

# Maine Lobster Boat

## Racing Newsletter

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Chuck William's MJR. WEAKEYES leading Nick Wiberg's MISS KATIE at Rockland last year.

The start of the Maine lobster boat racing season is at hand and will begin at Boothbay Harbor this Saturday. On the following day we will be racing at Rockland. There has not been many rumours floating around, but there has been a few. Also the Maine Lobster Boat Racing Association (MLBRA) has two new sponsors this year.

During the winter MLBRA was informed that Motor Services Hugo Stamp would not continue their sponsorship this year. They sponsored us for the last three seasons and we thank them for their participation. At the Maine Fishermen's Forum in Rockland back in March Engine Distributors Inc. [Crusader] of Blackwood, NJ asked about sponsoring the races. Shortly after they agreed to come on board. Also, when discussing with Mack Boring about their yearly advertisement in the show program they asked about sponsorship and also agreed to come on board. This puts on a good financial footing.

The MLBRA's program is done and will be distributed the end of the week. This also made us some money, but could make more and be much more informative. The Association needs some assistance in accomplishing this and if you are interested please let us know.

Last year was a great racing season. The only thing that kept racers away was the good fishing and who could blame them. The highlight of the year was Galen Alley's FOOLISH PLEASURE setting the gasoline record at 68.9 mph, Alfred Osgood, owner of STARLIGHT EXPRESS, setting the diesel record at 58.9 mph, and the newest racing venue at MS Harborfest in Portland.

Is there anyone out there that is going to challenge FOOLISH PLEASURE for the gasoline record? Ellery Alley's UNDER DOG of



Father and son (Fred and Marshall Farnham) battling in heated battle at Boothbay in 2010.

Jonesport did not make it out last season following the engine failure on the dyno. He presently has an engine (particulars unknown) all ready for this season, but is not expected to bring her out until Moosebec. Those that have seen this engine, says she looks very capable. This should make for a very interesting race at Moosebec on 2 July.

The Engerts of Boothbay, owners of THUNDERBOLT, came out for the last two races last year and really did not fair well with engine issues in Gasoline Class D. During September they continued to work on the engine and boat, and it is said that she was going much better. She very well could be the wild card.

There was rumour of another boat coming out to race in this class, but that has changed a bit. Troy Alley of Jonesport was asked

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to build a 31-footer, which was going to be powered with a huge gasoline engine. However, due to time constraints this has been changed and she will now be powered with twin 250 hp outboards. They were hoping to have her done for Boothbay, but they now say Moosebec.

Everyone always wonders what Steve Johnson of Long Island has been up to? Well, the rumour is that the Jingle Johnson 28, which was powered with twin 454 hooked front to back is coming back out for Boothbay. Last year he brought her to Boothbay, but one of the engines went sour and she did not even make that race or reappear at any other race. However, this winter some modifications were made and she is now fitted with twin 200-hp outboards and the two 454 cid engines. It has been said that with just the outboards she is running at over 40 mph. So what will she do with all four engines? I guess the bigger question is what class do you put her in?

As for other rumours in the Gasoline Class, the LORNA R. is going to reappear with a 496 cid and will be raced by Rocky Alley of Beals Island. She proved her speed while being run by Galen Alley, before he replaced her a couple of years with FOOLISH PLEASURE.

Also, Walter Rich of Bass Harbor repowered his FROSTY PUNKIN, but says that it has not made that much of a speed difference.

In the Diesel Classes there are not many rumours floating around. What is known is that David Grant sold VENOM to someone from Saco and she will be racing again this year. We all saw the sad photographs of Ryan Post's INSTIGATOR up on the rocks in Spruce Head back in April. He has always been the start boat for the Rockland races as well as competed there. He has purchased another Wayne Beal 40 with an 800-hp engine and we hope to see her at Rockland.

There were some minor changes made at the Annual Meeting and Awards Banquet held at the Trade Winds Motor Inn in Rockland last October.

#### **RULECHANGES**

It was proposed and agreed to that we allow dry exhaust on gasoline powered boats in Classes A, B and C. We will also allow fuel injection in gasoline powered boats, since all the engines being made today come through fitted with it.

There were no changes made to the racing classes.

#### **RACEVENUECHANGES**

Our first race of the year, Boothbay, has made a change this

year. We will again sign up at the entrance to the dining room at Brown's Wharf on the east side of the harbor between 0800 and 0900. The dining room will also be open to the racers and the public for breakfast. The change is that the awards will be handed out on a float in the middle of the harbor. They also might have a party at one of the local waterfront restaurants following racing. This change will allow those heading to Rockland for the party on Saturday night and the race on Sunday to leave earlier.

There are no changes at Rockland, Moosebec Reach (Beals Island-Jonesport), Searsport, Stonington, Friendship Harpswell, Winter Harbor and Pemaquid.

Friendship again will not run on the same weekend as Friendship Days. This worked really well last year, with a lot more people showing up to watch the races.

Harpswell made a major change last year moving their venue from Pott's Harbor off Dolphin Marina to off the docks at Mitchell Field. This afforded better viewing from land, which meant more spectators for the races and the exhibits set up on land for Harpswell Days at Mitchell Field.

Lobster boat racing returned for the first time in more than 20 years to Portland Harbor last year. This race was held in conjunction with the MS Society's Harborfest and it was a great event. The only change this year is that the lobster boat and tugboat races will be held together. This event is a fundraiser and last year the lobster boat racers raised over \$11,200 for MS and they certainly want to better this for 2011. So if you are looking for a great time the weekend begins with a party at Andy's on Commercial Street Saturday (21 August) night.

Aura 360, who is interested in creating a television show about Maine lobster boat racing, sent an e-mail a couple of months ago saying that there was interest by a couple of networks, but nothing concrete at this time. A British film crew will be in the United States this summer and would like to film a race for their show. Their plan is to film at Harpswell races, but also think they might be at the Moosebec races.

The racing season will conclude with the Annual Meeting and Awards Banquet at the Trade Winds Motor Inn at Rockland on 22 October. The annual meeting is important and will be held before the award's banquet. This is where changes to the rules or classes are made for the following year as well as the election of officers.

All in all this is shaping up to be another great season!