

ROOSTER

Official Newsletter of the Performance Boat Club of Canada

TALE



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NOV. 23
SOCIAL NITE

SUMMER 2002 REVIEW

CRYSTAL LAKE SEASON OPENER

SEVERN RIVER LUCKY SEVERN

PORT OF ORILLIA GREAT BOAT HOP

KENTUCKY RUMBLE ON THE RIVER

LAKE MUSKOKA CHARITY POKER RUN

SUBURB POWERBOAT CHAMPIONSHIPS

SEPTEMBER 2002

www.pbcc.ca

off the radar

LAUNCH RAMP

by Ted Biglow



Let's cut to the chase. More now than ever, high-performance boating is on trial. As a group and as individuals, performance boaters have been thrust under the microscope of a judge peering down his nose, scrutinizing, disapproving. Why the condemnation?

Behaviour and perception. We're all familiar with the mixed reactions our boats receive while on the water. One moment, we're egged on by an enthusiast cheering our fly-by; the next, we're passing a disapproving cottage owner saluting with his or her middle finger. The same behaviour elicits two totally different reactions. Some love performance boats; others spurn them. But, you would think that the laws of human nature would somehow balance out the opposing sides. But, they don't. In fact, they fall far short.

Consider the downstream effect of your fly-by. The supportive enthusiast probably revels in the moment with friends and offers a thumbs-up in approval. This is the warm and fuzzy reaction. Unfortunately, the dissenting cottager's response isn't so innocuous. His or her ire triggers a chain reaction that begins with a phone call to the local cottage owners' association, graduates to a letter of complaint to the Coast Guard and possibly culminates in sport-squelching laws that threaten our terrific sport.

Today's boats are bigger and faster, two qualities that, in essence, shrink the size of our waterways. With shrinkage comes crowding. With crowding comes intolerance. And make no mistake: intolerance spreads like cancer.

So please, the next time you're on the water, ask yourself if you're setting a positive example for the future of not only your sport, but the sport of many others, as well.

An ounce of prevention is worth a pound of cure. I already know what I can do better.

NOVEMBER 23, 2002: IT'S A DATE Once again, we will take advantage of the terrific downstairs accommodations at the Fox & Fiddle Mansion in Pickering, Ontario, to host this year's fall social evening. If you haven't joined us at the Fiddle before, be prepared for a fun and casual evening of finger food, drinks, billiards, and friendly company. Rumour has it that



Morgan Bateman models the latest in Mercury Marine safety gear.

LAUNCH RAMP CONT'D

there may even be some talk about boats. It's being held on Saturday evening, November 23, 7:00. Details can be found on the previous page.

SUMMER 2002, IN RETROSPECT: The bulk of this issue is dedicated to half a dozen events that the club was involved with during summer 2002. The summer was ideal for boating across Canada with ample sun hours and terrific water conditions for almost every weekend.

In early June, the *Season Opener* was a breath of fresh Crystal Lake air (as long as you didn't inhale any black flies). In mid-June, the Severn River carried several of us to unexplored waters.. In July, the *Great Boat Hop* proved a worthy sequel to last year's inaugural event. Late-July saw US-based PBCC member Gary Williams host his creation, *Rumble on the River*, in Kentucky. In its sophomore year, *Rumble* is akin to paradise for any 2-stroke motorhead. All of the ducks were in alignment for the *Muskoka Charity Poker Run* in early August. September saw two Rice Lake events "suffer" through absolutely perfect weather and conditions. The *Rice Lake Poker Run* and the *Rice and River Rocket Run* both had their fair share of slalom waters and cloudless skies. Look for Rice Lake event coverage in the next issue of *Rooster Tale*.



Is that Tom Cruise or Val Kilmer or Clint Eastwood or Mark Nye?

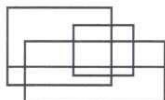
MARK NYE, MAN OF THE AGES I have always been a huge fan of Mark Nye's dry, witty sense of humour and obvious ingenuity. Well, it appears as though the rest of the free world can't get enough of the dude, either. For those of you

not familiar with Mark, you may be with his boat, a 21' Eagle Marine polished aluminum river racer with a fire-breathing GE T58 turbine engine stuffed between the stringers.

Or perhaps you recognize Mark as the 2002 Performance Boater of the Year, as nominated by *Boats & Places Magazine* and Mark Rotharmel. Check out the latest issue (Fall 2002) for B&P Magazine's take on our very own nautical wunderkid.

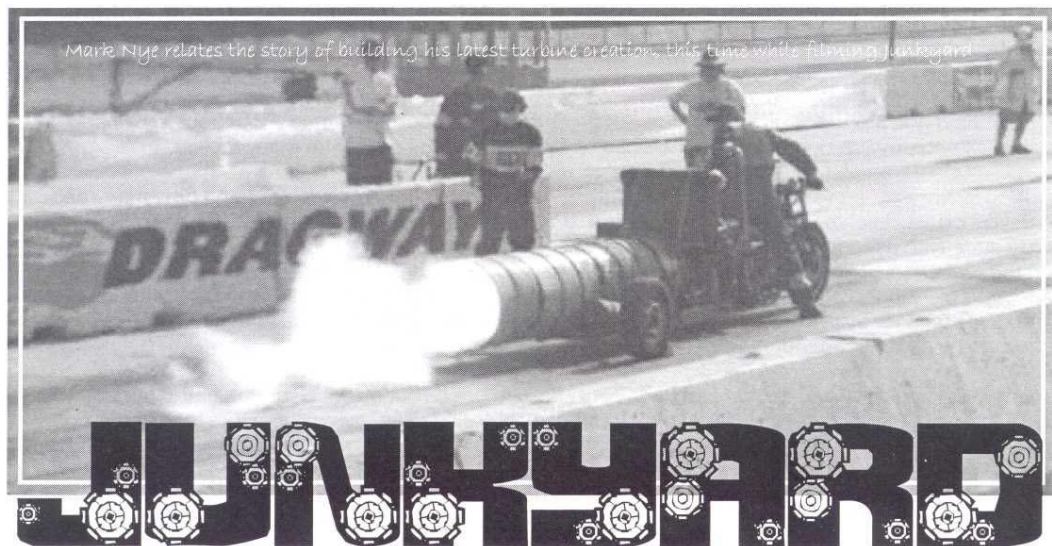
And if that isn't enough Nye-stalgia for you, check out the article in this newsletter (p. 40) about Mark's role in an upcoming episode of *Junkyard Wars*. Mark was recruited by the producers and he offers us a glimpse into the show's production.

SUPER HAROLD HAS BEEN FOUND We thought we had lost Harold Stuart of Markham Propeller Repair when we printed an errant phone number in the last issue of *Rooster Tale*. We stood corrected when he showed up in Sudbury following the scent of powerboat racing like a hopped-up beagle. Contact Harold for your propeller repair needs at John's Marineland, located at 3 Laidlaw Boulevard in Markham, Ontario. His *real* phone number is (905) 294-3650.



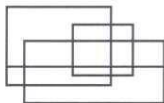
FEATURE PRESENTATION

by Mark Nye



I was the "expert" for the team *Auto Amigos* (three Mexican guys from LA). The build was called *Jet Trikes*, but the name may change for the show, which airs as Season 9, in early spring 2003. The other team was *Dirty Drivers* (two girls and a guy from Ford in Detroit). Their "expert", Chris Krug, is a friend and fellow jet junkie I met over the internet. I suggested him for the show.

His build was his version of my NT5 turbocharger turbojet, as seen at www.nye.ca, on a very light frame with bicycle wheels. My build was a thermojet consisting of a V6 engine-driven



fan blowing through three 45 gal drums with a trailer axle at the back and a motorcycle front end. We raced at California Speedway, where they have a drag strip. Both rigs ran well. I can't say who won.

It was an excellent 6 August days in LA and the people were great. It was frigging hot in the San Fernando Valley and the smog is terrible. There was no fancy set; it was a real junkyard. We were warned about poisonous snakes and spiders in the junkyard, so we didn't stick our hands under any car seats or dashboards.

We had 2-5 microwave-linked digital cameras on us at all times. This was quite stressful at first, but then we got tired and just didn't give a damn about anything but the build. I learned a lot about myself and what I can accomplish under pressure. We had one day filming the build with many retakes.

During filming, the set was very busy. It was surprising to see how much equipment and how many people were on set.. Everybody respects the director. When he spoke, everybody listened. He wasn't some artsy dude with a French hat and stupid moustache! Before shooting any scenes, he would shout, "Quiet on the set!", then, "Roll tape!" This gets you kind of nervous because everybody is watching you. The VTR operators all respond, "Tape is rolling!" Then, they all indicate that the tape is rolling at the correct speed and white balance by calling, "We have speed!" Then the director yells "Okay - action!" It's actually a bit of a rush to have all this attention.

Then, when you screw-up, the director yells, "Cut - back to one!" That meant returning to the position you were in before the shot. I heard, "Back to one!" so many times I started saying it as a joke to the guys on set. They always roll about 10 seconds of tape after a shot to get a clean end, this was weird too, I felt like getting away from the camera, but they needed silence and no action. Build day started at 5 am and ended at 10:30 pm. By the end of the day, I was totally exhausted physically, due to the heat, and mentally, due to the pressure to finish with too little time and a less than ideal team. Everyone slept well after the build.

Flights, accommodation, transportation, and meals were all covered, plus spending money. Food on set was great. And they had medics paying close attention at all times due to the heat and long build day. Lighting part of the junkyard on fire with my afterburner the evening before race day did not help things. I had to wear Nomex underwear and hood under my costume during the race. It wasn't very comfortable. I also chose to wear dirt bike armor to protect me in case of an "unscheduled dismount" on the drag strip. We raced 1/8 mile to keep the top speeds down to safe levels.

I can't wait to see the final cut. It should be a good show. The Learning Channel (TLC) people were very pleased with what we did. I learned a lot about movie making while on set. It was pretty cool. I was totally impressed with the whole gang at TLC.. It was an experience I will never forget. Special thanks to Cindy, my wife, and my kids, Bussy, Mandy and Moose for letting me go!!



The other guys prepare for time trials..

