



A conversation with Jay Murphy

Discussion Coordinated by Frank Neubert
Transcribed by Craig Fjarlie

In November, 1976, R/C model boat racer Frank Neubert traveled to Emeryville, California, and met with Jay Murphy, driver and team manager of the *Breathless* boats. The meeting took place in a warehouse where the original *Breathless* and the 7-litre *Galloping Gael* were stored. Some of the conversation deals with details that are of specific interest to model boat racers, but other portions of the discussion reveal information that few people know about the *Breathless* team. As they walked around the boats, Murphy occasionally moved out of range of the tape recorder microphone, but most of his comments are captured for posterity. Now that Mitch Evans is restoring *Breathless II*, it seems like an appropriate time to release Neubert's conversation with Murphy to readers of the *Unlimited NewsJournal*. Some of the questions Neubert asked were provided by Craig Fjarlie. The conversation begins with Murphy talking while they looked at the 7-litre *Galloping Gael*.



Jay Murphy in 1954

It held the straightaway record in both the mile and the kilometer. It was set at the naval air station at Sand Point up in Seattle. I think the, well, I know the mile record was over 150, and I think the kilometer was 155 . . .

Frank Neubert hands Jay Murphy a written list of questions.

You can just take this and . . .

(At this time the conversation turns to *Breathless*.) Bill Muncey, Bill Stead, Danny Foster, Dan Arena, Chuck Thompson . . . This was mainly for transportation. These were in the days when they still hauled the boats around on 90 foot trailers. We had the plywood bow so we went up and decided to run these detachable sponsons. We'd carry them on, well, it's about the same configuration it's in now, a rack on top of the trailer. I don't think we were the first ones with a tilt trailer, but, uh, if we weren't the first we were about the second. We did that with the *Breathless II*.

(Neubert turned off the tape recorder. When the tape recorder was turned on again, it was unclear what boat they were discussing.)

I just happened to be down there, it was about '62, I forget the fellow's name who was driving it, he was as friend of mine, a pretty good driver. It just came unglued on the backstretch. But anyway, he won't sell the hull. (Looking at *Breathless*.)

It's just exactly like it was, 1955.

(Illegible comment from Murphy.) I think a lot of the hardware on this thing, it was kind of a deep subject, we had the rudder taken off, the instrument panel. But basically, this is the original dashboard here. The thing on top, of course, is where the stopwatch went for the start. And when we started we were still using the old mixture control-type deal. This is the original driver's suit.

There's that emblem, I gotta get that.

Tahoe Yacht Club. And Mobil, of course, and Champion.

Who did the lettering on it?

A fellow here in town did a lot of this. See, we had a lot of limited hydroplane activity down here in Oakland. There was a guy, I forget his name, who specialized in this type of lettering. He did it, uh, not only on this boat, he did it on the *Breathless II*, and, uh, *Galloping Gael*, and so forth.

Do you know what the brand name of the paint used to be and whether or not there's a modern-day . . .

I have no idea . . . Wait a minute, I think we bought the paint from a commercial supplier, used to supply us paint for our bridges, it was called Dunn Paint Supply. The guy that owns it, his name is Bill Turner. And there was a paint made up that was called Breathless Blue. Now, whether they still have a record of that, I don't know. It was Dunn Paint Supply here in Emeryville. Like I said, it was the Breathless Blue.

Was there any attempt at ever putting a cowl over the engine on *Breathless*?

Oh, yeah, yeah, there was.

It never ran with the engine cowl.

We can go down to the engine room here. I don't know if the cowl is still here. It was a plastic cowl. There was a cowl for it. I know in one race, up in, it was in Seattle, the boat caught on fire and it burned a portion of the cowl. I think it was the *Breathless*.

I'm just interested in knowing if this boat ever ran in an actual, official race with the cowling on it.

Yeah, I think it did. Well, I know it did in the President's Cup in '55.

'55 President's Cup?

Yeah, I'm sure it did because we had another fire back there. And I think I have a picture someplace of the fire.

It might help me out if I had a color photo. Just the cowling.

I think I may have one.

Back in '55 I guess most people didn't take photos.

There was a guy in Seattle that used to take pictures at all the races . . . In those days we all used to have this little stand on the left-hand sponson. The rudders were all offset. This was the access to the rudder. There was a gear-type rudder deal. In later years we got away from it, but Western Gear, they used to make the gearboxes for the engine, made up a deal where we had, uh, in fact I've got it at home, it's a little gearbox that hung off the back, and that was for the rudder. These are the brackets for it.

There's a lot of old hydros that used that.

And we all believed in the offset fin.

Yeah. So the thing was always offset, it was never used in simultaneous . . .

No, it was the old deal. I think it started with the *Mo IV*, it was supposed to counteract the torque. They were offset, I think 30 degrees. You can measure that. I don't know if it ever did any good or not. This is just 3/8 plywood. There was no cowling back here at all (around the tail fin). This is as it was. Flat deck.

You know it was really a beautiful boat. I always liked the looks of it. The color blue was fantastic.

Well, it was called Breathless Blue.

Just for the record, some day in the future who knows what might happen, as you can stand right now, the boat here next to the *Galloping Gael* in your shop, if anybody out of state, within California, someplace, wanted to buy your boat, renovate it, put it on display, how would you think about that?

I'd be accessible to it. I, uh, really have no use for the boat. There's been some talk in the Tahoe Yacht Club about establishing a museum. It might go to them. I really don't feel like junkin' the thing.

No.

It'll never run again. It, uh . . .

Probably dry rot?

Well, 'cause this boat hasn't run since, uh, my brother was driving in Seattle and the squirrel case exploded on him when he was lookin' at it. The helicopter picked him up. The helicopter dropped him in the water. That was the last time it ran, but, uh . . .

'58?

Either '58 or '59. (The incident took place in 1957. *Breathless* did not qualify for the Gold Cup. *Breathless* was entered in the 1958 Lake Tahoe race, but subsequently withdrawn – Ed.) But this, uh, for its time this was a good boat.

Oh yeah, definitely.

Actually it became a problem in later years, but, uh, I'm trying to remember whether we dropped these sponsons or not. I think we did.

It actually changed the . . .

Yeah, I'm sure we did. I think it was a mistake. I'm trying to remember, but it looks to me like we shimmed these sponsons down. This was, the original sponson level was up here, I think. I won't swear to it.

Looks like it might be. Some boats were built with this stringer idea and then others weren't.

I think we changed it. Made it a dog to turn. The first year I drove it, it was real easy to turn.

The 1958 *Bardahl*, they came up with a stringer idea on the sponsons.

I'm sure that we did that.

The year you did that, 1956 or 57?



The U-22 *Breathless* about to be launched from Seattle's Mt. Baker pits in 1955. ~ Lon Erickson photo.



Roger Murphy and *Breathless* with a blown Allison at Seattle in 1957. ~ George Carckonen photo.

I think we did that, well, let's see, the first year it ran was what? '5...

'54.

We probably did it in either '5 or '6.

There's all kinds of questions I'd like to ask you, but this one I'd like to ask you now. The lettering I noticed here, the slash mark through the "t" and the "h". In 1955 or '56 you apparently repainted the boat. A picture I had from before, the lettering was smaller. It wasn't quite as tall.

I was in the Army in '55 and '56 so I wasn't around when the work was being done.

It must've been repainted in '57.

The boat, as I remember now looking at it, these little studs along there, we used to close off that compartment.

That's the only time I've seen a sponson with a cutout, diamond shape. OK, we've got the sponsons interchanged. Uh...

I think that's about the only thing. I haven't found the plans yet. I've got them someplace, I know.

In my business you have a lot of plans for a lot of things.

What scale was it (the plans)? Like two inches to one foot, or...

I think it was about an inch to the foot. I'm not sure. As I recall there were only three or four sheets. And, uh, it was more a schematic. I mean, he had, well, he showed some stations on the thing. It was more a dimensional type plan. There was nothing as far as, uh, calling out the type of wood to be used, or whether you used aluminum or anything else. It was just kind of an overall sketch, free sketch, but, there were no, as I recall, there were no detail connections.

So, it was mainly left up to the innovation of the builder for the basic plan.

Yeah. Jones was like that. But I did have, I had a set of original Ted Jones drawings on this boat. If I find 'em I'll get 'em reproduced and sent to you.



Oh, wonderful. I'd like to start this (R/C model) boat next month. How did they attach the sponsons, was it from the inside?

Bolts went through. I can't remember that picking lug. I don't think that was on the original, as I recall. I'm kinda surprised to see it now. They must've put that on sometime during the...

Over the years.

... over the years. Maybe I bent one.

Inside the boat, was the aluminum coat.

I don't know if we ran a full bottom with aluminum. We did on the *Breathless II*, but on this one I don't know, I think the sponsons is all it looks like.

I'll get up here and look later on.

Maybe we did. The construction on this boat was nowhere near as good as the *Breathless II*.

The construction (on *Breathless II*) is fantastic, it really is.

Well, there were a lot of people who felt that was the best boat that was ever built.

Over the years, hydroplanes will be rebuilt, repainted, rebuilt bulkheads...

Bill Muncey told me the boat was the best boat that was ever built. (Laughter.) See, like, on the *Breathless II* the stringers, the main stringers, had aluminum both sides. Everything was aluminum bonded on it. And the odd thing was *Breathless II* was one of the lightest boats that was ever built.

Lightest boats, huh.

Yeah.

What can you explain, can you figure it out?

It was just using the aluminum and, you know, high class woods. We just didn't need to beef up like other people did.

You just used the best material, basically.

We used the best materials. I was surprised when we weighed it out. In those days you had to have a weight certificate to race, because there was a minimum weight on the unlimiteds. I don't know whether there still is or not, but you had to weigh over, it was either 2,700 or 3,000 pounds. So when we got the weight certificate I think, with engine, the *Breathless II* weighed out at, uh, 4,700 pounds. Most of 'em were over 5,000.

Yeah.

You'd notice it when you got on a rough course. I remember one day down at Lake Mead I went higher than I ever thought a boat could go. But the beauty of the *Breathless II*, it went up and it came down in the same attitude. Everybody else would go like this (gestures), it just . . .

Straight up, straight down.

Straight up and straight down.

The light weight.

Of course, the key to that was, I think the key to a lot of this was just getting the proper shaft angle on these things.

Yeah.

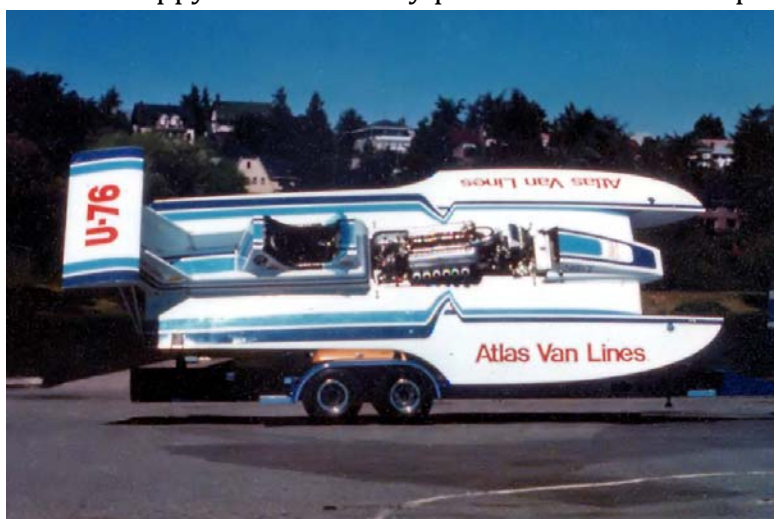
That was really the problem then. The real test was when you bored the hole for the shaft log.

Well, now you're a fairly well-to-do man and a number of years in the family, do you think, I don't really think so, but do you ever think about getting back in the racing circuit at all?

I wouldn't walk across the street to see a boat race. I lost interest in 1960 up in Seattle. Some things went on in the race up there that I just wasn't too happy about. Said my piece. I went to a couple races after that, '61 or '62. It was primarily to see some friends of mine like Lee Schoenith or Donnie Wilson. And I went to one up at Pyramid Lake and went to one in San Diego. And this year, well both last year and this year I managed, I saw in the paper that they were having TV of the Gold Cup or something and I was impressed both years by the way they seemed to run it. As a matter of fact I read in the paper about two weeks ago that Muncy's boat would be on display at a restaurant down here. A week ago, well, it was last Friday, a week ago yesterday. So, before I went to lunch I drove over there to see if Muncy



Jay Murphy's new 1957 U-222 *Breathless II* on tilt at Seattle. ~ H&RM Collection photo.



Above is the boat Jay Murphy went to see at the restaurant near his home, the 1976 National Champion *Atlas Van Lines* (8)." ~ H&RM

was with the thing, but he wasn't. I hadn't seen him in years. But I looked at the boat. Uh, they're different type boats. Much different.

Yeah, they really are.

But, no, I had a good time in boat racing. I had a lot of friends, but I lost a lot of friends. Wilson, primarily, whenever he got killed in Washington. But we had a lot of fun running.

Well, Mr. Murphy, what really excites me is old boats. Now days it's commercial and, uh, it's like super big business. Bill Muncey always wins, he's got all the money.

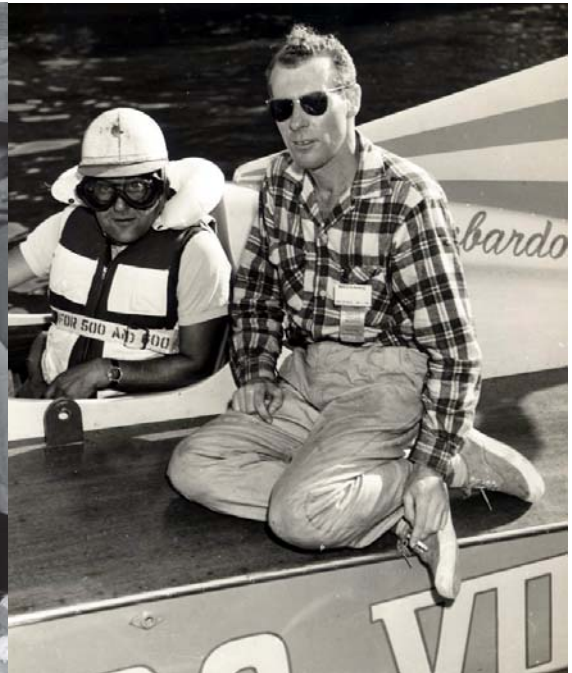
Oh, yeah. The only driver I ever knew who could beat Muncey, or was a better driver than Muncey was Donnie Wilson.

Donnie Wilson?

I think so. Uh, Ron Musson was close, but Donnie was every bit as good as Muncey, he never had the good equipment that Muncey had. But Donnie was a real good driver. But, uh, let me start thinking. One of the greatest drivers was Danny Foster.

Danny Foster.

Yeah, of course, that's when they had the *Tempo VII*. But then,



Above left is *Miss U.S.* driver Donnie Wilson in 1956. Above right are Guy Lombardo and Danny Foster in 1956. ~ H&RM Collection photos.

he was not only the driver he was like the boat builder and the mechanic. He could make that boat sing. He knew every, you know, piece of equipment in that boat.

Like Wild Bill Cantrell.

In the old days Bill was the same way.

Wild Bill Cantrell is still at every race. He's around. He's still a nice guy, he talks to you like you were his friend for life. What are your impressions of Wild Bill Cantrell from the '50s as a driver?

Good driver, uh, Bill was not wild when I drove against him. I think he picked up the nickname at Indianapolis a long time ago. He drove race cars.

That's right.

But, uh, when I drove against Bill he was a good, steady driver, and I've been ahead of Bill and was able to keep him from passing me when he had a fast boat. In this boat



Bill Cantrell put the U-54 *Gale IV* in the doctor's rose garden in 1954. ~ H&RM Collection photo.

he was dogging me one day in Seattle, he couldn't get by me. But he kept his equipment running. But he had some had some real freak accidents. The day he ended up in the rose garden I'll never forget.

Yeah, he still talks about that.

If you ever see Bill at a race, tell him you saw the *Breathless* one, you saw me. Bill did an awful lot for me. Uh, see, I got into boat racing because of our involvement up at Tahoe and I've been around boats all my life. Stan Dollar was the guy that really got me started. Stan Sayres was real helpful.

The gearbox in this boat was designed by Western Gear, which is owned by a family who were long-time friends of ours. And they had built the gearbox for the *Mo IV* and *V*. And, then, Stan, they had a patent deal but, you know, Stan allowed them to build a gearbox for us. That was the gearbox in this. It was a 3-to-1 step-up. And about a year or two later we wanted, for short courses or for the altitude we wanted like a 2.75. And they had a spare one for the *Mo V*. Well, they sold it to us. We had that and we ran that interchangeably, well, the whole time. Those two gearboxes went with the *Breathless II* when I sold it to whoever bought it back in Detroit (Dick and Paul Gordon ran it in 1963 as the U-10 *Blue Chip*. ~ Ed.). But Cantrell was a real help to us. As a matter of fact, Bill always talks about the biggest innovation in boat racing is when we came up with our little black box. It was for the fuel injection on the *Breathless II*. We ran it for two years. And Cantrell always felt that was the greatest thing going. Of course, now they have those turbos and the rest of it, but then, the guys I sold it to they couldn't figure out how that came about. The way that came about was a, uh, mechanic who still works for me took the Hillborn fuel injection they used on the Indy engines. We went to Hillborn, asked him to build us one. He said he couldn't do it. So this guy took one of the Hillborn units and started out by scaling it up three times, exactly. Then we put the engine on a test stand in the yard we had out at Richmond, with a propeller on it. And this guy ran it all winter.

All winter.

Trying to get the proper combination. What he would do, there's a little can in there and he'd run the engine for a while, decide what he wanted to do, and he'd take the unit apart and he'd take this little can and he'd sand it down. Kept doing it. We finally got the thing to perform.

So you had a very good controlled experiment, more or less.

Yeah, that's what it was.

You got it to where it should've been.

The *Breathless II* really should've won more races, but it just wasn't in the cards.

It seems to me you always had fantastic potential, you know, but you were just plagued with these



Walter Kade and the U-80 *Blue Chip* in 1963 at Madison, Indiana. ~ Tony Bugeja Collection photo.



Above, the fuel injected *Breathless II* and Roger Murphy at Lake Tahoe in 1958. ~ E.K. Muller photo.

rotten engine problems at the wrong time, which happens to a lot of people in the hydros.

There were a lot of different problems. The, uh, one race where we really took off on was down at Lake Mead, and what happened is the oil breather blew. I ended up with oil in the cockpit

Yeah.

But it had good acceleration and so forth, turned some good laps.

The *Breathless I*, what was it like competing with, say, a large boat like *Gale VI* or *Such Crust*, you know.

No problem.

As far as the turbulence they'd kick up. Or *Miss Wayne* with two props.

It might be a problem at the start but then you'd never see them again.

You'd never see them.

They'd either break down or you'd break down. The only boat that I had problems with was the *Pepsi*.

***Pepsi*. The monster.**

It was a monster, but it was a beautiful boat. It couldn't run with us. But the problem I had with the *Pepsi*, well, the

more specific problem was back at the President's Cup in Washington. Chuck Thompson was driving it. And, uh, Chuck had a habit of whenever he got in front of you, putting a wake in front of your sponson. And, boy, that put a real hole in the water. But I had no trouble with the big boats. As a matter of fact, uh, the year that Muncy hit the Coast Guard cutter . . .

'58.

. . . I was, uh, next to the outside. Freddie Alter was next to me and then he dropped back. He was driving the *U.S.* And Roy DUBY was in *Gale VI*. In fact, that's the reason I never saw Muncy was because DUBY was over there. Muncy finally got by us. Both DUBY and I went through his roostertail.

So Muncy lost his rudder on the inside, then.

Muncy, as I recall, was on the inside. I think he . . .

Lane one, lane two.

He was lane two. Chuck Thompson, *Short Circuit*, was in lane one. And then Muncy ran him into the infield. I had the start. I believe I was the first guy across the line. We were smokin' pretty good.

Yeah, you were.

That was one of the better starts in boat racing, as I recall. There were six or seven boats that all hit it pretty close. Goin' pretty good. Like I say, Alter was outside of me, DUBY was like here. When we got down to



Chuck Thompson and the U-99 *Miss Pepsi* (2) at speed. ~ H&RM Collection photo.



Above, Bill Muncy and *Miss Thriftway* nails the Coast Guard patrol boat after losing the rudder. ~ H&RM Collection photo.

the little spit of land that comes out before that turn, we started backing off a little bit. By that time Duby was up next to me. I saw the thousand foot buoy go by. Setting up for the turn, nothing happened. Then we started getting down by the turn, I saw the first of the turn buoys go by, so nobody was turning left. I looked over at Duby, Duby looked at me, went, like that, just put his hands up. He didn't know what, he couldn't see either. So we kept going, you know, I don't know how much longer we kept going. And Roy started turning left so I went left with him. By that time Alter had disappeared. And the first thing I saw, I didn't see the bow of Muncey's boat, but I saw Bill. I saw him going by us with his hands up in the air like that and his roostertail climbing. He was accelerating. He went right in front of us. We went through his roostertail. I looked over my shoulder and saw some smoke. I didn't know what had happened. So we kind of coasted through the turn. We got on the backstretch and I'll never forget Duby. Duby looks at me, puts his arms up. I look at Duby. No red flags were out, so we stood on it going down the straightaway like we were racing. We were half-way through the north turn before the flares came out

Huh.

So, I went straight into the pits. And, got out of the boat, everybody's askin' me what happened. I don't know what happened. There was some guy listening to the radio in his car. I forget where he was. I walked over to the guy and said, "What happened?" And he said, "Well, there was a bad accident" He said, "Jay Murphy's dead and Muncey's bad hurt" (Laughter.) I walked away. I saw Edgar Kaiser. He came up to me and said, "Do you know what happened?" I said, "I just heard that Jay Murphy's dead." (Laughter.) I remember Edgar and I, Edgar took me aside. Strange day. I have pictures of that

How did you recruit your crew for a season of racing?

Well, I didn't recruit 'em. The mechanic, Floyd Ciochon (last name pronounced SHO-hon ~ Ed.) was a crane operator for us. And, uh, he was a good mechanic. As a matter of fact, we had taken him from being a crane operator to be a mechanic on our heavy-duty equipment. And he's the guy that put the engines together at the first. Then there was a kid by the name of Joe McCarthy. Used to work for Clay Smith. And we found him, uh, during the limiteds. He did a lot of limited driving. We had six or seven limiteds, 225s and 7-Litres. And we hired Joe. And then there was another kid, uh, Nichols.

Nichols.

Yeah, I forget his first name. Real good kid, and we hired him. They were, they worked for us full time.

Full time.

Yeah, we had a full time for six years. Sid Nichols. And, as a matter of fact, Joe McCarthy he's real active. Not on my payroll now, but he's working for somebody. Well, he's working for Kaiser Steel, and, uh, they're doing some work for me and Joe's doing the work. Joe ended up being the operating engineer on, uh, the biggest derrick barge that's ever been on the west coast. And he, uh, he's very familiar with the system we have. I don't know if you noticed the bridge up in Portland, but, uh, we built it about three years ago. And we lifted a piece that weighs 6,000 tons. We lifted it 165 feet in the air. It was a piece of bridge about 900 feet long.

And you lifted it right off the water, or what have you, in the air.

Yeah, for the jacking system. And . . .

Fantastic hydraulics, huh?

Yeah. Joe operated the jack. The guy that developed the fuel injection system was the guy that operated that system for me. I still have the system. It, uh, I've been putting it on rent. It launched the big platform that Exxon built down here. It's going to the Santa Barbara Channel. They used my system to launch it. And the system's now gone to Scotland who, uh, lifted 7,000 tons of machinery deck on top of an offshore drilling platform. It'll be over there for about year.

Well, your business is flourishing.

The people who are operating it were the old race boat mechanics.

Yeah.

My first boat was a Ventnor. It was, uh, one of the old classic 7-litres. In fact, it was the original *Breathless*. There was a *Breathless* before this.

Oh . . .

Yeah, and it was a 7-litre. I bought it from a guy up here, his name was Johnny Cricket. He had it up at Tahoe. It was a two-seater, Ventnor 7-litre. It was originally designed for the old Fageol engines. And then Cricket had a Chevy in it. We took that out and put a Chrysler in. And it was, uh, fascinating boat, I wish I still had it. It was as beautiful thing. It was built back in New Jersey by Ventnor, I guess right after the war.

Uh, Hawaii Ka'i and Breathless. There we go. Gentlemen's agreement between Hawaii Ka'i and Breathless. That was September, 1955, at the Mile High Trophy race.

Yeah, ha ha. I wasn't there, I was in the Army at the time. But my brother, I forget who was driving it was either my brother or, might've been Ciochon. He may've been driving, I think he was. My brother was driving the *Galloping Gael*, this boat. Slim would be driving this (points to *Breathless*). I don't know who was driving *Hawaii Ka'i*. (Driver of the original U-9 *Hawaii Ka'i* was Kenny St. Oegger - Ed.) But I heard later there was a big argument about this thing, a friendly argument. They tried to give the trophy to my father, and he tried to give it to Edgar, and Edgar tried to give it to my father, and back and forth. Above, Roger Murphy in *Galloping Gael*. ~ H&RM Collection photo; Below left, three of Kaiser's boats at Lake Tahoe in 1955, the U-10 *Scouter Too*, U-19 *Fleur du Lac*, and U-9 *Hawaii Kai*. ~ Susanne Gott photo; At right the U-22 *Breathless* and Jay Murphy in 1955. ~ H&RM Collection photo.



What about Muralong? What were the circumstances surrounding the purchase of the boat? How did you know it was for sale and why did you buy it?

Danny Foster told me it was for sale and that was in '56. Again, I was in the Army. And, uh, I'd raced this boat in '55 back there. I was stationed near Washington, D.C. And that particular year, '56, there was going to be a lot of activity on the Detroit River. The Harmsworth, the Silver Cup, and they had the Gold Cup that year. Danny told me the boat was for sale and it was a good boat. We got a real good price on it. We figured it would be almost as economical to buy that boat and run it back there as bring this one back. So we bought the boat and, uh, Staudacher did some work on it. Staudacher and Danny Foster. And then I got it running for the Gold Cup. And we had a start in the Gold Cup. I was, fourteen boats qualified, and I guess I was the fourteenth. And it started raining like mad on the start. And, it, uh, for some reason I was thinking about Russ Schlee, and I can't remember the incident. But, uh, I think by the time we got to the Belle Isle Bridge, or that corner by the Belle Isle Bridge you

just couldn't see any more so they pulled the race. The boat wasn't running the way I wanted it to. I primarily put it together for the President's Cup, which was maybe a couple weeks hence from that, so I dropped out of the race. And when I dropped out then the fifteenth qualifier, the *Hawaii Ka'i III* was able to start in my place.

Ok.

So I buzzed down to the President's Cup and I busted the, it was the right hand sponson. About a month later we brought it out to Lake Mead. My brother drove it there and he busted the left sponson. And then we fixed those. Put some more aluminum on it. Next time it raced was up at Tahoe, the following year. And, uh, the guy that used to be a relief driver for us in the limiteds, Red Loomis, he drove it up there and he put a hole in the back end of the boat. And then that was the last time we raced it. A couple years, more than a couple years later, Morlan Visel borrowed it from us. We sold it to him for a buck. And Morlan ran it in the first Harrah's Tahoe Trophy race 1962 down at South Lake Tahoe (Stateline, Nevada -Ed). And he put a hole in the front end of the boat. Last time I saw it I loaned it to Ray Fageol for publicity in the San Diego race and I haven't seen it since. Theoretically I still own the boat.

You theoretically own the boat and don't know where it is.

I don't admit to owning it. (Laughter.)

Well, how about some of these other boats. A good example, *Zephyr Fury*, 1955. \$ Bill. Let's start with *Zephyr Fury*. The hull design. What did the boat look like? What was the snorkel on the bow for?



Above left is the U-44 *Zephyr Fury*, about to be launched from the Mt. Baker pits in Seattle. ~ Jerry King photo. At right is the U-21 *\$ Bill* on her trailer at Seattle in 1959. ~ H&RM Collection photo.

I can't even, what I remember about *Zephyr Fury* that was with Crawford and Gidovlenko. I remember seeing it in Seattle, that's about all I can remember about it.

As far as you know it never raced?

As far as I know it showed up in Seattle one year and tried to qualify and didn't qualify. *\$ Bill*...

Just like a 7-litre, huh?

Well, my opinion, *\$ Bill* was a scaled up version of this boat (*Gallopig Gael*- Ed.). This was the best boat that, what was his name, Schuyler? This was the best boat he ever built.

***Gallopig Gael*, huh?**

Um hmm. In 7-litre circles, or limited hydroplane circles, this boat is famous.

Yeah, we know that, definitely. But we don't know too much about the *Gallopig Gael*. Where it started winning . . .

We had Schuyler build it for us. See, the original *Gallopig Gael* was a 225. And we had a lot of success with it. We started, actually we started with the old *California Kid*, which a guy by the name of Lon

Graditi and, uh, George Mattucci, here in Oakland put together. They did real well with it. As a matter of fact they raced it in Detroit, and a few other places. And that's one of the, we bought the *California Kid* from Graditi and that's when we got started, really, in boat racing. It's about the time we built this. Had a lot of success with it. Then we built another one, and that was called the *California Kid*, it was another 225. Then we decided to go for the 7-litre. We had another 225 built, called the *Galloping Gael Jr.*, and then we built this one. And we built this one specifically to go after the 7-litre records. And we did. We had the mile record, the kilometer record, and the competition record (set in 1957 – Ed.). This boat raced throughout California. Every time there was a 7-litre race this one entered and it won. As a matter of fact we were getting unpopular. We'd show up at every limited race with two 225s and a 7-litre, and we'd win.

When was the boat actually constructed, what year and who designed it and built it?

Well, Schuyler designed and built it. The 225s, Rich Hallet built, but this was built by Schuyler. I really forget the year. We raced this, in fact we raced it back in Ohio. Buddy Byers was the other big 7-litre man in the country. He and my brother had a few run-ins. In fact in one of the races one guy got killed. It was supposed to be a show-down race. A guy who really wasn't after the record like my brother and Buddy were. He decided to grab a start and he got clobbered. But, uh, this thing was a real good boat. As a matter of fact, it was never really beaten. It was retired. We retired it and we refused to sell it.

What's your standing on it now? When did you retire it?

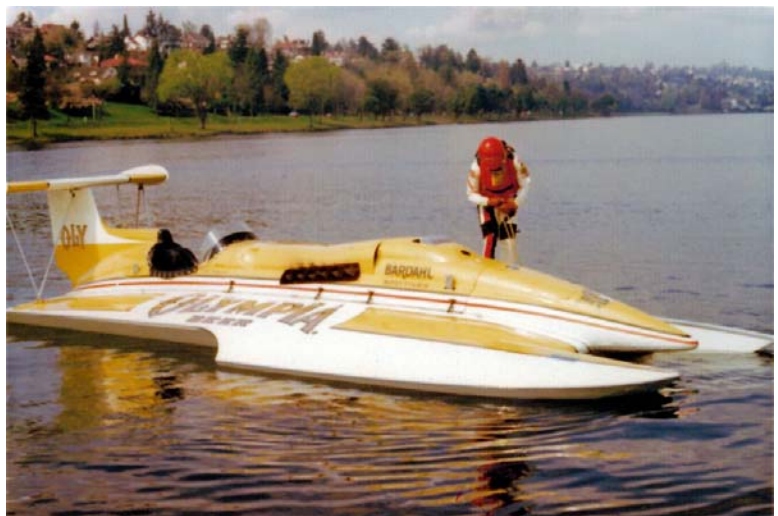
Oh, '59 or '60. This'll probably end up in the, the Tahoe Yacht Club is trying to start a museum. It'll probably end up there.

There's dozens of old boats hidden all over the country and they're just sittin' around like these. What was the spelling of the name of the man who designed the *Breathless II*?

Well, the *Breathless II* actually was designed by engineers who were working for us. In other words, we took our experience on the *Breathless* which was a Ted Jones design. We made our own modifications and, uh, we, uh, had it designed by some engineers. It was built by a guy by the name of Paul Nybank. He was working for us. When I registered the thing and they asked for the construction, I put Nybank's name down.

He was an engineer?

He was a boat builder. And an apprentice, Dennis Swenson. Mike Schmidt, he was part of the *Breathless* crew. He'd wash the boat down, go get us a Coke or hot dog or something. He used to drive his outboard in later years, down from Olympia, Washington. So he drove it down. He'd write me letters and he did a drawing of myself with my helmet on, and one of my brother. I still have 'em framed, they're in the house. About three years go by and it was near Christmas time. The door bell rings and it's a package from my father, and it's from, uh, a guy up in Washington. He says, "Dear Phil, I hope you don't mind my calling you by your first name. The Murphy name is a household word around here because of my son, Mike. I'd like to send this Christmas gift" It was a case of Olympia beer, signed Adolph Schmidt,



Billy Schumacher and the U-74 *Olympia Beer* test on Lake Washington. ~ H&RM Collection photo.

President, Olympia Brewing Corporation. (Laughter.) And, uh, my brother, about a year ago, ran into Billy Schumacher. My brother ran into him here in San Francisco. Bill said he was driving a boat called *Miss Olympia* (sic.), which was sponsored by Mike. I think he's President of the brewery now. That's the kid who used to come in and wash down the boat. (Laughter.) A real good kid.

How did the *Muvalong* name come about?

The *Muvalong*, the race boat *Muvalong's* named after a 16-foot Century I have, which is called the *Muvalong*. Just a little speedboat I got that in 1948, still running, on its second engine. I called it the *Muvalong*. I named it the *Muvalong* after *Skip-A-long*, which was Stan Dollar's boat. I've got four wooden hulled boats that I keep up at Lake Tahoe, which really are my interest at the moment. I've got a 1927 Gar Wood, it's a three-seater. And I've got the only 1946 Gar Wood runabout left, it's a two-seater. Beautiful thing and it's still got the original engine. A friend of mine down here started a classic boat show every year and you have to have a boat that was built before 1948 to enter, and they have about 70 entries. They're all reconditioned. I refused to enter mine, because I just, you know, don't like to put it in that mess of boats. But it's, I've got one of the few Gar Woods of that vintage that has the original engine.

The original engine.

Everything is original.

What was the original engine?

Well, in that particular boat it was a Chrysler.

Chrysler.

Yeah, flathead Chrysler. The original engine in the 1927 was a, uh, 250 horsepower Sterling.

In 1969, the \$ Bill (The Wanderer - Ed.) was on Lake Washington. They were just testing. The boat sank right off Seward Park there, and either the boat is still at the bottom of Lake Washington or somebody has pulled it out. Have you heard anything about the original \$ Bill?

Not a word. I haven't had any contact with boat racing, with the exception of going down to San Diego in '62. I haven't had any contact with boat racing since we quit in 1960. I haven't seen Bill Muncey since we quit in 1960. I get an occasional call from Lee Schoenith. I visit, well, I haven't seen her for a few years, but Donnie Wilson's wife, Sandy, is remarried. I see her occasionally. I used to go to conventions down in Boca Raton and she lived close by. That's the only people I've seen that are involved in boat racing. People like Stan Dollar or Edgar Kaiser or Stan's mechanic . . .



Above the U-22 *Breathless* and U-30 *Muvalong* racing at Tahoe City in 1956. ~ Bob Carver photo



Ron Kasper and the ill-fated U-45 *The Wanderer* on Lake Washington before it sank to the bottom. ~ Jim Dunn photo

What exactly happened when you got out of boat racing in 1960? Was it a driver, was it an owner? Somebody in APBA?

It was an official.

An official.

There was an incident in a race on Lake Washington. The race had a lot of problems. In the last heat, it was like on a Sunday afternoon. My brother was driving the *Breathless II*. He had trouble getting started. He started last, and by the time he got to the north turn he was first. He pulled everybody going down the backstretch. He didn't pull his foot. He passed everybody going down the backstretch. Knocked 'em off. Freddie Alter and I were standing on top of that little building they have in the middle there. I couldn't believe it. He passed everybody but I think Muncey was in the lead. He was about to pull Muncey. Muncey was driving the *Thriftway* and I think Russ Schlee was driving the *Thriftway Too*. But my recollection is when Schlee saw Roger pulling up on Muncey, Schlee jumped out of his boat and stopped the race. So the race was postponed 'til next morning. And I forget whether they stated the heat or not.



Russ Schlee ~ H&RM Collection. photo

Was this something Russ Schlee, was he a hot throttle?

Oh, no, Russ was a good friend of ours. In fact, if we were running a team boat and I saw somebody pulling up on the leader, I'd jump out, too. That automatically stops the heat. So they went to the next day. There was a lot of conversation. Simon was involved, Freddie Alter was involved. We spent all day getting ready for the thing and so forth. And just as the final heat was gonna start, an official came over to us and said that we weren't qualified for the final heat. And, uh, it was just about that time I had enough of boat racing.

Do you have any logical reason?

Yeah, it was a lot of money and a lot of time and a lot of effort going to these races. We were amateur drivers, we were owner-drivers. And if they had told us on Sunday night that we weren't qualified to start the final heat we would have gracefully packed up and gone home, but they kept us around for another day. It wasn't just spending the money, just messing around. And, uh, they came up to me and said that we weren't qualified for the final heat. So I reached in my pocket and I took out my APBA cards and said that I was a qualified driver and I was an owner under the APBA. I tore the cards up and I handed them to the referee of the race. I don't think he got the message, but the message was this: That's the last time the Murphys would be involved in boat racing. We then stopped racing. At the time we had three unlimited hydroplanes, three 225s, and one 7-litre. That's the last time we were at a boat race.

That was 1960.

So, as I recall Muncey was there at the event. There was a little to-do about it. In fact I remember talking to Keith Jackson right after that.

Keith Jackson, good man.

Yeah, good friend of ours. He wanted to know what had happened.



Media photo

I said it's the last time you'll see the Murphys at a boat race. He said that he couldn't believe it. Everybody said they couldn't believe it. The following year we got tons of letters about whether we'd be at the race or not. They never got the message. I didn't care whether they got the message or not. After six years I was tired of it anyway. I was speaking with men who were in it longer, George Simon, for instance. Lee Schoenith was in it longer. But as far as owner-drivers are concerned, the Murphys were in it for a considerable length of time.

What would you say was the very beginning of the Murphys' involvement?

We didn't get involved in the unlimiteds until '54, but we'd been involved before that. Actually, I was up at a couple races in Seattle before we showed up with a boat. Talked to Lee Schoenith, just getting acquainted. Lee and I were good friends. I just don't see much of him.

Wild Bill Cantrell found out after so many years of racing for Lee Schoenith he didn't have any money left over to retire, because somebody in the Schoenith family decided boat racing really wasn't that important. So somehow he put all his money that had been saved up. They put it someplace, and Wild Bill Cantrell can't get his money. They've been to court over that. There's a big legal thing going on over that.

Actually, it's hard for me to believe. I remember when Morlan Visel went back east to race the *Madison* and he got hurt in the first lap or the first ride he took on the Detroit River. He was in the hospital for two or three weeks back in Detroit. Lee picked up the hospital bill. He was a really nice guy. The agitator up in Seattle. Matter of fact, I'm the one that gave him the nickname the czar. We were sitting around the hotel one night, he was spoutin' off. I says, "You're nothing but the czar." Sure enough at the next race Lee shows up with a jacket on that said Czar. (Laughter.) We had a lot of fun in those days. There were people like, well, the Schoeniths. This was really an amateur thing. We built bridges. You want to see a picture of a bridge. There were people like Stan Dollar, the Kaisers, and Bill Waggoner, uh, Bill Boeing, Stan Sayres.

What's your impression of Ole Bardahl, 1957?

He was good. The only way the sport, the only way the unlimiteds could survive was going professional. That's the only way, it was getting too expensive.

The Seafair race, say in 1958 or some time, the team left California. How much money in close round numbers would it cost for transportation, crew, fuel, and engines.

Well, I forget what the costs are, but we ran, we had four people full time, 40 hours a week, all year long. And then once a year we'd go up to Seattle, you'd need a truck, and you'd need a trailer, you'd need a station wagon or a pick-up, you know, to haul people around. You got your motels or your hotels and your food bill and the rest of it, subsistence for these guys that are out of town. That's what it takes. Whatever it costs to do that. Actually in those days the, uh, the cost of the boat transportation wasn't the controlling item. The cost of the engines certainly wasn't. The engines in those days you could pick up these engines . . .

You never did have a Rolls engine, did you?

Oh, I had a couple Rolls, never used 'em.

What kind of Rolls were they?

Uh, G9s or . . . (Murphy probably means a dash 9 Rolls-Merlin – Ed.)



Bill Cantrell with Jerry Schoenith's Gale's Roostertail team. ~ H&RM Collection photo

G9?

But the cost of the engine wasn't expensive; the cost of putting the race in shape was expensive.

In summation, back in the '50s when you were really into boat racing, as far as you're concerned was it an exciting sport?

I never met anybody in boat racing that I didn't like. That includes the owners, the drivers, the mechanics, the officials. Actually the guy that caused me to drop racing, it wasn't a questions of not liking the guy, I personally liked the guy, I just felt that he was wrong and I didn't want to play by those kind of rules. I felt I'd done my part.

Yeah, a lot of years.

I had other things to do. I had more fun building bridges.

Ok.

I've skied at Squaw Valley since they opened up in 1948. My wife and I and my five daughters go skiing. That's another thing. When I was racing boats I wasn't married. Now I've got five children. Elizabeth's the oldest.

What are their names?

Elizabeth, Ellen, Eileen, Emily, and Edith.

Five girls, huh?

Five girls, the youngest is three and the oldest is nine (in 1976 ~ Ed.).

You got a lot of work right there.

When I quit boat racing I hadn't even met my wife. Didn't get married until I was 34 years old. So anyway . . .

How old were you in 1954?

22. Yeah, the first race I was in, it was on my birthday. My birthday is August 11. So I turned 22 in August of '54.

Is Roger considerably younger than you?

Four years.

How did you decide who was going to race, you or Roger?

He always, well, the first five years or so he always drove the limiteds and I drove the unlimited. Occasionally I'd drive a limited around here. But, uh, then in, I guess when I built the *Breathless II* he got the *Breathless*.

I see.

And, uh, the last year we raced I gave him the *Breathless II*. And, uh, that was the year that he pulled the fastest qualification we ever had in the *Breathless II*, I think it was 112 or something.

Do you really know how fast the *Breathless* one ever went?

Yeah, this was clocked down at Salton Sea. Gidovlenko had the *Hurricane* down there and I had this. We went through the traps and, uh, I forget what it was, it was 140 or . . . The *Breathless II*, I don't know how fast it would go. I had it one day at Tahoe, calm day, nobody around. I never put my foot all the way into it, but I was reading, as far as that speedometer is concerned, I was reading over 180. But that speedometer could've been off. The fastest it was clocked in qualifying was my brother's run at 112. I qualified one year, like one lap was 106 or something. I had competitive laps around 108. But, again, you aren't going as fast as you feel. All these boats, it's just a question of keeping them together. They're nowhere near what I can see on TV. They're nowhere near what these guys are driving now. I was amazed, at this race I happened to see on TV. I think it was the Gold Cup this year in Detroit, because I've raced that course. I was particularly watching Muncey. But I watched the starts. I watched them go through the Belle Isle turn. It was, as far as I was concerned, pretty rough water. And I've raced on that river, I know that course. I just couldn't believe the lap times they were



Roger Murphy and Lee Schoenith look things over. ~ H&RM Collection photo

turning. They've got things, they're cornering well, they're accelerating well, and I guess they're running the straightaways pretty quick.

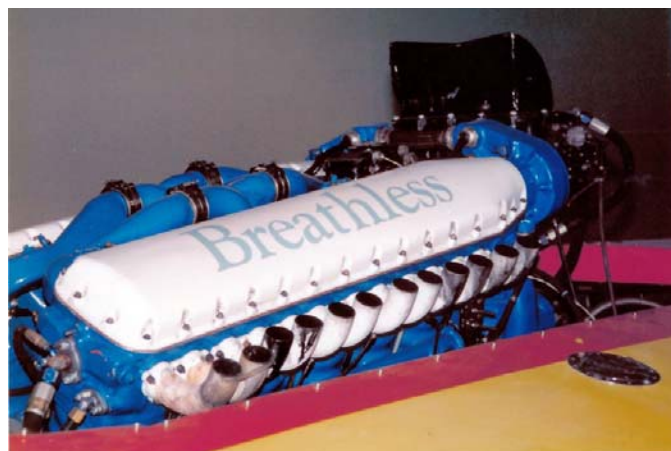
With your experience with the *Galloping Gael*, 225s, 7-litres, you've been extremely competitive there, if the *Breathless* or *Breathless II* were running right on time, just like they should've been, you could've, if everything worked out, undoubtedly as far as you're concerned with your competitive ability as a driver, you could've won a race if everything worked out.

There was one year that I was second quite a few times. Best I ever did in the Gold Cup was fourth. Still a good sport if we finished. I've seen Gold Cups run where boats didn't finish the heats. *Slo-mo-shun IV* with Stan Dollar driving. That's a famous race. But we raced a year behind the things. I'll tell you one thing, any boat that I've ever owned. Like I said, just by accident I saw that *Atlas Van Lines* the other day. We couldn't even qualify for the race.

~ UNJ

Here's what Happened to the *Breathless* and *Breathless II*

Well, as for the U-22 *Breathless*, it was put in storage after 1958 and never raced again. The last I heard it was being rebuilt by Peter Clauss sometime in 1980s. Whether he was also the owner I don't know. It hasn't surfaced as of 2015. What's left of the *Breathless* is the Allison engine, or at least the valve covers. They're sitting in the former *Breathless II*, the former U-86 *Swannies Special* owned by Ken Muscatel. The photo at right was taken in 1990 by Kirk Johnson at the Hydroplane and Raceboat Museum.



The U-22² *Breathless II* raced until 1960. Jay Murphy's last race was at Seattle Seafair where it placed fifth. After that Jay Murphy retired *Breathless II* and left hydroplane racing for good. The boat sat until 1963 when he sold it to some people back east. Below left is *Breathless II* in the pits in 1959. ~ Bob Greenhow photo; At right is *Breathless II* on her trailer in the pits at Seattle in 1960. ~ H&RM Collection photo



The U-22² *Breathless II* was sold in 1963 to Paul and Dick Gordon. They repainted it blue and yellow and registered it as the U-10 *Blue Chip*. The number changed the following year to the U-80. It sat out 1965 then returned in 1966 with a new owner and name. Bob Fendler registered the boat as the U-91 *Loaner*.



Above left is the U-80 *Blue Chip* in the pits back east in 1964. ~ Sandy Ross Collection photo. At right is the 1966 U-91 *Loaner* with owner Bob Fendler behind the wheel. ~ H&RM Collection photo



Bob Fendler sold the U-91 to Gordon Deneau in 1967. It was repainted and renamed the U-11 *Miss Wickman*. ~ Sandy Ross Collection photo. It was a burnt orange colored U-11 display in 1971. In 1972 it became Bob Gilliam's U-11 *Pizza Pete* display. It was owned by Pete LaRock in 1973 racing as the U-11 *Shakey's Special*. In 1974 and '75 it was named the U-22 *Sunny Jim* (3). Tad Dean became the owner in 1976 and raced it as the U-22 *Barney Armstrong Machine*. ~ H&RM Collection photos





In 1977 Tad Dean raced the boat as the U-22 *Dionysis*, *Mister Fabricator* (2), *Bruno's Appliance*, *Rivers Inlet Resort*, *Tad Dean's Body Shop*, *Huling's People Mover*, and *Pacific Datsun*. It became the white U-22 *Dr. Toyota* in 1978.



The name and number changed in 1979. It ran as the U-69 *Schrader Stoves* and *Ingraham Class of '69*, seen above at Seattle. It was sold to the Buffalo Brothers in 1980 and ran as the U-22 *Lil Ole Lake City*, above right, and *Jose Murphy's*. ~ H&RM Collection photos above. In 1981 it became *The Machine* display boat. Tim Donery was the new owner in 1982 and raced it as the U-22 *Miss Island Security Systems*, seen below left at Seattle. Its last year it ran as the U-86 *Swannie's Special*, seen bottom right running at San Diego. It was sold to Ken Muscatel and put in storage.





Dr. Ken Muscatel purchased the U-86 *Swannie's Special* in 1988. It was similar in design to Henry and Edgar Kaiser's U-8 *Hawaii Ka`i III*. The original *Hawaii Ka`i III* was sunk in the 1970s off Orcas Island. Ken Muscatel tested the former *Breathless II* at Lake Washington in 1990, in May at Sand Point and in October off Stan Sayres Park. Above are from the May test. Below are from the October test. ~ Karl Pearson photos. Ken Muscatel planned to have H&RM rebuild this boat into the "Pink Princess."



Above is the former U-22² *Breathless II*. It was the replica of the U-8 *Hawaii Ka`i III* owned by Ken Muscatel. It was rebuilt by the H&RM volunteer staff. At left, the newly rebuilt *Hawaii Ka`i III* is launched in 1994 at Lake Washington for the first time as the "Pink Princess." At right, *Hawaii Ka`i III* in the Hydroplane and Raceboat Museum in 2007. Mitch Evans now has the old hull in his Chelan, WA shop and is going to restore it back to the U-22² *Breathless II*.

Mitch Evans – Refurbishing *Breathless II*

Interview from Craig Fjarlie

Mitch Evans, seen at right, has been working on refurbishing the U-22² *Breathless II* for several months. In the following conversation, Evans discusses the progress so far and the work remaining. His comments were recorded by Craig Fjarlie on October 3, 2015, during the Hydroplane & Race Boat Museum's Mahogany & Merlot event in Chelan.

[How did you go about acquiring the boat?
What all was involved?](#)

Well, I kind of came into it from the middle or the end. Originally my brother, Mark, and Johnny Walcker brought the boat over from Dr. Ken to start a restoration project on it. So they're actually the ones that took it apart at Johnny's place. And then the project kind of got stopped, so I ended up basically helping them store it. We had it in my shop for a while and then it was outside. It was upside down on a jig but pretty well torn apart.

[They put it upside down?](#)

They turned it over and started getting the bottom apart and the sponsons.

[So what did you find in terms of what needed to be done, and how bad was it?
We've heard stories . . .](#)

You know, it needed an entire bottom, all the battens. The sponsons were in OK shape, but I decided to revamp those also and skin 'em, made a few small clean-up changes on it. The main frames were good and the deck was amazingly in good shape so I didn't want to get into that. But the shaft log, all that stuff, needed to come out. Luckily most all the parts were there.

[The shaft log you could save? It just needed repair?](#)

Right, just clean up and repairs. Yup. And that was really the biggest thing. Then of course it needs to be painted. I got, Ken had a long block for the engine, some banks, so I got some pieces and parts. Just, there were some gear box pieces, and so I've been working on collecting all that, too. We're just, last winter, I spent all winter with the bottom, the sponsons, and then we're just now, today, we sealed the top, so we're ready for paint. The hull's in pretty much one piece now and we can go on to riggin' it.

[So who actually owns the boat?](#)

I personally made a deal with Ken and bought it myself. We had some people who wanted to go in as partners, I just decided that really, to do it and to do it right I took the project on myself. I've had a ton of people helping me out donating parts, and time, and materials, and all kinds of things. So it's been a great project. But, I decided I wanted to do it myself. We're going to form an LLC (Limited Liability Corporation – Ed.) and a few things, and then I just would like to get it running and you know, enjoy it and take some rides.

[Have you got enough parts to put an engine together?](#)

We're close, we're close. With, uh, you know, obviously, my connection with Ed Cooper he's been a great help, and so we're slowly gathering pieces and I should have enough stuff to get one assembled and have a nice strong and, you know, make it perform well. I obviously want it to run safely, but I'd like it to go fairly quick, too. So Ed's been a great help. He was here last week with me and we're taking stuff apart and getting it ready to assemble for next spring.



We've heard one thing you were having problems with was getting two blade props.

Yeah, I put the word out there and we've had a ton of people that have donated some stuff. It's been great. There's all kinds of things coming out of the woodwork. We'll kind of have to go through it and find out what works. Dr. Ken had some stuff, so it's just a sorting process and I hope we'll find something that will work.

You have a gear box and shaft?

Yup, yup, we got pieces and cases with some gears. I found some bearings, I need to acquire a coupler and some scavenge pumps. So, it's kinda all being pieced together. It's been pretty amazing but it is coming together.

Now, when we see it, how's it going to be painted? Will it be Breathless blue?

It's going to be *Breathless* blue with, uh, I'm gonna use a white base. You know, obviously it had the birch decks on it . . .

That's kind of expensive.

. . . we're not gonna go there. But, I'm gonna paint it base white with the blue stripes and kind of mix the two together.

We were hearing you were thinking about putting a birch wrap on it.

Yeah, I looked at that and there are some amazing wraps out there and I would like to at least incorporate a small birch strip in it somewhere, you know, just to bring some of that back, so once we get this main base white on there I'm gonna experiment with a few things, and I hope we can find something that will, you know, bring back its old glory.

Just as a final thing, have you had any communication with Jay Murphy or anybody with the team?

You know, I haven't yet other than, you know, the people that have helped me, Tim Donery, (seen in



photo at far left ~ Craig Fjarlie photo), and of course Tad Dean (in red shirt ~ Buffalo Bros facebook page), and a few of the old owners and people that have helped me out. I haven't yet but I want to. I had some people send me some information and some history on it. I'm going to look that up, become familiar with it and then I hope we can contact him and see if they would like to come and see it sometime. [Norm Evans took both Mitch and Mark for a ride on Lake

Chelan in October, 1978. Tad Dean raced the boat as the U-22 *Dr. Toyota* that season. ~ Ed.]

Yeah, he might be interested.

Yeah, it's got great history. It was the first boat I ever went for a ride in, you know, my dad, and then Chip qualified it. It had some great history. I was really so glad I was able to get it, you know, salvage it, and now reassemble it and bring it back up.

It was second in the '58 President's Cup.

Was it? You know . . .

Probably its best finish.

. . . I heard it had some real potential and it looks like it's still in great shape.

We have some things on tape with Jay Murphy that somebody else did, and he said it was very light because they used a lot of aluminum.

Yeah.

They had to have a minimum weight, but it was very light compared to some of the other boats.

Yup, as I got into it, you look at the construction, whoever built it, they were very cautious. The bolts, everything about it was done very well.

All the Phillips screws were all facing the same way.

(Laughs.) Yeah, there was a lot of...I hope I can even come close to that detail. It won't be, but I looked at it as I was putting it back together and somebody spent some real time and care with it. So it's great to see.

OK, thanks.

Yup.

~ UNJ

Evans' Shop in Chelan, Washington & Breathless II/Hawaii Ka`i III

The former U-8 *Hawaii Ka`i III* was delivered to the Evans' shop in Chelan, Washington this summer, as seen below left after it arrived. Soon to become the U-222 *Breathless II* once again. At right *Hawaii Ka`i III* in the air, as they prepare to move the pink boat inside. At the bottom, *Hawaii Ka`i III* inside as Mitch and two others talk things over. At bottom left, the hull gets a new bottom. ~ Evans website photos





HydroFile
Lon Erickson

U-1 Miss Madison Inc. – The U-1 hull is being stripped of its Oberto graphics and waiting announcement of new sponsorship for the 2016 season. Though no specifics have been reported, team manager **Charlie Grooms** has previously spoken of some retail companies interested, that would be a “good match” in terms of sponsorship benefiting both parties involved. At right, Tyler Hanson updating the

National Champion. Below, Larry and Tyler Hansond doing winter work on the hull. ~ MCR photos.



U-5/U-7 Team Porter Racing – Looking at the wear and tear, minor incidents, and overall age catching up with the two primary hulls, (former *Miss Budweiser* T5'97 & T6), Team Porter plans some focused time in the shop over the winter. The main direction will be on major structural work to the U-5, along with attention to the engine program, propellers, and gearboxes that will benefit both the U-5 and U-7. ~ U-5 and U-7 facebook photo



U-37 Schumacher Racing – In late October, the “for sale” listing of the hull and equipment for sale was reposted. The ad lists the U-37 hull, two fresh rebuilt/retuned Lycoming T55 turbine engines with gearboxes, custom trailer, Kenworth transporter truck, and over \$100,000 worth of tools, parts and misc. equipment for a reduced price of \$599,000. Originally priced for sale at \$699,000. ~ Michael Prophet photo



Spirit of Kitsap Racing Ilc. – A local hydroplane racing team based out of Kitsap County, WA. recently reported to watch for “good news to come after the new year”. This team has raced in the limited ranks and at one time acquired an unlimited hull with plans to race in 2013 but those efforts never materialized. We will keep track of future developments and announcements in 2016.



QSRF News – The Qatar Sailing & Rowing Federation, the group that merged with the QMSF (Qatar Marine Sports Federation,) announced they are auctioning off powerboat racing assets they own from now-defunct Spirit of Qatar Racing teams. This includes #96 offshore turbine catamaran, (4) F1 tunnel hulls, F4 tunnel hulls and support equipment for these teams. The QMSF was previously headed up by **Sheikh Hassan** who supported unlimited racing both at home and abroad, and also raced in the offshore series worldwide.



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Next Meeting of Unlimiteds Unanimous

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-everyone welcome!-

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