



# 2014 Swami Shrouded in Mystery

by **Brian Anderson**

Often times in this crazy sport we like to call Unlimited racing things are cut, dried and finalized before the opening race. This year however, the sport has gone a bit stealth on us and news during this off season has been quite sparse. Oh, there has been some big news such as defending drivers champion Jimmy Shane jumping from the *Graham Trucking* boat to perennial power *Oberto* based out of the small town of Madison, In. From there he was replaced in the



National Champion and Scott Liddycoat was hired after a year absence from the sport to drive the #37. Most of that took place months ago and then all kinds of time before anything else happened. Leaving most of us observers wondering what if anything was going on. Then in the last few days before the season is set to start the picture of who will be doing what has become a little clearer.

As it turns out our defending champion team has decided to field two boats this season, the second being the T-5 hull which will run as #7 *Graham Trucking* with Cal Phipps doing the driving. The one-two combination of Kelly and Phipps will be tough customers in every heat. At the last minute the *Oberto* team named Larry Hanson as crew chief for the #6 who lost the season title in the last heat of 2013 and should be considered very much a favorite to regain the title. Jimmy Shane is currently working on a three race win streak from last season.

After that the thrashing continues, last season's Gold Cup winner Kip Brown in the #95 *Qatar* has been named recently to pilot the new #96 *Qatar* but when the boat will be ready is the big question.

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News on a launch date has not surfaced as of press time. Mike Hanson is in charge of the operation for the Ellstrom family.

One of the teams looking prepared for the season is the #9 Team Red Dot of Mike and Lori Jones. A recent test, oh my gosh yes an actual test session has the team ready for the opener. Jon Zimmerman has been driving very well the past couple of seasons and a great 2013 ended prematurely in Coeur d'Alene with major hull damage.

Last minute preparations on Billy and Jane Schumacher's #37 Beacon Plumbing team under manager Dave Villwock should have the boat in Madison for the season opener. Scott Liddycoat who has driven for Ted Porter and Matt Gregory has been hired with high expectations. One of the aforementioned teams should produce the champion and the remainder of the field will be battling these teams just to make the final.

At the top of this heap would be the Our Gang Racing owned by Nate Brown. The defending Gold champion has had its driver Kip Brown hired by the Ellstrom/Qatar team and is on its own to find sponsorship. Veteran and three time race winner Jeff Bernard will drive this season. Also looking to improve this season is the Scott and Shannon Raney owned gbr11 *Peters & May*. A recent exhibition run in Evansville shows they are ready to go. Just that one opportunity to test should yield big dividends early in the season. Another team playing it close to the vest is Greg O'Farrell's U-21 team which this season will be driven by both Brian Perkins and Jamie Nilsen. They recently sold their number two ride which appeared last season with Snoqualmie Casino sponsorship to Jay Leckrone who will campaign it as the #12 *Miss DiJulio*. Greg Hopp will drive again for Leckrone this year. The number twelve is a salute to the twelfth man fans of the Super Bowl champion Seahawks.

Another entry is Mike Webster's #22. The boat has been refurbished in the off season at Mike's Reading, PA shop and is ready for the circuit. The boat sports a predominately blue and red paint scheme. Rounding out the field will be the #100 of owner Stacey Briseno, no driver has been announced but it's expected to be Dave Warren who finished the season in the boat last year. After a year of sitting out Kelly Stocklin returns most likely for the four west coast events in the same #18 *Bucket List Racing* he piloted in 2012.

Ed Cooper's #3 *Master Tire* ran very well at Evansville, but don't look for them to race this season either. Dave Bartush and his U-13 that raced last season as the #14 *Miss DiJulio* for Jay Leckrone, will sit this season out. The #57 of Mark Evans remains for sale but nothing has happened on this front. Don't expect to see them this season either unless a buyer appears.

As for the season expect a battle between J. Michael Kelly and Jimmy Shane, these two have the total package of hull, crew and sponsor. It will go down to the last few heats in Doha, Qatar before this one is settled. Seven races isn't many races if a mistake is made and these two teams do not seem to make many. So kick back and settle in, this should be good.

The 2014 schedule is a slight alteration of last season. The Sacramento race has been put on hold due financial shenanigans but because of drought probably would never been run anyway. From there its off to the traditional stops in Madison, Indiana then Detroit, Michigan for the Gold Cup. The last weekend in July features the first of the West Coast leg, Tri-Cities then a week later in Seattle, Washington. Labor day features a return to picturesque Coeur d'Alene, Idaho. The North American portion of the tour wraps up in September in sunny San Diego, California. After that it is off to the middle east for the Oryx Cup in Doha, Qatar to end the season. The seven race season places a premium on committing no mistakes and running clean.

And, oh yes here's how it will all turn out. You can thank the Swami when you see him at the races.

**And, Here We Go . . .**

## The Contenders

### 1) #6 Oberto, Jimmy Shane, 6 career wins.

City of Madison, Ind. 19 career wins

Madison, IN

**Swami Sez:** If you take the top driver from 2013 who has won 4 of the last 7 races and put him in the boat that has been the strongest over the past few seasons what you will get is more wins a season title. Despite losing crew chief Mike Hanson to the Ellstrom/Qatar team they should win at least 4 times on the circuit this year and be top qualifier at a majority of the events. Will finally win the Gold Cup.



### 2) #1 Graham Trucking, J Michael Kelly, 1 career win.

Precision Marine, 12 career wins

Decatur, IN

**Swami Sez:** The talented Kelly moves over from the U-37 to pilot one of the sports two fastest boats. This team will battle it out with the #6 for the championship. Should be fastest qualifier at about half the events and in most finals, barring some freak accident. Look for at least two wins this year and be in serious contention when Doha rolls around. This will be the “red” boat of the *Graham Trucking* (#0001) twosome.



### 3) #9 Red Dot, Jon Zimmerman, 0 career wins

Mike & Lori Jones, 2 career wins.

Kent, WA

**Swami Sez:** This team continues to operate at a very high level and was one of the only boats to get in some testing time in the pre-season so look for it to be fast right out of the blocks. Zimmerman has proven to be quite impressive time and time again. Look for this team to be in most final heats a win would not be too big of a surprise.



## The Field

### 4) #7 Graham Trucking II, Cal Phipps, 0 career wins

Precision Marine, 12 career wins

Decatur, IN

**Swami Sez:** This teams' number two boat is no slouch. It is well prepared and Phipps is a veteran who can get it done. Expect fast qualifying speeds and in most final heats. If they come up with a win it will be a bit of a surprise. This is the 'black' boat of the *Graham Trucking* (#9712) tandem.



5) gbr11 Miss Peters & May, Tommy Thompson, 0 career wins.

Scott & Shannon Raney, 0 career wins  
Edmonds, WA

**Swami Sez:** The fun run in Evansville should help this team immensely. It has shown some flashes of brilliance but so far has failed to challenge the top contenders in a final heat. Should be in about 5 final heats and a victory would be considered a major upset. What they need above all is consistency.



6) U-21 Go Fast Turn Left Racing, Brian Perkins, 0 career wins; Jamie Nilsen, 0 career wins

Greg O'Farrell, 0 career wins  
Maple Valley, WA

**Swami Sez:** This team is tough to get a read on. With two drivers sharing duties which one will get the boat set up that is right for him. Last season the drivers had their own boats on this team. The qualifying speeds will be mid-pack but it will sneak in to some finals. Fox Plumbing will sponsor in Seattle.



7) #12 Miss DiJulio, Greg Hopp, 0 career wins.

Jay Leckrone, 0 career wins  
Burien, WA

**Swami Sez:** This season they acquired the U-48 and will have it ready for the season opener. This crew knows how to get things done fast and be ready to race. Unfortunately this is a boat that will most likely be through when the prelims are over. Consistent, if not overly fast speeds will be the norm on this team.



8) #22 Webster Racing, Mike Webster, 0 career wins

Webster Family, 0 career wins  
Reading, PA

**Swami Sez:** If they can be consistent they have a shot at a few final but most likely be done after the prelims. Mike is a quality driver but the boat needs a bit more speed. The qualifying speeds will be just above the 130 mark and will need a few breaks to go their way to move up.



9) #100 Leland Racing, Dave Warren, 0 career wins.

Leland Racing team, 20 career wins  
Kirkland, WA

**Swami Sez:** Not sure what's going on with this team although when race time rolls around they always seem to be there and often surprise. Don't expect blinding speeds in qualifying or the race.



## Wild Cards

10) #37 Beacon Plumbing, Scott Liddycoat, 1 career win

Billy & Jane Schumacher, 4 career wins  
Seattle, WA

**Swami Sez:** A new driver that was very impressive the last time he was at the wheel of an Unlimited in 2012 aboard the Degree boat now becomes front man for the #37. When you combine that talent with Dave Villwocks race set up you have a front runner. The key is of course how quickly Liddycoat can get used to his new ride. Over the past couple of seasons the team has always had problems at precisely the wrong moment. They're not on the Madison roster and are some doubts they will the whole season.



11) U-17 Our Gang Racing, Jeff Bernard 3 career wins.

Nate Brown, 5 career wins (driver), 1 career wins (owner)  
Preston, WA

**Swami Sez:** A familiar face in Jeff Bernard returns to race the well prepared boat from Preston, WA. This hull is last season's Gold Cup winner, but repeating that feat would be a major upset this year. Rumors are they will only race in Tri-Cities and Seattle unless a major sponsor steps up. It should show some good qualifying speeds and make the finals.



**12)** #18 Bucket List Racing, Kelly Stocklin, 0 career wins

Kelly Stocklin, 0 career wins  
Sammamish, WA

**Swami Sez:** Their short season and a smaller Turbine T-53 and a former G class hull will keep this team running toward the rear, but they will be running and finishing heats as they demonstrated two seasons ago.



**13)** #96 Qatar, Kip Brown, 1 career win.

Ellstrom Family, 29 career wins  
Seattle, WA.

**Swami Sez:** If the hull gets done for the Gold Cup watch out for some serious speed. Maybe we see it on the west coast. When it does it will become an immediate contender. New driver Kip Brown has the right stuff.



## Going Nowhere Fast

#3 Master Tire, Jimmy King, 0 wins  
Ed Cooper Jr., 4 career wins  
Evansville, IN.

U-13 Spirit of Detroit

Dave Bartush, 1 career win  
Detroit, MI.

#57, FEDCO, Mark Evans, 10 career wins  
Evans Brothers Racing, 0 career wins  
Chelen, WA.

**Swami Sez:** Angry owner, old boat owner, and boat up for sale owner. We can always hope.



~ Swami photos; Chris Denslow, Karl Pearson, Lon Erickson, Ron Harsin, Brian Anderson, and Kirk Duncan



# Shots from the Tri-Cities Test

## From the UNJ Staff



The U-9 Jones Racing Team, truck, and very white boat arrived in Columbia Park and entered the Lampson Pits along the Columbia River Friday afternoon (seen at left). The crew spent the rest of the day setting up for the test run Saturday. Mike and Lori Jones, above, were on hand to watch all the action.

Jon Zimmerman above made only one lap the first time out on the Columbia River. Coming out of the last turn he said he took his hands off the steering wheel and was pleased the boat ran straight and true. Before, it had a tendency to pull. They had re-aligned the engine over the winter to correct the problem and it worked. They also lightened the hull among several other things looking for



better performance and more speed. This was more of a shakedown run looking for anything in need of attention.

Zimmerman had a little trouble on the second run. On the back straightaway he shut the U-9 down and was towed it with turbine problems. At right the Water Follies rescue team tows the white boat, with Zimmerman standing on the deck, back to the floating dock.



At left is the culprit that caused the trouble. Zimmerman shutting down quickly hopefully kept the damage to a minimum. They won't know how serious the repair will be until they take it apart at the shop. After they change engine they would make another run.

After lunch, Jon Zimmerman took the U-9 out on the Columbia River one last time and ran several good laps; the boat looked stable and fast. After returning to the dock he said he was pleased with the boat's performance. Mike and Lori Jones and the crew were also very satisfied with the U-9's last run.

**Next up is the race on the Ohio River in Madison, Indiana .**

**Karl Pearson photos**





# The G-13 *Tempo VI* Leaving the State

## From the UNJ Staff

Joe Frauenhiem sold the G-13 *Tempo VI* he spent so much time restoring to Lee Anderson who lives in Minnesota. He also has more toys in Florida. Mr. Anderson is a collector of old boats. The G-13 *Tempo VI* left the Hydroplane and Raceboat Museum for Frauenhiem's home in Issaquah Thursday evening, June 5<sup>th</sup>, where it will be picked up later and hauled east. Just when and where is unknown at this time. At right, *Tempo VI* in the museum shop where they put it on the boat's trailer for transport.

Just below is a look at the front and rear of G-13 *Tempo VI*. At bottom, they are about ready to leave the Hydroplane and Raceboat Museum parking lot with *Tempo VI* and head for Issaquah.

H&RM's David Williams told us that a new vintage hydroplane will be showing up soon to fill the vacancy *Tempo VI* will leave; the U-17 *My Sweetie John Francis*, now owned by Dr. Ken Muscatel. We will all be looking forward to this.

~ Karl Pearson photos ~



# 2014 Evansville Shriners Fest From the UNJ Staff



Hydro-News.com photo

Evansville Shriners were ecstatic with the success of their 2014 ShrinersFest. A huge crowd was in attendance. An estimated 20,000 to 30,000 hydro fans were on hand to watch Saturday. The event included the Unlimited Hydroplane exhibition, an excellent air show, a carnival, car show, music, and vendors galore, selling delicious “junk food, and everything from puppets to jewelry, candles, and tacky license plates. Perfect weather, and a \$5 admission (children under 12 free) helped boost attendance. Above, crews on the #3 *Master Tire* and gbr11 *Peters & May* are busy preparing the boats for whats to come.

The pile of driftwood in the photo below was cleared from the Evansville course, along with the rest, on Friday morning. After it was all cleared, the Ohio River was clean for the rest of the day with great water conditions.



Ron Harsin photo

After clearing the drift from the river, the drivers were each allowed individual test runs prior to noon. Evansville's #3 *Master Tire*, owned by Ed Cooper Jr. and driven by Jimmy King, hit the water first for Friday's testing session, started right up, and looked great on the river. A big crowd lined the railing on the riverfront to watch the home town boat. At right is the *Master Tire* on her first test run on the Ohio River in years. ~ Ron Harsin photo; We haven't seen the Cooper's turbo-Allison powered boat race for a long time, since 2010 when it withdrew at Madison. Scott and Shannon Raney's gbr11 *Peters & May* was a bit late getting in the water because the



straps on their brand new sling were not the correct length. After a bit of improvisation with the sling, the boat was lowered into the river and Tommy Thompson got his very first practice run on the Ohio River. Above left, *Peters & May* hangs on their newly adjusted slings as they launch the boat in the river. ~ Hydro-News.com photo; To the right Thompson and *Peters & May* at speed on the Ohio. ~ Ron Harsin photo; There was a problem with buoys floating out of place, apparently due to anchor weights that were too lightweight. Below left is Jimmy King with Tommy Thompson to his right talking things over in the pits. ~ Hydro-News.com photo



With the great crowd, Saturday felt like a real boat race. A long line snaked down the street as people waited to buy their admission buttons. Above right a look at some of the crowd. ~ Ron Harsin photo; When race fans heard the distinctive voice of Madison's Jeff Aylor on the PA, it really did seem like a race. H1 Unlimited was represented by Don Melillo and Ted Grange, and H1's new tech truck and rescue boat were on the scene.



Saturday’s “race,” involved one heat, and one final, each one three laps. There were no timers, no clock, and no official results, with each heat/final being controlled by a referee holding flags to indicate green, white, and checkered finish. In the first “race,” the *Master Tire* took the inside lane, and there was a neck and neck race with *Peters & May*. *Master Tire* won the race by a neck. Above, *Peters & May* races *Master Tire* around the turn. ~ Ron Harsin photo

At the end of heat 1, *Master Tire* returned to the docks with an engine on fire caused by a broken oil fitting. It was quickly extinguished by Jimmy King. No damage was done, but there was quite a mess to cleanup in the engine bay. Cooper’s turbo-Allison at right. ~ Ron Harsin photo



In the final (above), *Peters & May* claimed the inside lane for another neck and neck race, with *Master Tire* again narrowly winning before the hometown crowd. Well, it really did *look* like a race! ~ Ron Harsin photo

Jeff Ayler announced the heats and asked the crowd if they would like to see hydroplane racing return to Evansville. This drew a large, and loud, positive response from the crowd.

Shriner leaders and race organizers are already making plans for a full Evansville Unlimited Hydroplane race in 2015. At left is #3 *Master Tire* and the gbr11 *Peters & May* running neck-and-neck in the final race at Evansville.





## Extra Photos

Above, Ed Cooper Jr. stands on the deck of *MasterTire* waiting for Jimmy King while the crew works to get ready to go racing. In front of them is *Peters & May*, also waiting to race as people watch. ~Hydro-New.com photo

At right *MasterTire* and *Peters & May* going head to head. ~Hydro-News.com photo

Bottom left, Ed Cooper Jr., #3 *MasterTire* owner, and to the right, gbr11 *Peters & May* owner Scott Raney. ~Hydro-News.com photos



# YOU GOTTA HAVE RULES!

H1 Unlimited's Mike Noonan explains the new Rules for 2014 to UNJ

by Clint Newman

**UNJ:** Mike, I looked at the first page of the new Rule book and I see that you are no longer Chief Referee, you are now the Director of Competition/Risk Management.

**Noonan:** Sam Cole and I have talked about this for a couple of years, getting new people involved, splitting up the duties. Last year we brought on new officials and used a new Chief Referee at each race. This year Sam Cole proposed to the Board that we split the duties at the race site so that one official takes care of the water side



Clint Newman



Mike Noonan ~ Karl Pearson photo

(the referees, rules, officiating the actual race) and the land side (the activities that occur before and during the race (the inspectors, the Tech truck, all of the equipment, electronics, and the black boxes.) The Risk Manager's job has always been attached to the Chief Referee also, which meant a lot of extra work.

**UNJ:** I have heard that Wes, Scott, and Diana Patton won't be traveling the circuit this year. Who will be doing their jobs?

**Noonan:** We have divided it up. On the equipment side, the race management, the operations director, Ted Grange is taking over that position which Wes did an awful lot of. As for Scott's position in the Tech truck, that's been taken over by Steve Peterson. Steve will also be driving the truck for us. Sue Patton will return as the Timer, running the computer program on the Judges' Stand. Shirley Outlaw from North Carolina will be our Chief Scorer. Those are the new names we have added to the team.

**UNJ:** The new Chief Referee for 2014 is Brian Hajny (*pronounced Haney.*) That's a new name for me.

**Noonan:** Brian is from the Seattle area. He's an inboard racer and inboard referee. He first worked with H1 a couple of years ago in Tri-Cities where he stepped forward to be the Driver's Representative. He works really well under pressure and handles himself well. The next year he flew a lot of races for us in the helicopter. Last year, when we were alternating Chiefs at every race, he was assigned Chief for two of the races. Sam and I agreed that he would be the best person to handle the official side of racing, so we presented his name to the Board and it was accepted.

**UNJ:** Now, the perennial question: What will be the starting procedure for 2014?

**Noonan:** After a lot of discussion, the Committee decided to implement a minimum speed. It is written up as strictly a judgment call. Instead of using "on-plane and off-plane", we will do a minimum speed. The 80 mph has been the number mentioned most, but the Rule book says that the number will be announced at the driver's meeting. The 80 mph might be the wrong speed for, say, Detroit or Madison. Being such different race courses, we may not use the same speed.

The speed of the boats will be a judgment call by the Chief Referee and his assistants. If they determine that a boat is going less than 80 mph, they will give a warning to the Radio Corral, and the boat has 5 seconds to get back above 80 mph. If it doesn't, a 1 minute penalty will be added to the boat's time.

**UNJ:** As a referee, how do you train yourself to recognize 80 mph, 90 mph, or whatever speed you choose?

**Noonan:** There was much discussion on this. During testing, we will give word over the radio to have the boats go at the speed we designated based on their speedometers, and we will be able to watch the boat run at 80, 90, or 100, and get an idea of the speeds. There are ideas about GPS, but all that data comes in after returning to the pits. Nobody wanted to record speeds and go back after the race was over and make those determinations. The Rules and Competition Committee is trying to get everything as soon as possible without delays after the event. There is equipment out there that can feed the information live. All of this is still being worked on as a possible introduction sometime during the season. It will require a lot of equipment, a lot of testing, and, of course, a capital expenditure to make that happen.

**UNJ:** I can see where this could be a large headache for the referees.

**Noonan:** It won't be easy, but the job's not easy. We're not trying to shirk our required duties. The teams say they won't protest or cause a lot of trouble, claiming that we are wrong. These decisions, as well as starts, finishes and lane changes may not be appealed.

**UNJ:** Another rule says that prior to the start a boat can't shut off its engine, and sit there and start up again in order to secure a lane. Has this happened?

**Noonan:** Oh, yes. The rule is to prevent a boat from pulling up and parking on the inside lane of the first turn, faking a problem, hoping to avoid the minimum speed, waiting for the one minute period. And, the boats still have to be behind the exit pin of turn one before the one minute gun.

**UNJ:** A new rule says that video pictures from the start line camera shall be used by referees as an aid in making decisions as to the legality of starts/finishes. The rule goes on to say that those videos can be shown to the Drivers' Representative after the day of racing is completed. It doesn't say the video can be shown to the race teams.

**Noonan:** The start cam gets out of control when the owners, crew chiefs, or team representatives storm the Judges' stand demanding to see the video. That happens a lot and has gotten out of control. The Competition Committee decided the videos are for the officials' use only. If the owner wants somebody else to take a look at it, that's what the Driver's Rep. is for. It's their job to go back and report what they saw to the teams.

We used this all last year. That rule and the video rule for the in-boat cameras were put in place after the Sacramento race last year. The in-boat camera rule says that all of the on board video, the video taken by the production company, is the property of H1 and is only to be used by the referees and not shown to the teams. Again, it comes to everyone storming the office, the Judges' Stand and the TV production truck. It was determined that nobody has a right to see the video but the referees. It is their tool. If teams want their own video, they can take



The #5 *Graham Trucking* and #95 *Qatar* trolling at 10 mph at Tri-Cities last year. ~ Lon Erickson photo; Scroll down to see more.



Jimmy Shane shuts down #5 *Graham Trucking* at Seattle last season. ~ Karl Pearson photo

it, but we don't have to look at it and we don't have to show them what we have taken.

**UNJ:** You have a new rule as to what constitutes a race if it is stopped before the required number of laps.

**Noonan:** It's a simple clarification. We always interpreted half-way as meaning rounded up to the nearest lap. Some teams argued that on a 5 lap race, 2½ laps constituted a race. The clarification says that for a 3 lap race, it's 2 laps, for a 4 lap, it's 2, for a 5 lap race, it's 3 and so on.

**UNJ:** I saw something that caught my eye. Your video rule says that officials shall use all tools at their discretion, including remote unmanned vehicle video.

**Noonan:** That could be the future of what we are doing in the air, using drones to take videos. It's been proposed for 2 or 3 years, and is getting easier and cheaper to do now. We'll try it at a few races and experiment a little bit. It would be more cost effective than hiring a helicopter.

**UNJ:** If you did that, would you be getting the picture in real time or would you have to wait until the race is completed to look at the video?

**Noonan:** It could be done both ways. Getting the picture in real time is the more expensive way. We need to look at costs. All the testing is being done with recorded video that is brought down and looked at. We don't see the live video from in-boat cameras live either.

**UNJ:** You have a new rule relating to the announcement of official results.

**Noonan:** This was a competition directive issued after the Sacramento race. It's an attempt to try to speed up the process of getting the results out, whether they are during the event or after the final heat. You have to announce the Official Order of Finish and make it official before the next Heat starts. For Sections 1A and 1B, you must make those decisions before you start Heat 2. For the Final heat, the decision has to be made and announced within 30 minutes of the completion of the heat. This does not include the technical inspection; it's only the infractions and racing decisions on the water.

**UNJ:** You are requiring hand rails on steps and platforms on boat trailers?

**Noonan:** It's a safety issue, trying to make working conditions safer for the teams. Usually, the most dangerous time for a crew member on a boat in the pits is coming off the hull on to steps going down off the boat.

**UNJ:** What about your new rule addressing the safety of skid fins and rudders?

**Noonan:** We originally required the skid fin brackets mounted to the hull, as well as the rudder bracket to be removed from the boat every year and be tested. The Technical Committee and Chief Engineer agreed that taking those items off could lead to further damage. It was a challenge for most teams to do. So, we went from an annual to semi-annual removals. We take them off every two years.

**UNJ:** Any changes in the N2 rules?

**Noonan:** The biggest technical change we made as far as the N2 engine rpm were in two areas. The first was at what point does the fuel control de-fuel or start cutting back on the fuel, based on engine speed. It was 130%, which meant we had to see the fuel flow decrease dramatically when the engine output shaft reached 130%. A couple of people on the committee wanted to take it down to 110%, so a compromise was reached at 122%. The rule says that the data must show that the fuel control is de-fueling or removing the fuel from the engine when the engine rpm reaches 122%.

The second part is that we used to have a 5 second rule that said a boat was allowed to run over 110% N2 for up to 5 seconds without a disqualification (DSQ) penalty. It was what is called an occurrence, which is monetary. Run over 110% for 5 seconds or more and it was considered a flagrant offense, which meant loss of points or DSQ. But, you could go 4.9 seconds over 110% and just pay a fine. The committee decided to do away with the 3-5 second leeway entirely. With the new rule, 3 seconds over the 110% is an occurrence and the penalties start to accrue. First and second occurrences during a heat, it is monetary, third in the same heat is a loss of points or a DSQ.



The rule is 80 mph! Any questions or complaints? I didn't think so. Heh heh, just kidding. Scroll down for the real thing.



**UNJ:** When we talked last year, Doug Ford had been appointed as Director of Technology for H1, and you talked about working with him to come up with, hopefully, some innovations that would speed things up and make other improvements. Has anything come out of that relationship?

**Noonan:** The work that Doug primarily was able to do with us last year was working with the equipment in the Tech truck, trying to improve the quality of the data we were getting. It was semi-successful. We have a lot of new ideas; the data keeps improving. One of the biggest challenges he was faced with last year was working with the proposed UIM (Union Internationale Motonautique) Rules on cockpits. That rule basically would outlaw all of our cockpit designs and make them ineligible for World Championships. Doug has been working with several teams that were trying to break the world water speed record. When the UIM proposed a cockpit rule that took 3 or 4 hulls that had been under construction for years and made them obsolete, there was a huge uproar. Doug has been working with those guys and UIM making sure that we don't obsolete our hulls. We want to run the World Championship in Doha.

We are going to be looking further at better ways to record more parameters on the boat with the goal of feeding that data, and more importantly, position, live during the event. The equipment exists; it just becomes a matter of money, and of course, parity. Should all teams be required to run it, even if they can't afford it? Or, if optional, will it give a huge advantage to the wealthier teams?

**UNJ:** Thanks, Mike.



Tri-Cities and Seattle were not the only races that less than full speed trolling went on. Above left the #9 Red Dot and #37 Beacon Plumbing at a crawl in Coeur d'Alene, Idaho. At right, #1 Oh Boy! Oberto and #5 Graham Trucking poking along on Mission Bay in San Diego. ~ Karl Pearson photos

UNJ's HydroFile Editor and Webmaster, Lon Erickson, was out on a turn judge boat last year for the Dash-for-Cash at the Columbia Cup and helped with the drone test. It was the first time with unlimiteds. It may show up again, keep an eye peeled for it. This is a work in progress, though. Below are a couple of photos of the drone that was used in some tests last year at Tri-Cities. On left is an unlimited running behind the drone on the table. ~ Brett Bowen photo; At right the drone in the air ready to shoot . . . photos. ~ Chris Denslow photo





**HydroFile**  
**Lon Erickson**



**#1)** The Porter Team will be campaigning both their hulls, the 1 (T-6 hull) and the 7 (T-5 hull), in 2014, both sponsored by Graham Trucking.

**Cal Phipps** will be driving the #7 (#9712), with **J. Michael Kelly** driving last years #1 National Champion (#0001).

**Ted Porter** has added crew to strengthen and support a two-boat team again; he raced these two hulls previously in 2008-2011. "We truly will be two boats, one team," Porter said. "We are very excited to be bringing back the 7, and doubling Graham Trucking's exposure in the sport." Boat graphics above and Cal Phipps, above left ~ Porter Team photos; J. Michael Kelly above right. ~ Chris Denslow photo



**#3)** Worth noting was the performance of the Go3 **Ed Cooper** hull at the Evansville exhibition. The boat and team looked like they never missed a beat since withdrawing at Madison in 2010. The V-12 Allison ran well, boat handled well, and **Jimmy King** was at his best. Time will tell if we see the Cooper team return to competition.

**#6)** **Jimmy Shane** made a recent visit to Madison to see the newly painted *Oberto*, get fitted and comfortable with his new ride for 2014.

**Larry Hanson** has been named crew chief for the Oberto/Madison team. Larry has been with the team for the last 15 years and primarily responsible for the turbine engine program and gearboxes. He will now be over-seeing all the day-to-day team activities and leading the crew in preparing the boat. At right, Jimmy Shane in cockpit, Larry Hanson left, and crew member Cindy Shirley at right for cockpit fitting. ~ Oberto facebook page



**gbr11)** After the successful Evansville exhibition, **Scott** and **Shannon Raney** left the gbr11 race boat and equipment in storage at **Ed Cooper's** Go3 Racing shop in the Evansville area. The Peters & May crew will return to Evansville during the week before the Madison Regatta to pickup the boat and head to Madison for the season opener.



**#12)** The Centurion Unlimited racing team has been working on switching over some systems in their newly acquired hull (#9610) they will race as the #12 *Miss DiJulio* and have picked up several local sponsors at races this year. ~ Graphic from Centurion Unlimited Facebook page



**#17)** Our Gang Racing has selected last season's back-up driver and crewman **Jeff Bernard** (far left) to fill the recently vacated seat in the 17 hull for the Tri-Cities and Seattle races. Sponsorship plans are underway for the two NW races, and the winter maintenance on the hull is getting finished, in preparation for July racing.

**#22)** The Webster team has checked in after being relatively quiet this winter. **Mike Webster** reports they have had an opportunity to fine tune and work on some of the things they couldn't last winter after rebuilding the boat. Look for a little change in the paint scheme and sponsor announcements soon. ~ #22 Facebook page photo



**#37)** After extensive off-season work on **Bill and Jane Schumacher's** hull, with a new paint scheme, new driver in **Scott Liddycoat**, and reported the *Lipton Tea* sponsorship, all indications were the team would run the full circuit. Now comes news they will not be at Madison, and status for Detroit is unknown. No formal press release from the Schumacher team to explain their absence at Madison or plans for the season.

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**#96)** Ellstrom Racing owner **Erick Ellstrom** and sponsor **Sheikh Hassan bin Jabor Al-Thani** announced that **Kip Brown** will be the driver for the new, yet unfinished, #96 *Qatar*. Work continues on the hull under the direction of new crew chief **Mike Hanson** in Seattle. The #96 hull is not on the boat roster for the Madison Regatta, and no formal word on when they plan to join the 2014 circuit. Progress has been made on the hull, as seen in the photo here. Above left, a look from

the right front of the new #96 hull. ~ Mike Hanson photo

**#100)** Reported in the H1 Unlimited "At The Shop" report, says the Leland team was planning on running the full circuit, and had been prepping motors, gearboxes, and the return of **David Warren** to the cockpit. The #100 Leland Unlimited is also not on the boat roster for the Madison race, and no updated news from the Leland camp on their plans for 2014.

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