

UNLIMITED newsjournal

A Chronicle of Speed

Doha, Qatar #2

2010 Oryx Cup U.I.M. World Championship
by Jimmy Gilbert -- Part 1



Jim Simpson photo

The final race of the 2010 H1 Unlimited Hydroplane season was again scheduled for Doha, Qatar. The logistics were complicated somewhat by the re-establishment of the unlimited race in San Diego, California. Saltwater races, like San Diego, require a lot of equipment clean-up after the race. The plan for the Oh Boy! Oberto/Miss Madison team was to get the boat and equipment back to Madison as soon as possible after San Diego, pull the engine and gearbox out of the boat and perform a lot of reconfigurations on the gearboxes as well as inspect and repair the hot-ends of all the engines that had been used in San Diego. Steve Dean, the painter of the boat, agreed to drive the boat back to Madison so that Larry Hanson, the usual truck driver, would be more rested for the tasks he would be facing to get all the engine/gearbox work done in time to transport the truck, boat, and trailer to Jacksonville, Florida, for

eventual shipment to Qatar. There would be only about a week to get all the work finished in Madison, a daunting task indeed. Since most of the Madison team have other jobs, only Michael and Larry Hanson and Randy Gayle would most likely be available for work. The gearbox changes were necessary because San Diego is a two and one-half mile course and Doha is only two miles long. At least two of the gearboxes would have to be reconfigured to be better suited for the shorter course at Doha. Under ideal situations, it requires at least an entire day to reconfigure a gearbox. Larry, Michael, and Randy worked several long days and evenings at the Madison shop to complete the tasks and finally get the rig on its way to Jacksonville, some six weeks before the Doha race

My wife, Sue, decided to attend the race this year. She was a little nervous about the trip primarily because of the long, non-stop flight from Houston to Doha (and the subsequent return). When we first boarded the airplane in Houston, we saw a few other crew members and HI officials on the flight. After a couple of hours into the flight, Sue became somewhat accustomed to the narrow space afforded by the seat and eventually managed to sleep some. The meals and service on Qatar Airways are always first rate and this year fare was no exception. The trip was uneventful but extremely long.

We arrived on time in Doha and were met by a uniformed person with our names inscribed on an announcement board. We were shepherded through the immigration process in short order. It was at the airport that we saw Bob Hughes, the president of the Miss Madison Board and his companion Patricia Hedrington. I was only vaguely aware that they might be attending the race in Doha so, it was a nice surprise to see the both of them. Finally we boarded a bus for the short ride to the hotel. This year the teams and officials stayed at the Doha Marriott Hotel, close to the airport. What a magnificent place! There were marble floors, tapestries, indoor palm trees, and even a pianist to provide live music in the lobby. Our room was quite nice as well. At the hotel after check-in, we received another surprise. In 2009, a Madisonian named Steve Goings showed up at the Doha race unannounced. At the time, Steve was working as a contractor in Iraq and took time off to attend the Doha race to help the team. This year, Steve returned to Doha for the race but he had flown in all the way from Madison along with his son Alex Perry. Both of them showed up to work as crewmembers at

the Oryx Cup, again at their own expense. We exchanged pleasantries with Steve and his son and made plans for the next morning to meet in the lobby at 9:00 am and go the pits to begin work. The Madison team arrived in Doha a day earlier than most of the other teams because we were facing a lot of work to get the boat ready to race. There was no engine or gearbox in the boat, whereas normally the boat is transported with both of those items installed. Because of the brevity of time following the San Diego race, there wasn't enough time to accomplish everything Michael Hanson wanted to do, so some of the work had to be deferred.

As in 2009, the Qatar Marine Sport Federation provided transportation from the hotel to the pits for the boat teams and officials. Bob Ross and Greg Jones, of the Ellstrom team (*Spirit of Qatar*), had arrived several days earlier and transported the boats, trailers, and trucks to the race site from the shipping dock facilities. In the pits all the electrical service, water plumbing, and cranes were in



Chris Denslow photo



Chris Denslow photo

place for the teams so work could begin immediately. The work went well and at about 3:00 pm we returned to the hotel with plans to spend the evening at the Doha City Center Mall. After freshening up, the team and traveling companions met in the lobby for the trip to the mall. Upon arrival at the mall, we learned that the Islamic festival of Eid was in progress. Eid is much like our Christmas. Traditionally, angels bring presents to the children during Eid and families get together for jovial celebrations. There were thousands of people at the mall. There were live entertainers performing juggling acts, acrobatics and magic for all the children and adults to enjoy. Near the stage where the performances were underway, it was difficult to maneuver about because of the sheer number of people. Sue and I elected to eat at an Italian restaurant named Biella, and it was excellent. The rest of the team ate at Appleby's in the food court on the third floor. After eating, we walked around the mall doing some shopping, but mostly sight-seeing. Sue forgot her swimsuit so we shopped about and eventually found one. The pool at the hotel was quite large and very inviting. Also near the pool at the hotel was a German beer garden. Most of the teams discovered the beer garden quickly and it became a popular meeting place for all the crews and officials after each day's activities. I should also say that the hotel rooms that Sheik Hassan provided for the crews included a buffet breakfast that was outstanding. Certainly memorable were the omelets made to order by a Philippine chef. Because of the Islamic ban on pork and pork products, the ham and bacon served at breakfast (as well as at other meals) were made from beef and chicken, but nonetheless tasty. I must say that it did seem odd to order a ham and cheese omelet in an Islamic country!

By Wednesday, all the other teams were in the pits making their boats ready for the Oryx Cup. The Oh Boy! Oberto/Miss Madison team finished set-up work at about 2:30 pm and returned to the hotel. The Qatar Marine Sport Federation had provided the opportunity for the boat teams to attend a camel race that was being held outside of Doha. I stayed behind in the pits to discuss some computer programs with race official Scott Patton so I missed the camel race, but Sue (in photo at right petting the nice Camel), went along. She later gave a comical report about the race. The start of the race seemed a bit disorganized but finally the camels were off and running. Apparently, mechanical riders were strapped atop each camel to "spur" them on, via robotically actuated crops. I always thought that small boys were employed as camel riders but they've apparently been replaced by robotic ones. Sue said that the expressions on the camels' faces were priceless... a certain amount of bewilderment accompanying an expression of "we're not exactly sure of what's going on here!" The spectators chased after the racing camels in four-wheel drive vehicles across the desert. At the finish of the race, some of the boat team members were even invited to ride the camels.



J.W. Myers photo

On Thursday, testing began for the Oryx Cup. The 2010 course was slightly different than the one for 2009. The Qatar Museum is in the process of building a new facility, and in the interim, a large barge has been commissioned to serve as the museum. The barge was moored along the shore just about in the middle of the 2009 pit area. The barge was quite large, a lot like the coal and ore barges you see on the Ohio River in Madison. The course was moved slightly south to accommodate the barge. Launching the hydroplanes became a bit tricky with the barge



Chris Denslow photo

in the way but finally it was agreed that all the boats would be launched northward and then make a right turn south onto the course once clear of the barge. Although the barge didn't really hinder the boats, the speeds of all the boats were down from what we'd expected, even below what we experienced during the 2009 Oryx Cup. On the first *Oh Boy! Oberto* test run, we exceeded the fuel flow limit and the N2 turbine speed was close. Michael Hanson made a couple of adjustments and another gearbox was installed. On the second run, things were much better, even though the speed was still not what we were expecting. A couple more test runs were conducted in order to get



Chris Denslow photo

the boat better prepared for the important qualification period. We came into the race with less than a 200 point lead over the Ellstrom/Spirit of Qatar team for the National Championship so the twenty point difference in qualification points between first and second loomed large. If we out-qualified *Spirit of Qatar*, it would increase our lead to over 200 points going into the heat races. We eventually made four qualification runs and managed to improve our position with each run. But alas, *Spirit of Qatar* out-qualified us and not only gained points but they were put in the position of having lane choice over us during the heat races. However, lady luck would be on our side

Part 2 will start with the first heat section draw and finish up with the final, the winners, and Jimmy's preparation for leaving the Middle East for the U.S.A. after the season finale.

LIVE Streaming 2010 Oryx Cup High Expectations, Disappointing Results

Fans, supporters, and sponsors had viewing events and parties planned large and small. Based on the success of last year's event, H.A.R.M. in Seattle and the BoneYard Grill in Madison both organized large overnight events.

H1 Chairman Sam Cole announced that primary sponsorship for the high definition LIVE streaming was being funded by Peters & May with support from QMSF and produced by Tampa Digital. Associate sponsors 5 Axis Industries, Formula Boats, Clifty Engineering, BoneYard Grill in Madison, Schumacher Racing and Go Fast Turn Left Racing also were added.

(Continued on page 5)



Photo at top left taken at the Bone Yard Grill in Madison by Joe McCord. Photo at right taken at the Hydroplane & Raceboat Museum in Kent by Lon Erickson.

H Y D R O F I L E



Lon Erickson

U-1. Some of the Oberto team has had discussions about possibly running a second boat for a portion of the 2011 season. The team has their back-up hull #8806, which competed through 2006 until the present hull went into service in 2007.

U-3. The Go3 Racing team is continuing to work on their racing operation. **Ed**

Cooper and the team have maintained the boat, are building motors and gearboxes, and the boat is prepped/race-ready for whenever the opportunity arises. They have also been approached about running exhibitions in 2011. Stay tuned, the only piston boat on the circuit has not gone away.

U-5. **Ted Porter's** PPE, LLC team listed two of its Lycoming T-55 L7 turbine engines for sale on eBay in December. One was priced with a minimum opening bid at \$50K & the other at \$100K (reserves unknown). It will be interesting to see if anyone takes advantage of these eBay deals.

U-7. PPE, LLC has announced **Bob Catipovic** as the new crew chief for **Ted Porter's** U-7 Graham Trucking team in 2011, replacing **John Rice**. Bob has been with the team since 2008 serving as turbine specialist and filled in as acting crew chief in Doha this year.

U-9. Despite rumors concerning the Jones Racing Team and two boats, indications are prep work is planned to possibly have one hull ready for the 2011 season. As in years past, odds are 50/50 of the team seeing the water, most likely at Seafair.

U-13. The Spirit of Detroit team had three team members assist the U-25 team in Doha. The U-13 hull is under-going off season evaluation and upgrades while the team work on building up their equipment inventory.

U-17. **Kip Brown** and the Our Gang Racing team ran well at times in Doha but also experienced salt water gremlins and fuel flow issues. Without the full resources and time to solve the fuel issues they had to withdraw during the second day of racing. To get a jump on diagnosis of the engine problems, they air-freighted their turbine home in lieu of shipping it back with the rest of the team's equipment.

U-22. **Mike Webster** and **Al Carstensen** split driving duties in Doha for. **Scott Carson** continued his support of that team, keeping the "Great Scott!" name on the boat for the Oryx Cup.

U-25. For the Oryx Cup, **Jon Zimmerman** and **Ken Muscatel** shared driving duties in the U-25 Superior Racing/Spirit of Detroit. Zimmerman also served as Driver's Rep in Doha.

U-37. Work continues on the new Schumacher Racing hull for 2011. Between San Diego and Doha, **Scott Raney**

and the team worked on the center section of the hull, construction and layout of the safety capsule, and other hardware for the new boat. Before leaving for Doha, the team started assembly of a new turbine. That work has resumed now. The wrecked T-4 hull remains at the Schumacher Racing shop. No official word on sponsorship for 2011 yet.

H1 Unlimited News. Chairman **Sam Cole** has made an early announcement of the 2011 season. The season opener is the usual Madison Regatta July 1-3, followed by the Detroit APBA Gold Cup July 8-10, Tri-Cities Columbia Cup July 29-31, Seattle Seafair August 5-7, San Diego Sept. 16-18, and concludes in Doha-Qatar December 1-3.

Also in the announcement is a date reserved for August 26-28, with a location "to be determined"

Though H1 stated it was a tentative schedule at this point, it does bring up a few questions. Obviously the date in Aug. "TBD" is curious. Missing is any mention of updates on previously speculated races in China and other race sites in the Middle East. From other media reports and quotes from Thunder on the Ohio's Chairman Tom Sawyer, it sounds like Evansville is definitely out for 2011, as are any possibilities in Owensboro.

H1 Unlimited fleet return trip from Doha, Qatar. The H1 fleet and equipment was scheduled to leave Doha on Dec. 22, aboard the Peters & May-Hoegh Autoliner, *Alliance St. Louis*, on a direct voyage to Jacksonville, Fla. (not to a west coast port as discussed earlier) with an expected arrival date of January 9th. From Jacksonville, the teams pick up their boats and return to their home shops for the usual off-season maintenance, prep work, and upgrades for the 2011 season.

(Continued from page 4)

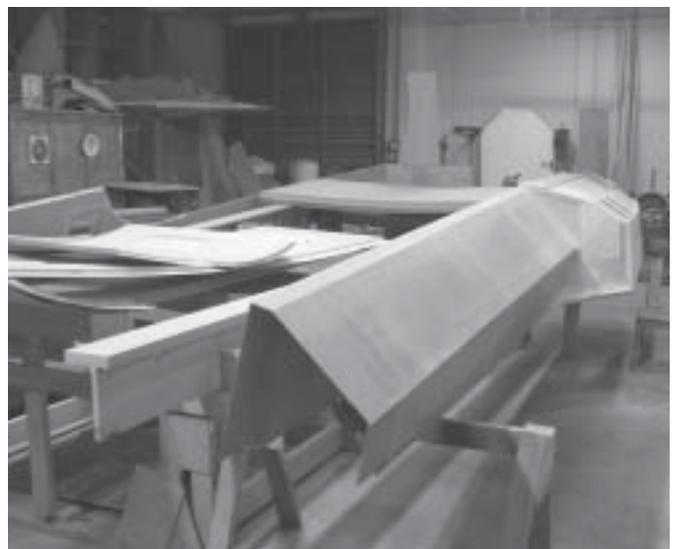
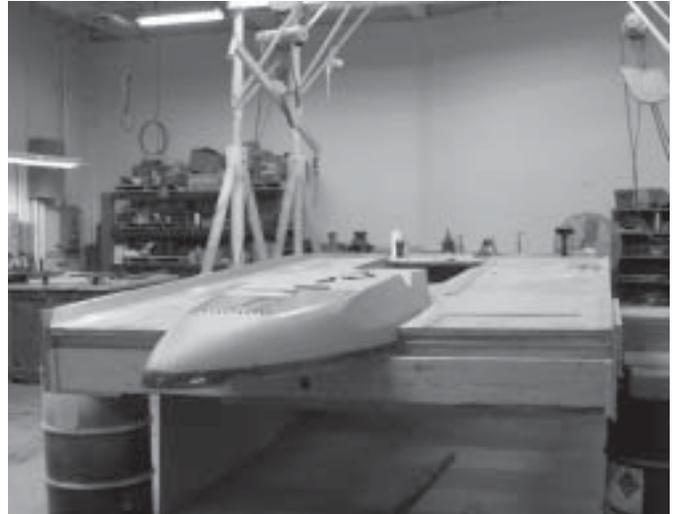
Race day/night came; viewers were directed to high-def. live streaming right before the start of each heat. Most could log onto the H1 website but when it came time to view the racing, it was all buffering or lost signal.

For some, the action jumped ahead to the finish of the heats and sporadically came and went. Despite being told the issues would be worked out, a virtual repeat of the same results came for the second day. Essentially there was no discernable, consistent racing action to be seen either day. Bottom line, it was poor planning, execution, and follow-thru by the parties responsible for the live streaming promised: H1, Tampa Digital, and QMSF. Sadly, the supporters, fans, AND sponsors deserved better than they received . . .

Even though the live streaming was a huge disappointment, at least for those attending the two large viewing parties, the camaraderie of hydro fans and being with fellow enthusiasts made up somewhat for not being able to view 2010 Doha live.

~~ Lon Erickson

Here are some recent shots taken at Schumacher Racing's shop by HydroFile's **Lon Erickson**. Work is progressing on the new boat to replace the wrecked U-37 *Peter's & May*, the former *Miss Budweiser* T4. Construction on the new boat started over a year ago but was put on hold last winter to concentrate on a major update to the T4. The status of the wrecked hull is undetermined; the plan is to use some of the hardware and components on the new boat. The new hull is currently in the process of having the center section components laid out and work continues on the canoe/sponsons. Behind the canopy in the shot below and at right are the remains of T4.



Celebrating the Diamond Cup Regatta at Lake Coeur d'Alene, August 2010

by Steven Nelson

Jon Osterberg photos

It had been 42 years since unlimited hydroplanes gathered at the edge of Lake Coeur d'Alene, Idaho. But that all changed in August, when backers of the Museum of North Idaho sponsored a community celebration of the old Diamond Cup Regatta. The event was part nostalgia, part fund-raiser, and part old-fashioned fun. Museum board member Doug Miller (in photo at right), proclaimed it "mission accomplished." *"Having been born and raised in Coeur d'Alene and attending all the Diamond Cup races, it was an event that was near and dear to my heart. It's been too long since we've been able to see and hear the boats."*

Early in the weekend, the sun-soaked shores of Lake Coeur d'Alene were alive with the sounds of engines, as volunteers 'dry-fired' several vintage hydroplanes in anticipation of Sunday's launch. Boats provided by the Hydroplane and Raceboat Museum in Kent, Washington included the 1957 replica *Miss Wahoo*, the 1955 *Miss Thriftway*, the 1968 *Miss Budweiser*, and the 1962 *Miss Bardahl*. The vintage boats drew an instant crowd as they were parked near the front lawn of the Coeur d'Alene Resort. But by Sunday the weather turned south, and only *Miss Wahoo* was able to take a few laps around the choppy course. The weather problems were disappointing, but the *Wahoo's* roostertail was long enough to remind many spectators lining the lake shore what it was like for the 'Lake City' to have hosted hydroplanes from 1958 until 1968.

Organizers had even placed buoys on the wind-swept lake to define a temporary course, but Miller pointed out that this was not a back-door attempt to re-introduce competitive racing. *"We are not in any shape or form doing this to bring racing back to Lake Coeur d'Alene with the unlimited hydroplanes. This is strictly an exhibition."*

Grand Marshal for the weekend event was former National Driving Champion Mira Slovak, who had not been back to Coeur d'Alene since he won the 1968 Diamond Cup race aboard *Tahoe Miss*. But the charismatic driver felt right at home. Slovak appeared 'live' on a Spokane radio talk show Thursday, addressed the Coeur d'Alene Rotary Club Friday, told stories at a fundraising banquet Saturday, and spent the rest of the weekend mingling with race fans on the lawn or at the city's favorite 'hydro' burger joint.

The biggest obstacle facing event planners this year was convincing city officials to grant the permits. In fact, the August event did was not



The author, Steven Nelson, holding his work cloths.



Dixon Smith and Mira Slovak in the 1962-67 U-40 *Miss Bardahl* (3)

fully approved until mid-June. But Miller says there is nothing like success to turn heads, and he already has permits in hand for 2011. *“Our event for next summer is July 22nd through the 24th, so we have a whole year to promote, plan and prepare next year’s activity.”* Those permits will allow organizers to place boats in the water on both Saturday and Sunday.

Miller is also excited about changes in the exhibition course next year. *“Because the wind blew so hard on us on Sunday, we couldn’t keep our buoys anchored. But we have the map where all the anchors are located, and [next year] the Sheriff is going to let us resurrect the old Diamond Cup course, We will be able to attach the buoys to the anchors...to the 55 gallon drums that have been sunk down there for 50 years.”*

This year’s ‘Diamond Cup 2010’ event was put forward by board members of the Museum of North Idaho, to raise awareness and funds for a new facility. An expanded museum would provide exhibit space dedicated to the memory of thunderboat excitement that was generated by the Diamond Cup Regatta. Next year, a re-born ‘Hydromaniacs’ group will provide much of that planning power. Old timers will recall that the original Hydromaniacs club was instrumental back in the ‘50s and ‘60s in mobilizing volunteers to help organize the Diamond Cup event. Miller says the all new ‘Hydromaniacs’ club has re-formed, and planning has already begun.

Blueprints for the 2011 exhibition will focus on a 50th anniversary of the 1961 race, which was won by Bill Muncey in *Century 21*. The ‘Diamond Cup 2011’ exhibition will be held just before the Tri-Cities race, and will fit nicely with the travel plans involving the vintage boats in the northwest. Miller hopes that eight to ten vintage boats will take the I-90 trip from the west side.



**NEXT MEETING OF
UNLIMITEDS UNANIMOUS**
 Saturday, February 12th
 UNJ 2 pm -- UU 2:30 pm
PLUS
RC HYDRO SHOW
 11:00 am to 4:00 pm
HYDROPLANE & RACEBOAT MUSEUM
 5917 So. 196th St.
 Kent, Washington

Terry Turner 1942 — 2010

The news of the 2010 Bayfair Cup unlimited hydroplane race on San Diego's Mission Bay filtered slowly back to Seattle. These days, an out-of-town race on the unlimited circuit may merit an inch or two in the *Seattle Times*, if there is anything at all, and consequently not much was known about this race for weeks afterward. Other less welcome news traveled north even more slowly – Terry Turner of Pomona California, former unlimited hydroplane driver, was dead of cancer at the age of 68. He is survived by his daughter Teryl, brother Tom, grandson Zachery, and life partner Oneva.



H&RM Collection



H&RM Collection

Terry's hydroplane racing resume was lengthy, especially in the faster inboards divisions including the 7 litre and Grand Prix

classes. He won numerous regional titles and established many national records, was a member of the Gulf Marine Hall of Fame, and was also inducted into the APBA Hall of Champions. His best year was probably 1977 when he was 7-litre national champion, 7-litre high point champion (winning 14 of 17 races), and Grand Prix National Champion, the latter while driving GP-200 Lauterbach Special.



Tony Bugeja Collection

Terry's unlimited racing career began with the U-70 *Such Crust* (2) that Brian Keogh had purchased from Gene Benning shortly after the 1976 Gold Cup. Brian named Terry as driver and after the Dayton race Brian brought the boat west for

the races at Pasco and Seattle. The boat was underfunded and it ran accordingly. He also dove the boat as *Columbia Clipper*, *R. Mikulski Advertising* (1), *U-Seventy* ('76), *O'Grady's Lake Shore* (1), *Miss C & H Special* ('77), *Miss Detroit* (5), and *O'Grady's Lake Shore* (2) ('78). Later in his career Terry drove the U-5 twin-auto powered Lauterbach unlimited that he and John Dickerson campaigned as co-owners, which raced under several names including *Candyman* ('79-'80), *Barney Armstrong's Machine* (80), *Gilmore Chevrolet Special*,



Sandy Ross Collection

The *Machine*, ('81), *Miss Machine Rock Band*, *Coberly Chevrolet Special*, *Ric Gunite Special* ('82), *Richard Buick Special*, *Risley's Express* (1), *Mr. Auto/MS. Radio*, and *Ric Gunite Special* ('83). The boat didn't have enough speed to race with the top unlimiteds of the day, but the boat was clean and ran respectably in mid-pack. Terry's best finish in the U-5 was a second in 1982 at San Diego running as *Coberly Chevrolet Special*.

Terry's dedication to the sport is summarized in at least two stories, the first of

which was told by his racing partner and best friend John Dickerson. Terry was set to be married, invitations had gone out, gifts had been received, and guests were on their way across the country to attend the weekend wedding. Terry's phone rang, and it was Norman Lauterbach on the other end of the line saying that he needed Terry to drive his GP-200 *Lauterbach Special* in New Hampshire that same weekend. Terry won the race.

As a sometimes crew member on both the U-70 and the U-5 unlimiteds that Terry drove, I have my own small story. When Brian brought this U-70 *Such Crust* ((2) westward after its purchase in 1976, he did so on a wing and a prayer. The equipment was not in good shape and there was neither time nor money to remedy the situation. After a successful last-chance qualification on Sunday morning in Pasco, we didn't have a healthy engine, as our only serviceable engine damaged its accessory housing during the qualify run. In fact, the accessory housing was nearly in pieces. We thought there was no way we could make a start, and a start was required in order to earn the desperately needed tow money. Terry simply told us to patch it up as best we could in the time that we had, and he would get it to the starting line.

There wasn't time to weld the pieces of the accessory housing together, so we did what we could with what we had. And about all we had was duct tape. So we pieced the accessory housing back together, wrapped it in duct tape, then more duct tape, and then even more. We must have used the whole damn roll. As the start of heat 1B approached, we launched the boat. Terry got it started and on plane, and he made it smoothly through the milling period and to the starting line at a good clip with the accessory housing still somehow intact. The housing finally gave up the ghost in the first turn, but we had earned the tow money.

Terry's willingness and ability to get a crippled boat to the line was largely ignored, and it certainly meant nothing to the fans on the shore or even to the racing community in the pits. But it meant the world to us.

Thanks Terry, and rest in peace.

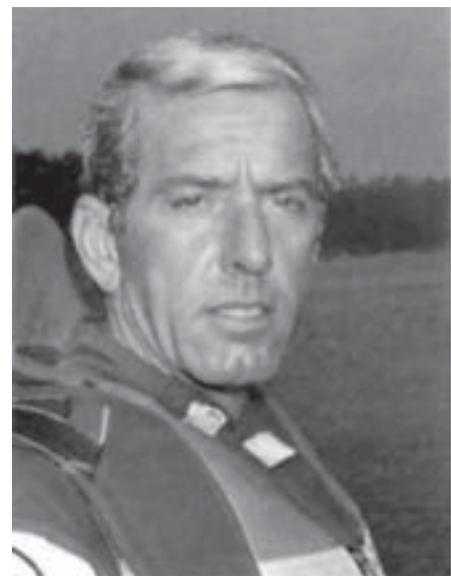
Matt Devine



Sandy Ross Collection



Tony Bugeja Collection



H&RM Collection



Craig Fjarlie
HERITAGE

Breaking Records

The old adage states: “Records are made to be broken.” Bill Muncey won his last race at Evansville in 1981. That achievement was number 62 in his long career. When Muncey was killed in Acapulco in October of that year, Chip Hanauer had three wins to his credit; Dave Villwock had never driven an unlimited hydroplane. It seemed unlikely anyone would come close to Muncey’s all-time victory total.

Unlimited racing has experienced many changes since Muncey scored his first win in 1956. At that time, the boat with the most points at the end of the race was the winner. Approximately half of Muncey’s victory total came in regattas run under that format. He frequently won the final heat, but not always. For example, he won the 1961 Gold Cup finishing second

three times.

There were valid reasons for using the total points format in the 1950s and ‘60s. Reliability of piston engines was hardly a strong point. Attempting to run full out in a 90-mile Gold Cup race was a good way to wind up at the end of a tow rope. Indeed, the order of the day was, “Respect and conserve your equipment.”

Times have changed. Technological developments improved the reliability of piston engines, and today’s turbine powerplants have even fewer breakdowns. It became possible to give up total points in favor of the winner-take-all final heat format. The last race run under the total points format was in 1975, the year before Hanauer started driving unlimiteds.

Will any other driver ever come close to the victory totals of Hanauer, Muncey, and Villwock? In the foreseeable future, the answer is a resounding, “No.” After all, it took 29 years for Villwock to equal Muncey’s total. There are a number of reasons why that is the case.

First, the top three drivers all spent several seasons in boats that were clearly superior to any other boat in the fleet. For example, Muncey won four races in both 1960 and ‘61, five races in 1962, six in 1972 and 1978, and seven in 1979. Hanauer and Villwock both had seasons when they completely dominated their rivals. It was especially true when they were driving for Bernie Little, but both were consistent winners when they were driving for other owners.

Two major changes have occurred. First, no single boat is as dominant as *Miss Budweiser* was when Hanauer and Villwock drove it. Villwock won three races in both 2009 and 2010. That was half the races on the schedule. There were six races, total, both years. Remember, Muncey won seven races out of nine total in 1979.

If any other driver is going to come close to capturing 62 first place trophies – or wherever the record stands when Villwock retires from the cockpit – two major changes have to occur. First, the driver has to be given an opportunity to drive a boat that is a step ahead of all other boats and can win virtually at will. No boat is in a position to do so now. Second, the sport has to have more races. Race sites have always come and gone, but the number of regattas is currently at a low point. It seems unlikely that the circuit will grow to 10 races in the next few years, as much as we might wish that could happen.

Since it is likely that Villwock will push the career victory total beyond 62, a new, young driver will need the opportunity to win between five and seven races for more than a dozen years to have any chance of approaching the record. Congratulations to Villwock, Muncey, and Hanauer. Their standing at the top of the victory column seems secure for a very long time.



H&RM Collection photos

IN THIS NOVEMBER-DECEMBER 2010 ISSUE

Doha, Qatar #2 - 2010 Oryx U.I.M. World Championship-Part 1 by Jimmy Gilbert 1

HydroFile News by Lon Erickson 5

U-37 Shop Shots from Lon Erickson 6

Celebrating the Diamond Cup Regatta at Lake Couer d'Alene 2010 by Steve Nelson 7

Terry Turner 1942 - 2010 by Matt Devine 9

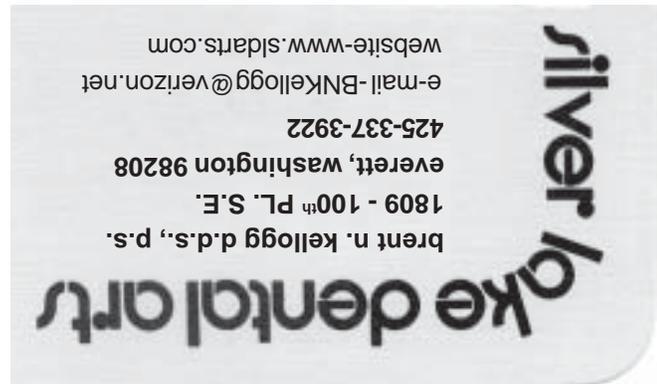
Breaking Records by Craig Fjarlie 11

NEXT MONTH: Doha, Qatar Part 2

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