



St. Petersburg Times — FRASER HALE

Miss Advance United ready to roar in Southland.

Wines' racing team: first-class operation

Fred Wines figures he will spend at least \$80,000 on his hydroplane racing operation this year.

And how much does he figure to make in return?

"How much would you say?" Wines asked an associate, a twinkle in his eye.

"OH," ANSWERED the associate, going along with the joke, "I think we won something like \$100 the last race we were in."

"Yeah," said Wines, "we'll be lucky to win two grand."

By now, you must have the idea that Wines and his Minneapolis trucking company, Advance United, are not in the hydroplane racing game for the money.

Yet, the Advance United team is one of the most impressive of those gathered for the Southland Regatta, which starts today at Lake Maggiore.

"We go first class," said Wines, sitting next to a gaudily-decorated Advance United van loaded with boating gear.

"I think we are classy and put on as good a show as anybody around."

WINES EMPLOYS a full-time driver, Darwin Coffield, as well as a crew chief and what he calls a "Super Grunt" — the guy who maintains the boats and gets them in and out of the water.

There also is usually an entourage following the Advance United team, made up mostly of customers of Wines' trucking outfit.

It's all done in the name of advertising. The trucking company's name is plastered on the boat, the van and anywhere else Wines can find to stick it.

But that doesn't mean Wines, Coffield and the rest of the crew are any less serious about their racing. If anything, they are more serious than the rest.

"We got into racing about three years ago," said Wines, "and we started in super stocks. But after I went to the first race and watched the 7-litre boats I got so excited that I thought that would be the class to get into."

The Advance United team now is running in Division I of the 7-litres, and Wines figures his

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group is far ahead of everybody else in development and engineering.

"**WE WERE THE** first and, as far as I know, we are the only team to run a turbo-charged engine," he said. "And I went to Pete Wiseman for our transmission. He builds transmissions for Indianapolis cars, and the boat we are running this weekend has the same transmission as A. J. Foyt's Indy car."

"When we aren't racing, our people are spending time developing, and that's where a lot of the \$80,000 budget goes."

The problem during the last three years has been getting the boat to hold together.

"When we didn't break, we've won," said Wines. "Last year, we missed winning the national championship because we hit a buoy on the corner of the course and were disqualified."

Once the pinnacle in development is reached — and Wines isn't certain if that day will ever come — the expenditure will be less.

But by that time, Wines might be considering getting involved in the prestigious, but ultra-expensive unlimited hydroplane division.

"**WE AREN'T** going to put out \$200,000-\$300,000 right now, although it is true we would have a chance of winning some of the money back in unlimiteds," he said.

"But that's a possibility for the future. Right now we're learning."

As for Wines, he watches his boat perform from the confines of a wheelchair, the result of a diving accident 16 years ago that left his legs paralyzed.

But that hasn't kept him from making a few million dollars or from driving a Maserati or from running about in his own pleasure ski boat.

He goes first class, even if it does cost \$80,000 with a shot at only a little in return.