

DECEMBER 2015



Time Capsule

50 Years Ago: 1965

by Kirk Pagel & Bob Greenhow

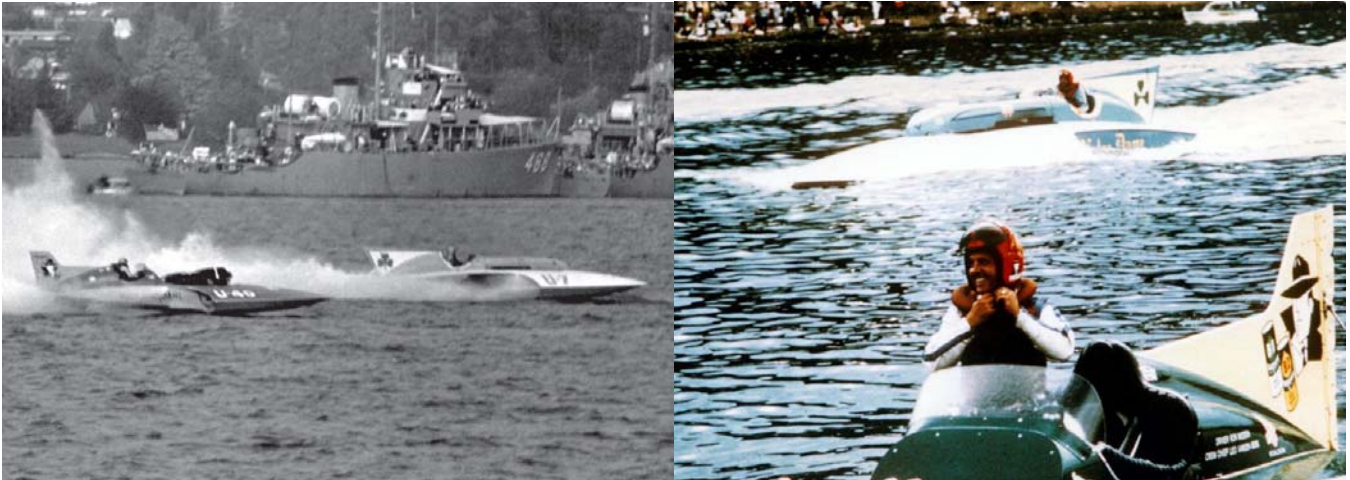
In 1965 the fleet gathered in Guntersville, Alabama for the season opener. The Dixie Cup was contested on June 27th and the winner was the **U-6 Miss Madison** (former *Nitrogen Too* #6079²). ~ Eileen Crimmin photo

From there, the boats travelled west to Coeur D'Alene Idaho for the July 11th Diamond Cup. The **U-75 Miss Exide** (former *Miss Wahoo* #5677) won the event. ~ H&RM Collection photo



Then it was back east to New Town North Dakota, a small town with a population of 1700 just west of Minot ND. The body of water was Lake Sakakawea, a tributary of the Missouri River. The Dakota Cup was successfully staged in '64, but in July 18th, 1965 there were several problems. High water from flooding and excessive debris; One rep of the race committee claimed he had written to APBA (and/or URC), calling off the race in mid-June. According to Eileen Crimmin, somebody else put up sponsorship and the race remained on the schedule. (I believe this was an Irv Steiner creation as was the Utah Cup. ~ BG) It seems when Harry Woods arrived at Ogden, three or four days before the race was due to be run, *nothing* had been set up. Lack of funding kept the boats off the water and the event was cancelled and never run again.

The next stop was out west at Seattle, Washington. After being contested in Detroit for the 1963 and 1964 seasons, the APBA Gold Cup was held on Lake Washington, on August 8th. The U-40 *Miss Bardahl* (#6240) won the race for the third time in a row.

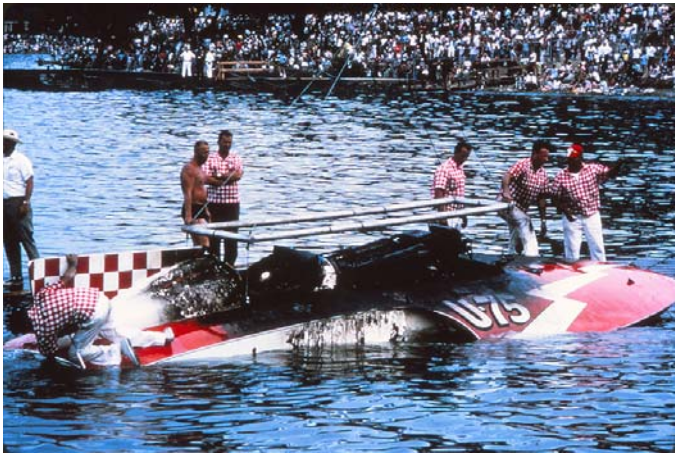


Above left is *Miss Bardahl* (3) and Ron Musson trying hard to catch the U-7 *Notre Dame* (6) and Rex Manchester in the final at Seattle. At right is a happy Musson after winning the final and APBA Gold Cup as *Notre Dame* returns to the lagoon. ~ H&RM Collection and Bob Greenhow Collection photos

Something else happened at Seattle this year. In the final the U-75 *Miss Exide* (2) emitted a loud bang, then caught fire and burned. The damage to the hull was extensive. Below are photos of the boat burning and the rescue of Bill Brow by helicopter, and the fireboat attempting to put out the blaze. ~ H&RM Collection photo



Below left, the burned boat was towed to the dock and the crew is starting to lift it out of on Lake Washington and put it on her trailer in Stan Sayres Pits. As a note, Bill Brow set a record qualifying speed of 120.356 mph. At right, the toasted U-75 *Miss Exide* (2) on tilt in the pits. Believe it or not, the damage to the Seattle boat was repaired and running again at Stateline, Nevada in September where they finished third. They also finished out the season placing ninth at San Diego. ~ H&RM Collection photos



Next was the Utah Cup in Ogden, Utah on August 15th where Ron Musson and *Miss Bardahl* (3) won once again.



Then it was back east again, for the Spirit of Detroit race in Detroit, Michigan on August 29th. The U-3 *Tahoe Miss* (#6403) won that race. At left, Chuck Thompson and the *Tahoe Miss* (3) at speed on the Detroit River. ~ Sandy Ross Collection photo

Next up was the Indiana Governor's Cup on September 5th, in Madison Indiana. The *Tahoe Miss* (3) and Chuck Thompson repeated as the winner.

Then it was back west for the Stateline, Nevada for the U.I.M. World Championship race. *Miss Bardahl* (3) posted her third win of the season. Below left *Miss Exide* (2), *Miss Bardahl* (3), and *Miss U.S. 5* go head to head on Lake Tahoe. At right *Miss Exide* chases after *Miss Bardahl*. ~ H&RM Collection photos



On the same race venue, there was a second tier race for the Ponderosa Trophy won by the **U-90 Miss Smirnoff** (#6490). The consolation event was the South Shore Trophy, a three boat race won by the **U-70 Such Crust IV** (#6277). Below left, *Miss Smirnoff* at Seattle. ~ Eden Harriss photo. At right, *Such Crust IV* (3) being lifted out of Lake Tahoe after a run. ~ Karl Pearson Collection photo



The last stop on the circuit in 1965 race schedule was October 3rd in San Diego, California. The **U-40 Miss Bardahl** won her fourth race of the season to emerge as National High Points Champion for 1965.

At San Diego *Tahoe Miss* caught fire and burned to a crisp. Chuck Thompson was forced to bail out into Mission Bay. Below left a burning *Tahoe Miss* still on the move. to the right, the flaming *Grey Ghost* and Chuck Thompson floating in Mission Bay. ~ H&RM Collection photos; Bottom left, the Coast Guard fire boat shoots water on the blazing fire. ~ H&RM Collection photo; At right a roasted *Tahoe Miss* pulled up to shore at San Diego. ~ Rich Ormbrek photo



Filling Out the Field in 1965

There were nine unlimited races in 1965. The three races at Lake Tahoe; U.I.M. World Championship, Ponderosa Trophy, and South Shore Trophy, were all one event. There was also a consolation heat at Detroit. It's interesting to note that *Miss Bardahl* (3) won the national title without making all the races. She missed Guntersville.

There were twenty three registered unlimited hydroplanes and three of them were brand new hulls. They all made an appearance in at least one event that year.

George Simon raced the **U-2 *Miss U.S. 5*** (2) in 1965. The boat was driven by Roy Duby and Bill Muncey that year. They also had a slight altercation with the U-7 *Notre Dame* (5) at Lake Tahoe. At right Roy Duby brings in the U-2 *Miss U.S.* after a test run on Lake Tahoe. ~ Bob Greenhow Collection photo



Shirley Mendelson-McDonald ran the **U-7 *Notre Dame*** (5) this season. Rex Manchester was the pilot.

Rex Manchester was run over by U-2 *Miss U.S. 5* at Lake Tahoe, California. and finished the race without a cowl or tail. She raced the rest of the year with a borrowed cowl and make-do tail fin and with several fractured bottom battens that they found during winter maintenance. Even then, *Notre Dame* still finished second in the National High Points Standings. At right Manchester on a run with *Notre Dame*. ~ Bob Greenhow collection photo



Jim Herrington bought the U-25 *Miss Eagle Electric* from Kent Simonson and re-named it the **U-9 *Miss Lapeer***. The crew added a different tail and repainted the hull. It also had "Gentlemen Jim" on the tail fin. Norm Evans was the first driver at Seattle. *Miss Lapeer* was damaged at Seattle in a collision with the U-2 *Miss U.S. 5*. Look at the deck just behind Norm Evans in the photo at right. Evans was eventually suspended for a year because of the collision. Warner Gardner drove the boat in the Madison Govenor's Cup, its only other race this year. ~ Kirk Pagel photo



Bernie Little brought another boat out this season. It's actually not one of his new boats, but the former U-13 *Tempo* now racing as the **U-13 Miss Budweiser (2)** this year. At right, *Miss Budweiser* at the dock after a run on the Ohio River at Madison. Chuck Hickling was the beer boat's driver this season. ~ Sandy Ross Collection photo



One of the new boats built this year was the **U-14 Tomyann** that was owner, designed, built, and driven by former *Slo-mo-Shun IV* pilot Joe Taggart. He brought the white craft to Madison in 1965, but was unable to get it qualified, due to a twisted quill shaft. At right Joe Taggart sitting in the cockpit of *Tomyann* at Madison. This was their only attempt at racing. ~ Bob Greenhow photo



The oldest hull to appear in 1965 was the former U-37 *Slo-mo-shun V*. At right, crew prepares to lift it out after a run on Lake Washington. It failed to qualify at Seattle running as **U-37 Fascination**, (Despite what it says on the chines, it was registered as the *Fascination*). The boat ran as the U-37 **Berryessa Belle** at three races. The former *Slo-mo-Shun V* (#5137) was built back in 1951, but wasn't through yet. She came back one last time in 1966 as U-37 **Miss Tri-Cities (2)**, running at four events. ~ Bob Greenhow Collection photo.



The second new hull for 1965 was the Schoenith family's **U-44 Gale's Roostertail (2)**-(#6544), driven by Jerry Schoenith this season. It ran all races this season except the last two, Stateline, Nevada and San Diego. Jerry was in school during those two events. At right *Gale's Roostertail* returning to the dock after a speed run on Lake Washington. Jerry Schoenith catches a rope to pull them in to the dock. ~ Bob Greenhow Collection photo



The **U-49 Miss Sacramento**. The former U-771 *Fascination 1*, was a community-supported boat owned by Ron Kasper, a plumbing contractor. Owner Ron Kasper drove the craft under new colors in the Stateline, Nevada race. *Miss Sacramento* failed to qualify at Lake Tahoe and the following race in San Diego. The old boat never raced again. ~ Bob Greenhow Collection photo



Sam Palazzolo designed and built the **U-66 Miss Liberty**. He makes a living by developing X-ray film at Saratoga General Hospital on Detroit's east side. Maybe he should have stuck with that. The hull is shaped like a mortar box and rides like a skipping rock from what I heard. Needless to say, Sam Palazzolo has not been able to qualify the boxy boat for a race this year, or last year. The very odd design just doesn't seem to work.

Miss Liberty was one of the first to experiment with a turbocharged Allison set-up, which was a revolutionary concept at the time. At right, *Miss Liberty* at Detroit with Palazzolo standing by tail and waving. ~ H&RM Collection photo



The third new boat this year was Paul and Dick Gordon's **U-80 Blue Chip** (#6580). It was a standard 32 foot Staudacher hull that was driven by Fred Alter. It broke down in Guntersville a then ran three other events, scoring points in Detroit and Madison. At right, *Blue Chip* is launched into Lake Washington for another attempt to qualify, which Fred Alter failed to do. ~ H&RM Collection photo



There was another unlimited scheduled to race this year; at Lake Tahoe. It was named *Miss Stockton*. The owner was Kaye Bingham, who operates a diesel engine repair company. This "OLD" boat formerly raced as the, wait for it, 1954 U-54 *Gale IV*, U-54 *Wildroot Charlie*, U-02 *Miss Everett*, U-1230-910 *Cutie Radio*, U-02 *Miss B & I*, and the 1963 U-2 *U-Owe-Too*. It qualified for the 1963 Diamond Cup, but was wrecked before the race. According to news reports, it would show up to race. *Miss Stockton* was never listed as a real entry. Kay Bingham planned to rebuild the hull and race, but it turned out to be a just a pipe dream. He never repaired the hull and the former *Gale IV* never raced again. ~ H&RM Collection photo



The field in 1955

Just **ten** years before, in the Summer of 1955, there had been a boat building boom. Twenty-four boats showed up at ten races that year, and two boats were brand new hulls. Guy Lombardo's **G-13 Tempo VII** was launched along with Seattle favorite, the **U-60 Miss Thriftway**. At bottom left, *Tempo VII* is lifted out of Lake Washington after a test run. At right, *Miss Thriftway backed in to the dock off the Mt. Baker pits. ~ Bob Greenhow Collection*



Both the original tailless **U-9 *Hawaii Kai***, the **U-10 *Scooter Too*** with its W-24 Allison engine were first launched by Henry and Edgar Kaiser this year. Below left, *Hawaii Kai* at speed on Lake Tahoe. Kenny St. Ogger finished second behind Jay Murphy in the U-22 *Breathless*. *Scooter Too* finished last, in third place. This was the only race Kaiser's pink boat attended; *ever*. ~ Bob Greenhow Collection photo. *Scooter Too* went on to race at Seattle, or try too. Heading out for the first heat, Jack Regas hit a log and punched a large hole in the hull. He almost made it to shore before it sank, but had to bail out early. At right, *Scooter Too* sinks, close to the dock. ~ Jim Dunn photo.



The **U-11 *Rebel, Suh*** designed by Ted Jones and built by Les Staudacher came to just a single race and qualified at 106 mph, but sank after first heat. The **U-44 *Zephyr Fury*** DNQ. ~ Bob Greenhow Collection photos



Below, two twin engine hydroplanes. At left, the inline twin Allison **U-56 *Gale VI*** in the pits at Detroit, her only race in 1955. ~ Tony Bugeja Collection photo; At right, Frank Saile's side-by-side twin Allison **U-50 *Miss Wayne* (2)** at Seattle round out the new entries for 1955. ~ Bob Greenhow Collection photo



The 1955 Leftovers

Those unlimiteds not mentioned in 1955 are: the U-55 *Gale V*, U-2 *Miss U.S.*, U-46 *Miss Cadillac*, G-22 *Such Crust III* (2), U-99 *Miss Pepsi* (2), U-54 *Gale IV*, U-17 *My Sweetie Dora*, U-23 *Wha Hoppen Too*, U-22 *Breathless*, U-27 *Slo-mo-shun IV*, CA-1 *Miss Supertest II*, U-6 *Short Circuit*, U-3 *My Sweetie* (2), U-8 *Miss Detroit* (2), U-37 *Slo-mo-shun V*, and the U-17 *My Sweetie John Francis*.. All in order of where they finished in the national standings.



Lee Schoenith and the U-55 *Gale V* beat Bill Muncey and the U-60 *Miss Thriftway* for the Seattle Gold Cup. Muncey won the final heat, but lost the trophy on points. They finished no lower than third place that season and won the National Championship. Above left, *Gale V* at the Mt. Baker dock after a speed run. ~ Bob Greenhow Collection photo. Jack Bartlow drove George Simon's U-2 *Miss U.S.* at six events and finished third in the national points standings. At right, *Miss U.S.* and Bartlow return to shore after a run on Lake Washington. ~ Kirk Pagel photo



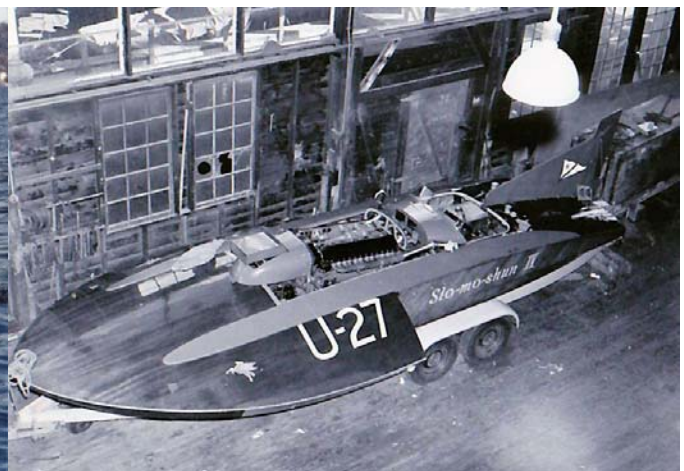
Bud Saile drove his U-45 *Miss Cadillac* in six races in '55, though Bill Braden did drive the second heat of the Gold Cup. The team finished fourth in national points. Above left, *Miss Cadillac* docked at Mt. Baker waiting for the crane. ~ Bob Greenhow Collection photo. Jack Schaer's G-22 *Such Crust III* (2) was piloted by Walter Kade. They only ran in five events and finished fifth in points. At right *Such Crust III* and Walter Kade return to the dock at Mt. Baker. after a qualifying run. ~ H&RM Collection photo



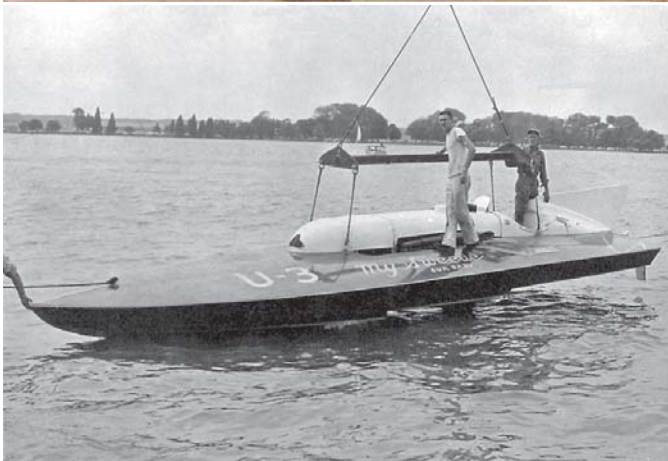
Chuck Thompson drove Walt and Roy Dossin's **U-99 *Miss Pepsi*** (2) to seventh while running only two races in 1955. Bill Cantrell drove the Schoeith's **U-54 *Gale IV*** and finished number eight after six events. ~ Pete Schillie photo, and Bob Greenhow Collection photo. Below is the Horace Dodge's **U-14 *My Sweetie Dora***. It was piloted by Bill Muncey, Walter Kade, Jack Bartlow, Bill Gratten, and Don Wilson in six races, two of which it failed to qualify and finished ninth in points. The **U-23 *Wha Hoppin Too*** (former U-51 *Gale II*), ran six races and was driven by Marv Henrick, Bill Stroh, and Lee Schoenith to tenth place. ~ Lon Erickson Collection and H&RM Collection photos



J. P. Murphy's **U-22 *Breathless*** was driven by his son Jay and finished eleventh after five races. Below left, *Breathless* returns to the dock after a test run at Seattle. ~ Bob Greenhow Collection photo. Joe Taggart and the **U-27 *Slo-mo-shun IV*** only ran in the Seattle race, but placed twelfth in points. Below right, *Slo-mo-shun IV* at Anchor Jensen's shop on Lake Union. ~ H&RM Collection photo



The Canadian entry, Gordon Thompson's *CA-1 Miss Supertest II* ran in four events driven by Bill Braden. They finished thirteenth in high points. ~ Bob Greenhow Collection photo. Chuck Thompson's *U-6 Short Circuit* ran in three events finishing sixteenth behind *Scooter Too*. ~ H&RM Collection photos



Horace Dodge raced three boats this year. The *U-3 My Sweetie (2)*, a former Gold Cup winner and in her waning years. It was driven by John Ban in only two race and it failed to finish the Detroit race. They finished behind *Short Circuit* in high points. Bill Stroh's *U-5 Miss Detroit (2)* (former *U-5 Such Crust V*), was driven by Ray Crawford and Fred Alter at two race, both of which they failed to qualify for. ~ H&RM Collection photos; This was the last year for the *U-37 Slo-mo-shun V* and Lou Fageol. They failed to qualify in their only race at Seattle. The reason was *Slo-mo-shun V* did a 360 flip and fortunately, landed right side up on Lake Washington. Lou Fageol was tossed out and seriously injured; punctured left lung, four broken ribs, and lower back injuries. Below is the damaged *Slo-mo-shun V* being towed in after flip. ~ Bob Greenhow Collection photo. At right is Horace Dodge's third boat, the *U-17 My Sweetie John Francis* in the shop. John Ban DNQ in one race and DNF the other race they attended. ~ Tony Bugeja Collection photo



2015: The Oberto Sponsor Goes Out in Style

Season Review by Brian Anderson



The sport of hydroplane racing H1 style for the 2015 season started in a state of upheaval. The schedule seemed to be in continual flux. Since 2009 the teams had travelled to distant Doha, Qatar for the World Championship but due to political change the most lucrative race on the circuit was gone. In its place seemed to be a revival of the 2013 event at Coeur d'Alene in Northern Idaho, but that event could not bring everything together in time and was pushed back to 2016. The 2013 Sacramento site was still a victim of the drought. Possibly the biggest disappointment was the cancellation of the Detroit event. Even the most casual fan of the sport knows the history and tradition of the Detroit River and the heroes that raced there. As the season approached it appeared a scant four race schedule would be run and critics were again predicting the demise of the entire sport. It would depend on the teams and the four races to show that this was a viable form of motor racing.

On the upside, the number of teams racing is at a healthy level and the competition is great and the cities that are remaining on the circuit support the sport well. Those four cities being Madison, Ind. Tri-Cities, WA., Seattle, Wa., and San Diego, Ca. The teams that readied themselves for the short season were the U-1 *Oberto* with Jimmy Shane, the two boat team of Ted Porter both with Graham Trucking sponsorship and drivers J. Michael Kelly and Jesse Robertson, the U-27 *Dalton Industries* with Cal Phipps, the U-96 *ELAM Plus* with Jean Theoret, the U-9 *Les Schwab/RedDot* with Scott Liddycoat, the turbo-Allison powered U-3 with Jimmy King, the U-12 *Miss DiJulio* with Patrick Sankuer and



Chris Denslow photo

Dave Warren, the U-18 *Bucket List Racing* with Kelly Stocklin, the U-22 Webster Racing with Mike Webster, the U-21 Albert Lee of Brian Perkins, the U-11 *Peters & May* with Tom Thompson, and the U-100 Leland Racing with Kevin Eacret



U-7 Jesse Robertson
U-12 Rookie Patrick Sankuer



U-27 Cal Phipps
U-12 Dave Warren



U-96 Jean Theoret
U-100 Rookie Kevin Eacret



As all these teams readied, some with a pre season test event in Tri-Cities a group emerged in Detroit headed Mike Weber and got the race back on the calendar for August. So the five race schedule was finalized by Steve David the acting commissioner of H1.



Karl Pearson photo

The preseason “spring training” event brought out the U-7, U-9, and U-96. The U-96 showed it was fast and Jesse Robertson got in some time in the black U-7 *Graham Trucking II* along with J. Michael Kelly. Scott Liddycoat looked solid in the *Les Schwab/RedDot*. Other teams would just travel to the Madison, Indiana opener to sort things out and get it together.

All was set for the first weekend in July for the big opening race, all except for mother nature, that is. For the second time in three years high water kept the pits underwater, but this time it looked like just a Saturday/Sunday thing. Unfortunately the water never got to practical race levels and the amount of debris flowing would not allow for any actual racing. Several boats did go out for exhibition races, those being the two *Graham Trucking* boats, the U-12 *Miss DiJulio*, The U-1 *Oberto* and the U-11 *Peters & May*. The drivers dodged logs and J. Michael Kelly was deemed the winner but no championship points were awarded. This already short season suffered a setback in its first event by not being able to really race. ~ Karl Pearson photos below.



Instead of travelling to Detroit for the Gold Cup after Madison, the teams headed west, as the Gold Cup was now being put on in Tri-Cities. Typically hot weather greeted the teams but so did some wind. Friday qualifying was good with many team posting fast speeds. Jean Theoret led the way with an impressive 160.212 followed by Jimmy Shane at 157.391. Cal Phipps surprised many with a speed of 155.351 in *Dalton Industries*. Both sections of heat one were run on Saturday, but heat two which was also scheduled for Saturday got delayed until Sunday due to wind. The weather cooperated Sunday and the racing was highly competitive and entertaining for the fans who lined both sides of the Columbia River to witness the Gold Cup, which had not been contested at this site since 1984. For the two day event that featured nine heats five different drivers chalked up wins. The final saw a great start with Jean Theoret taking the lead. Jimmy Shane and J. Michael Kelly battled intensely for second. It stayed this way for the entire heat and Theoret appeared to have won. Unfortunately for the U-96 team, Theoret had cut a buoy during the score up period putting him in the DMZ, which disqualified him from the event. Shanes' battle with Kelly proved to be for first and *Oberto* took home the Gold Cup. Kelly was a close second and Liddycoat hung in for third. The Water Follies organizing committee had produced a great weekend event.



Lon Erickson photo



Karl Pearson photo

The teams now headed cross state to Seattle for the Albert Lee Cup at Seafair, one of the most sought after trophy's on the circuit. Beautiful weather was on hand for the entire weekend of racing. Friday qualifying got things going and again the U-96 ELAM team posted the top number. Theoret ran a 150.583 on Lake Washington with Jimmy Shane in *Oberto* next at 148.8. A total of eleven boats competed and put on another great show for the fans. Two more boats were in the pits but could not qualify, they were the U-12 *Miss DiJulio* and the U-18 of Kelly Stocklin.



Michael Prophet photo



Lon Erickson photo

When the final rolled around it was clear it would be a race between Jimmy Shane and J Michael Kelly. After four spectacular laps the *Oberto* of Shane's pinched down and hit the U-5 *Graham Trucking* of Kelly. It appeared from the beach Shane had won the race but a penalty was announced just minutes after the completion of the heat which awarded the victory to Kelly. Jean Theoret was second and *Les Schwab/RedDot* was third. After two spectacular weekends of racing, both final heats had been decided by penalties that were announced to the crowd just after the completion of the race. Typically after the Seattle events there is a bit of a gap in the schedule, but with the Detroit event back on it would be a quick turn around and a drive back East to the Motor City.



Lon Erickson photo



Chris Denslow photo

Twelve boats arrived in Detroit to make sure the tradition on the Detroit River would continue on. In qualifying the U-96 *ELAM Plus* again showed it had the speed and lead all entrants at 161.153. Next fastest was Jimmy Shane in *Oberto* at 159.0 and then Scott Liddycoat's U-9 *Les Schwab/Red Dot* at 158.226. The prelims got underway and the Detroit River was incredibly rough. The first major incident of the season took place in heat 2A on the

second lap in the Belle Isle Bridge turn *ELAM* hit a roller, became airborne, spun around,, and upon landing the entire skid fid and mount were gone. The boat suffered superficial damage to cowlings and wings. Driver Theoret was unhurt, but the team was done for the day. In the final heat Jimmy Shane took the inside lane and managed to fend off a challenge from J. Michael Kelly in the U-5 *Graham Trucking* with Kelly nearly drawing even late in the race. Shane held off Kelly for the win with Brian Perkins in the U-21 *Al Deeby Dodge* taking third and capping off a good weekend of racing for Greg O'Farrell's team. Also having a good weekend by making the final was Kevin Eacret in the U-100 *Miss CARSTAR*. The teams now headed back west and south to sunny San Diego for the finalevent of the season.



Chris Denslow photo



Karl Pearson photo

Eleven teams made the trek to Mission Bay for the final event of the season. A couple of teams could not make the trip due to mechanical issues. The fastest qualifier at the first three events, the *ELAM Plus* could not get all its skid fid mounts/brackets etc. off the bottom of the Detroit River in time to put the boat back together and the U-22 Webster Racing was suffering problems with their gearbox and did not make the trip from Pennsylvania. Rejoining the fleet was Kelly Stocklin in the U-18 *Snuskitush Enterprises/ Bucket List Racing*.

It was the U-18 that made the biggest news in qualifying, but unfortunately for the wrong reason as the boat blew over and Stocklin suffered minor injuries but was done for the weekend.



Chris Denslow photo



Karl Pearson photo

Qualifying on the fast saltwater course was led by Jimmy Shane at 159.503, but the surprise was Cal Phipps in the U-27 *Dalton Industries* second at 158.931, then another surprise as Jimmy King posted a 157.87 for third best in the piston powered craft

The preliminary heats produced more good racing action, but Jimmy Shane could not be beat in any of them and was the favorite for the final. The U-1 *Oberto* driven by Jimmy Shane capped the weekend off with a win thus sweeping the event and taking the National Championship in the short four race season (No points were awarded in Madison). The Oberto sponsorship, which was in its final race and season, had gone out in style after sponsoring various unlimited teams on and off for five decades, a total of 37 years. The team from Madison now will be on the hunt for new sponsorship for Jimmy Shane, one that will hopefully last another 37 years.



Karl Pearson photos

Second in the final went to Scott Liddycoat in the U-9 *Call 811/Les Schwab/Red Dot* capping a strong season, with third going to Cal Phipps in the U-27 *Dalton Industries*. By making the final the U-100 *Miss CARSTAR* had another good weekend. Below, the photos show from L-R the order of finish.



Karl Pearson photos



Karl Pearson photos



Karl Pearson photos



Karl Pearson photo

Chris Denslow photo

At top right, the U-11 *Peters & May* failed to start the final. Above left, the U-21 *All Access Rentals* failed to make the final. At right the U-12 *Miss DiJulio* failed to qualify for the race.

With the season finished in San Diego the teams all headed home for the winter. Looking back at the short 2015 season, it produced very good competition. The fastest boat for the first three races was the U-96 *ELAM Plus*, but with a penalty and a crash it took them out of contention and they would have to be considered a favorite along with the U-1 *Oberto/Miss Madison* team for 2016, who will be searching for sponsorship for future events. A strong season was had by the U-9 Jones Racing team who also picked up sponsorship from "811 Call Before you Dig" for the final two races and getting more quality firms involved is the name of the game these days. It was also great to see and hear the U-3 return for the Gold Cup and the season carrying local sponsorship from Griggs Ace Hardware and then HomeStreet Bank. One of the biggest surprises was the U-27 Wiggins Racing who was sponsored by Dalton Industries. The Nate Brown/Our Gang Racing built hull seems to get faster as time goes on. Another team that seemed to pick up speed was the U-21 driven by Brian Perkins who had sponsorship from several companies including Albert Lee Appliance which also continues as the title sponsor of the Seattle race. The two boat team of Ted Porter was again strong, but the driver of the U-7, Jesse Robertson, needs to work on his starts. The U-100 *Miss CARSTAR* has reason to be optimistic going forward after a couple of final heat appearances. As a whole the sport has a good number of solid teams.

In taking a quick look forward, the sport has teams and good competition, what's needed is more race sites and a big, committed series sponsor who will promote and back new race sites for more than a single year. New race sites are great, but if they amount to a one and done event then its almost a waste of time. Sites need backing and promotion for the long term to gather community support, which will help the sport as a whole move forward.

Looking ahead to 2016 . . .



HydroFile
Lon Erickson

U-1 Miss Madison Inc. – Off season work continues on the *Miss Madison* hull at their shop, meanwhile H1 National Champion driver **Jimmy Shane** was the guest speaker at the Hydroplane and Raceboat Museum Annual Meeting December 12th. Jimmy spoke about this past years racing, his job at Blue Origin with several other H1 team members and what's ahead for the Madison team. Though he

wasn't at liberty to mention details, it does sound like there are meetings happening currently with two different potential sponsors to take over the primary sponsorship of the team, replacing the Oberto name. A decision and choice of sponsorship is expected after the first of the year. He did note that they do hope to have Oberto involved in some form moving ahead. ~ Lon Erickson photo.



U-21 Go Fast Turn Left Racing – Information about the new hull that has been under construction for several years is good. Latest is the decks are on the new hull and plans are to have it race-ready for 2016. At the time of this report, the plans for 2016 is to race the proven, current U-21 hull (#0721) that ran in 2015 and have the new hull available for sponsor development, support, and back-up if necessary. Depending on resources, needs, and performance, don't rule out seeing the new hull in 2016. ~ Chris Denslow photo.



Steve David Chairman's Corner - December

Quick review of the key points from the H1 Chairman

- For 2016 the boat count will return with 10 and the possibility of 14 running out west.
- Race schedule looks to be Madison, Tri-Cities, Seattle, Detroit, & San Diego. In addition, work continues on a 2016 Coeur d'Alene event in July, an exhibition after San Diego and testing at Guntersville, AL.
- The H1 Champions Gala is scheduled for Saturday, February 20th, 2016 in Seattle. More details coming. ~ H1 facebook page photo.



The Unlimited News Journal staff would like to wish you all a

**Merry Christmas
&
Happy New Year**

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2016 January/February Issue: **Jim Hendrick Interview, with new Editor Andy Muntz**

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Letters may be edited for clarity and space.

Next Meeting of Unlimiteds Unanimous

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-everyone welcome!-

Sunday, January 10th
UNJ 2 pm -- UU 2:30 pm

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