



THE UNLIMITED HYDROPLANE HALL OF FAME

Unlimited Hydroplane Racing's Honor Society

by Bob Senior

On October 26th, 2012 *Miss Wahoo* owner William E. "Bill" Boeing, Jr. was honored with induction into the Unlimited Hydroplane Hall of Fame at a banquet held at the Hydroplane and Raceboat Museum. Boeing was the 59th person elected to this select company. Honorees compose a roster of both men and women who knew the game, played the game, helped build the sport and richly deserve the honor given them.

Mister Boeing raced *Miss Wahoo* from 1956 to 1960. He purchased a Staudacher hull designed by Ted Jones and named it *Miss Wahoo*, after his wife's Nebraska home town. *Miss Wahoo*'s only driver was the "Flying Czech", Mira Slovak, known as the "original skyjacker". Slovak had been a commercial airline pilot in his native Czechoslovakia. He commandeered a passenger plane and fled across the Iron Curtain to freedom, from Prague to Frankfurt in 1953. He came to the U.S. and after a stint as a crop duster in Yakima, Washington, he later became Bill Boeing's personal pilot, which led to his selection as driver of *Miss Wahoo*.



Karl Pearson photo

Originally running Allison power, *Miss Wahoo* switched to Rolls-Royce Merlin power in 1959. Luckily, the



Kirk Pagel photo

The U-77 *Miss Wahoo* in the pits for the 1957 Apple Cup at Lake Chelan.

Allison engine mounts matched the Merlin engine exactly. Boeing and Slovak captured their first unlimited victory at the Mapes Mile-High Gold Cup race on Lake Tahoe in 1957. They went on to win the 1959 President's Cup race and the 1959 Lake Mead Cup. When Slovak crashed *Wahoo* at the 1960 Seafair Regatta, Boeing announced his retirement from racing.

Mister Boeing pursued business interests in the Seattle area and later served on the Board of Directors of Seattle University.

Approaching age 90, he is now enrolled with the giants of the sport in the Unlimited Hydroplane Hall of Fame.

The purpose of the Unlimited Hydroplane Hall of Fame is to honor drivers, owners and support personnel (sponsors, crew, officials, designers, builders) for their outstanding performances and their significant contributions to the sport of Unlimited Hydroplanes. These individuals will maintain, strengthen and promote the traditions, ideas and spirit of Unlimited Racing.

The earliest reference the author could locate regarding the Unlimited Hydroplane Hall of Fame is an article by Cliff Harrison in the 1961 Seafair

World Championship Race program. The headline reads: The Stanley S. Sayres NATIONAL UNLIMITED HYDROPLANE HALL OF FAME. Harrison was a Seattle Post-Intelligencer reporter. His first sentence reads: The Stanley S. Sayres Unlimited Hydroplane Hall of Fame. Sayres was the owner of the legendary *Slo-mo-shun IV* and *Slo-mo-shun V* which first brought the Gold Cup races to Seattle in 1951.

The record shows that 14 high achievers were inducted into the original “Hall” at a \$100-a-plate dinner at Seattle’s Olympic Hotel. The original group included Slo-Mo-Shun teammates Ted Jones, Joe Taggart, and Lou Fageol,



John Valledryne photo

A helicopter rescues Slovak . Wahoo is at right, Miss Spokane and Miss Bardahl are at left. This was Bill Boeing Jr.'s last race.



Seattle’s first Gold Cup race chairman, Jerry Bryant, multi-year Gold Cup referee Stanley Donogh, driver of *My Sweetie*, 1949 Gold Cup winner “Wild Bill” Cantrell, prolific boat builder Les Staudacher, Hawaii Ka’i team leader L.N. “Mike” Welsch, *Miss Thriftway* driver Bill Muncey, Miss Thriftway representative owner Willard Rhodes,

the driver of the *Mavericks*, Bill Stead, *Hawaii Ka`i III* driver Jack Regas, long-time hydro official Jim Spinner, and pre-World War II super-star Gar Wood.

Articles in subsequent Seafair race programs tell us that five more deserving unlimited hydroplane personalities were named to the “Hall”: *Miss Wahoo* driver Mira Slovak in 1962, Harrah’s Tahoe Miss owner Bill Harrah, Miss Bardahl owner Ole Bardahl and Detroit News long-time hydro reporter Harry LeDuc in 1963, and driver of the ‘Green Dragon’ *Miss Bardahl*, Ron Musson in 1964.

Then came the terrible fatal accidents of the late 60s. Some of the next likely inductees had been fatally injured.

With their passing, the Hall of Fame became inactive until 1980 when Seafair Managing Director Don Jones revived the induction ceremony with a grand Gala at Seattle’s Music Hall Theater.

That year there was a “strike” at the Music Hall dinner theater. Jones actually had to rent the venue from the property owner and bring in outside catering. The Seafair race that year had a World Championship title. Local business tycoon Joshua Green donated a tall, sterling silver ashtray which served as the trophy for the race winner.

At the 1980 Hall of Fame dinner the trophy was brought forward via an elevator in the middle of the stage, accompanied by two Pinkerton guards. The trophy was valued at \$30,000. Somehow the elevator opening remained open, when suddenly Seafair President Del Fogelquist fell into the elevator shaft, falling 14 feet to the basement floor. Luckily a quantity of adult beverages allowed Fogelquist to land in a relaxed manner, with no life-threatening injuries.

The induction ceremony proceeded. Six more racers were honored: Miss Budweiser owner Bernie Little, *Miss Budweiser* driver Dean Chenoweth, *Miss Bardahl* driver Billy Schumacher, designer/builder Jim Lucero, Pay ‘n Pak owner Dave Heerensperger, and Gale team leader and Unlimited “Czar” Lee Schoenith.

In 1983 the late Bob Williams founded the Unlimited Hydroplane Hall of Fame and Museum. The UHHOFAM became caretaker of the “Hall”. Bob’s fledgling organization needed some publicity. Seafair’s Don Jones needed some revenue, so that year the “Hall” again held an induction banquet and ceremony at the Music Hall.

Six more racing personalities were honored that year: Atlas Van Lines sponsor O. H. Frisbie, driver/builder Chuck Hickling, driver/URC chair Fred Alter, Miss Budweiser crew chief George McKernan, Notre Dame owner Shirley McDonald, and Miss Bardahl crew chief Leo Vanden Berg.

At one UHHOFAM board meeting in the late 80s Bob Williams announced, “I see that Stan Sayres is not even in the Hall of Fame named after him. We need to elect him to represent the year 1950.” A vote was taken and Sayres’ name does now appear for that year in current records.

Apparently, the 1960s selection and the 1980 honorees were chosen by a vote of Media persons. The 1983 inductees were “hastily” chosen by Don Jones and Bob Williams, because it was a short-notice banquet. In the mid-90s the “Hall” was again revived. The author once called it the Stan Sayres Hall of Fame, to be shouted down, “No!

That will offend our friends in Detroit!” In many future Board minutes, Hydro Legends publications, Quill shafts, etc. the title is simply listed as “Hall of Fame” or “Unlimited Hydroplane Hall of Fame”.

In early 1991 Bob Williams resigned, retired and moved to Arizona. His resignation led to Dr. Ken Muscatel taking over the UHHOFAM presidency and administration of the “Hall”. (The organization later was re-named as the current Hydroplane and Raceboat Museum, and retained administration of the “Hall”.

Fast forward to June of 1994. An Unlimited Hydroplane Hall of Fame induction ceremony was held at the Detroit estate of George Simon. Six new members joined the “Hall”: driver Danny Foster, *Miss U.S.* owner George Simon, driver Roy Duby, *Miss Madison* driver Jim McCormick, and brothers Dan (builder/driver) and Gene (riding mechanic) Arena of *Miss Golden Gate III* fame, the first hydro to use Allison power.

In 1996 a Hall of Fame ceremony in Detroit added owner/driver Chuck Thompson to the elite membership. In 1997 *Miss Budweiser* driver Tom D’Eath, *Shanty I* driver Col. Russ Schlee and *Tempo VI* owner/driver Guy Lombardo were inducted in a ceremony aboard the *Goodtime II* tour boat on a cruise on Seattle’s Elliot Bay.

In August of 1998 the ceremony moved to the 100-foot level of Seattle’s Space Needle. Honored that evening were Winston Eagle owner Steve Woomer, *Miss Budweiser* driver Jim Kropfeld, and pioneer Seattle TV broadcaster Bill O’Mara. In 1999 three more worthy individuals joined the “Hall” at a dinner held on the eve of the Seafair race at the Captain’s Club at the Seafair starting line. They were Atlas Van Lines owner Fran Muncey, *Miss Budweiser* driver Bill Brow and *Pay ‘n Pak* driver George Henley.

The 2001 induction ceremony returned to Detroit for a July 12th dinner at the Roostertail restaurant. Those honored were My Sweetie owner Horace Dodge, Jr., Notre Dame owner Herb Mendelson, Such Crust owner Jack Schafer, Sr. and four members of the Miss Pepsi family, Russell, Roy, Walter, and Ernie Dossin.

On July 31st, 2002 Slo-Mo-Shun builder Anchor Jensen and long-time sponsor Art Oberto were honored at a dinner/auction held at the Seattle Yacht Club. In 2004 the Hydroplane and Raceboat Museum held a dinner inducting builder/designer Ron Jones, Sr. into the “Hall”.

The Hydroplane Museum board of directors created a new honor in 2009, the Unlimited Hydroplane Museum Hall of Champions. Those selected must be drivers meeting the following criteria—at least one Gold Cup and multiple (more than one) National Championships or the equivalent and must be out of the sport for three years.

At a 2009 dinner held at the Museum, then-all-time winner Bill Muncey and, right behind him in victories, Chip Hanauer, became the initial members of the UHM Hall of Champions. Joining them in 2010 were the pre-World War II ace Gar Wood and former *Miss Budweiser* driver Dean Chenoweth.

Recently, drivers Dave Villwock and Steve David have been alternating Boat and Driver championships. Only the three-year rule will likely keep them from being recipients of future “Hall” honors.

Blast from the Past;

This is not the way the *Unlimited NewsJournal* expected to introduce a new feature, but occasionally outside forces play havoc with plans. The *UNJ* staff decided that we should go through the decades of our past print *UNJ* issues and select some of the best articles we had printed in hard copy and publish them again on our Internet site. Our goal was to make this a regular feature, as many outstanding articles have only been read by the several hundred subscribers at the time they were printed and the Internet has opened a whole new audience. As we were readying this new feature, we learned that Bill Cruchon died. Those of us in *UNJ* leadership decided it was only fitting that our first republished article be Cruchon's, *Look at the Evidence*.

Bill Cruchon played an important part in the *Unlimited NewsJournal*. He and his spouse Kim, volunteered to do some of the important, but less glamorous work, when the *UNJ* was in hard copy; they were part of the mailing team and they folded, stamped, affixed mailing labels and taped hundreds of copies of the *Unlimited NewsJournal* each month in preparation for mailing. But Bill did more. He was a graduate of Western Washington University with a degree in history and enjoyed boat and boat racing history. Yep, UU members would see him each year at both the Seafair and Tri-Cities races, but his passion was hydro history. He'd hang out at Hydroplane and Raceboat Museum events and looked forward to going to Lake Chelan each year to watch the vintage boats run. He confessed to me that he was heartbroken when the Cooper's stopped racing their Allison powered boat. As a historian, Cruchon knew some stories needed to be told, even those that might be controversial. In the 1990s the Jensen family claimed that Anchor Jensen not only built *Slo-mo-shun IV*, but also was its co-designer. Most of the hydroplane

community credited Ted Jones with the design. But historian Cruchon went to the Anchor Boat Company in Seattle, near the University of Washington, and went through their archives, talked with Jensen family and penned their view in the controversial, *Look at the Evidence*, piece.

Bill Cruchon, 59, died in late September after a very brief battle with an umbilical hernia. Our positive thoughts go out to his wife, Kim, and our thanks go to Bill for his help with the *UNJ*. Rest in peace, dear friend.

Chris Tracy, President

Unlimiteds Unanimous, publishers of the
Unlimited NewsJournal

Look at the Evidence

A Visit with DeWitt Jensen by Bill Cruchon Jr.



The Jensen Motor-Boat Company sits quietly on the shores of Portage Bay in Seattle, as it has for three-quarters of a century. The vast, barn-like structure with its mysterious stairways and sawdust-covered tools is much as it was when, over 50 years ago, it stood at the center of the powerboat-racing world.

Anchor DeWitt Jensen, 50, is the third-generation president of the company. He heads the respected boat-

building firm founded by his grandfather, Tony, and later run by his father, Anchor. It was here that Anchor Jensen and his builders constructed *Slo-mo-shun IV*, the first successful prop-riding unlimited hydroplane. That much has long been a part of hydro-racing lore. The credit for the design of the great craft has long been credited solely to Ted Jones. Some even credit Jones as both designer and builder. DeWitt Jensen disagrees with this version of the *Slo-mo-shun* story and is more than willing to produce evidence to support his view.

Back to the Archives

Jensen takes his visitors into a long, narrow room over-looking the bay. Here are located the archives of the Jensen Motor-Boat Com-pany. There is barely room for three people to stand abreast. He wants to show us some drawings. DeWitt casually shoves a ragged, red-painted piece of wood out of the way. It is what remains of the tail fin of *Slo-mo-shun IV* after her career-ending crash in 1956 on the Detroit River. DeWitt pulls open a



Rich Ombrek photo

The wreck of the U-27 *Slo-mo-shun IV* on display at Seattle in 1956

drawer and holds a faded drawing. It's small. Startling so. "Here's what Ted gave us for the boat," he says flatly.

"That's it. No rudder, no struts, no propulsion, no material, no internal structure, no steering mechanism. Nada."

"This was the sole drawing for the boat?" DeWitt is asked.

"This was the sole drawing that we got from Ted Jones. The unfortunate thing about the shape is that it looks like about a '37-39 Ventnor, and when we took these offsets and rebuilt the cross sections and compared it to the 1953 hydrodynamic scale drawing taken off the boat when it was in the Boeing wind-tunnel test it wasn't even close."

DeWitt unveils several drawings of *Slo-mo* that his father executed. All are much more detailed than the Jones drawing. One drawing in particular shows different views of the hull indicating some debate was taking place as to the amount of deck curvature and the depth of the sponsons. DeWitt explains:

That matter went back and forth. Obviously no one's going to claim that Ted didn't have input. Ted didn't produce the drawings of the boat that got built.

The question is should Anchor be given credit for designing the boat, basically? I think that he should.

You look at all the drawings and other documents, and I can come to no other conclusion than Anchor

Jensen basically was responsible for the design of the *Slo-mo IV*. He prepared all the working or design drawings and came up with the rudders, the struts, the 3:1 step-up gear concept and how to cut the gear teeth, which he then gave to Western Gear — actually gave it to them on a cocktail napkin during dinner. Anchor also selected all the material for the *IV* and was directly responsible for design or selection of all the running gear such as struts, propellers and modifications to same, shafts, cooling systems, etc. Anchor was responsible for the selection of the original Allison power plant and was responsible for modifications to same along with Wes Kiesling and Mike Welsch. The conversion to the Merlin in 1954 [sic] was worked out by Anchor and Wes Kiesling with others assisting in the conversion.

DeWitt spreads the yellowing drawings on a desk and points out a "much more finished drawing than what you got in Ted's crude sketch. You got the struts, you got the propeller, rudder; you can see the engine." One bow-on view clearly shows a spoiler positioned between the sponsons. "That was an Anchor specialty, and the reason is to break up the air running underneath here, to get less lift. This is an incredibly stable boat."

A Lawyer Makes the Case

DeWitt says, “Although publicly Stan Sayres gave credit to Ted Jones as the designer of IV, privately he said something different. Numerous private Sayres letters give the major design credit to Anchor Jensen for *Slo-mo-shun IV*.”

Why, DeWitt Jensen is asked, is this information just now being brought to light? Why didn’t Anchor Jensen himself go public with his version of the designing and building of the famous craft? In fact, he attempted to do just that, in 1953.

DeWitt has reams of correspondence relating to *Slo-mo-shun IV* and her newer sister *Slo-mo-shun V*. Among this paperwork is a September 14, 1953, letter to Seattle *Post-Intelligencer* publisher C.B. Lindeman. Anchor Jensen’s friend and attorney H. Otto Giese penned it on his behalf. The letter responds to a column written by Emmett Watson, who referred to Ted Jones as the man “who de-signed and built the unbeatable *Slo-rno IV*.” The facts, lawyer Giese wrote, are easily ascertained . . .

In 1948 Stan Sayres, Ted Jones, and Anchor Jensen went to Detroit to get ideas for designing and building a new speedboat for Mr. Sayres to be known as Slo-mo-shun IV. All the basic principles and ideas which led to the initial success of this novel boat represented a composite worked out by these three individuals. There was nothing which constituted the prevailing, and much less the sole product of any one of the three men. These ideas were then collected by Anchor Jensen and put by him in working form in 1949. He, alone and unassisted by the other two men, made all the working drawings and the full-scale layout of this boat. Ted Jones never drew or erased a single line on these plans, and they are still the exclusive property of Anchor Jensen. Slo-mo-shun IV was then constructed by Jensen Motor-Boat Co. in its shop under Anchor Jensen’s supervision. The power plant, as well as other accessories were likewise installed by Jensen personnel under his supervision. Accordingly, Ted Jones, while having a share in designing Slo-mo-shun IV along with the other two men, had no part whatever in building or construction of this boat.

Subsequent modifications in design, shape of hull, etc., were initiated and carried out without any assistance from Ted Jones whatever, and likewise exclusively at Jensen’s shop. DeWitt says,

“Although publicly Stan Sayres gave credit to Ted Jones as the designer of IV, privately he said something different. Numerous private Sayres letters give the major design credit to Anchor Jensen for *Slo-mo-shun IV*.”

Next DeWitt points to a photo, which shows the framework of a smaller hydroplane under construction. The open doorway of the Jensen Motor-Boat Company yawns in the background. “These are pictures of the *Sio-mo III* under construction.” He doesn’t have to say more. Jones maintained (*Pacific Motor Boat* 8-50) that he built the 225-cubic inch *Slo-mo III* in his basement. The photo confirms DeWitt’s contention that Jones was unable to finish *III*, and owner Sayres prevailed upon Jensen to complete the job. DeWitt says that his father agreed despite misgivings about its design and a backlog of contract work for the U.S. Coast Guard.

Indeed, *Slo-mo-shun III* bears little resemblance to *Slo-mo-shun IV*. According to a January 1955 Anchor Jensen letter:



Above; Ted Jones and the new F-27 *Slo-mo-shun III* on Lake Washington in 1949. ~ H&RM Collection photo. Far right; Dr. Ken Muscatel and *Slo-mo-shun III* running on Lake Washington in September of 2008. ~ Karl Pearson photo

Ted Jones and I had decided splits over basic theories since the building of Slo-mo No. III, which I was called upon to finish in accordance with his design. Slo-mo IV was based on some data gained by its performance — even after major alterations No. III was outstanding only for a short period when the record fell by some 20%. No. IV was based on the design and theories of 3 [three] people: Mr. Sayres, Ted Jones, and Anchor Jensen, two of which still haunt the stall. It might be well to note for the record that Ted Jones did not scratch a line on the drawing for No. IV, nor loft a line, nor help in its construction.

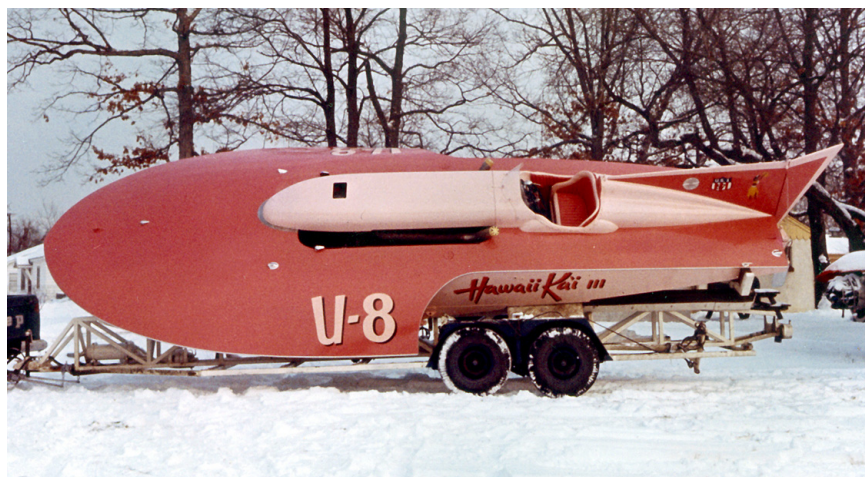
DeWitt claims that *Ka'i* struggled during her initial season. Kaiser, reportedly calling it “a dog,” asked Anchor to rebuild her for the 1957 season. Anchor, says DeWitt, ended up lightening the boat by 2,000 pounds, replacing steel reinforcement with titanium, and replacing an armada of heavy industrial batteries under the seat with smaller, motorcycle batteries. “Anchor redesigned and reconstructed the spon-sons,” DeWitt says, “as well as designed a new quillshaft for the Merlin so that it would no longer fail in torsion. Allison connecting rods were utilized, and nitrous was added. The boat all of a sudden started winning.”

Anchor Jensen also re-worked *Miss Bardahl*, another Jones-designed hull (built before the 1958 season under the supervision of Ted’s son Ron) . . .

The Bardahl was falling apart after three races, and I know



Slo-mo-shun IV in the water outside Jensen Boat Shop in 1949. Their first run was on October 19th. The *Seattle Times* headline on the sports page the following day said, “Mystery Speedboat Churns Seattle Lake,” with a picture of the tailless boat.



Edgar Kaiser's U-8 *Hawaii Ka'i III* on tilt in the snow late 1957 or early 1958.



The U-40 *Miss Bardahl* and crew at Lake Chelan's 1959 Apple Cup.

H&RM Collection

Sandy Ross Collection

H&RM Collection

some people say, "Well, it raced all that year." Well, yeah, but unfortunately we had to put it back together here enough to continue racing. Then we went in and completely rebuilt it (spending 2,700 hours over the winter of 1958- 1959 – yes, we have the original time cards). We did reshaping of the sponsons, putting a Merlin engine in. Anchor was asked by Ole [Bardahl] to go travel around the western circuit and evaluate the crew's performance ...

Anchor's involvement with the *Bardahl* ended in 1961.

DeWitt Jensen says a lot of people responsible for the success of the *Slo-mo-shuns* and other boats of the period never received full credit for their efforts. "You know, there's a lot of history, a lot of history here. Anchor donated thousands of his hours; you can see it was nothing for him to work a 16-hour day. I think it's unfortunate that Anchor and the crew, Jack Ramsey [*Miss Thriftway*] and his crew, and Leo Vanden Berg [*Miss Bardahl*] and his crew didn't get the credit that they deserved, because they were the real people that were responsible for their boats' success."

[For more information on the Slo-mo-shun saga DeWitt Jensen suggests you visit www.slomoshun.com or read *Slo-Mo-Shun – The Sayres Legacy* by Donald W. Peterson. DeWitt Jensen also gives personally guided tours of the boat shop and archives — Ed.]

Bill Cruchon Jr. made his first contribution to the *NewsJournal* 2001. (See "Jim Ranger and My Gypsy," May and July '01.) A graduate historian, Bill is well qualified to take on the story offered here. Jensen vs. Jones remains a major debate among students of three-point design. Cruchon has interviewed DeWitt Jensen at length; Jensen expanded upon the presentation he gave Unlimiteds Unanimous two years ago. Let the debate flourish! While Bill ponders his next project, he and his wife Kim help Bob Senior with *UNJ* circulation.



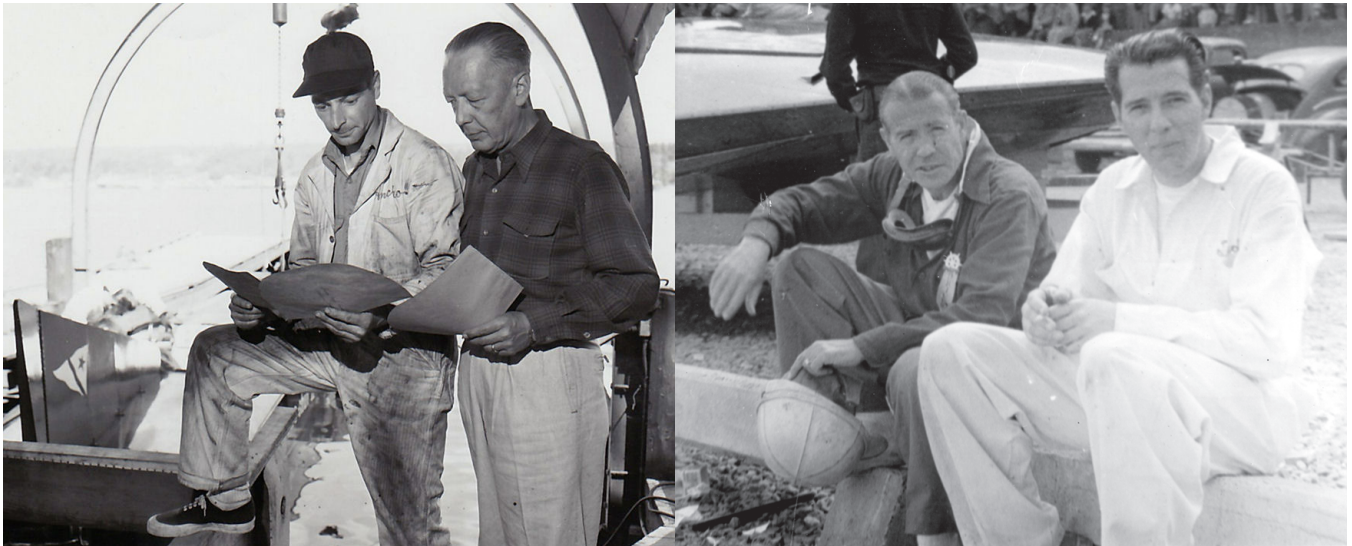
A beautiful sight to see above. The dynamic duo in 1951; the U-27 *Slo-mo-shun* IV and U-37 *Slo-mo-shun* V docked on Lake Washington.

H&RM Collection

At right in DeWitt Jensen in 2002. At far right is the late Bill Cruchon, *UNJ* writer and close friend. He was a kind and good man. We all will miss him.



More Photos from the Past



Above is Anchor Jensen and Stan Sayres, with *Slo-mo-shun IV* in background. ~Jensen Collection photo; Above right is Lou Fageol and Ten Jones in 1951. ~ H&RM Collection photo

A strained, final reunion occurred in 1999; both Ted Jones and Anchor died the following year. Standing are Radovich, Muscatel, Williams, Ron Jones, Garfield (MOHAI), Jon Osterberg, and Wojick. ~E.K. Muller photo



The beautifully restored (by H&RM) U-27 *Slo-mo-shun IV* on tilt at Lake Washington in June of 1999. Though the *Slo-mo IV* can no longer be seen at H&RM, the restored F-27 *Slo-mo-shun III*, U-37 *Slo-mo-shun V*, and several other vintage hydroplanes can be seen there on display. ~ Michael Prophet photo



Book Review:

The Risk Takers and Record Breakers

***Stories of those that tried, and sometimes died,
chasing the Absolute World Water Speed Record***

Author: Doug Ford, Printed by 48HrBooks, copyright 2012 ISBN-13:978-0-9847589-1-3 ISBN-10: 0984758917, Published by Doug Ford Engineering, LLC / Paperback. price \$24.95 + tax

Available at the Hydroplane and Raceboat Museum in the Gift Shop.

Risk Takers is an accurately written anthology of the people who have pursued the absolute World Water Speed Record. That record, sometimes deadly and always challenging is presented in 24 chapters followed by an epilogue that sums up the attempts since 1928 when it all started. To clarify the danger, Ford points out that there have been 16 attempts by 7 drivers since 1952, and 5 of those have ended in fatalities.

Hydroplane fans will enjoy this history that includes Gar Wood, Stan Sayres, Guy Lombardo and Dr. Ken Muscatel. Ford did not disappoint in the Sayres chapter with rare never before photos of the *Slo-Mo-Shun IV*, and likewise with great shots of Schoenith's *Gale Jet* and the Guy Lombardo/ Les Staudacher *Tempo Alcoa*.

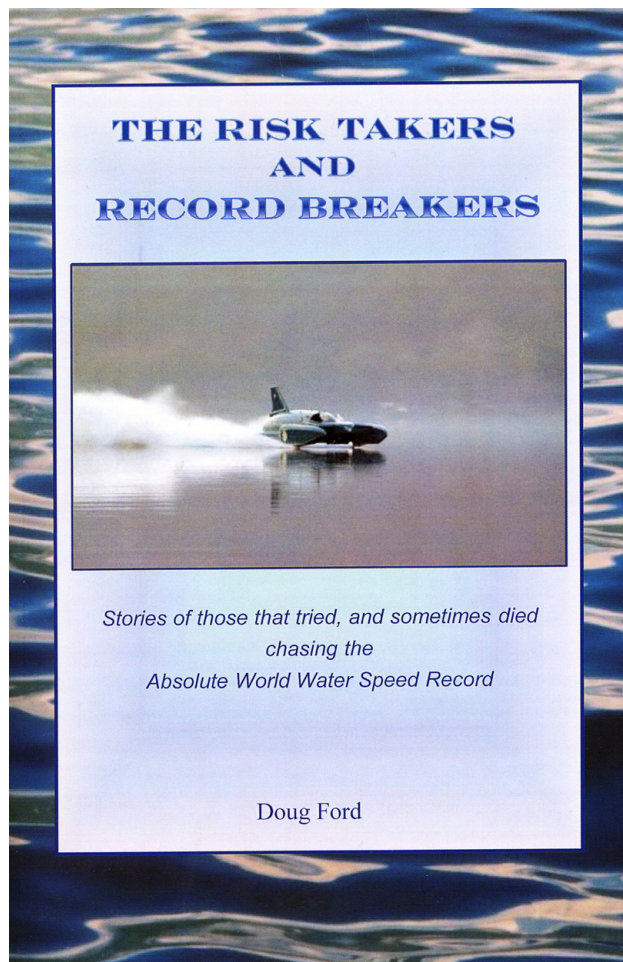
Donald Campbell lost his life in the last running of the *Bluebird K-7*. Ford chronicles the fatal run step by step, with some rare photos taken from the video of that run.

If you are buying a Holiday gift for someone who enjoys speed on the water, look no further, this is the book! You will enjoy the collection of photos and drawings that Ford chose for his book.

The Risk Takers and Record Breakers is author Doug Ford's second book. His first book, *What Were They Thinking*, is also available through the H.A.R.M. gift shop

262 pages, 213 assorted b&w photos and drawings.

Review by: **Kirk Pagel**. Special Projects Editor for the *Unlimited NewsJournal*





HydroFile
Lon Erickson

The H1 unlimited fleet of nine boats, haulers, and support equipment has left Savannah, GA. and is en-route to Doha, Qatar onboard the Saudi Tabuk. After some previous discussion of using a different shipping method (container shipping), the fleet is sailing on-board another Ro-Ro (roll on-roll off) type ship, the same design used for trip to Doha as before. The preliminary schedule and ports of call for the Saudi Tabuk is as follows: Savannah, GA - 11/4, Wilmington, N.C. - 11/6, Cross-Atlantic, Port Said, Egypt - 11/25, Jeddah, Saudi Arabia - 11/28, Muscat, Oman - 12/1, Jebel Ali, Dubai 12/7, Dammam, Saudi Arabia - 12/10, with offloading in Doha, Qatar approx. Mid-December. The tenth boat, U-11 *Peters & May*, has been in storage near the Headquarters of Peters & May Global Shipping in the United Kingdom, after completing it's U.I.M. record setting run at Coniston and is expected to be shipped soon from England to join the fleet in Doha. That will complete the 10 boat fleet for the two upcoming Doha races in January and February, 2013. ~ Savannah port page photo below



U-11 We will have a complete story in the upcoming December issue of the *Peters & May* adventure to Records Weeks at Coniston, England.

U-22 The Webster Racing team has acquired the former *Aussie Endeavor*/Freedom Racing display boat (#9615) from Ted Porter and is using one of the sponsons and parts in the rebuild process on the damaged U-22 hull. They continue their "Rebuild the U-22 Campaign", see their website www.websterracing.com/ or facebook page for details on how to support their efforts. Doug Ford has been appointed to



Lon Erickson photo



Doug Ford photo

the new position of H1 Unlimited Chief Engineer by Chairman Sam Cole. His role will include developing policies and procedures to improve the standards of the technical monitoring equipment used in today's hydroplanes. Doug Ford has a long time proven track record with his association with unlimited hydroplane racing starting in the mid-50's, served as safety, technical, and competition director for the ten years with the URC, consulted and crewed with several different race teams, and is a well known authority on aerodynamics. For a complete description and the press release on Mr. Ford's new role, see the story on the H1 Unlimited website at www.h1unlimited.com/2012/11/ford-named-h1-unlimited-chief-engineer/



Bill Boeing, Jr., was inducted into the Hydroplane Hall of Fame on October 26, 2012 at a dinner ceremony at the Hydroplane & Raceboat Museum. Boeing campaigned the *Miss Wahoo* in 1956 and 1957 and again in 1959 and 1960. A highlight of

the Boeing's racing career was winning the 1959 President's Cup. Winning the President's Cup allowed his driver, Mira Slovak, to personally thank President Eisenhower for signing a bill that enabled Slovak to obtain a pilot's license ahead of citizenship. Boeing was surprised at the ceremony by the unveiling of the restored 280-Class, *Wee Wahoo* (below right; Karl Pearson photo). The *Wee Wahoo* had been in a hanger since 1971 and has been painstakingly restored under the direction its current owner, Peter Carey. Museum Director, David Williams, read a letter congratulating Boeing—to the crowd of about seventy people—from Mira Slovak. Slovak apologized for not attending, but noted that at 83 everything hurts or does not work. Boeing seemed touched and honored when he addressed the group. Boeing said he selected Slovak to drive as Mira had no wife or children and that was good for hydro racing, inferring the danger hydro drivers faced. Boeing also remarked "the memories of the early races are still fresh as time goes on" and said, "Mira drove the boat as hard as he could and was skilled with boats and airplanes." Boeing is also the co-owner the U-77 *Miss Wahoo* replica. Many well-known hydro personalities attended the presentation including Chip Hanauer, Sven Ellstrom, Brien Wygle, Scott Carson, and Dr. Randy Pillow. Steve Montgomery was the master of ceremonies. Boeing was turning 90 in a few weeks and the crowd sang Happy Birthday and ended the evening with birthday cake for dessert.

The Madison Courier recently published the *tentative 2013 season schedule*. The boats will stay in Qatar after the 2012 season finale (held in January of 2013) and officially begin the 2013 season in Doha, Feb. 9-12, coinciding with Qatar's National Sports Day on Feb. 12.

The Courier reports, "The 28 days between seasons will mark the shortest layoff in the history of the sport. The 1990 and 1991 seasons were separated by just 47 days due to the race in Honolulu opening the 1991 season on Nov. 9, 1990." The tentative 2013 season schedule is, as follows;

Doha, Qatar, Feb. 9-12 Sacramento, Calif., May 31-June 2 Madison, Ind., July 5-7, Gold Cup, Detroit, Mich., July 12-14, Lamb Weston Columbia Cup, Tri-Cities, Wash, July 26-28 Albert Lee Cup at Seafair, Seattle, Wash. Aug. 2-4, Coeur d'Alene, Idaho, Aug. 30-Sept. 1, San Diego, Calif., Sept. 13-15.

Lamb Weston recently renewed their title sponsorship for the Tri-Cities race and Albert Lee Appliances signed on for three more years in Seattle. It appears other domestic sites have not signed title sponsors for 2013 although local race sites are actively searching for sponsorship.

Etcetera. The annual holiday dinner and party at the Hydroplane & Raceboat Museum is Dec. 8.



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Letters may be edited for clarity and space.

Next Meeting of Unlimiteds Unanimous

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