

# Boat racer takes accident in stride

By Angelique Seremetis

Staff Sports Writer

Bob Newman has seen — and been in — a few boat accidents.

He witnessed two more Friday during the elimination round of the American Power Boat Association Nationals at the Hydrobowl.

In the third elimination heat of the 145s, Slap Shot, driven by Edward Reim, veered left after the third turn in the first lap. The boat flipped over, and Reim was thrown into the air.

Later in the afternoon, after a 6-liter class elimination race, the Buckeye Kid, driven by Charles Woodruff, and Wild Viking, with Einar Glasius driving, collided.

All three men were taken to Miami Valley Hospital. Reim was treated and released. Glasius, who suffered a leg injury, was listed in good condition, and Woodruff was in fair condition and being held overnight.

Newman, an 11-year veteran of boat

racing, shrugged off the accidents.

"That's the kind of thing that's got to happen to you once," Newman said. "When it does, it kind of gets rid of your particular fear. You have your accident, and then it's over with."

Newman, a Dayton resident, knows that some things in life involve risks. He flew F-4 Phantom fighter planes in the Marine Corps before racing hydroplanes.

"Flying was a thrill and a charge, and the boat racing is the same thing," said Newman, an aerospace engineer at Midland Ross/Grimes Division in Urbana. "It gives me the thrill I miss from the fighter planes, and it's a little more dangerous than racquetball.

"This is just something different. It sets you apart. Honestly, I just ride for my ego — and it is 99 percent ego — because there's no money in this sport."

Newman's racing career has had its thrills, also. He drove Super Hook to

the North American championship in the 145s earlier this year. He's won the APBA point championship for the last two years, and in 1976 and 1977, as well.

A fuel pump problem kept Super Hook, Newman's favorite boat, from performing well Friday. He failed to qualify for the 145s final, but made up for it by qualifying in Bounty Hunter in the 6-liter division.

"It's the first time I've ever been in that boat," said Newman, who was clocked at 138 mph. "I felt comfortable in the straightaways, but not in the turns, so that's why I took it slower."

Newman thinks he's racing better because he no longer owns the boats he drives, he said. "There's no pressure on you, really, when you drive and don't own the boat. Besides, it's like the old saying, 'A boat is a hole in the water that you pour money into.'"

Racing continues today beginning at 11 a.m. and Sunday starting at noon.

# Dayton hydroplane racer looking for a turnaround

By Angelique Seremetis

Staff Sports Writer

Jerry Scheidt is home this weekend — what better place to turn around a disappointing season.

He'll be among the nation's best inboard boat racers competing in this weekend's American Power Boat Association National Championships at the Hydrobowl.

It begins at noon today with elimination heats, and the championship races are Saturday and Sunday, also starting at noon.

About 200 boats will compete for \$1,500 prize money in 14 classes of hydroplanes and flat-bottom boats.

Scheidt, a Dayton resident and an electrician at Delco Products, is a 16-year veteran of hydroplane races. But since his 1983 national championship in the 6-liter class, his racing has been less than sparkling.

"I haven't had a good season this year," he said, looking at the boat he guided to the national title. "In the two races (6- and 2½-liter classes) I've been in, the boats performed well until the engine broke in both of them.

"We've just had a problem with the engine, and we've just gotten it together for this race. You're asking a lot out of an engine during a race, and things can always happen."

He'll race in Bud Light in the 6-liter class and Blurred Vision in the 2½-liter class, but Bud Light will face the toughest competition.

"More people have built boats to compete in that class," Scheidt said. "It's a very, very fast class, because these guys just like to go real fast. We go up to about 110 (miles per hour) and we do five miles in less than three minutes."

Despite those speeds, a national record is a slim possibility this weekend, Scheidt said:

"I think to set a record on this course is impossible. It's a very demanding course, because the turns are a lot shorter than other courses, so you have to concentrate more.

"It's easier to set records on a course like the one in St. Petersburg, because the corners aren't as tight as they are here, and your boat speeds never go down."

Scheidt said he relies on more than just concentration.

"How I finish depends on what Lady Luck does," Scheidt said. "Luck is a big part of the game, because when you have eight boats racing out there at one time, and you make a mistake, well . . . in three minutes, it's tough to make up for it."

Ticket prices are \$4 in advance and \$5 at the gate. Children under 12 are admitted free.