



UNLIMITED NEWSJOURNAL

A Chronicle of Speed

Swami Sez: 2018: Plodding along, slow and fast (thank goodness).

by Brian "the Swami" Anderson

We once again have a short season. Gone are the days of nine and 10 races in a year. Six seems to be the new normal. The good news is that we pick up a new "old" race site. The unlimiteds last raced in Guntersville, Alabama, in 1968 on scenic Lake Guntersville and after a fairly successful exhibition last season its finally time to race for real.

The season opens at this new old site on June 24. Things do look promising with good news of ticket sales on social media. Let's just hope the event takes hold and can financially make it through the first couple of years to become a solid event on the calender.

The Gold Cup race in Detroit returns to its single-race status and says goodbye to the double dipping we saw last year with the addition of the President's Cup. The format showed promise and maybe should be tried again in the near future.

In addition to Guntersville and Detroit, the boats return again to long-time sites Madison, Indiana; the Tri-Cities, Washington; Seattle; and San Diego.

There will also be a "spring training" session in Tri-Cities on June 1 that is expected to attract at least four unlimited, which is an outstanding location for both fans and participants to get ready for the upcoming season.

Unlike last season when we had a new man at the top running H1, this season a successor has yet to be named. As of press time there are not even any rumors as to who this might be. A firm hand with a look to the future and expansion is what's needed. However, the best part of this season is going to be the competition side.

Once again the teams will be shooting for the blue boat out of Madison. The *Miss HomeStreet* looks to have it all, great equipment, talented crew headed this season by crew chief Cindy Shirley, and if that's not enough, a new hull may



be ready for the season opener. But, that's being optimistic. The hull is currently under construction in Tukwila, Washington, at the old Budweiser shop, which is now managed by the HomeStreet team. Mike and Larry Hanson are heading up the project. Jimmy Shane returns again to defend his national championship.

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Mike and Lori Jones' boat, the U-9, will again be driven by hard-charging Andrew Tate, who nearly was a back to back winner in Seattle, but an untimely buoy hit took him out of it.

The third boat to be considered a contender for the title is Rob Graham's U-12 *Graham Trucking*. The former *Budweiser* hull is still as competitive as ever thanks to the work done by the crew to keep it this way. J. Michael Kelly is in his prime as a driver as evidenced by the victory in the Columbia Cup in 2017, giving new owner Rob Graham his first win.

From here the field is tightly packed and positions four through eight are going to be tightly contested and one small slip can send them to the bottom. Most likely sticking its nose out among this field is Jimmy King in Ed Cooper's big red U-3, sponsored in part by Griggs Ace Hardware in Pasco, one of the three cities that makes up the Tri-Cities. The only piston power still in the sport can give the turbines a run for their money.

Reliable enough to pick up points is Brian Perkins in Greg O'Farrell's Go Fast, Turn Left Racing team, which will include two boats. Last year's U-21 has been prepared for another season along with a new hull that will sport the number U-48.

A real wild card is Dave Bartush and his *Spirit of Detroit* racing entry to be driven by Bert Henderson, who had a great day going at the Gold Cup in 2017 until being involved in a crash while scoring up for the final heat. The team also may have two hulls, which they feel would give them a better chance of winning. Bartush's team could very well surprise and come through with a win.

Scott Raney's U-11 *Reliable Diamond Tool presents J&D's* has gone through an extensive overhaul and needs to be more consistent to move up. Tom Thompson returns to pilot the boat.

Stacy Briseno's *Miss Rock* powered by *Carstar* returns also having gone through extensive repairs and updates after its spectacular blow-over in Detroit.

Sporting a less powerful T-53 turbine, the bright orange "440" has been going through all sorts of work to prepare for the season. This team brings lots of enthusiasm, but comes up short of the T-55 teams.

Two fast boats without extensive plans are Ellstrom's U-16, which sported the *Oberto* colors last season in Seattle, and the U-27 of Charlie Wiggins of Alabama. The U-16 may make an appearance in Seattle and expect the U-27 to run in the season opener in Guntersville. Both teams could be top contenders if they ran the full circuit.

As has been the norm for the last few years, the races will be few and the competition will be fast. The series needs about three more race sites and four new teams to attract interest or it will continue to plod along. The sport continues a slow upward trend, but that's certainly better than being in a downward arc.

The Swami goes out on limb(?) for 2018:

1) U-1 HomeStreet Bank

Driver: Jimmy Shane, 16 career wins.

Owner: City of Madison, Indiana, 31 career wins

Hometown: Madison, Indiana

Swami Sez: This will be the team to beat and will stay at the top this year. New crew chief Cindy Shirley will make sure this boat stays on top. Winner of three out of five races in 2017, they decided to build a new hull for 2018. Should be top qualifier at five of the scheduled six events and will win at least three.



Miss Madison Race Team

2) U-9 Delta/Realtrac and Les Schwab Tires

Driver: Andrew Tate, 3 career wins

Owner: Mike & Lori Jones, 3 career wins

Hometown: Kent, Washington

Swami Sez: Andrew Tate is once again poised to move this team in to contention for the national title. It continues to be fast with the crew constantly making subtle changes to the hull in an effort to get just a couple more mph out of it by making the ride better. See them in every final and at least one win.



Lon Erickson



Chris Denslow

3) U-12 Graham Trucking

Driver: J Michael Kelly, 8 career wins

Owner: Rob Graham, 1 career win

Hometown: Milton, Washington

Swami Sez: After a brilliant victory in Tri-Cities in 2017, this speedster returns and should be considered a true championship contender. JMK is still getting the job done and no one should be surprised if this team wins it all. Should see them in most of the finals and will come away with at least one victory.



Lon Erickson

4) U-3 "The Turbinator"

Driver: Jimmy King, 0 career wins

Owner: Ed Cooper, 4 career wins

Hometown: Evansville, Indiana

Swami Sez: The only piston boat left on the circuit sports a turbo-Allison and can still outrun many of the turbines. The question here is participation. The team has the capability to finish high in the standings if all races are attended. They should make it to most of the final heats of any race they do show up at, but the pistons are still susceptible to breaking at inopportune times.



Chris Denslow

5) U-21 and U-48, Go Fast, Turn Left Racing

Driver: Brian Perkins, 0 career wins

Owner: Greg O'Farrell, 0 career wins

Hometown: Maple Valley, Washington

Swami Sez: After putting the hull that broke in 2017 in the Tri-Cities back together, this team is expected to run the entire circuit. The question remains as to whether that new hull they have been working on will be finished, but the current hull is ready. Should see some good but not overly fast speeds in qualifying and appear in at least four of the six final heats.



Chris Denslow



Go Fast Turn Left Racing

6) U-2 and U-7 Spirit of Detroit

Driver: Bert Henderson, 0 career wins

Owner: Dave Bartush, 1 career win

Hometown: Detroit

Swami Sez: A busy team in the off season, after acquiring the last of Ted Porters hulls and racing it in the Gold Cup, the team also picked up the aging U-2 hull that began life as *Trendwest Resorts*. Both hulls went through extensive work, the U-7 due to a crash in Detroit and the U-2 for badly needed sponson updates. The plans are to race whichever hull has the best chance of winning. Henderson is a highly capable driver out of the inboard ranks and a noted boat builder. This team is a true wild card and could surprise if the chosen boat gets in a little test time. As with many teams, a sponsor would be welcome. If they race a full schedule, expect a few final heat appearances, but a win would be an upset. Pictured is the

U-7 from last season and below that is the U-2 when it raced as *Dick Scott Automotive Group* in 2005.



Chris Denslow



James Crisp

7) U-11, Reliable Diamond Tool presents J&D's

Driver: Tommy Thompson, 0 career wins.
 Owner: Scott and Shannon Raney, 0 career wins
 Hometown: Edmonds, Washington
Swami Sez: Recent updates to this hull should make it more competitive and, if it can be consistent, it should make it to some final heats. Not looking like a win is possible, but it could play spoiler role in preliminaries if all goes well.



Chris Denslow

8) U-99.9 Miss Rock powered by Carstar

Driver: Aaron Salmon, 0 career wins
 Owner: Stacy Briseno, 0 career wins
 Hometown: Kirkland, Washington
Swami Sez: The dazzling black boat appeared to be heading for a decent season until the blowover bug got it in Detroit. If the team can keep it on the water this year, expect strong performances, but a win is out

of the question. Highly regarded rookie Aaron Salmon moves up from outboards and 5-litre inboards, amongst other classes, as well. How quickly he can transition to the unlimiteds will decide the season for this team.



Chris Denslow

9) 440 Bucket List Racing

Driver: Dustin Echols, 0 career wins
 Owner: Kelly Stocklin, 0 career wins
 Hometown: Sammamish, Washington
Swami Sez: The team with the most enthusiasm returns for another season of wringing the most out of an under-powered hull. See them qualify at every race and will be there should other teams fail. They should make at least one final and score enough points to make it a successful season.



Lon Erickson

10) U-16 Ellstrom Racing

Driver: TBD
 Owner: Erick Ellstrom, 28 career wins
 Hometown: Seattle
Swami Sez: Plans are sketchy and we will know what they are when and if they show up for a race. Would be a real benefit to the sport and a welcome addition to any race. A total guess would be one race appearance, where they would qualify fast and most likely make the final heat.



Chris Denslow

11) U-27 Greater Gadsden presents Chase Building Group

Driver: Cal Phipps, 0 career wins.

Owner: Wiggins Racing, 0 career wins

Hometown: Gadsden, Alabama

Swami Sez: The plans for the 2013 Gold Cup winner are up in the air after the season opener. Will put in a decent effort for the only event they attend, expect them in the upper half of the qualifying ladder and a consistent run. They will be the host team for Guntersville. The team is looking for sponsors and an H1 business plan for the road ahead.



James Crisp

Gone but not forgotten

U-14 Centurion Racing

Swami Sez: Boat sold to Roger D'Eath to be part of a special program for veterans. The hull will be refitted with outboards similar to Mark Evans hull that speeds around the lake in Chelan. Its racing days are over. No word on the Devel piston V-16 twin turbo aluminum billet engine by Steve Morris Engines of Muskegon, Michigan, the project that was reported last season.



Karl Pearson

U-8 Racing

12 people listed as members.

Swami Sez: The old *Freei* world record hull is planned to be outfitted with a rotary engine sporting twin turbos. The engines are not ready, yet.

Boats where art thou?

U-37 former Beacon Plumbing,

Owner: Billy & Jane Schumacher, 4 career wins

Hometown: Seattle

Swami Sez: Still for sale

The 2018 H1 Unlimited Racing Series

- June 1Spring Training..... Tri-Cities, Washington
- June 22-24Guntersville Lake HydroFest..... Guntersville, Alabama
- July 6-8Indiana Governor's CupMadison, Indiana
- July 27-29HAPO Columbia Cup..... Tri-Cities, Washington
- August 3-5Albert Lee Cup.....Seattle, Washington
- August 24-26Metro Detroit Chevy Dealers APBA Gold Cup..... Detroit, Michigan
- Sept. 14-16HomeStreet Bank Bayfair.....San Diego, California

RETURN TO GUNTERSVILLE

What it took to get the race back on the circuit.

Like a Phoenix, Guntersville Lake HydroFest returns after 49 years.

by Jeff Morrow

A new race on the H1 Unlimited hydroplane circuit doesn't happen overnight. It doesn't just magically appear on the schedule. It takes time and planning. And Ted Grange is the master planner. Grange is H1 Unlimited's go-to guy, the sport's race director, when it comes to working with people who want to put together a new race.

Grange is retired and lives in Arizona. "I was a program manager for United Airlines and US West," he said. He also worked for American Medical Response. Grange is also a boat racing fan. "I have been (around hydroplanes) 65 years," he said. "My uncle used to run the pits in Detroit."

As race director, it's Grange's job to work with race sites to make sure things go as smoothly as possible. "Sunday night, after the races are done and people are gone, I'm still there," he said. "I'm the first one there and the last one to leave."

New race sites don't come along often.

Grange said H1 Unlimited is looking at an event on the East Coast. But, he hasn't visited it yet, so that potential race wouldn't happen for a few years.

But, H1 Unlimited does have

one new site this year in Guntersville, Alabama, where the Lake Guntersville HydroFest will take place June 22 to 24, becoming the season opener on the H1 Unlimited Racing Series schedule.

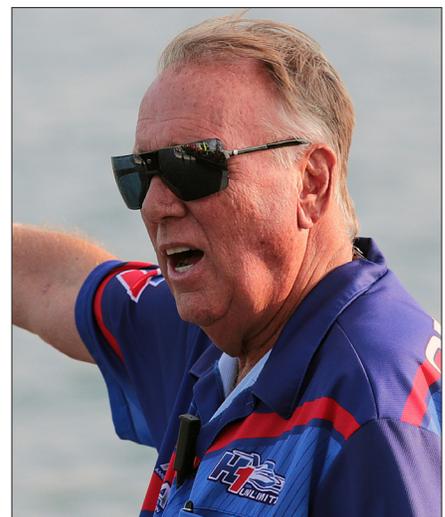
Guntersville is actually an old unlimited hydroplane race site. The Dixie Cup was run on the lake back in the 1960s, with the last official race held there in 1969.

It was Charley Wiggins, the owner of the U-27 and whose home port is in nearby Gadsden, who broached the idea of bringing an unlimited race back to Alabama. "Back in the 1980s, Guntersville had inboard races," said Wiggins. "I won my first race as an inboard driver in Guntersville. With the help of Owen Blauman, we got the ball rolling in Guntersville."

That was two years ago.

Wiggins talked to Katy Norton, president of the Marshall County Convention and Visitors Bureau. "Boat racing was really popular here," said Norton. "But we haven't had hydroplanes here since the 1960s. I've been in this position (with the bureau) since 2013, and I've had a number of people tell me 'You need to bring the boats back.'"

Norton contacted H1 Unlimited and Grange has been working with various local agencies since then. "It takes, from the time you first vet the



H1 Unlimited

Ted Grange

new site, about two years to put the race together," said Grange.

Grange estimates that he has put in between 200 and 300 man hours helping the new race site. "I've been down there seven times," he said. "I've built airport terminals. This is just another project (for me)."

Grange explains the timeline. "The first thing that has to happen is you need permits for the water, permits from the city, the state, and the Coast Guard. Then the group has to make a monetary deposit to H1 Unlimited. Once that's done, I go down there to meet people."

The new race site needs to have various committees, such as a race course committee. Then there are

other things that maybe people don't think about, such as making sure there is a judges stand.

Grange estimates he's been involved in "several hundred conference calls. We'll plan another meeting soon to see where they are. I put together an operations manual. Kind of a playbook. We go over things that the book suggests."

Finally, a contract needs to be signed between the promoter and H1 Unlimited, and then things are a go. Grange also encourages new race site organizers to take one or two trips to another race site to see how the veterans do things.

"All race sites make mistakes," Grange said. "The key to that is not making the same ones again. You can't plan for some things." So, Norton has taken a group to Madison, Indiana, the closest race site to Guntersville—twice.

"Madison's population is similar in size to Guntersville," said Grange. "Madison has 13,000 people, while Guntersville has 9,000." So, it translated well to Norton.

"Ten people went last year," Norton said. "I took the police chief, fire chief, city council members, and myself." In addition, H1 got a commitment from Alabama Governor Kay Ivey and Guntersville Mayor Leigh Dollar.

"We are very excited about this event," said Mayor Dollar. "Our first race on the lake was in 1940, and my grand daddy was the chairman of the first race. We are a very active community. So many people are willing to step up and help."

Grange estimates the group of key people putting together the race probably numbered at 15 to 20 initially. That number grew as the group recruited more and more volunteers to help as the race grew closer.

"We've met with the promoter, fire chief, EMS people, police chief," said Grange. "They've got



Lake Guntersville, Alabama

Marshall County Convention and Visitors Bureau

the people, and everybody wants to help. For example, I asked for 15 course boats, and I got about 100 applications. Same with tow boats. I asked for three and got about 100 applications."

Grange also wanted a test session on the lake to get a visual idea of things. That happened a year ago when Wiggins had his boat there, as well as the U-1 HomeStreet Bank and driver Jimmy Shane, and the Gale V replica.

The test went well. "The test session had over 4,000 people there to watch," said Grange. "And we made some changes after it. Due to the number of boats, we had to change the pit area. I could get the H1 Unlimited hydroplanes in there, but the promoter also wants the Grand Prix boats."

Grange also said the test run was real important to help gauge the amount of interest. "And we had about 500 people at the press conference," he said.

Grange has gotten excited for the new race. "The whole city is behind it," he said. "The hotels are about 99 percent sold. They're still getting requests for rooms. They've got vendors lined up. And Guntersville is just a beautiful place."

The racecourse will be 2.5 miles long. "I can go lay out the racecourse," said Grange. "(H1 Unlimited technical director) Steve

Peterson puts in on Google Earth. The chief referee (Doug Shelton) then has to approve the course. There has to be certain things. Like you have to have a place for a Flight for Life helicopter to land in case of accidents. Six of us will be there race week to set up their course, since their people have never done it before.

Grange has been impressed with the Alabama group. "I've been doing this job for 16 years," he said. "This is probably the best equipped race site there is."

Although he hasn't found a sponsor for the entire circuit yet, Wiggins said he plans to have his boat ready to race at Guntersville.

Grange has told H1 Unlimited teams they need to be there. "I emphasize that if you want to race here in 2019, you gotta be there in 2018," he said.

Norton says the support from the community has been exceptional. "Our goal is to have 20,000 people here a day, and run a three-day event," she said.

With Marshall County consisting of four cities – besides Guntersville, there is Albertville, Arab, and Boaz – the race will draw locally from 93,019 people, according to the 2010 census. "We feel pretty strongly that we'll get a pretty good crowd," said Norton. ❖

Faster-than-normal speeds expected at inaugural Guntersville HydroFest.

by Jeff Morrow

Jimmy Shane was driving the U-1 *Miss HomeStreet* on Lake Guntersville in Alabama last year during an exhibition run for what was then a potential race site for the H1 Unlimited Hydroplane Racing Series. Shane looked at his speedometer and raised his eyebrows. When he got back to the pits, he looked at Cal Phipps, the driver of the U-27 *Wiggins Racing* boat, the other boat at the exhibition, and smiled. Phipps reciprocated that smile, as the two drivers discovered something really good.

"I can tell you," said Shane, "just from the area that we tested, Cal and I were running fast, like 196 mph on the lake." Then he chuckled and said, "It was fast! We are excited. I was fortunate to test at Guntersville last year and there must've been 5,000 people there



The U-27 *Wiggins Racing* in the pits at Guntersville during last year's test session at the race site.

James Crisp

just for the exhibition."

Drivers such as Andrew Tate warm to the idea of a brand new course that none of the current drivers have competed on. "I'm really excited. A new course makes for an even playing field. The other drivers don't know the course, either."

Tate points out that a sixth course allows more wiggle room in the race for the national high points title. "A new race will definitely be good for the circuit," he said. "The race last year at Madison was a no-points race. So we had four races. That made every heat race that much more critical."

Katy Norton, president of the Marshall County Convention and Visitors Bureau in Alabama, and her team, have worked hard in promoting the event since last summer and have been in the planning stages for three years.

"We are thrilled to open the season for H1 Unlimited this year," Norton said. "Although it has been many years since the unlimited series raced at Guntersville, we are known for having the fastest water in the south and are anticipating this race will be fast-paced and exciting."

H1 Unlimited's Ted Grange, di-



The *Miss HomeStreet* during a test run on Lake Guntersville last year.

James Crisp

rector of operations and new venue development, said the sightlines are comparable to the Columbia Cup in the Tri-Cities. "They've got so much water there," he said. "It's a big city park. Trees are in the park for shade. It will make a great opportunity for a family event."

Grange said H1 Unlimited is using the Columbia Cup course layout as the model for Guntersville. It should be fast, even though Guntersville is a lake and the Columbia Cup is on a river. "It shouldn't matter," said Grange.

Tate agrees. "It's all circumstantial," he said. "In Detroit, you go 7 mph faster downriver than you go upriver."

Shane said the course was moved north of where the exhibition was. "It's an area that is more protected (from the wind)," he said.

Charlie Wiggins, who knows that water perhaps better than anyone on the H1 Unlimited circuit, says it could be a double-edged sword. "With the same layout as the Columbia Cup course, that should give us a place to start with boat setup and gear ratios," he explained.

"The Guntersville course, being on a much wider body of water than the Columbia River and depending on the wind conditions, could provide either a smoother course, but it could also produce a much rougher course if the winds

come from the west southwest direction," Wiggins said.

"Having duck hunted on various parts of Guntersville Lake for many years, wind direction can take a smooth mill pond lake and create treacherous white caps for a 16-foot flat bottom boat, which unlimited hydroplane drivers don't like either. So if the winds are down, it will be smooth like San Diego, and if windy from the west, it could be like the Detroit River always seems to be on Sunday at the Gold Cup."

In other words, teams better be prepared for anything on a course they don't know much about, Wiggins warned. ♦

Unlimited hydroplane racing returns to Guntersville.

by Bob Senior

After almost 50 years away, the unlimited hydroplanes will return to Guntersville Lake, Alabama, on June 22 to 24 for the Guntersville Lake Hydrofest. The event marks the return of unlimited racing there for the first time since 1969. Races were held Guntersville in 1963, 1964, 1965, 1968, and 1969.

This year, the unlimiteds will be racing for the Southern Cup trophy while Grand Prix World hydroplanes will also enhance the event. The 2018 Hydrofest will be held at Browns Creek, with prime spectator viewing along Sunset Drive. Ticket information and other details can be found at <https://www.marshallcountycvb.com>.

Prior to 1963, unlimited hydroplanes were not unknown

to the residents of Guntersville. In the spring of 1962, Roy Duby drove George Simon's Miss U.S. 1 through the measured mile on the lake and set a world water speed record of 200.419 mph. The record was to hold up for 38 years.

Guntersville, population (est.) 8,437, is located at the southernmost point of the Tennessee River. The lake stretches 75 miles between the Guntersville Dam, built by the Tennessee Valley Authority, and the Nickajack Dam. The lake is 69,000 acres and the area is well known for vacationing, boating, and bass fishing. For much of the 20th century the economy around Guntersville revolved around cotton processing.

The town was founded by John Gunter, who happened to be the great-grandfather of American humorist Will Rogers. Guntersville is the last place in which singer Ricky Nelson ever performed. The day after his private plane depart-

ed Guntersville on December 30, 1965, Nelson and his band perished in a plane crash near DeKalb, Texas.

Here is a brief overview of the five unlimited races held there in the '60s. Each of the five events was held in June as the inaugural race of the season. This was back in the era when winners were determined by total points, not a winner-take-all final heat format.

1963 Alabama Governor's Cup.

1. Miss Bardahl, Ron Musson. 2. Gale V, Bill Cantrell. 3. Notre Dame, Warner Gardner. 4. \$ Bill, Norm Evans. Other entries: Tahoe Miss, Chuck Thompson; St. Regis, Jimmy Fyle; Tempo, Tommy Chatfield; and Miss U.S. 5, Don Wilson. (2 1/2 mile racecourse. 45 miles.)

The Miss Bardahl set top qualifying, lap, heat, and race records. This was the unlimited debut of

Tempo owner Bernie Little. They all laughed at him when his crew installed the boat's quill shaft backward. "I'll show them," he snarled. Well, I guess he sure did! Little's Miss Budweiser hydroplanes became one of the top dynasties in hydroplane racing.

1964 Dixie Cup.

1. Notre Dame, Bill Muncey. 2. Miss Madison, Buddy Byers. 3. Miss Bardahl, Ron Musson. 4. Tempo, Jimmy File. Other entries: Tahoe Miss, Chuck Thompson; St. Regis, Jimmy Fyle; Savair's Mist, Ed O'Halloran; Miss Budweiser, Bob Schroeder; \$ Bill, Billy Schumacher; Gale V, Bill Cantrell; Miss Smirnoff, Bill Cantrell; Blue Chip, Fred Alter; and Mariner Too, Warner Gardner. (2 1/2 mile racecourse. 45 miles.)

Notre Dame was fastest qualifier and ran the fastest competition lap. Miss Bardahl ran the fastest heat and also had the fastest race average.

1965 Dixie Cup.

1. Miss Madison, Buddy Byers. 2. Mariner Too, Warner Gardner. 3. Miss U.S. 5, Roy Duby. 4. Gale's Roostertail, Jerry Schoenith. Other entries: Tahoe Miss, Chuck Thompson; Notre Dame, Rex Manchester; Savair's Mist, Ed O'Halloran; Miss Budweiser, Chuck Hickling; Savair's Probe, Walt Kade; Such Crust IV, Clarke Williams; Blue Chip, Fred Alter; and Miss Smirnoff, Bill Cantrell. (3-mile racecourse. 45 miles.)

Three boats jumped the gun in the final heat, enabling Miss Madison to take the victory. Miss U.S. 5 was the fastest qualifier and ran the fastest heat. Due to others jumping the gun in the final, Miss Madison had the fastest race average.



Bob Carver



Eileen Crimmin



Eileen Crimmin

The first three winners of races in Guntersville, Alabama. [Top] The *Miss Bardahl* with Ron Musson at the wheel was the winner in the running of the Dixie Cup in 1964. [Middle] In 1965, the winner was the *Notre Dame* with Bill Muncey driving. [Above] The 1965 winner was the *Miss Madison*, driven by Buddy Byers.

1968 Dixie Cup.

1. Miss Eagle Electric, Warner Gardner. 2. Miss U.S., Bill Muncney. 3. My Gypsy, Tommy Fults. 4. Miss Bardahl, Billy Schumacher. Other entries: Harrah's Club, Burnett Bartley; Miss Madison, Ed O'Halloran; Notre Dame, Jack Regas; Parco's O-Ring Miss, Fred Alter; Savair's Mist, Walt Kade; Miss Budweiser, Bill Sterett; Atlas Van Lines, Jim McCormick; Gale's Roostertail, Jerry Schoenith; and Smirnoff, Dean Chenoweth. (2 1/2 mile racecourse. 45 miles.)

Fastest qualification lap: Miss Eagle Electric. Fastest competition lap: Miss U.S.. Fastest heat, Miss Bardahl. Fastest race average, Miss Eagle Electric.

1968 George C. Wallace Trophy (Consolation Heat).

1. Notre Dame, Jack Regas. 2. Savair's Mist, Walt Kade. 3. Smirnoff, Dean Chenoweth. 4. Miss Madison, Ed O'Halloran. 5. Parco's O-Ring Miss, Fred Alter.

Notre Dame ran the fastest heat and the fastest race average.



Hydroplane and Raceboat Museum



Eileen Crimmin

[Top] The *Miss Eagle Electric* with Warner Gardner driving was the winner of the 1968 Dixie Cup. [Above] Bill Sterett drove the *Miss Budweiser* to victory in the 1969 Dixie Cup.



Hydroplane and Raceboat Museum

Bill Sterett, winner of the 1969 Dixie Cup

1969 Dixie Cup.

1. Miss Budweiser, Bill Sterett. 2. Myr's Special, Dean Chenoweth. 3. Miss U.S., Bill Muncney. 4. Notre Dame, Jack Regas. Other entries: Miss Madison, Jim McCormick; Miss Budweiser II, Fred Alter; Atlas Van Lines, Earl Wham; Miss Eagle Electric, Warner Gardner; and Miss Owensboro, Ed Morgan. (2 1/2 mile racecourse. 45 miles.)

Miss U.S. was the fastest qualifier. Miss Budweiser took the top competition lap, fastest heat and fastest race average.

In 2016, Milt and Charlie Wiggins took their U-27 to Gunterville Lake for a static display. This encouraged the Marshall County Convention and Visitor's Bureau

to schedule an exhibition that was held on June 17, 2017. Three unlimiteds put on the show: defending national champion U-1 Miss Home Street, driven by Jimmy Shane; the Wiggins Racing's U-27, driven by Cal Phipps; and the replica U-55 Gale V, driven by owner Bill Black.

The Hydroplane and Raceboat Museum in Seattle is sending the Karelson Miss Budweiser to the 2018 event for static display. This hydroplane, when driven by Bill Sterett, won the 1969 Dixie Cup. Now racing fans from all over the country will descend on Gunterville Lake for the revival of unlimited hydroplane racing there on June 22 to 24.

Let the season begin! ❖

Guntersville residents excited to welcome hydroplane fans.

Excitement is high as Guntersville prepares for the return of the unlimiteds, an event that hasn't happened since the summer of 1969. As these hydroplanes race across the 69,000-acre reservoir in North Alabama, fans will witness some of the fastest water in the South. Guntersville is famous for setting world records and speed will be the name of the game at this summer event, which will kick off the H1 Unlimited season.

The 2017 test session on this lake's water saw speeds in excess of 194 mph and fans can expect no less with the three days of racing June 22 to 24. The event venue, filled with vintage boats, cool cars, and motorcycles from the famed Barber Motor Sports Museum, will be almost as much fun as the action on the water. And, making a special appearance will be the Miss Budweiser, winner of that historic race on Lake Guntersville in 1969.

The race venue, set under tall pines along Guntersville's public



The setting sun at Lake Guntersville State Park.

park and walking trail, will provide a shaded location, the perfect place to watch a boat race and stay cool during Alabama's sometimes sweltering June climate.

When hunger strikes, fans will not be disappointed by the variety of food choices, which will include the famous "I Love Bacon" food truck serving everything pig, and Beast Mode, an eclectic collection of gourmet burgers. Wood-fired pizzas and local specialties such

as southern barbecue will also be available.

Those visiting the area who have time to break away from the event or happen to come a day or two early can take a hike or two around the lake or through the woods of Lake Guntersville State Park. Or, they can go deep underground at Cathedral Caverns for a cave experience unlike any other.

Find a treasure at any number of antique stores or something uniquely perfect at one of the many boutiques located in downtown Guntersville. Grab a pint of amber ale at Main Channel Brewery or a plate of fresh seafood at Crawmamas. Maybe a glass or two of local wine. The grapes are grown at Jules J. Berta Vineyard in Albertville.

There is so much to see and do around the lake, and not nearly enough time for one weekend visit. To find the perfect place to spend the night or the best restaurant to grab a bite, visit www.marshall-countycvb.com. For more information about HydroFest, visit www.guntersvillelakehydrofest.com. ❖



There are lots of good things to eat in Guntersville, like this plate of seafood from Crawmamas.

Marshall County Convention and Visitors Bureau

Marshall County Convention and Visitors Bureau

H1 Unlimited launches mobile app.

A fan's "hydroplane heartbeat"

H1 Unlimited has launched its new free mobile device application "H1 Unlimited" for Apple and Android. The new app is designed to connect hydroplane fans to the racing action with up-to-the-minute race updates and information during the 2018 H1 Hydroplane Racing Series.

"This app will become a fan's hydroplane heartbeat," said Charlie Grooms, H1 Unlimited vice chairman. "It will be constantly updated from our events, so that a fan watching on the beach or half-way around the world has access to up-to-the-minute information."

The mobile app was designed for H1 by Walt Ottenad, who oversees onboard cameras, and other multi-media efforts for H1.

"I'm excited to provide fans with this important tool to follow the sport," said Ottenad. "The H1 app will provide fans an easier way to follow the sport and view results, team information, venue schedules, a large library of videos, and live streaming from the events."

Key features of the app include:

- ◆ Race site information and schedules
- ◆ Entry lists and spotter guides
- ◆ 2018 race results and National High Points tracker
- ◆ Event schedules and boat/driver appearances
- ◆ Driver/team stats and historical results
- ◆ Social hub for drivers, teams, and race venues



- ◆ Photos, live streaming video, and over 3,100 video clips

The free app is available in the Apple iTunes Store and Google Play Store. Just search for "H1 Unlimited." ❖

Idaho museum schedules fundraiser that will feature hydroplane films.

Two Showings
50 YEARS
MUSEUM OF NORTH IDAHO
1968-2018
Keeping History Alive
4 P.M. and 7 P.M.
HAYDEN DISCOUNT CINEMAS
June 27
The Roaring Giants
MADISON: THE MOVIE and THE ROARING GIANTS
A HYDROPLANE HISTORY DOUBLE FEATURE
FUND RAISING EVENT FOR THE MUSEUM OF NORTH IDAHO
General Admission: \$15 - Special VIP Package*: \$150
*INCLUDES: TWO MOVIE TICKETS + A COPY OF THE ROARING GIANTS DVD
+ A COPY OF THE BOOK HYDROMANIA - A MUSEUM OF NORTH IDAHO MEMBERSHIP
TICKETS AVAILABLE
MUSEUM OF NORTH IDAHO - THE RICKEL'S NORTH
HAYDEN DISCOUNT CINEMAS - ADVENTURE OUTDOORS, INC.

The Museum of North Idaho in Coeur d'Alene will hold a special fundraiser on June 27 that will feature two screenings of the Hollywood theatrical release *Madison* and a special documentary short film *The Roaring Giants*. The showings of the two films will take place at 4 p.m. and 7 p.m. and will be preceded by a special presentation about the filming of *Madison* by David Williams, executive director of the Hydroplane and Raceboat Museum in Kent, Washington.

The event is part of the museum's 50th anniversary celebration this year and offers an exciting look back into the history of hydroplane racing in the North Idaho area.

The showing of *The Roaring Giants* will be of particular interest to residents of Coeur d'Alene because it was filmed before and during the 1962 Diamond Cup race. The film short was independently produced and then stored away without explanation, never having been shown to the public.

Tickets to each showing are available for \$15 per person. For more information, call Dorothy Dahlgren at 208-664-3448.

HydroFile

Race Team News



Lon Erickson

U-1 HomeStreet Racing

Progress on the new HomeStreet hull continues at the team's shop in Tukwila, Washington. Mike and Larry Hanson have the hull right side up again and work continues on the internal systems, the fabrication of decks, and the fitting of hardware. The current U-1 race boat was recently trailer-fired for systems checks and in preparation for the upcoming H1 testing session in the Tri-Cities. Several key team members have been brought in to assist new crew chief Cindy Shirley getting things on track for the testing in June.



Miss Madison Racing Team

[Top] The new hull upside down. [Middle] The cockpit escape hatch. [Above] New strut fitting.

U-2/U-7 Bartush/Spirit of Detroit

All indications point to the Bartush team campaigning the U-7 hull (former Bud T-5) on the H1 circuit this year with Bert Henderson in the cockpit. More attention has recently gone into the U-7 hull repairs than on the recently rebuilt U-2, which is currently at the Bartush shop in Detroit. Little work has been done on the U-2 hull since the rebuild was completed.

Go3 Racing

Along with new fairings, structural and deck repairs have been completed on the Go3 race boat. It has been primed and the affected areas repainted in the traditional Go3 red. More sponsor support has joined the Ace Hardware sponsorship group for Tri-Cities and some encouraging progress has been made for additional sponsorship.



Go3 Racing Team

U-9 Jones Racing/Les Schwab

Jeff Campbell reports the usual off-season work and spring preparations have been underway at the Jones Racing shop in Enumclaw, Washington. The Les Schwab-sponsored team is expected at the June 1 spring testing in the Tri-Cities.

U-11 Unlimited Racing Group

The Raney-led crew has been busy finishing up prep on the hull and rolling it over to be painted in the bright yellow and red URG colors. They are expected June 1 in the Tri-Cities for testing.



Unlimited Racing Group

U-12 Racing/Graham Trucking

Spring work and boat prep has been underway at the Milton, Washington, race shop. At this point, we are awaiting event commitments from owner Rob Graham and the U-12 team about the 2018 season.

U-16 Ellstrom Racing

There has not been any commitment to date from Erick Ellstrom to compete in the H1 Unlimited Racing Series for 2018. The team's attention will instead be focused on the family's entry in the Turbo UTV Class of the Best In The Desert Off-Road Racing Series.



Lon Erickson



Ellstrom Racing

U-21/U-48 Go Fast Turn Left Racing

The team had another big all-crew weekend and made a lot of progress on both hulls. They had a successful engine test and trailer firing on the current U-21 boat, which is the race boat they will start the season with in Guntersville. Another crew work party is planned with the focus on the new U-48 hull. The team plans to have it completed soon, which means we'll possibly see the new hull this summer. Darrell Strong, his Payne West Insurance, and DarrellStrong.com have signed on as the presenting and title sponsor for all of the events the GFTL team participates in this year.



U-27 Wiggins Racing

In addition to numerous static displays throughout the southeast region promoting both the team and the upcoming race for the Southern Cup, the team is fabricating a new carbon fiber front wing. The U-27 is another team in which its full 2018 season participation is sponsor-driven and is still to be determined.



Wiggins Racing

U-99.9 Leland Unlimited

Lead by their new driver Aaron Salmon (below), the team has completed major structural repairs and updates on the U-99.9 and the hull will receive its new Miss Rock/KISW colors for 2018. Owner Stacy Brise-no reports the *Miss Rock powered by Carstar* will attend all of the H1 events in 2018.



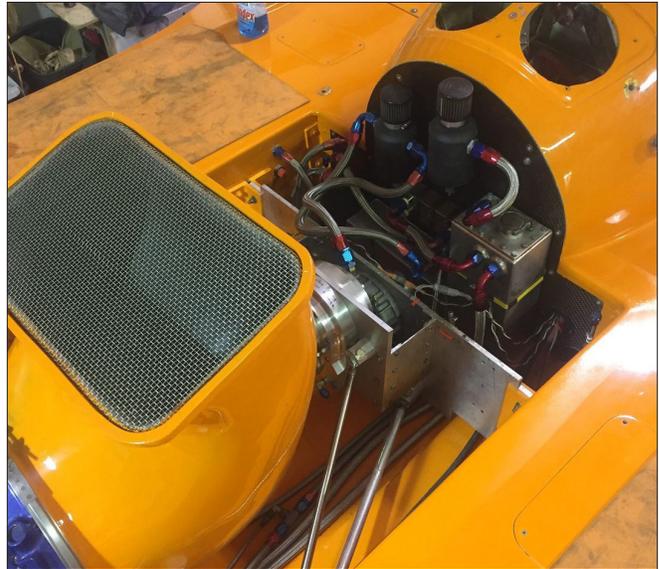
Lon Erickson



Lon Erickson

440 Bucket List Racing

The 440 team continues to prep for the full 2018 season, with a recent successful trailer firing. Attention is now focused on completing the milling on a new gearbox case, hardware, and shafts. The 440 will be in Tri-Cities on June 1 for the spring testing.



Bucket List Racing

[Top] During an engine test. [Middle] The engine bay. [Above] The gearbox.

My \$0.02 Worth

Editorial Comment



Andy
Muntz

Let me guess. You're reading this publication because you are a hydroplane fan. An unlimited hydroplane fan, to be more specific.

Maybe your involvement goes beyond being a fan? Maybe you drive one of the boats, or own one? Maybe you'll sponsor a hydroplane this year or are active in a committee that will put on one of the races? You might be a crewmember on one of the race teams, or a super fan who thinks about the boats all year long, or maybe you're no longer involved, but still like to keep track of what's going on in the sport?

Whatever your role, we all share something in common. We all love the special thrill of seeing and hearing a hydroplane careen across the water's surface and throw spray high into the air. Maybe it's a passion you've carried since you were young, or maybe this is a sport that you've discovered recently?

But, no matter how long you've been enamored by these boats, to you, the arrival of summer each year means the excitement of racing is again at hand.

I understand that for many of you there is a certain anxiety hanging over your heads. You worry that the sport seems to be struggling to find its footing. We want everyone to experience the excitement that we feel and can't comprehend why anyone would be ambivalent about the boats. We don't understand why the newspaper and TV reporters aren't flocking to the pits when the boats come to town and why our grandkids don't tow little wooden hydroplanes behind their bicycles like we used to do.

But, for now, let's put aside those concerns. Let's instead enjoy the sport that brings us so much joy. Let's delight in the skills of Jimmy Shane, only the second driver in the sport's history to win

five national titles in a row. Let's watch the U-9 speed around the racecourse under the able control of Andrew Tate and marvel at what that team can do with the oldest boat in the sport.

Let's watch J. Michael Kelly in the *Graham Trucking* surprise the others as they cross the starting line, cheer for Tom Thompson and Brian Perkins as they battle the others, or smile as we hear the old Allison engine in the U-3.

Let's show our gratitude to the citizens of Guntersville, Alabama, for hosting a new event on the schedule this season and let's appreciate the volunteers at H1 Unlimited and the hundreds of volunteers on race committees who make it possible for us to enjoy the racing each summer.

Here's to a fabulous 2018 H1 Unlimited Racing Series. May it be the best one ever. ❖

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Letters may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.

2 p.m. on Sunday, June 10, 2018

Kingsgate Public Library, 12315 NE 143rd St., Kirkland, Washington 98034