

San Diego

Villwock Sweeps Mission Bay

by Craig Fjarlie

Photos from Karl Pearson



Center, a very pleased Dave Villwock with the glass trophy. He is now tied with Chip Hanauer with 61 victories, and also closed the gap between him and Steve David, at left, for the title. Qatar will decide the National Championship.

Dave Villwock and U-96 *Spirit of Qatar* went into the Air Guard Championship Presented by Degree Men trailing Steve David and U-1 *Oh Boy! Oberto* by 516 points. Villwock needed a perfect weekend at San Diego to move into striking range of the 2010 National Championship. The script played out in his favor. When the checked flag flew, the gap had narrowed to 186 points.

Testing and Qualifying

Things started on a frightening note. Thursday, while boats were being moved into the pits, Jim Harvey fell off the trailer of U-57 *Formulaboats.com II*. He broke both arms, the C1, T3, and T4 bones in his neck and upper back, and had a serious concussion. He was rushed to a local hospital where he was expected to stay for an extended recovery period. Fortunately, by Saturday he was carrying on coherent conversations, which suggests there will be no lasting effects from the concussion.

Friday morning, Villwock made a blazing tour of the course, only to have it nullified by a fuel flow violation. The fastest time following session one went to *Oberto* with a mark of 161.696 mph. Kip Brown was second with U-17 *Miss Red Dot* at 156.540.

Things changed in the afternoon session. Villwock went just a little faster than David, reaching 162.604. *Oberto* and *Red Dot* were unable to improve on their morning speeds. J. Michael Kelly put U-7 *Air Guard* in the race at 155.376, just a tick faster than teammate Jeff Bernard and U-5 *Graham Trucking Presents Formulaboats.com*, who turned in a speed of 154.921. Mark Evans took *Formula II* on the course but was unable to complete a lap. The prop shaft snapped inside the strut. Luck was with Evans, there was no damage to the hull.

Brian Perkins qualified U-21 *Go Fast Turn Left* at 148.890. San Diego was added to the 2010 schedule after the Albert Lee sponsorship was signed. The contract did not include San Diego, thus the name change. Other boats had name changes, too. Ken Muscatel drove U-25 *Miss Peters & May* to a speed of 147.015. Cal Phipps put U-13 *Advanced Automotive Technologies* into the show with a lap of 145.656. Greg Hopp made a lap of 144.418 with the unnamed U-100. Mike Webster toured the course at 141.819 in U-22 *Matrix Systems* (AKA Great Scott!). Jon Zimmerman was an eye-blink behind with U-37 *Degree Men* at 141.752.

The Degree Men team tried making changes to their hull in the hope it would improve the ride and improve speed. Deeper air traps were supposed to put more air under the boat. Instead, Zimmerman reported the boat kept lifting the back and falling over on its nose. Twice, the boat was on barrels in the pits as the crew made changes to the air traps. The team's regular driver, J.W. Myers, was in the pits. His cast was off but his left foot showed fresh surgical marks. Myers had hoped to take the boat out for a few test laps, but the time the hull spent on barrels ended that potential opportunity.

A few qualifying speeds changed on Saturday. *Oberto* made a valiant effort to exceed *Qatar*'s speed but came up short of its own Friday mark. Hopp did a lap of 151.911 with U-100; Zimmerman coaxed 143.449 from *Degree Men*, and Evans made the field with a speed of 139.097 in *Formula II*.

Heat One

The draw for heat one put point leaders *Qatar* and *Oberto* together in 1B. In lane order, the line-up for 1A would be as follows: *Formula*, U-100, *Formula II*, *Red Dot*, *Go Fast*, and *Advanced Automotive*. The highly anticipated B section had *Qatar*, *Oberto*, *Air Guard*, *Peters & May*, *Degree Men*, and *Matrix*. Wind blew from the west; an occasional white cap decorated the first turn.

Advanced Automotive Technologies never left its trailer for 1A, *Formula II* made one lap during warm-up, then expired. *Formula* led into turn one. Bernard was never seriously challenged and went on to take the checkered flag. U-100 was second, about three lengths back. *Red Dot* was a buoy length in back of U-100, and *Go Fast Turn Left* was well off the pace in fourth.



Spirit of Qatar, on the inside, led into the first turn and Villwock sprinted away to victory in 1B. *Oberto* was second, about a buoy length behind. *Air Guard* tried to challenge *Oberto* but to no avail. *Degree Men* started last, but passed *Matrix Systems* on the final lap.

Heat Two

Weather conditions were only slightly improved on Sunday. A west wind blew across the course and the Bay was bumpy. Again, an occasional white cap could be seen in the first turn area. In lane order, 2A would have *Peters & May*, *Air Guard*, *Formula*, *Formula II*, *Qatar*, and *Matrix*. Jimmy Shane would be in the cockpit of *Formula II*. By driving one heat, he could keep his eligibility intact. Heat 2B had *Advanced Automotive*, *Go Fast*, *Oberto*, U-100, *Red Dot*, and *Degree*.

Spirit of Qatar took the lead at the start of 2A, but was passed by *Air Guard* at the apex of turn 1. The two ran side-by-side the entire heat, with *Qatar* winning by a boat length at most. *Formula* was third. *Peters & May* ran fourth in the early going, but faded to last and was nearly lapped by the leaders. *Matrix* finished fourth and *Formula II* was fifth.

Once more, *Advanced Automotive* stayed on its trailer. *Oberto* led into turn 1 and pulled away from the field to win 2B. U-100 ran a solid second. *Red Dot* went dead in the water coming off turn 2 of the first lap, and the prevailing wind blew the boat onto the beach. *Go Fast* physically ran third, with *Degree Men* fourth. Following the heat, U-100 was called for a flagrant N2 violation, which moved *Go Fast* to second and *Degree Men* to third. Tow boats had to struggle to pull *Red Dot* off the beach. Care was needed to avoid damaging the hull.

Heat Three

Red Dot was scratched from the heat three draw. Officials asked *Advanced Automotive* owner Dave Bartush if he wanted the U-13 in the draw and he said yes. In lane order 3A would have *Qatar*, *Oberto*, *Formula*, *Degree Men*, *Formula II*, and *Matrix Systems*. Mark Evans would be back in the U-57 cockpit. Heat



After 3A, Mark Evans pulls alongside Webster's *Matrix System*, who shut down early because of severe vibration problems.



Starting 3A above, Cal Phipps and the U-13 ran only in this heat, or tried to, before being disqualified for a flagrant fuel flow violation. Some weekends nothing goes right.

Air Guard led the field into the first turn of heat 3B and was never challenged. U-100 ran a roostertail back in second and *Advanced Automotive* was third. *Peters & May* ran a distant fourth. *Go Fast* had a high exhaust gas temperature reading, so Perkins returned to the pits during lap 1. Following the heat, U-100 was again called for a flagrant N2 violation, and *Advanced Automotive* was called for a flagrant fuel flow violation. The infractions moved *Peters & May* up to second.

Final Heat

The Provisional heat was cancelled. In lane order, the final heat field would consist of the following: *Spirit of Qatar*, *Oh Boy!* *Oberto*, *Air Guard*, *Formula*, *Degree Men*, and *Miss Peters & May*. *Formula II* was the trailer. The wind calmed slightly and water conditions were a bit better than they had been earlier in the day. White caps no longer dotted the first turn.

As the field rounded the shape-up turn, *Peters & May* fell off the pace and Ken Muscatel went back to the pits. *Qatar*, *Oberto*, and *Air Guard* were even as they crossed the starting line. In the first turn, *Qatar* and *Air Guard* reached the apex buoy together, with *Oberto* sandwiched between them a half-length back. *Formula* was off the pace. *Degree Men* was late for the start but ahead of *Formula II*.



Villwock used the inside to his advantage and sprinted away. *Oberto* assumed second as they rounded turn 2. *Air Guard* settled into third. From that point it was a matter of counting the laps. *Formula II* closed on *Degree Men* in lap 5, but finished a roostertail back. Villwock was called for a lane encroachment, but the penalty was monetary only.

Following the heat, Villwock said conditions looked worse than they were. “The boat ride was good,” he said. “The boats will move around a little. As long as you don’t get too excited, it’s all right. They’re allowing us to race as hard as we can.” It had been a long time since the Gold Cup and he was obviously pleased to be back in the winner’s circle. “Last time, the bear got us,” he said referring to the Seafair race. “This time, we got the bear.”

Steve David tried hard to hide his disappointment. “Qualifying was everything,” he said. “It came down to seven-tenths of a second.” He admitted the inside lane made all the difference. “I don’t think he (Villwock) could’ve beaten us from the outside, and I couldn’t beat him from the outside. We’re running that close.”

Qatar is coming up in mid-November. The difference in season standings between *Oh Boy!* *Oberto* and *Spirit of Qatar* is only 186 points. The battle continues.

STAT BOX

SAN DIEGO THUNDERBOAT REGATTA

San Diego, California, September 18-19, 2010

2 1/2-mile course on Mission Bay

QUALIFYING (1) U-96 *Spirit of Qatar*, Dave Villwock, 162.604, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 161.696, 80; (3) U-17 *Red Dot*, Kip Brown, 156.540, 70; (4) U-7 *Air Guard*, J. Michael Kelly, 155.376, 60; (5) U-5 *Formula*, Jeff Bernard, 154.921, 50; (6) U-100 (no name), Greg Hopp, 151.911, 40; (7) U-21 *Go Fast Turn Left Racing*, Brian Perkins, 148.890, 30; (8) U-25 *Miss Peters & May*, Ken Muscatel, 147.015, 30; (9) U-13 *Alternative Automotive Technologies*, Cal Phipps, 145.656, 30; (10) U-37 *Degree Men*, Jon Zimmerman, 143.449, 30; (11) U-22 *Matrix System Automotive Finishes*, Mike Webster, 141.819, 30; (12) U-57 *Formula II*, N. Mark Evans, 139.097, 30.

HEAT 1A 1) U-5 *Formula* [1] 147.894, 400 points; 2) U-100 [2] 145.257, 300; 3) *Red Dot* [4] 142.372, 225; 4) *Go Fast Turn Left Racing* [5] 129.521, 169; *Alternative Automotive Technologies* [6] DNS — broke short shaft during testing, 0; U-57 *Formula II* [3] DNS — , 0. Fast lap (2) *Red Dot* 149.409. **HEAT 1B** 1) *Spirit of Qatar* [1] 151.544, 400; 2) *Oh Boy! Oberto* [2] 147.530, 300; 3) *Air Guard* [3] 143.395, 225; 4) *Peters & May* [4] 125.3823 169; 5) *Degree Men* [5] 120.169, 127; 6) *Matrix System* [6] 118.844, 95. Fast lap (1) *Spirit of Qatar* 154.897.

HEAT 2A 1) *Spirit of Qatar* [5] 150.865, 400, 800 cumulative points; 2) *Air Guard* [2] 150.201, 300, 525; 3) U-5 *Formula* [3] 129.789, 225, 625; 4) *Matrix System* [6] 124.600, 169, 264; 5) U-57 *Formula II* [3], Jimmy Shane, 118.620, 127, 127; 6) *Peters & May* [1] 92.995, 95, 264. Fast lap (2) *Spirit of Qatar* 152.892.

HEAT 2B 1) *Oh Boy! Oberto* [3] 149.867, 400, 700; 2) *Go Fast Turn Left Racing* [2] 136.421, 300, 469; 3) *Degree Men* [6] 125.840, 225, 352; *Red Dot* [5] DNF — engine ingested saltwater, 0, 225; *Alternative Automotive Technologies* [1] DNS — replacing short shaft, 0, 300; U-100 [4] DSQ — flagrant N2 violation, 0, 0. Fast lap (1) *Oh Boy! Oberto* 152.765.

HEAT 3A 1) *Spirit of Qatar* [1] 154.002, 400, 1200; 2) *Oh Boy! Oberto* [2] 151.459, 300, 1000; 3) *Degree Men* [4] 133.167, 225, 577; 4) U-57 *Formula II* [5] 132.279, 169, 296; *Matrix System* [6] DNF — shut down, felt vibration from rudder flutter, 0, 264; U-5 *Formula* [3] DNS — dead battery, 0, 625. Fast lap (1) *Spirit of Qatar* 155.432. **HEAT 3B** 1) *Air Guard* [1] 149.783, 400, 925; 2) *Peters & May* [4] 108.916, 300, 564; *Go Fast Turn Left Racing* [5] DNS — high exhaust gas temperature while warming up, 0, 0; *Alternative Automotive Technologies* [3] DSQ — flagrant N2 violation, 0, 300; U-100 [2] DSQ — flagrant N2 violation, 469; *Red Dot* W/D — save equipment. Fast lap (2) *Air Guard* 150.110.

PROVISIONAL HEAT cancelled.

FINAL 1) *Spirit of Qatar* [1] 153.551, 400, 1600; 2) *Oh Boy! Oberto* [2] 150.491, 300, 1300; 3) *Air Guard* [3] 143.558, 225, 1150; 4) U-5 *Formula* [4] 135.706, 169, 794; 5) *Degree Men* [5] 129.347, 127, 704; 6) U-57 *Formula II* [T] 102.706, 95, 391; *Miss Peters & May* [6] DNS — , 0, 564. Fast lap (3) *Spirit of Qatar* 156.925.

COMPILED BY ALLEN STILES

HYDROFILE



Lon Erickson

U-13. The Spirit of Detroit team has suffered consistency problems, mechanical issues, and unfortunate racing luck at the last 3 events of the 2010 season. The U-13 team has made the decision to not to go Doha and compete. After the San Diego event, an announcement was made pertaining to the U-13 and

U-25 teams combining resources for the final race in Doha. More details coming . . .

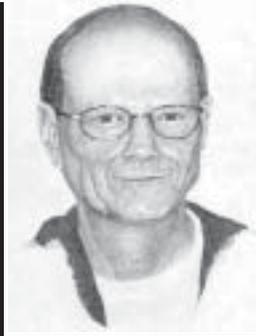
U-17. Nate Brown and the Our Gang Racing team have been working on more fine-tuning of the changes they made during the off season. Nate was pleased with the boat's qualifying and improvements in performance through the first five races. Going into Doha, the team has high expectations there. Kip Brown will be driving in the Oryx Cup this year.

U-21. The U-21 ran in San Diego as *Go Fast Turn Left Racing*, that race was not part of the Albert Lee sponsorship arrangement. According to reports from San Diego, U-21 crew chief, Jim Labrie was not with the team. Greg O'Farrell's *Go Fast Turn Left Racing* team has been assisted at several other races this year (Madison and Detroit) by Kevin Braun, who was the crew chief on the U-21 hull in its 2007 inaugural season. Braun handled crew chief duties at the San Diego Bayfair event, along with Ryan Mallow.

U-22. Mike Webster will be handling *Matrix Systems* driving duties in Doha, Qatar. Crewmember and limited competitor Al Carstenson had the opportunity to get some more seat time in San Diego, testing in the Webster hull and is now a qualified unlimited driver. He will also be working with the U-22 team in Doha, possibly getting more testing in the boat, and serve as back-up driver.

U-25. As a result of discussions involving Dave Bartush and the Ken Muscatel/Ron Jones Jr. *Superior Racing* team, and considering the developments with the U-13 team, an arrangement was made that will have the U-25 hull and team going to Doha as the tenth team. It will be a combined effort between the U-25/U-13 teams, with equipment and three of the Spirit of Detroit crew. Muscatel will be driving the U-25 in the Oryx Cup.

U-37. Scott Raney and the team continued to make changes to the Leland hull (#0010) they are finishing the season with. They modified an engine cowling to change the aerodynamics and incorporate a saltwater extension, along with changing some wings and leading edges to get more air and provide lift. After initial testing in San Diego under the *Degree Men* colors, the changes didn't improve performance or boat handling, so the team worked Saturday



From Chris Tracy

Interesting notes from the Western swing of the H1 series:

This was the final year of the multi-year Lamb Weston race sponsorship deal, but the folks in **Tri-Cities** are optimistic that Lamb Weston will renew. Steve

David was honored at the annual Royal Order of the Turbine (ROTT) banquet in Kennewick and he brought his mother and father-in-law with him.

Seattle's **Albert Lee Cup** press conference took a step up this year. It was held at the exclusive Columbia Tower Club on the 76th floor of the building. Seafair President, Beth Knox, noted that this was the 60th year of hydro racing in Seattle. She talked about the impact of the difficult economy on Seafair and thanked all those that stepped up at all levels and extended her personal thanks to Albert Lee III and to Boeing for their support. New supporting events to the hydroplane race this past year included an airplane/hydroplane race, wakeboarding at the southern end of the racecourse and a new hydro zone area for photos.

At the press conference I asked Albert Lee III about how his firm got involved as the title sponsor for the Seattle race. It all started when he contacted Seafair to purchase a skybox for the race. Lee casually asked if Seafair had landed a title sponsor for 2010. Seafair officials explained that they were worried; they had burned the bushes trying to secure a sponsor and had come up empty-handed. They explained that they had asked everyone! Lee replied, "You didn't ask me." That led to a meeting and three hours later the deal was done. Well, almost done. Albert Lee Appliances, the largest independent appliance dealer in the Seattle area with three locations and soon to open one in Tacoma, is a family firm. Grandma, mom, dad, and Lee are the Board of Directors. Grandma is pretty much retired, but Lee had to talk with mom and dad. When Lee told his parents, his dad did not say a word. He

later asked his mother why dad was silent; she replied that Lee's dad was in a state of shock after learning the news! It took his dad three days to get recover and accept the news; it helped that Lee explained to his father that he had already given Seafair a non-refundable deposit. Albert Lee III went on to explain his reasons for signing a three-year deal to sponsor the hydroplane race. He said, "It's all about giving back to the community." He said that more people and businesses should get involved.

Other Albert Lee press conference tidbits include the following: **Steve Montgomery** talked about Qatar; he said that last year there was live streaming of the race to 32 countries. **Larry Oberto**, always well-dressed and business formal, took a play from his dad's book and (very) briefly put on an Oberto blow-up hat, and echoed Lee's comments about supporting the community and values and noted that Oberto had been doing it through hydroplane racing since 1975. **Nate Brown** said he tried to buy a prop from Ellstrom, but Oberto had bought the last two! Brian Perkins noted that there was more pressure on him in Seattle as it was the hometown race and his sponsor was the title sponsor for the race. **Greg O'Farrell** told everyone that, "We have a new boat under construction." **J.W. Myers**, walking with the help of crutches, might have had the quote of the day when he said, "I'm just happy to be here," after the accident in Detroit. He thanked the caring hydroplane community and noted, "Saturday evening (of the accident) there were 22 people in my hospital room." **Dave Villwock**, talking about the Spirit of Qatar boat sponsor, mentioned that the sheik's son proclaimed at the 2009 Qatar race, "I want that boat!" Could that have helped land the sponsorship? Villwock went on to explain that, "We want to represent the whole country," of Qatar. Villwock also thanked Duke's restaurants in Seattle for providing support to Seafair.

The stars aligned and there was a **San Diego** race. Without much notice and publicity, the crowd was a bit smaller than in past years. Thanks go to the Air National Guard and Degree Men for providing the sponsorship to make the race happen.

A Time Capsule

2010; Fifty Years Ago, 1960

by Kirk Pagel

1960 URC Schedule

May 8th Apple Cup, Chelan WA

Jun 25th Detroit Memorial, Detroit MI

July 10th Connors Memorial, Buffalo NY

July 23rd & 24th Diamond Cup, Coeur D'Alene ID

July 24th International Boundary, St. Clair MI

Aug 7th & 8th Seafair Trophy, Seattle WA

Aug 19th & 20th Harmsworth Trophy, Picton Ontario

Aug 27th Silver Cup, Detroit MI

Sep 17th & 18th President's Cup, Washington D.C.

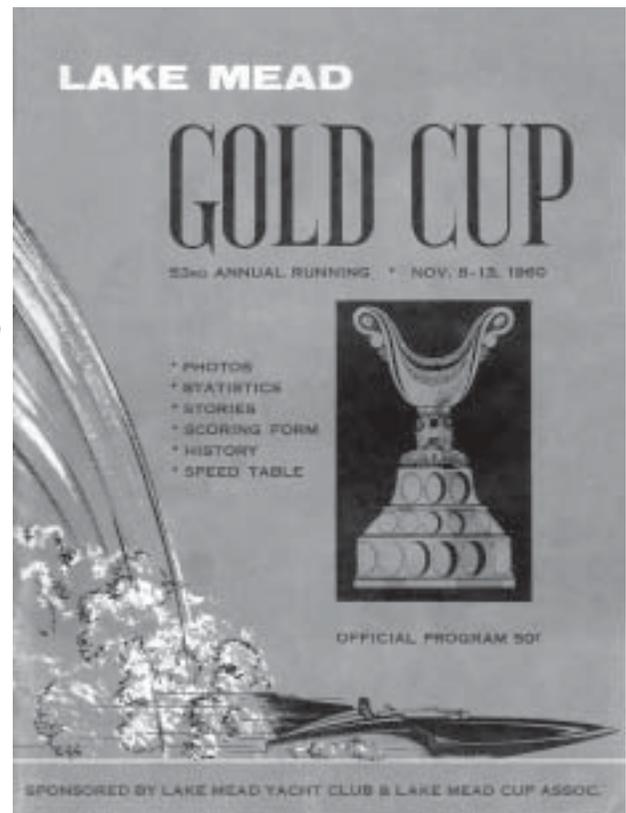
Oct 1st & 2nd Governor's Cup, Madison IN

Oct 29th & 30th Mapes Trophy, Reno NV

Nov 12th & 13th A.P.B.A. Gold Cup Las Vegas NV (*CANCELLED*)

Our time capsule looks back fifty years to the 1960 season. 1960 was a year that had eleven races, and there would have been twelve, if the November 13th APBA Gold Cup could have been completed in Las Vegas.

The late season date, left promoters with high winds to contend with creating extremely rough and water unfit for safe racing conditions. They completed heat 1-A, but 1-B wasn't. The **U-55 Gale V** (3) flipped one lap into the race stopping the heat. The Gold Cup was cancelled shortly after. "Wild" Bill Cantrell was injured in the incident, the boat as you can see in photo at right, was pretty much underwater.



Tom McCormick photo

CA-3 Miss Supertest III, with Bob Hayward at the wheel, continued her “undefeated” career with another win, her third, at her only appearance in 1960 at Picton, Ontario for the Harmsworth Trophy. Both *Miss Supertest III* and *Miss Supertest II* would make one more appearance in 1961 before retiring for good.



Thomson family photo

Her sister ship **CA-1 Miss Supertest II**, which had been retired after the 1958 season, was put back in service and appeared in three races. Bob Hayward’s highest finish was second place at the Detroit Memorial. They placed fourth at the Conner Memorial in Buffalo, N.Y., and seventh at Madison’s Governor’s Cup.



H&RM Collection

There were three new hulls for 1960, Sam DuPont’s **U-79² Nitrogen Too**, Owner-driver Bob Gilliam’s **U-1300 KOL-roy I** and Peter Woeck’s **U-4 Miss Burien**. Of the three, *Nitrogen Too* fared the best, posting a third overall in National High Points with Ron Musson driving and winning the Silver Cup. Her sister ship, *Nitrogen*, finished second in High Points with no race wins, but four podium finishes over the season.



H&RM Collection

Samual DuPont’s first *Nitrogen* (at right), became the **U-6 Miss Madison** in 1961. His second boat, *Nitrogen Too*, seen on tilt back east in photo, wouldn’t be seen after this season again until 1962. It would return as the second **U-6 Miss Madison**.



H&RM Collection

Right: Bob Gilliam and the gold **U-88** Kol roy (the former *Miss B&I*) running on Lake Washington.

In next photo, the **U-4** *Miss Burien* (2) about to be lifted out of the water at Lake Chelan.

At the top of the heap in 1960 was the **U-60** *Miss Thriftway*. Driver Bill Muncey had four race wins at the Apple Cup, Detroit Memorial, Seafair Trophy, and the Indiana Governor's Cup. Then had three additional podium finishes for the 1960 season. *Miss Thriftway* also set a World Straightway record, for propeller driven race boats at 192.001 mph, in the mile. (Seen testing for mile trials on the East Channel of Lake Washington off Mercer Island.)

Fourth place in the 1960 High Points chase went to the **U-40** *Miss Bardahl* (2), appearing in seven races with no wins and two podium finishes for the season. Fifth place in High Points went to *KOL-Roy I*, which entered eight races, had a best finish of fourth at the Indiana Governor's Cup with no podium finishes all season. (Bottom right; Jim McGuire and *Miss Bardahl* testing on Lake Washington. At Seafair, Bill Brow replaced McGuire behind the wheel. Russ Schlee also tried out. Brow qualified *Bardahl* at 106.090 mph then blew a Merlin engine on second lap of 1A, and knocking them out of the race.)

Still showing signs of past brilliance was the **U-99** *Miss Detroit* (#5513). The former *Tempo VII*, won the 1960 President's Cup in



H&RM Collection



Kirk Pagel photo



Bob Carver photo



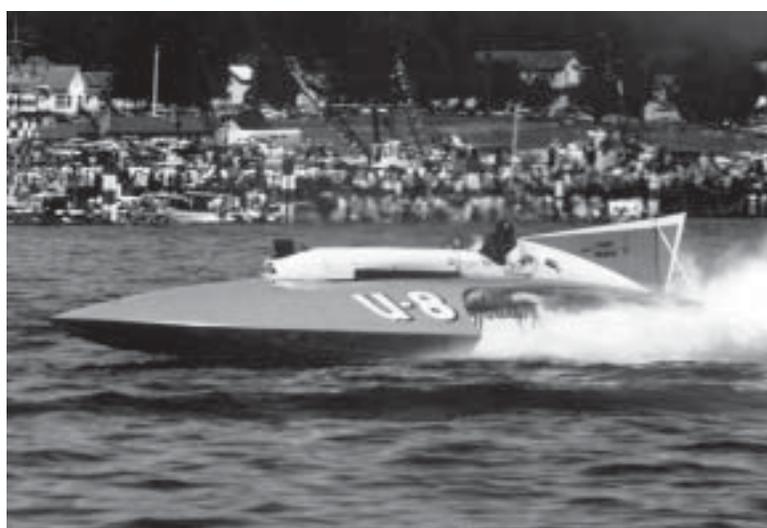
Bob Carver photo

Washington DC and placed 2nd in the Conner's Memorial to give her a sixth place finish in the National High Points, with Chuck Thompson driving. Miss Detroit, on trailer at right, also ran as Short Circuit (2) in 1957 and '58.



H&RM Collection

The 1960 race schedule not only had a cancelled Gold Cup race, but there was also no defending National Champion. In 1959 **U-00 Maverick**, won the right to defend the Gold Cup and finished first in National High Points. The U-00 sat out the 1960 season, to return the following season as **U-00 Miss Reno**.



H&RM Collection

The **U-55 Gale V** (2) had a pair of race wins at the Connor's Memorial and the International Boundary (non points contest) races. **Gale V** also had a podium finish at the Harmsworth Trophy, held at Picton, Ontario.

The **U-8 Hawaii Kai III**, at right, won its very last race at the Mapes Trophy, and had a fourth place finish at the Diamond Cup, with a DNF at the season opener Apple Cup in Chelan, Washington. The two finishes gave the former champion eleventh place in the National High Points for 1960. The famed hull would appear again in 1963 at two races as the **U-20 Miss US 5**.

The **U-47 Miss Seattle Too** (In photo at right), won the Diamond Cup in Coeur D'Alene, Idaho and went on to a 12th place finish in the 1960 High Points chase. She also won heat 1-A of the ill-fated Gold Cup, prior to its cancellation.



H&RM Collection

U-101.5 Wahoo Had a fifth place finish in the season opener Apple Cup, and in its only other appearance for 1960, posted a DNF at Seafair, after driver Mira Slovak flipped in Heat 1B

ending *Wahoo's* race day (in photo at right). After repairs were made to the deck, tail and cockpit, the boat went on to qualify for the 1960 Gold Cup, but following its cancellation, it went into storage at seasons end.

Seafair would be the only race attended by **U-22² *Breathless II***, and **U-62 *Thriftway Too***, as the later posted a DNF at the Mapes Trophy on October 30th.



Rick Ormbrek photo

Twenty nine boats came to those eleven races in 1960, with only four boats that did not accumulate any points whatsoever. They were **Miss Seattle** with a DNF in its only appearance and the **U-1300² *KOL-Roy II***, which had a DNS, both, at the Seafair Trophy race. Then the **U-70 *Such Crust III***, which came to the Detroit Memorial, could not qualify for that race. **Such Crust IV (2)**, which ran as the **U-81 *Yellow Jacket*** at Detroit, appeared at the Silver Cup and suffered sponson damage.

(Continued from page 5)

changing back to the prior setup. The team was expecting to return the boat to Seattle before heading to Florida, but the boat's performance Saturday and Sunday permitted them to change plans and head directly to Jacksonville. They took time on Monday after the Bayfair race to remove the Degree Men graphics wrap from the hull and change the color scheme back to reflect the Peters & May sponsorship for the Doha event. **J.W. Myers** has had his cast removed and is continuing his re-hab. J-Dub was scheduled to test the U-37 at Bayfair, but boat work didn't allow time. Since the San Diego event, **J.W. Myers** has been back doing some testing in his outboard hydro and is now expected to drive the U-37 in the Oryx Cup. **Jon Zimmerman** will also be in Doha, serving as PR rep. and back-up driver, if needed. Between the San Diego event and Doha, work has resumed on the roll cage, cockpit, and machining of components for the new Schumacher hull for 2011.

U-57 Ted Porter had **Jimmy Shane**, who was in San Diego driving his GP-10 hull, scheduled to drive the U-57 *Formula* hull (#9010) in 2A to keep his driving credentials current as a team back-up driver. He finished fifth. **Mark Evans** drove 1A and the rest of the weekend. An unfortunate accident took place on Friday involving **Jim Harvey** who was providing technical assistance for Ted Porter's team. Jim was working on a ladder near the back of the U-57 and apparently fell, breaking both arms and suffering some neck vertebrae damage. **Mitch Evans** flew in from Chelan to assist the team for the balance of the weekend. Initial reports have Jim Harvey expected to recover fully but it will

take some off-season rehab. Jim has since been released from the hospital and returned home.

U-96. In preparation of the two upcoming races on saltwater, *Spirit of Qatar* was outfitted with an air actuated flap at the front of the saltwater extension on the air intake. This flap closed at slow speed to prevent salt water spray from being ingested into the turbine engine.

Display Boat -- The Ted Porter/Formula Boats display hull (#9399), was decked out in Air Guard-Degree Men graphics and used for promotion and toured Southern California promoting the 2010 Air Guard Championship presented by Degree Men at Bayfair on Mission Bay, September 17 – 19. The display hull was planned to continue some display promotions in California, the week after the Bayfair event.

2010 Doha -- The H1 Unlimited fleet of 10 boats, haulers, and other race related equipment arrived in Jacksonville, Fla. on Sept. 28th for loading preparations, customs inspections, and boarding of the *Hoegh Dubai* freighter. The Peters & May vessel set sail the first week of October, heading in route to Doha, Qatar. The *Hoegh Dubai* is scheduled to be in the Doha port on Nov. 4th, for the Oryx Cup UIM World Championship on Nov. 18-20

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