

2012



Double Digits for Dave

Another Dominating Gold Cup for Spirit of Qatar

by Mac Clouse

Just another day in Detroit? Not quite! Saturday and Sunday were a disaster for three teams in the APBA Gold Cup this year; it ended their day. Mike Webster and *Matrix Systems* went over Saturday in 1C. For the first time Webster had to exit his ride through the escape hatch. He was sore, but otherwise fine. His craft on the other hand, was not, as you can see in top right photo.

They doubled the up and overs Sunday. First to hit the air was J.W. Myers in Scott and Shannon Raney's *Peters & May* in 4A. J.W. was also sore, but in good shape. Their boat was not quite as damaged as Webster's, but will take some time to repair. Photo bottom right. Number three to head skyward was Kim Gregory's former *Miss Budweiser*, now operated by sons Matt and Adam and the rest of Gregory family as the *88 Degree Men*. Thankfully, driver Scott Liddycoat was not seriously injured in 4B. The boat, seen at bottom left, came out of the water in much better shape than the other two boats did. ~ Photos from Karl Pearson.



According to Dave Villwock, before the start of each racing season, Bernie Little would remind his Budweiser team that you can't win all the races if you don't win the first. Villwock and the U-1 *Qatar* did win the first race of the 2012 season in Madison. Obviously, to win all the races, you also have to win the second race. Villwock and the *Qatar* did just that with a dominating victory in the Detroit APBA Gold Cup, winning all four heats and the final without much of a challenge. This was the fifth consecutive Gold Cup win for Villwock and the Ellstrom owned team. It was Villwock's 10 Gold Cup win, one behind Chip Hanauer's record, and his 67th career win.

Testing

Twelve boats competed in Detroit. With a full field and a good weather forecast, the Detroit Race Committee was optimistic. Race Director Mark Weber said, "For the first time in 5 years, our ticket sales are up. We have sold out all our parking areas."

The course layout was the same as last year. Due to shallow water, the course was lengthened with the Belle Isle turn again close to the Belle Isle Bridge. "It's about 2.75 or 2.76 miles; we haven't surveyed it," said Weber.

On Friday, the boats were allowed to test from 1:00 to 3:00, with Fast Lap Friday qualifying from 5:00-7:00. In the morning, teams spent the time changing setups from Madison's short course to the longer Detroit course.

Steve David, of *Oh! Boy Oberto*, finished second in Madison. "We had the wrong setup for the Madison final. We should have had a lower gear for the rougher water. Dave got the advantage at the start, and it was enough to make the difference."

Ted Porter, owner of *Graham Trucking* announced in the winter that he was leaving the sport. What made him change his mind? "We decided we could stay if we just race one boat. I wanted to keep at least one of them running. After last season, I had some sales deals for the boats that went soft. I decided that keeping the boats running would be the best way to market them. Then I sold the U-57 to the Evans brothers. And, Rob Graham wanted to continue as a sponsor which also helped me decide to stay. It will be easier with just one boat. The team is half the size of last year and will have lots of equipment. Last week in Madison, driver Jimmy Shane had some timing issues, but he will be good and will be successful. It's great to be here. I love the sport."

While Porter's "retirement" was short, the Gregory family's return to the sport was after a 4 year absence. Matt Gregory said, "It's awesome. Everything is great. We are getting back in the groove. In Madison, we had no notes on setups; we just did a shot in the dark, but it worked. We were happy with our 3rd place finish. We are working on getting Scott [driver Scott Liddycoat] comfortable in the boat. We are so happy to be back with everyone; it's like coming home." Matt's mother Debbie was also happy to be back. "I am proud of the boys [sons Matt and Adam] for getting everything together. Scott is a great personality who fits in well with our team. Last week in Madison, our performance exceeded all our expectations."



Sitting on the National Champion all smiles, Dave Villwock and wife Holly, Erick Ellstrom, and the Qatar team with the coveted APBA Gold Cup.

Chris Denslow photo



Jimmy Shane and last season's U-7 *Valken.com* taking a spin on the Detroit River Friday.

Chris Denslow photo

Liddycoat is again adjusting to a new boat. Last year, he drove the former *Budweiser* T6; now he was in the *Budweiser* T3. “The cockpits are the same. We were tweaking things in Madison. I think this boat is more forgiving than the T6. I had to ask the crew to loosen it up. The former *Budweiser* guys are really helping us. To get two heat wins and third overall was great.”

One person who was missing was Fred Leland, who passed away in the spring. Greg Hopp was there with the U-100. “I’m the



Chris Denslow photo



Chris Denslow photo

owner’s rep, but our whole team is really running things as a committee. Fred set things up for us to continue to race. As long as the boat breaks even financially, we will continue. We performed well in Madison, but we had some fuel control issues. This weekend, we need to be consistent and survive the river.”

J. Michael Kelly was there with last year’s new boat, but a new sponsor, Beacon Plumbing. “We made good progress last year, but we had a lot of bad luck in Madison. We had fuel issues that kept us from running in two heats. We won the heat when we did run. We’ll test as

much as we can this weekend.”

Dave Villwock had the fastest lap in testing at 163.882. He won two of his three heats and the final in Madison. “In heat 2, Steve [David] and I were together. We chose not to battle with him. We didn’t want to risk tearing anything up and as long as we got 300 points, we’d be okay. In the final, we changed the propeller and the gearbox. I knew Steve was a little early to the start. I was able to start at speed and that gave me the advantage.”

Jimmy Shane was experiencing the Detroit River course for the first time. “It is challenging to find your bearings. It is a course that you have to learn. There is a dog leg in the front stretch; it seems like you have to start turning real early after you cross the start. Then when you come out of the Belle Isle turn, you are heading straight for the Detroit Yacht Club and the beach to its right. So you have to veer to the left as you go down the backstretch. Then you have to survive the Roostertail Turn! In my first test session, there were four boats out there. It was a good way for me to get exposed to the race-type rough water conditions. I learned, but I was also only doing laps of about 120 mph.” Shane spent much of the testing period working on starts and timing runs.



Chris Denslow photo

Qualifying

The water for qualifying was good. A slight breeze was blowing with the river. The first boat out was *Miss Beacon Plumbing* (J. Michael Kelly). Its 152.911 was later disallowed due to an N2 violation.

Great Scott! Presents *Matrix Systems* (Mike Webster) did 149.551 and looked good on the water.

Jarvis Fire-Water Repair Presents *Formula* (Mark Evans) did 147.862 for the Evans brothers.

Next out was Miss Al Deeby Chrysler Presents *CFS Corporate Fleet Service Inc.* (Jon Zimmerman). A lot of off-season work showed as it did 154.471.

Jarvis Fire-Water Repair Presents *Fifth Third Bank* (Greg Hopp) did a 149.711, but it was later disallowed due to an N2 violation.

Miss Peters & May (J.W. Myers) then did a 155.371.

Red Dot (Kip Brown) was next. A steering cable problem caused it to spin out in the Roostertail Turn in its first lap.

Next was *Oh Boy! Oberto* (Steve David). David set the high speed with a 161.789.

The last boat in the fast round was *Qatar* (Dave Villwock). Villwock surpassed David's speed with a 162.904.

In the first round, three boats did not run. *Degree Men* (Scott Liddycoat) did not run due to a skid fin problem. After one of its earlier test runs, the crew discovered a crack in a weld. To be cautious, the crew decided to replace the entire skid fin bracket. The boat did not run in the qualifying session, but because Liddycoat did a lap faster than 130 mph in testing, the boat was considered qualified at 130 mph with no qualifying points.

Tubby's (Cal Phipps) had fuel problems. The engine would start and idle, but there was no response when Phipps pushed on the gas pedal. The crew changed the fuel lines, changed the fuel tank, and changed the fuel controls, but nothing seemed to work. "It's very frustrating," said owner Dave Bartush. "We've never had these problems."



Chris Denslow photo



Chris Denslow photo



Chris Denslow photo



Chris Denslow photo

Chris Denslow photo



Cal Phipps and *Tubby's* under tow Friday. They qualified in a later run.

Even though a faster speed wasn't necessary, Villwock did go out for his second attempt. He did one lap, the fastest of the day 163.669, and then came in. "We went out because we wanted to test a different setup," Villwock said.

During the testing on Saturday morning, *Tubby's* finally got on a plane and ran enough laps to qualify. *Degree's* repairs were done and it was ready to race. *Qatar* did a lap over 166mph.

Heat 1 Section

The heats on Saturday would have 3 sections and 4 laps. According to the new starting



Chris Denslow photo



Ron Harsin photo

rules, each boat had to pass the finish line at race speed during the milling period and being past the exit buoy in the Belle Isle turn before the one-minute gun would cause a 1 lap penalty.

Heat 1A was at 1:00. The water was flat. *Oberto* and *Qatar* were going slowly through the Belle Isle turn before the one minute gun. *Oberto* got lane 1, with *Qatar* in 2, *CFS* in 3, and *Peters & May* in lane 4. Villwock was across the line first and led *Oberto* by about a roostertail after lap 1. He lengthened his lead

to win without a challenge. *Oberto* was second, *CFS* was third, and *Peters & May* was fourth.

In 1B, *Beacon* entered the Belle Isle turn very early to crawl slowly to lane 1. *Graham* was in 2 with *Degree* in 3. *RedDot* lost power before the one-minute gun. By the time it restarted, it trailed the field by a roostertail. Shane was first to the turn and led Kelly by one-half a roostertail down the backstretch. Kelly's inside lane and great cornering helped



Karl Pearson photo

Graham Trucking (Jimmy Shane) passed when it was its turn in round one.

In round two, Kelly went out again and got *Beacon* in the field with a legal 152.497. Webster increased *Matrix's* speed to 150.359. *Graham* did an impressive 157.184. Hopp did a legal 149.409 with *Fifth Third*. *Peters & May* ran, but did not increase its speed. *RedDot* fixed the steering, and Brown did a 154.205.

When *Oberto's* turn came in round two, the team passed. "Mike (Hanson) said to stick with what we have. We'll work on our race setup, not a qualifying set up," said David.

him to close to three boat lengths at the end of lap 1. Shane used better chute speed to win; Kelly closed in the corners, but Shane could outrun him in the straights. In lap 4, *Degree* pulled even with *Beacon* in the back stretch, but the inside position enabled Kelly to hold on to second. *Red Dot* was a distant fourth.

Brown explained his bad start. “I got sucked into committing early. I saw Liddycoat go towards the Belle Isle turn and I didn’t want to be in lane 4. When I was going slow in the turn, water kept coming in and putting out the fire. When I hit the gas hard to go past the one-minute buoy, the front end submarined. By the time I restarted, I was out of the race. I just did the laps to get 4th.”



Karl Pearson photo



In 1C, Hopp was early in the turn to take lane 1, Webster was in 2, and Evans was in 3. *Tubby's* couldn't get on a plane and did not start. Hopp was first to the turn, but the three boats were side-by-side-by-side down the backstretch. As *Matrix* passed the DYC, it hit a roller and the right sponson went up and then came back down with a big splash. The sponson went up again and *Matrix* blew over. Coming down, the boat's left sponson hit the water first. It then flipped to its right sponson and settled upside down at the entrance to the Roostertail Turn. Webster quickly opened the bottom hatch. He was checked out in the medical center in the pits and was released. While Webster was okay, his boat was heavily damaged. “I’m absolutely fine. It’s a shame because we were running very well. A big hole at the DYC started it all. The boat is repairable, but it won’t be a quick fix. The center section is fine.” ~ *Matrix System* airshow photos from Ron Harsin



The re-run of 1C, seen at right, was a two boat race. Hopp led for most of the heat until Evans pulled even in lap 4. From the outside, Evans was able to pass Hopp and outsprinted him to the line in a photo finish. Later it was announced that Evans' great speed was due to a flagrant fuel violation, which gave him a DSQ and gave first to Hopp.

Heat 2 Section

The second heat section began at 4:15; there was a light breeze blowing down the river. In 2A, *Oberto* was in the turn early to take lane 1. *Degree* tried to take it away after the one-minute buoy, but David



Ron Harsin photo



Ron Harsin photo

kept it. *Graham* was in lane 3 with *CFS* in lane 4. *Degree* was first across the line and to the turn, but *Oberto* pulled ahead in the backstretch. *Graham* was third with *CFS* in fourth. At the end of lap 4, *Oberto* and *Degree* both got a white flag. David was penalized one lap for crossing the one-minute buoy too early. Liddycoat got a one lap penalty for a lane violation in his attempt to take lane 1 after the one-minute gun. This gave first to *Graham* and second to *CFS*. *Oberto* was third, and *Degree* was fourth.

In 2B, Hopp was early in the turn to get lane 1. However, Myers and Brown both sped through the turn and passed him at the one-minute gun. As Myers and Brown battled for lane 1, Myers cutoff Brown and forced him to turn left into the infield. Brown circled back on the course, but once again would start late in lane 4. Myers was penalized one lap. Hopp started in lane 2 with Evans in lane 3. Myers and Hopp had a close battle for first until *Fifth Third* coasted to a stop in the backstretch on



Ron Harsin photo

lap 2. In lap 3, Evans passed Myers in turn 1 and went on to win the heat. Myers did his extra lap, moving Brown to second.

Brown again had to explain a bad start. “The boat is running good. If I had gotten a good lane position, I think we could have won. J.W. apologized to me. When he cut in front of me, I could either go into his roostertail and get washed down, or go to the infield.” After the heat, *Red Dot* lost its second place points due to a flagrant fuel violation. This moved Myers to second place.

Tubby’s did not start in 2C which made it a two-boat race with *Beacon* in lane 1 *Qatar* in lane 2. Kelly was first to the turn, but Villwock passed him in the backstretch and maintained a one roostertail lead for the entire heat. Both boats jumped and did the required extra lap.

Kelly explained his strategy for the heat. “I tried to get Dave to jump, but I was over the line first. It was really my only chance. Even if I jumped and he didn’t, I could still get second place points. This morning our computer system was shutting down our fuel system. Now that we have it fixed we can work on other things to improve our speed.”

Evans was happy that his win in 2B was legal. “Our faster speed is coming from some new props and gears, but we also now have a larger skid fin. All of our gears are better for a long course, which is why we didn’t do as well in Madison.”

At the end of the first day of racing, Shane had two wins. “There is no way that I thought this day would be this way. I learned that driving is a lot easier when you are in first than when you are in third. If you aren’t in the clean water, it is a lot of work and the water is even more unpredictable. I’m pleased that I had two good starts. Tomorrow we need to stay clean, have no penalties, and survive the river.”

For Sunday’s racing, the field was reduced to 10. *Matrix* (damages) and *Tubby’s* (0 points) were beached. Heat sections 3 and 4 would be 4 laps; the final would be 5 laps with five front-line boats plus a trailer.

Heat 3 Section

Sunday was cloudy with a wind blowing in the wrong direction, against the river’s current. Steve David knew this was not good, and he was also still upset about his penalty in 2A. “The water will be rough. It will be survival today. We need a camera to judge the one-minute buoy. It shouldn’t be something that relies just on eyesight from a helicopter.”

In 3A, *Beacon* was early in the turn to take lane 1. *Red Dot* was in 2, *Graham* in 3, *CFS* in 4, and *Formula* in 5. Shane crossed the line first, but Brown was first to the turn and led after lap 1. Zimmerman was in third, Evans in fourth, and Kelly in fifth. In lap 2, Shane passed Brown coming out of the Roostertail Turn and went on to win by two roostertails over Brown. Zimmerman was third. In lap 5, Kelly challenged Evans from the inside, but Evans had the speed to finish fourth.

Shane was excited about his third heat win. “We set the boat up for the rough water and I got a good start.”

Zimmerman was pleased with his third place finish. “We did a lot of work on the boat over the winter. We are getting a good ride. We will loosen it up as I get more comfortable.”



Karl Pearson photo



Karl Pearson photo

In 3B, *Oberto* and *Qatar* were early in the turn in lanes 1 and 2. However, *Peters & May* leapfrogged at the one-minute gun and took lane 2 from *Qatar*. Villwock took lane 3 with *Degree* in 4 and *Fifth Third Bank* in 5. The inside four boats crossed the line together, very close to jumping. David was first to the turn and narrowly led Villwock for the first two laps. *Degree* was in third, followed by *Peters & May* and *Fifth Third*. In



Ron Harsin photo

lap 3, Villwock pulled even with David in the Belle Isle turn and passed him as they exited the Roostertail turn. *Qatar* went on to win by a roostertail over *Oberto*, with *Degree* in third, *Peters & May* in fourth, and *Fifth Third* in fifth.

David talked about the critical third lap. “I got a little light in the backstretch and backed off. Dave had momentum going into the turn and was able to pass me. He is willing to fly a boat higher than I am.”

During the milling period for 3B, Myers and Villwock were both in the Roostertail turn, with Villwock slightly behind on the inside of Myers. When Myers turned towards the straight away, Villwock slid through the *Peters & May* roostertail and lost power. Villwock restarted and followed Myers as he cut through the course and headed to the Roostertail turn. Villwock then cut back through the infield towards the course. When he entered the course on the front stretch, *Qatar*'s roostertail washed down *Peters & May*, causing it to lose power. Myers restarted quickly. When all this was reviewed by the race officials, they decided that there was no infraction for Myers. However, Villwock was given a class 2 infraction. He kept his first place finish, but he lost 50 points and was fined \$250.

David also had a class 3 infraction with the same penalties for encroaching out on Villwock in the Roostertail turn in lap 3, at the time Villwock was passing him.

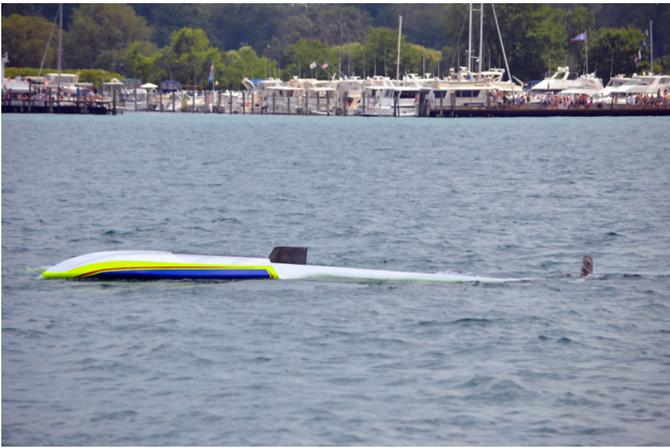
Heat 4 Section

Heat 4A happened at 1:25. The wind was now blowing stronger, still against the current. *Beacon*, as usual, was early in the turn to get lane 1. *Peters & May* was in lane 2, *Oberto* in 3, and *Formula* in 4. *Graham* did not leave the pits; a dead battery prevented Shane from trying for a fourth heat win.



Ron Harsin photo

Oberto crossed the start line at full speed. *Peters & May* had to slow to avoid jumping and *Beacon* and *Formula* were late. The good start enabled David to lead by two roostertails at the end of lap 1. Myers was second with Kelly in third and Evans in fourth. While David had a large lead, there was a great battle for second in laps 2 and 3. In lap 2, Kelly passed Myers at the exit of the Belle Isle turn. However, Myers had the speed to retake second place in the backstretch, but Kelly's boat cornered better and Kelly retook second place coming out of the Roostertail turn. In lap 3, Myers again caught Kelly in the front stretch with Kelly retaking the position in the Belle Isle turn. In the backstretch, Myers again passed Kelly, only to have Kelly pass him again coming out of the Roostertail turn. They were close as they entered the Belle Isle turn in lap 4. Unfortunately, as Myers reached the apex of the turn, *Peters & May* hit a roller and blew over. Myers was not hurt; he was sitting in the rescue boat as

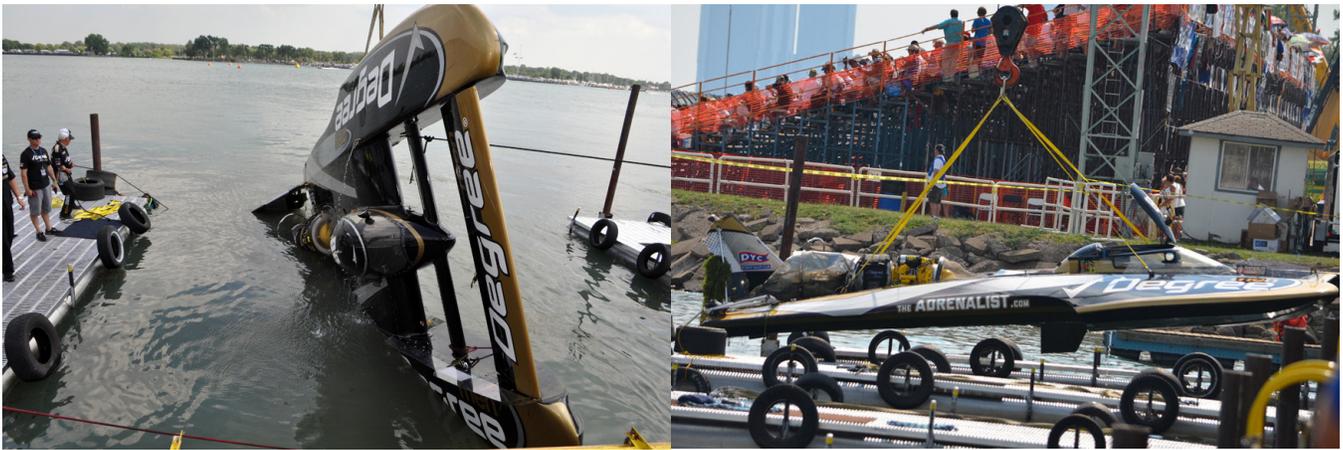


it brought him to the medical center in the pits. He was quickly released; his shoulder was sore from the seat belt strap, but otherwise he was fine. The boat was not seriously damaged. “At the apex, the rollers are parallel to the boat. The rollers lifted the boat and the wind caused it to take off. The landing was pretty soft, especially compared to my other two accidents here,” Myers said. Since three of the four laps had been completed, it was ruled an official heat. *Oberto* was first, *Beacon* second, and *Formula* third.

Kelly had a good view of the *Peters & May* blowover. “I was outside of J.W. trying to hold him close to the inside, but I slid out a bit to get clean water. We were side by side when he went over. I almost went over; it was really hard to find good water out there.” ~ *Peters & May* wreckage photos from Karl Pearson

The wind was still blowing hard for 4B. *Qatar* was in lane 1, *CFS* in 2, *Degree* in 3, *Red Dot* in 4, and *Fifth Third* in 5. *Degree* was the first across the line, but *Qatar* was first to the turn. Villwock quickly took a one roostertail lead over Liddycoat. Zimmerman was in third, Brown in fourth, and Hopp in fifth. In lap 2, *Degree* flipped at almost





the same place in the Belle Isle Turn as *Peters & May*'s flip. Liddycoat was fine and the boat damage was not severe. When the rescue boat reached Liddycoat, he was standing on the boat. He wanted to help bring the boat back to the pits, but he was told he had to go get checked at the medical center. Like Myers, he was sitting in the rescue boat and was quickly released from the medical center. "I was way out of shape for most of lap 1. The water was bad everywhere. I think I even pushed hard on the canard while I was in the air, but it didn't work! This is the first time I have ever gotten out of the bottom escape hatch. My situation was the same as J.W.'s. When you hit the parallel rollers and the wind is blowing across the boat, there is nothing you can do." ~ The 88 wreckage photos from Karl Pearson.

Because of the two flips and the bad water conditions, race officials put the race on an indefinite hold. Looking back, *Graham* owner Ted Porter was not too upset about his boat not starting for 4A. "We missed the heat because of a dead battery, but I think it might have been divine intervention! We have enough points to make the final, and it kept us out of the heats with the bad water and wind."

The rerun of 4B happened at 4:45. The wind was still blowing, but it was not as strong. *Fifth Third* was early in the turn to take lane 1, *Qatar* was in 2 and *CFS* was in 3. *Red Dot* was in the water, but the engine did not start. "As soon as I hit the start switch, the battery cable melted," said Brown.

It was a cautious start by all three boats as they crossed the line together. Villwock was first to the turn and won easily with Zimmerman second and Hopp third.

The field for the final would be *Qatar*, *Graham*, *Oberto*, *CFS*, and *Beacon* on the front line with *Formula* as the trailer.

Final

The final happened at 5:45. The wind had finally settled down. *Oberto* was near the entrance of the Belle Isle turn at the 3 minute mark, going slow to get line 1. *Qatar* was in lane 2 with *Beacon* in lane 3, *Graham* in lane 4, and *CFS* late to the start in lane 5. *Formula* was back in the trailer position. *Graham* was first across the line, but Shane jumped the gun. David was first to the



Ron Harsin photo

turn, but Villwock pulled even as the boats went down the backstretch. The inside lane enabled David to lead out of the Roostertail turn and at the end of the first lap. In third was Shane, with Kelly in fourth, Zimmerman in fifth, and Evans in sixth. In lap 2, Villwock passed David as they entered the Belle Isle turn, but David pulled even as the boats went down the backstretch. In the Roostertail turn, Villwock passed David from the outside to take the lead

for good. In lap 3, while leading by about a half a roostertail, Villwock moved in as he entered the Belle Isle turn. David didn't have much room in lane 1 and went through *Qatar*'s roostertail as he exited the turn. This increased Villwock's lead to a full roostertail. Somewhere in the backstretch, *Qatar* lost its rear wing. In the last two laps, *Qatar* was not handling well without the wing, but Villwock maintained his speed. In lap 4, Shane was notified of his one lap penalty for jumping and backed off. Kelly and Zimmerman both passed him. The final order of finish was *Qatar*, *Oberto*, *Beacon*, *CFS*, and *Formula*, with *Graham* in sixth after its extra lap.

Villwock was happy with the win. "It is incredible to be in double digits now for Gold Cup wins. I never get tired of winning these. It was difficult to control the boat without the rear wing. You have to keep your speed or the boat will porpoise. It did some even with my speed. We used the same motor all day; the boat ran very well."

Kelly was also happy. "I'm pleased with a third. We were up and down all weekend.

Our team can walk away proud. We'll get more time on the water at Tri-Cities to work on things to get better."

Shane was happy with his performance. "I thought I had a great start, but still it was a good weekend. It was nice to be in a position where we could miss the 4th heat and still make the final."

The one driver who was not happy was David. "The officials say that Dave left me a lane in lap 3 when he moved in. Our boat camera doesn't show a lane. We have perfected second place." David missed the first part of the awards ceremony while he and team manager Charlie Grooms met with race officials to protest the non-call. David then went to the ceremony to receive his second place trophy. He later posted the following on his Facebook page, "We reviewed the video, and they won fair and square."

With two dominating wins to start the 2012 season, it appears that the *Qatar* team is heeding Bernie Little's advice at each race. Unless there is a mechanical failure, a penalty, or a return to lane choices, it is hard to bet against a perfect season for the *Qatar*.



Ron Harsin photo



Karl Pearson photo



A final look at the U-22 Matrix Systems wreck, on tilt Sunday evening. The severe damage at Detroit ended the teams 2012 season. ~ Karl Pearson photo



Above: Mike Webster returns, done for the day after *Matrix Systems* flips in 1C Saturday. ~ Karl Pearson photo

Below: Bill Schumacher Sunday, feeling much better in Detroit than he did in Madison. ~ Karl Pearson photo



STAT BOX

CHRYSLERJEEPSUPERSTORESAPBAGOLDCUP

Detroit, Michigan, July 14-15, 2012

2.72-mile course on the Detroit River

QUALIFYING (1) U-1 *Qatar*, Dave Villwock, 162.903, 100 points; (2) U-6 *Oh Boy! Oberto*, Steve David, 161.788, 80; (3) U-5 *Graham Trucking*, Jimmy Shane, 157.182, 70; (4) U-11 *Peters & May*, J.W. Myers, 155.370, 60; (5) U-9 *CFS Corporate Fleet Services*, Jon Zimmerman, 154.479, 50; (6) U-17 *Red Dot*, Kip Brown, 154.204, 40; (7) U-37 *Miss Beacon Plumbing*, J. Michael Kelly, 152.497, 30; (8) U-22 *Matrix System*, Mike Webster, 150.357, 30; (9) U-57 *Formula*, N. Mark Evans, 147.856, 30; (10) U-100 *Fifth Third Bank*, Greg Hopp, 130.000 (N2 and FFV), 0; (11) U-88 *Degree Men*, Scott Liddycoat, 154.262 (testing speed used to meet minimum qualifying speed, did not run during qualifying period), 0; U-13 *Tubby's*, Cal Phipps, 131.380 (testing speed used to meet minimum qualifying speed, did not run during qualifying period), 0.

HEAT 1A (1) *Qatar* 156.106, 400 points, 500 cumulative points; (2) *Oh Boy! Oberto* 150.736, 300, 380; (3) *Corporate Fleet Services* 144.373, 225, 275; (4) *Peters & May* 126.220, 169, 229. Fast lap (1) *Qatar* 160.358. **HEAT 1B** (1) *Graham Trucking* 151.621, 400, 470; (2) *Beacon Plumbing* 150.347, 300, 330; (3) *Degree Men* 149.916, 225, 225; (4) *Red Dot* 130.180, 169, 209. Fast lap (3) *Graham Trucking* 153.751. **HEAT 1C (rerun)** (1) *Fifth Third Bank* 146.722, 400, 400; *Formula* DSQ — flagrant N2 violation, 0, 30; *Tubby's* DNS — fuel flow, 0, 0; *Matrix System* DSQ — stopped first running, flipped turn 2, lap 1. Fast lap (3) *Fifth Third Bank* 149.532.

HEAT 2A (1) *Graham Trucking* 139.248, 400, 870; (2) *Corporate Fleet Services* 135.251, 300, 575; (3) *Oh Boy! Oberto* 123.466 (passed score-up buoy early), 225, 605; (4) *Degree Men* 118.460 (penalized one lap for lane change without overlap on U-9 after the score-up buoy), 169, 394. Fast lap (3) *Oh Boy! Oberto* 155.428. **HEAT 2B** (1) *Formula* 141.552, 400, 430; (2) *Peters & May* 111.490 (penalized one lap for lane change without overlap on U-17 after score-up buoy), 300, 529; *Red Dot* DSQ — flagrant N2 violation, 0, 209; *First Third Bank* DNF — gearbox failed, 0, 400. Fast lap (2) *Formula* 144.864. **HEAT 2C** (1) *Qatar* 116.913 (penalized one lap for jumping the gun), 400, 900; (2) *Beacon Plumbing* 110.104 (penalized one lap for jumping the gun), 300, 630; *Tubby's* DNS — fuel flow, 0, 0; *Matrix System* W/D — hull damage, 0, 30. Fast lap (2) *Qatar* 158.333.

HEAT 3A (1) *Graham Trucking* 145.117, 400, 1270; (2) *Red Dot* 143.300, 300, 509; (3) *Corporate Fleet Services* 138.128, 225, 800; (4) *Formula* 132.080, 169, 599; (5) *Beacon Plumbing* 131.906, 127, 757. Fast lap (1) *Graham Trucking* 149.354. **HEAT 3B** (1) *Qatar* 155.264 (encroached on U-11 scoring up, 50 point deduction), 350, 1250; (2) *Oh Boy! Oberto* 151.072 (lane change exiting turn 2, lap 3 on U-1, 50 point deduction), 250, 855; (3) *Degree Men* 139.862, 225, 619; (4) *Peters & May* 136.221, 169, 698; (5) *Fifth Third Bank* 127.595, 127, 527. Fast lap (4) *Qatar* 158.736.

HEAT 4A (1) *Oh Boy! Oberto* 139.387, 400, 1255; (2) *Beacon Plumbing* 136.256, 300, 1057; (3) *Formula* 128.419, 225, 824; *Peters & May* DSQ — caused heat stoppage, flipped turn 1, lap 4, 0, 698; *Graham Trucking* DNS — electrical problem, 0, 1270. Fast lap (1) *Oh Boy! Oberto* 145.471. **HEAT 4B (rerun)** (1) *Qatar* 142.445, 400, 1650; (2) *Corporate Fleet Services* 139.426, 300, 1100; (3) *Fifth Third Bank* 132.857, 225, 752; *Red Dot* DNS — fried starter cable, 0, 509; *Degree Men* DSQ — stopped first running, flipped turn 1, lap 2, 0, 619. Fast lap (1) *Qatar* 150.032.

FINAL (1) *Qatar* 151.089, 400, 2050; (2) *Oh Boy Oberto* 147.040, 300, 1555; (3) *Miss Beacon Plumbing* 138.801, 225, 1282; (4) *Corporate Fleet Services* 138.018, 169, 1269; (5) *Formula* 125.182, 127, 951; (6) *Graham Trucking* 110.683 (penalized one lap for lane change without overlap on U-37 after start/finish line), 95, 1365. Fast lap (2) *Spirit of Qatar* 156.399.

COMPILED BY ALLEN STILES

More Shots from Detroit

Atright, from left to right, team drivers Friday; Jon Zimmerman, Jimmy Shane, J. W. Myers, Scott Liddycoat, J. Michael Kelly, Kip Brown, Mark Evans, and Dave Villwock.
~Unlimiteds.netphoto



At left, Bob Hughes on right shares a laugh with Ron Snyder Friday at Detroit.
~Karl Pearson photo



In photo on right is *UNJ's* Detroit Race Reporter Mac Clouse. ~Karl Pearson photo

In honor of the late Fred Leland, the team's owner for the past 35 years, the crew wears *Leland plaid*. The Madison Race Committee and H1 Hydro, Inc., named one of the final preliminary heats in Detroit after Fred Leland, calling it the **Leland Memorial Heat**. Above, Stacy Briseno, Greg Hopp, and the team were presented with the 1st place trophy from heat 1C Saturday. ~Chris Denslow photo

