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UNLIMITED NEWSJOURNAL

A Chronicle of Speed

A dream comes true for Kelly.

by Mac Clouse

The 2016 UAW/GM Hydrofest/APBA Gold Cup was a milestone event. It was the 100th year of boat racing in Detroit. With a field of only eight unlimiteds, it seemed that the centennial event could lack excitement. However, the unlimited, the Grand Prix, and the F2 tunnel boats provided great racing and the weather cooperated to generate a very successful event. The crowd-pleasing winner was J. Michael Kelly in the U-5 *Graham Trucking*. It was the first Gold Cup win for him and for team owner Ted Porter.



Kevin Haworth



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Testing and Qualifying

The field of eight was smaller than expected. After appearing at both Northwest races, Erick Ellstrom chose not to bring the U-16 to Detroit. The gearbox and engine problems that plagued Kelly Stocklin's U-18 kept it from coming. The Wiggins family hoped that the U-27, severely damaged in the season-opener in Madison, would be repaired in time, but that was not the case. Ed Cooper had hoped to find a sponsor for Detroit, but was unable to do so and stayed home. Complicating matters was the fact that, when returning from the Northwest, a blown engine in

his truck had stranded him and the boat in Wyoming for 10 days.

This year's three-day event began with "Free Friday," a free day for the fans. Testing would not begin until 1 p.m. and would go to 2 p.m. Another one-hour testing session from 3 p.m. to 4 p.m. would be followed by qualifying from 5 p.m. to 7 p.m.

A familiar face in the pits was Detroit's Dave Bartush. To fill out the field, Ted Porter leased his U-57 to Bartush for the race. "Ted called us a week ago and asked if I wanted to race the U-57," he said. "I had loaned them a gearbox to use when they took it to Madison earlier this

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My \$0.02 Worth

Editorial Comment



Andy
Muntz

My mother passed away a couple of weeks ago after fighting a long battle with cancer. She was nearly 85 years old and had lived a full and rewarding life.

Her death didn't come as a surprise, as she was told she had six months to live about a year ago. Yet, as those of you who have also lost your mother can attest, her passing came with great emotion. I already miss her terribly.

Her death made me reflect on the role that many of our mothers played in our obsession with this sport. Whether you would become an owner, a driver, a sponsor, a crewmember, a race official, or an enthusiastic fan, chances are your mother helped to nurture that interest.

Enabled might be a better way to describe it in my case. I became fascinated with hydroplanes at a young age and, though I'm certain that my mother couldn't have cared less about Bill Muncey



or the *Hawaii Kai*, she did her best to help me follow my passion.

I remember that my mom would haul a pair of tiny, kid-sized overstuffed chairs, which to my eye looked very much like the driver's seat in a hydroplane, out onto the front lawn behind a pile of cardboard boxes that had been marked with a steering wheel and gauges. My brother and I imaged many tight races sitting in those "hydroplanes."

I loved to draw pictures of my favorite boats and I'm certain that it was my mother who encouraged

me to mail one of those works of art to J.P. Patches, the host of our favorite kids TV show. That drawing actually was posted for a time on the wall of his shack at the city dump.

Much later, knowing my continuing interest in the sport, my mom once used her sewing talent to make me a pillow shaped like a hydroplane. I cherish it still.

I'm sure many of you reading this have similar stories to tell about your mothers, about the things your mother did for you because she knew that you liked hydroplanes.

So, here's a big hug for all of our mothers, those who are still living and those who are now only a memory. And, here's a big kiss and a thank you for tolerating our childhood infatuations, nurturing our interests, and for encouraging us to dream. Because of your love for us, many of those dreams came true.

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Letters may be edited for clarity and space.

Steve David resigns as H1 chairman.

Steve David, chairman of H1 Unlimited for the past two years, announced immediately following the San Diego race that he is resigning from his position.

“Two years ago, I was asked to lead H1,” he said in a statement to announce his decision. “I committed to restore their financial position, clean up the balance sheet, increase fan engagement, establish new race sites, and create a more collaborative environment amongst our stakeholders. I did my best, yet there is more to do.”

Remaining to do that, at least on the short term, will be Charlie Grooms, the vice chairman of the sport and current president of Miss Madison, Inc., which operates the boat that campaigned this season as the *Miss HomeStreet Bank*. Grooms has agreed to take over as the interim chairman until a new chairman is named.

“The sport has some excellent momentum and I am excited to step in at this time and keep it going,” said Grooms. He said the sport’s



Lon Erickson

Charlie Grooms (right) talks with his team’s driver, Jimmy Shane. Grooms has agreed to take over as interim chairman of the sport until a new chair is named.

board of directors wants to discuss strategies and proposals for 2017 and beyond.

Grooms has been with the Miss Madison team since 1977, when his uncle, Jon Peddie, was named driver of the boat. He was promoted to crew chief and team manager in 1980 and held that position with the team until 2006, when Mike Hanson retired as a driver and took over as the head wrench.

As president of the organization, he oversees all aspects of the team, including sponsorships, logistics, budgeting, personnel, and other administrative duties. As a profession, he runs Mothers Grilled Wings, a company that produces and sells flame-grilled chicken wings in Kroger stores nationwide.

With his resignation, David ends an association with unlimited hydroplane racing that started when he drove the *Pocketsavers Plus* in 1988. During the 22-year career that followed, David won 18 races, six driver’s championships, and

four national team championships while driving boats such as *Miss T-Plus* and *Oh Boy! Oberto*.

The CEO of a real estate company in Fort Lauderdale, Florida, David also accumulated more than 250 race victories driving limited-class boats, served as president of the American Power Boat Association (APBA) from 1996 to 1998, was inducted into the APBA’s Hall of Champions six times, and also into the APBA Honor Squadron.

Two years after retiring as an unlimited driver, David was named interim chairman of H1 Unlimited, but said at the time the post was only temporary. He told reporters that he hoped a replacement could be found the following spring.

Two years later, he finally made good on his promise to leave. “The book of life has many chapters, and if we don’t turn the page, we’ll miss experiencing all that God has readied for us,” he said.



H1 Unlimited

Steve David

A Gold Cup win for the Graham Trucking.

Continued from page 1

year. It's nice to be here. Next year I hope to be here with two of my boats." The U-57 would run as the *Spirit of Detroit* with rookie Corey Peabody driving his first race.

The fastest lap in the first testing session was 156.649 mph by Jimmy Shane in the U-1 *Miss HomeStreet Bank*. "We are looking for the gearbox, propeller, rear wing, and skid fin combination that is going to be the best," he said. "This is the hardest course to set up for because you have to set up for both a very tight turn and long straightaways."

Kevin Eacret in the U-99.9 Leland Unlimited *Miss Rock* did the most laps and then made an announcement. "We haven't named a crew chief all year. For the race,

we are honoring the memory of Fred Leland by naming him as the crew chief."

The fastest speed in the 3 o'clock test session was Andrew Tate's 156.296 mph in the U-9 *Delta RealTrac*. "I ran four heats here last year in a GP boat, but that is a much smaller course," he said. "The unlimited course is a big course that tightens up in a hurry. I went through the Roostertail Turn differently in each lap to see what works best."

Peabody took the *Spirit of Detroit* out and did a fast lap of 139.983 mph, but then had a problem. "It was great to be out there. JMK and Jeff (Bernard) gave me some advice about the Roostertail Turn. We broke a belt



Ron Harsin

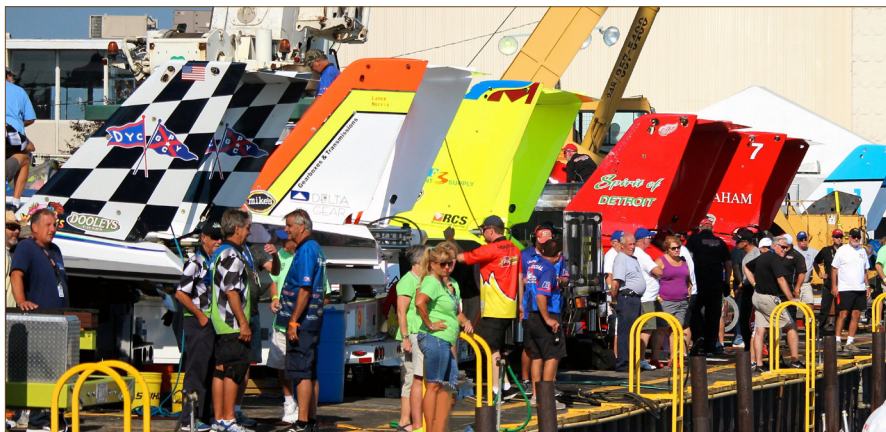
Honorary race chairman, Fred Alter

on the oil pump to the gearbox. The spare we have doesn't fit. We'll have to get a new one from the shop. We may not make qualifying, but we'll be okay tomorrow."

For the qualifying session, the water was good with a light breeze blowing across the course. Gold Cup qualifying is the average of two consecutive laps. The U-57 could not get the new belt in time and passed in both rounds. It exercised a commissioner's option to join the field. The first boat out was the U-99.9 Leland Unlimited *Miss Rock* (Kevin Eacret) and it did 140.112 mph. Next out was the U-7 *Graham Trucking* (Jeff Bernard), who did 151.686 mph. After its second lap, it died because of a booster pump issue and had to be towed in. The U-11 *Peters & May* (Tom Thompson) did 145.922 mph.

Next out was the U-9 *Delta RealTrac* (Andrew Tate) with a 156.674 mph. It slowed to a stop after its second lap. "I was losing power, so I just shut it down," said Tate.

The U-21 *Miss Al Deeby* (Brian Perkins) did 155.080 mph. The U-5 *Graham Trucking* (J. Michael Kelly) did 156.694 mph. The last boat of Round 1 was U-1 *Miss HomeStreet Bank* (Jimmy Shane), and it posted the fastest speed of 155.428 mph.



Lon Erickson



Lon Erickson

[Top] Eight unlimiteds were parked in the pit area along the shore of the Detroit River.

[Above] The *Miss HomeStreet Bank* rests next to a pier.

In Round 2, U-57, U-99.9, and U-21 all passed. U-7 did 149.993 mph, which was not an increase. U-11 did increase its speed to 150.646 mph. The U-9 was changing an engine and the officials let them go out late. U-5 increased its speed to 157.612 mph and U-1 increased its speed to 159.906 mph (with a fast lap of 160.822 mph). The U-9 was then the last boat out and it increased its speed to 157.912 mph for the second fastest, but Tate couldn't beat Shane for the top spot.

The field was now set, with six of the eight boats qualifying at 150 mph or above. Saturday would have two preliminary heats, with the last two and the final on Sunday. The preliminary heats would be four laps. The final would be five laps, with five boats and a trailer.

Heat One

All eight boats tested in the Saturday 8:30 to 9:30 testing session. *Delta RealTrac* had the fastest lap at 156.571 mph. *Spirit of Detroit* did four laps with a fast lap of 147.172. Kelly did one lap of 155.175 in the U-5 *Graham Trucking*, testing a new pitch for the skid fin. The U-5 had been having trouble in the Roostertail Turn and changed the skid fin many times to get more bite to handle the tight turn.

In heat 1A, Kelly was able to get lane one with Thompson in lane two and Eacret in lane three. Shane was a little late to the pack and moved out to take lane four. Graham was first in and out of turn one and led *HomeStreet* by a half a roostertail at the end of lap one. Thompson was in third with Eacret in fourth. In laps two and three,



Lon Erickson



Lon Erickson



Lon Erickson

[Top] In addition to the boats that competed in the Gold Cup were several vintage boats. This is the restored *Miss U.S. 1*, the boat that set a world's straightaway speed record of over 200 mph in 1962. The mark stood for over 38 years. [Middle] The *Delta RealTrac* speeds onto the Detroit River. [Above] Crewmembers from the U-11 team help the *Miss Rock* crew with its turbine engine.

Kelly and Shane were side by side, with Shane holding Kelly tight in the turns. In lap three, coming out of the Roostertail Turn, Shane was able to pass Kelly to take the lead. *HomeStreet* went on to win by a half a roostertail over *Graham. Peters & May* was third. In lap three, Leland Unlimited blew its engine. Unfortunately, the blown engine ended the weekend's racing for them.

Shane's win from lane four was impressive. Normally being in the inside lane in the Roostertail Turn is a big advantage. "I got in a bit of a box with U-11 and U-99.9 and had to go outside for the start," he said. "The key was getting a flying start and leading going into the Roostertail Turn in lap three. JMK and I always put on a good show for the fans."

Kelly learned some things from the heat. "Getting lane one worked out well, but I needed a little better start. When Jimmy would get to the turn first, he could dictate the arc and keep me really close to the buoy line. Yesterday, we learned we needed to put more degrees in the skid fin. I am confident now that we have what we need."

In heat 1B, Perkins was in lane one, Tate in lane two, Bernard in



Lon Erickson

Jimmy Shane being interviewed for the live web broadcast of the race.

STATBOX

A.P.B.A. Gold Cup

Detroit, Michigan, August 27-28, 2016

2.72-mile course on the Detroit River

QUALIFYING: U-1 Miss HomeStreet Bank, Jimmy Shane, 159.900, 100 points; (2) U-9 Delta Realtrac, Andrew Tate, 157.908, 80; (3) U-5 Graham Trucking, J. Michael Kelly, 157.611, 70; (4) U-21 Miss Al Deeby, Brian Perkins, 155.079, 60; (5) U-7 Graham Trucking II, Jeff Bernard, 151.504, 50; (6) U-11 Peters & May, Tom Thompson, 150.633, 40; (7) Miss Rock, Kevin Eacret, 140.108, 30; U-57 Spirit of Detroit, Corey Peabody, DNQ — , 0 (Chairman's Option).

HEAT 1A: (1) Miss HomeStreet Bank 152.851, 400 points, 500 cumulative points; (2) Graham Trucking 152.249, 300, 370; (3) Peters & May 135.408, 225, 265; Miss Rock DNF — blew engine, 0, 30. Fast lap (3) Miss HomeStreet Bank 155.098. **HEAT 1B:** (1) Delta Realtrac 150.299, 400, 480; (2) Miss Al Deeby 142.834, 300, 360; (3) Graham Trucking II 136.594, 225, 275; (4) Spirit of Detroit 127.158, 169, 169. Fast lap (2) Delta Realtrac 150.778.

HEAT 2A: (1) Miss HomeStreet Bank 146.382, 400, 900; (2) Graham Trucking II 145.804, 300, 575; (3) Spirit of Detroit 136.047, 225, 394; Miss Rock DNS — repairing engine, 0, 30. Fast lap (2) Miss HomeStreet Bank 149.662.

HEAT 2B: (1) Delta Realtrac 149.156, 400, 880; (2) Miss Al Deeby 145.441, 300, 660; (3) Graham Trucking 144.979, 225, 595; (4) Peters & May 140.241, 169, 434. Fast lap (1) Delta Realtrac 151.724.

HEAT 3A: (1) Graham Trucking 146.484, 400, 995; (2) Peters & May 135.642, 300, 734; (3) Miss Al Deeby 128.703, 225, 885; (4) Delta Realtrac 115.346 (penalized one minute for jumping the gun), 169, 1049. Fast lap (2) Graham Trucking 150.020. **HEAT 3B:** (1) Miss HomeStreet Bank 137.492, 400, 1300; (2) Graham Trucking II 136.372, 300, 875; (3) Spirit of Detroit 124.695, 225, 619; Miss Rock DNS/WD — lack of equipment, 0-, 30. Fast lap (1) Miss HomeStreet Bank 141.915.

HEAT 4A: (1) Delta Realtrac 142.066, 400, 1449; (2) Miss Al Deeby 138.128, 300, 1185; (3) Spirit of Detroit 122.853, 225, 844; (4) Graham Trucking II 113.065 (penalized one minute for not maintaining 80 mph), 169, 1044. Fast lap (1) Delta Realtrac 145.163. **HEAT 4B:** (1) Miss HomeStreet Bank 152.194, 400, 1700; (2) Graham Trucking 151.249, 300, 1295; (3) Peters & May 112.126 (penalized one minute for jumping the gun), 225, 959. Fast lap (2) Miss HomeStreet Bank 154.185

FINAL: (1) Graham Trucking 150.157, 400, 1695; (2) Miss HomeStreet Bank 146.103, 300, 2000; (3) Graham Trucking II 141.320, 225, 1269; (4) Miss Al Deeby 137.379, 169, 1354; (5) Peters & May 131.041, 127, 1086; Delta Realtrac 107.554 (penalized one lap for dislodging a buoy before the start), 95, 1639. Fast lap (4) Graham Trucking 152.314.

COMPILED BY ALLEN STILES



Lon Erickson



Ron Harsin

[Top] The Miss Al Deeby rounds the turn.
[Above] The Delta RealTrac with Peters & May right behind.

lane three, and Peabody in lane four. *Delta RealTrac* was first to and out of the first turn, and Tate quickly took a one-roostertail lead over *Al Deeby*. U-9 *Graham* was third with *Spirit* in fourth. This was the way the heat finished with lots of space between the boats.

Heat 2A

Heat 2 was originally scheduled for 4 p.m., but with bad weather coming in, it was moved to 3 o'clock. In 2A, Bernard had lane one, Shane had lane two, and Peabody, as a rookie, was outside in lane three. Leland Unlimited was drawn in this heat, but repairs to the blown engine were not possible and the team withdrew. *HomeStreet* and U-7 *Graham* were close for most of the heat. Shane stayed in

lane two, and unlike his battle with Kelly in 1A, he gave Bernard lots of room in the turns. They were within a couple of boat lengths in the first two laps. Shane began to pull away in lap three and won by a roostertail over Bernard. Peabody was a distant third. The Roostertail Turn was a challenge for the U-57.

By the time heat 2A ended,

the dark clouds and lightning that had been to the west moved to the course. With heavy rain, thunder, and lightning forecast to stay a while, at 3:15 p.m. the race officials declared the racing for all the classes to be done for the day. The postponed heats would be worked into the Sunday schedule.

Heat 2B

Sunday's weather was much better. The day had intermittent clouds, temperatures in the mid to upper 80s, and no rain.

Heat 2B happened at 10:45 a.m. Perkins was in lane one, Kelly was in lane two, Tate was in lane three, and Thompson was in lane four. *Delta RealTrac* was first in and out of the first turn and Tate led Kelly by about a half a roostertail down the backstretch. In the Roostertail Turn, U-5 *Graham* went through *Delta RealTrac's* roostertail, slowed down, and was passed by *Al Deeby*. *Peters & May* was in fourth.

In lap three, Kelly challenged Perkins in the backstretch, but Perkins used the inside to keep the second place position. At the end of the heat, Tate won by about a half a straightaway. Perkins got second by a half a roostertail over Kelly, and Thompson got fourth.



Ron Harsin

The *Graham Trucking* and *HomeStreet Bank*, side by side through the Roostertail Turn.



Ron Harsin

From the left, the *Peters & May*, the *Delta RealTrac*, and the U-5 *Graham Trucking* around the Roostertail Turn.

After the heat, Kelly asked for the driver's representative, but the race officials ruled that Tate had not encroached on his lane in lap one.

Heat Three

In heat 3A, Tate got lane one but received an 80 mph warning. Kelly was in lane two, Thompson in lane three, and Perkins in lane four. As the boats came through the Roostertail Turn for the start, *Delta RealTrac* was early. Tate was in a bind. If he slowed down below 80 mph, he would get a second warning and a one-minute penalty. His other option was to go fast enough to not get the penalty and hope he didn't jump, but he did jump the gun and received a one-minute penalty.

Kelly crossed the start line at full speed and was first in and out of turn one. He led the field at the end of lap one with Tate second, Thompson third, and Perkins fourth. Tate chased Kelly in lap two, but in lap three, he backed off when he was told that he jumped. The finish on the water was U-5 *Graham* first, *Delta RealTrac* second, *Peters & May* third, and *Al Deeby* fourth. However, the one-minute penalty moved *Delta RealTrac* to fourth and moved *Peters & May* to second and *Al Deeby* to third.

Thompson was pleased with his second-place finish in 3A as he needed points to try to make the front row for the final. "I've been with U-5 in every heat and I will be again in 4B. But this time, U-1 is also in the heat. At least I know what I will be up against."

Heat 3B had the same three boats that were in 2A. Bernard was in lane one, Peabody in lane two, and Shane in lane three. This time, Shane did not "play" with the other boats, and *HomeStreet* coasted to an easy victory. U-7 *Graham* was second and *Spirit* was third.

Heat Four

Going into heat 4, *HomeStreet*, *Delta RealTrac*, and U-5 *Graham* looked to

be in good shape to be in the front row for the final. The remaining two spots would likely come from *Al Deeby*, U-7 *Graham*, and *Peters & May*.

In heat 4A, Bernard was in lane one, Perkins in lane two, and Tate in lane three. Peabody was late to the start and trailed the field. Unfortunately for Bernard, he received two 80 mph warnings prior to the start, which gave him a one-minute penalty.

Delta RealTrac and *Al Deeby* were side by side in the backstretch of lap one. At the end of the lap, Tate had a half a roostertail lead over Perkins. Bernard was in third with Peabody in fourth. Tate went on to win with Perkins in second. In the last two laps, Bernard made



Lon Erickson

The U-99.9 *Miss Rock* on the hoist.



Lon Erickson



Lon Erickson



Lon Erickson

[Top] Tom Thompson, driver of the U-11 Peters & May.
 [Middle] Flames shoot from the exhaust of the U-57 Spirit of Detroit as it heads out onto the course. [Above] Brian Perkins in the cockpit of Miss Al Deeby.

a bit of a charge to try to catch the trailing Peabody to make up the one-minute penalty. He was not successful. Peabody got third with Bernard in fourth.

In heat 4B, Shane was in lane one, Thompson in lane two, and Kelly in lane three. As Thompson said earlier, he knew what he was up against. In trying to beat Shane and Kelly at the start, he jumped the gun and received a one-minute penalty.

HomeStreet and U-5 *Graham* were side by side in turn one and the backstretch. Shane used the inside lane in the Roostertail Turn to lead by about one half a second at the end of lap one. The inside lane enabled Shane to increase his lead in each lap, and *HomeStreet* won by about three-fourths of a roostertail over U-5 *Graham*. *Peters & May* got third.

The field for the final was now set. The five front line boats would be *HomeStreet*, *Delta RealTrac*, U-5 *Graham*, *Al Deeby*, and U-7 *Graham*. *Peters & May* would be the trailer.

Final Heat

Prior to the final, Kelly talked about what he needed to do to win the race. "I have to get the inside lane and run a clean race," he said. "We haven't looked great today, but the crew told me we will have a boat that can win the final."

In the milling prior to the start, Kelly cut across the course from the front stretch to the backstretch to move into lane one next to Shane. There was room, but Shane did have to move to the right. Shortly thereafter, Tate tried to do what Kelly did, but Kelly and Shane sped up and closed the door. Tate was left with the choice of running

into Kelly and Shane or hitting one of the backstretch buoys. He dislodged the buoy and was given a one-lap penalty. Kelly stayed inside of Shane for a lap and a half to be in lane one for the start. Shane was lane two, Bernard was in lane three, Tate was in lane four, and Perkins was in lane five. Thompson was the trailer.

U-5 *Graham* was first in and out of turn one and led *HomeStreet* by

about half a roostertail at the end of the lap. *Al Deeby* was in third with U-7 *Graham* close behind. *Delta RealTrac* was in fifth with *Peters & May* in sixth.

Kelly got faster each lap and pulled away from Shane. At the end of lap two, he led by a roostertail. At the end of lap three, he led by one and a half roostertails. His fastest lap was lap four (152.314 mph) when he stretched the lead to four

roostertails.

At the end, U-5 *Graham* won by five roostertails over *HomeStreet*. U-7 *Graham* passed *Al Deeby* in lap three and finished fourth. *Delta RealTrac* did its extra lap to get sixth, which gave fifth to *Peters & May*.

U-5 *Graham's* performance in the final surprised many, including Shane. "We were in a good position in the back stretch prior to the start. I knew Kelly was cutting across the course. When he took lane one, I had to turn hard to the right so that we wouldn't touch. He was much faster in the final than he was in any of the earlier heats."

Tate was disappointed in his performance. "I wish the day had ended better," he said. "When I cut across the course, Kelly and Shane shut the door. I shouldn't have been surprised because I am now racing against the best hydro drivers in the world. I think they knew my trick. I'd give myself an A for effort, but an F for execution. Today was a learning experience." Tate's weekend did have some success. He won the Grand Prix race. "I am pretty sore now from all the heats I raced this weekend."

U-5 sponsor Rob Graham was at his first Gold Cup and was excited about the win. "This was amazing. It seemed like an uphill battle all weekend. I was impressed with JMK's move to get the inside lane. They say you need some luck to win, but I think we made our own luck."

U-5 owner Ted Porter was also excited about his first Gold Cup. "I'm thrilled. We have been racing 11 years and have been on the second place podium many times, but today we had a decisive win. Both JMK and Jeff drove like they



Kevin Haworth



Lon Erickson



Ron Harsin

More Gold Cup action on the Detroit River. From top to bottom: The U-1 *Miss HomeStreet Bank*, the U-7 *Graham Trucking II*, and the U-11 *Peters & May*.

wanted to win. This is what it takes, and all our crew knows what to do. Earlier this week, we changed our focus. We had been concerned about getting points for the high-point championship. Then we decided to focus on doing what we needed to do to win the Gold Cup. We had some things we didn't show in the earlier heats. We saved our best stuff for the final."

It was an emotional win for Kelly. "This is more than a dream come true. To have my name on the Gold Cup has always been my goal. There are a lot of good drivers whose names are not there. To join all the people on this trophy is unbelievable. I want to thank all the owners who have given me the opportunity to drive—Jim Harvey, Dave Bartush, Billy and Jane Schumacher, and Ted Porter. I am thankful and proud of all of our team. I am proud of the U-7 and Jeff. They did well. It would have been nice for us to be one and two."

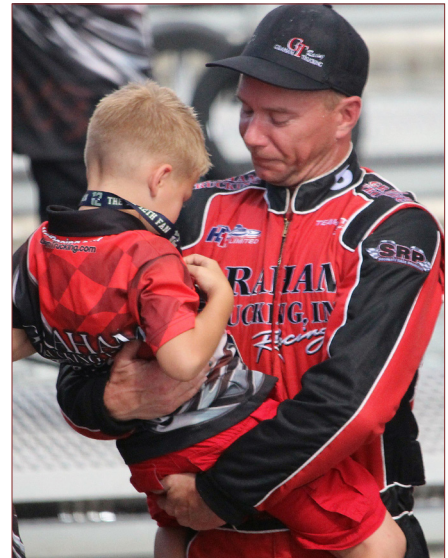
Kelly also talked about what he did to win. "I saw Jimmy coming down the backstretch when I cut the course. I had one chance to cut in and get lane one. I knew I had to have lane one. My crew guys told me we would have good stuff to get the job done. We saved it for the final. Jimmy led across the start line, but then I had the speed to get to the turn first. As I pulled ahead and increased my lead during the final, I kept telling myself that I had a good chance of winning the Gold Cup. And it happened!"

This year's race was very important for the event organizer, Detroit Riverfront Events Inc. This year is the second year of its two-year contract for the UAW/GM sponsorship. There is an option for a third year. The event was success-



[Above] Race winner J. Michael Kelly hoists his arm to celebrate his victory at the end of the Final Heat. [Right] Kelly is overcome with emotion as he holds his son and reflects on having won the Gold Cup.

ful on the water, and DREI Director Mark Weber reported that ticket sales were up 30 to 40 percent compared to last year. He also reported that additional new sponsors have been contacting him. Let's hope that all of these positive factors can contribute to a 2017 Detroit race, which will be the beginning of the next 100 years of Detroit boat racing.



Late-breaking news:

Jimmy Shane piloted the *Miss HomeStreet Bank* to victory at the HomeStreet Bayfair Regatta in San Diego. To win the Bill Muncey Trophy, he took the lead at the start of the final heat and was never seriously challenged. The victory, his second for season, also meant that he won the national championship, the third consecutive title for the Miss Madison race team and Shane's fourth consecutive driving title. Here are the final point standings:

RACE TEAM	POINTS
U-1, Miss HomeStreet Bank	8,095
U-5, Graham Trucking.....	7,176
U-9, Les Schwab/Delta RealTrac	5,862
U-21, Go Fast Turn Left Racing	5,542
U-7, Graham Trucking II.....	4,164
U-11, Peters & May	3,947
U-27, Dalton Industries*	3,199
U-16, Oh Boy! Oberto.....	2,290
U-99.9, Leland Unlimited.....	1,785
U-57, Spirit of Detroit	844
U-3, Go 3 Racing*	0
U-18, Snuskitush Enterprises.....	0

* Points earned by the U-3 in Tri-Cities and Seattle were credited to U-27.

The Winged Wonder: Hydroplanes Sprout Wings.

The Hydroplane and Raceboat Museum in Kent, Washington, has restored several hydroplanes that played a significant role in the history of the sport. Recently, for example, the museum restored Bill Muncey's "Blue Blaster" Atlas Van Lines. Now, the volunteers at the museum are nearing the end of another important project: the restoration of the Pay 'n Pak, which was built in 1973 and would win four straight national titles. The boat was also significant for introducing the sport to the horizontal stabilizer, a component that is now standard on all boats. NewsJournal Editor Andy Muntz has written a book about the history of the sport titled "At the Ragged Edge." Below is an excerpt from Chapter 27 of that book.

Stanley S. Sayres Memorial Park is a peaceful place most of the year. An asphalt peninsula built in 1957 on the western shore of Lake Washington about a mile and a quarter south of the Interstate 90 floating bridge, the park provides a gentle ramp for launching small boats, 14 low wooden piers on the north and east sides, and plenty of parking for cars and trailers. It is a perfect spot for sockeye fishermen and water skiers to begin their fun. It's also a quiet place where one can sit on the wooden piers, hear the rippling waves lap against the pilings, and watch a family of ducks swim by.

But, during the first week in August, the place becomes the nerve center for unlimited hydroplane racing. The calm is replaced by the sounds of fun and excitement: the clatter of helicopters overhead, the din of thousands of race fans, the throaty rumble of monster hydroplane engines being tested, and the buzz of electric generators. Chain link fencing is placed on the pavement to corral the huge crowds and tall scaffolding towers are erected for the television cameras.

Trucks and motor homes are scattered about, vendors hawk Seafair pins and programs, and the place smells of grease and cotton candy.

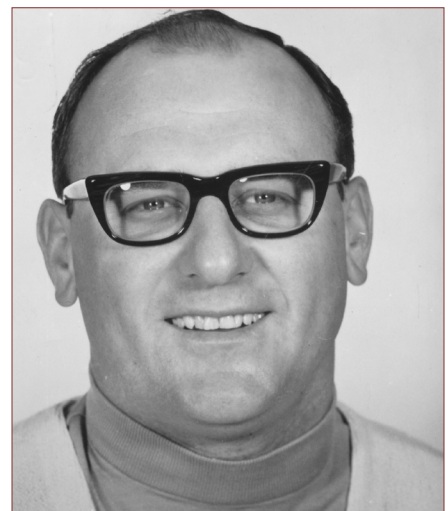
Sometimes the serenity of Stan Sayres Park also is disrupted at other times of the year, especially during the spring. As each new hydroplane racing campaign draws nearer, it becomes a favorite spot for race teams to see if the boat performed better with the sponson changes they made over the winter, or if the new driver could get comfortable with the boat's handling. It also is a place where new boats are launched—where beauty queens smash a bottle of champagne across the bow and where owners, designers, and crewmembers watch anxiously as their new hydroplane rumbles into action for the first time.

The tranquility of Stan Sayres Park was interrupted for just such an occasion on the afternoon of April 9, 1973, when a crowd of hydroplane groupies and reporters gathered near the familiar wooden piers to witness the christening of a hydroplane that promised to

introduce the latest in boat technology: a glistening white craft named *Pay 'n Pak*.

The new boat was the latest in a string of hydroplanes campaigned by Dave Heerensperger, a man with an easy grin, a receding hairline, large dark-framed eyeglasses, and a sometimes abrasive demand for perfection.

The story of Heerensperger's involvement in unlimited hydroplane racing began in early 1963 as an act of civic charity when the community organizers who



Dave Heerensperger



[Top Left] The *Miss Eagle Electric* in 1964. [Top Right] The *Miss Eagle Electric* at Kelowna, British Columbia, in 1967. [Above Left] The catamaran *Pride of Pay 'n Pak* leaves the Detroit pits in 1969. [Above Right] The automotive-powered *Pride of Pay 'n Pak* in 1970.

campaigned *Miss Spokane* issued a plea for sponsorship money so they could keep their effort going. The owner of a small chain of electrical supply stores in the Spokane area, Heerensperger saw this as an opportunity to advertise his business, gave the group \$5,000, and asked that the boat be renamed *Miss Eagle Electric*.

After spending another \$28,000 over the next two years, more than his business was worth at the time, and having little to show for the investment, he decided he couldn't afford to stay involved. Yet, the racing bug had bit.

Less than two years later, toward the end of the 1967 season, Heerensperger purchased the old *\$ Bill*, a boat that had competed since 1962 with no race victories to its credit—even despite having drivers such as Bill Muncey, Rex

Manchester, and Bill Schumacher in its cockpit—and put a hard-charging former Air Force fighter jet pilot named Warner Gardner behind the wheel. Suddenly, he had a winner.

Gardner, who over the past few years had used his heavy foot to coax race victories out of marginal boats such as *Mariner Too* and *Miss Lapeer*, drove *Eagle Electric* to victory in the 1968 season opener in Guntersville, Alabama, and added wins at the Atomic Cup and the President's Cup before heading to the Gold Cup in Detroit. There, during the final heat, Gardner give chase to Bill Sterett in *Miss Budweiser* heading into the hairpin turn at the upstream end of the course and, when he cranked the steering wheel to the left, *Eagle Electric* pitched into its right side, rolled over, and landed upside

down in a blast of spray. Gardner was pulled from the water with severe head injuries and died in the hospital the next day.

Gardner's death hit Heerensperger particularly hard because he had already started talking to Les Staudacher about plans for a radical hull that promised to solve the stability problems that plagued the sport. Before this new boat took to the water, however, Heerensperger had become the president of a new chain of stores that resulted from the merger of his Eagle Electric stores with the Buzzard, Falcon, and Pay 'n Pak store chains. It meant that his new boat would carry the name *Pride of Pay 'n Pak*.

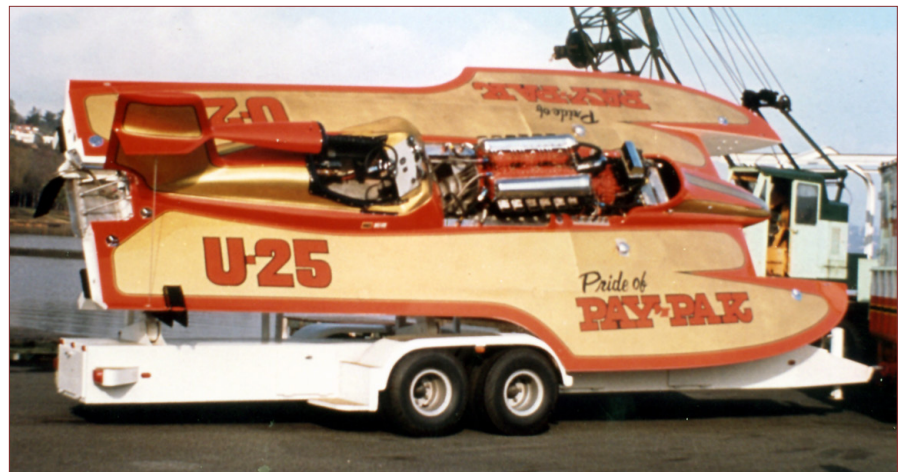
For all the hoopla it attracted, the new hydroplane may have been one of the most disappointing boats of its era. It was essentially a

trimaran outrigger, with the cockpit and the engine set in a narrow section of hull and with its sponsons several feet to either side, attached by two beams. “She looked like a South Seas war canoe bobbing on the choppy river,” wrote Pete Waldmeir of the *Detroit News*. “You keep expecting a dozen guys with spears to come pouring out of the fuselage.”

The team could have used those warriors and especially their paddles. Except for a third place finish in the Tri-Cities, the boat did terribly. Driver Tommy Fults said, “it was like driving your car with the emergency brake on.” Others were less kind, suggesting that the best way to solve the boat’s problems would be to drill holes in it and let it sink. The team pulled the boat from the circuit before the 1969 season ended.

Never one to shy away from the edge, Heerensperger’s next venture was every bit as risky, but much more successful. He contacted Ron Jones and convinced him to design a new *Pride of Pay ‘n Pak* that would feature the most cutting-edge innovations. The boat not only had the driver sitting in front of the engine, but also was powered by a pair of Chrysler Hemi automotive engines.

The new boat had been troublesome during the 1970 season. Its two engines seemed to go lame regularly and were expensive to maintain, leaving the crew so busy just keeping the engines alive that they didn’t have time to address its serious handling problems. Consequently, when the season ended, Heerensperger decided to dump the Chryslers and go back to the tried and true Rolls-Royce Merlin. Led by their talented



The repowered and modified *Pride of Pay ‘n Pak* in 1971.

Kirk Pagel

crew chief, Jim Lucero, who had joined the organization midway through the 1970 season, the team made the switch during the following winter. In order to keep the hull’s balance intact, they also were forced to abandon the cabover cockpit and move the driver’s seat behind the engine.

The change did wonders. *Pride of Pay ‘n Pak* won the last three races of the 1971 season with Bill Schumacher at the wheel and, with Schumacher and Billy Sterett, Jr. sharing driving duties in 1972, took runner-up honors in the national standings.

Meanwhile, Bernie Little’s three-time national champion, Karelsen-designed *Budweiser* had begun to show its age, managing only two second-place finishes that year, so Little made a deal. The day after the season’s final race, he announced that he had purchased the *Pride of Pay ‘n Pak* from Dave Heerensperger for \$30,000.

Heerensperger was willing to part with the boat because he already had plans for a new hydroplane. Months earlier, he had asked Ron Jones to design and build a new *Pay ‘n Pak* that would be even better than the “Pride.” Jones did just that, producing a boat that

would stun the hydro-racing world and become one of the most successful race boats in history.

A few details about the new *Pay ‘n Pak* began to emerge from Ron Jones’ Costa Mesa, California, shop while the thing was still under construction early in 1973. A press release said that it would be “new and revolutionary” and that it would look deceptively like Heerensperger’s previous boat, but much stronger and with other changes, such as aerodynamic cowlings. The biggest innovation was under the decking, though. Reports said the entire structure had been built with a strong but lightweight material called Hexcel, a sort of aluminum sandwich with thin sheets of the metal on the top and the bottom and a core made of aluminum set on-edge in a honeycomb pattern.

Soon it came time for the boat’s christening, which interrupted the calm at the Stanley S. Sayres Memorial Park on that sunny Monday afternoon in early April 1973. At their first sight of the boat, the crowd that had gathered for the occasion saw that it had a wedge shape, an effect created by the aerodynamic cowling that seemed

to enclose the cockpit more than usual. The color scheme also was eye-catching, brilliant white decks with the name “*Pay ‘n Pak*” painted in large orange and black letters.

What really caught their eye, though, was something that hadn’t been discussed in the accounts of the boat’s construction: a wing. Standing about five feet above the deck and resting atop two vertical tails was a horizontal stabilizer, a four-foot wide slab of honeycomb plastic and epoxy that was as long as the transom was wide.

According to crew chief Jim Lucero, who played a significant role in the design, the wing had two purposes: to give the rear end of the boat some lift and to be a safety device, to help give the hull better directional stability and control. It also grabbed attention. Fans argued over the merits of the wing. Would it cause the boat to become airborne? Would it come off when the boat hit high speed or ran into a large swell? It was just the kind of debate the sponsor side of Heerensperger dreamed about.

During a boat’s first season, especially a boat as innovative as *Pay ‘n Pak*, there typically is a period of fine-tuning. The crew will try different props, shift the weight around a little, and make small changes to the sponsons in an effort to get its ride just right. So, while the *Pay ‘n Pak* team and the boat’s driver, Mickey Remund, worked on these things in 1973, their old boat, now painted Budweiser gold, red, and white and with Dean Chenoweth back in the team’s cockpit, played the role of chief nemesis—always there and always a threat.

Remund and Chenoweth were locked in a struggle throughout the

1973 campaign. The *Pay ‘n Pak* won the first race it entered, the Champion Spark Plug Regatta in Miami, then Chenoweth took his turn at the winner’s circle by winning in both Owensboro, Kentucky, and at Detroit. Remund was never far behind, though. He finished second behind Chenoweth at Detroit then the two switched positions as Remund won and Chenoweth placed second in Madison, Indiana.

Perhaps the best battle of the year took place during a gray and drizzly Seafair World Champion-

ship Trophy race on Lake Washington, when Chenoweth and Remund raced side-by-side for three heats. Their duel then continued through the remaining two races of the season and in the end, when all the points were tallied, *Pay ‘n Pak* came out on top by a mere 275 points, giving Dave Heerensperger his first national championship. Although the points race had been close, the record book was one-sided in favor of the new hydro. During the year, *Pay ‘n Pak* had shattered 26 of 29 existing speed records.



[Top] The new Winged Wonder *Pay ‘n Pak* in 1973. [Above] Driver Jim McCormick talks with his crew chief, Jim Lucero, and owner Dave Heerensperger (wearing the dark jacket) following a test run on Lake Washington in 1975.



Dean Chenoweth in the *Miss Budweiser* holds the inside lane on Mickey Remund in the *Pay 'n Pak* as the pair go around the first turn at Miami Marine Stadium in 1973

There is something of a pack mentality among the unlimited race teams. If somebody builds a hydroplane that is superior to the others, there will be an immediate rush of orders for boats of its same ilk. During the winter of 1973-74, Jones received orders for four new hydroplanes to be made of lightweight Hexcel and to feature a horizontal stabilizer just like *Pay 'n Pak*. The wing had already become standard equipment.

Postscript:

In the years that followed, the Winged Wonder would win another national title in 1974 with George Henley behind the wheel and another the following year with Henley and Jim McCormick sharing the driving duties. Then, Heerensperger pulled off another stunning deal, this time selling his entire team to Bill Muncey. In 1976, the boat won its fourth straight national title, this time with the name *Atlas Van Lines* painted on its hull.

In 1977, while Muncey raced his new boat, the *Blue Blaster*, the boat appeared in the two Pacific Northwest races as the *Pay 'n Pak*,

but was showing its age. The sponsons came apart twice. It was then sold to the City of Madison, Indiana, the following winter and spent the next 11 seasons as either the *Miss Madison* or carrying the names of various sponsors, such as *Dr. Toyota*, *Frank*

Kenney Toyota/Volvo, *American Speedy Printing*, *Miss Ching Group*, and *Holset/Miss Madison*. Sitting in the driver's seat were people such as Jon Peddie, E. Milner Irvin, Tom Sheehy, Andy Coker, and Jerry Hopp.

The boat's only race victory during this time was the 1983 season-opener, the Missouri Governor's Cup in Lake of the Ozarks, Missouri. There, Ron Snyder, the man who may have logged the most time in the boat's cockpit, drove *Rich Plan Foodservice* to victory in the final heat, largely because the *Budweiser* failed to start and the *Atlas Van Lines* was dead in the water with battery woes. The boat's last appearance came at the 1988 Miller High Life Thunderboat Classic in Syracuse, NY, with Ron Snyder at the controls.

Restoration work at museum.



Lon Erickson



Karl Pearson

[Top] The boat as it appeared shortly after arriving at the museum in 2012.

[Above] Restoration in progress in the museum shop about a year ago.

In memory of Dave Seefeldt.

Dave Seefeldt died recently at 77 years of age. When one thinks about the career of the legendary unlimited driver Bill Muncey, it's hard not to also consider the contribution that Seefeldt made toward his success, not only as his crew chief but also as one of his dearest friends. Muncey's eldest son, Wil, was kind enough to offer the following as a way to remember the man, who was very much an adored member of the Muncey family.

by Wil Muncey

David Ernst Seefeldt was born on May 4, 1939, and passed away on August 31, 2016, in a Honolulu hospital. He died from complications during an amputation procedure in which he was having his big toe removed.

To those of us who had the privilege of knowing Dave and his passion for motorsports, he could easily be described as a crew chief's crew chief.

He learned early in life that the best way to lead is by example. In a boating accident when at the age of 12, he had suffered a debilitating lower-back injury that greatly restricted his mobility for about a year. He was able to get around his house using only his elbows. Tenacity and determination were powered by a gifted imagination that provided practical object lessons, considering that the doctors told him that he wouldn't walk again. While slowly gaining back the use of his legs, he designed and constructed small outboard-powered boats in his basement.

Graduating from Seattle's Ballard High School in 1957, Dave went on to attend Central Washington University and earned himself a teaching degree in Industrial Arts. During that time, some of the



fastest boat racing in the nation was taking place on Green Lake near his Ballard home, which provided plenty of opportunities for observation and inspiration.

It was about this time that Dave was introduced to my father, who in addition to racing unlimited hydroplanes was also campaigning limited inboards. The two met through a mutual friend and Dave was subsequently invited to participate on my dad's limited team.

He proved to have a natural aptitude for superior performance under pressure and quickly became a vital part of the team. It wasn't very long before his participation

was also sought for unlimited competition.

In 1965, my dad was offered the opportunity to manage and drive the Rolls Royce powered *Miss U.S.*, and he accepted on the condition that Dave would come along as his crew chief. This proved to be Dave's big break into the major leagues of marine motorsports. They would go on to prove that it was more than an appropriate match.

Among the teammates who Dave taught were Jeff Neff and Dave Culley, future crew chiefs in their own right for the Miss Budweiser racing organization. "Dave was my big brother, father figure, friend, mentor, competitor,



At the wheel of his outboard.

but most importantly he should be remembered for his brilliant intellect, good heart and how he traveled a road through life that more often than not was a harsh one," says Neff.

"Dave is perhaps the most unrecognized and unappreciated crew chief I can remember," adds Jim Lucero, one of the most successful crew chiefs in the history of marine motorsports.

When my dad left to drive for another team in 1972, Dave decided to try his hand at something new. Through his childhood friend, Inde Indridson, he accepted the position of Vice President of Operations for the prestigious Maui Divers of Hawaii.

By transforming his piloting skills flying hydroplanes over the water into skills operating mini-subbs under the water, he harvested pink coral in the Hawai`ian Moloka`i Channel. In that case, he often took the *Star II* as deep as 1,200 feet. On another occasion, Maui Divers assisted the government of Taiwan in undersea salvage.

It wasn't long, however, before he was lured back into marine motorsports. My dad had a highly successful racing team of his own and, early in 1980, he needed a first-rate crew chief. Dave answered the call.

The hull that my dad was running was affectionately referred to as the Blue Blaster. Sponsored by the Atlas Van Lines household moving organization, the boat had been designed, built and campaigned for the first three years of its career by Jim Lucero. During that time, the team had won two national titles and a total of 19 races, including three Gold Cups.

Most fans and quite a few competitors legitimately felt that there wasn't much room for improvement beyond what Lucero had accomplished. As an example, the course qualifying record for San Diego had been set by the Atlas team at about 132 mph. The team was already on the cutting edge. At this level of competition, to break a record by one or two miles per hour would be substantial.

At the 1980 San Diego race, my dad and Seefeldt went out and

broke the existing record by over seven miles per hour!

Dave could be very quiet and soft spoken. During the summer of 1980, he sported a substantial beard somewhat fitting of his reclusive manner. Someone once asked Dave why he was able to become such good friends with my dad, who could often be quite the opposite. Dave paused, reflected and said, "Because I didn't run off at the mouth."

After my dad's fatal accident in Acapulco in 1981, which Dave took quite hard, Dave returned to Hawai`i. On the island of Oahu south of Waikiki, he purchased the Mamala Bay Boat Works and set about repairing boats for a living.

In 1987, at the behest of Senator Charlie Dominique, Seefeldt relocated to Majuro in Micronesia to assist in public works projects in the South Pacific. Upon their completion, he stayed on in Majuro to conduct boat salvage and repair, undeniably smitten by the South Pacific island.

Unfortunately, during that period he also was bitten by a mosquito that infected him with



With Bill Muncey (left) in the Miss U.S. days.



[Top] The *Miss U.S.* prepares to head out onto the racecourse in 1968.
[Above] The Blue Blaster *Atlas Van Lines* in Pasco in 1980.

a very rare tropical disease. The disease, though devastating, went without proper diagnosis for years. All the doctors knew was that Dave was very, very ill.

The medical facilities available in Micronesia were lacking at best and the disease would have most likely been fatal had it not been for his sister, Joy, who went to Majuro to care for him. Dave remained in Majuro until 1994, when his health finally improved enough for him to travel and return to Hawai`i. Nevertheless, the disease proved to be a menacing health issue for the rest of his life.

Subsequent to his return, Dave partnered with his sister on a purchase of land on the Big Island of Hawai`i. Together they acquired some acreage of lush jungle in the Puna District and proceeded to

build state-of-the-art, off-the-grid homes for each of them.

Of course, Dave had his workshop and Joy had her own separate garage. On any given day, visitors to his workshop, which was carved out in the Hawai`i jungle, could find Dave in need of a



Atlas crew chief Dave Seefeldt being interviewed

haircut, but tinkering, building, and planning new projects. If he wasn't in his shop, no doubt he could be found "talking story" with the locals over a long, leisurely breakfast at his favorite hole-in-the wall restaurant in the sleepy town of Paho.

In spite of the fact that the malady was quite debilitating and seriously once again compromised his mobility, just as had happened following the outboard accident when he was young, nothing would compromise Dave's determination and imagination. At any time, he was busy with half a dozen different projects at once: from building a new vintage-style hydroplane with his friend Doug Whitley, to restoring a 1965 Chevrolet pick-up; from designing an elevator for the back of his shop up to his personal apartment, to assembling models of hydroplanes while he watched television to keep abreast of world affairs.

There was nothing mediocre about Dave Seefeldt. Anyone who met him knew that he wasn't just another kid from Ballard, Washington. As Rudyard Kipling suggested, he could walk with kings but keep the common touch.

BOOK REVIEW

Fifty Years:

A Personal History of Unlimited Hydroplane Racing

by Bill Osborne

A book review by Kirk Pagel,
Special Projects Editor for the Unlimited NewsJournal

In the first chapter we learn how Osborne got hooked on unlimited hydroplane racing. The title *Blame it on Bill* references Bill Muncey who, in an act of kindness, lifted the author up into the cockpit of the first Miss Thriftway. Osborne talks about his first trip to the Tri-Cities and the outstanding photo opportunities available on a riverbank venue.

The second chapter is about Osborne's first sale, some photos to Bernie Little. The best part is how he got into the pits.

In the third chapter, we learn how Bob Carver, the renowned photographer, took Osborne under his wing, teaching him techniques that he still uses today. Also, the 1967 Gold Cup is discussed, with Billy Schumacher and Miss Bardahl winning the trophy.

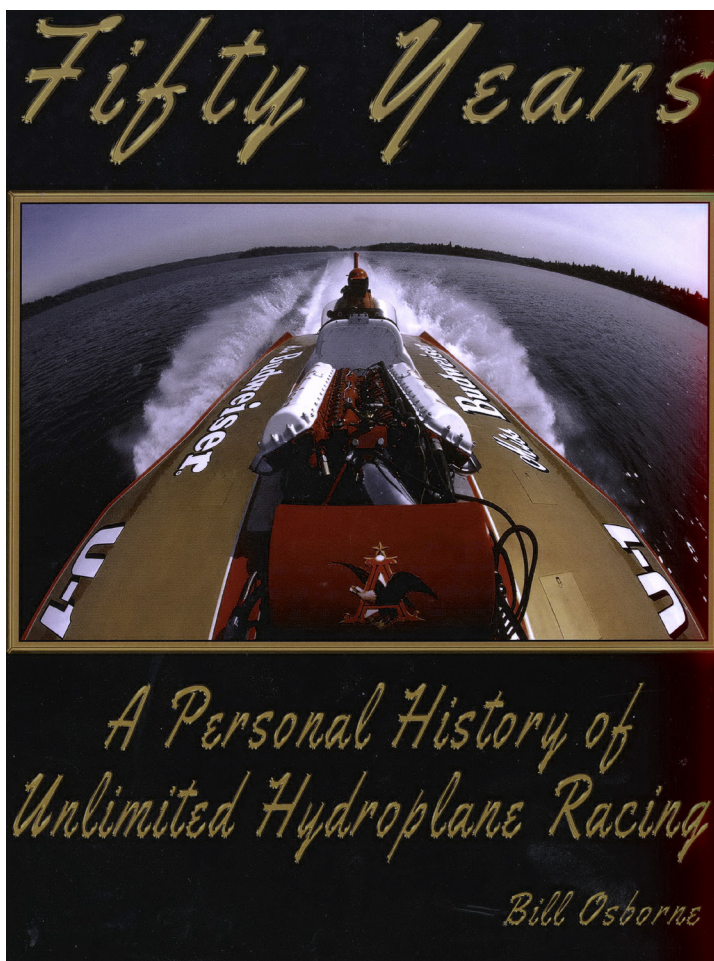
Chapter 5 is all about the 1971 Madison Gold Cup and how Jim McCormick would win the hometown "miracle" with that coveted trophy.

There are chapters devoted to Bill Muncey, Bernie Little, Ron Jones, Jim Lucero, Dean Chenoweth, Chip Hanauer, and Jim Kropfeld. All good reading!

Midway the chapter is entitled: A new Era in Racing Begins. New drivers, new teams, new teams, and new a commissioner for what would eventually become H1.

Next up is a chapter on Steve David and his climb to the top Madison's Oh Boy, Oberto! Bob Hughes is next with an entire chapter on how he brought the City of Madison into the limelight.

Dave Villwock is the subject of the following chapter, including all the various teams he has driven for, culminating with the Budweiser and Ellstrom camps.



There are 22 chapters in this volume, but my personal favorite is chapter 20: My Top Twelve Images. These photos are near and dear to me, as I know just how hard most were to make.

There are a couple of photos of Osborne with his camera, long lens and flash. It's impressive!

Any serious hydro fan should have this book for their personal library. It would also make an excellent gift for anyone interested in this sport.

Library of Congress Number: 2016906830
Price: \$60.00 plus \$7.00 S&H,
purchase directly from the author who can be reached at
BillOPhoto.com
22 Chapters, 309 pages, dozens of color and b&w photos

HydroFile

Race Team News



Lon Erickson

U-1 Miss HomeStreet Bank

As the HomeStreet Bank hydroplane team continues the season, their sponsor is maximizing exposure with boat displays with driver Jimmy Shane, Q & A sessions, and now have rolled out a new HomeStreet Bank debit card program featuring the boat on the card (below). Contact your local HomeStreet branch or go online for all the details. Also below, the team's display boat made an appearance at San Diego's Qualcomm Stadium.



Madison Race Team

U-3 Go3 Racing

After the swing west to Tri-Cities and Seattle, the Cooper team experienced mechanical problems getting back to the Indiana race shop. The hauler blew an engine, stranding Ed and Barb Cooper in Evanston, Wyoming, while they waited for a new engine to be installed. In the meantime, they were seeking sponsorship for the Detroit Gold Cup, but that never developed, so they did not compete at Detroit. Lack of sponsorship also ruled out San Diego Bayfair for the Go3 team.

U-5, 7, 57 Porter Racing

Ted Porter brought three hulls to Detroit, leasing the U-57 hull to Detroit Dave Bartush, who campaigned it as *Spirit of Detroit* with newly qualified driver Corey Peabody behind the wheel. After Detroit, the two primary Porter hulls, U-5 and U-7, went on to San Diego to finish out the season.

U-9 Les Schwab/Jones Racing

The Delta companies: Delta Research and Delta Gear, including their Realtrac ERP Software firm, sponsored the U-9 unlimited race team for the APBA Gold Cup and in San Diego.



Lon Erickson

U-16 Ellstrom Racing

After making their only 2016 race appearances in Tri-Cities and Seattle (below), finishing second and seventh, Ellstrom chose not to race in Detroit or San Diego. An announcement on the Ellstrom Racing Facebook page on September 10 said, "Stay tuned for news regarding future plans."



Lon Erickson

U-18 Bucket List Racing

After damaging two gearboxes in Tri-Cities, the Bucket List team did not compete in Seattle, Detroit, or San Diego.

U-21 Go Fast Turn Left Racing

The boat ran as the *Miss Al Deeby* at the Gold Cup in Detroit and as the *All Access Equipment Rental* in San Diego (below).



Chris Denlow

U-27 Wiggins Racing

After the boat's flip and major damage suffered in the first race of the season at the Madison Regatta, the Wiggins racing team spent the summer rebuilding the right sponson and repairing the hull (right). The boat emerged from the shop with a new look (below) and returned to racing at San Diego, but suffered some repair gremlins after showing speed in qualifying.



Wiggins Race Team

U-99.9 Miss Rock/Leland Unlimited

The team from Leland racing continued to surprise in 2016. There were lots of high-fives among the crew-members (below) when the boat qualified at 140.112 mph in Detroit. Success continued in San Diego, where the boat qualified at 141.783 mph and won a heat. Some real sportsmanship and assistance from other teams kept this group running.



Lon Erickson



Wiggins Race Team



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**NEXT MEETING OF
UNLIMITEDS UNANIMOUS**

**Sunday, October 9, 2016
Meeting starts at 2 p.m.**

Bellevue Public Library, Room 3
1111 - 110th Ave. NE
Bellevue, Washington 98004

YOU ARE WELCOME TO ATTEND!