

UNLIMITED NewsJournal

A CHRONICLE OF SPEED



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A perfect ending for Jimmy Shane in San Diego.



Chris Denslow

BY MAC CLOUSE

As the depleted hydroplane fleet arrived in San Diego for the HomeStreet Bank Bayfair event, Jimmy Shane and the *Miss HomeStreet* were close to clinching the driver and team national high-points championships. Shane needed 304 points and the boat needed 1,295 points. With a perfect weekend—a

record setting top qualifying speed and wins in all their heats—Shane and the *Miss HomeStreet* won both championship titles plus the Bill Muncey Cup.

Speculation in the pits was that this would be Shane's last race. If retirement does occur, this was a perfect ending to his 18-year unlimited career. His 25 career victories tie him with Dean Che nowith for fourth, and his seven driver

championships tie him with Bill Muncey and Chip Hanauer.

Testing

The boats in the pits were U-1 *Miss HomeStreet* (Jimmy Shane), U-9 *Miss Tri-Cities* (J. Michael Kelly), U-11 *Legend Yacht Transport* (Jamie Nilsen), U-40 *Miss Beacon Plumbing* (Dustin Echols), and U-91 *Miss Goodman*

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ABOVE: Jamie Nilsen and the U-11 Legend Yacht Transport side by side with Dustin Echols in Miss Beacon Plumbing.
RIGHT: Dustin Echols said driving Beacon Plumbing was a lot different than driving the U-440 boat he'd driven in the past.

Real Estate (Jeff Bernard).

The big news before the boats hit the water was that Dave Villwock would not be driving the U-40, and he was not in San Diego with the team. Dustin Echols, who drove the U-440, would drive in San Diego and be given the opportunity to drive the U-40 next year.

U-40 owner Kelly Stocklin had his left arm in a complicated sling. "I had surgery Tuesday for a severed biceps tendon," he explained. "I am fine, but I couldn't even drive our truck down here." When asked about the driver change, he said, "Dave and I are still friends. He always has a job with me. For us, this race is getting ready for next year. Dustin needs to decide if this is what he wants to do next year. He is cautious and calm, and there is no pressure on him. He will be fine."

In the 9:30 a.m. testing session, Echols was working on timing marks and going 80 mph. Bernard did a 158.016 mph lap in the U-91. Team manager Charlie Grooms said, "We're trying to get in the 160s. We'll give him more fuel. With Jimmy, it's a different story." Since the adoption of the fuel restriction, the course record was 164.759 mph set by Villwock in 2011. Shane said, "We'll try for the record today in qualifying. This has been a good year for us. We have been in a position to win every race, and our goal is to win the national high-point championship."

In the 12:45 p.m. test session, Shane did 165.307 mph, showing that the course record was in jeopardy. Bernard did a 158.016 mph lap, still looking for the 160s, and Echols did 156.600 mph.

When asked about the difference between the

"Dave and I are still friends. He always has a job with me. For us, this race is getting ready for next year."



Lon Erickson

U-40 and the U-440, Echols said, "It is a lot different. The 40 weighs a lot more. It is also wider, so there is more air underneath the boat. It is more responsive to the canard. The 440 actually accelerated better out of the turn, but it didn't corner very well, especially in rough water. I'm having a blast."

Qualifying

The qualifying session was at 2:45 p.m. *Beacon* was the first boat on the water. Echols did 155.296, 156.006, and 158.408 mph.

Next out was *Legend* with Jamie Nilsen. He did 149.112, 150.005, and 150.592 mph. Bernard was next in *Goodman* and did 157.844, 156.857, and 159.193 mph. Kelly then did 152.988, 153.683, and 154.048 mph in *Tri-Cities*.

The four boats before him did their fastest speed on their third lap. Shane in the *HomeStreet* followed this pattern with speeds of 163.806, 165.307, and a course record 165.636 mph.

Shane was pleased. "This boat is tuned in well for the course. We ran consistently good all day. As long as the speed is legal, we are done for the day." It was, and they were done.

Echols was also pleased. "I'm glad with the speed we did. I'm learning more about the canard in the turns. I'm getting more comfortable. We only have one engine, so I have to be careful, but we are satisfied with today."

One person who was not satisfied was Kelly. "It has been an interesting season. It hasn't been what we were hoping for. We are trying to improve the ride and our speed. One little change, and we can lose all the good things we had. We are trying different combinations. Right now, it is handling better and I can fly it, but we don't have the speed to compete."

When asked about his shoulder injury from last year, he said, "The shoulder is okay, but I will have some surgery to clean up some things in there. My shoulder restraints are right on the collar bone and it doesn't feel good."

Legend also had some issues. Nilsen felt some vibration, and the crew was checking the gearbox to find the source.

At the end of the session, Bernard took *Goodman* out and increased his speed to 161.600 mph, which had been his goal all day. He was pleased.

Saturday

Like Madison and Seattle, San Diego would have a separate Showdown event on Saturday and a three-heat race on Sunday for the Bill Muncey Cup.

The matches in the Showdown event were based on qualifying speed. The schedule had three two-boat match heats, a three-boat last-chance heat, and then a four-boat final heat. Points earned in the Showdown counted towards the national high points, but there was a



Lon Erickson



Chris Denslow



Craig Fjarie

TOP: Jamie Nilsen in *Legend Yacht Transport* (left) follows Jimmy Shane and *Miss HomeStreet* into a turn. **MIDDLE:** The crew of U-40 *Miss Beacon Plumbing* working on their boat.

ABOVE: J. Michael Kelly in *Miss Tri-Cities* holds the advantage over Jeff Bernard in *Miss Goodman Real Estate*.

Craig Tijerine



Chris Denslow



Lon Erickson



TOP: The U-11 Legend Yacht Transport at the dock after a run on Mission Bay.

MIDDLE: Jimmy Shane in Miss HomeStreet (left) battles Dustin Echols in Miss Beacon Plumbing. **ABOVE:** Shane waves as his Miss HomeStreet drifts toward the pits.

maximum of 800 points that could be earned in the event. The winner would be credited with a career race victory. Considering the points he had earned in qualifying, Shane was coming into Saturday's racing needing 204 points for the driver championship and 1,195 for the national high-points championship.

Prior to the racing, there was a morning test session. The U-91 went out but with a new driver. Dylan Runne is a successful, young driver who was in San Diego racing his E-2 *Pleasure Seekers* in the Pro Light 350 series. Madison Team Manager Charlie Grooms said, "Dylan is part of our driver development program. He was highly recommended by Jimmy Shane and has raced in many classes. We hope that he can do at least 10 laps over 130 mph."

After first trailer firing both the U-1 and U-91, Runne easily started the U-91 and then did eight impressive laps. His first lap was 135.618, then a 144.890, and then a 155.674 mph lap. The next five laps were also over 150 mph: 154.461, 156.857, 156.516, 153.641, and 151.699 mph.

When asked about his ride and the difference in an Unlimited, he said, "What is different is the overall mass of the boat. From the cockpit, it is all behind you. You don't realize it. The boat was great. It went where you wanted to go. I did get tired at the end. That's why my last two laps were slower."

Grooms commented, "I'm pleased and surprised. Our goal was 15 laps for him. He did learn that you have to build up your strength to drive the big boat."

The match races began at 11 a.m. The scheduled had Match Race 1: the #4 qualifier vs. the #5 qualifier. This would match *Miss Tri-Cities* and *Legend Yacht Transport*. Match Race 2: the #1 qualifier (*Miss HomeStreet*) vs. the #3 qualifier (*Miss Beacon Plumbing*). Match Race 3: the #2 qualifier (*Miss Goodman Real Estate*) vs. the winner of Match Race 1.

The last-chance heat was the three losers from the three match races. The fi-

nal heat would include the winners from the second and third match races and the first two finishers from the last-chance heat.

The match races would have assigned lanes and be two laps. The last-chance heat would be fight for lanes and be two laps. The final heat would have fight for lanes and be three laps.

Match Race 1: Unfortunately, the U-11 *Legend Yacht Transport* couldn't trailer fire before the heat and, even though the crew tried new igniters, a new fuel control, and other things, the engine would not start. *Miss Tri-Cities* was given the win by default and moved on to Match Race 3.

Match Race 2: *Miss HomeStreet* was assigned lane two with *Miss Beacon Plumbing* in lane one. Both boats jumped the gun, but the drivers were told they would still do only two laps. The boats were side by side in lap one, but Shane pulled away to win in lap two. The 400 points for Shane gave him the driver championship.

Match Race 3: *Miss Tri-Cities* was assigned lane one with *Miss Goodman Real Estate* in lane two. The boats were side by side in the backstretch of lap one, but Kelly used the inside in turn two to lead by half a roostertail at the end of the lap. Bernard pulled even coming out of turn one in lap two, but again the inside lane gave Kelly the advantage to win by a roostertail.

Last Chance Heat: The field for this heat would be *Goodman Real Estate*, *Beacon Plumbing*, and *Legend Yacht Transport*. The *Legend* crew went back to their original fuel control and splitter, and cleaned all the igniters and burner areas. Nilsen said, "We are as ready as we will be. It will be nice to finally be on the water."

Bernard was early to get lane one, with Nilsen in lane two, and Echols in lane three. Unfortunately, *Beacon Plumbing* broke a prop blade just as it crossed the start line. The damage to the rear of the boat ended their weekend and Echols's learning experience.

STAT BOX

HomeStreet Bank Bayfair Showdown

San Diego, California; September 17, 2022

2.5-mile course on Mission Bay; 12.5-mile race

QUALIFYING: (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 165.636; (2) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 161.600; (3) U-40 *Miss Beacon Plumbing* (#0721), Dustin Echols, 158.448; (4) U-9 *Miss Tri-Cities* (#1496), J. Michael Kelly, 154.048; (5) U-11 *Legend Yacht Transport* (#2111), Jamie Nilsen, 150.592.

RACE 1: (1) *Miss Tri-Cities* [lane 2], 0 points (points earned in race); (2) *Legend Yacht Transport* [1] DNS – unable to start on trailer, 0 points. No race. U-9 advances to Race 3. U-11 moves to last-chance heat.

RACE 2: (1) *Miss HomeStreet* [2] 157.737, 400; (2) *Miss Beacon Plumbing* [1] 155.233, 300. Fast lap: (2) *Miss HomeStreet* 159.151.

RACE 3: (1) *Miss Tri-Cities* [1] 158.169, 400; (2) *Miss Goodman Real Estate* [2] 156.474, 300. Fast lap: (1) *Miss Tri-Cities* 158.233.

LAST CHANCE: (1) *Miss Goodman Real Estate* 153.640, 0, 300; (2) *Legend Yacht Transport* 141.281, 0, 0; *Miss Beacon Plumbing* DNF – broke propeller blade, 0, 300. Fast lap: (2) *Miss Goodman Real Estate* 154.878.

FINAL: (1) *Miss HomeStreet* 155.392, 400, 800; (2) *Miss Goodman Real Estate* 154.215, 300, 600; (3) *Miss Tri-Cities* 153.096, 225, 625; (4) *Legend Yacht Transport* 136.130, 169, 169. Fast lap: (1) *Miss HomeStreet* 159.857.

COMPILED BY ALLEN STILES



J. Michael Kelly pilots the U-9 *Miss Tri-Cities* onto the racecourse.

Lon Erickson

Goodman Real Estate led *Legend Yacht Transport* by two roostertails after lap one and won by half a straightaway. Bernard was pleased with his boat. “We made adjustments to get the 161 qualifying speed. I was in cruise control for this heat. We have a leak that we need to fix, but we will be OK.”

Final Heat: Bernard once again got lane one for the final, with Kelly in lane two. Shane stayed out of the fight for lane one, content to be in lane three. Nilsen was in lane four. Bernard, Kelly, and Shane were side by side for lap one and most of lap two. Entering turn two of lap two, Shane pulled ahead of Bernard. Shane stayed outside the whole time and won by about two boat lengths over Bernard. Kelly was a roostertail back and Nilsen trailed in fourth.

Bernard said, “I was behind Kelly at the start, but then I pulled ahead until the end of lap one. Then I saw lots of blue outside of me.” Kelly said, “My ride was good, but we need to work on speed. Jimmy and Jeff left me lots of room. I need to change my strategy to get lane one to beat them.”

Shane’s win was his 24th. He was now 220 points away from the national high-points championship.

Sunday

In the morning testing, Shane showed the field that he was ready to win the championship. His two testing laps were speeds of 167.563 and 168.589 mph. “It was morning, cool weather, and good water. This is our race set up. If we had used a bigger gearbox, it could have been 170,” he said.

Heats 1 and 2 would be three laps, fight for lanes. The final would be fight for lanes, with five laps.

Heat 1: Kelly used a strategy of being early to lane one in the backstretch in order to get lane one. Bernard was in lane two, again Shane was content in lane three, and Nilsen was in lane four, but he jumped the gun. Kelly was first to cross the start legally and led the field through

STAT BOX

HomeStreet Bank Bayfair

Bill Muncey Cup

San Diego, California; September 18, 2022

2.5-mile course on Mission Bay; 27.5-mile race

QUALIFYING: (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 165.636, 100 points; (2) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 161.600, 80; (3) U-40 *Miss Beacon Plumbing* (0721), Dustin Echols, 158.448, 70; (4) U-9 *Miss Tri-Cities* (#1496), J. Michael Kelly, 154.048, 60; (5) U-11 *Legend Yacht Transport* (#2111), Jamie Nilsen, 150.592, 50.

HEAT 1 (1) *Miss HomeStreet* 153.124, 400 points, 500 cumulative points; (2) *Miss Tri-Cities* 151.290, 300, 360; (3) *Miss Goodman Real Estate* 145.503, 225, 305; *Legend Yacht Transport* (one lap penalty for jumping the gun, DSQ – 80 mph violation, 0, 50. Fast lap: (2) *Miss HomeStreet* 155.755.

HEAT 2 (1) *Miss HomeStreet* 148.233, 400, 900; (2) *Legend Yacht Transport* 145.393, 300, 350; (3) *Miss Tri-Cities* 140.792, 225, 585; (4) *Miss Goodman Real Estate* 101.232 (penalized one lap for encroachment prior to the start, penalized one lap for jumping the gun, not run), 169, 474. Fast lap: (1) *Miss HomeStreet* 153.927.

FINAL (1) *Miss HomeStreet* 155.011, 400, 1300; (2) *Miss Tri-Cities* 151.251, 300, 885; (3) *Miss Goodman Real Estate* 150.365, 225, 699; (4) *Legend Yacht Transport* 132.656, 169, 519. Fast lap: (1) *Miss HomeStreet* 158.233.

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lap one, with Shane close behind. Bernard was in third and Nilsen in fourth.

In turn one of lap two, *Tri-Cities* hit a roller and almost went over. *HomeStreet* took the lead and held a boat-length lead at the end of lap two. *Goodman* and *Legend* trailed.

Shane stayed in lane three and stretched his lead to win by three-fourths of a roostertail over Kelly, with Bernard three roostertails back and Nilsen trailing. Later, Nilsen was disqualified for an 80-mph violation.

Shane’s win clinched the national high-points championship. “There were no surprises. In turn one of lap two, I saw the inside of *Tri-Cities*’s left sponson. I was able to gain a lot of distance on him because of that. My plan was to stay safe, be outside, and get the championship.”

Kelly was pleased with his second-place finish. “I stuck to my plan did everything we wanted to do. We’ll keep

trying to get more speed. There was a cross wind that made it hard in lane one. There were rollers in turn one, and I had to lift my foot. After Jimmy passed me, I just wanted to stay in front of Jeff.”

Heat 2: In the milling for Heat 2, Bernard cut across the course from the backstretch to the front stretch and cut in front of Kelly, forcing him to veer to the right to avoid a collision. Bernard was assessed a one-lap penalty.

Bernard did get lane one, with Kelly in lane two. Again, Shane was content with lane three, and Nilsen was in lane four. All the boats were early for the start. Bernard was first, but jumped and got another one-lap penalty. Kelly thought everyone else jumped and backed off.

Bernard was first at the end of lap one with Shane in second, followed by Nilsen and Kelly. In lap two, Bernard backed off and Shane led by one and a half roostertails. Nilsen was closing in



Chris Denslow

on Bernard and passed him in lap three. Shane won by two roostertails over Nilsen, who was two roostertails ahead of Kelly. The officials had Bernard do only one penalty lap for fourth place.

Nilsen was pleased with his second place. "I had a good start and benefited from the penalties. I just followed Jimmy and stayed on his hip. The boat handled well."

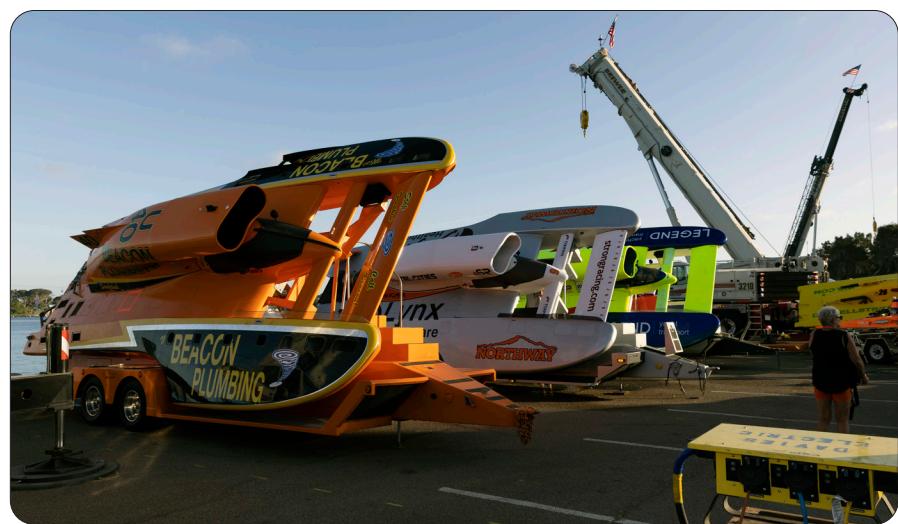
Final: Bernard and Kelly were side by side going down the backstretch before the start with Bernard in lane one and Kelly in lane two. Shane and Nilsen were in their usual positions—Shane in lane three and Nilsen in four. Bernard and Kelly were first across the start line, but Shane was even with them in the backstretch. At the end of lap one, the order was Shane, Kelly, Bernard, and Nilsen.

In lap two, the three leaders were side by side in the backstretch with Shane narrowly leading Kelly at the end of the lap. In the third lap, Shane extended his lead to a roostertail and Bernard closed in on Kelly. By lap four, Shane had a two-roostertail lead over Kelly. Even though Bernard was inside, Kelly managed to lead Bernard by a roostertail.

At the end, Shane won by three roostertail lengths over Kelly, with Bernard two roostertails behind Kelly. Nilsen finished fourth.



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TOP: Shane (left) passes Bernard (right) and Kelly during the final heat. **MIDDLE:** On the awards stand, from left, third-place finisher Bernard, Shane, and second-place finisher Kelly. **ABOVE:** With the 2022 wrapped up, the teams packed up their gear and hauled the boats home for the winter.

"This was the greatest race I've ever been in for second place," said Kelly. "Jeff had the inside, which made it tough to get by him. I'm proud of our team. It was a good way to end the season."

Shane was pleased with his perfect weekend. "We tried to put on a good show with the boats we had. We tried to be consistent, and we were."

At the award ceremony, Mark Mason, the CEO of HomeStreet Bank, called Bayfair a fantastic community event and said they are looking forward to next year and future years.

Charlie Grooms had the *Goodman* team join the *HomeStreet* team on the award stand. He praised both teams for their success. Dylan Runne was part of

the *Goodman* group, wearing a *Goodman* team shirt. Charlie had Dylan come forward and introduced him as the newest member of the Miss Madison Race Team. He also said to Shane, "We hope to have you back."

During Shane's time to speak he said, "It is an honor to drive for the team. Mike Hansen is the best crew chief in the sport. He has helped lots of teams. Thanks to Charlie Grooms and Mark Mason. Thanks to my family and my boys. Colton will be racing a J hydro next year, to be our third-generation racer. Thanks to my ex-wife Bianca. We are best friends." He ended his speaking time with, "I'll see you around somewhere."

If this was Jimmy Shane's last race,

he will leave as a champion both on and off the water. His on-the-water accomplishments are worthy of the Hall of Fame. He has been a great ambassador for the sport, always working well with the media and the community. He was always willing to talk to the fans after his heats, have his picture taken with them, and sign lots of autographs. He has been a true professional.

Jimmy, if this is it, this sport owes you a big Thank You and a big Congratulations. We do hope we will be able to "see you around" in the future. ♦

Notes and quotes from the San Diego pits.

BY MAC CLOUSE



Chris Denslow

Mac, our intrepid reporter, hard at work

Two Kings in the pits:

Once again, the U-3 was not in the pits. It was not in their plans and it needs repairs from the Tri Cities race. Last year, Bobby King, Jimmy's son, was in San Diego driving the Y-41 Shenanigans 1-liter for J. Michael Kelly. This year, he was driving the E-242 L.D.C. Construction Company in the Pro Lite 350 class. Jimmy was also there, but as part of Bobby's crew. Bobby is putting the Pro Lite series together. "Putting this series together is a lot of work. Thank you to H1 for getting us in the show at some of their races. We are growing. For next year, we know of two boats from New York, two

boats from Detroit, and maybe more that will be joining us. Trying to get a ride in the U-3 is still on the table for me, but I'm pretty busy now."

Corey Peabody:

"Winning the Gold Cup was a great experience for Lynx Healthcare and for our team. I am proud to have my name on the trophy with all the other famous drivers. I wish I was driving, but I did have fun working with Brad Luce in the broadcast of the Seattle race. The repairs to the U-9 are going well. It has a new spar, and both sponsors have been repaired. The Campbell brothers are in charge of the repair, and they are working on some new ideas that they have always wanted to try. I am driving a 1-liter here. It is a boat I built in about 2015 from a Bert Henderson kit. I tested it, but never raced it. We missed one heat, but we fixed the problem, and I'll be ready to chase J. Michael again."

Sharon Stocklin:

Sharon and Kelly Stocklin own the U-40 and the U-440. She talked about the San Diego race and the history of Bucket List Racing. "This race is an excellent opportunity for Dustin to get comfortable in the U-40. We had to adjust the cockpit so he could see. We are happy to be here to train Dustin and enjoy the race. We are a professional, experienced team having fun. We hear from a lot of people who want to join our team."

When asked about the orange and the team history, she said, "Kelly and Dave Villwock had a friend, Glen Davis, who had a Super Stock flatbottom, the SS-440. It was orange. He passed away so our number 440 and the orange are in honor of him. We started in 2012 with the U-18, which we leased for \$1. We painted it with whatever paint we could get from the other teams. That's why it was called the rainbow boat. In 2013, we joined the U-37 team. In 2014, Kelly bought the U-18.

"We named the team Bucket List Racing. People said it sounded like a bunch of old people. We said that was right because that's what we were! We changed the number to U-440 and painted everything orange. We improved the U-440 each year. Then we had an opportunity to use the O'Farrell's U-21 with Mike Jones' engines and our crew. On Valentine's Day in 2020, we bought the boat. Our goal is to get better each year. We have improved to be the second fastest qualifier and to be competitive. We think we are the most involved and passionate crew and owners in the sport."



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Sharon and Kelly Stocklin in a discussion with H1 official Steve Compton

Dylan Runne:

When not racing boats, Dylan is the founder and CEO of Fenom Digital, a certified sales force commerce cloud digital transformation agency, which focuses on large-scale enterprise retail and CPG implementations. Fenom was named the 2022 Up and Coming Partner of the Year by Salesforce and in 2022 was an Ernst & Young Entrepreneur of the Year finalist.

Andrew Tate:

"I'm here on vacation. I think there are driving opportunities for next year. Some I know about and there will probably be some I don't know about yet, but I will be racing in some capacity next year." Part of Andrew's vacation was spent in the Goodman Real Estate hospitality tent.

Charlie Grooms:

Charlie is in his 45th year with the Miss Madison team. "In 1977, Madison crew chief John Humes let me sweep the shop floor and do cleanup things. Then he gave me one responsibility: I hooked up the prop shaft to the engine with five specially designed bolts. I was in charge of keeping them, and I learned that I had the only five we had. There was a lot of pressure on me not to lose them! In 1980, John resigned, and I became the crew chief. Now I am the team manager, and we have been pretty successful." This year's national high-points championship was the Madison Team's 11th in the last 14 years.



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Charlie Grooms

Darrell Strong:

"Our winter plans are to rebuild the U-9 and try to get five more mph for the U-8. We thought about getting a third boat to have a backup, but we have too much to do now to add another boat. I am optimistic about next year. I like the Saturday Showdown because it gives the fans two different days. It will be better with more boats next year. We hope we can get Wiggins, Graham, Bartusch, and O'Farrell back. Last year, I gave our team a grade of B+ when we won three races. This year we only won two, so I'll give us a B. However, we did win the Gold Cup and at Seattle, which are two goods ones to win."

Mark Mason:

"We are more excited this year for the series and the race sites. Covid was tough for the sport. The Seattle race was gone for two years, but this year their attendance was 20% more than what they had in 2019. These races are great family events that are a good fit for us. We like being part of an event that is good for our customers and the community." ♦

Jimmy Shane calls it a career.

One of the sport's most successful driving careers came to an end at San Diego. Jimmy Shane made his retirement official a month later in mid-October, but it was clear as the race on Mission Bay came to a close that it was likely the last time Shane would be climbing out of an Unlimited cockpit.

Shane ends his career at the top of his game. His final event was a perfect weekend where he was the fastest qualifier and won every heat he entered. It also added two race victories to his total, bringing him to 25—a tally that ties him with Dean Chenoweth as the fourth best in Unlimited history. He also clinched his seventh national driver's championship, which ties him with two legends—Bill Muncey and Chip Hanauer—for the second most in history.

Born in Havre de Grace, Maryland, Shane was raised in a family of boat racers. His father, Stu, and his mother, Robin, are both experienced drivers. Stu Shane was national high-point champion in the 145-class seven times. Jimmy's sister, Kelly, is also a boat racer.

Jimmy Shane had his first racing experience driving a J Runabout in North Carolina when he was just 9 years old. Over the years he moved through several outboard classes and then into the inboard hydrods.

It was while driving a 145-class hydro for Mike Weber in 2005 and 2006 that he first came to the attention of Ted Porter, the owner of the *Formula* Unlimited boats. In 2006, he was given an opportunity to take some test laps aboard *Formula II*, the former *Miss Budweiser* that won that season's national championship with Mike Allen driving.

It fulfilled a dream he had since he was 13 years old and saw *Miss Budweiser* sitting on a trailer when the family visited Seattle. He told David Campbell in an interview published in the *Madison Courier* that he knew then that's what he wanted to do.



Karl Pearson



Lisa Courneya



Chris Denslow

TOP: Jimmy Shane's first opportunity to drive an Unlimited came in 2007 at the controls of the U-1 *Formula II*. **MIDDLE:** He celebrates his first race victory at the 2012 Columbia Cup, which he won while driving *Graham Trucking*. **ABOVE:** He joined the *Miss Madison* Racing team in 2014 as the pilot of the U-6 *Oberto*. He would win that season's national championship, his second in a row.

"I set some personal goals for myself and challenged myself, but I had no idea that it would turn out the way it would," he told Campbell.

His first competitive ride in an Unlimited came the following year, when he was 21 years old. He filled in for Mike Allen to drive a boat [Hull #9299] that Porter's team had named *Formula II* for the Tri-Cities and Seattle races. He was back the following year in another substitute *Formula II* [Hull #9210] and managed a fourth-place finish in the Tri-Cities.

His first full-time assignment came in 2012 when Ted Porter asked him to drive *Graham Trucking* [Hull #0001]. His first career race victory came that season at the Tri-Cities when he passed J. Michael Kelly in *Miss Beacon Plumbing* during their final dash for the finish line.

Twenty-five race wins later, the 36-year-old Shane now plans to focus his attention on the next generation of boat racers. Thanks to his job at Blue Origin, the space exploration company owned by Jeff Bezos, he recently moved from the Seattle area to San Antonio, Texas, and intends to be involved in activities related to his children. "I'm the kind of guy who sets goals and makes plans and my goal now is to go to every sporting event and every extracurricular activity with my kids that I can," he told Campbell at the *Madison Courier*.

"It's been a wonderful ride," he said to the audience at the H1 Unlimited awards banquet in October. "I've been fortunate to be a part of the best teams. They've let a kid live his dream, win races, and do good. There have been so many memories. It's been quite a ride." ♦



Chris Denslow

JIMMY SHANE'S CAREER STATISTICS

YEAR	BOAT	RACE RESULTS					HEAT RESULTS						
		RACES	1st	2nd	3rd	DNO	START	DNS	FINISH	1st	Pct.	Top 3	Pct.
2007	Formula II	2	0	0	0	0	5	1	5	0	0.000	2	0.400
2008	Formula II	2	0	0	0	0	6	3	6	0	0.000	3	0.500
2010	Formula	2	0	0	0	1	1	0	1	0	0.000	0	0.000
2011	Formula	1	0	0	0	0	5	0	4	0	0.000	3	0.750
2012	Graham Trucking	6	2	2	0	0	24	1	24	12	0.500	21	0.875
2013	Graham Trucking	7	4	2	0	0	29	1	28	19	0.679	26	0.929
2014	Oberto	6	2	1	1	0	26	0	25	16	0.640	22	0.880
2015	Oberto	5	3	1	0	0	20	0	20	16	0.800	19	0.950
2016	Miss HomeStreet Bank	5	3	2	0	0	22	0	22	17	0.773	21	0.955
2017	Miss HomeStreet	6	2	1	3	0	26	0	26	16	0.615	24	0.923
2018	Miss HomeStreet	6	1	2	0	0	25	1	21	16	0.762	20	0.952
2019	Miss HomeStreet	5	2	1	1	0	23	0	23	19	0.826	22	0.957
2021	Goodman presents Miss HomeStreet	2	1	0	0	0	5	0	5	4	0.800	5	1.000
	Miss HomeStreet	2	0	1	1	0	9	0	9	7	0.778	9	1.000
2022	Miss HomeStreet	8	5	0	1	0	25	0	23	21	0.913	22	0.957
	TOTALS	65	25	13	7	1	251	7	242	163	0.674	219	0.905

Sun and boats at Mahogany and Merlot.

BY CRAIG FJARLIE

Too often, cool temperatures and brisk winds have played havoc with Mahogany and Merlot. The 2022 event was blessed with warm weather, calm winds, and a number of vintage race boats. In spite of a two-year absence because of the Covid pandemic, this year's return to Lake Chelan, Washington, drew a good spectator crowd each day and left no doubt that vintage boats can produce a fine show on the water.

The boats ran on Saturday and Sunday in previous years. The Hydroplane and Raceboat Museum owed rides in its boats to a number of people who had been forced to wait for their turn because of the pandemic. As a result, Friday, September 30, was added to the schedule so the many rides could be given. A few people had rides with Chip Hanauer in the driver's seat.

There were 10 vintage Unlimited hydroplanes on hand, as well as a number of boats in vintage-inboard classes. The oldest vintage Unlimited was the



Craig Fjarielie

The pit area was so crowded the *Blue Chip* kept their boat on a barge.

step-hull *John Francis My Sweetie*, which was built in 1954. Other Unlimiteds included the replica *Miss Wahoo, Oh Boy! Oberto* (the former 1960 *Miss Burien* renamed in honor of Art Oberto), the 1958 *Miss Bardahl*, the 1962 *Miss Bardahl, Notre Dame* (the one-time *Savair's Mist*), *Blue Chip*, *Miss U.S.* (originally named *Miss U.S. IV*), *The Squire Shop*, and the "Winged Wonder" *Pay 'n Pak*.

Late Friday, a barge with a crane on it was towed up to a dock in the pit area and anchored in place. The pit area was so crowded that Mitch Evans waited until early Saturday morning to bring *Blue Chip* down from his shop. There was space on the barge and Evans was going to make use of it. The fact Evans knew the crane operator made it possible.

Spectators who were on hand watched with interest as a strange procedure took place. First, *Blue Chip* was lifted off its trailer and placed in the water. Next, two heavy straps were wrapped around the empty trailer, and it was lifted onto the barge. Then *Blue Chip* was picked up and placed back on its trailer. Evans had room to work and spread out. Other boats in the pits were so close together it was almost impossible to walk between them, which required crane operators to be extremely careful when moving the hydroplanes in and out of the water.

More rides were given on Saturday, then *Miss Wahoo, Notre Dame*, and *Miss U.S.* ran a three-boat exhibition heat. Later in the day, *Miss Wahoo*, the 1958 *Miss*



Chris Denislow

The *Miss U.S.* during one of its runs on Lake Chelan



Craig Fjartie

A highlight of the event was an exhibition run by the step-hull *John Francis My Sweetie*.

Bardahl, and *Miss U.S.* ran an exhibition heat. *John Francis My Sweetie* made two runs. Dane Sorensen drove the first time, then Ken Muscatel took the wheel.

One interesting fact about that boat is that its Allison engine is run through a vee-drive gearbox, so the engine is mounted backwards in the hull, with the carburetor just ahead of the driver's face. Both Sorensen and Muscatel kept the speed down, but even so, it was fun to watch a step-hull run.

Various inboard boats took their turn on Lake Chelan. Smaller, slower classes, such as 145 hulls, ran first. They were followed by medium-speed boats including 225- and 280-classes, then the largest and fastest inboards went out, including 7-litre and Grand Prix boats. In all three instances, the drivers put on exhibition heats. During the lunch break, classic wooden pleasure boats had their time on the water.

Sunday was another warm, pleasant day. A few boats had left overnight. *Blue Chip* was slated to give rides, but oil had leaked into the distributor and Mitch Evans had to hastily change distributors and clean out the ignition system. He fulfilled his obligation for rides later in the day, but the engine didn't sound quite right when it ran.

Miss Wahoo, *Miss U.S.*, the '58 *Miss Bardahl*, and *Notre Dame* ran, but *Pay*

'n Pak and *John Francis My Sweetie* were among the boats that stayed on their trailers. Inboard hydroplanes that ran included such well-known boats as the 225-class *Tiger*, the 7-litre *Annie's Dodge II*, and the Grand Prix *Advance United*.

The course closed at 2 p.m. and boats began moving out shortly after. Those that were going west were hoping to cross Stevens Pass on Highway 2 before nearby wildfires could force closure. On Monday, those who spent Sunday night in Chelan had to travel south to Interstate 90 and cross the Cascade Mountains using Snoqualmie Pass, as fires had

moved dangerously close to Highway 2 and the road was closed.

It is fortunate Mahogany and Merlot concluded on Sunday. On Monday, smoke from the wildfires was moving into Chelan and it would have been challenging to run boats through the haze. As it worked out, Mahogany and Merlot was a success in every respect. The Hydroplane and Raceboat Museum caught up with its ride obligations, spectators saw 10 vintage Unlimiteds and a large contingent of limited boats, and the weather cooperated. It was a great way to close out the 2022 season. ♦



Chris Denslow

The *Miss Wahoo* with a rider aboard near the dock at Chelan, Washington

The Oberto boats: Part 2

The sport of unlimited hydroplane racing received sad news this past summer when it learned of the passing of Art Oberto at 95 years old. For most of the past 40 years, Oberto was a fixture at the Seattle race, especially—a city where he built his father's sausage business into one of the nation's largest makers of beef jerky. But it was his involvement in hydroplane racing that we choose to remember most fondly here. Over the years Oberto sponsored many boats, most carrying the familiar green, white, and red colors of the Italian flag and of his Oberto products—boats that would win six national championships. Last month we remembered the first of those Oberto hydroplanes, those that were powered with piston engines from 1975 through 1992. We pick up the story this month with the turbine boats that carried the Oberto name. The information was originally developed in 2015 by our former editor, the late Michael Prophet.

Hull #8408 (1991/1993-1994)

The hull was designed and built in 1984 by Jim Lucero—a pickle-fork cabover with a rear wing, an open cockpit, and that was powered by a Rolls-Royce Merlin engine. It raced as *Executone*, *Mr. Pringles*, and *U.S. West Cellular* until 1989. Mike Eacrett then

bought the hull from Bill Wurster the following year and raced it in 1991 with a Lycoming Marine TF-25 turbine engine. Jay Lacrone was the crew chief and Mike Eacrett the driver. It saw action that year in both the Tri-Cities and Seattle as the U-24 *Oh Boy! Oberto/Pork Jerky*.

After sitting out the 1992 season, the boat was back in 1993 after being rebuilt

with Ron Jones sponsors. A new turbine engine was also dropped in—a Lycoming T-55 L7. The crew chief was Wayne Bart and owner Mike Eacrett still did the driving. They raced the three West Coast races and Hawaii as the U-75 *Oh Boy! Oberto*. Their best finish was seventh at the Outrigger Hotels Hydrofest.

The boat appeared at one race in 1994—Tri-Cities, where the Oberto team had some bad luck. With Eacrett at the wheel during a qualifying run, the *Oh Boy! Oberto* flipped on the Columbia River and was totally destroyed. Oberto didn't sponsor another hydroplane for the next five years.

Hull #8806 (2000-2006)

The City of Madison, Indiana, hired Ron Jones, Sr., to design and build this boat. It was 30 feet in length, 14-feet-6-inches wide, and weighed 5,600 pounds. The boat was originally a cabover pickle-fork with an enclosed cockpit that was powered by a turbo-charged Allison engine and raced as *Miss Madison*, *Holset/Miss Madison*, *Kel-*



The first turbine-powered boat to carry the *Oh Boy! Oberto* name was this boat, shown here at Seattle in 1991.

Rick Sullivan

logg's Frosted Flakes, DeWalt Tools, and several other names through the 1999 season. It had been re-powered in 1991 and again in 1993, when it ended up with a Lycoming T-55 L7C.

It started the 2000 season as *Miss Madison* then Oberto returned that summer to sponsor the boat as a way to celebrate the 25th anniversary of the first *Oh Boy! Oberto* in 1975. Nate Brown drove the *Oh Boy! Oberto* at Tri-Cities, Seattle, and San Diego that year.

In 2001, Bob Hughes of the Miss Madison Racing Team convinced Steve David to come out of retirement and drive *Oh Boy! Oberto*. In his second race of the season, David piloted the boat to victory at the Belterra Casino Regatta on the Ohio

River in Madison, Indiana. It had been 30 years since a hometown boat won the race in Madison.

The team's highest finish in 2002 were third-place honors at both Tri-Cities and in Seattle. In 2004, the top finishes were two second-place trophies at Detroit and Tri-Cities. The *Oh Boy! Oberto* had a new striking paint job with more green and red in 2005. Steve David won at Evansville, thus ending a long dry spell.

As the 2006 season got underway, Bob Hughes announced that the Madison team would have a new boat for 2007. In the meantime, the old boat's best finishes that year were second-place honors at Valleyfield, Quebec, and in Seattle. The boat was then retired and used for parts.

Hydroplane and Raceboat Museum



LEFT: After sitting out the 1992 season, Mike Eacrett's hydroplane returned as *Oh Boy! Oberto* in 1993.
BELLOW: Calamity struck in 1994 when the boat flipped on the Columbia River at the Tri-Cities and was destroyed.

Karl Pearson



Chris Denslow



Hydroplane and Raceboat Museum



Ron Harsin



TOP: The Oberto name wasn't seen on a hydroplane for five years, then reappeared in 2000 to celebrate the 25th anniversary of the first *Oh Boy! Oberto*. The 2000 boat is shown here at the Tri-Cities. **MIDDLE:** The *Oh Boy! Oberto* team in 2004.

ABOVE: The *Oh Boy! Oberto* cutting through the waves on the Detroit River in 2006 with Steve David driving..

Hull #0706 (2007-2015)

The new *Oh Boy! Oberto* was designed and built by Dale Van Weiringen, Rick Bowles, Mike Hanson, Larry Hanson, and the Madison crew. When completed it was 30 feet long, 14-feet-6-inches wide, and weighed 6,775 pounds. It would eventually become one of the most successful hydroplanes in the history of the sport.

Mike Hanson had promised the new *Oh Boy! Oberto* would be different. It closely resembled the *Miss Budweiser* design that had come to dominate the sport. Its egg-shaped cockpit sat deeper into the sponsons, and had a more elevated angle of attack on its sponsons. The boat also featured newer innovations that had come into the sport over the previous five years.

Most eye-catching, though, was its paint job. A local body shop man, Steve Dean, created the paint design with shark fins, teeth, and gills then he volunteered his services to paint the boat. It was quite a challenge, he would later say. He worked nights for a couple weeks painting on 19 gallons of sealer and paint. Oberto brought in their own special guy from Seattle, Gary Ebert, to mask off their logo on the cowling because it was so complicated. Dean said he had the easy job—spraying the paint. The people back at the shop had the hard job with all the masking and priming. It was all done by hand.

The new U-6 *Oh Boy! Oberto* was christened Wednesday, July 27 on the Ohio River in the Madison Regatta pit area. Steve David and the boat then finished seventh at Evansville, their worst finish of the season. They took sec-

CORRECTION:

Last month's article about the *Oh Boy! Oberto* boats included a statement that the first boat to carry the name was burnt in a fire when it was named *Notre Dame* and as Bill Muncey drove it in December 1964. The fire actually happened in 1963.

ond-place honors at Madison, Detroit, and Tri-Cities, then finished the season by winning the next two races: Seattle and San Diego. Despite the two wins and good finishes they placed second to Dave Villwock and the U-16 *Ellstrom* in national points.

The next four seasons were much better. Although David won only once in 2008—in the Tri-Cities—he collected enough points with three second-place finishes to take the national title in *Oh Boy! Oberto*. The story was the same in 2009, with the lone victory again in the Tri-Cities, but high finishes in the other contests that resulted in another national title for *Oh Boy! Oberto* even though Villwock and *Ellstrom* won three times. The team then won half the races held in 2010 while on their way to a third straight championship.

The U-1 *Oh Boy! Oberto* and David survived a crash with Villwock during the final heat of the 2011 season-opener in Madison. In the collision, Villwock spun out in the *Spirit of Qatar* and *Oh Boy! Oberto* flew across the top of his hydroplane—sheering everything off the top of boat except the canopy that was protecting Villwock.

The race was stopped and declared a finished contest because three laps had been completed—giving David and *Oberto* the win. But, *Oberto* was the most heavily damaged of the two boats, which forced the Madison team to lease a craft owned by Mike and Lori Jones for the Gold Cup in Detroit. Jon Zimmerman drove that version of *Oh Boy! Oberto* to an eighth-place finish.

With the repairs completed, Steve David and the defending champion returned to competition at the Tri-Cities, finished second, and won the following weekend in Seattle. But, Villwock and *Spirit of Qatar* ended the year with more points.

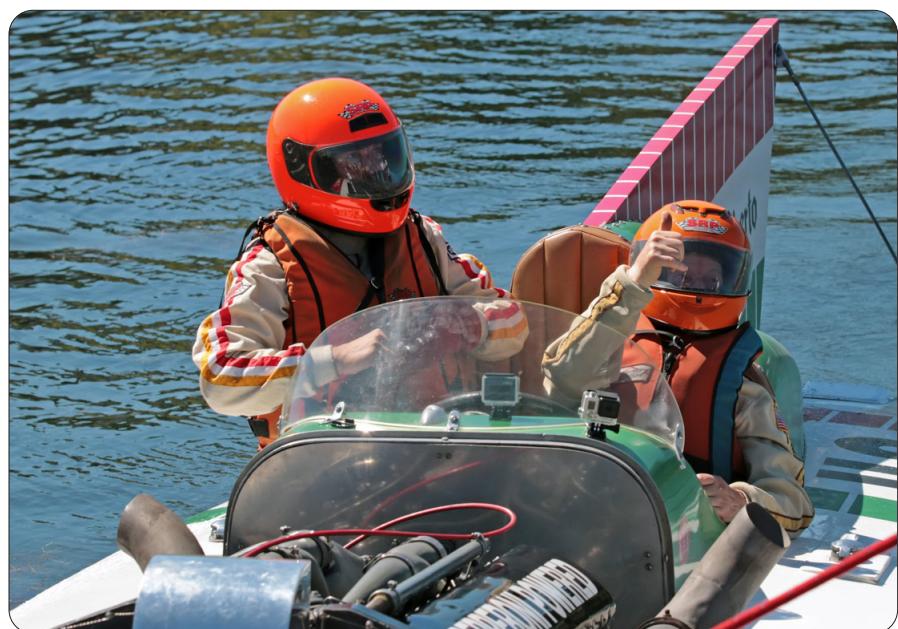
In 2012, David and *Oh Boy! Oberto* won the national championship again with race victories in Seattle and San Diego. But in 2013, despite wins in Sac-



Chris Denslow



Chris Denslow



Chris Denslow

TOP: A new *Oh Boy! Oberto* was built in 2007 and would become one of the most successful in the sport's history. It's shown here during that maiden season at the Tri-Cities. **MIDDLE:** The *Oh Boy! Oberto* on the Ohio River at Madison, Indiana, in 2015. **ABOVE:** The 88-year-old Art Oberto gives a thumbs-up after taking his first ride in an Unlimited hydroplane just before the 2015 race in Seattle. His ride was aboard the boat he first sponsored in 1975.



Chris Denslow

The *Oberto* name once again appeared on Charley Wiggins's hydroplane in 2018.

ramento and the Tri-Cities, the team fell short of Jimmy Shane and *Graham Trucking* for the championship.

In 2014, the boat was renamed *Oberto* and featured a new paint scheme—more silver. It also had a new driver. Steve David retired to become the commissioner of H1 Unlimited and Jimmy Shane took over in the boat's cockpit. Shane was then able to do what David hadn't—win the Gold Cup. His victory in *Oberto* at Detroit was the team's first since the Cinderella win by the *Miss Madison* at Madison in 1971. It was also the first Gold Cup victory for sponsor Art Oberto.

The team won again at the season's next race in the Tri-Cities and went on to win another national championship. The title was clinched at the U.I.M Oryx World Championship in Doha, Qatar. But, by that time, it was clear that the *Oberto* name was about to leave the sport.

At the Tri-Cities Columbia Cup that year, there was a rumor that Oberto would not sponsor a boat after the 2015 season. Art Oberto and his son Larry were no longer running the company and were not pleased with this news, but the Oberto Board of Directors had spoken.

The U-1 *Oberto* campaigned again in 2015 with Jimmy Shane in the cock-

pit. He won three of the five races and claimed the sixth and the last national championship with the *Oberto* name. Larry Oberto would continue sponsoring boats as a family venture, but without the involvement of the Oberto Company.

The name was used on Erick Ellstrom's boat in 2016 and '17. Jean Theoret drove it to a third-place finish in the 2016 Tri-Cities race. The name also returned in 2018 on the deck of Charley Wiggins's hydroplane, which was registered as the U-1917 *Oberto* to commemorate the year when Art Oberto's father founded the company. That involvement ended with a spectacular flip over an

other boat's skid-fin spray in Seattle. The name *Oberto* then last appeared in 2019 on the same hull that had been so successful from 2007 to 2015.

The most lasting memory of those years when Art Oberto was involved in the sport of hydroplane racing might not have been the sponsorship of the boats. Especially to those in Seattle, it's more likely the recollection of the kindly old man wearing bright green, white, and red clothing, and handing to every child that he saw a four-color pen on which had been printed: "Stolen from Art 'Oh Boy' Oberto." ♦



Craig Barnes

Art Oberto in the hydroplane pits in Seattle.

AROUND THE CIRCUIT

Race Site News by Chris Tracy



2022 H1 Unlimited Awards Banquet

The annual H1 Unlimited awards banquet was held on October 15, 2022, at the Angel of the Winds Casino Resort, located about 50 miles north of Seattle in Arlington, Washington. About 140 people attended the evening event, which occurred after a day of H1 meetings that included separate meetings for unlimited staff, drivers, crew chiefs, and owners. Also, there were topic meetings for race and penalty review and one for media and marketing.

Brad Luce was the master of ceremonies for the banquet and awards presenter and he led off by noting that this was a time for the H1 family to come together and to review the 2022 season. The program started off with a season review presentation that was displayed on three huge banquet-room jumbotrons. Blakely Bernard, elementary-age daughter of U-91 driver Jeff Bernard, then assisted Luce with trophy presentations. As Luce earlier noted, it was primarily a time to honor H1 staff and boat teams, but there were a few exceptions.

The Race Site of the Year award went to Guntersville, Alabama, which hosted the Gold Cup in 2022. Their race director, Phillip Mosley, accepted the award and remarked that they were "humbled and thankful," and added that, "We are growing a big group of fans in the South."

Recently retired Tri-City Water Follies event director Kathy Powell was a recipient of an H1 Chairman's Award for providing a "consistent and predictable event." Powell had hoped to retire before the 2022 race, but it took longer than anticipated to replace her and she agreed to stay on through the 2022 race.

Anyone who has ever been to the HAPO Columbia Cup in the Tri-Cities knows that Powell headed the team that

has always conducted a well-executed event. In accepting the award, she noted that "watching the (season review) video makes me rethink my retirement." She added that she always tried to "work hard and be nice."

Griggs Ace Hardware was named Sponsor of the Year. Griggs has sponsored the U-3 in the Tri-Cities for years and Charlie Grigg also has coordinated a syndicate of smaller associate sponsors for the Cooper hull in Tri-Cities, too. This year Grigg stepped up and also helped sponsor the U-3 at the Gold Cup in Guntersville. He recalled that he got into boat sponsorship by answering an ad in the *Tri-City Herald* newspaper and explained when he connected with the Ed Cooper, "It was an instant bond."

The remaining awards were given to those that work with H1 or boat teams. Some highlights include the Owner of the Year award, which was presented to Kelly and Sharon Stocklin. Their crew chief, Taylor Evans, also was the recipient of the Crew Chief of the Year award. Evans noted, "The year did not go the way we wanted." He said that an achievement was to get the boat back together three days after it flipped in Tri-Cities and the award goes to everyone on the team.

Kelly Stocklin noted that the Bucket List goal is to "make the boat better each year" and he thanked everyone on his team for the respect they have for each other. He added, "We love and support this sport." Kelly confirmed that Beacon Plumbing will not be returning as their sponsor in 2023 and that they are sponsor hunting. Dave Villwock was not in attendance and Dustin Echols was in California at his daughter's boat race.

Outstanding Contribution awards were presented to brothers Tim and

Kevin Austin. Tim is chairman of the H1 board and Kevin is H1's legal counsel. They noted that they are boat racers first and lawyers second. Another pair of brothers, Jared and Tait Meyer, were honored for their volunteer work with the streaming and video production, and Jan Shaw was recognized for carrying out the organizational and staging duties with H1. The U-11 was presented Crew of the Year and "effective communication" was noted as a key to their success. Chief Referee Rick Sandstrom was awarded a Chairman's Award for his work.

Jeff Bernard and the U-91 team received the third-place award. Bernard echoed the Madison team's philosophy, "We are two boats, but one team." Bernard thanked Mike Hanson for his detail work and Larry Hanson for the work he did under the cowling. Bernard noted that the original 2022 plan was to race at the three West Coast events, and he thanked Charlie Grooms and John Goodman for figuring out how to run the entire season.

Bernard talked about his friendship with Jimmy Shane and how earlier in Shane's career he gave him driver pointers, and now Shane mentored him. Corey Peabody accepted the second-place awards for the Strong Racing team. J. Michael Kelly was in California at his son's boat race. Peabody thanked his sponsor Lynx Healthcare and his owners.

Much of the night belonged to the HomeStreet team and driver Jimmy Shane. Since the showdown races were considered separate races this past season, Shane had five race victories in 2022. He also set two fuel-restricted records. Shane was the national champion driver and *Miss HomeStreet* was the Martini & Rossi national champion team.

For Shane, this was his swan song as he is retiring from driving. Shane

thanked HomeStreet and explained that he was fortunate to drive for the best boat and team and it "was an honor to run for the Hansons." He was emotional when he thanked everyone for "letting a kid live his dream" and remarked, "It has been quite a ride."

Shane comes from a boat-racing family and noted that he now was a seven-time Unlimited driver champion, and that his dad was also the national champion seven times in his boat-racing class. Shane's parents attended the banquet. He thanked Charlie Grooms for his support and explained, "It was hard to follow Steve David." And he thanked the City of Madison, Indiana, for accepting him.

At one point, Shane stirred the crowd when he said that another seven-time sport's champion, Tom Brady, decided to retire and then changed his mind—implying that he was going to do a Brady and come out of retirement. The crowd was shocked for a few seconds and

then Shane exclaimed, "It's a joke!" He ended his remarks by mentioning that he'd be flying back to Texas soon and was looking forward to attending his son's soccer game. For Shane, it appears that after retiring from the Unlimited ranks at the top of his game, his priority is to be the best dad he can be.

Grooms accepted the national champion award for his team. Misty Ford, corporate marketing director for HomeStreet Bank, briefly spoke. Mike Hanson also talked about their two-boats-one-team philosophy and said, "What makes it click? Two drivers that bring the boats back each time." No driver announcement was made for next season. The team simply celebrated their 2022 accomplishments and said goodbye to driver Jimmy Shane.

Here's a list of the awards and the recipients:

Crew of the Year: U-11 Unlimited Racing Group

Crew Chief of the Year: Taylor Evans, U-40 Bucket List Racing/Miss Beacon Plumbing

Owner of the Year: Sharon and Kelly Stocklin, U-40 Bucket List Racing/Miss Beacon Plumbing

Race Site of the Year: Guntersville, Alabama, Lake Guntersville HydroFest

Sponsor of the Year: Charlie Grigg, Griggs Ace Hardware/U-3

H1 Volunteer of the Year: Tait and Jared Meyer

Outstanding Contribution: Tim and Kevin Austin

Chairman's Awards: Kathy Powell and Rick Sandstrom

Season Third-Place Team: U-91 Miss Goodman Real Estate, Jeff Bernard

Season Second-Place Team: U-9 Miss Tri Cities, Corey Peabody and J. Michael Kelly

National Champion Driver: Jimmy Shane, U-1 Miss HomeStreet

Martini & Rossi National Champion Team: U-1 Miss HomeStreet, Jimmy Shane

\$ENIOR \$AYS

Feeding Your Hydro Habit by Bob Senior



A guide to help hydro fans spend their hobby money.

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FIFTY-FIVE YEARS, A Personal History of Unlimited Hydroplane Racing, by Bill Osborne. Five years ago, 1,000 copies of Bill's book sold out quickly. He has reprinted it, adding new chapters on

Jimmy Shane, J. Michael Kelly, the Tate Family and Bill Cahill. He also added many new personality profiles. The 360-page book contains over 500 color photos. The book sells for \$78 postage-paid. Checks or money orders only, payable to Bill Osborne 106 River View Dr. Lyle, WA 98635

PAPPY; The Life and Legend of "Wild Bill" Cantrell, by Doug Ford. Bill designed and built nine Unlimited hydroplanes, drove thirteen different Unlimiteds, and won twenty Unlimited races, including the APBA Gold Cup. This book tells it all, with liberal color photos. Available exclusively for \$25 plus tax and shipping c/o the Hydroplane Museum on-line gift shop.

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FACEBOOK PAGE FOR HYDROPLANE

SOUVENIR COLLECTORS Steve Kristiansen's page has over 1,000 followers. You can buy, sell, and trade memorabilia. Check it out at Hydroplane and Racing Boats Pins and Collectibles.

AND, MAY I TOOT MY OWN HORN?

For Sale: Complete set #137 of over 100

Seafair Commemorative photo buttons, dating back to 1973. You'll have the right to continue buying series #137. Many Race Team and autographed. Each button helps recall the famous

boats of the past: the *Slo-Mos*, *Shanty I*, *Maverick*, *Thriftway*, *Bardahl*, *Madison*, *Miss U.S.*, *Miss Budweiser*, *Oberto*, and other popular favorites. Proceeds go the family of the late Les Brethauer. Con-

tact me at bob.senior37@hotmail.com
That's it for this time. See you in
'23. ♦

HYDROFILE

Race Team News by Lon Erickson



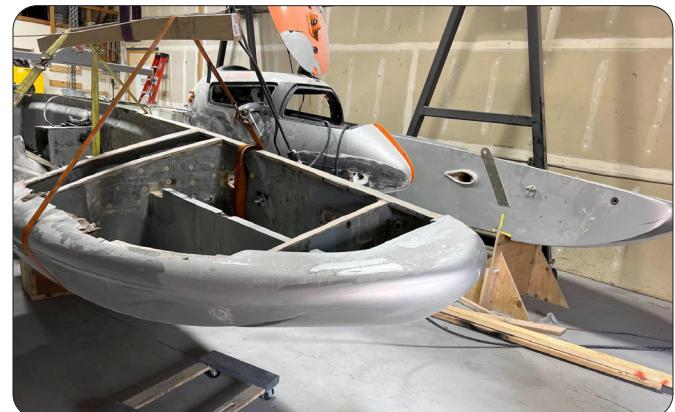
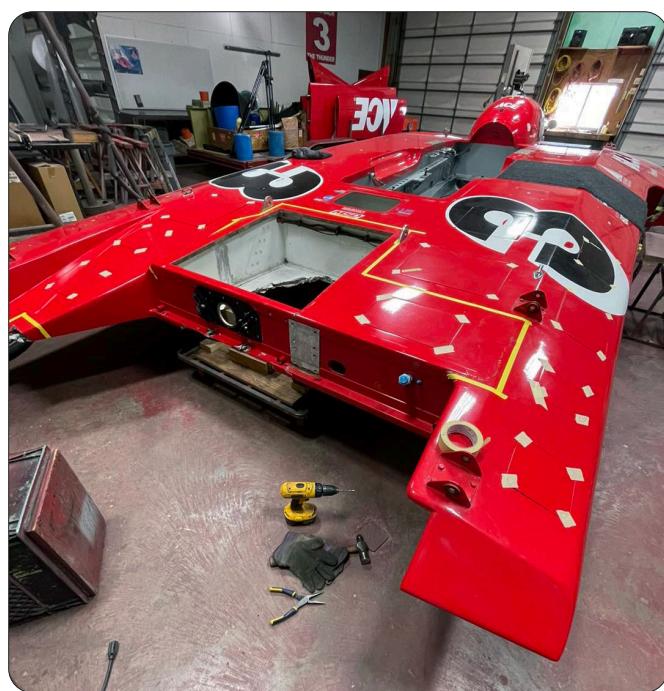
Go3 Racing

The team has started repairing hull damage suffered at the Columbia Cup in the Tri-Cities. Several areas need repair and now the hull is upside down at the Go3 shop in Evansville, Indiana. Below, Rick Bowles works on the boat. Right, the hull is upside-down in the shop.



U-9 Strong Racing

Reports from the Strong Racing shop indicate Jeff and Mike Campbell are progressing with the rebuild to the U-9 hull. This is the hull that suffered a blow-over with Corey Peabody at the Madison Regatta.

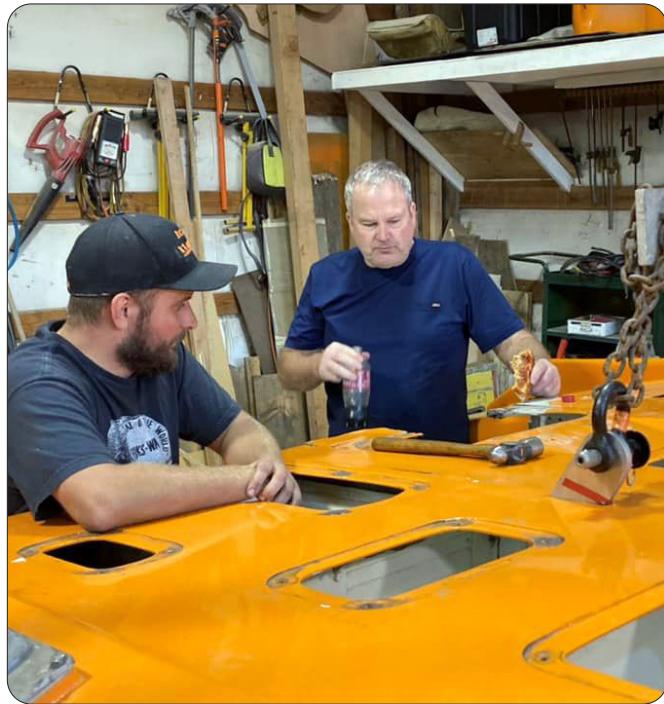


U-40 Bucket List Racing

After their boat suffered race-ending damage in San Diego, the Bucket List Racing team is beginning repairs to the shaft area, bottom of the hull, and transom. Below, the damaged shaft area. Bottom, Crew chief Taylor Evans (left) and Dan Walters discuss the repairs that are needed.



Bucket List Racing



Bucket List Racing

U-27 Wiggins Racing

Work continues on the Wiggins hull in the shop in Gadsden, Alabama. The shaft log hole was recently drilled.



Wiggins Racing

U-91 Goodman Real Estate/Miss Madison Racing

HRL national champion and H-350-class driver Dylan Runne (below) took his first ride in an Unlimited hydroplane aboard the U-91 *Miss Goodman Real Estate* at San Diego Bayfair. Dylan did eight testing laps with a top speed of 156.857 mph.



Chris Denslow

MY \$0.02 WORTH

Editorial Comment by Andy Muntz



It's tempting to believe that after the last hydroplane crosses the finish line on Mission Bay, the boats will be put back on their trailers, the teams will head home, and everybody involved with H1 Unlimited will kick back to enjoy their time away from boat racing. Maybe there was a time when that was true, but if that ever happened, it's not happening anymore.

Even before the San Diego race was held, many people on the staff of H1 Unlimited were already making plans for 2023 and beyond. Then, when the gear was packed up at the completion of the 2022 season, those planning efforts moved to the forefront.

Elsewhere in this issue of the *Unlimited NewsJournal*, you can read a report about what happened during the annual H1 Unlimited awards banquet on October 15. Chris Tracy provides a thorough account. So, instead of talking about the honors that were handed out that evening, I'll give you a brief glimpse of what happened the rest of the day—during the

meetings that were focused on the future.

H1 Unlimited staff members got together at 9 o'clock that morning to discuss a variety of ideas. The group talked about ways to better synchronize the clocks, for example, and also whether it's necessary to make a big announcement when it's five minutes to the five-minute gun. Equipment needs for next season, working with race sites, and pre-race checklists were also discussed.

Later that morning the drivers and crew chiefs held their own meeting. Much of the conversation was related to boat weight—how they are weighed, how accurate are those weights, and whether those weights can be shared with other teams. They discussed how much testing time is needed and whether boats can test during qualifying periods, as well as that question about five to the five.

One of the most interesting sessions came early in the afternoon when race officials, drivers, and boat team members reviewed some of the calls that were made during the season. They watched

video of those incidents from several different angles and discussed in detail the driver's situation in those cases, what the applicable rules say, and why a penalty call was made, or not made, and whether that call should have been different.

Late in the afternoon, the media and marketing team met to discuss plans for the future with regard to video streaming and publicizing the sport. They talked about their equipment needs and various improvements that can be made to those efforts.

In each of these cases, the meeting on that Saturday was only the start. The media group, for example, has already met again to develop their plans and will be meeting regularly all through the off season. As a result of the other sessions, H1 Unlimited's Competition Committee already has a list of issues to deal with over the winter that will perhaps result in rule changes.

In other words, the 2023 season is already well underway. ♦

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