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A Chronicle of Speed

2018 SEASON REVIEW: Andrew Tate, Jones Racing enjoy a year of bounty.

They had the oldest boat on the circuit, a hull built 26 years ago when the elder George Bush was still in the White House and when a young fellow named Jeff Bezos was still three years away from introducing an online bookselling business called Amazon. Yet, despite its age, the U-9 hydroplane campaigned by Mike and Lori Jones was the most dominate force in the 2018 H1 Unlimited Racing Series, thanks to its talented driver, Andrew Tate, and the team's innovative crew chief, Jeff Campbell.

From the moment the *Les Schwab Tires* was lowered onto the Columbia River at Tri-Cities, Washington, during a pre-season testing session on June 1, it was clear that the Jones Racing team meant business. They were highly motivated not to repeat the disappointing season before, when a clipped buoy in Seattle and a disqualification in San Diego for entering an area within the racecourse that is closed to the hydros literally cost them the national title.

A few hundred feet down the Columbia River shoreline on that sunny



Chris Denslow

The 2018 national champion driven by Andrew Tate

Friday was another team intent on making 2018 a successful campaign, but motivated in a different way. The four-time defending national champion *Miss HomeStreet*, driven by five-time defending champion Jimmy Shane, had the advantage of the sport's largest operating budget, yet also faced some uncertainty.

Four months earlier, the team was rocked by the unexpected death of crew chief Dan Hoover. Named to fill his position was crewmember Cindy Shirley, who thus became the first

woman to serve as the crew chief of an unlimited race team in more than thirty years. Meanwhile, back in the team's shop in Tukwila, Washington, a brand-new hydroplane was taking shape with promises that it should appear on the circuit when the boats returned to the Columbia River in late July.

Two other hydroplanes were also there on the riverbank during that pre-season test and, in addition to the U-9 and the *Miss HomeStreet*, would become the only other boats to appear in each of the season's six events. The

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U-11 *Reliable Diamond Tool* presents *J&D's*, driven by Tom Thompson, actually didn't get much of a chance to test that day because of propeller shaft issues, but Dustin Echols and the U-440 *Bucket List Racing* made a number of runs to check new gearboxes and props the team had built during the offseason.

Then, once the testing was done, the four teams packed up their gear and headed back to their shops in the Seattle area. There, they each made some last-minute improvements and hit the road south to the season's first stop, three weeks hence in Guntersville, Alabama.

Guntersville

It had been 52 years since the unlimited hydroplanes had last seen action on Lake Guntersville, and both the race teams and the residents of Guntersville were happy to see them back to compete in the Guntersville Lake Hydrofest. But, while the good people of Northern Alabama were gracious hosts to the racers and out-of-town fans, the weather was less hospitable. A stiff wind canceled all activity on Friday and returned on Saturday accompanied by heavy rains. On Sunday, however, the weather finally calmed enough to allow a full slate of racing.

The four regular boats were joined by three others: the U-21 *PayneWest Insurance* with Brian Perkins driving, the hometown favorite U-27 *Chase Building Group* driven by Cal Phipps, and the U-99.9 *CARSTAR powers Miss Rock* with rookie Aaron Salmon at the helm. The racing was dominated by the two frontrunners: Andrew Tate and Jimmy Shane. Tate won all three preliminary heats while Shane won two after being disqualified for a fuel violation in the day's first heat.

The winner-take-all final heat then became a race for the ages as the two drivers battled side by side for five laps, with one never leading the other by more than a boat length. Tate had the lead going into the first turn, but



Chris Denslow



Chris Denslow

[Top] Jeff Campbell (left), crew chief of the U-9 Jones Racing team, has a discussion with his driver, Andrew Tate. [Middle] The pit area along the shore of Lake Guntersville. [Above] The U-9 *Delta Realtrac* (left) races side by side with Jimmy Shane in the U-1 *Miss HomeStreet* in Guntersville.

with Shane having the advantage of the inside lane, he would then surge ahead briefly from time to time. Finally, the two exited the final turn next to each other, both drivers punched the accelerator in a run to the finish line, and Tate came away the winner.

In the process, Tate enjoyed a perfect weekend, being the fastest qualifier and winning all of his preliminary contests, as well as finishing first in the final. Tom Thompson finished third in the U-11 *Reliable Diamond Tool presents J&D's*.

Madison

Two weeks after the stop in Guntersville, the race teams assembled again on the banks of the Ohio River in Madison, Indiana, a town that has hosted unlimited racing since 1951. The organizers of the Midwest Tube Mills Madison Regatta were not happy, however, because of a problem that plagued the sport from beginning to end: not enough competitors. Only five boats appeared in Madison, not the six that had been promised by H1 Unlimited officials.

The regular four teams were joined only by the U-99.9 *CARSTAR powers Miss Rock*, but the boat that mattered most to the fans along the shore was the *Miss HomeStreet*, which is owned by the citizens of Madison. They would not be disappointed.

Even though there were only five boats in the field, the preliminary heats were split into two sections each, which meant two raced each other in one and three were in the other. Both Jimmy Shane and Andrew Tate won the first set, then Shane and Tate were drawn together in the next two, with Shane winning Heat 2A and Tate winning Heat 3A. Tom Thompson and Dustin Echols won the other two preliminaries.

During the start for the final, Shane grabbed the inside lane, hit the starting line at full speed and right on the money, and led the field through the first turn. Tate followed, got caught up in Shane's roostertail, and that was it.



Chris Denslow



Lon Erickson



Chris Denslow

[Top] The hometown favorite, the U-1 *Miss HomeStreet*, rounds a turn on the Ohio River in Madison. [Middle] The U-440 *Bucket List Racing* (left) and the U-11 *Reliable Diamond Tool presents J&D's* speed toward the finish line at Madison. [Above] The *Delta Realtrac* leads the *Miss HomeStreet* as they pass the Madison pit area.

The fans happily watched Shane hold first place clear to the finish line. Tate was second and Thompson was third.

Tri-Cities

It was in the desert heat of Southeast Washington where the season took a turn that led to the national championship for Andrew Tate and the U-9 team. When they left Madison, Tate was leading Shane in the national standings by only 440 points. But, by the time the HAPO Columbia Cup was over, Tate's lead had grown to a level that would prove to be insurmountable.

Nine boats entered the event, the biggest number that would be seen during the 2018 season, yet a total that would be disappointing any other year. The regular four were joined by Aaron Salmon in the *Miss Rock*, Brian Perkins in the *PayneWest Insurance*, and Cal Phipps in the U-27, which was given a stunning new paint job and renamed *Oberto*. The U-12 *Graham Trucking*, usually a regular on the unlimited circuit, was held out of the first two races but made its debut at the Tri-Cities, as did the Allison-powered U-3 *Griggs Ace Hardware*. Also at hand to be christened was the brand-new *Miss HomeStreet*, but the boat did not compete.

The prospects for Jimmy Shane looked good as the event got underway.



Chris Denslow

The competitors leave the dock at the Tri-Cities.

He was the top qualifier with a run of over 163 mph on the speedy Columbia River course and was the apparent winner of two preliminary heats on Saturday. But that night while analyzing the race data that is provided to all race teams, Jeff Campbell of the U-9 *Les Schwab Tires* team noticed something odd about the numbers for the *Miss HomeStreet*. He brought it to the attention of race officials and by the time the boats hit the water on Sunday morning, the *HomeStreet's* victory in Heat 2B was taken away for a flagrant N2 violation. (The engine's speed at the N2 stage of the turbine had been pushed beyond the legal threshold.)

While Andrew Tate drove the U-9 to victory in both of its preliminary heats on Sunday, Shane was disqualified

for again pushing the boat's engine too hard in Heat 4B. Then, before the start of the final heat, Shane made a move to grab the inside lane and in the process doused Tom Thompson and the U-11 *Reliable Diamond Tool Presents J&D's*. Shane went on to cross the finish line in second place behind Tate, but was later disqualified and docked 200 points for encroaching on the U-11.

Tate, meanwhile, won the race and collected another 2,080 points toward the national title. Cal Phipps in the *Oberto* was second and J. Michael Kelly in the *Graham Trucking* was third. As for Shane, his team pulled out of the Tri-Cities with only 600 points to show for their effort.

Seattle

The U-3 *Griggs Ace Hardware* went home to Evansville, Indiana, while the other eight race teams at the Tri-Cities towed their boats west across the Cascade Mountains to Seattle, where they gathered again less than a week later to compete in the Albert Lee Appliance Cup. That's where the *Miss HomeStreet* team made a major change. The defending national champion hull was left on the trailer throughout the weekend in favor of the team's brand-new craft.

Shane found the new boat to be a fantastic performer right out of the box. He drove the boat to the fastest qualifying speed of nearly 154 mph and won



Lon Erickson

Cal Phipps in the *Oberto* (left) races beside J. Michael Kelly in the *Graham Trucking* on the Columbia River.

the first preliminary heat on Saturday. J. Michael Kelly won the other preliminary, or so it was thought. In a repeat of the week before, Jeff Campbell again saw something funny in the boat's performance data, brought it to the attention of race officials, and the result was a disqualification for an N2 violation. That gave the heat victory to Andrew Tate and the U-9 *Les Schwab Tires*.

On Sunday, Shane continued his success with victories in both preliminary heats while Tate and Cal Phipps also each claimed first-place honors. It was approaching 6 p.m. before the final heat could be run, however, due to scheduling by the Seattle race organizers, who saw fit to run the unlimiteds early in the morning and late in the afternoon to provide time for an air show and other events.

Shane and Tate were side by side and ahead at the start of the final, but behind them Cal Phipps and the *Oberto* suddenly went flying as the boats rounded the north turn. The boat landed right side up and Phipps was not injured, but the aerobatics caused the heat to be stopped. That led to a delay as the damaged craft was towed back to the pits and race officials sorted out whether any penalties needed to be assessed.

By the time Tom Thompson learned that he was disqualified for encroaching on the *Oberto* and would have to sit out the restart, the clock was approaching 7 p.m. and many race fans had already begun their treks home. During that restart, Shane hit the starting line right on the button and held first place to the finish line, but the effort proved to be wasted because he was assessed a one-minute penalty for going too slow while setting up for the start. That gave the race victory to Tate and the *Les Schwab Tires*. J. Michael Kelly received second-place honors in *Graham Trucking* and Brian Perkins was third in the *PayneWest Insurance*.



Chris Denslow



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[Top] Jimmy Shane has a discussion with crew chief Cindy Shirley (center) and crew member Jimmy Gilbert of the *Miss HomeStreet* crew. [Middle] Aaron Salmon in the *CARSTAR* powers *Miss Rock* (left) next to Brian Perkins in the *Miss PayneWest Insurance* at Seattle. [Above] Andrew Tate brings the U-9 *Les Schwab Tires* back to the pits on Lake Washington in Seattle.

Lon Erickson



Chris Denslow



[Top] The U-9 *Delta Realtrac* flies across the Detroit River.
[Above] The race to the starting line at the Detroit Gold Cup.

Detroit

With Shane's troubles in the Tri-Cities and in Seattle, Tate's lead in the national standings had grown to more than 2,000 points with just two events left on the schedule. Only a calamity could stop the U-9 team's march to the title, and that just wasn't in the cards. Instead, Tate would have another victorious day at the Detroit Chevy Dealers Gold Cup.

Only six boats appeared on the banks of the Detroit River for the race: the regular four; the Allison-powered U-3, now known as *Roostertail*; and the U-7 *Spirit of Detroit*, which was driven by Bert Henderson and was making its first and only appearance of the season.

Like in the season's first event, weather would play a role in the Motor City. Jimmy Shane was the fastest

qualifier, taking the new *Miss HomeStreet* around the course at over 162 mph, but all of the race activity was canceled on Saturday because of high winds and stormy seas. As a result, to the delight of race fans, the schedule of eight two- and three-boat preliminary heat races and the winner-take-all final were all stuffed into one busy day.

Shane and *Miss HomeStreet* won all four of their preliminary races, but on the strength of two heat victories and a second-place finish, Tate didn't allow them to gain much ground in the national title chase. Meanwhile, Dustin Echols and the *Bucket List Racing* won a preliminary event when the other two competitors in the heat were given one-minute penalties, and Tom Thompson also scored a win aboard the U-11 *Reliable Diamond Tool presents J&D's*.

In the final, Tate grabbed the inside lane with his U-9 *Delta Realtrac*, led the

field across the starting line, pulled away coming out of the first turn, and would stay in the lead to the end. Shane kept it close through most of the race, but could never catch up and had to settle for second place. Thompson finished third despite a one-minute penalty.

Tate's victory was notable for several reasons. It was his first Gold Cup victory, thus making him the first son of a Gold Cup winner to also win the race. His dad, Mark Tate, won the prestigious event in 1991 and 1994. Also, with a lead over Shane of 1,880 points and only 1,700 points available to be collected in the season's last event, Tate's final heat performance clinched the national championship title.

San Diego

The season ended like it started, with only six boats in attendance. Parked along the shore of Mission Bay for the running of the HomeStreet Bank Bayfair were the regular four, The U-21 *PayneWest Insurance*, and the U-99.9 *CARSTAR powers Miss Rock*. The members of the latter team arrived with heavy hearts, as the boat's owner, Stacy Briseno, was killed in a pedestrian-vehicle accident as they journeyed through Southern California to the race site.

The San Diego race was notable for an experiment. The procedure for starting each heat of competition has been a challenge for many years. Many different methods have been tried, many different rules have been implemented, and many races impacted by the penalties that resulted. Jimmy Shane's loss at Seattle being the most recent example.

So, the officials at H1 Unlimited decided to try something that would improve competition and reduce pre-start and lane violation penalties. Instead of fighting for lanes during the period before the starting gun fired, the drivers were assigned lanes based on the points they had earned, sometimes the boat with the most points was assigned

to the inside lane and other times it was the other way around.

The change seemed to work. No penalties were called during the entire event.

The six entrants were divided into two sections during the three preliminary heats. Jimmy Shane and *Miss HomeStreet* won two of those races, Andrew Tate in the *Delta Realtrac* did the same, and both Tom Thompson and Brian Perkins won one race.

Only four boats could answer the bell for the season's last heat. The U-99.9 *Miss Rock* sat out with engine problems and the *Miss HomeStreet* was left sitting at the dock when its ignition system failed.

Tate grabbed the lead at the outset, the *Miss PayneWest Insurance* fell by the wayside when it was caught in a roostertail, the U-11 *Reliable Diamond Tool presents J&D's* lost a propeller blade, and the U-9 wet on to a fairly easy victory. Finishing second was the *Bucket List Racing* with Dustin Echols at the wheel.

For Andrew Tate and the U-9 Jones Racing team, the 2018 campaign was a dominating performance. He finished the season with five race victories and one second-place finish during the six-race series. With one victory in his team's hometown race and two runner-up trophies, defending champion Shane ended the season a distant second in the national standings. Tom Thompson in



Lon Erickson

The U-11 *Reliable Diamond Tool presents J&D's* in the San Diego pits.

the U-11 *Reliable Diamond Tool presents J&D's* finished third and the fourth regular, Dustin Echols in *Bucket List Racing*, completed the year fourth in the standings.

What's next?

As always, there is uncertainty within the ranks of the unlimited fleet as thoughts turn to the 2019 season, which is scheduled to begin on June 28 in Gunterville. Perhaps the biggest question is whether a boat will compete with U-1 painted on its hull. That honor goes to the defending national champion, but there is serious doubt whether Mike and Lori Jones will campaign their boat now that crew chief Jeff Campbell has retired.

The *Miss HomeStreet* will certainly be back with their new boat, which proved to be very fast. Also seeming to be certain will be an entry by Scott and Shannon Raney's U-11 Unlimited Racing Group. Pre-season work is also already underway on Kelly and Sharon Stocklin's *Bucket List Racing*. Greg and Brian O'Farrell, owners of the Go Fast Turn Left Racing Team, are working on the U-21 *PayneWest Insurance* and have been building a new boat for the past couple of years.

The return of the U-27 Wiggins Racing entry falls into the uncertain category, as the boat was extensively damaged as a result of its flip in Seattle. The fate of the U-99.9 *Miss Rock* is also a big question mark with the death of owner Stacy Briseno.

Other questions. Dave Bartush, owner of the U-7 *Spirit of Detroit*, has rebuilt a second boat and says he will race next year, but will it be more than an appearance in Detroit? Will Rob Graham take his U-12 *Graham Trucking* to events beyond the Pacific Northwest? Will Erick Ellstrom decide to campaign his U-16 boat ever again? And, will Ed Cooper take his U-3 boat to more events?

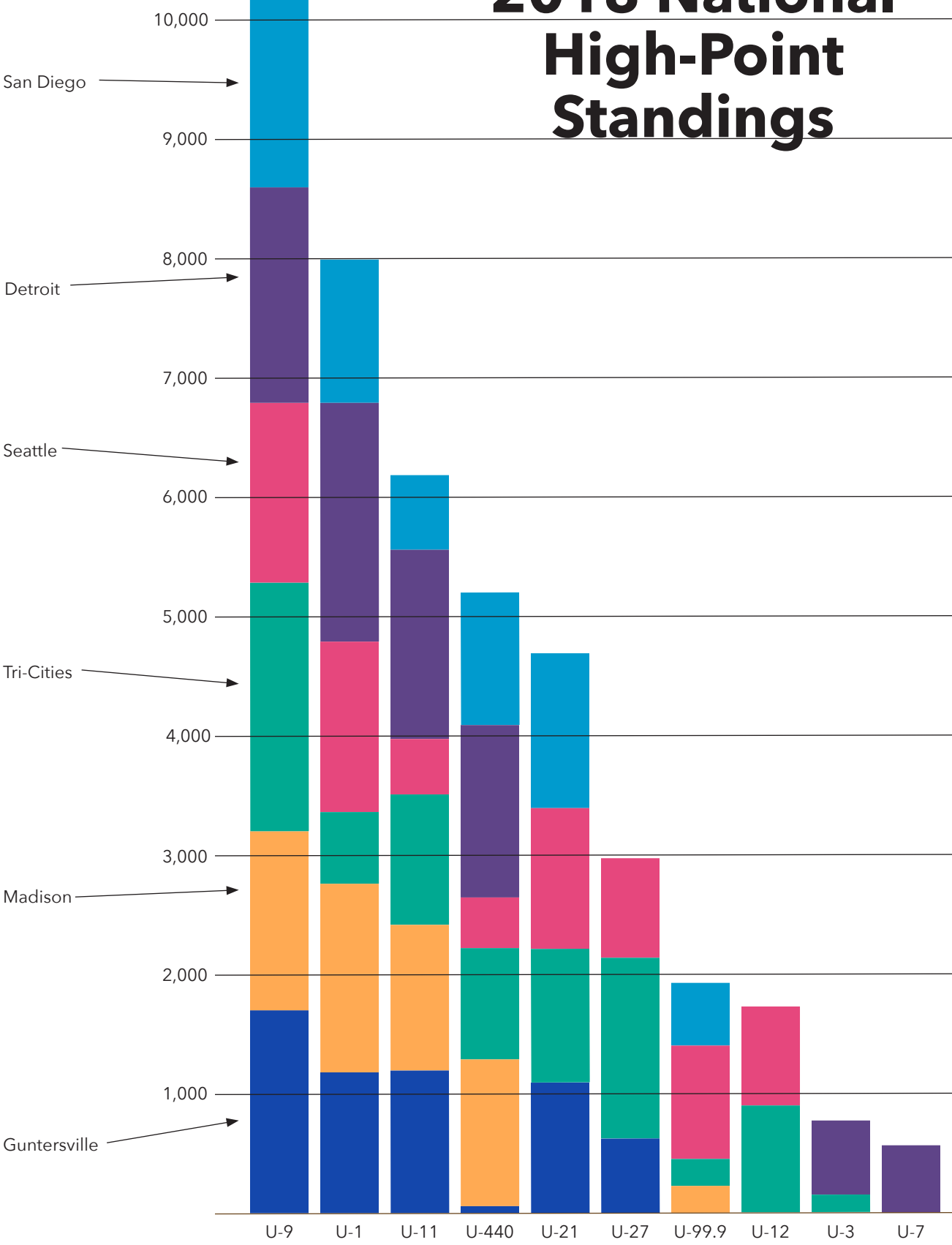
As the winter now settles in and 2018 comes to a close, we're already looking forward to what the new year might bring. ❖



Chris Denslow

The start of Heat 2A at San Diego, with the U-21 *PayneWest Insurance* on the inside lane, U-11 *Reliable Diamond Tool presents J&D's* in the middle and the U-1 *Miss HomeStreet* in lane three.

2018 National High-Point Standings



2018 SEASON SUMMARY

Num	Boat	ID#	Driver	Guntersville		Madison		Tri-Cities		Seattle		Detroit		San Diego		Subtotal	Total Pts.
				Southern Cup 6/24	Governor's Cup 7/7-8	Columbia Cup 7/28-29	Albert Lee Cup 8/4-5	Gold Cup 8/26	Bill Muncy Cup 9/15-16								
1.	U-9 Delta Realtrac Les Schwab Tires	9210	Andrew Tate	1st 1700	2nd 1500							1st 1805	1st 1580			10,170	
2.	U-1 Miss HomeStreet	0706	Jimmy Shane	2nd 1180	1st 1580	600	1st 1505								3360	7,987	
3.	U-11 Reliable Diamond Tool presents J&D's	1801	Tom Thompson				5th 1427	2nd 2000	1200			2nd 2000	625		4627		
4.	U-440 Bucket List Racing	0925	Dustin Echols	3rd 1195	3rd 1220	5th 1092	464	3rd 1585	625			4th 1444	2nd 1110			6,181	
5.	U-21 PayneWest Insurance	1218	Brian Perkins	60	4th 1229	6th 932	424	4th 1444	2nd 1110							5,199	
6.	U-27 Chase Building Group U-1918 Oberto	0721	Cal Phipps	4th 1094		4th 1119	3rd 1175						3rd 1295			4,683	
7.	U-99.9 CARSTAR powers Miss Rock	0717		625			2nd 1510	834								2,969	
8.	U-12 Graham Trucking	9899	Aaron Salmon		225	225	4th 949						525			1,924	
9.	U-3 Griggs Ace Hardware Roostertail	0001	J. Michael Kelly			3rd 895	2nd 829									1,724	
10.	U-7 Spirit of Detroit	0203	Jimmy King			146						620				766	
		9712	Bert Hendersen									565				565	
			Jeff Bernard									0				0	

Heritage

Historical Perspective



Craig Fjarlie

Different Eras; Similar Influence

When I heard the news that Microsoft co-founder Paul Allen died on October 15, 2018, I was interested in the way the sports news media discussed his influence on the city of Seattle. It reminded me of the way the media reported the passing of Stan Sayres 62 years earlier. The two men lived in different eras, yet both had a significant effect on Seattle's sports scene.

Sayres had been involved in limited-class boat racing before he had *Slo-mo-shun IV* built. When his unlimited hydroplane won the 1950 Gold Cup, he brought big-time boat racing and instant recognition to a city that was struggling to shake off its image as a distant backwater on a map of the 48 states.

In contrast, when Allen bought the Seahawks NFL team in 1997, the

city had a firm identity in sports and business. In that regard, it's interesting to compare Seattle in 1956 with what it had become in 2018.

Slo-mo-shun IV was sent to Detroit in 1956 to try to win back the Gold Cup after *Gale V* had returned it to the Motor City the year before. The effort came to a crashing end on August 30 when the *IV* cracked up on the Detroit River. A few days later, the remains of the boat were put on display in the parking lot of KING-TV, where fans could see it and pay their respects.

On school days, we would turn on our black-and-white TV and watch KING's morning news and variety program, Telescope, while we were eating breakfast and getting ready for school. When the show began, the news anchor opened with these words: "Stan Sayres is dead." He passed away on September 17, just two months past his 60th birthday.

By 1956, there were more unlimited hydroplanes representing Seattle than just *Slo-mo IV*, so while Sayres' passing was a shock, there were other boats that would carry on the tradition he started. City leaders wanted to do something to honor Sayres' memory, so work soon began on the Stan Sayres Memorial Park on Lake Washington, a facility specifically designed to serve as the permanent pit area for hydroplane racing. It was finished in time for the 1957 Gold Cup.

It is interesting to look back at life in 1956 and compare it with 2018. President Eisenhower was running for re-election. School children were being vaccinated against polio and dutifully hiding under their desks during air raid drills.

Paul Allen, who was born in 1953, was too young for kindergarten. Walt Disney was promoting Disneyland and The Mickey Mouse Club was a hit on TV with children. Davey Crocket was King of the Wild Frontier. (Did people living in some other parts of the country think that described Seattle's location?) Evolution was a more controversial issue than abortion, which was rarely discussed and illegal in most parts of the country. Howard Schultz, who is the same age as Paul Allen, was too young to be drinking coffee.

The floating bridge that linked Seattle with Mercer Island was known as U.S. Hwy 410. The interstate highway system had yet to reach Seattle. There was no such thing as a smart phone. To call long distance, you had to use your rotary dial phone and ask for operator assistance. If you needed multiple copies of a document you were creating, you put carbon paper in your manual typewriter. Competing passenger railroad companies advertised on television. Commercial airlines still used propeller aircraft and there were no security checkpoints at airports.

Popular music was just starting to change in 1956. If your phonograph wouldn't play 45 rpm records, you could still buy 78 rpm singles. Elvis Presley was chasing his hound dog, trying to sound like Jimmy Sweeney while echoing Big Mama Thornton. In Liverpool, The Quarrymen were teenagers, still practicing to become proficient on their instruments. Several years later, a couple lineup changes and a catcher name would be necessary before Ed Sullivan could facilitate their invasion of America.

In 1962, Seattle held its World's Fair, named the Century 21 Exposition.



Stanley S. Sayres



Miles Harris

Paul G. Allen

No one knew at the time that years later, Paul Allen would use a piece of the grounds for a new building that would house the Experience Music Project, now known as the Museum of Pop Culture.

Sayres was a successful Chrysler automobile dealer and he made a considerable amount of money with a business called Jen-Cel-Lite that he founded with Harry Jensen, uncle of Anchor Jensen. The business made cellulose that was used for insulation in military sleeping bags.

While Sayres was a wealthy man, he had nowhere near the fortune that Allen amassed. When he died of non-Hodgkin lymphoma at age 65, he was worth billions. After leaving Microsoft, he founded Vulcan, Inc., a multi-faceted holding company. Allen had a wide range of business and scientific interests, in addition to sports.

He bought the Portland Trailblazers NBA team in 1988. When the Seattle Seahawks briefly moved to California in 1997, city leaders turned to Allen to rescue the team. The Supersonics NBA team had left Seattle, and now it appeared the Seahawks would do the same. Would the Mariners baseball team be next? Was Seattle unable to support professional sports teams?

Allen hadn't displayed any special interest in the Seahawks before that

time, but he stepped up and purchased the team, returning it to Seattle. Through careful use of his resources, he could pay the right talent to make the Seahawks a winning enterprise. Marketing became a major aspect of the team's relationship with the city.

Stan Sayres helped give Seattle an identity for which it was longing during the time he lived. Paul Allen did the same in a later era with his generosity

to social services, sports, and the arts.

Seattle is a vastly different city from the one Sayres knew. It has grown up and become a leader in technology, aircraft, and a variety of sports. The contributions of Sayres and Allen deserve to be honored and remembered. The unique place in the Pacific Northwest is fortunate they both called Seattle home. ❖

A piece of Seattle hydro history may disappear.

Through the summer of 1949 and well into fall, a master shipwright named Anchor Jensen toiled on an innovative race boat within the walls of an old wooden structure that smelled of sawdust and varnish and featured crystal windows and high cathedral ceilings. The place, nestled on the north shore of Portage Bay near the entrance to Lake Washington in Seattle, was the home of the Jensen Motor Boat Company, which had built grand yachts, dinghies, patrol boats, and many other watercraft since 1922.

The project produced by Jensen in 1949 was an unlimited-class hydroplane to be named *Slo-mo-shun IV*. It's owner, Stan Sayres, would set a world straightaway speed record with the craft and would then travel to Detroit where he would win the Gold Cup in 1950 and bring that prestigious event to Seattle the next year.

Today, the old building still remains, close to the University of Washington campus and nestled between tall glass office buildings. But, it's days may be numbered. Anchor Jensen's son, DeWitt Jensen, announced in October that the company is being sold and will likely finish its last boat late next summer. The cost of being in business had become too high, he explained.

The buyer of the property doesn't say what will become of the old building, perhaps it will be the home of high-end shops or a restaurant, but one thing is sure. The sale marks the passing of an era when building wooden boats was a thriving business in Seattle. ❖



Ted Jones, the designer of the *Slo-mo IV*, and other crew members work on the new boat as it sits near the Jensen Motor Boat Company.

HydroFile

Race Team News



Lon Erickson

U-1 HomeStreet Racing/Miss Madison

The two HomeStreet Racing hulls are in the Tukwila, Washington, shop and the team is at work with inventory and prepping equipment that is a vital part of getting ready for the 2019 H1 Unlimited season. (below) The former Leland hull #9701 (aka Casper) is now in Madison (right) and will be transformed into a display hull for the Madison Regatta. Miss Madison, Inc., acquired the hull with the purchase of a trailer from the Leland team last spring. Miss Madison, Inc., has donated the hull to Madison Regatta, Inc., to be repainted and used for promotional purposes at their discretion.



Mark Campbell



HomeStreet Racing

U-11 Unlimited Racing Group

The U-11 team recently rolled over the U-11 hull and started on bottom work to the hull. Recent damage to the strut area is being addressed and overall off-season maintenance.



HomeStreet Racing



Unlimited Racing Group



Unlimited Racing Group

U-21/48 Go Fast Turn Left Racing

Brian Perkins was recently at the GFTL Racing shop in Maple Valley, Washington, and is getting fitted in the cockpit of the new boat. The team is keeping up with it's Tuesday night crew nights and work parties are continuing towards finishing the new U-48 GFTL hull. The current plan is to have both hulls ready for the annual Tri-Cities spring testing and based on the results, a decision will be made as to which hull will be their primary hull going into 2019.



Brian Perkins



Brian Perkins

Bogert Racing Enterprises

A hull that has not been seen for over 27 years has surfaced. It is the original 1983-84 U-3 turbo-Allison *Miss Renault*, which was owned by Jerry Schoenith and driven by E. Milner Irvin. The boat was then acquired by Mike and Larry Rutkauskas, was converted to twin auto power for the 1991 season, and driven by Larry Lauterbach and Todd Yarling as the UR-5 *Edge*. The hull ran for only one season in 1991 and has been in storage in Pasco, Washington, since 1991. The Rutkauskas's assets (boat, hauler, and trailer) have been acquired by Bogert Racing Enterprises LLC out of Detroit and they plan to compete in 2019. Jerry Schoenith is working with Alex Bogert in this endeavor.



Dave Kelln

Evans Brothers Racing

A look inside of Mitch Evan's Chelan, Washington, shop with the recently acquired Ellstrom unlimited hull #0116. The Evans brothers are currently test fitting and working through size requirements and gearbox configurations to convert this hull from turbine power to automotive power. Racing on the H1 tour is in future plans.



Mark Evans

Chairman's Comments

From the H1 Chairman



Charlie Grooms

This sport needs more races and more boats. The critics on Facebook and elsewhere tell us that all the time. They're right. We need more sponsors, too. But getting there is much more complicated than just wishing it were so.

During the past year, we've focused on the business aspects of this sport to make it possible to have more races, boats, and sponsors. We're not there yet, but I'm excited by the progress we've made to establish a strong foundation that will make growth possible.

We've been in very promising discussions with sponsors who will contribute greatly to this sport. But, as we talked to businesses that want to get involved, it became obvious that we needed to resolve some organizational issues at H1. We needed a functioning board of directors, for example, and had to resolve some legal

matters regarding our compliance as a business.

With the help of some attorneys and CPAs, we have now done those things. We have a duly elected board of directors and have established ourselves so that we can talk to potential sponsors and assure them that H1 Unlimited is properly organized.

Another focus of our efforts this past year, and one that has always been a belief of mine, has been in reestablishing a relationship with the American Power Boat Association. I've always run the Miss Madison Racing Team as a business, and H1 Unlimited needs to be run the same way. We needed to be a part of the APBA because it provides us with many benefits, such as insurance for our events.

I'm happy to report that we have recently signed a Memorandum of Understanding with the APBA that

now makes us part of that larger family of boat racers. Our association with the APBA also gives us some clarity regarding the Gold Cup, an asset that is controlled by the APBA. At last, as part of the APBA, we can once again answer with certainty any questions about the rights associated with holding that race.

There are many other issues needing to be resolved, as well. We heard a great deal of talk this past season about television broadcasts and live streaming of our events. There are also issues about how the races are managed and our relationship with the race sites.

All of those challenges can be addressed better by H1 Unlimited because we've established the legal and foundational matters of our organization. I look forward to telling you about those other efforts in future columns. ❖



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EDITOR: Unlimited NewsJournal, 14313 Beverly Edmonds Road, Edmonds, WA 98026.
Email: ajmuntz@icloud.com
Letters may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.

2 p.m. on Sunday, December 9, 2018
Bellevue Public Library, Room 3, 1111 - 110th Ave. NE, Bellevue, Washington 98004