



# UNLIMITED NEWSJOURNAL

*A Chronicle of Speed*

## After 48 years away, the hydros return to Lake Guntersville.

by Jim Pernikoff

**L**ake Guntersville, Alabama, is the southernmost point on the meandering Tennessee River, and resulted from the building of Guntersville Dam in 1939. While boat racing on the lake began almost immediately, its first unlimited experience came in 1962, with Roy Duby's legendary 200-mph mile straightaway record in



Jim Pernikoff

The U-27 tests on Lake Guntersville.



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the *Miss U.S. 1*, a record that stood for no fewer than 38 years.

This was followed by five Dixie Cup races throughout the remainder of the 1960s, won by five different drivers for five different teams. But after 1969, Guntersville was dropped, probably due to low attendance, a result of a small town being rather out of the way.

But, the appearance of Wiggins Racing in nearby Rainbow City, the first unlimited team ever based in Alabama, has led to a renewal of interest in a race in Guntersville. A test session held there on Saturday, June 17 was the prelude to a full-fledged race planned for next June, for which posters have already been

created and appeared at various places in town!

Downtown Guntersville is located on a long, narrow peninsula extending from south to north into the lake. The stretch of water just to its east, called Big Spring Creek, was the site of the test session. A levee running the length of the course on the city side made for a nearly-ideal viewing area for spectators, the only negatives being only three access points and a complete lack of shade, though some smart people brought their own in the form of umbrellas.

The pit area was in a city park some distance south of the course,

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# Chairman's Comments

From the H1 Chairman



Doug  
Bernstein

With the season nearly upon us, I thought it might be a good time to share some random thoughts, since many things need to be said in this limited amount of space:

1. As chairman of H1 Unlimited, by no means am I satisfied with the rate of progress. Accepting that positive changes will be gradual is difficult; there is so much we could do to improve our sport, if only there were 30 hours in a day, ten days in a week, and I had won last week's PowerBall jackpot. We are moving forward, however, as evidenced by HomeStreet Bank's great support in keeping the former Miss Budweiser shop available, Rob Graham joining the owner ranks, and our friends in Guntersville, Alabama, rejoining the circuit. Hopefully, in the near future, we will be able to enhance our technology, which will help improve our officiating and enhance our fans' experience.

2. The passion and dedication of the fans and participants is impressive. When I served as a member of the H1 Board of Directors

and as general counsel, I didn't get feedback from our fans. As chairman, I get emails, both positive and negative, some based upon fact, others upon misinformation. I read all of them and do respond. My preference is to remain positive, as my goal, with all of your help, is to help build the sport, not tear it down. Additionally, I was impressed that people such as Steve Webster and Dave Villwock took the time to reach out, offering their observations and suggestions.

3. The people behind the scenes make the sport go. As a fan, I didn't have a grasp of how much work it takes to maintain a race team, host a race, or keep the series going. Each is a function of many people working long hours for free, with their only reward being the seeing fans walk away satisfied with the show. It is a great feeling... consider volunteering to help out.

4. I wish I was Kay-Dub Myers-Brewer (sort of). No, I don't aspire to be over a foot shorter than I am (except I would have a lot more leg room when flying), and have my

food intake consist of peanut butter sandwiches and Diet Pepsi. I do, however, wish that I had Kay-Dub's non-stop energy, enthusiasm, and positive outlook, as evidenced by the Friday text messages I receive from our part-time announcer and full-time fan. Other than the diet, we could all learn a lot from her on what our view of life should be.

5. Thanks again. Finally, thanks again to all of you who participate as fans, sponsors, racers, crew, owners, officials, staff, and race sites. Without you, we would have much more boring summer weekends. I am grateful for having the opportunity to serve as H1 chairman. It's hard to believe that I've gone from watching the races with no shirt, wearing cutoffs, and drinking beer in the Detroit grandstands 40 years ago, to being chairman, while sporting whatever Hawaiian shirt Mark Weber surprises me with in Detroit.

Best wishes for fast, safe racing. I'll see you soon.

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Letters may be edited for clarity and space.

# Remembering Chuck Lyford.

*Veteran 7-liter hydroplane champion, U-95 project manager, and unlimited race pilot in the P-51 Bardahl Special, Chuck Lyford passed away on Sunday, June 4 while racing in a vintage car race in Spokane, Washington. Brad Haskin had known Chuck since he was a teenager and never ceased to be amazed at the life he lived. There will never be anyone like him again, he says. He sat down to write this in the days after his accident to process his thoughts on his friend.*

by Brad Haskin

**“Hey, do you remember that time when Chuck.....?”**

It’s a phrase I found myself saying quite often in the 24 hours after hearing the news.

That news came in the typical Chuck Lyford manner, a first-person message from the afterlife in the form of an email:

*Today at the Festival of Speed in Spokane, Washington, my Elva Mark 7 left the track at very high speed,*

*encountered boulders that launched me end over end over beyond a high bank into a pile of tires. Both the car and I sustained unsurvivable injuries. I lived a magical life full of joy and adventure and I treasured your friendship and the fun we shared. My parting words to you sent with love: Every day counts!*

Every day counts. Every day counts, indeed! How many times had Chuck said that to me over the years? At first I didn’t know how to react to the email. It felt like a joke. Was it real? Could it be? A few phone calls and yes, indeed. Icarus flew close to the sun.

**“Hey, David Williams....do you remember that time when Chuck took you flying in the Aerostar to go ‘inspect bridges’ on the Peninsula?”**

I bet everyone who ever met Chuck Lyford had a story that started like that. And, every single story would require both hands gesturing feverishly to properly tell. Most times it involved several four-letter words for emphasis. I know David Williams’ story did. Mine do, too. I have many.

Chuck somehow seemed to know everyone and have a hand in everything. He was never name-dropping or bragging. Just people he knew and things that he did, because it was fun, and they were his friends.

Hydroplane racing? Yup, Chuck did that from an early age and was a champion at virtually every level (including outboards, 48 c.i.’s, and the 1960 and ‘61 7-liter national championships in Jack Colcock’s Challenger). As a teen he crewed

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## Jim Hendrick: The voice of unlimiteds passes away.

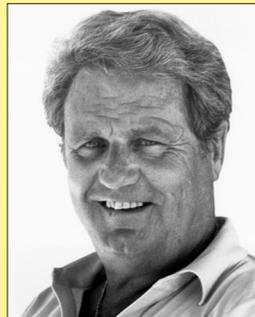
Jim Hendrick, widely recognized as the voice of unlimited hydroplane racing and the subject of an interview in the January/February 2016 issue of the *Unlimited NewsJournal*, passed away on June 16 at his home in Lakeland, Florida. He was 82 years old.

Hendrick was born in Detroit, served as a batboy for his beloved Detroit Tigers, and attended Wayne State University before starting his radio career at WBRB-AM, where he would become sports director. He also spent time in the broadcast booth covering Tigers spring training games and was the play-by-play announcer for the Detroit Pistons in the 1960s.

His career with the unlimiteds began in 1948 when he called the first turn of the Gold Cup for the PA system while only 14 years old. While he was there to call the action for many hydroplane races, his contribution to the sport became most prominent when he organized the Unlimited Radio Network in 1972. His voice became familiar to hydro fans from coast to coast as he called the final heat action live across the country.

He also used his talents to promote the sport through television, calling the action on programs such as the CBS Sports Spectacular, ABC’s Wide World of Sports, and on ESPN. He also became a spokesman for Anheuser-Busch, and broadcasted offshore powerboat races as well as SCCA Trans Am auto races. Along the way, he played nine different musical instruments, performed in nightclubs with a group called the Four Scores, and would perform with stars such as Sammy Davis, Jr., Sarah Vaughan, and Vic Damone.

In 2005, he decided to retire to Lakeland, Florida, but soon after joined the on-air staff of WONN Radio, where he had a regular morning program that featured music of the Big Band Era and other American standards. He suffered a severe fall in the parking lot of the radio station in July 2016, was hospitalized and forced to go on a medical leave. He would never return to the microphone.



# The hydros return to Guntersville.

Continued from page 1

but not excessively so. It was also a bit off-center, such that the north turn was not visible from the pits, though the roostertails of the boats were. The pit area was only accessible to essential personnel.

There were three boats present: the defending national champion U-1 *Miss HomeStreet Bank* from Madison, Indiana, (a six-hour drive, according to the crew); the U-27 Wiggins Racing from nearby Rainbow City, Alabama; and a pleasant surprise, a beautiful replica

of the U-55 *Gale V*, the boat that took the Gold Cup away from Seattle in 1955. It was entered by Bill and Judy Black of Henderson, Arkansas.

The course would be open from 9 a.m. to 4 p.m., except for a lunch break from noon to 1 p.m. The boats went out one at a time and ran the equivalent of a typical heat race: a warmup lap, three laps at speed, and a cooldown lap. As the day transpired, the boats went out around 30 minutes apart, though the pace slowed down after lunch.

At a little after 9 a.m., the U-27 became the first unlimited to hit the water of Lake Guntersville in 48 years. The water conditions looked ideal, with just enough wave action to keep the water from being too “sticky.” Cal Phipps claimed to have found some small rollers, which he thought were self-induced, but that was the only mention of less than ideal conditions all day.

To my eye, the two-mile course looked to be wider than Madison but narrower than Seattle. I wasn’t sure that it would be wide enough for six boats, but the teams seemed to think that it would be.

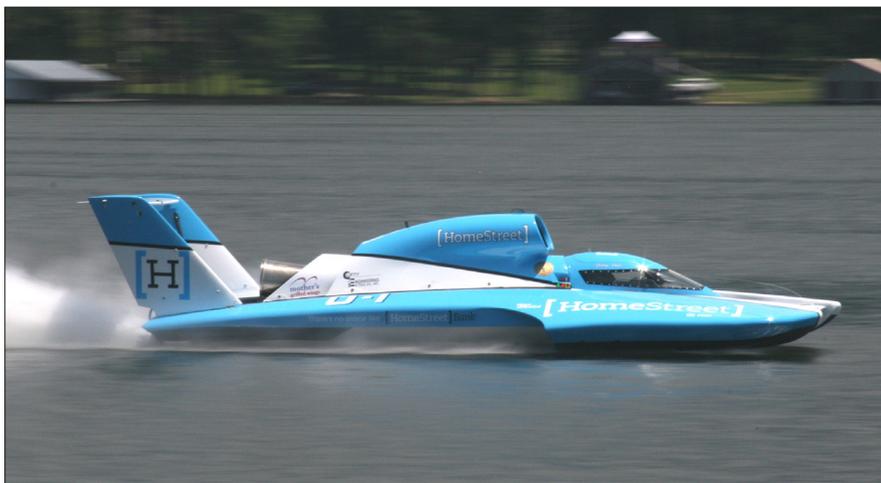
Jimmy Shane then took the U-1 out and quickly got up to speed. I think I heard him say that the boat’s on-board computer showed him touching 190 mph on the straight at least once. Any concern that water rebounding off the levee might roughen up conditions proved to be no problem, since the levee entered the water as a slope and not a vertical wall.

Bill Black then took the U-55 out to wake up the crowd with some Allison thunder, and there was a decent number of spectators appearing on the levee by this time. His first outing was a fairly relaxed one. When the boat was lifted off its trailer, I realized that I had forgotten how puny the skid fins of that era were. The boat made for a nice “bridge” between the old Guntersville races (whose boats closely resembled the *Gale V* in appearance) and the new one.

Having seen all three boats operate from the pits, I hopped in my car and drove up the east side



Jim Pernikoff



Jim Pernikoff

[Top] The defending national champion, the U-1 *Miss HomeStreet Bank*, as it sits in the pit area on the banks of Lake Guntersville. [Above] The U-1 during its test run.

of the course, looking for other vantage points. I found one that had been recommended in the handout provided by the race committee at a place called the Pointe Marina, which was adjacent to several waterfront restaurants and about even with the exit buoy of the south turn.

The problem is that it was private property and several of us were shooed off by their security, though not before I got off several photos of the U-27 on its second run. I suggested that they could sell admissions to the site for next year's race, but that idea seemed to be accepted rather coolly. Maybe the race committee can negotiate something with them for 2018?

I got back in the car and continued driving north, a delightful drive that was hilly and curvy, but yielded no other viewing points. The obvious views that some of the homeowners had of the race course reminded me a bit of Seattle's Mount Baker neighborhood. By this time, it was approaching noon, so I headed back through town and ate at a popular spot called Wintzell's Oyster House, which was not far from the pits.

After lunch, I headed to the levee on the west side of the course, where the sun angle had now become ideal for photography. I entered at the south end, adjacent to the Wyndham Garden hotel where I had spent the night, and walked about three-quarters of a mile up the levee, past the large crowd gathered near the central access point, to a deserted area just south of the exit buoy of the north turn.

Some time after 1 p.m., the U-55 was the first boat out, and this time, Bill Black made the Allison



Jim Pernikoff



Jim Pernikoff



James Crisp

[Top] The hometown entry from nearby Rainbow City, Alabama, the U-27 owned by Charlie Wiggins, as it is prepared for a test run in Guntersville.  
[Middle] The U-27 as it is being lowered to the surface of Lake Guntersville.  
[Above] The U-27 during its test run with Cal Phipps at the controls.



Jim Pernikoff

Jimmy Shane signs autographs for the Guntersville fans.

sing, making some good speed on the straightaways. There was a sense of déjà vu, watching a round-nose, front-engined, mostly wooden boat making its way around a race course in 2017.

Jimmy Shane next took the U-1 out for some more fast laps, staying fairly close to the buoy line. The vast difference in cornering speed compared to the *Gale V* was quite noticeable and highly remarkable, just a reminder of how far hydroplane technology has advanced in 60 years.

There was a bit of a delay before the U-27 came out, and I'll admit the heat of the day was beginning to get to me. For some reason, the clouds were all passing to our east and the breeze was sporadic at best. I could see the Wiggins boat in the water, but it appeared from the distance that Cal was having trouble getting it started.

Once he did, he stayed to the outside of the course all the way around, in what I would think of as

lane five, which gave the crowd on the levee a thrill. You could actually hear the roostertail water falling back into the creek. I hadn't been that close to a hydroplane at speed since the 1981 race in Miami.

I figured it was all done on purpose, and that was confirmed by Charley Wiggins, who had been watching his boat from the levee and who I found as I began the long walk down the levee back to my car.

Although it was around 3 p.m. and the course would remain open another hour, I decided that I had seen and photographed enough, and I began the 2-hour, 45-minute drive back to my home in Marietta,

Georgia. My path out of town took me close to the pit area and it appeared as I went by that the U-1 team had already removed the boat's rear wing and folded the uprights, so I think I made a reasonable decision.

It had been an enjoyable, if tiring day, and I am already looking forward to next year's race. From my vantage point, the organization of the session had been excellent and if the 2018 event is properly promoted (something which has shot down several other promising race sites in the past), the unlimiteds could be racing in Guntersville for years to come.



James Crisp



Jim Pernikoff

[Top] Bill Black and his crew work on the Allison engine that powers the replica of the 1955 *Gave V*. [Above] The sound of an Allison engine returned to Guntersville, Alabama, when the replica of the *Gale V*, the boat that won the 1955 Gold Cup, roared onto the lake.

# Hydros test on the Columbia River.

by Jared Meyer

**T**ri-Citians were treated to a full day of roostertails on June 2 as four unlimited hydroplanes, Hopp Racing's GP-15 Grand Prix hydroplane, and the vintage 1973 *Pay 'n Pak* took to the Columbia River to kick off the 2017 racing season. The unlimiteds in attendance were the U-1 *Miss HomeStreet Bank* driven by Jimmy Shane, U-9 *Les Schwab/Delta Gear* with Andrew Tate, U-21 *Darrell Strong presents PayneWest Insurance* piloted by Brian Perkins, and the 440 Bucket List Racing driven by Dustin Echols.

The teams set out to gather information about the changes that were made to the hulls in the off-season. Perhaps the most work was done by the *Miss HomeStreet Bank* team of Madison, Indiana, which gave their boat a complete overhaul. Driver Jimmy Shane was pleased with the results. "The decks were taken completely off of the boat, half of the frames were out of the boat getting repairs or new frames out back in," he said. "It's almost like a brand-new boat."

The team also tested a new propeller during a second run. "That didn't go as well as we hoped," said Shane. "The boat was a bit looser than we would like to see it. We will have some massaging to do on that propeller."

Another team that made some major hull changes was the U-9 Jones Racing team, led by Jeff Campbell. The most visible changes were a new split front canard wing with the capability to change the angle of the left and right sides



Lon Erickson



Lon Erickson



Jared Meyer

[Top] The U-21 entry by the Go Fast, Turn Left Racing team with its new color scheme. [Middle] The U-9 team prepares driver Andrew Tate and the *Les Schwab/Delta Gear* for a run on the Columbia River. [Above] The Hydroplane and Raceboat Museum shows off its newly restored *Pay 'n Pak*, the Winged Wonder of 1973.

separately. The intent is to allow driver Andrew Tate to keep the wing at a neutral position in the corners.

The other major change was made to the left sponson in front of the skid fin, which was dropped to match the right sponson. “We are all really happy with the changes to the boat,” said Tate. “The water was like glass, pretty smooth. We will have to see what it does in race water, but the team is happy, I’m happy, we are looking forward to it.”

Go Fast Turn Left Racing’s U-21 Darrell Strong presents PayneWest Insurance debuted its new “design the boat” color scheme, which features green sponsons. The team also tried some different gear, propeller, and engine combinations as they prepare for the HAPO Columbia Cup in July.

“The test went awesome,” said driver Brian Perkins. “This was such a valuable experience for us. We made four runs with three or four different combinations, took a lot of notes, and we are ready for the Tri-Cities race.”

The newly renumbered and repainted orange and yellow 440 Bucket List Racing made its first laps since blowing a gearbox during qualifying at last year’s HAPO Columbia Cup in the Tri-Cities. The hull, owned by Kelly Stocklin and driven by Dustin Echols, made six laps and seemed to have fixed the gearbox issue before going dead in the water at the west end of the racecourse.



Lon Erickson



Lon Erickson



Lon Erickson

[Top] Kelly Stocklin’s Bucket List Racing entry makes a run on the Columbia River. Formerly carrying the U-18 designation, it now has the number 440.  
[Middle] The crew of the U-1 HomeStreet Bank check out the skin fin on their boat.  
[Above] The Miss HomeStreet Bank getting ready for a test run

## 2017 H1 Unlimited Fleet Active Hull Roster, (idle/undetermined potential hulls) July 1

U #	hull #	Boat Name	Driver	Sponsor	Owner	notes
U-1	# 0706	Miss HomeStreet Bank	Jimmy Shane	HomeStreet Bank	Miss Madison Racing	
U-3	# 0203	Go3 Racing	Jimmy King	<i>tbd</i>	Ed Cooper Go3 Racing	race ready > seeking sponsorship
U-9	# 92102	Les Schwab Tire	Andrew Tate	Les Schwab Tires	Jones Racing	
U-11	9302/0925	URG	Tom Thompson	<i>tbd</i>	URG - Unlimited Racing Group	original URG hull
U-12	# 0001	Graham Trucking	J. Michael Kelly	Graham Trucking	Rob Graham	former Bud T-6
U-16	# 1496	Ellstrom Elam Plus	JW Myers	<i>tbd</i>	Ellstrom Racing	new hull 2014
440	# 1218	Bucket List Racing	Dustin Echols **	Snuskitush Enterpr.	Bucket List/Kelly Stocklin	G class hull retrofit with T-53 turbine
U-21	# 0721	Go Fast Turn Left	Brian Perkins	PayneWest - Al. Lee	Greg/Brian O'Farrell	
U-27	# 0717	Wiggins Racing	Cal Phipps	<i>tbd</i>	Milt & Charley Wiggins	former U-17 Our Gang Racing hull
U-99.9	# 9899	Leland Unlimited	Kevin Eacret	Miss Rock/CarStar	Stacy Briseno / Leland Racing	"big red" aka Faithful

\*\* 2017 rookie

### \*\*Idle/undetermined/potential hulls\*\*

U-2	# 0302	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Dave Bartush	former Trendwest - needs rebuild
U-5 / U-7	# 9712				Ted Porter - PPE Ilc	former Bud T-5 - <b>FOR SALE?</b>
U-10/ U-88	# 9501	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Joe Little	former bud T-3 - USA 88 Degree (Gregory)
U-11 b/u	# 9401	former Peters & May		<i>tbd</i>	URG - Unlimited Racing Group	former Bud T-4 hull
U-13	# 8700	Spirit of Detroit	<i>tbd</i>	<i>tbd</i>	Dave Bartush	needs upgrades
U-14	# 96100	Centurion Racing	<i>tbd</i>	<i>tbd</i>	Centurion Unlimited/ Jay Leckrone	V-16 project 2017-18 > seeking sponsorship
U-16	# 0116	former U-1 Spirit of Qatar	<i>tbd</i>	<i>tbd</i>	Ellstrom Racing	fire in Doha 2013 - needs repairs
U-22	# 8806	Webster Racing	<i>tbd</i>	<i>tbd</i>	Webster Racing	<b>FOR SALE</b>
U-8 / U-25	# 9914	former Miss freei	<i>tbd</i>	<i>tbd</i>	Eric Christensen	rotary powerplant project 2017-18
U-37	# 1188	Schumacher Racing	<i>tbd</i>	<i>tbd</i>	Schumacher Racing	<b>FOR SALE - in storage in N.Y.</b>
U-57	# 9010	Spirit of Detroit	<i>tbd</i>	<i>tbd</i>	Ted Porter - PPE Ilc	former U-57 Fedco - Spirit of Detroit
U-100 b/u	# 0010	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Leland Racing	2 flips in 2013 - needs major rebuild
U-100 b/u	# 9701	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Leland Racing	"Casper", display duty, needs modifications
U-787	# 9516	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Ellstrom Racing	Boeing 787-needs retrofit/upgrade
U-2	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	<i>tbd</i>	Greg/Brian O'Farrell	<b>FOR SALE</b> - new, unfinished hull

### ~~ Idle H1 Drivers To Consider ~~

Jeff Bernard	Scott Liddycoat	<i>some may need H1 driver re-certification</i>
Kip Brown	Ryan Mallow	Corey Peabody
Greg Hopp	Jamie Nilsen	Jesse Robertson
		Dave Villwock
		David Warren
		Mike Webster
		Jon Zimmerman

*plus any up & coming drivers from the limited ranks (longer learning curve to step up into an unlimited)*  
 Patrick Haworth, Bert Henderson, and others

# Watching the hydros with a radio, getting a little closer to the sport.

by Lon Erickson

One of the interesting aspects of H1 racing, or for that matter, any racing is being able to see or “hear” inside the sport and what’s goes on during the action on a racecourse.

There are two excellent ways that fans of H1 racing can take this all in. These are yet another way that we can bring new fans into our sport and also help current fans further understand what is happening during the race.

Have you ever wondered what the drivers and crew/radio man are

talking about when a boat is out there qualifying? How about when they are milling for the start, getting his timing marks, and surveying the competition? What happens in that last minute before the start of a heat or the final winner-take-all? It’s actually easier than you think to listen in, be a better-informed fan, and gain greater insight to the sport.

The first way is live and using a handheld scanner, which in simple terms is a multi-channel programmable radio receiver. One of these scanners can be purchased new for as little as \$50 and used ones can frequently be found for less on eBay or Craigslist. They receive VHF/UHF radio frequencies and are commonly used for monitoring police, fire/emergency, marine, racing, civil air, ham radio, railroad, CB radio, weather, and more.

The first step is to program in the teams’ radio frequencies into your scanner and set up your scanning priorities. Either listen to any number of teams or scan through any and all team frequencies to catch all the radio exchanges going on. Listed on the facing page is the most current radio frequencies that are assigned to the H1 teams and officials. These are subject to change, but are easy to update if you learn a team has switched to another frequency. Often teams will use more than one frequency assigned to them, but the scanner can pick that up if they choose to switch channel.

The typical setup for most teams is that there are several crewmembers in strategic locations to watch the racecourse for the driver. One is usually at the start-finish line to help with the official timing clock marks and another radio person is in the radio corral or high in a scissor-lift with another view of the course. These locations vary from race to race depending on course and pit locations and provide the driver with another set of eyes to know what’s going on out on the course. Generally, one key person on the shore, usually the crew chief or owner, handles most of the communication to the driver, though this can vary from team to team.

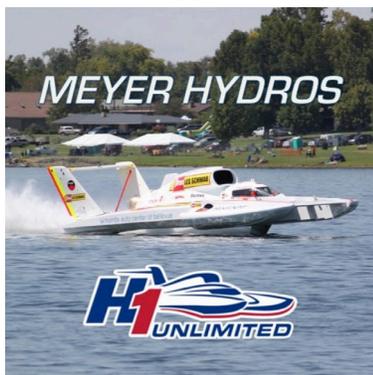
Another key part of the communications is the exchange of information between H1 officials and the teams. This can be for safety issues, rules infractions, official scoring, and other operational functions of the race.

The second way to gain similar insight to how H1 racing works is something you can do at home whenever you choose, on your laptop, on your smartphone, or other devices. This would be going back to watch past heats, qualifying, and the finals.

The videos involve a combination of the radio transmissions going on between the driver and their crew, along with racing video that is synched up to the race coverage and radio calls. The people who have mastered this are the guys from Meyer Hydros,



<b>Boat</b>	<b>Name</b>	<b>Driver</b>	<b>Radio Man</b>	<b>Radio Freq.</b>
U-1	HomeStreet	Jimmy Shane	Hoover/	463.7125
U-3	Go3 Racing	Jimmy King	Cooper/Hall	461.7250
U-9	Les Schwab Tires	Andrew Tate	Campbell/	466.9750
U-11	tbd	Tom Thompson	Raney/	461.0250
U-12	Graham Trucking	J. Michael Kelly	Anderson/	469.5750
U-16	Ellstrom Racing	JW Myers	Hanson/	461.4250
440	Bucket List	Dustin Echols	Stocklin/	? tbd
U-21	G.F.T.L.	Brian Perkins	O'Farrell/Perkins	461.1375
U-27	Wiggins Racing	Cal Phipps	Wiggins/	460.3812
U-99.9	Miss Rock/CarStar	Kevin Eacret	Eacret/James	466.7125
H1				461.2000
Officials				463.3250
H1 Rescue				464.8375
<i>Scan the 460.000-480.000 freq. Most racer's radios are in this range.</i>				



Jared and Tait Meyer. You might have seen some of their work on our UNJ pages, the H1 website, or various Facebook pages. They have posted a large amount of their videos to their YouTube page @ Meyer Hydros. (<https://www.youtube.com/meyerhydros>)

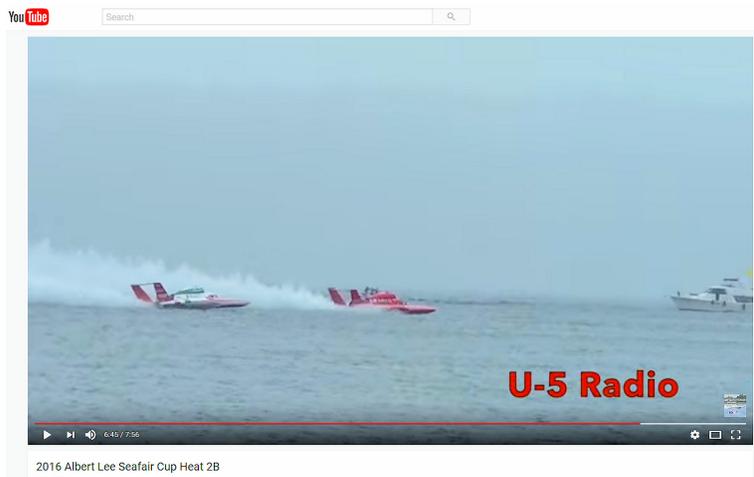
Jared and Tait have done a great job putting together video they have shot, H1-provided on-board video, recorded team radio transmissions, and network radio broadcast coverage all synched up in one place in their own produced

YouTube videos. The combination is very entertaining, a unique perspective, and gives some great insight as to what happens during a racing heat.

Take the opportunity to share these videos with some of your friends. Maybe it'll get some more

people to our races and in the long run, that helps everyone who loves H1 racing.

Whether listening in live on a scanner at the races or enjoying the videos, it's another way to learn about, enjoy, and be a better ambassador of the sport.



Here is a screen shot from a sample of the work, that Jared and Tait Meyer did of Heat 2B of the 2016 Albert Lee Seafair. You can find it at <https://www.youtube.com/watch?v=vwckQgBG1yE>. You can watch the video, see the official clock, hear both driver and crew exchanges between J. Michael Kelly and his crew chief Tom Anderson among others, as the heat goes along.

# Hydroplanes and corporate branding—Done right.

by Chris Tracy

Some owners and teams get it, other's not so much. What I am talking about? I'm talking about the role of hydroplane sponsorship in advancing a corporate brand and their goals. Hydroplane sponsorship done right is way more than signing a sponsor, collecting their money, and slapping signage on the boat for a race or two or even for a complete season. Savvy teams and sponsors understand that hydroplane sponsorship can be used to advance their corporate goals. How?

Likely the best recent example of integrating hydroplane sponsorship with corporate goals is seen in how Seattle-based HomeStreet Bank uses its hydroplane sponsorship in its marketing. The 97-year-old HomeStreet Bank has

56 branches and 2,600 employees in the Western United States and Hawaii. The company's corporate goals can be summarized in three bold statements:

- ◆ Do the right thing for the customer.
- ◆ Take great care of employees.
- ◆ Be a good corporate citizen.

Targeting hydroplane fans, often there will be a full-size cardboard cutout of driver, Jimmy Shane, in the banks. Hydroplane racing details are often part of the bank's FaceBook presence. And, HomeStreet Bank offers a special debit card for its hydro fans with the HomeStreet hydro picture on it.

But, HomeStreet goes way beyond that. The company views the hydroplane races as community events and sponsoring a hydroplane advances and supports those events. In other words, they are reinvesting

in the communities by sponsoring a hydroplane—and thus they are a better corporate citizen. And, last year they added to that, as they were the title sponsor for the San Diego unlimited hydroplane race and inked a two-year race sponsorship deal.

Recently, HomeStreet Bank integrated the grand opening of its new bank branch in Kennewick, Washington, with the June 2 hydroplane testing session in Tri-Cities. The afternoon before the test session, HomeStreet promoted an open house at its new branch. The boat was there and staged so it was clearly visible on busy Clearwater Avenue. Driver Jimmy Shane was dressed in his full driver uniform greeting fans and signing autographs.

Inside the bank there was catered food and drink. HomeStreet President Mark Mason was there and all attending were invited inside when he delivered a short, prepared speech. Not only did he welcome everyone to the new branch and remind those attending about the bank, but also delivered a talk about corporate citizenship. He announced a five-year hydroplane sponsorship deal.

But, maybe more important, he delivered a clear message that all teams sometimes need additional expertise and help. The *Unlimited NewsJournal* had heard that Hydroplanes, Inc., was closing its shop outside of Seattle. This is the former *Budweiser* shop that the



Appearances by the U-1 hydroplane at HomeStreet Bank branches, such as at this one in Kennewick, Washington, are a staple of the company's sponsorship effort.

Chris Tracy

Little family had kept open after the Budweiser sponsorship ended. Its services were used at one time or another by just about every team.

Mason announced that HomeStreet would take over operation of the shop and continue to make it available to all teams. This will help all teams compete in the community festivals that feature hydroplane racing.

HomeStreet Bank has consistently received an “outstanding” rating under the federal Community Reinvestment Act and HomeStreet’s hydroplane activities are seen as part of the reinvestment

Certainly, HomeStreet is not the only sponsor that views involvement with hydroplanes as part of its pledge to be a good corporate citizen. Albert Lee Appliance, HAPO, Detroit



Chris Tracy

Mark Mason (left), president and CEO of HomeStreet Bank, gives remarks during an appearance by the U-1 hydroplane at a bank branch in Kennewick, Washington. With him are driver Jimmy Shane (center) and the team’s crew chief, Dan Hoover.

Chevrolet Dealers, and more echoed this as a reason to sponsor races. But, HomeStreet is currently leading the way in integrating hydroplane sponsorship with being

a good corporate citizen.

*Chris Tracy is the president of Unlimiteds Unanimous, the publishers of the Unlimited NewsJournal.*

## HomeStreet Bank announces it will sponsor H1 Hydroplane race shop.

HomeStreet Bank has announced that it is sponsoring the H1 Hydroplane race shop previously operated by Hydroplanes, Inc., in Tukwila, Washington. The shop, which has been used by many of the H1 race teams over the years, will be rebranded as HomeStreet Racing and will continue to be managed by the former *Miss Budweiser* crew chief Mark Smith.

“We are proud to sponsor this racing shop, which has a 20-year-long tradition of supporting the H1 racing community,” said Mark Mason, president and CEO of HomeStreet Bank. “We have enjoyed being a part of this unique sport and, as a community bank, we truly

value the camaraderie and connections this opportunity provides.”

Hydroplanes, Inc., is owned by the Little family, who previously managed the day-to-day operations of the facility. Bernie Little was the most successful owner in H1 Hydroplane history. After his death in 2003, his son, Joe Little, took over the operations.

“The Bernie Little family and the *Miss Budweiser* racing team are thrilled to transition this wonderful facility to the *Miss HomeStreet* team,” said Joe Little, president of Hydroplanes, Inc. “My father and the whole Little family have always been incredibly proud of this site, the sport, and all the people

involved. We know the shop is in good hands with HomeStreet, as they have the same community-focused values.”

The shop has long been a destination for all H1 Hydroplane teams to access equipment, parts, and boating essentials. This sponsorship will continue to allow all-access availability for the teams.

“HomeStreet Bank and the *Miss HomeStreet* team are committed to supporting this great sport, said Charlie Grooms, manager of the *Miss HomeStreet* race team. “We’re excited to be able to share this unique space with our fellow race teams.”

# Remembering Chuck Lyford.

Continued from page 3

on the futuristic *Thriftyway Too* and raced against his friends Bill Muncey and Mira Slovak in the limiteds.

He was also confident enough in himself to walk away from the sport when he felt like he had accomplished what he wanted. Bernie Little asked him to race the first *Miss Budweiser* in 1964, an offer Chuck turned down.

Airplane racing? Yup, he did it, too. He bought a P-51 at the age of 19 and soon enough was racing it. In spectacular fashion, too. More remembered for a balls-out hard charging style and spectacularly blown engines in the *Bardahl Special* than for the races he won, he brought hydroplane racing technology to the Reno Air Races.

**“Hey, Pam Lyford...do you remember that time when Chuck said racing a 1938 Fangio coupe across South America might be a fun family vacation?”**

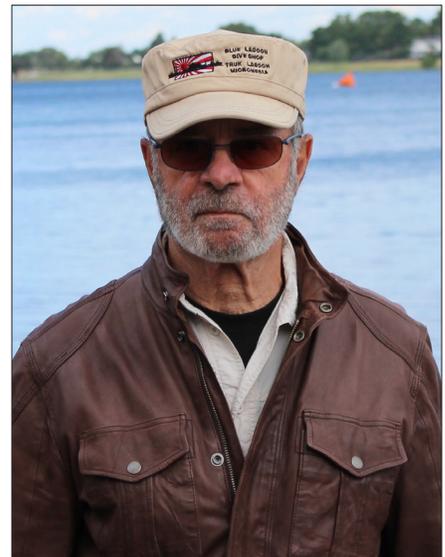
Car racing? Oh sure, but that’s

just a hobby. Isn’t that right? Isn’t vintage racing supposed to be a “Gentleman’s Sport”? From Formula Fords, to his black Elva Mk. 7, to the Fangio that he and Pam used to win the Rally of the Incas endurance road race last year. I have never seen someone so determined to decimate the competition on the track and then host the best party in the paddock afterwards. But, that was Chuck.

**“Hey D.J. Haskin....do you remember that time when Chuck let you drive his motorized reclining-chair racer?”**

The man was competitive at everything he did. Like most motorsports people, there is spill-over. You might be a “car guy,” but you also have a hand in race boats. Or a “hydroplane guy” also plays with airplanes at Reno, because, well ... a Merlin is a Merlin, right?

Chuck seemed to have his fingers—and friends—in all forms of it. That urge to be competitive and have fun while doing it was I



Lon Erickson

Chuck Lyford

think what got him out of bed every morning. One day, Chuck called me at work and asked if I wanted to meet him for lunch. Sure. So I walk down to the Metropolitan Grill and in rolls Chuck in a wheel chair with casts on both legs.

What the hell? “Well,” he says, with that sly grin and laugh of his, “Pam and I were over in Sun Valley. We were watching the Olympics and I saw those skiers who were doing the aerobatics off the moguls. I figured if they could do it, so could I.”

Ruptured both Achilles tendons. The only hurdle this seemed to cause for our intrepid hero is that he couldn’t walk up the long steep driveway at the house to get the mail every day. So, what does someone in this pickle do?

They motorize a lounge chair, of course, so that they can drive up to get the mail. And, while we’re up there, we might as well drive on the street. But, that’s okay, because the local police chief is a friend of Chuck’s and he thinks that’s pretty



Bob Carver

Chuck Lyford was the project manager for the U-95, the first turbine-powered unlimited hydroplane to compete in a race. Powered by a pair of Lycoming T-53s, the boat was owned by Jim Clapp, designed by Ron Jones, and driven by Leif Borgersen. The U-95 tested in September 1973, but Clapp died the following winter.

His widow, Pamela, then campaigned the boat in 1974, until it sank during that year’s Gold Cup race in Seattle. She and Chuck Lyford were married in 1991.

neat. And, because all of Chuck's friends are competitive too, they see the chair and think that's pretty cool. But, they can do better. Only Chuck Lyford could spawn a competitive motorized Lounge-Chair Racing League, running at Pacific Raceways.

**“Hey Randy Haskin...do you remember that time when Chuck let us drive the Cigarette boat on Lake Washington at sunset?”**

Chuck loved his toys and adventures. In 1969, he decided to be a mercenary pilot in El Salvador with his friends Bob Love and Ben Hall—an honest-to-God, modern day gunslinger. Under the name Carlos Molina, he was a colonel in the Salvadorian Air Force flying P-51 Mustangs in the Soccer War. WHO DOES THAT KIND OF STUFF???

I remember him telling me once that when he asked Pam Clapp to marry him, her only requirement was that “he not work so that they could have fun together.” And, that is the Chuck Lyford I will remember. Everything done with that same smile and laugh. “My only job



Jim and Pamela Lyford pose in front of their 1938 Chevy Fangio coupe, which they used to win the 2016 Rally of the Incas.

Pacific Raceways

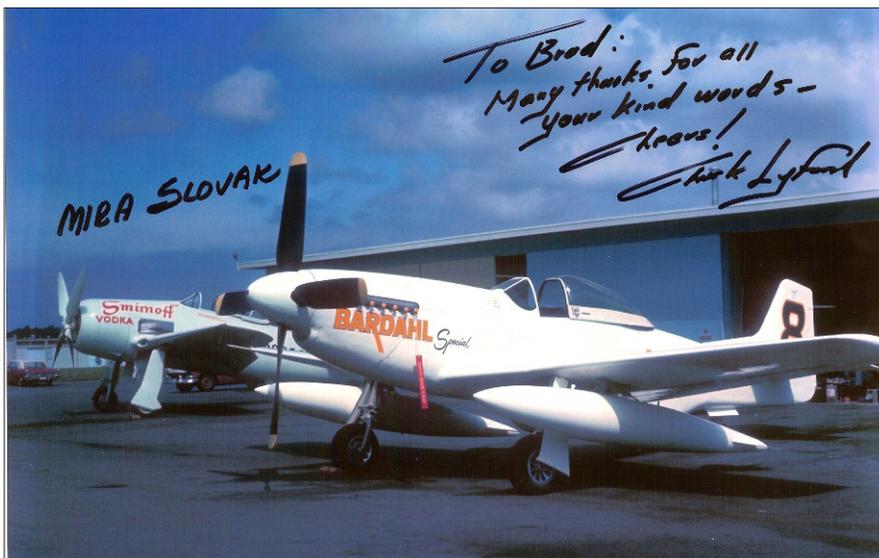
in life is to keep Pam happy,” he told me another time. Shouldn't EVERY man treat the woman in his life that way?

My brother once described him as a real life League of Extraordinary Gentlemen, sort of a living Indiana Jones, but without the archaeology. For all I know, he did the archaeology thing, too. The more outrageous the story, the more likely it was to be true. “Sorry, Brad. Can't do that tomorrow. Joe

Clark, Clay Lacy and I are going to Canada to fly the Martin Mars.” THE MAN HAD A CASTLE BATTLEMENT ON HIS HOUSE. With a hot tub in it, mind you.

Did you ever see Chuck and Pam dress up for a formal event? Looked properly appropriate on the outside, until it came time to “have fun,” and then some of the most outrageous outfits you ever saw came out.

One time, several years ago, I was on a shuttle bus at London's Heathrow Airport driving out to a British Airways 747 for a long flight home to Seattle. As the bus gets to the plane, I turn around and am literally standing face-to-face with Chuck and Pam. With that same grin again he says, “I was wondering how long it would take you to figure out we were standing here. Yeah, Pam and I have been down on the Rivera for the last month just enjoying the sun.” Really? Five thousand miles away from home and we randomly bump into each other on a bus at Heathrow airport? Only Chuck Lyford.



Brad Haskins Collection

Chuck Lyford was the pilot of the P-51 *Bardahl Special* when this picture was taken at Paine Field near Everett, Washington, in 1964. As his note says, the aircraft beside his was piloted by Mira Slovak, the champion hydroplane driver.



The 1964 Elva Mk. 7 that Lyford was driving when he had his fatal accident in Spokane, Washington.

**“Hey Bruce McCaw...do you remember that time when Chuck convinced you to build guns for the CIA?”**

Chuck seemed to know everyone from all walks of life. I’m not really sure why Chuck and I became friends. My dad had some tie with building guns for Detonics in Central America in the late ‘60’s, but exactly what was never clear. Over the years, I dabbled in the airplane and hydroplane stuff—in fact, Chuck got me my first job in unlimited hydroplanes—but I was never really anyone of importance.

That didn’t matter. He let me “in” and I never asked for anything in return. A lot of people say, Oh yeah, I’m friends with someone, and we never really know where that lies along the friendship scale. Lots of times, “I’m friends with” is more of an exaggeration for “I’ve met him before” or “I’m an acquaintance of.” But, I think once you became friends with Chuck, you were truly friends. I know personally, I felt that he considered me a friend of his, and that meant more than anything.

**“Hey Chip Hanauer...do you remember that time when Chuck wanted to race a Porsche in the 24-hours at Daytona with you?”**

For many years I hounded Chuck to let me write a book about his life. There were fantastic stories and a literal rouges-gallery of amazing people that were part of his life that we all heard snippets about:

- ◆ Airshows with Ben Hall;
- ◆ The road trip with Bill Stead during the APBA meetings in Ohio that started the Reno Air Races;
- ◆ Smuggling P-51 propeller blades into El Salvador in ski bags (with customs agents failing to realize that there wasn’t any snow there);
- ◆ Flying prosthetic limbs over the border to the victims of the war;
- ◆ Winning races in the *Bardahl Special*;
- ◆ Ad-libbing the aerobatic routine in Larry Blumer’s P-38 on the way to the airshow;
- ◆ Gunther Balz begging him not to perform in the Bearcat because he was afraid Chuck would literally rip the wings off;

- ◆ Being given a blank check by Jim Clapp to bring the experimental turbine-powered U-95 to fruition;

- ◆ Driving in the 24 hours of Daytona with Team Seattle;

- ◆ The latest (of many) speed-record projects with Craig Breedlove;

- ◆ Sitting on a beach in Central America with Sid Woodcock and coming up with Detonics;

- ◆ Trading Pete LaRock the U-95 if he’d build him a castle with the same dimensions of the boat;

- ◆ Or, even restoring an F-1 engine from an Apollo rocket for the Museum of Flight.

So much to talk about. But, every time I asked him, he’d say that there were still too many people alive that might not want to read about what he had to say. “We’ll do it someday,” he promised.

**“Hey, Joe Clark and Clay Lacy... do you remember that time when Chuck flew around the world with you in just 37 hours?”**

Yup. And, in a “borrowed” 747 from United Airlines, to boot. Set a world speed record in the process. Walter Mitty had NOTHING on Chuck Lyford.

But now, those stories will never be properly told. Instead, select groups of friends will gather in the paddock at Pacific Raceways, or the pits at Seafair, or on the ramp at some airshow around the country. Everyone will have an adult beverage in their hands and they will all be smiling and laughing and eventually someone will say, “Hey, remember that time when Chuck.....?” And, there will be an endless supply of adventures to finish that question—complete with hand gestures and four-letter words—and everyone will nod knowingly.

# HydroFile

## Race Team News



Lon Erickson

### U-1 Miss HomeStreet Bank

After testing sessions in both Tri-Cities and Guntersville; getting the most time on the water of all the teams, the U-1 is ready for the 2017 season. Crew chief Dan Hoover is pleased with the results of the off-season updates done over the winter.



James Crisp

### U-3 Go3 Racing

Though it hasn't been formally announced from the Go3 team, all indications point to Ed Cooper's team being headed to Tri-Cities with Griggs Ace Hardware back as primary sponsor. Winter work and updates are completed, sponsorship development continues.



JGo3 Racing

### U-9 Jones Racing

The other team that was on the water a lot this spring in Tri-Cities was the U-9 *Les Schwab Tire/RealTrac* boat. The Jeff Campbell-led team made some interesting changes to the hull during the winter, including a split front canard, dropping the left side sponson deck, and other changes to the running surfaces. After testing, driver Andrew Tate remarked they were pleased with the moves they did over the winter and look forward to seeing how the boat performs in race conditions. For the Madison event, they have picked up Auxier Marketing of Madison, Indiana, as an associate sponsor.



Jones Racing

### U-11 Unlimited Racing Group

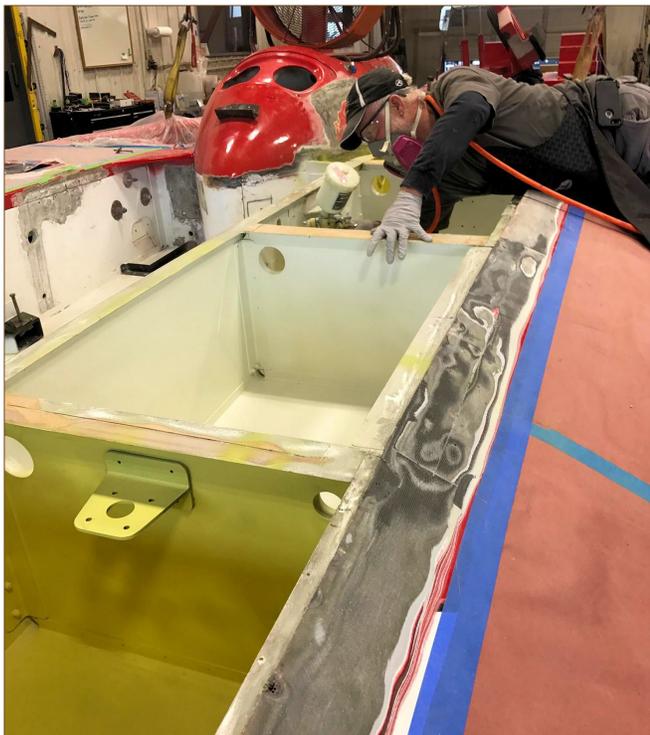
The Raney-led team completed their off-season rebuild of the #9302 hull (former Muscatel/original U-11) just in time to head to Madison for the 2017 event on the Ohio River. J & D's Metal Fabrication was a big part of the rebuild and their name appears on the hull heading to Madison.



Unlimited Racing Group

### U-12 Graham Trucking Racing

Even though they didn't make the Tri-Cities testing session, Rob Graham's U-12 update is complete now and the final touches are going on the boat. A much needed, in-depth rebuild of internal hull structure and decks was done in the Milton, Washington, shop over the winter. New updated red paint scheme on the hull, in addition to updates to the trailer.



Graham Trucking Racing



Graham Trucking Racing

### U-16 Ellstrom Racing

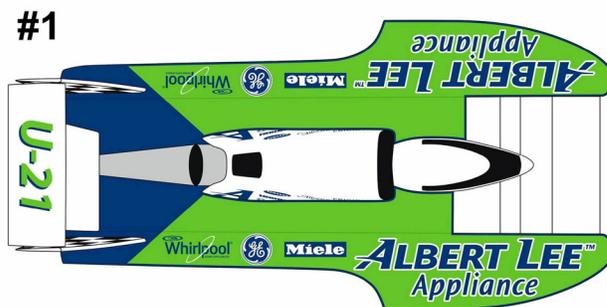
Racing plans for the Ellstrom team have not been released as of this July issue. One thing that was reported is if/when the U-16 hits the water in 2017, JW Myers (right) will be the driver. JW last drove the U-11 URG team hull in 2012 before stepping away from the unlimited boats. He got his first unlimited victory driving for Erick Ellstrom in 2005.

### U-21 Go Fast Turn Left Racing

The O'Farrell-owned U-21 GFTL team took the opportunity provided by sponsor Darrell Strong to test in Tri-Cities this spring. Brian Perkins reported they were pleased with what they learned and tried several set-ups heading into the season. The team has continued with its design-the-boat contests and have chosen graphics schemes for the Tri-Cities and Seattle races.



Chris Denlow



Go Fast, Turn Left Racing



Kirk Duncan

### U-27 Wiggins Racing

The U-27 made its season testing debut in Guntersville, showing off a little different color scheme, but to this point no sponsor graphics. Cal Phipps handled the majority of the testing laps throughout the day. At the end of the day, co-owner Charley Wiggins took the U-27 out for a couple laps to get more familiar with the boat ride and a better understanding of interpreting what his driver is telling him.



Jim Pernikoff

### 440 Bucket List Racing (formerly U-18)

After some testing time on the Columbia River in Tri-Cities, Kelly Stocklin reports they were pleased with initial changes to the boat. They found some small issues with a few minor things and those have been upgraded. They sent their engine to Whispering Turbines for preventive maintenance and everything checked out. Kelly expects to have news about his gearbox program soon.



Bucket List Racing



Lon Erickson

### U-99.9 Leland Racing

After contributing to some of the off-season work at the U-11 shop and turbine work experience, the team from Leland Racing has been busy accomplishing some major updates to their own Miss Rock KISW/Carstar hull. Work included everything from fabricating and installation of a new transom, new engine stringer doublers, engine rails, gearbox mounts, new carbon fiber deck, and re-painting the hull. The boat seen below was recently on display for sponsor KISW at the Pain In The Grass concert series.



Marina Bartels



Leland Racing

## NEXT MEETING OF UNLIMITEDS UNANIMOUS

Sunday, July 9, 2017  
Meeting starts at 2 p.m.

Bellevue Public Library, Room 3  
1111 - 110th Ave. NE  
Bellevue, Washington 98004

**YOU ARE WELCOME TO ATTEND!**