



JIMMY SHANE, *GRAHAM TRUCKING* SCORE FIRST-EVER WIN IN TRI-CITIES

by Ben Keller

Karl Pearson photos

Chris Denslow photo



Ted Porter and the Graham Trucking team with the Columbia Cup trophies. This was Jimmy Shane's first unlimited victory.

The 47th renewal of Unlimited Hydroplane racing on the Columbia River, the Lamb Weston Columbia Cup, saw *Graham Trucking* nip J. Michael Kelly and *Miss Beacon Plumbing* at the line in one of the closest finishes in the history of the sport. "This is something I've always dreamed about as a little kid. Just to be here and do this is pretty cool," stated an emotional Jimmy Shane after driving to his first-ever race victory in seven tries. It was the first win as well for sponsor Rob Graham and Graham Trucking, earning the Ted Porter team the right in 2013 with a former *Miss Budweiser* hull to pit under the tree saved years earlier by Bernie Little. The move by Porter to slim down his Decatur, Indiana operation from three boats to one paid off.



Chris Denslow photo

Qualifying

Thirteen boats were in the pits, with Dave Villwock and the 1 *Qatar* leading the way in qualifying on the 2 1/2 mile course at 159.645. Steve David and the 6 *Oh Boy! Oberto/Miss Madison* were second at 158.155 mph. Other qualifiers, in order of their speeds, were the 88 *Degree Men* (Scott Liddycoat) at 154.342, 5 *Graham Trucking* (Jimmy Shane) at 153.152, 9 Les Schwab presents *Sound Propeller Services* (Jon Zimmerman) at 149.300, 37 *Miss Beacon Plumbing* (J. Michael Kelly) at 149.263, 57 *Formula* (Mark Evans) at 148.952, U-21 *Miss HAPO* (Brian Perkins) at 148.797, U-100 *Leland Unlimited* (Greg Hopp) at 146.194, and U-99 *Leland Unlimited II* (Ryan Mallow) at 132.337. U-17 *Red Dot* (Kip Brown), U-11 *Peters & May* (JW Myers), and 18 *Bucket List Racing* (Kelly Stocklin) all had no speed. Kip Brown suffered a broken lower left tibia when he hooked the U-17 and the wing pedal kicked back at him. Team owner Uncle Nate Brown drove in Kip's place. The team had to replace broken steering linkage. At right, Kip Brown Saturday on crutches watching the air show.



Notes:

Unlimited Dash For Cash was won by *Oh Boy! Oberto* and Steve David, followed closely by Greg Hopp in the U-100, Jon Zimmerman in the U-9, and J.W. Myers in the U-11. Scott Liddycoat in 88 *Degree Men* planned to run but did not start. The 6 raced with Biofuel, which was developed by engineers from the WSU Tri-Cities Campus in a project headed up by former Boeing CEO Scott Carson.



Vintage Unlimiteds: The crowd was treated to the appearance of three vintage piston-powered unlimiteds: the 1962 U-40 *Miss Bardahl*, the replica 1955 U-60 *Miss Thriftway*, and the replica 1957 U-77 *Miss Wahoo*. The

vintage boats ran multiple times over all three days of the Water Follies Regatta thanks to the efforts of David Williams and the Hydroplane and Raceboat Museum.

Fred Leland, long-time racer in many capacities and former National Champion and Gold Cup winner, passed away in May and has been remembered all season by the boat racing community. Sunday July 29th would have been his birthday. "I guess I did make the final" (for Fred) but Greg Hopp also stated he would have loved to win the race on Fred's birthday in the U-100 *Leland Unlimited*.



Chris Denslow photo

Grand Prix Hydroplanes: Seven Grand Prix West class boats were scheduled for the final heat. Greg Hopp was the winner in GP-12 Shooters Sports Bar Presents *Miss Slabjack*. It was his second consecutive Tri-Cities GP West victory. Greg's dad Jerry in GP-15 *PumpTech NW* was second, followed in order by GP-19 *Sahara Pizza* (David Warren), GP-17 *Little Caesar's Pizza/EF-65 Hand Cleaner* (Dustin Echols), and GP-55 *Cabo Marine* (Scott Pierce). GP-43 -*ExtremePlay Racing* (Leslie "Poodle" Warren) did not finish and GP-60 (Gordy Gilmer) did not start. Below, Greg Hopp at left and his father Jerry Hopp at far right. ~ Karl Pearson photo



Heat One

Drawn separately into 1A and 1B respectively, points leaders Dave Villwock and Steve David had similar results.

In 1A, Villwock in *Qatar* led wire-to-wire and scored an easy victory. Ryan Mallow was second in the bright yellow *Leland Unlimited II* after Mark Evans in the *Formula* died coming out of the upper turn on lap 2 (broken propeller blade). *Degree Men*, driven by Scott Liddycoat, went out prior to the start with a broken stub shaft. Good



A dejected Scott Liddycoat and busted *Degree Men* return on the end of a rope at left. At right, maniac Mark Evans takes photos of the cheerful crowd as the broken *Formula* is towed to the pits; both minus propellers. ~ Karl Pearson photos

news: no collateral damage. Bad news: the prop is on the bottom of the Columbia River. Evans delighted the fans while taking pictures as the boat was towed past close to shore. In contrast, Liddycoat sat on top of the cowling, dejected after scoring no points in the heat. Both ran on Sunday.

In 1B, Steve David and *Oh Boy! Oberto* ran their saltwater cowling as they did in Madison and Detroit and prevailed, starting in lane 2. The 6 led by a roostertail by the end of the first lap. *Beacon* ran in lane 1 but well back of *Oberto*. J.W. Myers was third in the beautiful chartreuse and blue *Peters & May*, and *Jon Zimmerman* in Mike and Lori Jones' *Sound Propeller Services* rounded out the order of finish.



Coming out of the turn in the lead is *Miss Beacon Plumbing*. Outside is *Peters & May* trailing in the spray of *Oh Boy! Oberto*, who will soon close the gap on Kelly and take over the lead.

Five boats answered the call for heat 1C. Jimmy Shane from lane 3 led the field across the line but was locked in a tight duel during lap 1 with Brian Perkins in the *Miss HAPO*, in its first 2012 heat and running well in lane 1. *Miss HAPO* tried to make a race of it but the *Graham Trucking* pulled away in lap 2. Nate Brown was third in the *RedDot*, followed by Greg Hopp in *Leland Unlimited*. By finishing fifth, *Bucket List* achieved a milestone as a converted G-class boat running a Lycoming T53 turbine last seen in 1974 in Jim Clapp's famous U-95.



Kelly Stocklin's 18 *Bucket List* made history. Going from an automotive powered GP Class to turbine power and racing in the Unlimited Class.

Heat Two

Bucket List and Kelly Stocklin withdrew from Sunday's action with multiple mechanical gremlins, so the field was consolidated into A and B sections.

Heat 2A was potentially like a final heat as all three winners of sections from heat one (1, 5, 6) were drawn together along with 9, 21, and 100. Coming down for the start, Jimmy Shane in *Graham* led the field across the line in lane 1, Dave Villwock was in lane 2 and Steve David claimed lane 3. All three were close at the end of lap 1 with Villwock leading Shane by less than a boat length. Although Villwock in *Qatar* stretched his lead in the backstretch of lap 3, he slowed to a stop in the upper turn (gearbox), allowing *Graham Trucking* to move past and claim the heat win. David and *Oberto* were second, followed by Greg Hopp in the U-100, Jon Zimmerman in the U-9, and Brian Perkins in U-21 who restarted after slowing in lap 3.



The score-up for 2B was marked by leapfrogging by Nate Brown and J. Michael Kelly attempting to claim lane 1. Kelly in the 37



led from lane 1 by a wide margin as the boats crossed the starting line with Scott Liddycoat in 88 well back in second. Nate Brown was next in the U-17 followed by Mark Evans in the 57 and J.W. Myers in *Peters & May*. The 99 with Ryan Mallow brought up the rear in what became a parade for lap 3. On the backstretch of lap 2 *Beacon* lost its engine cowling but no damaged ensued and the boat went on to win.



Karl Pearson photo

Heat Three

Heat 3A was won by J. Michael Kelly in *Miss Beacon Plumbing*, followed closely by Scott Liddycoat in *Degree Men*. Jon Zimmerman was third in *Sound Propeller Services*. Mark Evans in *Formula* and *Red Dot* driven by Nate Brown were next. Finishing sixth was J.W. Myers in *Peters & May* after a one-lap penalty for jumping the gun, and a \$250 fine and 50-point penalty for a lane violation. Liddycoat asked for a review (to no avail), claiming Kelly in the 37 cut him off.



Heat 3B had an exciting pre-start as the *Leland Unlimited* had a visually spectacular fire on its rear wing caused by a leaking fuel line. Driver Greg Hopp drove away from the dock after the flames were doused and eventually finished fourth but was assessed a “Class



IV penalty” - 1 lap penalty plus \$350 fine and loss of 100 points for changing lanes on the U-21. Once again, The 5, 6, and 1 were all drawn together with Jimmy Shane coming into the heat with a perfect 800 points. The start featured a duel between Steve David and Jimmy Shane which lasted through the first two laps. Dave Villwock in the 1 was washed down during the score-up and as a result started well back of the leaders. *Qatar* never was able to make up ground, finishing third after Brian Perkins in *HAPO* slowed to a stop. The 5’s tail feathers collapsed in the lower turn of lap 3. Steve David then pulled away for the heat win.

Final Heat

Graham Trucking and the *Beacon Plumbing* trolled their way to the score-up buoy, joined by Jon Zimmerman in the *Sound Propeller* outside of the other two. Steve David in *Oberto* drove around them all on the outside at speed but backed off as he approached the score-up and was ultimately a split-second early, penalized one lap as a result. Dave Villwock uncharacteristically trailed at the start far outside of the field. Greg Hopp accumulated enough points to start the final as a trailer in *Leland Unlimited*,



but even after the engine change following the fire did not leave the pits. Leading the field into turn 1 from the inside was J. Michael Kelly in *Miss Beacon Plumbing* but Steve David and *Oberto* pulled away up the backstretch, taking over the physical lead at this point. *Beacon* lost its cowling again in the backstretch of lap 3 but ran side-by-side with Shane and *Graham* in an exciting duel for what turned out to be first place. *Qatar* managed 3rd place, followed by *Degree Men* and the *Sound Propeller Services*. Final order of finish: 5, 37, 1, 88, 9, and 6 (penalized one lap for jumping the score-up buoy).



Chris Denslow photo

Shane's win ended eight straight years of either Steve David or Dave Villwock winning on the Columbia River. Heading into Seattle's Seafair Regatta, the Ellstrom team held a slim 190-point lead in the Air National Guard H1 Series High Points.

Shots from the Columbia Cup

The late Fred Leland still has several race boats available. At right are two of them. The yellow boat is the U-99, #9701, that ran last year as the U-100 *Miss Beacon Plumbing* at Tri-Cities. ~ Chris Denslow photo. The red and black boat is the U-100 #9899 that ran as the U-99 *HAPO Summer* last season in Tri-Cities. The #0010 is still a display boat for Degree Men and the #9810 is the former U-60 *Miss Thriftway* that last ran in 2005. This is the one Fred was changing to automotive power. ~ Karl Pearson photo



At left is Mike and Lori Jones' U-9 *Sound Propeller Services*. The boat, #9210 which was originally a three wing design, last ran without a name at Seattle in 2009, their only race that year. It's good to see the team racing again. Like then, the boat is still up for sale. ~ Chris Denslow photo



2012 Tri-Cities Water Follies Poster



Kelly Stocklin, owner/driver of the Lycoming T53 turbine powered 18 Bucket List at the Tri Cities awards ceremony. ~ Chris Denslow photo

STAT BOX

LAMBWESTON COLUMBIA CUP

Tri-Cities, Washington, July 28-29, 2012

2 1/2-mile course on the Columbia River

QUALIFICATION (1) U-1 *Qatar*, Dave Villwock, 159.645, 100 points; (2) U-6 *Oh Boy! Oberto*, Steve David, 158.155, 80; (3) U-88 *Degree Men*, Scott Liddycoat, 154.342, 70; (4) U-5 *Graham Trucking*, Jimmy Shane, 153.152, 60; (5) U-9 *Miss Sound Propeller Services*, Jon Zimmerman, 149.300, 50; (6) U-37 *Miss Beacon Plumbing*, J. Michael Kelly, 149.263, 40; (7) U-57 *Formula*, N. Mark Evans, 148.952, 30; (8) U-21 *HAPO*, Brian Perkins, 148.797, 30; (9) U-100 (no name), Greg Hopp, 146.194, 30; (10) U-99 (no name), Ryan Mallow, 132.337, 30; (11) U-17 *Red Dot*, Nate Brown, 149.417 (did not run during qualifying, speed during testing), 0; (12) U-11 *Peters & May*, JW Myers, 146.044 (did not run during qualifying session, speed during testing), 0; (13) U-18 (no name), Kelly Stocklin, 134.641 (did not run during qualifying, speed during testing, driver not qualified), 0.

HEAT 1A (1) *Qatar* 140.957, 400 points, 500 cumulative points; (2) U-99 117.871, 300, 330; *Formula* DNF — broken propeller blade, 0, 30; *Degree Men* DNS — sheared stump shaft, 0, 70. Fast lap (1) *Qatar* 147.616. **HEAT 1B** (1) *Oh Boy! Oberto* 145.076, 400, 480; (2) *Beacon Plumbing* 143.022, 300, 340; (3) *Peters & May* 133.963, 225, 225; (4) *Sound Propeller Services* 132.525, 169, 219. Fast lap (1) *Oh Boy! Oberto* 153.518. **HEAT 1C** (1) *Graham Trucking* 144.420, 400, 460; (2) *HAPO* 142.480, 300, 330; (3) *Red Dot* 137.360, 225, 225; (4) U-100 133.312, 169, 199; (5) U-18 98.674, 127, 127. Fast lap (2) *Graham Trucking* 145.748.

HEAT 2A (1) *Graham Trucking* 147.351, 400, 860; (2) *Oh Boy! Oberto* 138.772, 300, 780; (3) U-100 134.234, 225, 424; (4) *Sound Propeller Services* 100.188 (penalized one minute for driving outside the course before the score-up buoy), 169, 388; (5) *HAPO* 95.712, 127, 457; *Qatar* DNF — gear box failed damaging engine, 0, 500. Fast lap (1) *Qatar* 150.862. **HEAT 2B** (1) *Beacon Plumbing* 144.168, 400, 740; (2) *Degree Men* 140.055, 300, 370; (3) *Red Dot* 134.800, 225, 450; (4) *Formula* 127.471, 169, 199; (5) *Peter & May* 123.420, 127, 352; (6) U-99 116.497, 95, 425. Fast lap (1) *Beacon Plumbing* 145.198.

HEAT 3A (1) *Beacon Plumbing* 142.987, 400, 1140; (2) *Degree Men* 141.895, 300, 670; (3) *Sound Propeller Services* 138.085, 225, 613; (4) *Formula* 128.936, 169, 368; (5) *Red Dot* 128.657, 127, 577; (6) *Peters & May* 91.095 (penalized one lap for jumping the gun, 50 point deduction for changing lanes without overlap), 45, 397. Fast lap (1) *Beacon Plumbing* 144.904. **HEAT 3B** (1) *Oh Boy! Oberto* 150.601, 400, 1180; (2) *Graham Trucking* 148.402, 300, 1160; (3) *Qatar* 129.885, 225, 725; (4) U-100 137.248 (penalized one lap, 100 point deduction for changing lanes without overlap), 69, 493; *HAPO* DNF — washed down by U-100, 0, 457; U-99 W/D — concentrate on U-100, 0, 425. Fast lap (2) *Oh Boy! Oberto* 150.943.

FINAL (1) *Graham Trucking* 144.694, 400, 1560; (2) *Miss Beacon Plumbing* 144.462, 300, 1440; (3) *Qatar* 142.419, 225, 950; (4) *Degree Men* 129.142, 169, 839; (5) *Miss Sound Propeller Services* 126.521, 127, 740; (6) *Oh Boy! Oberto* 120.135 (passed the score-up buoy early, had to go around), 95, 1275; U-100 DNS — pinched fuel line, 0, 493. Fast lap (1) *Miss Beacon Plumbing* 148.839.

COMPILED BY ALLEN STILES

Unlimited News Journal Receives 2012 R.O.T.T. Trophy

by Lon Erickson

The staff of the *Unlimited NewsJournal* was recently honored at the 25th Anniversary Banquet of the Royal Order Of The Turbine aka R.O.T.T. The *NewsJournal* was recognized for ***“Outstanding Achievement in the Presentation of the Tradition of Unlimited***



From Left to right are; Karl Pearson, Craig Fjarlie, Lon Erickson, Chris Tracy, and Barb Dahlum.

award winners have included Fred Farley, Lucille Woods, Mike Fitzsimmons, Ken Muscatel, David Williams, Bill Wurster, Jerry Hopp, Mark Evans, George Henley, Art Oberto, Jim Harvey, Steve David, Jim Sharkey, and many others.

The yearly banquet is an opportunity for members to get together, enjoy dinner, each other’s company, and talk about the sport of hydroplanes. R.O.T.T. also has an annual fundraising auction that supports the Hydroplane and Raceboat Museum in Kent, WA.

It is with great honor that the staff of the *UNJ*, both past and present, received this award for what we all do to “To Perpetuate and Further the sport of Unlimited Hydroplane Racing.”

~ Jim Hauske photos

Hydroplane Racing” This is a yearly award voted on by the executive committee of R.O.T.T. and presented at the July banquet in the Tri-Cities during the Columbia Cup weekend.

R.O.T.T. is a 25 year old tradition based in the Northwest, involving hydroplane enthusiasts, fans, media, crew members, and owners from throughout the sport of unlimited racing. Past





HydroFile
Lon Erickson

U-5 The U-5 Racing Team has the U-5 (T-6) *Graham Trucking* race hull back in their Decatur shop receiving some routine work in preparation for the last 2 races of the season. And they have had their other hulls out on display duty throughout the country. The

U-5 (T-5) *Graham Trucking* display hull is in Chelan, Wa., the U-1 *Formulaboats* has been in Celina, OH, and the U-54 ANG display hull has been at the Hydroplane and Raceboat Museum in Kent, WA.

U-6 The Madison team's *Oh Boy! Oberto* stayed out west at Competition Specialties in the Seattle area after Seafair, rather than traveling back to Madison. The boat has received some minor work and engine maintenance before heading south to San Diego later in September.

U-9 The second hull in the **Mike and Lori Jones** team, #8401 now a display boat seen on following page, is headed to the Sonoma, CA. Indy Car race on Aug. 26th to promote the 2013 Big Wake Weekend Folsom Lake event.

U-11 The URG/Peters & May team announced that driver **J.W. Myers** will not be driving in San Diego as a result of injuries occurred in the blow-over at the Gold Cup race in Detroit back in July. An injury to his shoulder has not healed sufficiently and needs more time before a long term decision can be made. In photo below is

Cambridge, Maryland's **Tom Thompson**, a 27 year career boat racer, world record holder, and multi year APBA Hall of Champions recipient has been named to drive the U-11 *Peters & May*. Thompson



FPWilliams photo

has driven in numerous classes of inboards; he will be joining the team starting with the Bayfair event, Sept 14-16. Though he has many years of racing experience, Thompson will be considered an unlimited rookie and will need to go through the steps to become qualified as an H1 driver starting in San Diego.

U-17 Kip Brown is expected back in the driver's seat of the *Red Dot* for Bayfair, after suffering a broken tibia early in the weekend in Tri-Cities. **Nate Brown** and **Jeff Bernard** filled in for Kip driving in the Columbia Cup and the Albert Lee Cup in Seattle. After stepping out of the boat to give way to Jeff Bernard filling in as driver of the *Red Dot*, Nate Brown was quoted in a Seattle Times article as saying "the *Red Dot* is for sale" and "they are in year six of a five year plan, it might be time for us to look at other things". Looking ahead towards 2013 should prove interesting for the Our Gang Racing group.

U-57 The DiJulio family have announced after sponsoring the U-57 at Seattle, they will be back on-board the Evans Brothers #57 at San Diego Bayfair as the Miss DiJulio with **Mark Evans** driving. **Mitch Evans** is the crew chief.

San Diego News: After much discussion, consideration, and a recent owner's vote, the starting procedure for San Diego on the salt water of Mission Bay will remain the same as they used for the first four races of the 2012 season. A year ago, the owners voted to change the starting procedure and "draw for lanes" citing concerns for ingesting salt water, damage to the turbine powerplants, and the stress on equipment from the "park and start" during the score-up period before the start. However this year the starting procedure will not change in San Diego. See San Diego line-up on following page.

An eleven boat field expected for Bayfair on Mission Bay, the boats planning on attending:

- | | |
|-------------------|-------------------------|
| 1 Qatar | 18 Bucket List Racing |
| 5 Graham Trucking | 37 Miss Beacon Plumbing |
| 6 Oh Boy! Oberto | 57 Miss DiJulio |
| 9 Sound Propeller | 88 Degree Men |
| 11 Peters & May | 100 Fox Plumbing |
| 17 Red Dot | |

Hull #8401) was originally Fran Muncey's U-1 *Atlas Van Lines* (11). She also raced it as the U-1 and U-00 *Miller American*, *Miller High Life*, and U-00/U-31 *Miss Circus Circus* (5). It was sold to Ron Jones in 1991 running as the U-50 *American Spirit* and again at the U-31 *Miss Circus Circus* (5). Then Exide Company took ownership in 1994 running as the U-9 *Miss Exide* (4). It sat out 1995 then returned the next season with Lori and Mike Jones the owners. It was their primary boat until 1999, last racing as the U-9 *Miss Starrow Enterprises*. It has been a display hull ever since then.

The photo of Ted Porter's #54 *Air National Guard* display hull was taken by Lon Erickson in August th outside HARM. This is the originally the late Fred Leland's "Lucky," #9399. It was last raced by Greg O'Farrell and ran as the U-50 *Navy* in 2008 at Evansville and Madison. It also raced at the U-50 *Albert Lee* at Tri-Cities and Seattle that year. It hasn't raced since. (U-9 photo above from Sam Cole)

Ted Porter's U-1 *Formula* (#9299) has been in spending time Celina, Ohio on display. This is another Fred Leland hull. He last raced this boat in 1996 as the U-99 *Miss Performance Mortgage* in Tri-Cities. It was sold after the race to Bob Fendler after his boat was destroyed. Fendler raced it until 1999. It was acquired by Ron Moen in 2003 and showed up for two races. It was acquired by Bill Wurster in 2004 then leased by Ron Jones Jr. for Evansville, racing as the U-19 *Empire Contractors*. Troy Holmberg took charge of it for Tri-Cities, racing it as the U-20 *Miss Warner Auto Sales*. Chad Sanderson bought the hull from Bill Wurster in 2005 and ran the full season as the U-5 *Formula Powerboats*, sponsored by Ted Porter. In 2006 Porter purchased the U-5, the former T5 #9712, and T6 #0001. The #9299 went on display duty until 2007 when it replaced Porter's U-1 *Formula II* (T5), after it was wrecked at Detroit. After the Tri-Cities and Seattle race it went back on display duty where it has been ever since.



SEAFAIR: THEN AND NOW: The 1962 APBA Gold Cup and 2012 Albert Lee Cup at Seattle

by Bill Osborne



Oh Boy! Oberto and the Madison team return to the top of the podium for the third straight year. The 2012 Seattle Seafair Trophy winners, Mike Hanson, Bob and Pat Hughes, Art Oberto, and Steve David.

On August 5, 1962, Seattle hosted the Century 21 World's Fair and the APBA Gold Cup. Fifty years later, the unlimited hydroplanes returned to Lake Washington for the Albert Lee Cup at Seafair. While many things have changed in the last half-century, there are some striking similarities to the sport I enjoyed as a kid growing up in the northwest and the racing that took place this past weekend.

Drivers: Past and Present

In 1962, the sport had two big-name teams led by two hall of fame drivers and two successful owners who had a take-no-prisoners approach to racing. Bill Muncey, driving *Miss Century 21*, entered the '62 APBA Gold Cup as the defending champion. While Bill was a great driver, he had his detractors, due in fact to his success on the water. Muncey was a great public relations spokesperson for the sport. His cross-town rival, *Miss Bardahl* was driven by Ron Musson who was on course to join Muncey in the hall of fame before his career was cut short in 1966.

This year's crop of drivers was led by Dave Villwock, the all-time career-wins leader in *Qatar*, and his nemesis, five-time driving champion, Steve David, driving *Oh Boy! Oberto*. Villwock, like Muncey has his share of fans, but there is a large contingent of fans who root against him because of his previous successes. Steve David is extremely

popular among race fans and he is the best spokesperson for the sport since Muncey. David entered the 2012 Albert Lee Cup at Seafair as the two-time defending champion.

Boats: Past and Present

Miss Century 21 entered Seafair 1962 as the defending APBA Gold Cup champion and the two-time defending national high-point title holder. Boats built in the 1960's had a short life expectancy, so Muncey's hull while still winning was nearing the end of its four-year career. By contrast, *Miss Bardahl* was a state of the art new hull on the verge of taking over the top spot in the sport. ~H&RM Collection photos



The 2012 boats were led by the “big two,” *Qatar* and *Oh Boy! Oberto*. Villwock's *Qatar* boat is one of the oldest on the H1 unlimited circuit. *Qatar* began its life as *Miss Elam Plus* before taking on the Qatar sponsorship in 2010 and has become the most successful hull of all time. Although, the current national champion is tired, there is a strong possibility that that old girl may return for another year in 2013. *Oh Boy! Oberto*, built in 2007 is considered new by today's standards and should enjoy at least another five years as a top contender. ~Chris Denslow photos



In the '60's, boats were built using spruce, mahogany, and aluminum and were subject to literally falling apart after a few years of hard competition. Rebuilding one of these hulls was almost more work than building a completely new one, so the top-flight boats didn't last too long. Today's hulls are a blend of carbon fiber and honeycomb aluminum that can be repaired without adding significantly to a hull's weight. The favored glues of today, Hysol and West System didn't exist in 1960.

The Teams: Past and Present

There is an old saying in sports. “You win with people.” Nowhere is that saying more evident than in hydroplane racing. Bill Muncey's team was led by soft-spoken Jack Ramsey and a talented group that kept *Miss Century 21* running without a mechanical failure for 915 miles, a record that stands 50 years later. There was no doubt that Ramsey was in charge. His word was never challenged. Period.

Leo Vandenberg was in charge of *Miss Bardahl* in the early and mid-1960's. Like Ramsey, Vandenberg had the final say. Like his adversary, Leo's *Miss Bardahl* team was filled with extremely talented crew members who kept *Miss Bardahl* running for 57 heats without a mechanical failure. Like Ramsey's distance record without failure, Vandenberg's string of heats without a breakdown has never been challenged.

During the last ten years Erick Ellstom has assembled a crew with thoroughbred credentials. Most of his team members have been crew chiefs in past lives. The Heye brothers, Dan and David, Jeff Minar, and Dan Walters could

easily lead teams, but choose to work for the Ellstrom family. Watching the Qatar team working reminds those who observed the Century 21 and Bardahl teams fifty years ago. No wonder, they were so good.

Michael Hanson's resume' reads like a team by himself. During his racing career, Hanson has seen and done it all. As a driver, he won multiple races, including the 2001 APBA Gold Cup. No one in the sport is respected more than Hanson for his ability to set up a boat. Like the other three leaders, Hanson has the final word for the Oberto team.

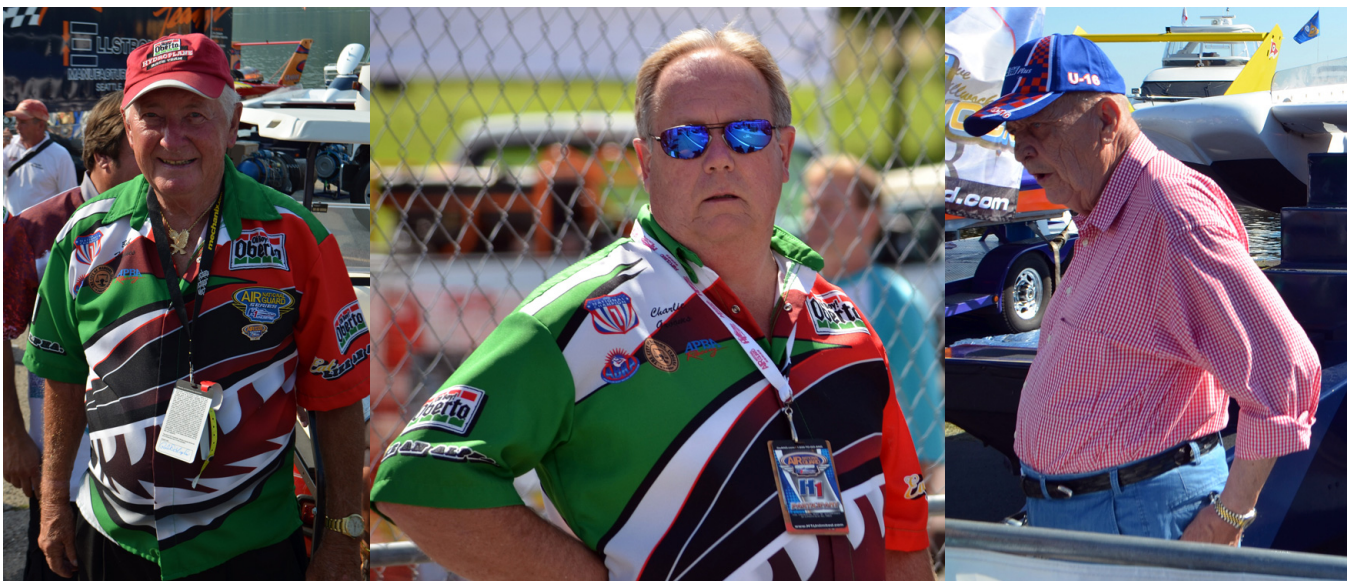
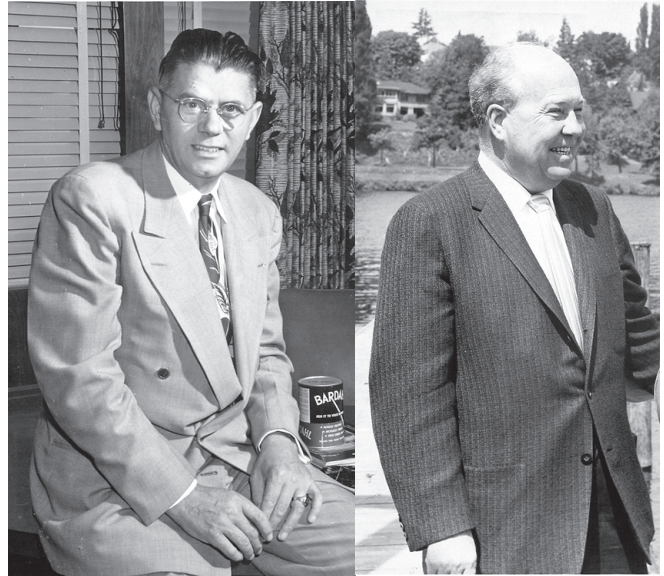
Along with his brother Larry, Michael is surrounded by a talented group that works like a finely-tuned Swiss watch.

The Owners: Past and Present

There is a quality that distinguishes successful unlimited hydroplane owners from those who have not achieved greatness on the race course. In the 1960's Willard Rhodes and Ole Bardahl were more alike than different. Both men were successful business men who ruled their empires with strong hands. Rhodes oversaw Associated Grocers and Thriftway grocery stores of Washington State. When it came to management of the Miss Thriftway team, Jack Ramsey ran the day-to-day operations, but Rhodes made the call when major finances were involved.

Bardahl Oil was very successful because Ole ran the show. Like Rhodes, Bardahl relied on his crew to maintain *Miss Bardahl*, but when it came to building a new boat, Ole made the call. He believed that a boat should run no more than four years, so when a boat approached its expiration date, Bardahl's word to build new was the final call. Period! Above; Ole Bardahl and Willard Rhodes. ~ H&RM Collection photos

Sven Ellstrom owns *Qatar* and his word is gospel. The day-to-day operation of the team is run by his talented son Erick Ellstrom who also runs Five Axis Industries, the best builder of high-performance racing propellers in the world. Over the last fifteen years, Erick has evolved from a person who had a load of potential, but no experience in unlimited racing to one of the most-respected men in the sport. When it comes to attending owners' meeting and voting on policy, it is Erick who makes the calls for his team. Erick Ellstrom is a hands-on owner who is at ease working on any part of the race boat from sponsons to the turbine engines. Below from left to right; Bob Hughes, Charlie Grooms, and Sven Ellstrom. ~ Karl Pearson photos



The City of Madison, Indiana is listed as the official owner of Miss Madison Racing and *Oh Boy! Oberto*. That being said, realistically, Bob Hughes is the owner of the boat. For many years, it was Hughes who made the day-to-day decisions regarding the team. During that time, *Miss Madison* was good, but not great. When the decision to build a new boat was made, Hughes turned over management to Charlie Grooms who now oversees the operation. Under Charlie's leadership, the team has moved from a mid-pack contender to the top of the sport.

Charlie Grooms is one who avoids the spotlight, preferring to get things done without accolades associated with the success achieved by a team like Madison's. His ability to work hand-in-hand with Michael Hanson has made the Indiana-based team a juggernaut in the sport.

Qualifying and Testing: Past and Present

In the early 1960's testing and qualifying on the three-mile oval began on Monday morning prior to the Sunday race and ended at 5 pm on Saturday. All three local television stations interrupted programming to go "Live and direct to Lake Washington for a qualification attempt." Bill Muncey took *Miss Century 21* out early and qualified at 111.111 mph. Muncey's time was bested by Dallas Sartz in *Miss Seattle Too* at 112.188. Not wishing to be outdone, Muncey upped his speed to 116.212, placing *Miss Century 12* on top of the qualifying ladder.

Miss Bardahl struggled for most of the week with cavitation issues, but Leo and the Bardahl team finally qualified. The top twelve boats were placed into the APBA Gold Cup and the field was set.

Qualifications for the 2012 Albert Lee Cup at Seafair took place between 3 pm and 5 pm on Friday. Two hours as opposed to six days made the qualification time more pressure packed than in '62. As expected the top time was turned in by Dave Villwock at 151.286, but it wasn't as easy as it seemed. On his first attempt, Dave turned in a 151.082, but his time was wiped out by a fuel-flow violation.

For a time, Jimmy Shane held the top time of 148.981 until both Oberto and *Qatar* passed *Graham Trucking*. For the second time during qualifying, two boats tied for position. In the end *Peters and May* and *Red Dot* checked in at 145.636. All boats except for *Bucket List Racing* made the field. According to Kelly Stocklin, "Our gearbox went away and there is no way we can get it fixed in time to qualify. It is so disappointing because our team has worked so hard to get here."

Heat 1A and 1B: Past and Present

Under threatening skies, the 1962 APBA Gold Cup started out on a terrifying note as Dallas Sartz suffered a broken leg when *Miss Seattle Too* porpoised, then nose dived. The boat exploded under him and sank to the bottom of Lake Washington. In the rerun of the heat, *Gale V* looked like a winner until Bill Cantrell's blower exploded on lap 8 of 10. *Miss Bardahl* assumed the lead and looked like a sure winner until Bob Gilliam's *Fascination* caught fire. After a brief discussion, the referees awarded 400 points to *Miss Bardahl*.



Karl Pearson photo



Kirk Duncan photo

Top photo: In the end the top qualifier was Villwock and Qatar. Above, Kelly Stocklon's turbine powered *Bucket List* reached Lake Washington once, then spent the the rest of the Seafair weekend on their trailer.

Things didn't go much better in 1B as Bill Muncey's *Miss Century 21* appeared en route to victory when *Tempest* burst into flames in lap 3, stopping the heat. In the rerun, *Miss Century 21* led from wire-to-wire, winning at a blistering 101.446 mph.

Heat 1A of the 2012 Albert Lee Cup was stopped because Ryan Mallow's *Miss Fox Plumbing Too* stalled in the south turn prior to the start. Officials stopped the heat due to Mallow's position on the course.

In the rerun, J. Michael Kelly grabbed lane 1 with Brian Perkins next to him in lane 2. *Miss Beacon Plumbing*'s lead was brief as Steve David powered *Oh Boy! Oberto* around Kelly and won the heat with ease. For four laps, it appeared that *Beacon Plumbing* would grab second. In the last lap, *Sound Propeller Services* moved up on *Beacon Plumbing*. Kelly slowed and Jon Zimmerman passed him right at the finish line to take second. According to Kelly, "I had no idea Jon was there until I looked in the mirror and saw him. By then it was too late." Afterwards, Billy Schumacher had a serious conversation with his radio man!

Heat 1B looked like a race for a lap and a half between *Qatar* and *Graham*, but Villwock just had too much power and went on to win easily. Although *Qatar* won the heat, the boat ride for the current high point leader was suspect. A boat's ability to handle the lumpy conditions on Lake Washington would become a factor on Sunday.



Chris Denslow photo



Karl Pearson photo



Chris Denslow photo

At top; *Fox Plumbing Too* before going dead in the water and blocking the course. Middle: Surprise! Zimmerman blows by Kelly in rerun of 1A. Above: *Qatar* powers through the spray to win 1B.

Heat 2A and 2B: past and Present

Heats 2A and 2B in the '62 APBA Gold Cup were both parades with only one change of position. *Miss Century 21* took the lead at the start of 2A and led wire-to-wire, winning at an average speed of 101.028 mph. *Miss Bardahl* finished second, 39 seconds behind. Heat 2B was even more of a yawner as only two boats finished the ten-lap heat.

Despite starting in lane 3, Steve David powered *Oh Boy! Oberto* to an easy win 2A over Jon Zimmerman and Greg Hopp. The surprise of the heat was Zimmerman, whose boat seemed to handle the conditions much better than Hopp's *Fox Plumbing*. Crew



Karl Pearson photo

chief Jeff Campbell was all smiles afterwards. "It's not really that complicated. All we need right now is more money to buy some more speed."

Heat 2B matched *Qatar*, *Graham Trucking*, *Albert Lee*, *Degree Men*, and *Fox Plumbing Too*. Prior to the start, *Degree Men* faced several issues. The gearbox seemed like the major issue, handled in a timely manner by the crew, but in the end it was a small part, the throttle connection that "shredded" itself just before the start of the heat. The fix was about a five-minute job, but unfortunately, the 88 team had only three minutes to finish installation.

Villwock, normally a great starter, was blocked from establishing a desirable lane by J. Michael Kelly, Jimmy Shane, and Brian Perkins. Kelly placed *Miss Beacon Plumbing* in lane 1 which allowed Jimmy Shane the opportunity to use Perkins as a screen against Villwock.

Because Seattle's course is so short, passing is difficult. Villwock got around Kelly, but by then Shane was out of reach. Although he only picked up 300 points, Villwock seemed assured of his place in the final. Only a disaster would prevent him from racing in the winner-take-all final.

Heat 3A and 3B: Present

In the '60's, heats were 10 laps each and 30 miles long as opposed to today's 3-lap sprints, covering only 6 miles. There were no preliminary heats after the second round. To add more racing in 1962 the Space Needle Handicap, consisting of three heats, was added.

As Jimmy Shane said regarding the start of 3A, "I felt like a pinball, bouncing off *Qatar* and *Oh Boy! Oberto*. The video from the helicopter shows David in lane 1, Shane in lane 2, and Villwock in lane 3. Shane's boat hit the left side of *Qatar*, then veered left and hit *Oberto*. From Jimmy Shane's point of view, "Villwock moved over in front of me and took away my lane. At the same time, Steve David moved right, giving me no where to go."

Dave Villwock totally disagreed with Shane's assessment. "I set my arc and held my lane. He (Jimmy) didn't keep his arc and we touched." The most interesting pictures came from the on-board videos that showed contact.

H1 officials agreed with Shane's assessment, penalizing both David and Villwock, dropping them to fifth and sixth respectively. After the penalties were assessed, Jimmy Shane had another 400 points and a trip



Karl Pearson photo

Graham Trucking will take the lead in 2B and the victory. *Qatar*, unseen on the outside comes in second followed by the other two in the photo.



Karl Pearson photo

Graham Trucking now has room to maneuver after being sandwiched, and fouled, by both *Oberto* and *Qatar* in 3A.



Karl Pearson photo

Fox Plumbing Too goes dead for the second time in the race, while *Beacon Plumbing* wins the heat; *Degree Men* was penalized.

to the final heat. By virtue of a 300-point second place, Jon Zimmerman also punched his ticket into the final.

J. Michael Kelly continued his mastery of the start, grabbing lane 1 early in 3B. In an effort to secure lane 1, Scott Liddycoat entered the south turn so early that he had to go deep to avoid crossing the one-minute buoy early. In doing so, Liddycoat went past the outside course marker and picked up a 1-lap penalty. Much to the delight of his sponsor, Kelly drove *Miss Beacon Plumbing* to a win over Brian Perkins in *Albert Lee Appliance*. Bill Cahill, owner of Beacon Plumbing was ecstatic. “That’s what I’m talking about! The kid (J. Michael) is amazing. He drives his heart out every time. I am so happy to have him driving for us!”

The Final Heat: Past and Present

With all of the restarts and a weather delay, the final heat was in jeopardy of being canceled in ’62. Prior to the start, the five finalist were polled: race or call it? Two teams, Miss Bardahl and Miss U.S. 1 voted to call it a day. The Notre Dame, Such Crust IV, and Miss Madison teams voted to race. The Century 21 to abstained. Muncey said, “We couldn’t vote. If we voted no, it would look like we were trying to claim the trophy without racing. If we voted yes, we would be going against our sense that it wasn’t safe out there.”

At about 7:30, *Miss Century 21* was third across the line and took the lead, exiting the south turn. From there, Muncey led the field around Lake Washington, collecting his fourth APBA Gold Cup.

Before running the final heat, Scott Liddycoat outdueled Greg Hopp to earn a spot in the final as the trailer.

At 4:50 pm, under postcard blue skies, seven boats entered the Ted Jones Race Course in search of the 2012 Albert Lee Cup at Seafair. As he likes to, J. Michael Kelly cut the course to grab a lane early. Jimmy Shane and Dave Villwock rolled in next to Kelly and began the slow troll to the starting line. Brian Perkins and Jon Zimmerman ran their own troll, behind the front three.



Karl Pearson photo

Degree Men overpowers *Fox Plumbing* to reach the final as trailer.

Steve David took a different approach, avoiding the troll in the south turn. Instead, David entered the south turn at speed, raced around the field and grabbed lane 1. *Oh Boy! Oberto* led the field into the first turn. Coming off the turn, *Miss Beacon Plumbing* was in position to challenge *Oberto*, but Kelly’s boat couldn’t accelerate quickly enough to keep up with *Oberto*.

From there, Steve David controlled the racecourse. Jimmy Shane moved *Graham Trucking* into second place and never looked back. The surprise performance came from *Miss Beacon Plumbing*’s J. Michael Kelly who held off Dave Villwock to take third place on the water. Unfortunately for Kelly, the referees called him for a lane infraction, bumping *Miss Beacon Plumbing* to seventh place overall. ~ Bill Osborne photo



Two of the pleasant surprises, Brian Perkins in *Albert Lee* and Jon Zimmerman in *Sound Propeller Services* finished fourth and fifth respectively. Afterwards, Albert Lee owner Greg O'Farrell was beaming. "This was a great day for us. Our entire team did a great job and Brian drove a smart race."

Racing in 2012 is so much more challenging than it was a half century ago. Today's boats are much more competitive than they were in 1962. During the '62 APBA Gold Cup there were exactly three position changes in fifty laps of racing. Bill Muncey's *Miss Century 21* never trailed in his three heat wins. There is never any such as a sure thing, but realistically, the APBA Gold Cup was his to lose. By contrast, there were multiple position changes in every heat of the 2012 Albert Lee Cup at Seafair.

In 1962, Bill Muncey qualified at 116 mph and averaged 101 mph winning on a three-mile course. Fifty years later, Dave Villwock qualified at 151 mph and Steve David averaged 135 mph winning the final heat on a two-mile race course. While there is no accurate mathematical formula to project performance of today's boats on a three-mile course, a look at Detroit and Tri Cities 2.5-mile courses yielded speeds 10+ miles per hour faster than Seattle's 2-mile circuit, so to project another 10 miles per hour on a three-mile oval would not be out of the question. Thus, the top qualifier today could hit 170 mph and average 160 mph for a race, increasing performance by 50% in fifty years.

While there are fans who miss the noise generated from the Rolls and Allison's, turbines have improved every team's reliability and performance. Competition has never been better and the future of unlimited hydroplane racing has never been brighter. One can only speculate where the sport will be in another fifty years. Stay tuned!

~~ UNJ

STAT BOX

ALBERT LEE CUP AT SEFAIR

Seattle, Washington, August 4-5, 2012

2-mile course on Lake Washington

QUALIFICATION (1) U-1 *Qatar*, Dave Villwock, 151.626, 100 points; (2) U-6 *Oh Boy! Oberto*, Steve David, 149.756, 80; (3) U-5 *Graham Trucking*, Jimmy Shane, 148.981, 70; (4) U-17 *Red Dot*, Nate Brown, 145.636, 60; (5) U-11 *Peters & May*, JW Myers, 145.636, 50; (6) U-9 *Miss Sound Propeller Services*, Jon Zimmerman, 145.592, 40; (7) U-88 *Degree Men*, Scott Liddycoat, 144.497, 30; (8) U-37 *Miss Beacon Plumbing*, J. Michael Kelly, 143.549, 30; (9) U-21 *Albert Lee Appliance*, Brian Perkins, 141.090, 30; (10) U-100 *Fox Plumbing & Heating*, Greg Hopp, 139.890, 30; (11) U-57 *Miss DiJulio*, N. Mark Evans, 138.254, 30; (12) U-99 *Fox Plumbing & Heating Too*, Ryan Mallow, 130.835, 30; U-18 (no name), Kelly Stocklin, DNQ — did not attain qualifying speed, 0.

HEAT 1A (rerun) (1) *Oh Boy! Oberto* 133.836, 400, 480 cumulative points; (2) *Sound Propeller Services* 129.656, 300, 340; (3) *Beacon Plumbing* 127.692, 225, 255; (4) *DiJulio* 119.533, 169, 199; (5) *Albert Lee Appliance* 109.906, 127, 157; *Fox Plumbing & Heating Too* DSQ — caused stoppage of first running, died in first turn prior to the start, 0, 30. Fast lap (1) *Oh Boy! Oberto* 137.142. **HEAT 1B** (1) *Qatar* 135.039, 400, 500; (2) *Graham Trucking* 131.544, 300, 370; (3) *Degree Men* 124.719, 225, 255; (4) *Fox Plumbing & Heating* 124.028; (5) *Peters & May* 111.429, 127, 177; (6) *Red Dot* 72.854 (penalized one lap for jumping the gun and one minute for changing lanes without overlap), 95, 155. Fast lap (1) *Qatar* 138.087.

HEAT 2A (1) *Oh Boy! Oberto* 134.344, 400, 880; (2) *Sound Propeller Services* 132.363, 300, 640; (3) *Fox Plumbing & Heating* 128.895, 225, 424; (4) *Red Dot*, Jeff Bernard, 124.754, 169, 324; (5) *DiJulio* 89.383 (penalized one lap for lane change without overlap), 127, 325; *Peters & May* 82.962 (passed score-up buoy early, had to go around; penalized one lap for lane change without overlap), 95, 272. Fast lap (2) *Oh Boy! Oberto* 138.921. **HEAT 2B** (1) *Graham Trucking* 137.319, 400, 770; (2) *Qatar* 135.768, 300, 800; (3) *Beacon Plumbing* 134.793, 225, 480; (4) *Albert Lee Appliance* 127.633, 169, 326; (5) *Fox Plumbing Too* 116.285, 127, 157; *Degree Men* DNS — bent throttle arm, 0, 255. Fast lap (2) *Qatar* 150.244.

HEAT 3A (1) *Graham Trucking* 128.642, 400, 1170; (2) *Sound Propeller Services* 125.126, 300, 940; (3) *Peters & May* 124.945, 225, 497; (4) *Fox Plumbing & Heating* 120.334, 169, 593; (5) *Oh Boy! Oberto* 99.718 (penalized one lap for changing lanes without overlap), 127, 1007; (6) *Qatar* 98.746 (penalized one lap, 100 point deduction for changing lanes in turn two prior to the start), -5, 795. Fast lap (1) *Oh Boy! Oberto* 143.058. **HEAT 3B** (1) *Beacon Plumbing* 133.269, 400, 880; (2) *Albert Lee Appliance* 123.981, 300, 626; (3) *DiJulio* 120.000, 225, 551; (4) *Red Dot*, Jeff Bernard, 109.810, 169, 493; (5) *Degree Men* 88.276 (penalized one lap and 100 point deduction for driving outside outer marker), 27, 282; *Fox Plumbing & Heating* DNS — no throttle, 0, 157. Fast lap (1) *Beacon Plumbing* 134.735.

PROVISIONAL (1) *Degree Men* 140.659, 0, 282; (2) *Fox Plumbing & Heating* 139.862, 0, 593; (3) *Peters & May* 131.444, 0, 497; (4) *Red Dot* 126.431, 0, 493; *DiJulio* DNS — ,0, 551; *Fox Plumbing & Heating Too* DNS — faulty gear box, 0, 157. Fast lap (3) *Degree Men* 144.679.

FINAL (1) *Oh Boy! Oberto* 135.021, 400, 1407; (2) *Graham Trucking* 133.495, 300, 1470; (3) *Qatar* 129.905, 225, 1020; (4) *Albert Lee Appliance* 125.936, 169, 795; (5) *Miss Sound Propeller Services* 123.433, 127, 1067; (6) *Degree Men* 116.776, 95, 377; (7) *Miss Beacon Plumbing* 108.592 (penalized one lap for lane encroachment), 71, 951. Fast lap (1) *Oh Boy! Oberto* 141.262.

COMPILED BY ALLEN STILES

Race Site News. As boats moved west, the news was good from the eastern swing. Reports from Madison indicate that the race made money this year; Lucas Oil came on late as the title sponsor, which helped achieve profitability. Attendance was up at the Gold Cup in Detroit this year, too.

Although the Olympics were starting, attendance at the Lamb-Weston Cup in Tri-Cities was great. The weather cooperated and although warm, it was not as hot as it sometimes can be. Lamb-Weston did not have the Free Fries Friday promotion this year, but continued to make the charity contribution that the promotion supported in the past. This was the last year of a three-year agreement with title sponsor Lamb-Weston, but the *UNJ* has heard that Lamb-Weston has expressed interest in renewing their sponsorship. *Oh Boy! Oberto* ran using bio-fuel in Friday's Dash For Cash winning run; Charter Business sponsored the Dash. The vintage unlimited hydroplanes ran thanks to sponsorship from Legends Casino. A new sponsor, the Plumbers and Steamfitters, UA Local 598 & Signatory Contractors sponsored the Grand Prix race. The HAPO Community Credit Union sponsored the air show and promoted the event on a huge jumbotron-like flashcube on a high profile Kennewick building. We've been asked what HAPO stands for; it's the acronym for Hanford Atomic Products Operations.

The annual Seafair Press Conference was held Tuesday, July 31, at the Museum of Flight in Seattle. This was the final year of the three-year title sponsorship deal with Albert Lee Appliance, but Albert Lee III announced at the press conference that his company was extending their title sponsorship for three more years. While Albert Lee Appliance uses the race to promote their business, they also sponsor the race to give back to the community. Lee is credited with stepping in and rescuing the race three years ago, when during the great recession Seafair was having difficulty recruiting a title sponsor. Lee reminded those attending the press conference that his company is "not just high end." Seafair President, Beth Knox, mentioned that Seafair has supported sending drivers to schools to promote interest in the sport. Capt. Ron Perry represented the series sponsor, the Air National Guard and he said that the ANG appreciated the partnership with the unlimited hydroplane series and reminded everyone that, "We are the hometown Air



Force." Graham Trucking's, Rob Graham, attended the press conference and celebrated his 16th year of involvement with Seafair by sponsoring the new Formula 1 Prop Tour race, where 13 boats run 7 heats on a unique racecourse that bring boats close to the shore with unusual turns. Graham Trucking's unlimited boat won the Lamb-Weston Cup the week before, but driver Jimmy Shane was on vacation and did not attend the press conference. Mike Noonan represented Sam Cole at the press

conference and noted, "Anything that can happen, will happen at Seafair." H1's Steve Montgomery introduced owners and drivers that attended the press conference and mentioned some interesting items. For example, Fred Leland's team is running in his memory this year; Leland liked plaid and striped shirts and had a large number of them. This year the Leland team members are all wearing Fred's shirts. Many drivers, including Steve David and J.W. Myers, thanked the Air National Guard for their involvement with the sport. Dave Villwock was recently married and congratulated by Montgomery. Villwock described the Seattle race like this, "This is our party. There will be lots of twists and turns this weekend." Albert Lee driver, Brian Perkins, echoed that by saying, "This is the weekend; this is the best part of the year." Villwock noted, "H1 has turned the sport in the right direction." He complemented the new crop of younger drivers and described hydro drivers and the sport by saying, "Boats are exciting and they often crash and are spectacularly driven by people with the fullest of personality." And when talking about the talented younger drivers, he added, "You will need to pry away trophies from Steve David and I."

The series moves to San Diego in September and H1 recently announced that the same starting procedure that has been used all year would be used in San Diego. Owners had considered drawing for lanes in San Diego due to salt water issues that can cause engine and equipment problems with crawl starts. The San Diego race does not have a title sponsor, and the *UNJ* has heard rumor that payment for racing at the venue may be different than for other races. Teams will be guaranteed a minimum amount of money to race, but it could be increased depending on the size of the gate.

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