

Shane, HomeStreet lead in national points with one race remaining.

With three new race victories added to his record so far in 2022, Jimmy Shane has built a comfortable lead in the driver's national points standings with just the San Diego race yet to come. The driver point totals through the Seattle race are as follows: Jimmy Shane, 7,094; J. Michael Kelly, 5,338; Jeff Bernard, 4,922; Jamie Nilsen, 3,246; Corey Peabody, 3,049; Dave Villwock, 2,825; and Jimmy King, 875.

The lead for the race team title is much tighter and could go to the final heat in San Diego before being decided. The standings are: U-1 Miss HomeStreet, 7,094; U-9 Boitano Homes, 6,329; U-91 Miss Goodman Real Estate, 4,922; U-11 Miss The Old Cannery Furniture Warehouse, 3,246; U-40 Miss Beacon Plumbing, 2,825; U-8 Miss Tri-Cities, 2,058; and U-3 Griggs presents Miss Ace Hardware, 875.



Chris Denslow

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An easy HAPO Columbia Cup win for Jimmy Shane and Miss HomeStreet.

BY CHRIS TRACY

Six unlimited boats entered the 2022 HAPO Columbia Cup race in Tri-Cities (Kennewick, Pasco, Richland), Washington, held on the last three-day weekend in July. Although there was a race in Tri-Cities in 2021, its staging was impacted by COVID. For 2022, the race was to return to normal, including the numerous and popular tented areas on both sides of the Columbia River. But there were two twists of fate, a low unlimited boat count and an extreme heat weather forecast.

Friday

All the unlimited boats were present in the pits at 8 a.m. on the 80-degree Friday morning: U-1 *Miss HomeStreet*/Jimmy Shane, U-3 *Griggs presents Miss Ace Hardware*/Jimmy King, U-9 *Lynx Healthcare presents Miss Tri-Cities*/J. Michael Kelly, U-11 *Miss Joker's Casino*/Jamie Nilsen, U-40 *Miss Beacon Plumbing*/Dave Villwock, and U-91 *Miss Goodman Real Estate*/Jeff Bernard.

Strong Racing's former U-8 now sported a new U number and sponsor after Corey Peabody flipped his boat in an earlier race. To keep the U-9 in the national points race, the team decided to renumber and rename the other boat they race, hence the former U-8 was now the U-9. Scott and Shannon Raney's U-11 picked up local sponsorship from Joker's Casino in Richland. The Hydroplane and Raceboat Museum sent four boats to run vintage exhibitions, plus the Grand Prix America boats and the E-350 boats were in the pits to race, too.

After a brief course delay on Friday morning, the unlimited boats went out to test. The U-9, U-1, U-40, and U-91 all went out and ran fast laps and made timing runs. The boats all ran smoothly on the ideal water conditions. The U-3 went out and, with the motor sounding rough, it slowly went back to the pits. After the unlimiteds tested, the other classes tested. The U-11 went out and



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Craig Fjarlie

TOP: Jimmy King takes the U-3 *Griggs presents Miss Ace Hardware* for a test run on the Columbia River on Friday. **ABOVE:** The start of the Dash for Cash on Friday evening.

Chris Denslow



Lon Erickson



ABOVE: Dave Villwack in the U-40 Miss Beacon Plumbing battles Jeff Bernard in the U-91 Miss Goodman Real Estate during Heat 1 on Saturday.

LEFT: The Griggs presents Miss Ace Hardware leaves the dock for a test run on Saturday morning. The boats would throw a prop blade, which caused enough damage to eliminate the team from the race.

tested about 9:30 a.m. and ran well.

Before the 1:20 p.m. qualification session, it was announced that the U-3 and U-11 would not attempt to qualify on Friday. The U-3 had burned a piston and needed to change engines. The U-11 needed to replace broken motor mounts. The other boats went out in both qualification sessions, and all looked and ran well. And to everyone's surprise, the U-3 crew got the engine changed and went out in the second qualification round and ran a 157 mph lap to qualify.

The race PA system was not working and official qualification runs were not available in the media trailer, but thankfully I had my trusty transistor radio with me and quickly learned the

speeds via the robust KONA 610 radio broadcast. Clearly the U-1 and the U-40 were the fastest boats in the fleet, but all boats that qualified were fast. The *Miss HomeStreet* qualification lap at 164.039 mph was the fastest since fuel restrictions were put in place in the early '90s.

Rounding out Friday was the PayneWest Dash for Cash at about 5 p.m., in 110 degree heat. This is more of an exhibition than an event, but gives all the boat sponsors more exposure. *Miss HomeStreet* won with *Beacon Plumbing* second, *Goodman* third and *Lynx Healthcare* fourth. There was some controversy as *Miss HomeStreet* and *Miss Beacon Plumbing* bumped; no real damage, but both drivers claimed the other was to blame.

Saturday

It was 83 degrees by 9 a.m. when boats tested and did timing runs. The U-3 went out, there was a loud sound, and the boat went dead. The boat broke a prop. It was a newish prop and no one is sure exactly what happened—prop could have broken, prop could have hit debris, or maybe even hit a big fish! In any case there was significant damage to the U-3 and the boat withdrew.

So, the race was down to five boats that would race. *Miss Joker's Casino* made it out on the course after motor-mount repairs, and made some timing runs and ran laps; I did notice, at times, that the motor made some rough sounds. There was a fair amount of downtime on Saturday, especially between 10 a.m. and 2 p.m. When the vintage unlimited boats tested at 1:30 p.m., it was 105 degrees.

With the U-3 out, there was discussion about a race format change. The HAPO Columbia Cup runs a Gold Cup format, and originally there was to be three heats, with two three-boat heats in each section. H1 and Water Follies race director, Aaron Stephens, decided to instead go with five preliminary round-



Lon Erickson



Chris Denslow



Lon Erickson

TOP: Joe Kettner, the prop expert on the Go3 Racing Team, inspects the damage to the propeller and the hull and a prop blade was lost during a test run.

MIDDLE: J. Michael Kelly in U-9 Lynx Healthcare presents *Miss Tri-Cities* races alongside Jeff Bernard in the U-91 *Miss Goodman Real Estate*.

ABOVE: The U-40 *Miss Beacon Plumbing* flipped at the start of Heat 2, which put the boat out of the remainder of the race.

STATBOX

HAPO Columbia Cup

Tri-Cities, Washington; July 30-31, 2022

2.5-mile course on the Columbia River; 42.5-mile race

QUALIFYING (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 164.039, 100 points; (2) U-40 *Miss Beacon Plumbing* (#0721), Dave Villwock, 163.294, 80; (3) U-9 *Lynx Healthcare presents Miss Tri-Cities* (#1496), 159.371, 70; (4) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 158.016, 60; U-3 *Griggs presents Miss Ace Hardware* (#0203), Jimmy King, 157.455, 50; U-11 *Miss Joker's Casino* (#2111), Jamie Nilsen, DNQ – broken motor mount.

HEAT 1 (1) *Lynx Healthcare presents Miss Tri-Cities* 146.526, 400 points, 470 cumulative points; (2) *Miss Beacon Plumbing* 142.473, 300, 380; *Miss Goodman Real Estate* DSQ – 80 mph violation, penalized one lap for jumping the gun, 0, 60; *Miss Joker's Casino* DSQ – 80 mph violation, 0, 0. Fast lap: (2) *Lynx Healthcare presents Miss Tri-Cities* 148.922.

HEAT 2 (Rerun) (1) *Miss HomeStreet* 154.105, 400, 500; (2) *Lynx Healthcare presents Miss Tri-Cities* 151.356, 300, 770; (3) *Miss Joker's Casino* 131.197, 225, 225; *Miss Beacon Plumbing* DSQ – flipped in the first running stopping the heat, 0, 380. Fast lap: (1) *Miss HomeStreet* 155.126.

HEAT 3 (1) *Miss HomeStreet* 151.888, 400, 900; (2) *Miss Goodman Real Estate* 150.697, 300, 360; (3) *Miss Joker's Casino* 137.144, 225, 450; *Miss Beacon Plumbing* W/D – hull damage, 0, 380. Fast lap: (2) *Miss HomeStreet* 154.796.

HEAT 4 (1) *Miss HomeStreet* 150.540, 400, 1300; (2) *Lynx Healthcare presents Miss Tri-Cities* 147.261, 300, 1070; *Miss Joker's Casino* DSQ – 80 mph violation, 0, 450; *Miss Goodman Real Estate* DNS – electrical issue, 0, 360. Fast lap: (1) *Miss HomeStreet* 154.299.

HEAT 5 (1) *Miss HomeStreet* 153.327, 400, 1700; (2) *Lynx Healthcare presents Miss Tri-Cities* 152.155, 300, 1370; (3) *Miss Goodman Real Estate* 150.934, 225, 585. Fast lap: (2) *Lynx Healthcare presents Miss Tri-Cities* 156.600.

FINAL (1) *Miss HomeStreet* 148.408, 400, 2100; (2) *Lynx Healthcare presents Miss Tri-Cities* 146.056, 300, 1670; (3) *Miss Joker's Casino* 129.633, 225, 675; (4) *Miss Goodman Real Estate* 118.727 (penalized one lap for jumping the gun), 169, 754. Fast lap: (2) *Miss HomeStreet* 153.152.

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robin heats, with one boat sitting out of each heat. The round-robin format is tough on the teams, but much more exciting for spectators.

Heat One. U-9, U-11, U-40, and U-91. Bernard jumped the gun and Nilsen was disqualified for going under 80 mph. Order of finish: U-9, U-40, U-91. J. Michael Kelly said he had “an amazing boat ride.” Villwock said there was no need to push his equipment

in a preliminary heat. Watch the H1 Unlimited YouTube Channel for complete heat details for this heat and all HAPO Columbia Cup heats.

Heat Two. U-1, U-9, U-11, and U-40. The heat was over almost before it started. In lap one, the boats were about to enter the first turn and Villwock had *Miss Beacon Plumbing* was on the outside lane. The boat was packing a lot of air and blew completely over as it was about

to enter the turn. Villwock was OK and said, “I’m fine, no pain.” He said he was trying a new prop, hit a wave, and the boat did not recover like it usually does—so, the new prop was blamed. But the U-40 was done for the event, and the race was down to four boats. The Beacon Plumbing team packed up and headed back to Seattle to get repairs done for the HomeStreet Cup at Seafair the following weekend.

Heat Two Rerun. U-1, U-9, and U-11. Kelly and Shane dueled for two laps and Shane won from lane three.

Sunday

Hot, but maybe a touch cooler than Friday and Saturday.

Heat Three. U-1, U-91, and U-11. Good show between Shane and Bernard, with Shane leading and again winning from lane three. Nilsen and *Miss Joker's Casino* were never a threat. Bernard said the heat was a confidence builder while Shane explained that his boat was set up to run outside.

Heat Four. U-1, U-9, U-11, and U-91. The *Goodman Real Estate* did not start, an electrical issue. *Miss Joker's Casino* was disqualified again for going under 80 mph. Easy win for Shane and *Miss HomeStreet*—from lane three. Shane commented that the water conditions were good, he wanted to race clean and watch his timing marks. Kelly also remarked that it was “good water.”

Heat Five. U-1, U-9, and U-91. Shane remained content with lane three. All pretty close. *Miss HomeStreet* leads most of the way but Kelly challenges in final turn of the final lap. Shane wins again from lane three, Kelly second, and Bernard third.

Final Heat for the HAPO Cup. 105 degrees! U-1, U-9, U-11, and U-91. Bernard was early and jumped. In the score up, the Nilsen kind of gave Shane lane three, but the engine in *Miss Joker's Casino* sounded rough, likely the safest route to be in lane four for the U-11. By lap three, *Miss HomeStreet* was soundly in



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the lead, the class of the field. Easy win.

Some were not sure why Bernard in the *Miss Goodman Real Estate* continued to push so hard after the jump call. Shane again remarked that *Miss HomeStreet* was set up for lane three and he concentrated on timing and his marks. Shane noted that he was especially happy to win in front of his mom and dad.

The crowd size was good, although maybe slightly smaller than pre-pandemic days, but that was almost certainly due to the exceptionally hot weather. The Saturday and Sunday crowds were much, much larger than what all other unlimited events have on the beach. Period. Seattle has a really large log boom, so it's total crowd is maybe similar to Tri-Cities, but there were way more people on the beach than at the Seattle race a week later.

Thank goodness the tented areas were back that kept spectators out of the direct sun. Many general admission spectators also pitched tents to keep out of the direct sun. And, to their credit, the Tri-City Water Follies had other classes of racing to fill out the program. The vintage boats proved to be really popular with fans on the beach and the Grand Prix and E-350 races provided additional contests that were integral to having a full program. ❖



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TOP: Jimmy Shane in the U-1 *Miss HomeStreet* on the outside of Jamie Nilsen in the U-11 *Miss Joker's Casino*. **MIDDLE:** Shane beat J. Michael Kelly across the finish line in Heat 4. **ABOVE:** Jamie Nilsen holds a lead over Jimmy Shane and Jeff Barnard.

PLAY THE HAND YOU'RE DEALT

Kelly hoists Seafair Trophy over four rivals



Chris Denslow

J. Michael Kelly and the rest of the U-9 *Boitano Homes* team celebrate their victory at the 2022 HomeStreet Bank Cup

BY DICK SANDERS

J. Michael Kelly, driving the U-9 *Boitano Homes*, used a well-timed start in the final heat on Lake Washington to defeat his competitors, who were either too slow—or too fast—when it counted.

A tiny field of five unlimiteds, smallest in Seattle since 1952, limped into town a week after a Tri-Cities race where attrition had whittled the field down to a mere four boats by the final heat. The *Beacon Plumbing* crew then repaired their flip-damaged hull and pulled into Stan Sayres Memorial Pits with time to spare.

Friday

Friday's qualifying opened to good weather, which would get even warmer over the weekend. The first post-pandemic Seafair crowds were easily equal to or better than 2019's.

The five boats ran a decent number of testing and qualifying laps on Friday. Topping the field was Jimmy Shane in U-1 *Miss HomeStreet* (153.539 mph), followed closely by Dave Villwock in U-40 *Miss Beacon Plumbing* (151.076 mph). Then came Jeff Bernard in U-91 *Miss Goodman Real Estate* (148.594 mph), J. Michael Kelly in U-9 *Boitano Homes* (144.589 mph) and Jamie Nilsen in U-11 *Miss The Old Cannery Furniture Warehouse* (143.512 mph).

Saturday

Saturday morning qualifying's most significant runs saw Shane in *HomeStreet* clock 157.143 mph, the fastest since fuel restrictions were put in place. Villwock bumped up his speed to a solid 153.435 mph.

The day's racing saw the introduction of a match-race format, first used at Madison this year, pitting two boats

STATBOX

Saturday Showdown

Seattle, Washington; August 6, 2022

2-mile course on Lake Washington

QUALIFYING (To determine placings): (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 153.948; (2) U-40 *Miss Beacon Plumbing* (#0721), Dave Villwock, 151.076; (3) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 149.604; (4) U-9 *Boitano Homes* (#1496), J. Michael Kelly, 144.589; (5) U-11 *Miss The Old Cannery Furniture Warehouse* (#2111), Jamie Nilsen, 143.512.

RACE 1: (1) *Boitano Homes* [lane 2] 143.960, 0 points (points earned in race 3); (2) *Miss The Old Cannery Furniture Warehouse* [1] 142.339, 225 points. Fast lap: (2) *Boitano Homes* 147.456.

RACE 2: (1) *Miss HomeStreet* [2] 146.172, 400; (2) *Miss Goodman Real Estate* [1] 144.955, 300. Fast lap: (2) *Miss HomeStreet* 148.453.

RACE 3: (1) *Miss Beacon Plumbing* [1] 148.308, 400; (2) *Boitano Homes* [2] 147.550, 300. Fast lap: (2) *Boitano Homes* 149.461.

LAST CHANCE: (1) *Miss Goodman Real Estate* 141.423, 0, 300; (2) *Boitano Homes* 137.750, 0, 300; *Miss The Old Cannery Furniture Warehouse* (penalized one lap for jumping the gun) DSQ – 80 mph violation, 0, 225. Fast lap: (1) *Miss Goodman Real Estate* 142.800.

FINAL: (1) *Miss HomeStreet* 142.084, 400, 800; (2) *Miss Beacon Plumbing* 139.648, 300, 700; (3) *Boitano Homes* 138.669, 225, 525; (4) *Miss Goodman Real Estate* 121.852, 169, 469. Fast lap: (1) *Miss Home Street* 144.048.

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The U-11 *The Old Cannery Furniture Warehouse* (left) and the U-40 *Miss Beacon Plumbing* get ready to go onto Lake Washington.



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at a time based on qualifying speeds, with the slower boat given the lane-one advantage in a two-lap sprint. Although some teams acknowledged they might be saving their best equipment for Sunday, fans saw several heats of good action on the water.

In the first heat, Nilsen made Kelly work harder than expected to drive around him for the win. Likewise for Shane holding off Bernard in the second heat. Heat 3 featured the best racing of the weekend. Kelly in *Boitano Homes* and Villwock in *Beacon Plumbing* battled within half a roostertail of each other for both laps. At the end, Villwock prevailed from the outside by less than a boat length, turning the fastest heat average of the weekend at 148.308 mph.

Bernard took first in the last-chance heat, followed by Kelly. Nilsen's *Old Can-ner-y* received an under-80-mph DSQ.

In the four-boat match-race final, Shane nailed the start and took an early lead up the backstretch of lap one, with Villwock and Kelly vying for second, straddling each side of Shane's roostertail. Bernard trailed. They stayed in that position to the end, Shane in first, with Villwock again taking a narrow win from lane three for a second-place over Kelly. Kelly Stocklin, *Beacon's* team owner, said



Craig Fjarlie



Chris Denslow

TOP: Jimmy Shane steers *Miss HomeStreet* back to the pits after a test run. **MIDDLE:** J. Michael Kelly and *Boitano Homes* leave the Stan Sayres Pits. **ABOVE:** Jimmy Shane (left) side by side with teammate Jeff Bernard in *Miss Goodman Estate* during the second match race on Saturday.

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Craig Fjarlie



Chris Denslow



TOP: Dave Villwock in the U-40 *Miss Beacon Plumbing* enjoyed a close victory over J. Michael Kelly in U-9 *Boitano Homes* during their match race on Saturday. **MIDDLE:** Kelly and *Boitano Homes* round the north turn on the Lake Washington racecourse. **ABOVE:** Jimmy Shane was in the outside lane and was leading J. Michael Kelly during the final heat of the race, but then learned that he had jumped the gun at the start and was penalized an extra lap.

afterward that they were “just trying to run a clean race this weekend.”

Sunday

Because of the small field, H1 decided not to split the heats into two and three-boat, A and B sections. Instead, all five boats completed in two preliminary heats, followed by the final.

During the warm-up for Heat 1, Shane was aggressive and cut the course twice. Stocklin summoned the driver’s rep after the heat to protest the second cut, from the back stretch to the front stretch, as being illegal but nothing came of it. The heat would become a bit of a snoozer, with the top two boats (*Home-Street* and *Beacon*) called for jumping the gun. Bernard in *Goodman Real Estate* took first, followed by Nilsen in the *Old Cannery*, followed by the penalized Shane and Villwock.

In Heat 2, Shane chose lane two, hit the start with strong boat speed, and established a half-roostertail lead going up the first backstretch over the battling Bernard in lane one and Kelly in lane three. Kelly stayed close to Bernard for two laps before backing off. The field would spread out, with Shane in *Home-Street* taking first, followed by Bernard, Kelly, and Villwock.

In the milling period before the final heat, Nilsen put the *Old Cannery* into lane one before the three-minute mark but then appeared to be repeatedly cut off by Villwock in the first turn. No encroachment penalty was called and Nilsen eventually sought clean water in lane three a minute before the start.

At the start, It was Villwock in lane one, briefly ahead but was very, very early. From the outside lane, Shane’s *HomeStreet* blasted past everyone in a start reminiscent of a classic charge by Bill Muncey in the blue-and-white *Atlas Van Lines* at the Tri-Cities some 44 years previous.

As he had done all weekend, Shane led the field by a half-roostertail and stretched his lead up the back stretch of lap one. Villwock and Kelly were side-by-

side for second, then Bernard and Nilsen trailing. This semblance of competition was fleeting, however, as Villwock's gun-jump was verified. A lap later Shane drove to the far outside lane near the end of lap two after he learned that his start was not a Muncey classic, after all. He too had jumped.

Driving far to the outside, Shane's lead narrowed and vanished as Kelly pulled ahead. He drove *Boitano Homes* to an easy victory from there, followed by Bernard, Nilsen, and, a lap back, Shane and Villwock.

Back in the pits, Kelly emerged from *Boitano* at the dock to find a large Strong Racing contingent that was loud and ecstatic. Meanwhile, the data boxes from Villwock's and Nilsen's crafts were inspected and they both received DSQs for 80-mph violations.

Seafair and H1 were dealt a tough hand in 2022. A front-runner hull was destroyed at Madison, and once-reliable race teams suddenly dropped like flies from the circuit. A cautious Seafair budget kept supporting boat classes from signing up. But good competition in some of Saturday's match races deflected attention from Sunday's pedestrian, penalty-laden heats.

And, a good showing by the four vintage boats from HARM, including the newly-restored *Squire Shop*, and the welcome display by the Blue Angels, kept the fans on the beach entertained. To cap it off, H1 avoided what had become an embarrassing ritual of forcing Seattle's initial winner, having accepting accolades on the podium in front of fans and local TV news cameras, to return their trophy an hour later after officials announced a revised order of finish. 2022 ended cleanly.

You have to grab the small victories and move forward.

On to San Diego! ❖



Chris Denslow

The winner of the 2022 HomeStreet Bank Cup in Seattle was J. Michael Kelly and the U-9 *Boitano Homes*. It was Kelly's fourth victory in Seattle and his second in a row. He won the last race held on Lake Washington in 2019.

STATBOX

HomeStreet Bank Cup at Seafair

Seattle, Washington; August 7, 2022

2-mile course on Lake Washington

QUALIFYING: (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 153.948, 100 points; (2) U-40 *Miss Beacon Plumbing* (#0721), Dave Villwock, 151.076, 80; (3) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 149.604, 70; (4) U-9 *Boitano Homes* (#1496), J. Michael Kelly, 144.589, 60; (5) U-11 *Miss The Old Cannery Furniture Warehouse* (#2111), Jamie Nilsen, 143.512, 50.

HEAT 1: (1) *Boitano Homes* 138.115, 400 points, 460 cumulative points; (2) *Miss Goodman Real Estate* 133.071, 300, 370; (3) *Miss The Old Cannery Furniture Warehouse* 126.310, 225, 275; (4) *Miss HomeStreet* 104.467 (penalized one lap for jumping the gun), 169, 269; (5) *Miss Beacon Plumbing* 90.015 (penalized one lap for jumping the gun), 127, 207. Fast lap: (1) *Boitano Homes* 142.056.

HEAT 2: (1) *Miss HomeStreet* 140.029, 400, 669; (2) *Miss Goodman Real Estate* 138.808, 300, 670; (3) *Boitano Homes* 136.000, 225, 685; (4) *Miss Beacon Plumbing* 133.059, 169, 376; (5) *Miss The Old Cannery Furniture Warehouse* 124.058, 127, 402. Fast lap: (1) *Miss HomeStreet* 145.825.

FINAL: (1) *Boitano Homes* 133.926, 400, 1085; (2) *Miss Goodman Real Estate* 129.652, 300, 970; (3) *Miss HomeStreet* 102.173 (penalized one lap for jumping the gun), 225, 894; *Miss The Old Cannery Furniture Warehouse* DSQ – 80 mph violation, 0, 402; *Miss Beacon Plumbing* (penalized one lap for jumping the gun), DSQ – 80 mph violation, 0, 376. Fast lap: (1) *Boitano Homes* 138.725.

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AROUND THE CIRCUIT

Race Site News by Chris Tracy



Chris Denslow

Two families, two cities, one tradition.

I was the UNJ race reporter for the HAPO Columbia Cup in Tri-Cities. I was on the beach on Friday, with my small notebook and pen, taking notes. Next to me, a family had pitched a tent and they were watching the qualification runs.

The father motioned to me and said, “You remind me of my mom.” I didn’t know exactly what to say, but then he quickly clarified. He said that when he was a kid, his family would go to the beach each year and watch the hydro races. His mother would bring a notebook and carefully take notes about the speeds, qualification runs, heat results, etc. When I was taking notes, it reminded him of the careful details his mom would record.

He told me that he and his family continued the hydro tradition. He staked out their spot on the beach on Wednesday before the race and hammered in a thick vinyl floor on their spot. As soon as the event opened on Friday, he pitched the tent over the vinyl floor.

He introduced me to his wife, his adult son, and his other teenage children. He told me that this was not only a tradi-



Part of the crowd along the shore of the Columbia River in the Tri-Cities.

tion, but it brought their family together. They kind of adopted me—offered me shade under their tent and I was welcome to grab bottles of water from their cooler.

A week later, I was at Seafair in Seattle. HomeStreet Bank graciously offered my wife and I hospitality at their Skybox at the race.

A young man and his wife sat at our table on Saturday and we started talking. I noted that I grew up in south Seattle, biking distance to the pits. He mentioned that his dad and uncle grew up south of the pits in the Seward Park neighborhood. I reminisced that in the 1950s and

1960s that the area was home to large Italian and Jewish communities. He said that his grandparents originally lived in the south end to be near the Jewish synagogue.

Even though his family does not live in the area any longer, they still carry on the traditions started when his family lived in Seward Park. His dad and uncle get to the racecourse as early as possible on Friday morning and they stake out their family’s area and his extended family all watch the races. And, although he and his family had invitations to the HomeStreet Skybox, they spent most of their time on the beach with their family.

These are not unique stories. In the UNJ, I’ve written about the bond my dad and I had that was forged by hydros. Yep, we all enjoy the boats and races. But my guess is that most fans have a connection greater than just our love for the boats.

I know, for me, it brings back the memories of my childhood, attending races with my dad, dealing hydro pins in the cold pits like a stockbroker when I was 10 or 12, and pulling a hydro behind my bike. Large boat count, small boat count, rain or shine, hydro time is a great time each year. ❖



Race fans crowded into the pit area at this year's Seattle Seafair race.

Chris Denslow

Hydro museum holds unique and successful gala and auction.

BY CHRIS TRACY

The Hydroplane and Raceboat Museum (HARM) holds a major gala and fundraising auction each year. It is generally held indoors at a hotel, conference center, or an event venue. But due to COVID, there has not been an in-person gala since 2019. With COVID still present, HARM was able to bring back the gala and auction, but with a twist.

By all accounts, it was U-37 co-owner Jane Schumacher's idea for the 2022 event. She and her husband, Billy, were married outdoors, under a tent, at the Seattle Yacht Club. Her vision for the 2022 HARM gala was to have an outdoor afternoon garden party under a tent at the same place. So, on Sunday afternoon August 14, HARM held an outdoor, under-the-tent gala. And, while those attending dressed casually, it was an elegant affair.

The newly rebuilt vintage *Squire Shop* hydroplane was parked in front of the Seattle Yacht Club. The 150 attendees walked to the waterfront backyard of the yacht club in perfect summer weather.

Space under tent was limited, so the silent auction was smaller than in past indoor auctions, but HARM carefully curated the items available. Each item in the silent auction was special—from a hand-made hydroplane T-shirt quilt to a large model of the *Squire Shop* hydroplane. During the silent auction time, yacht club servers offered guests drinks from the hosted bar and gourmet hors d'oeuvres.

Museum Director David Williams served as the master of ceremonies and a professional auctioneer conducted the live auction. Live auction items included experiences such as a Palm Springs condo for a week and Williams cooking dinner for winning recipients. Other live auction items included original hydro-



Some of the items available in the silent auction during the Hydroplane and Raceboat Museum's gala event.

Chris Tracy

plane art, Leif Borgersen's original driving suit, and more. Unique live auction items included a book club party and 10 copies of Williams' new book, which is coming out soon about Bill Boeing, and a wooden bowl that was carved out of a fallen branch from Bernie's tree in Tri-Cities.

An integral part of the auction included raising your bid card with a cash donation. Former *Squire Shop* hydroplane owner Bob Steil led this with a \$5,000 donation. At the \$1,000 level, Bruce McCaw offered to match the first five donations.

The buffet dinner featuring baked salmon and clams was truly outstanding. And the Dessert Dash fundraiser was back, too.

The Seafair Trophy was on display. Williams explained that the winning trophy presented after the race is not the official trophy. The Seafair Trophy is huge. It was presented to the Strong Racing Team and Corey Peabody accepted it for

Strong Racing and J. Michael Kelly.

Chip Hanauer attended and spoke briefly about the outstanding work David Williams does at HARM. I was lucky to have the following people at my table: former *Slo-mo-shun IV* crew member Don Ibsen, Dewitt Jensen (son of *Slo-mo* builder Anchor Jensen), and Stan Dollar III, son of 1952 Gold Cup winner Stan Dollar.

Jane and Billy Schumacher not only attended but Jane had the quote of the night. As Williams introduced all the of HARM board members, Jane noticed that all were men and asked, "Where are the women?" Williams had a quick reply and asked Jane if she would stand for election to the board in the next election.

About \$66,000 was raised, a good afternoon for the museum—and a grand time for the attendees. ❖

COMMENTS FROM H1

Jan Shaw, Director of Operations



The 2022 H1 Unlimited Racing Series has made four stops and completed six races as the boats now head to Mission Bay in San Diego to wrap up the season. The season so far has provided many lasting memories, such as a pair of breathtaking flips, the successful introduction of a new match-race format, and close action on the water that has not only entertained the fans on the beach but those watching live around the world on the H1 YouTube Channel.

Things got underway in late June when seven boats competed in the Gold Cup at a hot and humid Guntersville, Alabama. Jimmy Shane and *Miss HomeStreet* showed they were the team to beat when they won all four of their preliminary heats, but then came the final.

The *Miss HomeStreet* stalled while setting up for the start, which caused them to be disqualified for not maintaining the 80-mph minimum speed. Dave Villwock in *Miss Beacon Plumbing*, who won three of his preliminaries, also took himself out of the race before it started when he drove outside of the outer markers. The

combination gave the trophy to Corey Peabody in the U-9 *Lynx Healthcare*.

The following weekend in Madison, Villwock's boat hit a log during a test run that caused enough damage for it to be eliminated. Peabody made it two race victories in a row when he won the Saturday Showdown event, the first test of the new match-race format that features one-on-one races of two laps each, a last-chance heat, and a three-lap final.

The format was introduced to provide something new and a little bit of excitement on Saturday, and seemed to be well received by the fans. And, yes ... contrary to some reports, a win in the match race counts as a race victory for both the driver and the race team.

After winning the Showdown, Peabody then battled Shane through four laps of the next day's final heat. But, as he started the last lap, his boat suddenly flew into the air, did a cartwheel in mid-air, and crashed into the Ohio River. Peabody was not injured, but his boat was finished for the season. Shane, meanwhile, claimed the race victory.

Next came the Tri-Cities, which you

read about else-

where in this issue. It was Villwock who went flying this time (again, uninjured thanks to today's safety capsules) while Shane drove to an easy victory. Shane then won his third in a row with a victory in the Showdown at Seattle.

J. Michael Kelly in the U-9 *Boitano Homes* broke Shane's string of success when he won the final heat of Seattle's main event, thanks largely to Shane crossing the starting line too early.

As we head to San Diego, the *Miss HomeStreet* team holds a tight 765-point lead over the U-9 team in the national standings. That leaves the final result too close to call. For the driver's title, Shane holds a much larger advantage over Kelly—not yet clinched, but a solid lead nevertheless. ❖

SAD NEWS

Just as we were wrapping up this issue we received news of the passing of Art Oberto, a long-time supporter of this sport. We will feature information about his life and his involvement in unlimited hydro racing in next month's issue.

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