



UNLIMITED NEWSJOURNAL

A Chronicle of Speed

A doubleheader in Detroit: Tate and Shane are winners.

by Mac Clouse

Hall of Fame baseball player Ernie Banks loved the game so much that on game days he would say, "Let's play two." This year in Detroit's Metro Chevy Dealers Hydrofest, Race Director Mark Weber said, "Let's have two." So, they did. On Saturday, the boats raced for the President's Cup, a trophy that had not been awarded since 1977. On Sunday, a completely different race was held to win the Gold Cup, motorsports' longest running trophy. While the boat count was low, the racing was competitive and entertaining. Andrew Tate in U-9 *Delta Realtrac* won the President's Cup for his second official unlimited victory, and Jimmy Shane in the U-1 *Miss HomeStreet* won the Gold Cup for the third time in four years.

Testing and Qualifying

In this year of small fields, a field of eight boats was in the pits. Separate qualifying for both races would take place on Friday afternoon.



Lon Erickson

The two Detroit winners: U-9 *Delta Realtrac* (left) and U-1 *Miss HomeStreet*.

Last year, Detroit Unlimited Racing owner Dave Bartush joined the field in Detroit by leasing Ted Porter's U-57. This year, Bartush was in the field with his newly purchased U-7 *Spirit of Detroit*, which raced last year as Ted Porter's *Graham Trucking II*. The former T-5 *Budweiser* would be driven by Bert Henderson, a Canadian Grand Prix champion who has a boat building business in Canada. Henderson did a few laps last year in the U-57.

Bartush talked about his plans: "This will be our only race this year. We have had the U-7 for five weeks. We are learning the boat and Bert is also learning the course. We will do the full circuit next year. I still have the U-13 and the U-57. The U-2 (former *Trendwest*) is in Bert's shop being rebuilt. We'll only run one boat next year, but maybe two boats in Detroit."

Not new to the pits, but returning to driving was Kevin Eacret in

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My \$0.02 Worth

Editorial Comment



Andy
Muntz

In the summer of 1926, Monsieur Henri Esdres of France sent a telegram to Gar Wood, holder of the Harmsworth Trophy, and issued a formal challenge to win the trophy for his country. The owner of a Paris department store, Esdres had built a formidable craft powered by twin 16-cylinder engines, named it *Excelsior-France*, and had it shipped across the Atlantic to challenge Wood's boats on the Detroit River in early September.

When the day of the race arrived, an estimated quarter of a million spectators surrounded the racecourse to see the spectacle, but it became apparent that the French challenger was woefully unprepared. The team couldn't get the boat's engines started and eventually used up all the compressed air they had available for that purpose.

The Harmsworth rules forbid a competitor from using equipment that wasn't from their own country, but Wood waived that provision so he could loan the French challenger his tanks of compressed air. When that still didn't work, he then towed

the *Excelsior-France* around the course, hoping that the force of the water against its propeller would be enough to get the engines turning.

It worked. The French boat roared to life and crossed the starting line with the *Miss America IV* and the *Miss America V*. But, it didn't take long for driver T.A. Clark to see that his boat was no match for Gar Wood's defenders. He soon pulled his boat off the course and conceded defeat.

It's not Wood's victory that we now remember more than 90 years later, however. It is the fact that Wood saw beyond his own self-interest. He would have been well within the rules to say, "That's tough luck," take the trophy back home, and wish his challenger well on his return to France. But, he didn't do that.

Wood considered the huge crowd of spectators that had assembled along the banks of the Detroit River to see the race, thought about boat racing's reputation as a sport, and realized that both were far more important than the rules and his guaranteed victory. He also

understood that the investment he had made in his boats would have been meaningless if there wasn't another competitor there for him to race against.

Too often, we hear stories about the people who own today's hydroplanes and how they sometimes have a hard time seeing beyond their own self-interests. Some have come to believe that because they have invested in a boat and towed it across the country to enter it in a race, they should therefore be afforded special treatment when it comes to interpreting rules, forgetting that the other guy also invested money in his boat and also entered his boat in the race.

Some boat owners need to understand what the great Gar Wood clearly understood. The money that you have invested in your boat will be totally wasted if you don't have fans on the beach watching you and if you don't have other boats on the racecourse to compete against you.

Just sayin. ♦

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Letters may be edited for clarity and space.

H1 chairman resigns, the sport begins search for a new leader.

The sport of unlimited hydroplane racing is looking for a new leader with the resignation of Doug Bernstein as H1 chairman. Bernstein, a Detroit resident and bankruptcy lawyer by profession, became the chairman of H1 only last winter following the resignation of Steve David.

In an email message written to boat owners and race organizers following the Detroit event, Bernstein explained that he was resigning for personal reasons.

As it was immediately following the departure of Steve David last year, the leadership of H1 will be in the hands of Vice Chairman Charlie Grooms until a person can be found to fill the position permanently. Grooms is the president of Miss Madison, Inc., the operators of the *Miss HomeStreet* hydroplane.

H1 announced shortly after the resignation that it has already started the search for a permanent chairperson. Grooms will lead that effort and said he will seek a qualified person to lead the sport with a successful five-year business plan.

It is very important that we find the right person to lead the sport,

We love to hear from our readers.

I would just like to tell you that your \$0.02 Worth was spot on and quite inspiring. I think that it applies to more than just hydroplane racing. If people accepted change, we'd all be in a better place. Thank you.

Pat Silvernale



H1 Chairman Doug Bernstein (left) resigned following the Detroit events.

Chris Denslow

not only to stabilize racing with our current teams, venues, and marketing partners, but to look toward the sport's future," Grooms said.

Erick Ellstrom, the owner of the U-16 *Oberto*, echoed Grooms' sentiments. "We are not looking for a shepherd, we need a person or persons to vigorously lead us into the future."

Speaking for those who sit in the cockpits of the hydroplanes, J. Michael Kelly, the pilot of the U-12 *Graham Trucking*, said he and his fellow drivers love racing and, more importantly, love racing for the fans and sponsors. "To make sure it all comes together, it takes a village. We have our crews and the countless race site volunteers in our village, now we need a new mayor for our village."

According to the statement from H1 Unlimited, everybody from leadership to participant is in chorus about choosing a chairper-

son who is visionary. Meanwhile, an executive committee will also look for new marketing partners and venues for the 2018 campaign and beyond.

Grooms hosted a forum for interested fans and participants to gather input for H1. A report of that meeting is on page 21.

Madison Regatta says it has reduced debt.

According to a recent report in the *Madison Courier*, the Madison Regatta was able to reduce its debt with the 2017 event, which was limited to only four boats as a way to reduce costs for tow money. A year ago the regatta had a debt of \$60,000, but that has been reduced to \$41,000. "We're getting there," said Dan Cole, Madison Regatta president. "It's just going to take some time."

Tate and Shane win in Detroit.

Continued from page 1

the U-99.9 *KISW Miss Rock powered by Carstar*. “It is good to be back,” Eacret said. “My leg is okay. I was cleared to drive in Seattle, but I elected to stay out.” When not in the cockpit, Eacret was still using his walking cast on his left leg.

The two rounds of qualifying for the President’s Cup began at 3 p.m. After one round, the H1 officials decided there wasn’t enough time for a second round and a break before the Gold Cup qualifying, which was scheduled to begin at 5:30 p.m. The solution was to have a boat’s first lap in the 5:30 session count both as its second qualifying attempt for the President’s Cup and also as the first lap of its three-lap attempt in the first round of the Gold Cup qualifying. The Gold Cup qualifying speed is the average of two consecutive laps. There were two rounds of Gold Cup qualifying completed.

After all the qualifying, the results were:

President’s Cup – U-1 *Miss*

HomeStreet (Jimmy Shane) 162.068; U-9 *Delta Realtrac* (Andrew Tate) 161.253; U-11 *Miss DiJulio presents J&D’s* (Tom Thompson) 157.988; U-12 *Graham Trucking* (J. Michael Kelly) 156.414; U-3 *Griggs presents Miss ACE Hardware* (Jimmy King) 155.598; and U-7 *Spirit of Detroit* (Bert Henderson) 148.460.

Gold Cup – U-9, 163.141; U-1, 161.527; U-12, 158.267; U-11, 157.869; U-3, 154.816; and U-7, 148.285.

Tate did the fastest lap of the day, 163.246 mph, in one of his Gold Cup qualifying laps. Tate did his 163.141 average in the second round. As the last boat of the day, Shane tried to beat Tate’s speed, but after doing a lap of 161 mph, he returned to the pits.

The U-440 *Bucket List Racing* (Dustin Echols) broke the drive train between the engine and the gearbox and did not qualify. Neither did the U-99.9 *KISW Miss Rock powered by Carstar* (Kevin Eacret). The boat could not get up on a plane. Both boats would be

allowed to race, however.

Scott Raney, owner of the U-11, was pleased with his boat’s 157 mph speed. “This is the result of a lot of hard work,” he said. “We did a big upgrade to our motors over the winter. This boat is really a new boat. Now we need to learn more about it, but we are pleased with our 10 mph increase in speed. The next 5 mph increase will be more difficult. Our team is a dedicated group. We started planning for the improvement last year. We didn’t want to just be mediocre. We want to be competitive. We know it is there, and we are having fun.”

Because of the laps completed in testing and qualifying, both Echols and Henderson now had the required laps to be qualified drivers.

Saturday: President’s Cup

The President’s Cup would consist of two three-lap heats and a five-lap Final Heat, which would have five front-line boats, plus a trailer.

In Heat 1A, *J&D’s* was early in the backstretch to get lane one. *Realtrac* was in lane two, and *Spirit* was in lane three. To complete his driver qualification, Henderson had to be on the outside for his first two heats. *Bucket List* didn’t leave its trailer. The crew was changing the gearbox and still working on fixing the drive train.

Tate and Thompson were side by side in the first turn. Tate took a half-roostertail lead in the backstretch and led Thompson by a full roostertail at the end of lap one. Henderson was in third. In lap two, *J&D’s* lost its prop and the long shaft at the exit of turn two and slowed to a stop in the infield.



Lon Erickson

Realtrac went on to win easily with *Spirit* finishing second.

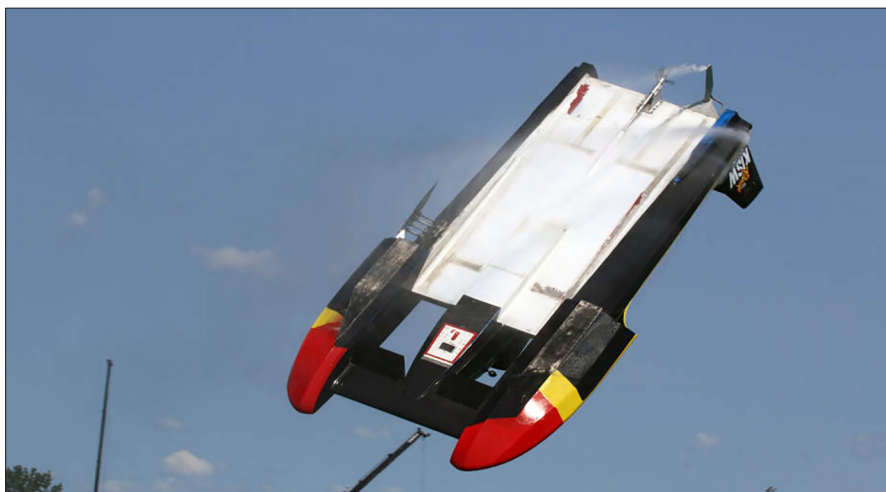
J&D's was towed in quickly because it was taking on water. When it was lifted out of the water, it could be seen that there was no propeller shaft at all, no strut, and damage to the bottom where the shaft exits. The team was confident that the bottom could be repaired for Sunday's racing, and they had another strut. The challenge was that they did not have another long shaft.

In Heat 1B, *Graham* was in lane one, *HomeStreet* was in lane two, and *Rock* was in lane three. *ACE Hardware* returned to the pits before the start when King "felt a vibration." Shane was first to turn one with Kelly close behind. At the end of lap one, Shane led Kelly by half of a roostertail. Eacret was in third. In lap two, Shane increased his lead to a full roostertail.

As Shane and Kelly crossed the finish line for the lap, *Rock* blew over in the backstretch in front of the Detroit Yacht Club. The boat did one and a half backward flips, landing straight down on the transom. The boat then flipped forward onto its nose and ended up upside down. Eacret got out through the escape hatch in the bottom before the rescue boats arrived. For precautionary reasons, the rescue boat brought him to the medical center in the pits.

As Eacret was lifted from the rescue boat, he gave two thumbs up. He was soon released and began to walk back to the pits. "I'm excellent," he said. "I hit my leg, but I'm ok. I hit some rollers and couldn't bring the boat down. Thank you to the rescue crew. I'm going to go look at the boat. I want to race some more."

What he would see was a boat that was badly broken on both rear sides about three feet from the back



The U-99.9 *Miss Rock* does a backflip during Heat 1B.

Photos by Robert F. Peters

Lon Erickson



of the boat. He would not get to race anymore.

Since the leaders had finished two laps, Heat 1B was declared to be officially completed.

In Heat 2A, *Realtrac* was in lane one and *Spirit*, as required, was “outside” in lane two. *Bucket List* was going slow in the far outside and was half of a lap behind at the start. Tate had another easy victory, winning by about six roostertails over Henderson. Echols slowly completed the three laps to get third.

In Heat 2B, *Graham* again was in lane one with *HomeStreet* in lane two. As before, *ACE Hardware* returned to the pits before the start. Shane crossed the start line first and led Kelly by a roostertail at the end of lap one. Kelly used the inside lane and some great turning in the Roostertail Turn to stay close, but Shane had more speed and won by about half of a roostertail.

U-3 owner Ed Cooper explained why his boat returned to the pits prior to both heats. “It’s not a vibration,” he said. “We hurt the engine in Tri-Cities and we are trying to fix things. We are adjusting the fuel and the air into the turbos, but it is misfiring, which makes it feel like a vibration. This is the engine we used yesterday and we are not getting the power we want from it. We want five more mph.” As Cooper was talking, two other engines were sitting outside the truck. There were no plans to use either of these engines for the upcoming final.

With only six boats left, everyone made the Final Heat. *ACE Hardware* would be the trailer, but once again, it returned to the pits before the start. *Graham* was in lane one, *HomeStreet* was in lane two, *Realtrac* was in lane three, and *Spirit* was in lane four. *Bucket List* was again way on the outside going slow. It was way early and jumped the gun.

Chris Denslow



Chris Denslow



[Top] The U-3 Grigg’s presents Miss ACE Hardware with Jimmy King at the wheel.

[Middle] The crew of the U-11 Miss DiJulio presents J&D’s changes an engine.

[Above] The U-12 Graham Trucking rounds the Roostertail Turn.

Tate went deep into the Roostertail Turn before the start and let Kelly and Shane approach the start at less than full speed. He then accelerated for the start and crossed the start line first at full speed. He was first in and out of turn one and jumped out to a roostertail lead over Shane, with Kelly close in third, Henderson in fourth, and Echols back.

In lap two, Tate moved inside and both Shane and Kelly had to move outside his wake. Kelly was still inside of Shane and used the inside in the turns to pass Shane and move into second. By lap three, the boats were separated. Tate led Kelly by two roostertails and Shane was a roostertail behind Kelly. Henderson trailed in fourth and Echols continued slowly. This was the order of finish.

Tate's flying start was still under review, even after the Final Heat ended. H1 has a camera at the start line that takes a photo when the start clock goes to zero. The photo includes an electronic line that goes across the course. Unfortunately, the line was not synchronized with the start-line buoy. The photo showed that Tate was across the electronic line before the start, but he was not ahead of the start line buoy.

Is the official start line the electronic line or the sight line from the judge's stand to the start-line buoy? The official answer was the start-line buoy. Thus, Tate's start was legal and he was declared the winner. The *Graham* team filed an official protest, but it was denied.

Tate was excited to win in his hometown area. "It is really special to win in front of all my friends and family," he said. "I always wondered what it would be like to win here. My plan for the final was to start from the outside with speed, and it worked. But, it is hard to do what you plan because you never know

STATBOX

PRESIDENT'S CUP

Detroit, Michigan

August 26, 2017

2.72-mile course on the Detroit River

QUALIFYING U-1 *Miss HomeStreet*, Jimmy Shane, 162.068, 100 points; (2) U-9 *Delta Realtrac*, Andrew Tate, 161.235, 80; (3) U-11 *Miss DiJulio presents J&D's*, Tom Thompson, 157.988, 70; (4) U-3 *Grigg's presents Miss ACE Hardware*, Jimmy King, 155.598, 60; (5) U-12 *Graham Trucking*, J. Michael Kelly, 154.299, 50; (6) U-7 *Spirit of Detroit*, Bert Henderson, 138.869, 40; U-99.9 *Leland Unlimited Racing presents Carstar-powered Miss Rock*, Kevin Eacret, DNQ — , 0 (driver shut down engine, used test speed 143.111 to enter race); U-440 *Bucket List Racing*, Dustin Echols, DNQ — . 0 (broken drive shaft, used test speed 140.800 to enter race).

HEAT 1A (1) *Delta Realtrac* 147.911, 400 points, 480 cumulative points; (2) *Spirit of Detroit* 135.696, 300, 340; *Miss DiJulio's presents J&D's* DNF — lost propeller, shaft (withdrew), 0, 70; *Bucket List Racing* DNS — changing gear box, 0, 0. Fast lap (1) *Delta Realtrac* 153.093.

HEAT 1B (1) *Miss HomeStreet* 152.611, 400, 500; (2) *Graham Trucking* 147.866, 300, 350; *Miss DiJulio presents J&D's* DNF — flipped on backstretch of lap two (withdrew), 0, 0; *Grigg's ACE Hardware* DNS — , 0, 60 (engine vibration). Fast lap (2) *Miss HomeStreet* 153.996.

HEAT 2A (1) *Delta Realtrac* 137.130, 400, 880; (2) *Spirit of Detroit* 132.432, 300, 640; (3) *Bucket List Racing* 83.624, 225, 225. Fast lap (3) *Spirit of Detroit* 139.455.

HEAT 2B (1) *Miss HomeStreet* 153.157, 400, 900; (2) *Graham Trucking* 152.425, 300, 650; *Grigg's ACE Hardware* DNS — , 0, 60. Fast lap (3) *Graham Trucking* 155.752.

FINAL (1) *Delta Realtrac* 150.654, 400, 1280; (2) *Graham Trucking* 147.900, 300, 950; (3) *Miss HomeStreet* 143.314, 225, 1125; (4) *Spirit of Detroit* 132.883, 169, 809; (5) *Bucket List Racing* 75.244 (penalized one minute for jumping the gun), 127, 352; *Grigg's ACE Hardware* DNS — save equipment, 0, 60. Fast lap (1) *Delta Realtrac* 156.374.

COMPILED BY ALLEN STILES



The U-7 *Spirit of Detroit* (left) and the U-12 *Graham Trucking*.

Lon Erickson



Chris Denslow



Lon Erickson



Chris Denslow

[Top] The drivers gather to sign autographs for the fans.
[Middle] The U-9 Delta Realtrac with Andrew Tate driving.
[Above] Tate celebrates his President's Cup victory.

what the other drivers will be doing. We have high hopes to win tomorrow. We want to win, but we also have to get points in all the heats."

Sunday: Gold Cup

On Sunday morning, the race teams were preparing for a full day of racing. The Gold Cup would have three three-lap preliminary heats and a five-lap final, with five front-line boats and a trailer. The field was now down to six boats, however.

In addition to the loss of *Miss Rock*, *J&D's* had to withdraw. "We have no long shaft," said owner Shannon Raney. "Everyone offered one, but none of them fit. We even went to Dave Bartush's shop and looked at shafts from some of the old boats he has there. We are crushed because we were racing well." So, the six boats that would compete in the Final Heat were known before the first heat was run!

Realtrac owner Mike Jones was looking for a sweep of the double-header. "It would be a first for a boat to win two separate races in the same weekend. We'll give it our best shot today."

Rookie Bert Henderson was enjoying his weekend. "This is awesome. I'm getting a pretty good ride. The boat handles the water well and is amazing through the turns. It is a big course, but it is still busy with lots of things you have to do in each lap. We just need more miles per hour. I'm looking forward to next year. We have taken 350 pounds out of the left sponson on the U-2. It will be ready for next year. We'll test both the U-2 and the U-7 and then decide which boat to use."

ACE Hardware was the first boat to test. The team was testing the engine that they used in Seattle last

year. Unfortunately, they blew the motor. After King was towed in he said, “My vibration finally showed up.” While Saturday had gone as the team planned, a blown engine with a fist-sized hole in the block was not part of the plan for Sunday.

After a disappointing third-place finish on Saturday, *Miss HomeStreet* also tested and Shane discussed his plans for Sunday. “After yesterday’s final, we made some changes to the boat. We need to run our own race. We were in pretty good position in the final until the U-9 was able to move in and force us to the outside. Getting lane one may not be the key anymore. It is now more important to get into first place and then control the course.”

Heat 1A was a red boat heat, with the three all-red boats. *Spirit* was in lane one, *Graham* was in lane two, and *ACE Hardware* was in lane three. Kelly was a little late at the start, but caught up to the others in turn one. The three boats were side-by-side in the backstretch. At the end of the lap, Kelly led King by less than a second. Henderson was in third. In laps two and three, Kelly stretched his lead to beat King by a roostertail, with Henderson finishing third.

In Heat 1B, *HomeStreet* was in lane one and *Realtrac* was in lane two. *Bucket List* was very wide, going slow, and jumped the gun. Shane was a little early to the start, but Tate crossed at full speed. They were side-by-side down the backstretch. *Realtrac* had a little better acceleration coming out of the Roostertail Turn to lead *HomeStreet* by one and a half boat lengths.

In laps two and three, Shane caught Tate in the backstretch, but in each lap, Tate took the lead coming out of the Roostertail Turn. *Realtrac* won by one and a half boat lengths and *Bucket List* slowly did its laps to get third.



Lon Erickson



Lon Erickson



Lon Erickson

[Top] Bert Henderson, driver of the U-7 *Spirit of Detroit*.
[Middle] The U-11 *Miss DiJulio* presents J&D's with Tom Thompson driving.
[Above] A replica of the *Gale V*, winner of the 1955 Gold Cup, makes an exhibition run around the Detroit River course.

STATBOX

APBA GOLD CUP

Detroit, Michigan

August 27, 2017

2.72-mile course on the Detroit River

QUALIFYING (1) U-9 *Delta Realtrac*, Andrew Tate, 163.141, 100 points; (2) *Miss HomeStreet*, Jimmy Shane, 161.525; 80; (3) U-12 *Graham Trucking*, J. Michael Kelly, 158.264, 70; (4) U-11 *Miss DiJulio presents J&D's*, Tom Thompson, 157.868, 60 (withdrew due to hull damage in the President's Cup); (5) U-3 *Grigg's presents Miss ACE Hardware*, Jimmy King, 154.812, 50; (6) U-7 *Spirit of Detroit*, Bert Henderson, 148.284, 40; *Bucket List Racing*, Dustin Echols, DNQ — 0 (did not attempt due to repairs on the drive shaft); U-99.9 *Leland Unlimited Racing presents Carstar-powered Miss Rock*, Kevin Eacret, DNQ — 0 (withdrew due to hull damage in President's Cup).

HEAT 1A (1) *Graham Trucking* 148.881, 400, 470 cumulative points; (2) *Grigg's ACE Hardware* 146.735, 300, 350; (3) *Spirit of Detroit* 145.432, 225, 265. Fast lap (2) *Graham Trucking* 151.358.

HEAT 1B (1) *Delta Realtrac* 157.171, 400, 500; (2) *Miss HomeStreet* 156.713, 300, 380; (3) *Bucket List Racing* 77.722 (one-minute penalty for jumping the gun), 225, 225. Fast lap (3) *Delta Realtrac* 158.308.

HEAT 2A (1) *Delta Realtrac* 152.437, 400, 900; (2) *Graham Trucking* 145.962, 300, 770; (3) *Grigg's ACE Hardware* 143.537, 225, 575. Fast lap (2) *Delta Realtrac* 154.907.

HEAT 2B (1) *Miss HomeStreet* 148.624, 400, 780; (2) *Spirit of Detroit* 147.495, 300, 565; *Bucket List Racing* DNS — , 0, 225. Fast lap (3) *Miss HomeStreet* 150.525.

HEAT 3A (1) *Miss HomeStreet* 149.130, 400, 1180; (2) *Delta Realtrac* 139.786, 300, 1200; *Bucket List Racing* W/D — , 0, 225. Fast lap (1) *Miss HomeStreet* 154.923.

HEAT 3B (1) *Graham Trucking* 149.592, 400, 1170; (2) *Spirit of Detroit* 147.172, 300, 865; *Grigg's ACE Hardware* DNS (making engine change) — , 0, 575. Fast lap (3) *Graham Trucking* 151.251.

FINAL (rerun) (1) *Miss HomeStreet* 152.759, 400, 1580; (2) *Delta Realtrac* 126.488 (penalized one minute for encroaching on U-12 in turn 2 lap 3), 300, 1500; (3) *Grigg's ACE Hardware* 123.152 (penalized one lap for destroying a buoy in turn 2 lap 3), 225, 800; *Graham Trucking* DSQ — flagrant fuel violation, 0, 1170; *Spirit of Detroit* DSQ — collided with *Graham Trucking* stopping the first running, 0, 865. Fast lap (1) *Miss HomeStreet* 155.137.

COMPILED BY ALLEN STILES

In Heat 2A, *ACE Hardware* was early in the backstretch to get lane one. *Graham* was in lane two and *Realtrac* was in lane three. Tate was first across the line and sped to a roostertail lead over Kelly at the end of lap one. King was in third.

In laps two and three, the field was separated. Tate was two roostertails ahead of Kelly at the end of lap three and King was a roostertail behind Kelly. When Kelly returned to the pits, there was a lot of damage to his boat's right upright. Kelly was not happy and yelled a few things at Tate and pointed to his damage.

Heat 2B had only two boats, as *Bucket List* did not leave its trailer. *HomeStreet* started the race in lane five, giving lane one to *Spirit*. Shane led Henderson by half of a roostertail down the backstretch, but Henderson used the inside in the Roostertail Turn to pull within a boat length of Shane at the end of the lap.

The boats were close in lap two, with Shane leading by two boat lengths. In lap three, Shane put the pedal down to run the fastest lap of the heat and to win by a roostertail over Henderson.

After being drawn into Heat 3A, owner Kelly Stocklin withdrew the *Bucket List*. "We are done for the day," he said. "We are going to get out of the way of other guys way and let them race. We damaged our good engine on Friday. The engine we used yesterday and today doesn't have the power. It is a little engine that didn't work with our set up for the big engine. It overheated and lost even more power. On our way home, we'll stop in Montana at the Whispering Turbines shop and have some work done on the big engine and be ready for San Diego. We made a lot of good progress this year, and Dustin has been very patient. He has made good decisions with the boat."

In Heat 3A, *Realtrac* was way on the outside as the boats went slowly down the backstretch towards the start. *HomeStreet* was in lane two. Suddenly, Tate swerved to the left, cut behind Shane, and moved into lane one. Shane was first across the line, but the start was under review. Shane took a two-roostertail lead down the backstretch.

Tate never challenged, content to stay in second and hoping that Shane had jumped. The start was ruled to be good and Shane won by half of a straightaway.

In Heat 3B, *Spirit* was in lane one with *Graham* in lane two. With only five boats left, and with all five on the front line, *ACE Hardware* did not leave its trailer to compete in 3B. Kelly led all three laps. The boats were within two boat lengths at the end of lap one, but Kelly then extended his lead to win by a roostertail.

Kelly was pleased with his win, but he knew the Final Heat would be a challenge. "I'm going to have to be on the inside to beat these guys (Shane and Tate). We are still a little low on power. If I am inside, I'll have to continue to turn well or I'll be out in their roostertails."

The five boats remaining for the final were *Realtrac*, *Miss HomeStreet*, *Graham Trucking*, *Spirit of Detroit*, and *Griggs presents ACE Hardware*. All were on the front line.

In the milling, there were a lot of boats crossing through the infield. Henderson even did a circle in the middle of the infield. As the boats slowly came down the backstretch for the start, *Spirit* was in the inside lane. On its outside were *HomeStreet*, *ACE Hardware*, and *Realtrac*. *Graham* was behind, but before the score up buoy (the entrance to the Roostertail Turn), Kelly sped past the field on the outside, got the required five-boat-length overlap lead, and then cut across in front of all the other boats



Lon Erickson



Lon Erickson



Chris Denslow

[Top] The U-7 *Spirit of Detroit*.

[Middle] Jimmy Shane in the U-1 *Miss HomeStreet* Takes the inside lane while Dustin Echols is to the outside in the 440 *Bucket List* Racing.

[Above] Walt Ottenad, the webmaster and onboard video expert for H1 Unlimited, attaches a GoPro camera to the U-9 *Delta Realtrac*.



Lon Erickson



Lon Erickson



Lon Erickson

[Top] The first start of the Final Heat. The U-7 *Spirit of Detroit* has just collided with U-1 *Miss HomeStreet* and is rotating to its left, right into the path of the U-12 *Graham Trucking* approaching on the inside lane. [Middle] The air scoop of the *Spirit of Detroit* was damaged by the propeller of the *Graham Trucking*. [Above] Jimmy Shane rounds the Roostertail Turn on his way to the finish line.

to move into lane one.

As the boats moved together through the turn, it was obvious that Kelly did not have much of a lane. He had to slow down to run right next to the buoys to avoid Henderson who had moved in and was squeezing him.

When the boats neared the exit buoy, *Spirit* slid to the right towards *HomeStreet*, which was moving in as Shane was squaring off the turn to head for the start. *Spirit* slid into *HomeStreet* and the contact caused *Spirit* to veer sharply to the left towards the infield. *Spirit* was perpendicular to the course just as *Graham* was exiting the turn. Kelly tried to swerve to the left to avoid hitting *Spirit*, but it was too late. *Graham* hit *Spirit* in the front and went over the cockpit. *Graham* then nosed into the water and came to a stop. Fortunately, Kelly was able to veer enough to keep *Graham's* skid fin from hitting *Spirit*.

When the spray died down, you could see that *Graham* lost its canard. *Spirit* had damage to the cockpit lid, the front of the cowling, the front of each sponson, and to its canard. The cockpit lid was no longer attached, and it appeared to have been hit by the propeller. It had gashes and not much red paint was left.

Fortunately, both drivers got out of their boats and were standing. The rescue boat went to Henderson and brought him to the medical center in the pits. He was quickly released. He said, "I'm okay. My hat is off to the safety people. I tried to squeeze the nose of my boat in with the other boats. It was tight, and Jimmy and I came together. It spun my boat around."

The *Graham* team, with the help of other crews, worked hard to fix the boat for the rerun of the Final Heat. They were successful, but Kelly was still shaken. "It's the scariest thing to run over another



The Gold Cup champions, the team of the U-1 Miss HomeStreet.

driver. Thanks to the safety people and to everyone who helped us put our boat back together.”

In the rerun of the Final Heat, Kelly got lane one for *Graham*, as he wanted, while *HomeStreet* was in lane two, *ACE Hardware* was in lane three, and *Realtrac* was in lane four. Shane was first across the line and Tate was late. At the end of lap one, Shane had about a 3-second lead over Kelly. Tate was close behind, followed by King.

In lap two, Shane extended his lead to a roostertail. Kelly and Tate were side-by-side, with King back. In lap three, Tate passed Kelly in turn one, but still trailed Shane by a roostertail. In turn two, Tate moved in on Kelly and was given a one-minute penalty. *Graham* lost its canard, slowed down, and was passed by *ACE Hardware*. King also had a problem. He hit a buoy in turn two and was also given a one-minute penalty.

The rest of the Final Heat became a parade with Shane finishing three roostertails ahead of Tate. On the water, King finished

third with Kelly in fourth. With the one-minute penalties on Tate and King, it initially seemed like Kelly would be second, Tate third, and King fourth. However, *Graham* was later disqualified and awarded zero points for flagrant fuel violations. The official order of finish was *HomeStreet*, *Realtrac*, and *ACE Hardware*.

Tate had these comments about the final and the weekend. “Jimmy had a great start. I backed off at the

entrance pin to turn one and Jimmy was gone. I’m proud to be part of the U-9 team. Yesterday was great.”

Shane was thankful for his win. “Thanks to Detroit. Thanks to the Metro Detroit Chevy Dealers. Keep the racing going. Thanks to HomeStreet Bank for all your support of our team. We geared up and got the right combination for the boat for the final. Thanks to all the HomeStreet team.”

Congratulations to the Detroit Riverfront Events group, the race sponsors, and all of the race volunteers for a successful weekend. Even though the boat count was low, the drivers and the boats put on an entertaining show. Any of the four boats in the Final Heat could have been the winner. Good competition and good shows are necessary for the improved future we all hope for the sport.

The last opportunity for a good show this season is the San Diego race. The high points race is close (*HomeStreet* – 5,979, *Realtrac* – 5,700, and *Graham* – 5,385), which will promote competition among these three boats.

Wouldn’t it be nice if all the owners would realize that a full, competitive field in San Diego is in everyone’s best interest? ❖

Late-breaking news from San Diego.

Andrew Tate drove the U-9 *Delta RealTrac* to victory in the HomeStreet Bank Bayfair Race in San Diego while J. Michael Kelly finished second in the U-12 *Graham Trucking*, and Jimmy Shane was third in the U-1 *Miss HomeStreet*. Meanwhile, Shane clinched his fifth straight national championship, his fourth as the driver for the Miss Madison racing team. His string of five titles in a row makes him only the second driver in the sport’s history to accomplish that feat. While the season had only five races and the number of entries was in the single digits at each event, the competition on the racecourse was some of the closest in many years. Three different drivers were race winners: Jimmy Shane won two, Andrew Tate won two, and J. Michael Kelly had one. While Shane won the national title, Tate finished second and Kelly was third. We’ll have more details about the San Diego race in next month’s issue of the *Unlimited NewsJournal*. ❖

UNJ INTERVIEW: Brenda Jones-Paris

The only woman to drive an unlimited hydroplane in competition during the modern history of the sport.

It was a grand promotion by one of the Pacific Northwest's greatest promoters. Pat O'Day was the Seattle area's most famous disk jockey during the 1960s and '70s, later became the owner of KYYX Radio, and was the founder of a concert promotion company that handled the likes of The Beatles, Frank Sinatra, Jimi Hendrix, Elvis Presley, Elton John, and Led Zeppelin. He was also a huge hydroplane fan and, in 1981, decided he would like a woman to drive his hydroplane, the Miss KYYX. That's where Brenda Jones entered the picture and became the only woman to drive an unlimited hydroplane in competition since World War II. She drove for Pat O'Day in 1981 and '82, then handled the same boat under different names in 1983.

She was born in Minnesota, but moved to Iowa when she was only six months old and lived there until she was 20. She met her first husband, Alan "Captain America" Jones, in Webster City and the two would eventually have a daughter. When she met Jones, she asked him to get her out of Iowa. "Where do you want to go?" he replied. "As far south as you can get me," she said. So, they moved to San Diego.

"Little did I know that he was kind of a stunt person," she now says of her husband. "He did 50,000 jumping jacks for the Marine Corps. He also had a huge case of PTSD, but I didn't know about that. How would you know about it at that age? Nobody else knew, either. Pretty soon I was doing 12,000 sit-ups in front of a radio station for Easter Seals." She did marathon sit-ups at other places, as well.

Alan Jones later took a job that caused his family to move to the Seattle area and that's where he met Pat O'Day. "Pat asked about me," Brenda

Jones remembers, and eventually she would begin to drive his unlimited hydroplane. "He said he didn't want anybody with any hydroplane experience at all, so he could tell them what to do, how to drive."

Her husband was killed in an automobile accident in 1990, seven years after her hydroplane driving career had ended. She later married again to a man whose last name was Paris. "Mr. Paris wasn't very nice, but I liked the name so I kept it," she says. Although that marriage ended and she was married again to Joe Barto about a year ago, she still goes by the name of Brenda Jones-Paris. Meanwhile, she studied real estate and animation. "I love animation, that's one of my hobbies," she explains.

The following interview was conducted by Craig Fjarlie and Bob Senior in early May at the Hydroplane and Race Boat Museum.

UNJ: What brought up the subject of you getting into an unlimited hydroplane? Was that the lady side, big publicity and sell the product?

BJP: Pat...

Fabulous promoter.

Probably the best promoter there ever will be, or was. He knew that I had done all those sit-ups and he also knew you had to have endurance. A lot of it. And, well, the muscles, they would just come, I guess. He was going to find out whether I could do it or not. If you can't handle it, it's just gonna go in circles.

Yeah.

If you can't handle it, you can't handle it. But, I knew it was all for show for the news media. I knew that. And that was scarier than driving the boat (laughs). Television cameras scared me more than the boat scared me. I talked to Kayleigh Perkins. She said one reason she wasn't driving the unlimiteds is



Brenda Jones and Pat O'Day in 1982.

because she wasn't sure she had the endurance. I think that was key. In fact, one time during a physical the doctor comes out and says, "You've got the lung capacity of a triathlete."

What's the first race boat you ever sat in?

Don Kelson's, and I don't remember what the name of that little boat was. I left the pits and the boat went (makes a noise) and I'm like, this is not a good first impression.

It went in circles?

It went in circles to the left. The steering wheel cable broke.

Where was that?

That was at Black Lake, I think. So, it got fixed and I went back out and I'm pretty sure I won that.

Believe you did. Do you remember some of the names of the guys you were racing against?

No, but one of them got killed. I don't remember...

Neal Yapachino?

It could be.

It's a dangerous game.

It was, it still is. You don't hear about guys in the unlimiteds getting killed too often.

Not as much. They all have enclosed cockpits now, too. Back then they did have some fatalities.

And then I ran two other races in the limiteds.

So this was before you ever sat in the unlimited.

Yes, I had to have time in limiteds.

Your eligibility. You had to have some experience.

Yeah. I was really lucky to get Don Kelson's boats, because they ran. They ran!

There was a story that Chip Hanauer was going to coach you a little bit. Did that ever happen?

It never did happen. Chip, you know, stayed to himself. And I'm fine.

That's kind of the way he was, anyway.

Yeah. Look, my coach actually ended up being Bill Muncey. You know, who could ask for a better coach?

He was a promoter, too, and he knew that it was good for the show and good for the sport to have you enter the competition.

He just looked up and said, "Anybody that can do 15,000 sit-ups can race an unlimited hydroplane." He had confidence. So that, of course, made me feel better. The better you feel, you know, the easier it is.

What do you remember about your first ride in the unlimited?

We tested on Lake Washington. Hold on, I have something about testing in here. (Shuffles through a bag containing newspaper clippings.) Let's see. (Reads from article): "Brenda wants to drive the *Miss KYYX* itself. The press was alerted by Pat, the absolute, quintessential promoter and Seattle's Lake Washington was crowded with curious on-lookers." Chip took the boat out for the first lap or two and then I got in. It says, "She flew to 145 miles an hour the second time out. It was her first straightaway." So that was my first time out.

Okay.

I remember that day. I



Brenda Jones prepares to take a test run on Lake Washington in 1981.



Brenda Jones in the cockpit of the *Miss KYYX* after completing a test run in Seattle.

remember all the days, really, like it was yesterday.

Had a lot of media there and people watching.

Yes, I was front page newspaper like two or three weeks in a row. In color. Color!

Yeah.

So I knew Pat was doing it for promotion, but I knew it was a once-in-a-lifetime thing if I could do it. I'll go slow and take my time and see what happens. You know, it's gonna be obvious. Either I can drive it or I can't.

To back up just a little bit, did you know much about hydroplanes before you moved here? Was it all new to you at that point?

I wasn't even 100 percent sure what an unlimited hydroplane was. Pat says, "Do you know what an unlimited hydroplane is?" I said, "Is it a race boat?" That's it. So no, I'd never seen one. They don't have lakes in Iowa where I grew up. And I'd never seen them in San Diego.

Well, your first race was at Tri-Cities.

When I qualified.

Yes. You qualified at 112.9.

Pretty good speed in those days.

Was it?

Yeah, and you finished your first heat in fifth place, but that's

the only one you finished all season. What do you remember about that first race, going to the starting line with everybody.

I was pretty good at timing. I don't know why I'm not good at timing now. I'm always late for stuff. But, in the boat, for some reason, I can remember me and Bill Muncey always at the start. And then, psheuuu ... (gestures) You know, I'd be left behind, of course.

Tad Dean was the crew chief the first year.

Tad Dean did not like me, and I did not like Tad Dean. I stay away from that subject.

Someone said he was more interested in partying than he was in racing the boat.

Yeah, I'd believe that.

Is that a fair statement?

Yes, I would say so. I just didn't spend any time around him. But I know that when we went to San Diego, Tad forgot to take a motor down (laughter). So that was the end of him. I don't know if you call that discrimination or just stupidity, the way he acted toward me, you know? People on the boat crews always showed respect for me, always. Maybe not behind my back. I don't know what they said when

I went away. But nobody ever was mean to me or treated me like I was a woman.

Well, you didn't have much luck the rest of the season. You didn't finish a single heat. Either it didn't start or it didn't finish. That must have been frustrating for you.

It was frustrating. Sometimes I think I was trying to start it. In the back of my mind, did I want it not to start? I don't know. I'm not sure, you know?

When you went to San Diego you had to run on salt water. Did you have to make any special allowances for that?

I think they just had to clean the motor out with a hose afterwards.

At the end of the '81 season you went to Acapulco. What are your memories of that? Again, you didn't score any points, but you got on the water, anyway.

Yeah, and it was the time of day. It was later in the afternoon, getting ready for the finals. Going down the back chute, the sun was so bright that it was like a different color. It was weird. The back straightaway, you felt like you were not even on it. You felt like you were just going. You didn't know where you were going because it was so bright.

Couldn't really see the course.

Nothing. So that's why I think Bill may have hit something because after I got back in, I should have gone straight over to whoever's boat was going out next. I wasn't thinking, and say the start is really bad. But I didn't. I went to Pat and I said, "Something's got me really worried." And Muncey went out and he got killed.

There are some people who thought that he went past the entrance buoy to the turn and was still accelerating when he should've been slowing down for the turn and missed the corner.

Because he couldn't see it.

Yeah, he couldn't see it because the sun was in his eyes, and then he was going so fast he blew it over.

It just wasn't a little glare, either.

The pits were kind of primitive, soldiers with Tommy guns all over the place? Armed camp?

Just terrible, terrible. The fans, all these little kids just wanted to see what was going on, you know. That's the first time I'd ever seen anything like that.

After Muncey's accident, what was the feeling in the pits?

My feeling was where's the ambulance? Where's the help? I don't know, not a good place to have a boat race.

So it took a while to get him to the hospital?

Took forever. It took hours, I don't know where they had to come from, but all I remember is it took hours.

Well, in '82, if we can jump to that.

Sure.

Tad Dean was out and Al Thoreson was the crew chief. How did you get to working with him?

It was instant. He had me at the shop working. He'd say, "Go get me this, go get me that." So I worked with Al on the boat. And that was the difference. With Tad Dean, I wasn't allowed in the door.

You went back to New York, your first race that year.

I just couldn't get the boat going.

The weather was bad and they waived qualifying. They only ran one round of eliminations heats and the final. That's the year the Pay 'N Pak turbine boat won.

I can remember that water being really bad back there. I remember I had to fly all by myself and then try to find my way to the hotel. Scared to death! In New York

you don't want to wander around, you know. I know Chicago's bad, too.

Well, it was upstate New York where they raced.

Had a great party up there. I wish I could've done better. In fact, I regret not doing better.

After New York you went to Detroit. You had a radio station, CKLW. Canadian?

Big one. That's a huge...

Did O'Day know people at that station and is that how the sponsorship came about?

No, I don't know how that sponsorship came about, but I'll tell you what he had me do. When I'd get to a town, he'd give me somebody to call at a new radio station. In Detroit, guess who I got to call? Joe Garagiola.

Oh!

I got to talk to him on the phone. Says, "Well, thanks for calling, I'm going to send my son down." I forget his son's name, I think it was Joe, too. So he came down and interviewed me. Even if I didn't run the boat. I think that's too bad that it's so rare that a woman can get into one of those boats. It could have made the differ-

ence between, I don't know, going world-wide with the sport. Do you think it could've? I think there's a lot of people who should've paid a lot more attention to the sport in this city, to prevent what's happened now. Which is too bad, but it is what it is.

In Tri-Cities you qualified and you finished two heats. That's where Dean Chenoweth was killed, Saturday. Did that affect you? Was it difficult?

I knew the guy, I didn't know him, because I had just started. I'd met him, but I didn't know him. Now, my boat, the guy who drove the boat before me got killed in that boat...

Jerry Bangs.

...because that boat hooked. I hooked in that boat.

Mike Jones, who is a current owner and drove for a little while, said it was not an easy boat to drive. Is that a fair statement?

Yes, but I thought they were all like that.

Your boat was a lot harder than some.

Uh huh. Again, today, I feel like I know Dean more but there was not a lot of camaraderie between he



A publicity photo of Brenda Jones in the cockpit of Miss KYYX.

Hydroplane and Raceboat Museum

and me except, “Hello,” you know. One time, get in the boat we’re gonna take a picture. Stuff like that, for Bernie Little. All I know is I had my boat to drive and I didn’t want to end up like poor Dean. I knew I wasn’t fast enough, really, to go over, but I knew I could’ve hooked.

At Seattle, you were second in Heat 1A and then you won Heat 2A. You beat Jack Schafer in *Tempus*. That was probably the best heat of your career.

I should’ve slipped inside, but that was hindsight. I’d say, “No matter what, stay on the outside.” So, I did.

But you managed to hold him off.

Yeah. When I won that race in Seattle, Heat 2A, I could hear the crowd over that Allison aircraft engine. I could hear the crowd “yaying” for me. It was so loud.

At San Diego in ’82 you lost the skid fin in Heat 2B and managed to finish.

I didn’t know I lost my skid fin. It was just really wobbly, but as long as it was going half-way, you know, still turning a little bit, I just wanted to finish. That was our whole goal. Doesn’t matter if you’re going five miles an hour, just finish. They didn’t say five miles an hour, but...

Well, at the end of the season they went down to Houston and you didn’t score any points. Another mechanical...

I did not have fun down there at all. Worst place in the world. I did not like that sponsor, either, that BECO.

That was the next year, BECO.

How many times did I go to Houston?

Twice, ’82 and ’83. They didn’t race there in ’81.

I did not like it there. I just wanted to go home, that’s all I wanted.

What kind of product was BECO? What was their company?

Oil or something like that. They were all into oil and they were jackasses! And they were not very nice to me. So that had a lot to do with it. I just wanted to go home. I don’t even remember, hardly, getting into the water.

Yeah.

I called Pat one time, up here. He said, “I sent you down there to boat race not fight them.” I said, “I’m trying to, but they aren’t going to let me.” Something like that. It was in the middle of the night. So, anyway, that’s not a good place for me.

In ’83 the boat was sold to Bobbie Howard, or at least supposedly sold. Apparently there was an issue with the money, some of the money didn’t change hands. Any-

way, he ran it on the eastern circuit and it didn’t race in Tri-Cities.

He ran it on the eastern circuit?

All eastern races, yeah. He didn’t do very well. He had a lot of the same kind of problems you had. A lot of mechanical issues.

Oh good! (Laughter) I don’t mean it that way!

It was U-10. He changed the number. Then the Pure d’Lite company went out of business or something. He lost his sponsorship and O’Day took the boat back. It didn’t go to Tri-Cities, but it did run at Seattle as *Princess Yachts*.

Yes.

You got a fifth in the first heat, didn’t start the second, and didn’t start the consolation, or you went dead in the water in the warm-up.



Hydroplane and Raceboat Museum



Karl Pearson

[Top] Brenda Jones competes in the 1981 Circus Circus Thunderboat Regatta in San Diego. [Above] Jones pilots the *Miss KYYX* to victory in Heat 2A of the 1982 Sea Galley Emerald Cup in Seattle.

Yes.

The boat didn't go to San Diego. You went to Houston and the Unlimited Racing Commission, or APBA, wouldn't let it run. It was disqualified because there was a dispute in the ownership. Papers weren't signed correctly or something was wrong.

I don't remember that. They didn't tell me a lot of that stuff.

That's when it was *Miss BECO*.
Ohhh, yes.

In early '84, there was as rumor that the Princess Yachts people were going to buy the boat and you were going to drive, but it didn't happen.

Well, you know what happened? They had a big yacht, they had a bunch of people on that sank. I mean, that's not funny, here I am laughing. So they had problems of their own, financially, I'm sure, after that happened.

That probably ended some of their plans. So, who stepped away from unlimited racing? You first, or Pat O'Day?

Pat.

Yeah?

Yeah. He didn't have the money and that's when he moved to Mexico, to get away.

He still came back and broadcast the races, but he didn't spend a lot of time here.

He's got such a good voice.

And enthusiasm.

Enthusiasm, yes. He sure loved the boats.

Have you read his book on his music career, *It Was All Just Rock 'n' Roll*?

Yeah, I read a little of it. I read the part about me (laughter).

After you stopped driving in '83, did you follow the sport at all? Did you stay involved with it much?

No, I had to go to work, so I didn't have a lot of time for that.

Did you watch it on TV, or follow it to a degree?

Oh, yeah, I always watched it on television. And, you know, Pat would ask me to come down. I went through the pits the first couple of years, but then they wouldn't let me in.

Did you ever drive another boat after your competitive days? Did you ever test?

I think I tried the *Oberto* one time, but I couldn't get it started. And then I was thinking, I've seen a lot of stuff happen. She (her daughter – Ed.) has only got one mom, you know, so I pulled out.

If the boat had an enclosed cockpit like they run today, would it have been different for you?

It would have been different. I think it would have made a big difference because I remember being pulled, pulled, pulled a lot. I don't think they have that now. Yeah, I think it would have made a difference.

How do you look at your contribution to racing? Can other women have a role in unlimited racing? Are we overlooking something by not having women drivers?

I think they're overlooking something, because I think there are plenty of qualified women that can drive.

They'd better be physically fit, as you were.

You have to be physically fit.

That's true for the men, too, though.

It's true for the men, too. And, you know, all they can do is try. If they can't do it, they can't do it. But there's no harm in trying. Something's stopping them from trying. They don't necessarily need to make money. There are only so many boats. The guys don't want to give up their boats.

Yeah.

But they could share, you know. I share. Some people just don't share. I also constantly look for



Brenda Jones-Paris

Brenda Jones-Paris

opportunities myself. In fact, I met this guy on an airplane sittin' by himself. Started talking to him. He worked for Helene Curtis. I said, "We're looking for a sponsor."

That's a natural tie-in.

They talked to Pat. It came down to it was just too dangerous of a sport. But, not so much any more. People aren't being killed. That could be overcome.

Kayleigh Perkins had a good limited career and won races. They let her take the Oberto out. At that time the minimum qualifying speed was 130, and she cracked 130. We heard she was going to the gym and was going to beef herself up because it's exhausting...

It is.

...to run that thing five laps.

That's what I've read, too, that she wanted to have more endurance. Uh, people who've got it, it's such an endurance to sit behind the wheel.

Jimmy Shane, who drives the HomeStreet/Madison, his mother, Robin, had a pretty successful career in smaller boats. She won a national championship. His dad did, too.

So how bad do you want to do it? ❖

HydroFile

Race Team News



Lon Erickson

U-1 HomeStreet Racing and U-11 Reliable Diamond Tools presents J&D's

Both teams tested some new telemetry software at the San Diego Bayfair event with the desire to share this with fans and bring more data to the teams and officials.

"t3lemetry" was demonstrating the system in San Diego augmented by YACHTBOT, a technology that has been proven in world-leading events, including the grueling Volvo Ocean Race, Americas Cup, and the MedCup Series. It is now being introduced to hydroplane fans on the *Reliable Diamond Tool Presents J&D's* and the *Miss HomeStreet*.

Through the t3lemetry.com website, fans can watch the real-time telemetry for speed and GPS tracking of their favorite team on a computer or mobile device, anywhere in the world.

More information is available at www.igtimi.com.

The *J&D's* and *HomeStreet* teams continue to introduce innovative ways to entertain their fans while helping to grow H1 Unlimited hydroplane racing to non-traditional markets

Fans were able to view the 2017 Bayfair real-time tracking at t3lemetry.com while the boats were on the course.

The teams are using two different t3lemetry units. Speeds for the *Reliable Diamond Tool Presents J&D's* were on a gauge display on the screen, while the speed and tracking for the *Miss HomeStreet* followed the boat on the course. There are many different data options on the units to measure and track, some data can be used by the teams and officials, in addition to providing insight for the fans.

This is a screenshot of one view the fans can follow. It includes an overhead view of the racecourse,



buoys, start/finish line, and boats on the course with speed noted as they are on the water.

U-99.9 Leland Racing

With the spectacular flip of the U-99.9 in Detroit, there were many questions and remarks made about the future of the Leland Unlimited team. HydroFile spoke with owner Stacy Briseno and she indicated the desire and plans to be back in 2018 competing. More team details to follow.



Lon Erickson

440 Bucket List Racing

Kelly Stocklin and the Bucket List Racing team recently posted a season ending recap of their 2017 season, noting their progress, improvement, and sixth place finish overall in H1 National Points for the year. Kelly finished his post with an interesting and encouraging note. "As always, we will keep you posted on our off-season work. All I can tell you, is we have BIG plans!" Below is team owner Kelly Stocklin with his wife, Sharon.



Chris Denslow

Forum held to discuss future of H1.

by Lon Erickson

For the first time in as long as I can remember, H1 Unlimited has reached out to fans and H1 participants with this invitation: "Are you passionate about H1 Unlimited hydroplane racing and have ideas to help the sport improve?"

H1 Unlimited Vice Chairman Charlie Grooms hosted the first Open Forum for fans and H1 participants on Saturday, September 23 at the HomeStreet racing shop in Tukwila, Washington. With the current state of the sport and recent resignation of the H1 chairman, it was the right time and place to look for input and suggestions to move H1 Unlimited hydroplane racing forward.

More than 60 people accepted the invitation and turned out at HomeStreet Racing. More responded beforehand online with questions and comments to bring up at the meeting. Grooms prepared an agenda covering everything from identifying what H1 Unlimited is today, where does it want to be, what H1 needs in a new leader, the structure of the H1 board, how to reach new fans, media options, and more.

The mix of people attending was very encouraging, with many owners, crewmembers, fans, and media attending. The interaction was well received and ran longer than expected, though Grooms steered the agenda so the last portion gave everyone in the room an opportunity to introduce themselves and share anything they felt needed to be heard. The openness, frankness, and honesty coming from H1 was refreshing and a very positive move on Grooms' part.



With regard to the H1 board and its makeup, the consensus of the group was that more external involvement was needed to replace the control by only owners and race site representatives. Along with that, the characteristics of the new chairman must involve a direct leadership role and dynamic ability to guide the sport.

The other key factor brought up was the direction the sport needs to go with media. With the current demographics and with what most felt is the target audience, more direct social media platforms such as Twitter, Snapchat, Instagram, Facebook, and live streaming are now seen as more relevant than network or cable television. While

some sponsors still see television as viable to reach their customers, the trends say otherwise.

As a result of the participation, ideas shared, and comments, there are plans to continue these forums and include other locations in the process. The next step is to take the feedback received to help formulate the vision of who the search will be narrowed down to and select a new H1 chairman.

The emphasis will be on finding the right person, not to fill the position quickly. At this time there was mention of about three or four people under serious consideration, though no names were given and no offers had been presented. ❖

NEXT MEETING OF UNLIMITEDS UNANIMOUS

Sunday, October 15, 2017
Meeting starts at 2 p.m.

Kingsgate Public Library
12315 NE 143rd St.
Kirkland, Washington 98034

YOU ARE WELCOME TO ATTEND!

