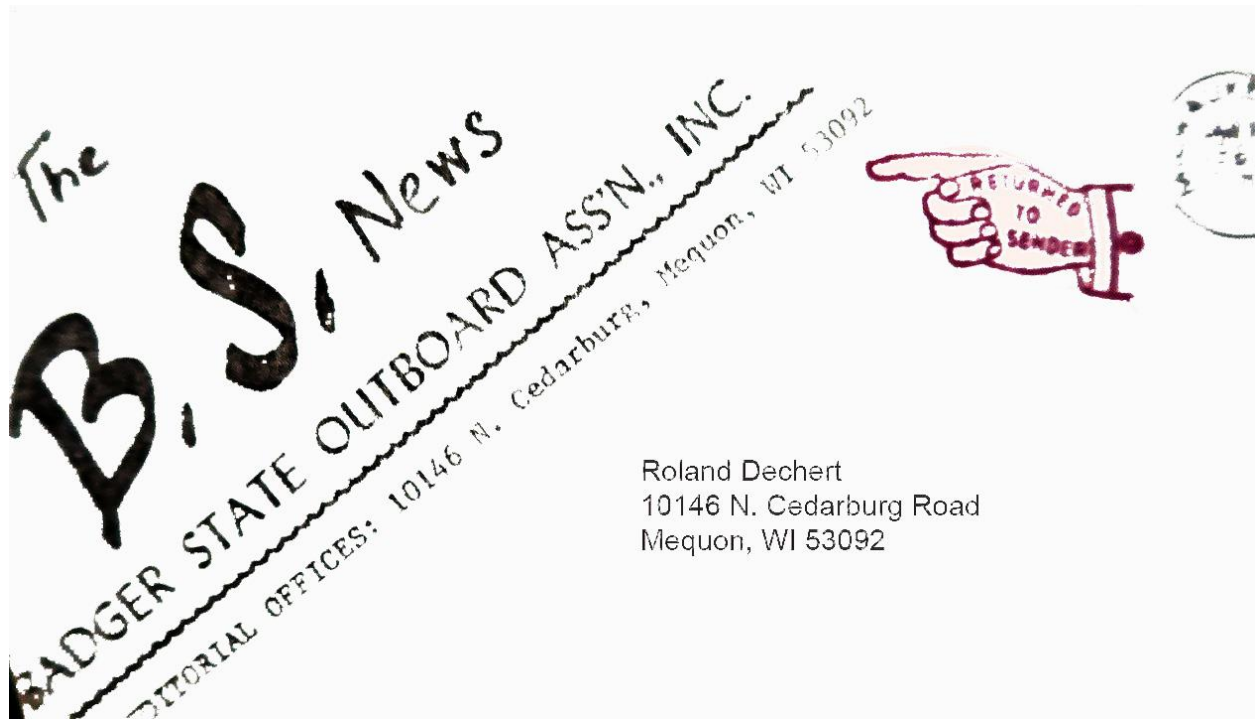


THE BEST OF



This Personalized Copy Expressly Prepared For:

(write your name on the line)

4-word

In this retrospective, anything in italics is background explanation for those who were not there at the time of publication 35 years ago. The items from the actual issues of the BS News are not italicized.

Up until 1980, Badger State Outboard had survived very well without a newsletter. This was about to change.


- *At one of our monthly meetings Roger Pryzbyla suggested we start a monthly newsletter to inform meeting non-attendees of what had transpired.*
- *Over my objections, I was unanimously voted to be the writer/editor.**

The format was a single sheet of legal-size paper, tri-folded so it could be mailed on the cheap.

The first or gestational issue played off the club initials, BSOA, and the BS News was conceived. I had no idea what the club members wanted ... after all, there were many options. Meeting minutes, of course, but with only that, most of the page would be blessedly blank.

So, I made up absurd examples of what filler could be added and mailed a trial or gestational issue. It had a "For Sale" section ... a Driver Profile ... useful information (but outnumbered by misinformation) ... and some plain old made-up BS which also describes the For Sale, Driver Profile and Useful Information sections.

You could pretty much say this gestational issue was really a bunch of crap. For example, a For Sale item was ...

FOR SALE: Brand new 25ss engine. Must sell by Jan. 26. First \$150 takes. 786-2 

This ad, course, was a fake. I smeared the ink on the phone number on purpose. Several BSOA members scurried around trying to find the actual number, which, of course, did not exist.

All this initial issue was meant to do was to get feedback about what topics BSOA members were interested in so I could then do a helpful, straight-forward newsletter with those ideas. So, the final newsletter could include all kinds of things. The possibilities were as endless as my examples were mindless.

As it turned out, the most popular part of this gestational issue was ... the crap.

The BS News was going to live up to its name.

Only one member voted against its continuance ... Roger Pryzbyla, who made the original motion to have a newsletter.

**Not actually unanimous – I voted against myself. Why give myself a thankless job?*

Reprint of the Trail issue, Front Page

LETTER FROM THE EDITOR

After being near-unanimously voted in as Editor (only one "nay" vote -- mine), I decided I'd be damned if I want to write something nobody will care to read. My philosophy is to publish what you want, not what I want, and it's got to be more than just the minutes of the last meeting. Those of you who attended know what happened; those of you who don't attend meetings may not care.

If you have something to say to the membership please send it to me and I'll publish it. It would be a lot easier for me to share this job.

I intend to make this thing partly serious and partly fun. If you don't like it, please let me know. Then I can quit. Thanks.

LETTERS TO THE EDITOR

When you showed me an advance copy of the B.S. News I first thought the B.S. stood for Badger State. Then I read it and realized the B.S. obviously refers to something else.

Jim

Dear Jim: Up yours.

The Editor

COMING ATTRACTIONS

JANUARY 19: BANQUET. If this is the first time you heard it's on the 19 th, you missed it.

FEBRUARY 5: MEETING. at For Pete's Sake (formerly Bressler's Ranch)

14640 W. Capitol Drive
Brookfield

Starts at 8:00 pm -- NO RESERVATIONS NEEDED. YA'LL COME!

QUESTIONS & ANSWERS -- by BUZZ

DEAR BUZZ: I want to win the National this year and want to buy an insurance policy that will pay me \$1000 if I don't take first. Who sells this type of insurance?

Mike Crawford

DEAR MIKE: We checked around and did find such insurance. The rates vary by each driver's chance of winning. In your case the premium would be \$47250. This is not a wise investment because most race officials can be bought lots cheaper.

DEAR BUZZ: I was toolin' down the back strait an alla of a sudden theirs alla of these f_____ boats comin' rite at me. What gives?

Sullivan Brennan

DEAR SULLIVAN BRENNAN: It figures. With a name like that you're bound to go through life backwards.

DEAR BUZZ: My 35 block cracked by the exhaust port webs. What's wrong?

John Puestow

DEAR JOHN: Nothing's wrong. This is perfectly normal. It needs replacing.

Reprint of the Trial Issue, Back Page

ATTENTION! ALL MEMBERS WHO HABITUALLY SKIP MEETINGS !!!

IT'S NOT TOO LATE !! Join us on February 5 and hear John Rama read the minutes.

MINUTES OF THE LAST MEETING ... (for those who "just can't make it" on Feb. 5)

Meeting called to order at 8:30, January 8

Old Business: Sam Hemp reported banquet will be Jan. 19 at Menomonee Falls Holiday Inn
Erv Julien reported assignments to committees, work details for Nationals.

New Business: Erv Julien reported status of possible Neosho race. Norm Schaub handling discussions with potential sponsor.

Roger Pryzbyla motioned that a newsletter replace the post-card meeting announcements. Motion carried.

Some bastard motioned that I be named editor of such newsletter. Motion passed with only one "nay" vote. Mine.

(FOR THOSE WHO ATTENDED: WAIT 'TILL YOUR WIVES READ THIS!) Meeting adjourned at 9:00.

And where were you until 12:30?

NATIONALS UP-DATE

PERSONNEL:

Pre-Race Co-Chairmen: Sam Hemp/Pete Mersberger
Race Week Chairman: Don Allen being asked to fill job.
Referee: Bucky Makofski
Alternate Referee: Bill Daseke
Chief Scorer: Barb Becherini
Chief Inspectors: Walter Menzies (boats)
Edgar Rose (engines?)
Treasurer: Al Becherini
Secretary: Chip Trampe
Flagmen: Lee St. Clair/Pat Quigley
Cannoneer: Sullivan Brennan



CLASSIFIED ADVERTISEMENTS -- Editor Assumes No Responsibility For Accuracy Of Merchandise Descriptions Or Honesty, Integrity Or Morality Of Sellers.

FOR SALE: Brand new 25ss engine. Must sell by Jan. 26. First \$150 takes. 786-2

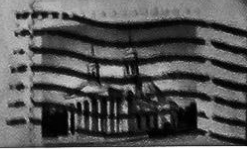
FOR SALE: Wife says these go or she goes. 20ss and 25ss engines, Craig pickle hydro, 2 rack trailer. Your choice for \$1200, take rig or wife.

WANTED: Trophies. Will pay up to \$5 for first places, \$2 for seconds and \$1 for thirds. Need soon before I throw party for business acquaintances.
Sullivan Brennan

WANTED: Will pay up to \$1.00 for all trophies Sully didn't want. Eric Dechert

WANTED: Komorowski-built D runabout to complete collection. Jim Komorowski

The News ASSN., INC.
Neosho, WI 53092



DRIVER PROFILES

The usual way to get information about a person is through an interview. But the BS News will be more efficient than that. First I will write whatever I feel like writing. You can correct that at the next meeting with your complaints.

Note: It is not uncommon for someone to forget to bring something to the first race of the season, such as Dick Willett opening his motor box and realizing his engines were still in the basement.

But it is rather rare to forget to put the boat on the trailer. Dick Engler and his son Dean did just that. In the pits they yelled at each other at the same time. This backgrounded my favorite Driver Profile, but keep in mind that I added to the story:

The Dick and Dean Show

Dick Engler:

Dean Engler:

In the pits after getting to the race site ...

“Why ain’t you out there runnin’ 20?”
“Cause you’re the one who runs 20.”
“Where’s the boat?”
“Didn’t you bring it?”
“You dumass ...”
“Nex’ week I’ll run the 20.”

“Why ain’t you out there runnin’ 20?”
“Cause you’re the one who runs 20.”
“Where’s the boat?”
“Didn’t you bring it?”
“You dumass ...”
“Nex’ week I’ll run the 20.”

Later at home ...

“You put the trailer away already?”
“No, didn’t you?”
“Did you leave it in the pits?”

“You put the trailer away already?”
“No, didn’t you?”
“Did you leave it in the pits?”

And then at the next race ...

“Why ain’t you out there runnin’ 20?”

“Why ain’t you out there runnin’ 20?”

More driver profiles follow ...

MORE DRIVER PROFILES

Bill Leutner

This month we thought we'd profile a driver with lots of experience, and nobody's been at this sport longer than Bill "Grey Fox," "Leutbomb" Leutner. It might be easiest to just review his more recent years.

A few years ago, Bill had a perfectly running Stippich DSR. A proven winner. But Bill knew he could do better, so he sold it to Jon Walters, a driver who spent more time sailing than racing outboards.

This proven rig demonstrated that it could even win at the helmsmanship of a sailor. So, knowing just what to do, Bill bought the boat back from Jon. Using his experience, gained from more years of racing than you or I could ever amass, Bill knew just what to do with the boat. He improved it. He narrowed the bottom. The results spoke for themselves. He proved the boat had been a winner the way it was originally built.

Shortly thereafter, continuing to draw on his wealth of experience, Bill built a boat with one of the widest bottoms you ever saw. Again the results spoke for themselves, proving the Stippich had the bottom width just right.

Returning to his strategy of buying proven winners, Bill bought another Stippich from Dave Schmitzer. Now, some of you may think Bill will widen the bottom. Others may think he will narrow it. But that's because you can't draw from as much experience as Bill can. Bill's secret will be to lengthen the boat. That way it should get to the finish line sooner.

Eric Dechert

This month we interviewed Eric "Better Late Than Never" Dechert. During then interview he gave his competitors fair warning: "I'm gonna win lotts races in 1980," he emphasized. He expressed surprise when told this was already 1982.

Pete Mersberger

What's built like a Mack truck, sturdy as Jello and drives like a Tommee Tippee? "Big Burger" Mersberger, that's what! He's so big it's rumored he has the biggest moon in the solar system.

At first glance Pete looks like any pair of Sumo wrestlers, but then you realize it's just one big mass that can drive a boat builder nuts. "It's terrible," said Walter Menzies, builder of HammerCraft race boats. "This guy needs a balsa super-tanker and a helium-filled helmet."

Pete made quite a splash his rookie year with a near-perfect season. He drove a DSR that he dumped thirteen times – and then he spoiled it with a mechanical DNF. However, we have confidence in Pete – we're sure he'd have dumped it if the engine hadn't failed him.

Sullivan Brennan

I thought this was the best one yet, but my wife censored it. Blame her. Except for Sully, who can thank her.

Earl "Smoke Gets in Your Eyes" Granrath

Earl always looks for the shortest way around the race course. The most recent problem with this approach was that the patrol boat was already parked in his turn line. Maybe he should leave his cigars in the pits. Smoke apparently fogged his visor.

MORE MORE DRIVER PROFILES

Bob Holtz

Actually, we never got a chance to interview Bob. We'd wait for him to finish his CSR race, but we would run out of patience and Bob would run out of sunlight. So we interviewed his wife, Ardith.

BS News: Do you ever worry when Bob's in a race?

Ardy: Not at the start of the race. Many wives worry about the start and the first turn, but I don't worry until the leaders catch up to him.

BS News: What do you do while Bob's on the race course. We know that when their husbands or boyfriends are racing Cindy Mersberger drowns out the PA, that Dick Engler wonders why Dean isn't out there in the 20, that Pam gets embarrassed and that Jean hangs her head in shame – but what do you do?

Ardy: I watch the grass grow. Or, if it's late in the season, I watch the grass turn brown.

We had to end the interview at this point because they gave Bob the black flag because the officials had gone home.

Jerry Wienandt

Jerry is a very successful driver in E-mod hydro. Some people have said that Jerry is uniquely suited to modified racing because he is a modified person. As proof, they cite the way he talks. True, Jerry does talk funny, as in strange. Virtually everything he says is a pun, a form of speech only one step below Pig Latin.

I had tried to write this profile for some time using puns as prolifically as Jerry uses them. I found this absolutely impossible to come up with even one pun, which, of course, is a positive reflection on me.

So, how would Jerry describe the following:

His Mother's sister who repairs boats

a carpenter aunt

A dizzy child

a turn boy

A boat that really flies

a hydro plane

The Orihula race site

a crash course

A band new up-to-date mod engine

a mod mod

A phone call from TV news

a tely-phone

A dinner served to a cat

cat-sup

Roger Pryzbyla

He actually spells it Pryzbyla. Impossible sequence of letters. In a spelling contest he would either be the only one who can spell his name or the only one who can't.

Roland Dechert's Trailer

Overheard while his trailer was being pushed into the pits at Neosho ...

Roland: "STOP !!!!!"

Pushers: "What?"

Trailer: "Splash"

RACE COURSE SAFETY

APBA put together a Safety Committee for the obvious reason of improving safety.

APBA assembled a committee of Category Commissars and Drivers to come up with great safety ideas, and once again we saw how committees think: ask for mouse, you get a hippopotamus. Obviously we had the wrong people on the committee because oftentimes, the drivers are the problem, not the solution. As drivers we blame anything but ourselves. We blame our accidents on:

- The boat. “The boat caught some air.”
- The water. “A big wave came along and turned the boat over.”
- Or: “There was this hole in the water and it ...”

We needed more objective reviewers. First stop, the vast resources of the Federal Government. OSHA, the Surgeons General's office, DOT and more. They recommended warning labels, signage and product redesign.

- Dashboard stickers “Warning, driving this boat could be hazardous to your health”
- Digital clocks displaying with driving regulations
- Funding further development of Sullivan Brennan's safety gear

Needless to say, we searched further. If a large complex organization wasn't helpful, try something simple. Guru Bhagwan Rashneesh can right to the oint without even knowing why we can't see him. The conversation went like this:

- Bhagwan: “You must have more faith in your driving”
- BS News: “But, Bhagwan, some of our guys dump so often they already seem to drive on blind faith.”
- Bhagwan: “Oh. Then they should drive with their eyes open.”

So we had to continue our search elsewhere. Perhaps not with another guru – as you can see, they seemed too philosophical (i.e., so simple, yet so unfathomable), and we wanted results.

The genius struck! Whom should we consult other than Ralph Nader? Concerned with safety. Willing to butt in on anyone else's business. Even more opinionated than guru Bhagwan Rashneesh. And Ralph always had the answers before being given the questions.

Reinforcing the wisdom of OSHA, Ralph Nader demanded that we enforce the National 55 mph speed limit plus add a 35 mph limit in the turns and other congested areas like the starting chute. He said it was necessary even though some drivers would be willing to pay the speeding fine in order to win. He also advised that we do as he does and not drive ourselves. Like him, we should hire law students to do the driving, and we would ride along as passengers.

And he added that, while speed limits were mandatory, they were not nearly enough. We would also have to attack our core problem – one, he said, that only he had the background and knowledge to understand.

Mr. Nader told us that our rear-engine, rear-drive boats were miss-designed in exactly the same way as the Corvair.

Our equipment is unsafe at any speed!

EQUIPMENT SAFETY

To his credit, Sully Brennan was very interested in racing safety. Of course, this became a frequent BS News topic.

Sully was – and still is – a very successful entrepreneurial and inventive person. In his last business before retiring, Sully designed, manufactured and installed production line equipment to world- wide customers: North America, Australia, Europe, Asia.

Something many of you may not have known about Sully is that he restores 1950s cars and wooden boats. He does all bodywork, woodwork, interiors and mechanical work himself.

His primary focus is Oldsmobile cars and Century boats. His shop has several 1st place and Best of Show trophies from annual National Oldsmobile meets and wooden boat meets.

Of course, the BS News could not fail to take advantage (abuse?) of Sully's inventiveness and other abilities. I made up absurd safety inventions and attributed them to him.

ADVERTISEMENT

NEW GOODIES FROM BRENNAN INDUSTRIES

be safer with our

Chain Mail Helmets	\$649.95
Air Bag Life Jackets	\$1,729.95
Nerf Props	\$2.99

NEWS YOUSE KEN USE

Happy New Year

Before the time of Christ they counted years in terms of BC's. In those days people were so retarded that they actually counted the years backwards. It has been incorrectly rumored they changed to AD's (whatever the Hell ADs means) because of the birth of Jesus. If that were true, I think the years would be counted as AC's or AJ's. I think what really happened is, because they were counting backwards, they ran out of numbers when they reached "0." So they had to start all over again, but realized they should count forward this time.

So why am I telling you this in March? Well, the BS News is now a year old. In commemoration, BSOA will start counting years in BS's. And from now on the New Year will begin in March. So come to celebrate New Year at the January 1 BSOA meeting at Pinnacle Peak. It's on Tuesday, March 3rd if you're still using the old calendar.

Our 1982 BS News Off-Season News Alerts Included the Following

It's December, and nothing is happening in boat racing. So, in order to exist, the BS News has to publish everyday events ... just like the Milwaukee Journal. Here's what happened today:

Science: A team of Polish astronauts is on its way to place a flag on the sun. The Irish Space Administration said they are crazy, "It's dark in space. How will they ever find it?"

International: Still claiming their territorial rights include the Gulf of Sidra, Libyan planes today shot down a seagull. Strongman Moammar Qadhafi was quoted as saying, "The seagull fired first."

Elsewhere, Tasmanian students overran the Sri Lanka embassy in Holland this morning. We believe it to be a conspiracy because the same thing happened at the same time in The Netherlands.

Crime: Those Milwaukee police officers are in the news again. Late last night they had to protect themselves against a corpse that was resisting arrest. The corpse, who it appears had earlier been shot in the head, was loitering on police department property. Chief Brier again defended his officers: "We don't see this as a murder case," he said. "You people of the press keep trying to make offenders look like victims. The corpse was clearly violating the city vagrancy law. It also resisted arrest by refusing to walk to the police van. I've said it before and I'll say it again – those who resist arrest must be forced to comply." The chief further challenged the press by asking, "If the corpse came to the station asking for help, why was it hiding under four feet of snow?"

Ex-Judge Christ Seraphim, Defrocked, said that if he were still on the bench the corpse would be sentenced to life.

Weather: The BS News is the first-ever journal to publish a Whole Earth Weather Report. "Today the Earth will be partly cloudy with scattered precipitation."

Boat Racer Insights

These really are actual quotes, and they are among the very few things I did not make up. I simply could not resist including them in various issues of the BS News. They were used as "Quotes of the Month."

Report on the Hall of Fame Banquet

Del Snyder reported: "After the banquet I don't remember no more."

Race Conditions

Bob Holtz reported: "When the water's that high it's up closer to the wind."

And Jerry Weinandt: "Most of the wind is above the water."

Mod Nationals

Lyle Mason, Mod VP: "We have always been a sloppy organization, and to follow the rule book at the Nationals would be inconsistent."

Safety

Name Withheld by Threat: "You just know it's not your day when you start out by cutting yourself on the toilet paper dispenser."

Maleness

Pete Mersberger: Men can't sustain childbirth, and that's an actual fact."

But I also made one up:

My wife: "Just because we have a water bed doesn't mean he has to sleep with the damn DeSilva."

ADVICE FROM BUZZ

No newspaper is complete without an Advice column. This meant that "Questions & Answers by Buzz" was a journalistic necessity. Buzz Schidt had a monthly column.

Choosing Piston Rings

There are two arguments regarding piston rings:

1. Rings add to the engine's compression and add more power
2. Rings cause friction and slow the engine

Rather than make a recommendation, the BS News feels the decision whether or not to use rings should be an individual choice.

Torquing Nuts and Bolts

You can either spend about 25 bucks on a torque wrench or you can do as described in the MG shop manual: "tighten to within ¼ turn of breaking." (*This is actually in the manual!*)

20SS Inspection Issues

Stock Outboard Commission Ruling "... the biggest problem in inspecting 20ss engines is with the gear case dimensions. (The) solution is for each inspector to carry a 'reference' foot in their kit. Drivers would have to have an almost identical foot on their engines to be legal."

Because there is a wide variance in the "out of the box" Yamoto 80 gearcases, the BS News recommends to all 20 class drivers that they become inspectors. That way, whatever they run will be their own legal reference, and the problem is solved.

The complications of Yamoto 80 rules interpretation gets more complex. Now it seems all engines are officially declared legal until they disqualify you ... for whatever.

Job Search in a Bad Economy

In this economy, an important question can be, "How can I afford to race when I'm not employed?" Well, you just need a working wife. If you never married because you fear the obligations, STOP WORRYING! You're unemployed! You aren't expected to meet any obligations! Your new wife – only marry an employed woman by the way – will shoulder the obligations. So, problem solved! Voila! But, if you presently have a non-working wife, help her get a job in a field underrepresented by women. Then she can use affirmative action to get the job. A good career would be Sumi wrestling. Yes, she will have to gain some 300 lbs., but luckily, the weight gain will be for professional reasons. Your food costs will be tax deductible.

More on Job Searches in A Bad Economy

Some of you responded to my previous advice saying you don't want to get married. A ploy that has actually worked in the courts is to change your last name to something Spanish. The civil rights act gave advantages to those with Spanish surnames; it is not required that you actually be of Latino descent. All you need is a Spanish last name! Name change = job!

Another option: if your US ancestry goes back far enough you can claim to have Indian blood. Then you can argue that your property is tax-free tribal land, although this might be difficult to do with an 80'x125' lot with a 2-story center hall colonial in Wauwatosha.

If that fails, you could get a sex-change operation and join the National Organization for Women. According to the US census, women only make up 52% of the US population, obviously qualifying as a minority group. If this seems too extreme, compromise and merely become a transvestite.

Buzz Helps Sully Brennan

Dear Buzz:

I designed a new helmet that is a major safety breakthrough over the hats that we are now wearing. It is fitted like some of the ski boots of ten years ago.

The helmet fits better because it is hinged at the top so that it opens up over the head. This allows a much closer fit. Current helmets wobble because the bottom opening needs to be large enough to get your head through. When someone buys my helmet it gets put over the head and each half is filled with foam which, when it hardens, makes a helmet that exactly contours to that person's head. Put it over your head, clamp the halves together – perfect fit.

The outside of the helmet is also a big improvement. My first design consisted of two layers of chain mail – the linked metal mesh that knights-of-armor used to wear – with plasticized concrete in between the layers. It worked fine except it rusted.

I improved it by covering it with the same stuff they use for the helmets that everyone is wearing now. Then I made it even better by covering that with three inches of hard rubber so that instead of the head getting bounced inside the helmet, anything that hits it bounces off. I tested this helmet last season, and the only problem is that it's heavy. In fact, it gave me such a high center of gravity that it flipped me in the first turn at Lake Zurich. However, I correct this minor flaw without any loss in the helmet's structural integrity.

I added another layer of chain mail (which, I admit, added rather than subtracted weight) but in-between it and the rest of the helmet is a hollow space filled with helium. As you know, helium-filled balloons rise in the air because helium, lighter than air gives a negative weight effect. This negative weight reduced the effective weight of the helmet considerably, although the volume of helium required to offset the other materials did make the helmet much bigger. But, it is down from a weight of 83½ lbs. to only 21¾ lbs. And, the size is still not much larger than two 35ss powerheads. How do I get this helmet approved?

Dear Sully: Send it to OSHA. They mandate things like this.

Dear Buzz:

When I flipped at Lake Zurich last year my boat ended up with a hole in the bottom. It is back by the transom – it's about 4½ feet long and 3½ feet wide. How should I fix it?

Dear Sully: That's the deck and cockpit, dummy. Turn the boat over so it's right side up.

Dear Buzz:

I still have recurrent nightmares about my flip at Lake Zurich. They make me spend most of my waking hours thinking of ways to make racing safer (such as my helmet design) and most of my sleeping hours wetting the bed. It just dawned on me that the fins on the bottoms of the boats are the wrong design. They don't work. Look at how many boats turn over. The fins are either too small, too lightweight or both. I just added a fin from a retired America's Cup racer to my boat. I'll test it next week and report the progress.

Dear Sully: And while you're at it, do me a favor and wear a seat belt.

Dear Buzz:

I finally heard from OSHA regarding my new helmet. As you opined, they thought it was great, and they forwarded it the National Highway Traffic Safety Administration. But, unfortunately, NHTSA Secretary Joan Claybrooke condemned it although she did agree it was a wonderful design. She feared it was an unbridled attempt by my company to usurp the government regulators who should have originated and mandated this design. Further the DOT feels the helmet also needs an airbag. Any ideas how to add an airbag?

Dear Sully: Just put your head in the helmet.

Dear Buzz:

As you know, I'm concerned with racing safety. I recently described my new helmet. Now I realize that the biggest risk in the water is the water. Life jackets and things are nice, but they don't get to the problem directly. The most dangerous water is the water under the boat. The spray is safe. Instead of relying on life jackets, an indirect approach that still allows the use of dangerous water, we should change the water we use. Here's how it can be done. We build and race in large circular stadiums like car washes. Then most of the water would be the safe spray above the boat.

Dear Sully: I'd say "Good God!," but you'd probably take that as an endorsement.

Dear Buzz:

I tested my new fin idea using a keel from an America's Cup yacht. There was a problem with the boat, however, because it sank. Salvage would cost \$87,500 because they would need to float a crane. Any better advice?

Dear Sully: Didn't you know the captain is supposed to go down with the ship?

Dear Buzz:

I'm tired of the stuff you write about me. I have a high IQ too.

Dear Bob: You misspelled two.

Dear Buzz:

What's the deal on that dumb stunt where Del went straight instead of taking the first turn at the Divisionals?

Dear Norm: Actually, Del is smarter and more worldly than you think. Del realized that if you keep going and circumnavigate the Earth you will get back to where you started, the start/finish line, without having to slow down for the turns. He would have won the Ferdinand Magellan award except he ran out of gas.

Dear Buzz: Does President Reagan's tax reduction mean I can keep more of my race winnings?

Dear Sully: Yeah. And if you use it for an IRA account you can retire on welfare.

Dear Buzz: I found the error in "Can You Spot the Error?." You misspelled Deene, my son's name.

Dear Papa Engler: That was not the error. And I spelled Dean correctly.

EDITORIALS

Buzz's brother, Bernie Schidt, covered National APBA News.

Bernie's column was "News Youse Kin Use."

Bernie even made Buzz look smart.

Two "News Youse Kin Use" Reports from Bernie

Keep in mind that the part in italics is straight and the non-italicized was in the BS News. The spelling and grammar used complements the thinking that generated these articles.

20ss Inspections:

The gear cases on Yamoto 80 engines were so variable that nobody agreed on what the correct measurements should be. The Stock Outboard Commission decided that inspectors should carry a reference gear case and that racers' gear cases should "resemble" it.

Bernie's thoughts on this ruling:

... rules sez all inspectors gotta karry an 20ss foot so dey kin kompare dem wid wats usd by alla da driverses. Dis mite pose a hard ship on da drivirs 'cause dey'll needs a differen foot to matsch da diffrent ones eech inpecters is got, but usin diferen referanses is da onlee weigh to maik alla of da foots da saim. Meself, me gotts too 20ss foots an deys differend. Da won I brings to da rases fer ta inspeck wit is da rite foot for me. Da rong foot I leaves at home. Jus gotta be keerful I nose my right foot frum my left foot.

Directions to Oroville, California Stock Outboard Nationals:

The race circular driving directions seemed to assume everyone was starting from San Francisco.

Bernie's Suggested Route for Those Not Living in San Francisco:

Hope ya al plans to go to da natchinals in ororville califnornia. Orivile is nort an eest of sanfransisca. Accordian too da sircular best weight ta go is fer to go to santafransiko an den goe nort or easte. Ges botha dem wais goes dere. But don't'e go two far, 'cause dis way also goes alla bak ta new yorke.

FOR SALE & WANTED

CLASSIFIED ADVERTISEMENTS -- Editor Assumes No Responsibility for Accuracy of Merchandise Descriptions of Honesty, integrity or Morality of Sellers.

FOR SALE: 20ss gear cases, complete. Also some "Inspector's Specials" – empty gear cases to use for your personal official measurements. All are different. Be first and get your pick ... find one like the one you race.

FOR SALE: One year old Lifeline jacket, won 1981 Nationals. Also, one new-style Gentex jacket, soon to become a collector's item. ...

Denny Berkin

WANTED: Better attendance at BSOA meetings.

Commodore Erv Julian

WANTED: Another editor for the newsletter.

The Editor

FOR SALE: I'm tired of coming in second. I'm offering all of Ron Thomas' equipment, everything he's got. Bids accepted only from those outside Region 7. Delivery at midnight.

"Spud" Hemp

FOR SALE: Brooklyn Bridges. Only 2 left. I sold the other 5 to Sully.

"Spud" Hemp

WANTED: Trophies. I will pay up to \$5 for first places, \$2 for seconds and \$1 for thirds. Need soon before I throw party for business acquaintances.

Sullivan Brennan

WANTED: Will pay up to \$1.00 for all trophies Sully didn't want.

Eric Dechert

UPSCALE LITTERCHURE

Upscale? ... In the BS News?

Poetry Korner:

Matching the Bard in talent, I presented the following sonnet, in my BS (Better'n Shakespeare) style. But some of you lunatics charged me with lunacy.

Only one thing could be worse,
Than to have to read this verse.
That would be the year to waste,
As I did, judging how I raced.

I never really came alive,
When trying to run my 35.
It was even beat by Holtz,
And far too many other dolts.

And I don't think that Spud should say,
My 20 oughta run in "J"
Boat built so weak, I have no doubt,
That most the wood had been left out.

Bottom from transom did undo,
I think that Sam forgot the glue.
The way its parts move to and fro,
A Flexible Flyer for melted snow.

In CSR I would have done,
Much better if I hadn't run.
First race, first heat at Burlington,
So slow I couldn't jump the gun.

I borrowed someone's engine there –
He won't be going anywhere!
Then second heat it never started,
Just went "Burp." Or maybe farted.

My future in this sport looks dim.
I think I'm faster when I swim.
The best I ran was also worst,
So far behind ... just looked like first.

I think that it might better be,
If my boat had remained a tree.

More Proof the BS News is Upscale!

Beginner's Blues

I must have been insane, I think. "Why else would I have done it?"
They said I could be awf'ly fast – they said I oughta run it.
One side of me 'tis Sully. On 'tother, Holtz, The Brute.
And here am I ... (Oh, why? Oh why?)
Caught in the starting chute.

The clock counts down, and Sully's off in one almighty burst.
I'm caught inside his wake. It quenched my sudden thirst.
Oh, wild and pitching boat ... don't overturn I pray.
I yearn, I yearn, to reach the turn
Seems hundreds miles away.

It rains once more, it's Eric. Has he now passed me twice?
He must be laughing at my style. And now he passes thrice!
And Sully too! Again it rains, a hurricane-like sort.
Then by-and-by, and there come I,
The cretin of the sport.

My brain is pounding in my skull. My helmet is a means,
Of amplifying noises. 'Tis worse than feev'rish dreams.
On and on it goes. A clashing banging sound.
Comes straight from Hell, and through my Bell,
My mind to grind and pound.

My bladder can't hold out. It's ready to explode!
I never thought I'd use my boat as surrogate commode.
I know that I won't make the turn. I hope my friends won't note,
My hands ashiver, I drain my liver ...
Soiled the finish in my boat.

I envy everybody else, especially the corps
Of kids and wives, so safe, so smug, while sitting on the shore.
I'm kneeling on a wet, wet floor ... Ain't mostly wet from spray.
And Holtz flies by, I want to die.
As my ego slips away.

The back straight finally appears as one big spray-filled funk.
(I'm a chicken. Nay, a turkey. And a coward. I should be drunk.)
The lake is empty now, except that I'm still here.
I'm on lap one, and they are done,
Relaxing with a beer.

I need a triple brandy. I want to hide in bed.
How can I finish this first lap when I'd feel much safer dead?
At last I pull into the pits. I finished ninth of nine.
I'd sell my life ... my kids ... my wife,
To do this one more time.

LETTERS TO THE EDITOR

*No newspaper would be complete with a "Letters to the Editor" section
But with only one exception, the letters to me were written by me
Of course, I signed them with other people's names*

Dear Editor:

We noticed in the Beginner's Blues poem that we beat the rookie. How did we do it?

Bob Holtz and Sully Brennan

Dear Bob and Sully: Don't you guys recognize fiction?

Dear Editor:

I was mentioned in the Beginner's Blues poem, but I don't get it. I got there late, so how could I have competed?

Eric Dechert

Dear Eric: He dream had your boat in the pits, and he thought you were lapping him.

Dear Editor:

I'm confused about the Lake Zurich race this year. I was on shore, watching the CSR race and a boat flipped. Based on my Lake Zurich history, it had to be me. How come I was in two places at once?

Sullivan Brennan

Dear Sully: You didn't have your act together. Pull yourself together, man.

Dear Editor:

I tested my boat with my big safety fin on it, and the weight of it pulled me right under. I almost drowned because I took your stupid advice and wore a seat belt. Boy, are you dumb.

Sullivan Brennan

Dear Sully: It's a shame my advice didn't achieve the desired result.

Dear Editor:

I watched Roland park his trailer at Neosho. I hope he can drive a boat better than that.

Pete Mersberger

Dear Editor:

I watched Roland drive his boat at Neosho. I hope he can park a trailer better than that.

Sullivan Brennan

Dear Editor:

Hasn't anyone told Roland that you're not supposed to float the boat off the top bunk?

Sam Hemp

MORE

LETTERS TO THE EDITOR

Dear Editor:

We were told that you were in the hospital to have an operation on your vocal cords. You should sue the doctor for malpractice. Your problem isn't your vocal cords, it's with your writing hand. And you should have been sent to a mental hospital, you lunatic.

Unanimous Vote of BSOA Membership

Dear Support Team: You're the lunatics. You actually voted to continue this rag.

Dear Editor:

The noose Lettr STINKes. I thinks noose Lettrs, shud bee a inxperationial egg sample, of gud americun langwij an Gramr, an Spellings, furr helpe hour Childrins width school.

Mike Craw Ford

Dear Mike: I have know comet.

Dear Editor:

Sullivan Brennan gets a lot of kidding because some people think his name sounds backward and should be Brennan Sullivan. Why doesn't he change it?

Stewart Allan

Dear Stu ... or is it Al? Sully did change his name, but his heritage and culture originated in a backward, third-world country called Ireland.

Dear Editor:

The newsletter stinks. I think you are doing a lousy job.

Ann Nonomous

Dear Ann: I'd say, "Up Yours" except that I already said this to the people who wanted me to continue as editor.

Dear Editor:

I caught a typo in the "Letters to the Editor." The correct spelling is Litter, not Letter.

Ardith Holz, Teacher's Aid

Dear Ardy: Picky, picky, picky.

Dear Editor:

You should be in politics, you lying son-of-a-bitch!

Sully Brennan

Dear Sully: Too late. The voters all know it.

SELECTED BS NEWS PUZZLES

Puzzle #2:

You are racing three laps of a half mile course. Your boat averaged 62.1 mph. Your boat is 5'4" long and 10'3" wide because you misread the plans. Your Formula E engine puts out 13.7 hp and turns up to 1,700 rpm because you built it yourself. Your prop is pitched at 37½ inches, the pitch you need to go 62.1 mph at 1,700 rpm.

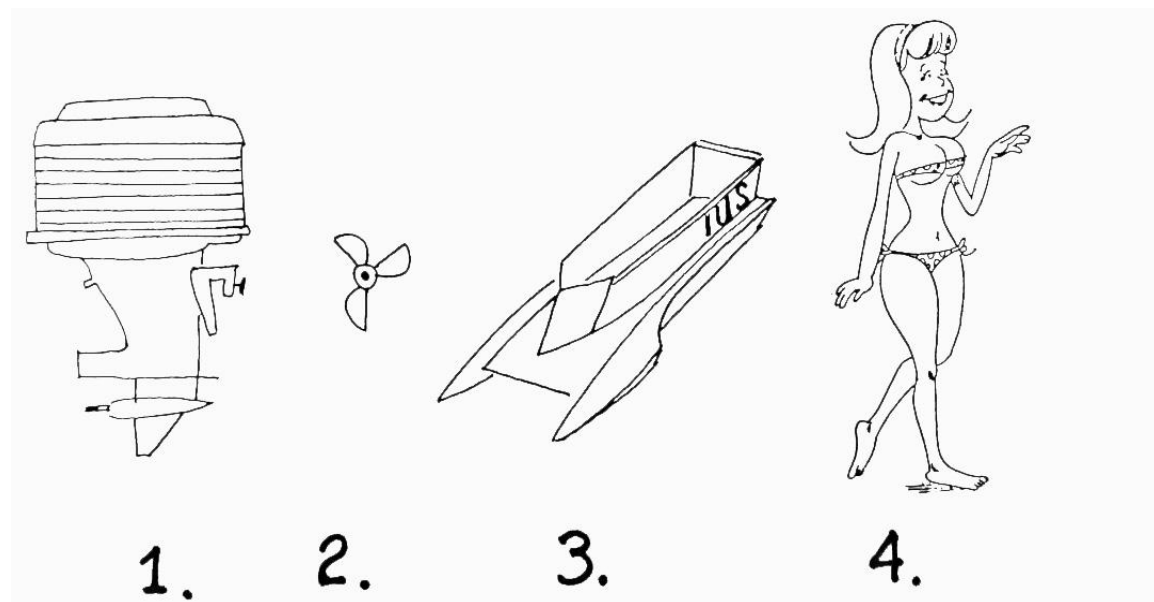
Using only the above data, how much further were you from the starting clock when you finished the race than you were when you crossed the starting line?

Puzzle # 3:

Don't forget to play --

Can You Spot the Error?

Cleverly hidden somewhere in this newsletter there is an error. Can you find it?



Puzzle # 8:

Which of the following should you kick out of bed?

ADDENDUM

Let us forget your original reason for wanting a newsletter which kinda became an afterthought and therefor belongs at the end of this tome, after my reasons for doing it. The originally intended purpose of the newsletter, lest we forget, was to inform BSOAers of what transpired at the club meetings.

Our meetings were held in a Milwaukee bar that had a large adjacent room that was perfect for this purpose. And there were two types of people who needed a newsletter in order to learn what had transpired:

- *Those who hadn't attended*
- *Those who made too much use of the bar*

I think the latter outnumbered the former.

So, we march on to a few examples of my greatly exaggerated and distorted minutes of the meetings. The reportage was usually, not always, accurate in terms of the motions and votes. Most of the BS was in why and how these decisions were made.

As for those additional meeting topics I just made up? They were so absurd that if anyone believed them you could say it was their own fault. Anyway, my ass is covered. Because, if anyone did believe my BS they would now never admit it.

September 1980 Meeting -- New Business

John Rama read all the complimentary letters concerning our management of the Nationals. At least I assume he read them all ... it took so long to read the things it had to be all of them. Gerry Hoffman reported on his sponsorship talks with the Lion's Club. Dunno what he said 'cause by then I was asleep. Gawd! John's letters dragged on. Meeting was adjourned by 10:15. Fortunately, someone woke up to make the adjournment motion or we might still be there.

Minutes of May 1981 Meeting

I dunno. I was out of town on business. Nobody tells me anything. They said it's more interesting when I make it up. So skip the meetings and read the BS News. Saves gas too.

June Meeting

Don Schaub brought videos of the Burlington race. It was quite a hit, and, believe it or not, most BSOAers didn't even participate in the business meeting! The guys who forgot how they ran were reminded. Some insisted the video got it wrong. Dean Engler made a bet on one of the races and lost. He bet his Dad won 20ssR, but he himself is the one who drove the 20ss. He didn't win either.

Stan Armstrong moved back to Wisconsin from California. Unfortunately, he did not do as well in his first race back as he did at the Wakefield Nationals. We wish him better luck next time. Chin Up, Stan!

July Meeting

The July meeting was wet and wild. Pinnacle Peak was closed for remodeling, so the meeting was held outside in the BAD, BAD heavy rain. They didn't even tell their band, so we had free music. Dick and Dean sang a duet ... or was it a duel?

There will be no August meeting. But you can still join the gang and tip a few if you don't let your wife read this.

Addendum Addendum

August Meeting

Turnout was larger than usual because most wives were not shown the July minutes. The meeting was called to order after 9:30 half barrels.

Bill mentioned that no decision had been reached regarding classes to be run in 1962, twenty years previously. Charlie moved that the subject be tabled pending further study. "Let's not rush into this thing before we have all the facts."

Sam made a motion that he be designated the best BSOA driver. This led to very vigorous discussion about who *really* is the best BSOA driver. An amendment expanded the motion into who is the best *world-wide* driver. The broken tables and chairs will be paid out of the equipment fund. Broken glass has been recycled. The BS News is putting a positive spin on this by claiming that the BSOA membership "razed the bar."

In other new business, Dick moved a little bit and then passed out. Lots of beer was also moved. The beer was passed into the restroom.

October Meeting

Sam Hemp read the September minutes for John Rama who wasn't there, and that's why John didn't send me his notes and that's why nothing of substance was reported in the BS News, because I wasn't there either, and, besides, it's John's job to take notes, not mine. So there.

New Business: Dick Engler explained that the reason he pulled off the course in 20ssR was because his son Dean put the wrong driver in the boat.

January 1982 Meeting

Banquet coordinator Sam Hemp hadn't yet decided on the food to be served. He said that he and Beatrice would make the decision that evening in bed. When we see the menu we'll know what kinda night Sam had. We can rate his evening on a one-to-ten scale where "1" is Hamburger Headache (too bad, Sam) and a "10" is Coc Au' Vin (oui l'amour!).

Previews of Coming Attractions As Reported in Various Minutes

The date of the May meeting has been changed. Last year this meeting was held on Tuesday, May 6. This year it will be on Tuesday, May 5.

The June meeting. Don't miss it. They're exciting. Tuesday, June 1 starting sometime between 8:00 and 11:00 or thereabouts depending when you leave the bar for the meeting room.

The OZ World Championships will be held July 30 through August 1 on the (filthy) Chicago River. As you probably know, the river is part of the city sewage system, which they euphemistically call the "Sanitary District." The BS News suggests they rename this race the Biohazard GP. If you want to run in it you may need proof of recent typhoid and cholera shots. First prize is a free bath. If your engine overheats and seizes, the water pickup was probably fouled by a prophylactic.

The September meeting will be Tuesday, the day after Labor Day, a special day set aside each year to honor Mothers all over the world.

EPILOGUE

*When I moved from Wisconsin I wrote a farewell sonnet
-- also in BS (Better'n Shakespeare) style, titled ...*

Litter from the Editor

(Read the stanzas down, not across)

So long, this is my last edition.
For BS News I've filled my mission.
I cannot edit News no more,
I took a job in Portland, OR.

By leaving of my own accord,
I've robbed you of your just reward.
To entomb me in cement,
To anchor buoy at next event.

The original purpose of the News,
Was not to publish as I choose.
Announcements, minutes, race results.
Were wanted – rather than insults.

But you made me editor, you swine,
(The only vote against was mine.)
My reaction was, "I'll screw you too!
The News I print will be untrue."

Ha! Ha! Revenge! Profile each driver!
Lies and falsehoods! I'd conniver,
To assassinate your characters ...
Make sure that every profile slurs.

Untrue to truth, in each Profile,
A driver's life I would defile.
No complaint? You're 'mong the few,,
I just had never gotten to.

But wives found BS News made sense.
It helped to ease household expense.
They'd look forward to each issue,
To save a cent on toilet tissue.

Yes, BS News, so full of tripe,
Did have a purpose, that's to wipe,
Down below where sun don't shine.
(Is that why News was asinine?)

That stuff I wrote, I heard your howls,
Must come from deep within my bowls.
Your comments bore this out, to wit,
"Our editor is full of shit!"

But when I look at what I've done,
I realize that I've had fun.
You stuck me with it. Merci Beaucuop!
I enjoyed it more than some of you.

Acknowledgements

I would like to thank the following people who helped make this newsletter a success:

- The dirty, rotten BSOA bastards who voted me to be writer/editor
- Those exact, same wonderful BSOA members who voted to keep the BS flowing
- Jimmy Jost who helped the BS News gain its notoriety

After the first trial/gestational issue our Commodore received a letter from Jimmy Jost, VP of Public Relations for Kiekhaefer Corporation, manufacturer of Mercury outboard motors. Through Jimmy, Mercury had long provided our patrol boat motors. In return, he received all BSOA correspondence on a complimentary basis.

Jimmy got along very well with some people. But, with others, myself included, the relationship could best be described as stormy. Jimmy did not like the trial issue of the BS News and made sure we knew it. He demanded its cessation and that I be removed as editor.*

To my surprise, a BSOA member, I forget who, made a motion that we keep the BS News as a satirical newsletter and drop Jimmy from BSOA correspondence. I was even more surprised when the motion easily passed with only one vote against.** With that vote, the BS News was born, and its notoriety became etched in ... well ... BS.

And for that reason I need to thank the BSOA members of that time for allowing the newsletter to live.

And ...

... for this retrospective booklet to have happened, you need to thank my wife, Robby, for never letting me throw out my old notes and drafts of the BS News.***

*But I do have to give Jimmy credit for his work in equipment safety.

**The "Nay" vote was from Roger Pryzbyla, the very person who originally made the motion that we have a newsletter. Some time later he became a fan.

***Some very confused idiots thought the drafts blew between my ears.