

Cutting corners costs Mammano a hydroplane title

By CHICK LUDWIG
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One of the commandments of boat racing, including all invitational events under the inboard hydroplane umbrella, is this:

Thou shalt not miss "an entrance pin," as the officials call it, at any turn on the race course from start to finish.

In other words, you can't cut corners and get away with it. You must go back to the buoy and re-enter the turn properly. Then, and only then, you are permitted to travel on your watery way.

That commandment was the focal point of Hydroglobe '84 on Sunday when controversy shrouded the ending of an otherwise smooth-sailing day.

If you were one of the several thousand spectators who departed the Hydrobowl premises after Mike Mammano's Litre of the Pack hydroplane took the checkered flag in the grand finale, you'll be surprised to learn that he didn't win the race.

MAMMANO WAS disqualified for missing the entrance buoy at the top of the stretch on the second lap and Denny Yakam, driver of the boat Blind, Crippled and Crazy, was declared the winner.

Yakam, of Grand Island, N.Y., grinned and said, "Where's my money?" after he captured the \$2,000 winner-take-all prize in the six-boat invitational event.

"We backed into it, but I'll take it," he said.

Mammano, meanwhile, swallowed the bitter pill of disqualification and didn't like the way it tasted after race officials informed him of head referee Don Melillo's decision.

"If you say I'm disqualified, that's a crock of (bleep)," Mammano, of Webster, N.Y., said. "It's a screwing, that's what you've given me."

Mammano and Stover Hire of Syracuse, Ind., were running 1-2 with Yakam a distant third heading into the top of the stretch on the second lap. Hire, the pilot of Hot Stuff, had passed Mammano at the end of the front straightaway, but Mammano had regrouped and was holding Hire off.

HIRE, RUNNING on Mammano's outside, missed the entrance buoy and, realizing his mistake, cut back across the course and re-entered properly.

Melillo, the head referee for Region 6, ruled that Mammano likewise missed the buoy, but continued on.



Staff photo by Skip I...

Einar Glasius drives Wild Viking to championship of 5-litre class at Hydroglobe

A judge at the turn tried to alert Melillo of Mammano's error, but radio contact broke down between the two men and Melillo waited until after the three-lap race to issue his ruling.

Tom Bates, the retiring chairman of Hydroglobe '84, handed Mammano the checkered flag and the driver took a victory lap.

"If I could have told him (Mammano) about it (the disqualification) earlier, I would have," Milillo said. "But I was just learning about the call from the turn judge at the end of the race."

Milillo said he didn't stop Mammano's victory celebration "because it would have been embarrassing for the city of Dayton and the Hydroglobe."

MAMMANO FUMED, "You don't let a guy do all that stuff, then tell him

five minutes later he's disqualified. What a rinky-dink setup. See if I come back next year."

Yakam, who finished ahead of Hire, said he was going to file a protest if he had not been declared the winner.

"Both of them missed it (the buoy)," Yakam said. "Stover was running on the outside and if he missed it, then you know Mammano missed it."

Mammano's only consolation prize was knowing that he had earlier won the 7-litre class.

Two-day winners were Mark Burghardt, of Roseville, Mich., driving X-Ray in the 280 cubic-inch class; Willard Wilson, of Wilmington, Del., driving Lil Lectron in the 145 cubic-inch class; and Richard Delsener, of Mt. Clemens, Mich., piloting Southpaw in the 850-1200 cubic-centimeter division.

DOUG FELSTER, of New Berlin, Mich., captured the 2.5 litre class day behind the wheel of Hot Stuff. Einar Glasius, of Fairhaven, driving Wild Viking, won the class on Sunday.

Bo Shide and Jerry Scheidt, Centerville, ran into bad luck.

The engine on Shide's boat, Water, died early in the second race of the 280 cubic-inch class.

Scheidt, meanwhile, never got into the water. He was forced to draw Fast Tracker when an engine was discovered early Sunday.

The only accident of the day was when the boat Bun-Machine, piloted by Kent Keough, of Grosse Pointe, hooked in turn two and capsized, ending a heat in 280 cubic-inch class.

He was treated and released from the facility's mobile medical unit.