



Time Capsule:

A Hundred Years Ago Hydroplanes Emerge

By Andy Muntz

Clinton Hoadley Crane, the most famous race boat designer in the earliest years of the sport, wrote in *Yachting* magazine that the 1912 season would “go down in history as marking the zenith of the hydroplane craze.” Just two years earlier, the Duke of Westminster challenged for the 1910 Harmsworth Trophy with a boat named *Pioneer*, which introduced a concept developed by a Chicago-born, bicycle builder from France named William Fauber. Rather than plow through the water, *Pioneer* was pushed to the surface by steps on the bottom of its hull, thus allowing it to skip across the waves—a hydroplane.

Noel Robbins, the driver of *Pioneer*, quickly demonstrated the advantage of the skimming idea and sped to an early and commanding lead in the Harmsworth, until a clump of seaweed became lodged in the boat’s water intake and ended the challenge. Nevertheless, it was obvious the instant *Pioneer* flashed past *Dixie II* at the start of the race that the new boat design represented the sport’s future. By the following year, Crane had completed an extensive study of the concept using the government’s testing tanks and introduced a hydroplane named *Dixie IV*, which promptly set a world speed record and held off another Harmsworth challenge by *Pioneer* before having a career-ending crash into the riprap at Buffalo, New York.

By 1912, several different forms of hydroplanes were already included among the competitors. Crane called the boats with no steps, monoplanes; the boats with one step, biplanes; and the boats with many steps, multiplanes. He also wrote that the most intriguing boats introduced that year were a pair created by Christopher Columbus Smith, then a little-known boat builder from Algonac, Michigan.



Pioneer winning the 1910 Harmsworth Trophy race.

Smith had been experimenting with the design of race boats for the previous couple of years and had even entered a craft named *Reliance IV* in the 1911 Buffalo race. He then came in contact with J. Stuart Blackton, a leader of the fledgling motion picture industry, the neighbor of former President Theodore Roosevelt in Oyster Bay, New York, and the commodore of the Atlantic Yacht Club. Blackton asked Smith to build two boats for the 1912 season: *Baby Reliance II* was 20 feet long, *Baby Reliance III* was 26 feet long, and each was powered by an eight-cylinder, 150-horsepower Sterling engine. Most considered the two boats to be of the biplane variety, but according to Crane, they didn't fit in any of the three categories of hydroplanes because their sterns seemed to rise practically clear of the water when at speed.

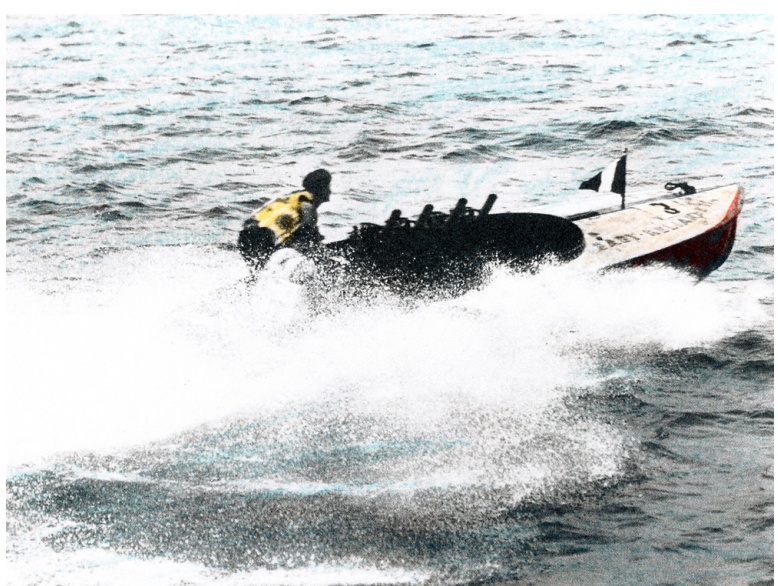
Baby Reliance II made its debut on the Fourth of July at the Mississippi Valley Championships in Davenport, Iowa. With Smith's partner Baldy Ryan at the wheel, the boat not only competed against other entries in the 20-foot class, but also against the 26-footers, the 32-footers, and the big 40-footers, winning every race and the championship in all four classes. The team then introduced *Baby Reliance III* with a run through a mile straightaway course at an amazing 53.73 miles per hour, making it the first boat to break the 50-miles-per-hour barrier.

After *Baby III* suffered engine problems and lost to *Kitty Hawk II* later that month at the Cadillac Championships in Detroit, the race boats assembled on the banks of the St. Lawrence River at Alexandria Bay in Upstate New York for the tenth running of the Gold Cup. There, the *Baby Reliance* boats met the two newest products from the drawing board of Clinton Crane.

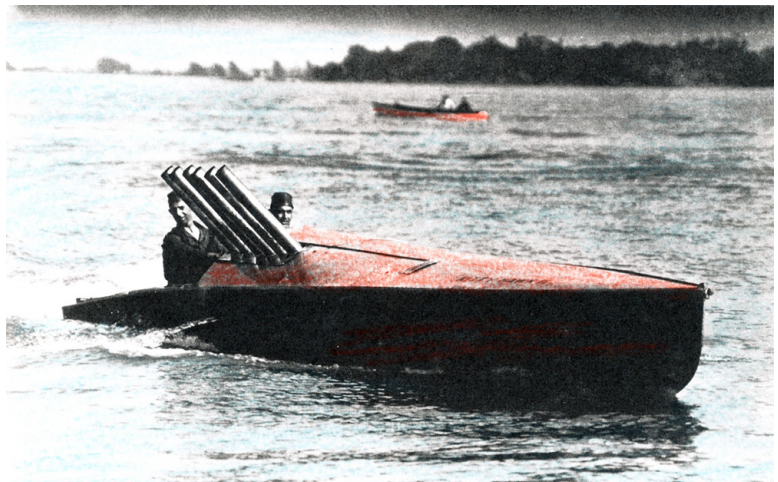
Attempting to capitalize on the success of the famous *Dixie* team, which had ceased operations after the accident in Buffalo the previous September, Crane had built a dozen stock 20-foot runabouts that he sold commercially under the name *Dixie, Jr.* Each was priced for \$4,500 and guaranteed to achieve 35 miles per hour. William K. Vanderbilt, Jr., purchased one of them to serve as a yacht tender and another was bought by A. Graham Miles of the Thousand Islands Yacht Club, who made some modifications to the forward section and entered it in the Gold Cup with the name *P.D.Q II*. The other new Crane product was a boat named *Ankle Deep*, which was owned by Count Casimir Mankowski of Poland and featured the cockpit placed in front of the engine.



Baby Reliance IV rolls over and sinks at Buffalo, New York in 1911.



The shorter *Baby Reliance II* at speed in Davenport, Iowa.



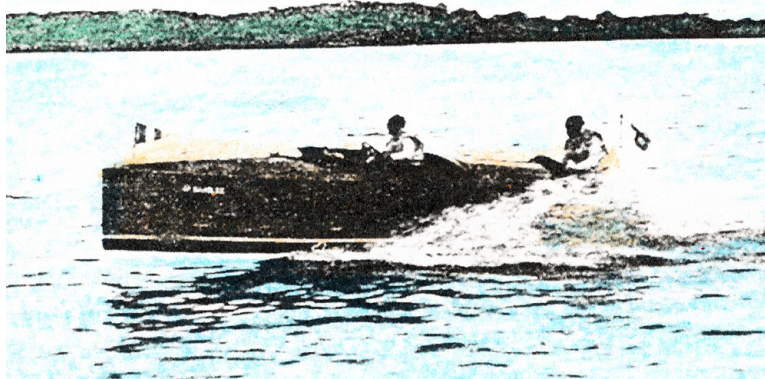
Kitty Hawk II with long exhaust stacks in 1911.

On the first day of racing, held under ideal weather conditions, Mankowski's inexperience proved costly as he pushed *Ankle Deep* too hard and caused it to overturn. Meanwhile, Baldy Ryan piloted *Baby Reliance II* to the lead through the first two laps, until the boat developed engine trouble and went dead before it could complete the final lap. That left the victory to Miles and his *P.D.Q. II*, the lowest powered boat in the field. Ryan drove *Baby Reliance II* to wire-to-wire victories in the next two races, but the loss of points on the first day proved decisive. Miles piloted his boat to second place finishes both days and accumulated enough points to win the Gold Cup trophy while averaging almost 37 miles per hour.

Following a victory by *Baby Reliance II* at the Chicago Water Carnival, the 1912 fleet then went to Huntington Bay on Long Island to defend the Harmsworth Trophy from a challenge by two British racers: *Maple Leaf IV*, the third boat in three years that E. Mackay Edgar had shipped across the Atlantic with the hope of taking the British International Trophy back to its native land, and *Mona*, which was owned by the Marquis of Anglesey and built in the yards of one of the top boat builders of the day, Thornycroft.

Maple Leaf was the more impressive of the two. Designed under the patent of William Fauber, the boat utilized five steps on the bottom of the hull, was just short of 40 feet in length, and was powered by a pair of 12-cylinder engines that produced 750 horsepower. The driver, perched on a high pedestal at the rear of the boat, also was extraordinary—the famous aviator Thomas Octave Murdock Sopwith.

As for the defenders, the *Dixie* team had been the winner of the previous four Harmsworth races, but with its retirement the year before, was not at Huntington Bay to defend the title. Instead, 12 boats had been brought to the racecourse hoping to be one of the three competitors selected to defend the trophy for the United States. By most accounts, the 32-foot *Ankle Deep* was an easy choice with its Clinton Crane pedigree, and the much smaller *Baby Reliance II*, with its success earlier in the season and showing tremendous bursts of speed on smooth water during the trials, also deserved serious consideration. The third choice was more difficult.



A. Graham Miles underpowered *P.D.Q. II* in the 1912 Gold Cup



Lined up are the American contenders for the International Trophy; *Baby Reliance II*, *Baby Reliance III*, and *Ankle Deep*.



At left is *Maple Leaf IV*, on right *Mona*, the two British challengers for the BIT. They are on the ship *Lighter Commissioner*.

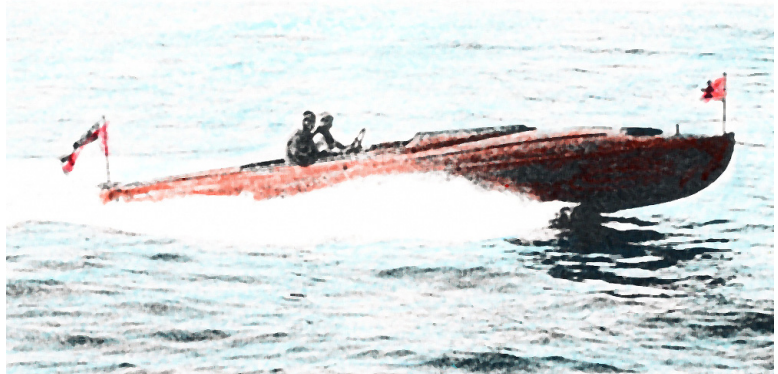
Among the candidates were *Peter Pan V*, which turned three laps at over 40 miles per hour; *Panther Cub*, a 20-footer with three engines; and *Restless II*, a 39-footer with two 16-cylinder engines. Yet, when the American team was announced only a half hour before the start of the first race, the third defender was identified as the *Baby Reliance III*, its selection being a particular mystery to many observers. Walter Bieling of *The Rudder* called the process of selecting the American team “a farcical series of trials which excited considerable comment.”

As it turned out, the team had been selected for the water conditions. Huntington Bay was calm on August 31, the day of the first race, and the three boats selected to fly the American flag were known for being top performers on smooth water. Yet, the advantage wasn't needed. When the starting gun fired, Commodore Blackton was off like a bullet behind the wheel of his *Baby Reliance II*, which threw clouds of spray to either side. Meanwhile, a slipping clutch prevented the *Maple Leaf IV* from getting underway. Blackton stayed in the lead to the end, averaging over 42 miles per hour and breaking the course record by almost three minutes.

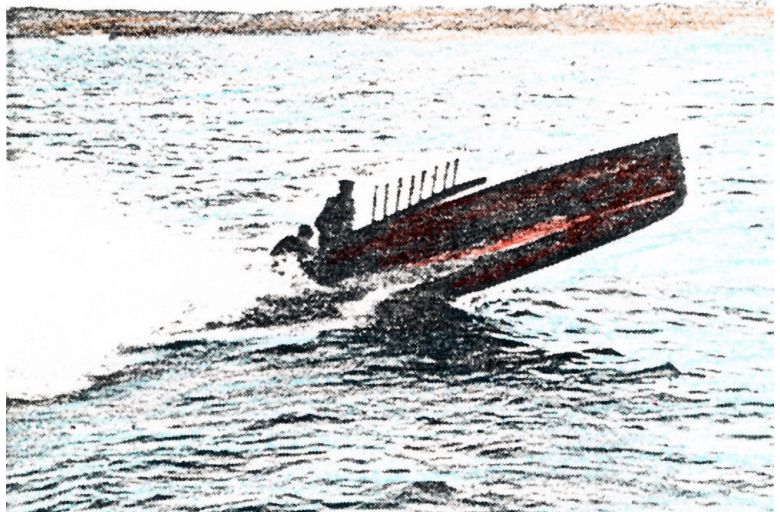
A stiff wind delayed the second race and, when the competition finally began, not only was the water still too rough for the American, the roles from the previous day were reversed. The *Maple Leaf* dashed across the starting line while *Baby Reliance II* was left tied to the committee boat as its mechanic, “Wild Bill” Bughe, frantically working to get it going. Herbert Stone, reporting for *Yachting* magazine, said Sopwith climbed unconcerned into the high, boxlike seat “without the usual dramatic strapping of the ever-present life preserver,” opened her up wide and shot across the starting line, “with loosely fitting coat and necktie streaming out behind him in the wind—easily the most picturesque figure on the course.”

Three minutes after the others had started the race, Blackton finally got his boat onto the course but, with only four cylinders working and water in the ignition system, it could only slog through the waves far behind. Sopwith and the *Maple Leaf IV* cruised to an easy victory averaging 30.9 miles per hour and setting up a final race that would decide the Harmsworth.

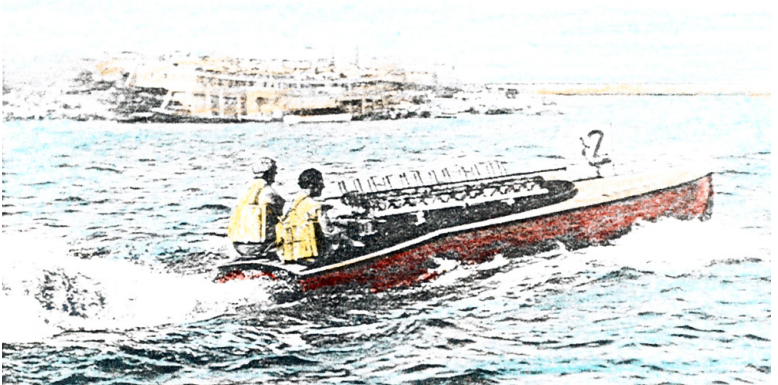
The water was perfect for the Americans on the third day—hardly a ripple—and they quickly used that to their advantage. As soon as the starting gun was fired, both *Ankle Deep* and *Baby Reliance II* jumped into the lead and



A running shot of the British *Mona* built by Thornycroft.



Peter Pan V taking off.



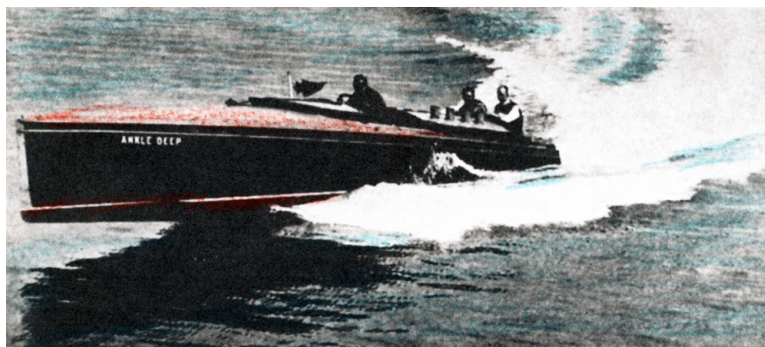
The longer *Baby Reliance III*, like her sister, running with a 150-hp Sterling motor.

began to pull away from *Maple Leaf*. Blackton battled with Count Mankowski down the backstretch, the boxy hull of *Ankle Deep* offering a striking contrast to the smaller *Baby II* scooting along beside. By the end of the first lap Blackton was ahead by two seconds. Mankowski then surged ahead and built a 20-second lead at the end of the second lap.

That's when the *Baby Reliance* faltered. Drenched by saltwater spray, the engine began to sputter and the boat slowed nearly to a stop before Blackton and Bughe got it going again, barely. A few minutes later, just about the time *Maple Leaf* roared past, the engine coughed again and the boat stopped for good, the victim of a water-soaked magneto. America's hopes now rested with the Polish count.

Even though he built his lead to over a minute with only one lap to go, Mankowski continued to push the *Ankle Deep* to speeds over 45 miles per hour. That proved to be his undoing. As the *Ankle Deep* rounded the final turn, it swerved violently, made a complete circle, and coasted to a stop with a broken propeller shaft. As Mackey Edgar danced a Highland fling on the deck of the committee boat, the *Maple Leaf* passed the stricken *Ankle Deep*, crossed the finish line with an average speed of 43.1 miles per hour, and reclaimed the Harmsworth for Britain for the first time since 1906.

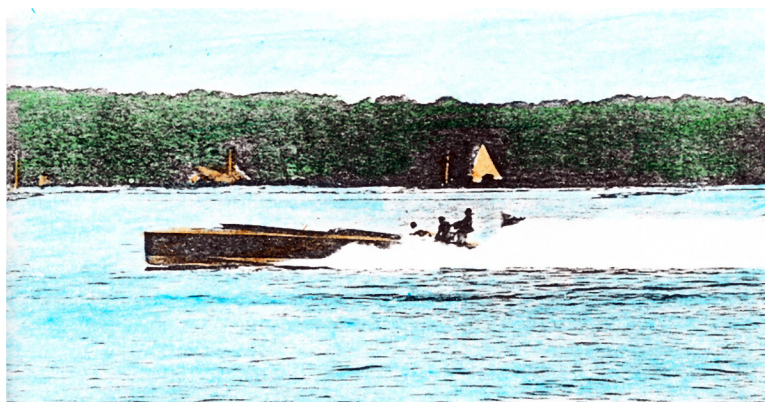
In summarizing the season, Clinton Crane pointed out there is a certain fatal fascination in the high speed that is possible with hydroplanes. "I believe that when most of us think of a hydroplane we think of something extremely fast, but even more unsafe," he wrote. "Certainly never before in the history of marine sport, except possibly in the early days of the sailing canoe, has the art of swimming been as needed as it has been with the crews of the hydroplanes of 1912."



Ankle Deep making the clockwise turn trailing *Baby Reliance II*.



Baby Reliance II leads *Maple Leaf IV* in the British International Trophy race.



Maple Leaf IV at speed back East in 1912

Book Review: Dragon Days

The story of Miss Bardahl and the 1960s kids who loved hydros

Author: Jon Osterberg, Produced by Lookbook Press, Seattle WA, USA, copyright 2007 ISBN: 978-0-615-65841-4, Library of Congress control number 2012911217, price \$34.95 + tax and \$5.60 shipping, Paperback.

Order from publisher: dragondaysbook.com

Dragon Days is a wonderfully written anthology of just about everything that happened to the 1962 *Miss Bardahl* otherwise known as the Green Dragon. This is a must read volume for anyone who grew up in the '50's & '60's in the Seattle area. For that matter, anywhere the *Miss Bardahl* raced from 1958 through 1968.

The book begins in 1957 when Ole Bardahl decided to sponsor the U-4 *Tempest*. After a year, Ole became hooked and had the 1958 boat built. After 1961, the book shifts into high gear and goes race to race, and Osterberg skillfully intertwines the various races with news, politics and even rock music of the time into his story.

Towards the end of the book Osterberg discusses Black Sunday and then the brief rise of the last *Bardahl* built in 1968.

Then the rebirth on the Green Dragon, as Bob Williams, then Dixon Smith bring life back to the hull that Osterberg faithfully watched for its entire racing career.

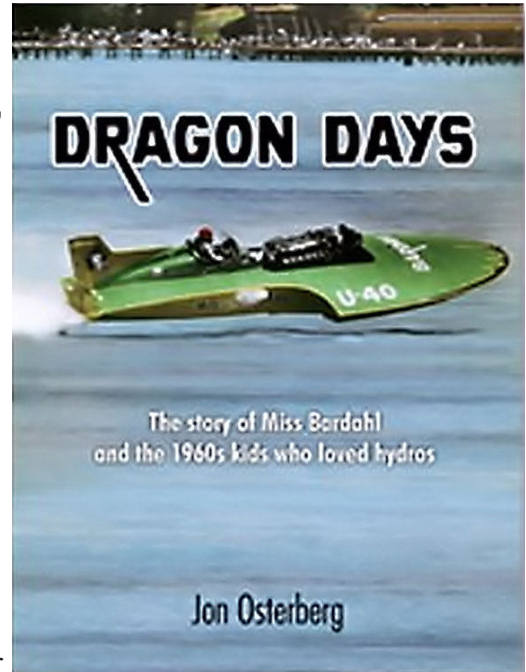
This book would make an excellent gift for any hydro fan for birthdays, Christmas or any other holiday of note.

You will enjoy the collection of photos that Osterberg chose for his book.

Dragon Days is author Jon Osterberg's first book

325 pages, 110 assorted color and b&w photos.

Book Review by: **Kirk Pagel**. Special Projects Editor for the UnlimitedNewsJournal



Karl Pearson photo

San Diego

The Fiasco Drags On from Lon Erickson



We will have a complete in-depth race report from San Diego coming next month in our October issue with much more coverage, photos, and exclusive reporting. If you were there, watching the streaming, or following on our website, you know there's more immediate coverage to be updated on.

The big question is, "What will be the results and ramifications from the Oberto protest?" As of our September Issue deadline, there is still a cloud hanging over the complete results.

Even though the race was run as scheduled Sept. 14-16 on Mission Bay, long after final heat concluded, the awards ceremony was over, there is a different winner than was announced on the awards podium. *Graham Trucking*, piloted by Jimmy Shane, is now noted as the winner. On the water in the final heat, Steve David and *Oh Boy! Oberto* lead wire-to-wire and apparently won the event. During the customary, required post-race technical inspection it was determined *Oberto* had exceeded the limits for the fuel flow guidelines and was disqualified. In the process of the testing of the "black box" unit, the Oberto team questioned the accuracy of the H1 testing equipment and an appeal of the results was raised. Other teams suggested that the Oberto team was not complying with fuel-flow rules. H1 Unlimited agreed to have the testing equipment sent to a lab for authenticating the accuracy of the equipment. That process was expected to take approx. 7-10 days immediately after the race, but it was not specified how the outcome of those tests might affect the results of the Bayfair event. To date, there has been no updates or news on the results of the equipment tests or if the results will have any affect on the race outcome and point totals. We will have an update of the news as it comes available on this website and supplement our complete San Diego race report in the October issue.



HydroFile
Lon Erickson

The San Diego race is now completed and as of our publication deadline, the outcome has not been fully determined. As of the conclusion of racing weekend on Sunday, Sept. 16th, **Jimmy Shane** and *Graham Trucking* were declared the winner. This was after technical inspections determined that the Oberto had a flagrant fuel violation in the final heat and was

disqualified, after finishing first on the race course. That disqualification has been appealed by the Oberto team and there has been questions raised as to the accuracy of the testing/monitoring equipment. That equipment has been sent to an independent facility for further certification. TBD is how the testing of the equipment may affect the official race outcome.

The concern for saltwater issues did come up again at San Diego, though not all in the usual manner. All teams were taking precautions for the normal saltwater and spray ingestion into the turbine motors through air intake scoops and at slow speeds, ie. Using extended air intake scoops, closable intake doors, and modifying sponson shields. The 1 *Qatar* lost an engine on Sunday and the 17 and 37 teams had issues with salt water entering the hull through prop shaft seals on the bottom of the boat. Those issues caused both teams to withdraw on Sunday.

U-5 The U-5 Racing Team has the U-5 (T-6) *Graham Trucking* race hull back in their Decatur, IN. shop and getting a thorough “de-salting” after competing on Mission Bay, San Diego. The U-54 *ANG* display hull has been at the Hydroplane and Raceboat Museum in Kent, WA. for the last month.

U-9 The second hull in the **Mike and Lori Jones** team , #8401 now a display boat, has continued to promote the 2013 Big Wake Weekend Folsom Lake event at various locations in CA.

U-11 Dave Holley – C.E.O. of Peters & May announced the U-11 *Miss Peters & May* will be going to Coniston, England to participate in Coniston Records Week – Nov. 5-9. This will be the first time an unlimited class hydroplane has appeared at Coniston. The U-11 with **J.W. Myers** and fellow crew member **Aaron Salmon** in his D class outboard hydro will be representing Peters & May in attempts at separate class records during Records Week. The boats will leave from Baltimore, MD. Mid-October, arriving in England near the end of October, and then trucked to Coniston in NW England. The Coniston water in the Lake District National Park is best known

where many water speed records have been set and also where world speed record holder **Donald Campbell** crashed his Bluebird K7 in a record breaking attempt.

In San Diego, newly announced driver **Tom Thompson**, met all the H1 Unlimited requirements to become a qualified driver in his first day, competed throughout the weekend, won the provisional heat, and placed fourth in the final heat.

U-18 Kelly Stocklin and the Bucket List Racing team had everything come together at San Diego. Kelly completed his H1 Unlimited driver qualifications, the boat & gearbox ran well, and they made the provisional heat for the weekend.

U-22 After research, consideration, and inquiries into current and former hulls, the Webster team has now committed to rebuilding the current U-22 hull that crashed at the Gold Cup, for the 2013 season. They continue their “Rebuild the U-22 Campaign”, see their website for details on how to support their efforts.

U-57 Miss DiJulio has also been seeing some display work, most recently at the **Norm Evans** Memorial Apple Cup Region 10 race in Chelan, WA.

88 USA Racing Partners announced they will not be sending the 88 *Degree Men* hull (#9501) to Doha. It had been determined there was structural damage discovered after the San Diego race. However through an arrangement with the O’Farrell’s Go Fast Turn Left Racing team, their green and white U-21 hull (#0721) will carry the no. 88 number for the final 2012 season race in Doha and the inaugural 2013 race. Both those races will take place in Doha, Qatar in January and February of 2013. **Brian Perkins** will be driving the GFTL racing hull and representing the 88 USA Racing Partners team on the water. **Adam Gregory** explained the team plans on having the 88 hull repaired and will be prepared for Sacramento in June and the balance of the 2013 domestic races. **Greg O’Farrell** also plans on competing back under the U-21 banner in Sacramento and on the entire 2013 circuit.

U-100 Crew chief **Tim Shattuck** was let go before the San Diego race. The new chief is long time crewmember **Kevin Peterson**. In early October owner **Stacy Briseno** changed drivers on the team. **Greg Hopp**, who has driven for Leland Racing since 1999, was replaced by **Ryan Mallow**. As for the Qatar race, she confirmed that only the main hull (#0010) would be going. The U-99 hull (#9701), is done for the year and still wears the yellow Fox Plumbing wrap. The U-60 *Miss Thriftway* (#9810) is still inside, and up on tilt.

If any of our readers are anything like many of us at the Unlimited NewsJournal, you have probably had the same thoughts when the vintage boats hit the water at one of the events on the H1 circuit, at an exhibition, when you see them on video, or are just visiting the Hydroplane and Raceboat Museum. One of our supporter's and contributors, Jim Sharkey aka "Shark", author of Hydro's Who's Who and volunteer H1 official, put together this piece along with some contributions by our staff. We hope you enjoy a little unique perspective that he offers.

Looking Back

by Jim Sharkey

This last summer while I was watching the Vintage Hydro's in Tri-Cities run, I wondered if these hulls ever raced against one another and how they fared. I did some research and this is what I found. The four boats I am discussing are the 1955 U-60 *Miss Thriftway* (#5560), the 1956 U-77 *Miss Wahoo* (#5677), the 1961 U-33 *Miss Lumberville* (#6133) and the 1962 U-40 *Miss Bardahl* (#6240). H&RM has the #6133 hull painted up as the U-8 *Oh Boy! Oberto*. *Miss Thriftway* (1) and *Miss Bardahl* (3) never changed boat names.



Bob Carver photo

In 1956 *Miss Thriftway* and *Miss Wahoo* raced against each other three times. Twice *Miss Wahoo* got the better of *Miss Thriftway* [Seattle's Seafair Trophy in 1A and 2A]. The other occurrence both boats scored a DNF [2B at Las Vegas Sahara Cup]. *Miss Thriftway* qualified higher than *Miss Wahoo* at both races they attended together [Seattle 110.154 to 108.696 mph, no speed for Sahara Cup].



H&RM Collection photo

In 1957 *Miss Thriftway* and *Miss Wahoo* raced against each other nine times. In these heats *Miss Wahoo* scored better five times to *Miss Thriftway*'s four [Chelan Apple Cup, U-77 in 1A; Mile-High Gold Cup 77 in 1A, 2A, and final; Detroit Silver Cup U-60 in 2A and final; Washington, D.C. President's Cup U-60 in 2C; Madison Governor's Cup U-60 in 1A and U-77 in heat 2]. *Miss Wahoo* qualified higher at the Apple Cup, *Miss Thriftway* qualified higher the other five races they attended.

Miss Thriftway was totally destroyed in heat 2 at Madison. The Boeing boat sat out 1958 then came returned to run as the U-101 *Miss Wahoo* at Lake Chelan in 1959 and U-101.5 *Wahoo* in the rest of the year and 1960. It was retired then sold to Milo and Glen Stoen becoming the U-101.5 *Miss Exide* (2) in 1963.



The U-77 *Miss Wahoo* about to be launched at at Lake Tahoe in 1957.

Clyde Cassidy photo

In 1962 *Miss Bardahl* (3) raced against *Lumberville* only once [Washington, D.C. President's Cup]. *Bardahl* bested *Lumberville* in 1B. Joe Dewey sold the U-33 *Lumberville* to Gordon Deneau and it changed name to the U-9 *Coe-z Miss* in 1963.

[The photo of *Miss Lumberville* was take in 1961 at the Madison Governor's Cup. It was their second race. They only ran in one other race that season, the Detroit Silver Cup. Walter Kade was the driver. In 1962 it ran as *Lumberville*.]

[The photo of *Miss Bardahl* was taken at Lake Washington in 1962 as it was about to be launched. The driver was Ron Musson.]



H&RM Collection photo



H&RM Collection photo

Miss Bardahl and the U-101.5/U-75 *Miss Exide* beat each other twice in 1963 [U-40 in Detroit Gold Cup and Seattle's Seafair Trophy; U-75 in Idaho's Diamond Cup and Madison Governor's Cup.] In the only time in **1963** that *Miss Bardahl*, *Miss Exide*, and the U-9 *Coe-Z Miss/Miss Michigan* raced in the same heat, *Bardahl* took 1st, *Exide* took 2nd, and *Miss Michigan* took 3rd [Madison Governor's Cup 1B]. The U-9 was sold to Savair's Product (Mike Wolfbauer) and ran as the U-10 *Savair's Mist* the following year.



Richard Hall photo

[In top photo *Miss Exide* and *Miss Bardahl* duke it out at Seattle Seafair Trophy. The crew gets *Miss Michigan* (2) ready to race for the Madison Governor's Cup in photo at right.]



H&RM Collection photo

During the **1964** campaign *Miss Bardahl* and the U-75 *Miss Exide* went head-to-head nine times. In these heats *Miss Exide* scored better five times to *Miss Bardahl's* four. *Miss Bardahl* bested *Savair's Mist* once [New Town Dakota Cup 1B]. *Miss Exide* bested *Savair's Mist* twice [Seattle Seafair Trophy 2B and San Diego Cup 1A]. The only time all three boats were drawn in the same heat [Stateline Harrah's Tahoe Trophy in 2A], *Miss Bardahl* came in 1st, *Miss Exide* came in 4th, and *Savair's Mist* came in 5th.

[A diver helps push Ed O'Halloran and *Savair's Mist* out of the shallow water towards the course at Lake Tahoe]

In **1965** *Miss Bardahl* and *Miss Exide* faced each other seven times. *Miss Bardahl* won out five to two. *Miss*



Kirk Johnson photo

Bardahl faced *Savair's Mist* four times and out-scored *Savair's Mist* three of those times. The only time all three boats were drawn in the same heat, *Miss Exide* came in 1st, *Miss Bardahl* came in 2nd, and *Savair's Mist* came in 4th [Idaho's Diamond Cup 2A]. This was the only race *Miss Exide* and *Savair's Mist* faced off that year.

[*Savair's Mist* and *Miss Exide* battle each other at the Diamond Cup on Lake Coeur D'Alene]



H&RM Collection photo

The 1966 season introduced a new U-40 *Miss Bardahl* (4), and *Miss Exide* (2) was sold to Bernie Little who renamed her the U-12 *Miss Budweiser* (3). *Miss Budweiser* ran against *Savair's Mist* three times, outscoring her in all [Tampa Suncoast Cup 1C, 2A and final]. *Miss Budweiser* (3) and *Miss Bardahl* (3) were destroyed in the next race, the Washington, D.C. President's Cup.

[The *Miss Bardahl* photo was taken in the pits at Washington D.C. well before the tragic accident that killed so many drivers on Sunday.]



H&RM Collection photo

[Below is the former *Miss Exide* now running as the U-12 *Miss Budweiser* (3) in the 1966 President's Cup. It survived only one race, Tampa, and only barely at that.]

In summary, *Miss Wahoo* outscored *Miss Thriftway* seven out of the eleven times they ran against each other. *Miss Bardahl* outscored *Miss Exide* twelve out of the twenty two times they faced off. Both of these boats were a class above *Miss Lumberville*.

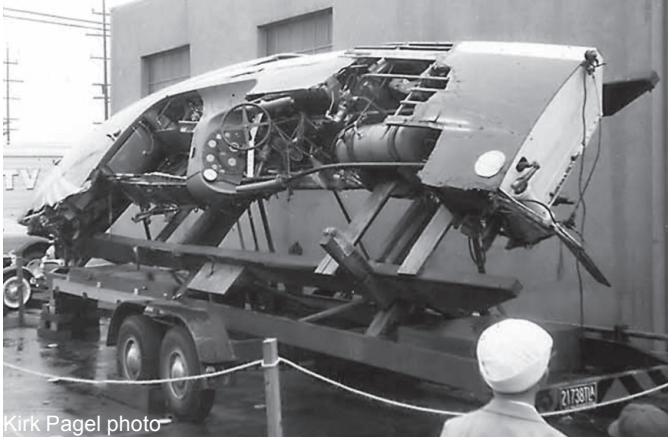
It was a nice exercise to go back and look at just how these boats did against each other.

~~ UNJ



File 10 photo

DESTROYED



Kirk Pagel photo



H&RM Collection photo

A Follow Up—*Miss Thriftway*, above left, and *Miss Budweiser*, above right, were both totally destroyed, one in 1957 the other in 1966. That's the bad news. The good news is a replica of the 1955 *Miss Thriftway* and the 1956 *Miss Wahoo* were built and returned to the waterways. *Miss Thriftway* was built by Vashon Unlimited, LLC from Ted Jones original plans, redrawn by Ron Jones Sr. It was completed in 2007. *Miss Wahoo* was built by H&RM and completed in 2009. The U-33 *Lumberville* and *Miss Bardahl* (3) also returned to run again after being restored. The former *Savair's Mist* was restored by H&RM and is now running under a name she never raced as, the U-8 *Oh Boy! Oberto*. Dixon Smith owns and restored *Miss Bardahl* (3). ~ Michael Prophet

REPLICAS



Karl Pearson photo



Michael Prophet photo

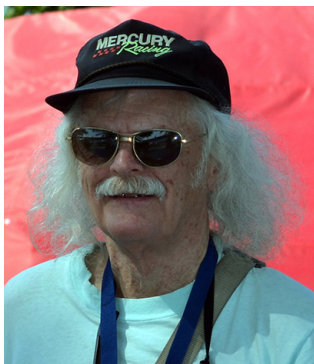
RESTORED



Karl Pearson photo



Michael Prophet photo



**Heritage
Craig Fjarlie**

Put the Broom Away

Early in the 2012 season there was whispered talk that the Qatar team hoped to win every race this year. “It’s one thing Bernie Little never did,” was the explanation for the desire to make it happen. Little isn’t the only owner unable to win all the races in one season. In fact, since racing resumed following World War II, no boat, no owner, no driver, no team has won all the races in a single season. The way *Qatar* easily won at Madison and Detroit, it looked like owner Erick Ellstrom, driver Dave Villwock, and the team had a shot at the honor. It all came to a screeching halt at Tri-Cities. Put your brooms away, there’ll be no season sweep this year, either.

During the 1940s, ‘50s, and early ‘60s, attempting to win all the races was nearly impossible. For one thing, highway travel was more difficult and time-consuming before the interstate freeway system was built. Second, regattas were sometimes held on opposite ends of the country on the same weekend. For example, in 1951, the Seafair

Trophy Race, held a week after the APBA Gold Cup, conflicted with the National Sweepstakes and the Red Bank Gold Cup in New Jersey. The 1961 Seafair race was the same weekend as the Harmsworth.

Things changed in 1962 when a national schedule was adopted. Race dates were arranged in a logical sequence around the country. That was the first time Bill Muncey had a shot at winning all the races, and he nearly pulled it off. There were six races that year. *Miss Century 21* won the first five, but a breakdown at Lake Tahoe allowed *Miss Bardahl* to win the season finale.

No one came close to winning all the races for several years. Muncey had another shot at it in 1972. That season, Lee Schoenith’s *Atlas Van Lines* was virtually unstoppable. With Muncey in the cockpit, the boat won the first four races. Then at the President’s Cup, Muncey lost a thrilling final heat duel to Billy Sterett in *Pride of Pay ‘n Pak*. *Atlas* went on to win the last two races that year, but he didn’t sweep the season.

Pay ‘n Pak, *Miss Budweiser*, *Lincoln Thrift*, *Weisfield’s* (later *Olympia Beer*), *Miss U.S.*, and *Atlas Van Lines* traded places in the winner’s circle during the next few years. Finally, in 1978, Muncey had another golden opportunity to win it all. The “Blue Blaster” *Atlas Van Lines* was the defending national champion. Not only did Muncey and his team believe they could win every race, they hoped to win every heat the boat entered. The first hint of trouble came at the APBA Gold Cup in Owensboro. In the third heat, Muncey was penalized for cutting off another boat. He still won the race, but one goal was now out of reach. A few weeks later, at Tri-Cities, Muncey appeared to be on the way to victory when mechanical trouble struck and *Miss Budweiser* took the trophy.

The following season, Muncey again seemed on his way to sweeping the season. The new *Miss Circus Circus* with Steve Reynolds driving pushed him in the early races, but Muncey always found a way to win. As the first Rolls-Griffon-powered *Miss Budweiser* was dialed in, Dean Chenoweth also began to push Muncey. At Ogden, Utah, they tangled in the shape-up turn before the final heat, allowing Chip Hanauer to win his first race aboard *The Squire Shop*. The next weekend in San Diego, Reynolds earned the win.

In 1980, the second Rolls-Griffon-powered *Miss Budweiser* was significantly faster than any other boat in the fleet, including Muncey’s *Atlas*. *Budweiser* appeared to be on its way to sweeping the season until Muncey managed to win at Tri-Cities. Then, while attempting to qualify at Seattle, *Miss Budweiser* flipped, ending any hope the team had of winning the remaining races.

No one came close to winning every race during the rest of the 1980s. Things began to change in the 1990s and into the new century. Some teams began bringing two boats to the races so they could select which boat to run based on conditions. Had a two-boat team won all the races, it would have been a hollow accomplishment. Yes, the owner, driver, and crew could have claimed a sweep, but there would have been an asterisk next to the boat name. Maybe it’s fortunate that never happened.

As the 2012 season started, the Qatar team had plenty of confidence that they could accomplish a sweep of the season. When the boat went dead in the water in heat 2A at Tri-Cities, it started a downward slide that continued through San Diego. Now, instead of having five wins to their credit and a comfortable lead in national standings, the team has lost three races in a row and the boat is second in standings with only Doha left on the schedule. Dave Villwock and company may still win in Qatar and salvage the national championship, but Ellstrom’s team was unable to pull off the one thing Bernie Little never did. The record remains intact, and for the 67th season in a row, no one has swept all the races. So friends, take a cue from Seattle Mariners fans and put your brooms away for another year...or more.

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