

2010 Madison Regatta; A Hometown Win

by Craig Fjarlie

Photos from Karl Pearson

The 2010 season opened on the Ohio River at Madison, Indiana. The pits were bulging with 13 boats. The river was calm – at least, compared with recent years – and the sky was blue with no rain in the forecast. By the time the weekend was over, the hometown hydro, *Oh Boy! Oberto*, had notched a win before an enthusiastic crowd.

Testing and Qualifying

The first test session was delayed as patrol boats checked the river for debris. Next, a fire broke out at the Lighthouse Restaurant. Emergency crews rushed to the establishment that sits near the river shore, causing an additional delay. Finally, the river was open and boats took to the water.

Oh Boy! Oberto, driven by Steve David, set the pace with a fast lap of 154.575. Dave Villwock had electrical problems with *Spirit of Qatar*, but just before qualifying ended he turned a lap of 153.152.

The Formula team brought three boats to the race, U-5 *Formula*, U-7 *Graham Trucking*, and the back-up boat that they were “calling”



U-57 *Formula*, but still saying U-7. Jeff Bernard, in U-5, and J. Michael Kelly, in U-7, both had N2 violations and no official speeds were recorded. Jimmy Shane was slated to drive U-57, but the boat never made it to the water.

J.W. Myers turned a lap of 150.360 in *Peters & May*. Behind him was rookie Cal Phipps aboard *Miss DYC*. Kip Brown was next with Nate Brown's U-17 at 147.039. The boat had *Cruisin' Auto* written on the engine hood,



but still had *O'Brien Law* on the sponson. Brian Perkins turned a lap of 146.227 in *Albert Lee*, and Greg Hopp did 145.916 in Fred Leland's unnamed U-100.

Jimmy King made one fast lap in the piston-powered U-3. As he crossed the start-finish line, the engine began to lose power. He rounded the first turn and went back to the pits. Later it was discovered that owner Ed Cooper hadn't joined APBA, and he never signed the entry form, so King's lap of 143.241 didn't count. The boat never went back in the water all weekend.

Rookie Jon Zimmerman made a good showing in Ken Muscatel's *Boyland Nissan*, with a best lap of 143.036. Mike Webster drove *Matrix Systems* - which had *Broadway Tavern* added to the engine hood - to a lap of 134.940.

The temperature approached 90 degrees in the afternoon. Crewmembers from several boats had problems with dehydration. Qualifying was on Friday only. There would be testing Saturday morning, with heats 1A, 1B, and 1C Saturday afternoon.

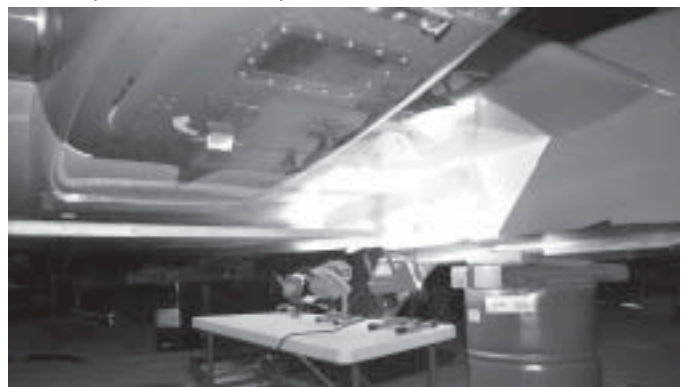
Heat One

The 11 qualified boats were drawn into three sections. Drivers made lane choice based on qualifying speeds. Because U-5 and U-7 had no official speeds, 2009 point standings were used to determine lane choice. Bernard scored more



points last year, so had priority over Kelly. In lane order, 1A would have *Oberto*, *Formula*, *Graham Trucking*, and *Miss DYC*. 1B would feature *Qatar*, *Albert Lee*, *Matrix Systems*, and *Boyland Nissan*. 1C would include *Peters & May*, *O'Brien Law*, and U-100.

A slight breeze was blowing downriver as the boats took the course for 1A. *Graham Trucking* led across the starting line and around the first turn. Up the first backstretch, *Oberto* closed the gap. As they entered the second turn, *Oberto* took the lead and slowly extended it. *Miss DYC* was third and *Formula* fourth. *Formula* went dead in the water after finishing and was towed in. Following the heat, minor hull damage was spotted inside *Oberto*'s left sponson. The boat spent the night on barrels as repairs were made.



Albert Lee led at the start of 1B, but was passed by *Qatar* at the apex of turn one. Villwock drove just fast enough to win. *Boyland Nissan* passed *Matrix Systems* when the latter nearly stalled in turn 2, lap 2. Webster managed to keep going and finished fourth.

The U-100 never left the pits for 1C. It should've been a cake walk for Myers, but it



wasn't quite that easy. He hit a buoy in the first turn, and was penalized an extra lap. *O'Brien Law* physically led the entire first lap, but *Peters & May* went by as they crossed the start-finish line. A lap later, *O'Brien* had a gearbox failure and coasted to a stop, done for the weekend. *Peters & May* ran the third lap and penalty lap

all alone.

As the last boat came back to the pits from 1C, the U-3 went on tilt and started home to Evansville. It's unlikely we will see the boat again this season. Ed Cooper has no sponsor for the west coast and he wants to solve a persistent engine problem.

Heat Two

The remaining 10 boats were drawn into sections 2A and 2B. Lane choice was inverted from heat one finish positions, except the two rookie drivers would start outside and back. Heat 2A would have U-100, Graham Trucking, Albert Lee, Peters & May, and Boyland Nissan; 2B would feature Formula, Qatar, Oberto, Matrix, and DYC.

Again, the U-100 never left the pits. Albert Lee led through turn one of heat 2A, but Graham Trucking charged hard up the backstretch. The two put on a great duel for the next two laps until Graham was able to start pulling away. Peters & May was two buoy lengths back in third, Boyland trailed in fourth. Following the heat, the Boyland crew discovered a broken doubler on the bottom. The boat was withdrawn from further competition.

Qatar led into the first turn of heat 2B and sprinted away from the field up the backstretch. Formula and Oberto had a spirited duel during the first lap, but Formula had the advantage of the inside lane and Bernard held off David's challenge. Matrix lagged and DYC passed it to take fourth.

Heat Three

Heat 3A pitted *Graham Trucking* against *Oberto*, *Albert Lee*, *DYC*, and *U-100*; 3B would have *Peters & May*, *Qatar*, *Formula*, and *Matrix*.

The U-100 did not leave the trailer for 3A. *Oberto* was in the lead as the boats rounded turn one, but *Graham* was in close pursuit. In the second turn, *Oberto* began to pull away. *Albert Lee* and *DYC* both slowed as they reached turn 2. *Albert Lee* got going, but *DYC* had broken a propeller and went dead in the water. The prop had gone up through the wing, leaving a gaping hole. Phipps had been momentarily out of control when the prop broke, causing *Albert Lee* to get



wet. Perkins initially called for a drivers' rep because of the incident, but dropped the matter when the team learned what had happened to *DYC*.

Heat 3B should have been a runaway for *Qatar*, but boat racing never comes with a guarantee. As the rest of the boats left the pits, Villwock was unable to keep the engine going. He tried several times, each time moving a couple boat lengths before stalling. The one-minute gun sounded, leaving Villwock with the



Unlimitedds.net photo

best seat in the house. (The crew had left a dust cover on the engine.) *Formula* and *Peters & May* had a great duel for the entire heat. *Formula* won by a couple boat lengths. *Matrix* was a half-lap behind in third. A few minutes after the heat, there was an announcement. *Formula* had a flagrant N2 violation and was disqualified from the heat. *Peters & May* was then moved up to first, with *Matrix* second.

Final Heat

The Final heat would have *Peters & May* in lane 1, *Oberto* in 2, *Graham Trucking* in 3, and *Albert Lee* in 4. The second row had *Matrix* inside and *Qatar* outside.

Scattered dark clouds rolled across the Ohio Valley and the humidity climbed as crews prepared for the final. The breeze started blowing up-river. The water was still race-able, but the river had a few bumps that hadn't existed during earlier heats.

Oberto was the first boat to leave the pits. The drivers played cat 'n mouse during the warm-up period. As the one-minute gun sounded, *Qatar* was ahead of the pack, almost under the Madison-Milton Bridge. The four boats on the front row had to go around the slow-moving *Qatar* as they approached the shape-up turn. Villwock was sandwiched between *Oberto* and *Graham Trucking* as the field went by.

The four boats in the front row hit the start even. *Oberto* pushed its bow ahead at the apex buoy of the first turn, but *Peters & May* and *Graham Trucking* kept pace as they started up the backstretch. Slowly, *Oberto* inched

ahead. By the time they reached the entrance buoy to the second turn, *Peters & May* was three lengths back, with only *Graham Trucking* still challenging the high-flying *Oberto*. Through the second turn and it was all over. *Oberto* powered away down the front straightaway and continued to extend its lead throughout the heat. Meanwhile, Myers used the inside to push Kelly and the two had a tremendous battle for second throughout the final. Kelly took second



Craig Fjarlie photo

by a couple lengths. *Albert Lee* was a steady fourth. The surprise was *Qatar*. Villwock finished fifth and was never a factor in the heat. *Matrix Systems* was well back in sixth.

This was almost a replay of 1A. *Graham Trucking* had a short lead over *Oh Boy!* *Oberto* at the start, but it didn't last long. Steve David overpowered J. Michael Kelly and went on to win.

As *Oberto* received the checkered flag, the crowd roared and car horns began honking. The cheering persisted for at least five minutes. Steve David was paged to the trophy presentation, but was surrounded by TV cameras and newspaper photographers and had difficulty getting away from his pit area. A huge crowd surrounded the fence behind the judges' stand, cheering as David and the team received the first place trophy. "Mike Hanson won this

race for us," David said, as he hoisted the Indiana Governor's Cup. It was the 60th running of the Madison Regatta, and it seemed fitting that the home town boat was the winner. As the crowd thinned, David spotted Ron Snyder at the edge of the crowd. The two shook hands and Snyder offered hearty congratulations.

"It was a little risky picking lanes for the final," David said, explaining why had selected lane two. "In lane 1, there's no room for error. I came out of the first turn with pretty good momentum."

The opening event of the 2010 season produced a popular winner, most heats had excellent racing, and regatta sponsor Lucas Oil received a great deal of publicity. It was a fine start to the season.



Steve David with the trophy for fastest qualifier ~ Jim Simpson photo



Steve David with Forrest Lucas and his wife Charlotte holding the Madison Governor's Cup ~ Jim Simpson photo

STAT BOX

INIDANA GOVERNOR'S CUP

Madison, Indiana, July 3-4, 2010

2 1/2-mile course on the Ohio River

QUALIFICATION U-1 *Oh Boy! Oberto*, Steve David, 154.575, 100 points; U-96 *Spirit of Qatar*, Dave Villwock, 153.152, 80; U-37 *Peters & May*, J.W. Myers, 150.360, 70; U-13 *DYC*, Cal Phipps, 147.352, 60; U-17 *O'Brien Law*, Kip Brown, 147.039, 50; U-21 *Albert Lee Appliance*, Brian Perkins, 145.227, 40; U-100 (no name), Greg Hopp, 145.916, 30; U-25 *Boyland Nissan.com*, Jon Zimmerman, 143.036, 30 points; U-22 *Matrix System Automotive Finishes*, Mike Webster, 134.940, 30; U-5 *Formula*, Jeff Bernard, No Time -- N2 violation, 0; U-7 *Graham Trucking*, J. Michael Kelly, No Time -- N2 violation, 0; U-3 (no name), Jimmy King, 143.241, 0 (withdrew, damaged engine during qualifying and decided not to register boat).

HEAT 1A 1) *Oh Boy! Oberto* [1] 141.106, 400 points; 2) *Graham Trucking* [3] 131.761, 300; 3) *DYC* [T] 125.214, 225; 4) *Formula* [2] 115.341, 169. Fast lap (1) *Oh Boy! Oberto* 144.277. **HEAT 1B** 1) *Spirit of Qatar* [2] 137.831, 400; 2) *Albert Lee* [3] 135.538, 300; 3) *Boyland Nissan* [T] 121.847, 225; 4) *Matrix System* [4] 114.514, 169. Fast lap (1) *Spirit of Qatar* 143.175. **HEAT 1C** 1) *Peters & May* [1] 104.262, 400; *O'Brien Law* [2] DNF -- gearbox failure, 0; U-100 [3] DNS -- battery short, 0. Fast lap (2) *Peters & May* 148.079.

HEAT 2A 1) *Graham Trucking* [2] 140.181, 400, 700; 2) *Albert Lee* [3] 139.457, 300, 600; 3) *Peters & May* [4] 134.563, 225, 625; 4) *Boyland Nissan* [T] 118.912, 169, 394; U-100 DNS -- battery failure. Fast Lap (2) *Graham Trucking* 140.510. **HEAT 2B** 1) *Spirit of Qatar* [2] 142.651, 400, 800; 2) *Formula* [1] 139.615, 300, 469; 3) *Oh Boy! Oberto* [3] 139.046, 225, 625; 4) *DYC* [T] 123.015, 169, 394; 5) *Matrix System* [4] 121.005, 127, 296. Fast Lap (1) *Spirit of Qatar* 146.274.

HEAT 3A 1) *Oh Boy! Oberto* [2] 141.558, 400, 1025; 2) *Graham Trucking* [1] 129.933, 300, 1000; 3) *Albert Lee* [3] 123.925, 225, 825; *DYC* [4] DNF -- sheared propeller shaft, 0, 394; U-100 DNS -- electrical problem, 0, 0. Fast lap (1) *Oh Boy! Oberto* 147.159. **HEAT 3B** 1) *Peters & May* [1] 143.785, 400, 1025; 2) *Matrix System* [4] 122.735, 300, 596; *Formula* DNF -- flagrant N2 violation, 0, 469; *Spirit of Qatar* DNS -- dust cover left on engine, 0, 800. Fast lap (2) *Peters & May* 144.624.

FINAL 1) *Oh Boy! Oberto* [2] 139.485, 400, 1425; 2) *Graham Trucking* [3] 135.953, 300, 1300; 3) *Peters & May* [1] 135.580, 225, 1250; 4) *Albert Lee Appliance* [4] 132.858, 169, 994; 5) *Spirit of Qatar* [TO] 122.419, 127, 927; 6) *Matrix System Automotive Finishes* [TI] 116.590, 95, 691. Fast lap (1) *Oh Boy! Oberto* 143.609.

COMPILED BY ALLEN STILES

U-3. The Go3 Racing team came to Madison ready to compete for the 2010 season. After qualifying on Friday, they suffered a burnt piston and some discussions were had with H1 officials concerning the interpretation of the qualifying rules. As a result of those talks, **Ed Cooper** made the decision to not compete and withdrew his team from the event. The team packed up the boat, equipment, and left the pits on Saturday afternoon. As for the rest of the 2010 season, don't expect to see the Go3 Racing team competing. For the official statement from Cooper concerning the issues with H1 see the Go3racing.com website.

U-9. The UNJ heard that H1 Unlimited contacted **Mike** and **Lori Jones** about racing in the west saying, "Mike Jones tells us we will not see the U-9 in Tri-Cities or Seattle this season."

U-10. There were some thoughts out there about what hulls were options for the Schumacher team to lease the rest of the season. Many people were expecting them to try and get the U-10, but **Adam Gregory** has come out and said that the boat is not for lease. Could that mean the U-10 will make an appearance for the Gregory family at Seattle? We will just have to wait and see.

U-13. **Scott Allen**, team manager for *The Spirit of Detroit* team tells the UNJ, "We are extremely pleased with how we are running. The boat is flying great and we are working on some minor "gremlin" issues that seem to have cleared up prior to our runs on Sunday at the Gold Cup." They had a short shaft let go in Madison, which propelled the prop up through the horizontal wing but repairs were completed before Detroit. Sponson modifications done by **Tim Ries** and crew as well as work on the turbines by **Bill Guckian** and **Steve Hinton** have really paid off. **Cal Phipps** driving has been impressive and the team continues to add to their inventory of props, gears, and set-up parts. **Dave Bartush**, **Cal Phipps**, and **Scott Allen** report, "The Spirit of Detroit Team is energized, have proven that we are back in the race, and plan on contending in the upper half of the unlimited field." The team's plans include competing in all the races for 2010.

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Lon Erickson

U-37. After the devastating incident in Detroit destroyed the front 1/3 of the newly rebuilt *Miss Peters & May* hull, **Billy & Jane Schumacher** have announced they will be leasing a replacement hull from **Fred Leland** for the remainder of the season. They will be leasing hull #0010, the boat that Dr. **Ken Muscatel** also leased and ran in the first half of the 2009 season. This hull had been a mainstay of the Leland stable since it first campaigned as *Znetix* in 2000. It has won the 2001 Columbia Cup as *Znetix II* w/**Terry Troxell** driving. **Dave Holley**, spokesperson for Peters & May said, "This is going to be a great opportunity for an up and coming driver. Pleased we are back in business and looking forward to Tri-Cities."

J.W. Myers broke five bones in his left foot. With primary their driver due for surgery and re-hab on his broken foot, the Schumacher's have selected **Jon Zimmerman** to drive the replacement hull for the balance of the season. "We thought Jon looked great running the U-25 in Madison and are very excited for him to join our team."

As far as the damaged primary hull, crew chief **Scott Raney** reports at this time, it's not a priority and those decisions concerning that hull and the new hull under construction will be made later. The team's immediate focus is on racing and competing in the current 2010 season.

U-57. **Ted Porter** surprised everyone by bringing the back-up hull (#9299) to Madison, giving it the U-57 designation, and entering the hull to qualify. The team had put some time into the boat in the weeks leading up to the race. With most of the attention going into the primary PPE hulls, U-5 & U-7, there weren't enough resources to get the boat on the water. After the U-17 lost a gearbox on Saturday, the Our Gang Racing team pitched in and loaned the Formula guys a motor. They successfully trailer fired the U-57, but didn't have all the matching hardware for the drive system (coupler). The U-57 didn't make the water in Madison and served display duty at the APBA Detroit Gold Cup (The U-number wasn't changed to 57 until Detroit). The U-57 hull is coming out to the Washington State races, but it hasn't been determined if it will qualify and compete out west.

WHERE ARE THEY NOW? by Bob Senior



H&RM collection

The "Boss," Jim Sedam above, and at right the Jon Staduacher designed and built *Chet's Music Shop* and sponsor Bill Coder.

Jim Sedam, resides in Madison, Ind. He is now retired and owner of Kentuckiana Paving Co. with 14 years of unlimited hydro involvement, partially with the Madison crew, and as owner of his own boat in 1983, the U-22 *Miss Tosti Asti* (1). Sedam purchased a brand new boat in 1984, the U-22 *Chet's Music Shop*, which raced under numerous names (19) through 1987. His driver was Todd Yarling. (Editorial note: Jim is a man of few words.)



H&RM collection

Todd Yarling, 53, resides in Hanover, Ind., and is a Marine Service manager. "My primary teams were U-22, U-200 *Miss Mecrusier*, U-9 *Stroh's Light*, U-11 *U.S. West Cellular*, UR-5 *The Edge*, and U-6 *Miss Madison*." He began driving unlimiteds in 1983 and retired in '92, then came back again in 1999. **Achievement?** "First to have a radio in the cockpit and later a video camera; one-time fastest lap holder for a stock Allison; Eye-witness to John Peddie's U-18 *Dobson the Mover* (former *My Gypsy*) exploding as I was passing him in '83 Detroit. I ducked down as his debris was hitting my boat." **Colorful characters:** "U-22 owner Jim Sedam (Boss Hogg) and wife Nancy (Lulu) made running the U-22 team and racing lots of fun, at the races and in their boat shop."



Ron Harsin Collection

Below: The U-22 *Miss Tosti Asti* (1) was the late Paul Sawyer's 1964 unraced U-17 *Alter Ego*. It was sold to Bob Schroeder in 1974 and raced

as the CU-22 then beached. It raced again in 1982 as the CU-22 *Miss Canada* at Houston and then sold to Jim Sedam. It was also Todd Yarling's first unlimited ride. Sedam retired it after the season and had a new boat built. On the hull are "Boss Hog" and wife Lulu, Tod Yarling in cockpit, crew chief Dave Steward, and the rest of the crew.



H&RM collection

The U-22 also raced as *Joe Ricci Spirit of Detroit (2)* in 1984; at right. In 1985, starting out as *Eagle Snacks*, it raced under eighteen different names through 1987 when it was sold.



H&RM collection

The last name Sedam's U-22 ran with was *Household Finance* at San Diego in 1987. It was sold to Jim McCormick, Bob Fendler, and Bill McFadden for 1988. It raced as their U-4 *Pocket Savers Plus* for one year. It later burned at McCormick's shop in Owensboro, Ky.



H&RM collection

The U-200 *Miss Mercruiser*, designed and built by Ed Karelsen, began life in 1980 as the U-100 *Shazam*, an experiment of John Provost to see if a lightweight/automotive-powered boat could be a viable unlimited contender. It was 28' in length, 12' at the beam, and first raced in 1985 with two inline 427 V-8 Big Block Chevy motors at Firebird Lake. They changed over to single supercharged 500 cu.in. Chevy V-8 engine for Miami in 1986. John Prevost washed his hands of it after the Miami race. Arty Ross took over and hauled the boat to the '86 Detroit Gold Cup. Ross offered Tom D'Eath the wheel, but turned it down. Todd Yarling and Jerry Hopp took turns trying to qualify, but both failed. Yarling jumped back behind the wheel of Sedam's U-22 *Cellular One*.



H&RM collection

after Sedam retired from racing Yarling joined Alan Vordemier's team in 1988, driving his new auto-powered U-9 *Miss Stroh's Light* at Evansville. It ran two V-8 Marine Ford motors.



H&RM collection

H&RM collection



In 1988 and '89 he also drove for Bill Wurster Jr. in the U-11 *U.S. West Cellular*. Photo was taken at Seattle.

H&RM collection



1991 saw Yarling behind the wheel of the UR-5 *The Edge* at Seattle and San Diego. This was originally Jerry Schoenith's 1983 Allison powered U-3 *Miss Renault*. The Rutkauskas Brothers purchased the hull in 1987 and re-powered it with inline twin 500 cubic inch Mercury Marine engines. It also ran as *The Edge/Hunan Harbor* (at Seattle on left), and *Rutt Enterprises Racing* (San Diego).

H&RM collection



Yarling shared the cockpit of Ed Cooper's U-3 *Oh Boy Oberto* with Mitch Evans in 1992, driving at Seattle. He left the sport for several years after this.

Jon Osborne photo



In 1999, Todd Yarling returned to drive the U-6 *Miss Madison* at five races then retired for good after the team's final race at Norfolk, Virginia.

Bill McFadden, 74, lives in Seattle, Wash., and is a semi-retired owner-president of Bill's Tire Service. He owned the U-20 *Rampage III*, which raced under numerous names in 1984, and U-4 *Oh Boy! Oberto* in '85. **Top personal achievement:** "I received the URC Outstanding Achievement award in '84. Leaving the class before I went broke!" **Most memorable:** "Eye-witness to the double-flip in San Diego." **Colorful characters?** "Most of them. I really enjoyed my relationship with Bernie Little, and meeting astronaut Allen Shepard." He always follows current unlimited races. **His advice:** "We need more newspaper coverage. Always keep the bottom side up. Don't get crazy, and stay solvent."



Photo from H&RM Collection



Leonard Dodd photo



Sandy Ross photo

This hull was originally Jerry Kelen's 1976 U-64 *Miss Vernors*. In 1983 it raced as the U-10 *Miss Pure D'Lite* and driven by Brenda Jones. McFadden purchased the boat from Pat O'Day after that season. The U-20 ran under six different names in 1984. It raced as *KZOK/Machine Rock Band* (4) at Pasco (above left) and Seattle. The crew chief was Al Thorsen and Jerry Hopp was the driver.

In 1985 it raced as the U-4 *Oh Boy! Oberto* the full season. In '86 the stock Allison was replaced by a turbo-Allison. Doug McIntosh became the crew chief and George Johnson the pilot. Bill McFadden left the sport after the season and the boat was put up for sale. It never raced again. It was last reported in the '90s to be somewhere in New Hampshire.

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File 10 photo

Limited driver **Kayleigh Perkins** (UL-72 *Foster Care*) will get some seat time running some lap behind the wheel of the U-1 *Oh Boy! Oberto* during Seafair week. It is a chance for her to get acclimated to the physical demands of driving an unlimited hydroplane and to get use to the differences in size and speed. Could we see her join her brother in the unlimited ranks? ~Jim Simpson photo



Jim Simpson photo

Book Review: **Legends Of Thunder**

Authors: Fred Farley and Ron Harsin, Produced by Deer Trail Publishing, copyright 2009 ISBN: 978-0-9796203-4-8, \$29.95 Paperback.

Order from publisher with \$3.50 shipping & handling@8681 W. New Bethel Road, Lexington, IN 47138 (812-866-5504)

264 pages, 371 assorted B&W photos.

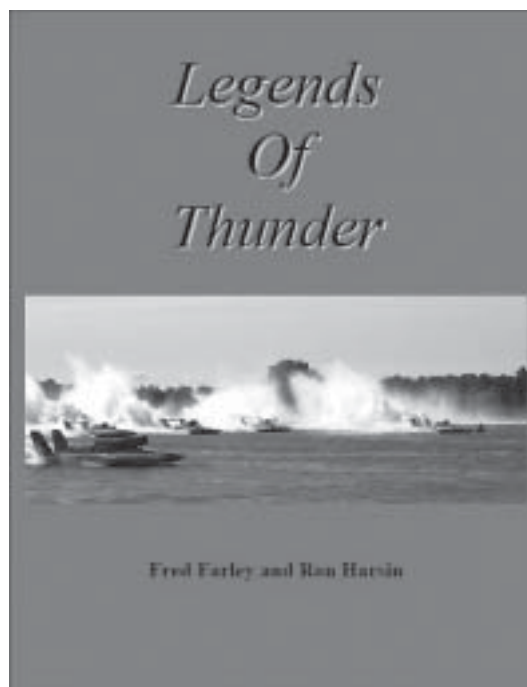
Legends of Thunder is the fourth book on hydroplane racing by Fred Farley and Ron Harsin.

The authors have compiled biographical vignettes of over one hundred personalities who have made the sport of unlimited hydroplane racing what it is today. The biographical sketches are presented in alphabetical order by their first names. The authors have used photos of the men along with the race boats associated with them, where applicable. This includes owners, drivers, sponsors, race officials and even announcers like O'Mara and Hendrick.

Most of the names are modern era, or post World War II. A few "early" greats are included, like Gar Wood and Herb Mendelson, and the ones that spanned both eras like Lou Fageol.

Pick your favorite personality, and you will be amazed at the factual stories that presented. There will something in this book that you did not know, until reading the dozens of short biographies. Everyone from Albin Fallon to Warner Gardner!

If you like reference books in your hydro-library, this book is a must. I highly recommend it for even the casual reader.



Review by: Kirk Pagel. Special Projects Editor for the Unlimited NewsJournal



From legendary Gar Wood to Bernie Little, and much much more.

Gar Woods photo from Dossin Great Lakes Museum

Bernie Little photo from H&RM



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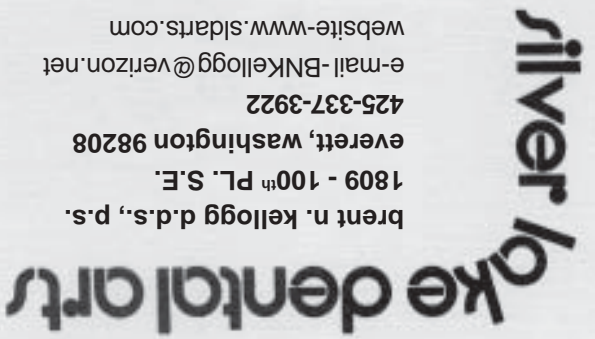
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