a chance to get into a boat but he thought I would be a good fit with my background in the flatbottom classes."

According to Mike, Villwock's reasoning was that "based on my flatbottom experience and having to use two pedals to control the flatbottoms, it would be a successful transition. All I had to remember to do was work both pedals and leave the right pedal down."

Mike joined the Miss Budweiser team in Seattle and San Diego that year and while learning all he could from his brief stint with Bernie Little's race team, found his interest in Unlimited Hydros was more than just a curiosity.

Allen never did have the opportunity to light up one of the famous Budweiser boats but opportunity finally struck during the Nashville Unlimited race in 2005. Mike was in the pits to race his 5 Litre Hydro and hooked up with his old friend and fellow 5 Litre competitor, Mike Weber who gave him a chance to drive his U5 "Formula Racing" Unlimited.

The cockpit seemed a perfect fit.

"The sensation of speed was a lot different than I expected," stated Allen recently regarding the three laps he was allowed to take around the Nashville course. Then he added in his quiet southern drawl, "But of course, that race course is pretty small. I would have loved to make a few more laps but thought it would be best to follow instructions. I'm really looking forward to the bigger courses."

When Allen learned of the formation of Precision Performance Engineering earlier this year

he submitted his resume just like everybody else. "I assumed there were several people on the list and was very happy to get the call to come up to the shop and meet with Mike and Ted Porter," said Allen. "I met with Mike and Ted and heard about their plans for the teams and really felt like this was the place I wanted to be. Both Ted and Mike are focused to build a successful racing organization and to grow the Unlimited Hydro class. I feel really fortunate they are giving me the chance to be a part of that."

Mike Allen will continue to race both his 5 Litre Hydro "Teleflex Marine" and his K-Boat, "Fission" owned by Bob Catapovic when his Unlimited Hydro racing schedule allows. Laughing, Mike says he probably won't see any time in his other race boats "until sometime after San Diego."

During his "down time", Mike is the Aftermarket Key Accounts Manager for Teleflex Marine and oversees sales through distribution in 11 southeastern states. Teleflex is a world wide leading manufacturer of steering, controls, and instrumentation as well as Sierra engine replacements parts for the marine industry.

Joining Mike Allen this season will be his parents, Billy and Judy Allen, his fianc,e Pam and her son, Hunter.

Kayleigh Perkins - King County Journal article
By Carole Beers - King Journal Reporter

It's tough to be taken seriously by the hydroplane-racing crowd if you wear a pink jumpsuit and compete in a pink hydroplane.

But Kayleigh Perkins, 17, a senior at Kentlake High School, doesn't mind. With a smile and a wry retort, she focuses not on what others think, but on her racing technique and stats.

"When I started, everyone thought it was a joke, going up against the men," said Kayleigh, who grew up in a boating family on Lake Sawyer, east of Kent. "Then I started winning."

Last year - her rookie year - the hydro driver not only became the first female to smoke the 2.5-liter stock inboard-hydroplane field in September's prestigious Port Angeles Cup.

She also became the youngest racer of either gender to earn the most overall-points victory in Unlimited Light Hydroplane Racing Association history.

"I hope to be the first female to win a Gold Cup," Kayleigh said, of her quest for unlimited hydroplane racing's ultimate prize.

Of her need for speed, she added, "There's nothing like slamming your foot on the floor and being unable to lift your head off the cockpit padding."

Her rookie boats have included the Miss Tsunami, owned by Bob Donnelly, of Maple

Valley, and Miss Breezy, owned by Pasquinucci Racing.

For her efforts in an 80-mile-per-hour sport, Kayleigh - inspired by her semipro hydroracing brother Brian, 21 - also won the 2006 Neal Yapachino Memorial Award as outstanding driver of the Unlimited Light Hydroplane Racing Association. She's only the second woman to earn that honor.

It's not hard to see shades of NASCAR's female ace Danica Patrick, one of Kayleigh's heroes.

"I'm a very serious competitor," Kayleigh said. "I'm not there for the show, but I do love beating boys."

She likes it when "these middle-aged guys come up and say, 'You go, girl.'"

Getting there:

Kayleigh has been busy repainting Miss Breezy as "Miss Baker Equipment" for its sponsor, Baker Equipment of Maple Valley.

She also works at her family's Perkins Glass company.

"She's got to help pay for her boat racing," her mother, Laurie Perkins, said. "She's very dedicated."

Aside from working on her boat or at the family business, Kayleigh goes to school, dances and teaches dance at Dance Connection, keeping herself fit and strong.

She's learning the fine points of driving and prepping boats from Brian.

Born in Renton, Kayleigh has always enjoyed being on and in the water. Her parents, Laurie and Kevin Perkins, own "seven or eight" boats including a ski boat and paddle boat.

"The paddle boat is a fun thing to race," she said, noting it's a lot harder to flip than a hydro.

Incidentally, she's never crashed or flipped a hydro in two years of racing. But she did come close, when a driver flipped his boat in front of her at one race start. Kayleigh escaped injury, as she was late across the starting line.

She started her career at age 16 - the earliest you're allowed to race hydroplanes - by running a four-cylinder boat slowly, getting the feel of courses such as Olympia's Black Lake.

Slowly, she began to push herself, until she was winning heats in competitions all over Washington.

"I've pulled a few gutsy moves," Kayleigh said. "But usually I play safe. You need to use

common sense, but still go a little outside your comfort zone to get ahead."

Every two years, she takes capsule-escape training at a facility such as Underwater Sports in Seattle, as required by the racing association.

Looking ahead:

Kayleigh hopes to keep racing for a few more years, taking the good and bad that comes with it.

"At first, kids at school would congratulate me," she said. "Then when I started winning, some of them - mainly girls - started spreading rumors, like I am supposed to be this wild, alcoholic 17-year-old. That's ridiculous."

Her advice for other women wanting to pursue excellence in male-dominated sports?

"Don't give up," she said. "Always believe in yourself, no matter what people say."

Kayleigh said she wants to serve as a role model for other women, but also wants to raise awareness and interest in hydroplane racing.

"The sport isn't dwindling, but isn't growing like NASCAR," she said.

This fall, Kayleigh plans to attend community college or a technical school.

"But my dream job? That would be to own a bakery," she said. "I love baking. It's my stress reliever. After one stressful day, I went crazy one night and made 75 cookies." Kayleigh's

SPECIAL HARM SUPPORTERS TRAVEL PACKAGE TO THE GOLD CUP RACE

From the Hydroplane And Raceboat Museum (<http://www.thunderboats.org>)

Big Thunder Coming to Detroit

We're pleased to announce the 2006 Detroit Gold Cup will feature an exhibition of the 1982 Atlas Van Lines and the 1980 Griffon Budweiser. The exhibition will recreate 1982 Gold Cup race which saw Chip Hanauer capture his first Gold Cup in spectacular fashion, pushing the then-new Atlas to the very limit and narrowly defeating defending Champion Dean Chenoweth with a dramatic come-from-behind win. The two original boats, restored and representing the Museum, will run exhibitions Saturday and Sunday (July 15-16) on the famous Detroit River Course. Chip will again drive the Atlas Van Lines as he did in 1982, with David Williams filling Dean's seat in Miss Budweiser.

We're extending an invitation to members, supporters, and enthusiasts to join our VIP group in Detroit with our supporter's VIP travel package. This package includes airfare and accommodations for two at the Detroit Renaissance Center Marriott Hotel (Gold Cup

headquarters hotel), Gold Cup admission, credentials, and pit passes (except hot pits), access to the "Top of the Pit Tower" (the third floor roof of the tower in the pits!) and designated hospitality areas, invitations to the exclusive Grosse Pointe Yacht Club pool party and Detroit Yacht Club reception, a private tour of the Henry Ford Museum, special VIP parking, and lots of other fun and excitement. As the Gold Cup is hydroplane racing's Crown Jewel and the oldest active trophy in motor sports, you'll have the unique opportunity to experience this event from the inside with unprecedented event access. You'll have opportunities to meet and rub shoulders with Unlimited owners, drivers, officials, crew, sponsors, fans, and other participants. This event will be the ultimate opportunity for enthusiasts to experience a great event with unprecedented behind-the-scenes access.

The cost of the travel package is \$6,000, with a portion benefiting the museum by covering part of the exhibition expenses. Seattle's Children's Hospital and Regional Medical Center is also a beneficiary of this program.

Space is limited, so please reserve now. Contact Eric Mann at (425) 313-8890 or David Williams at (206) 764-9453 for reservations or additional information.

ABRA PUBLICITY EFFORT HAS NEW MAN

Bruce Madej, the Associate Athletic Director for Media Relations at the University of Michigan, has been named to oversee the publicity effort for the American Boat Racing Association for the 2006 season.

Madej is in his 24th year of coordinating media relations for the Michigan Athletic Department. He is responsible for the department's internet web site, publications, archives and coordinating the efforts of the media relations department.

He has been in powerboat racing through most of his career, working with the American Power Boat Association Offshore Racing Commission as the director of Public Relations and Marketing from 1980 until 1982 then working as a consultant through 1984. He also was a member of the Harmsworth Trophy Board of Directors in the 1980's and penned the unlimited hydroplane stories for the ESPN Season in Review Magazine throughout the early 1980's. Madej also raced stock outboards in the late 60's and early 70's.

In 1986, he took over as the Public Relations Director of Spirit of Detroit Thunderfest and held the position until 2002. In the last three years, Madej has volunteered for the Detroit River Regatta Association, helping with on-site media and doing the Public Address announcing for the Gold Cup races.

The 54-year old Madej has also worked as sports talent for various independent production companies airing his shows on ESPN, USA Network and PASS. In 1990, he handled the color commentary for the PGA's AmeriTech Senior Open golf tournament for WTTN-TV Cadillac-Traverse City. He has also hosted sports talk shows and handled radio play-by-play for hockey, basketball and baseball on WAAM and WTKA in Ann Arbor, as well as color commentary for basketball on WJR in Detroit. He has done play-by-play, public address and

commentary for boat races on WLLZ-FM, WXYT-AM and WWJ in Detroit, along with other various stations in Michigan, Florida and Louisiana.

- Brian Reed - DRRA Volunteer