



UNJ Leaves Print and Goes to the Net!

www.unlimitednewsjournal.net

This is the final print issue of the *Unlimited NewsJournal*. After many months of planning and testing, the *Unlimited NewsJournal* is now online at www.unlimitednewsjournal.net.

The Publication Committee of Unlimiteds Unanimous made the decision to move to the Internet for many reasons.

- The Internet format affords a much wider audience for our articles.
- More photos and long-requested color photos can be showcased.
- Issue length is not dictated by mail charges and postal regulations.
- Breaking news can be posted quickly.
- Archived issues can easily be maintained and accessed.
- Staff resources are more efficiently shared with an Internet publication.
- Mailing costs are increasing and mailing rules more and more restrictive and labor consuming.
- The contemporary trend is to move from print to online publishing.
- Moving to the Internet is affordable and sustainable for the club.

This month we published both print and online editions. Beginning next month the *Unlimited NewsJournal* will be exclusively online. Please note our URL is a **.net**, www.unlimitednewsjournal.net. For UU members that prefer a print copy, we have made it easy to print a PDF of the latest issue from our website.

Also, please send our UNJ editor your Name, City, State/country, and e-mail address so we can add your email address to our contact list to send you club alerts or reminders. Our email address is: unewsjournal@gmail.com.

The UU Publication Committee is excited about the move to the net, and we are making some changes to our club as a result. We stopped taking UU/UNJ memberships/renewals in early April; checks will be returned that have arrived since then. *All current members will have their UU membership extended through December 2012!* UU will continue to have monthly club meetings and offer special events for our members, along with the online UNJ.

UU members should be assured that the UNJ will continue to provide the most comprehensive hydro news and views possible and our move to the Internet will further enhance our product.

Sincerely, Christopher Tracy

President Unlimiteds Unanimous, publishers of the *Unlimited NewsJournal*

The Swami

Looks at 2011



This will be close, between the Top Two

by Brian Anderson

The past few seasons of unlimited racing have gone down to the final race and in some cases the final heat. Expect the same for 2011. The competition will be close from the opener in Madison, Ind. clear through the conclusion in Doha, Qatar in November. The seven race schedule includes a stop in Houston, Texas which last hosted a race on Clear Lake in 1989 and also hosted the World Championships from 1982 to 1984. Other traditional stops will be in Detroit, Mich. for the Gold Cup, Tri-Cities and Seattle, Wash; and San Diego, Cal. The season will be spiced up by the return of the 'fight for lanes' format that was the norm for decades. This variation will include a requirement of passing by the judges' stand "at speed" at least once. This should reduce the crawl-to-the-line starts seen in the past but will most likely increase the odds that someone just might get washed down. The first few races may result in some low-speed incidents that test drivers' tempers, judges' nerves and fans' patience as nobody likes hearing about a penalty, especially if its half way through the final heat.

Another departure from tradition will affect qualifying. This season, qualifying points will be handed out as in years past but this season they will be added to points earned during preliminary heats to determine who is in the final. This probably won't affect race day as much as you might think but as tight as points have been going into the last race of the season, they may become huge.

Two teams will provide most of the fireworks in terms of victories but don't be too surprised if the unexpected happens. At the top of the list is *Oh Boy! Oberto* out of Madison, Ind., driven by defending champion Steve David, who tallied three wins in 2010. Speed and consistency put this team out front. The boat made the final heat at every race and never finished lower than third. That's the kind of performance that will win you titles. Also making every final heat in 2010, and *Oberto's* chief rival in 2011, will be Dave Villwock, driving the U-96 *Spirit of Qatar*. This team was fast but had a couple of fourth place finishes which lost them the number one spot at year's end. These two teams will again go right down to the wire.

The fight for third will be closer than ever. There are six boats for which a case could be made. Ted Porter has two boats that could reach this level. One is the U-5 *Graham Trucking* with aggressive driver Jeff Bernard, who in 2008 led the series with his two wins. The other Porter hull will be handled by rookie Scott Liddycoat, a successful 2.5 & 5 litre driver with nearly twenty years of experience. Ted Porter won a title using a rookie driver with Mike Allen in 2006, so don't count out this team.

Building a new boat for a new sponsor is Billy Schumacher's 88 team, now sponsored by Degree for Men. Last season's third place finisher and hard charger, J. Michael Kelly, takes over the driving duties. Former Schumacher Racing crew chief Scott Raney has formed his own team and it should

be a fast one. The new U-11 team purchased the U-25 from Ken Muscatel and has totally gone through it for driver J.W. Meyers and sponsor Peters and May. Nate Brown's Our Gang Racing out of Preston, Wash. has signed up Red Dot Corp. as a series sponsor. Driver Kip Brown continues improving and should not be counted out. A team that many overlook is Greg O'Farrell's U-21 *Albert Lee Appliance*; in 2010 this team made four of the six final heats and came home third in Seattle. Young Brian Perkins just may sneak in there.

The field will be rounded out by longtime campaigners Fred Leland and his U-100, driven by Greg Hopp, and Mike Webster's 'new' U-22, which is a former *Miss Madison* and now will be referred to as "Great Scott Presents" for new booster Scott Carson. Among the more interesting entries will be Ted Porter's third boat, the U-57 which will be handled by veteran Mark Evans, in addition to his duties tutoring young rookie Bianca Bonincini in this hull.

The season will once again be short but with an incredible amount of action in the seven races.

The Swami descends from the mountaintop with stone tablets that read . . .

TITLE CONTENDERS

- 1)** U-1 *Oh Boy Oberto*, Steve David 12 career wins
City of Madison, Ind. 13 career wins

Swami Sez: Three race wins and another down-to-the-wire title at the final race in Qatar. The speed and consistency will stick around in 2011. The new starting procedure will not hurt Steve David one bit. Number one team until they're knocked off. Mike Hanson always has this team ready to go.



- 2)** U-96 *Spirit of Qatar*, Dave Villwock, driver 62 career wins
Ellstrom Family, owner 23 career wins

Swami Sez: The fastest boat on the circuit could very easily breakthrough and be champion. The first win of the year will make Dave Villwock the all time win leader, look for that to happen early in the season. Also three wins but as in 2010 one small miscue will cost them. Dave Villwock is the best starter for the new rules. Look for this team to be top qualifier at most races. Most likely your Gold Cup champion.



A TOUGH FIGHT FOR THIRD

- 3)** U-5 *Graham Trucking*, Jeff Bernard, 3 career wins.
Precision Marine, 5 career wins

Swami Sez: Jeff will pick up one win somewhere along the line. Should be in every final this season. The speed is there and despite its age the hull is still fast and stable.



4) U-11 *Miss Peters & May*, J.W. Meyers, 1 career win.

Scott Raney, 0 career wins

Swami Sez: Will be the surprise team of the year. See them in most finals and should finish second in at least two races. They're the true wild card of the '11 season with a completely reworked hull. Plenty of talent and a solid, enthusiastic sponsor will make this team a contender when testing opens in Madison. Now lets see some flashy paint.



5) 88 *Degree for Men*, J. Michael Kelly 1 career win.

Bill Schumacher, 4 career wins

Swami Sez: A lot to sort out here. A new hull, driver and crew chief with the key, of course, being how quickly the team gets up to speed. Expect a bit of a rough start and will come on strong during the western swing. Being ready for Madison is a tall order with the hull construction. But once J Michael gets it to his liking this team will be a major contender.



6) U-21 *Lakeridge Paving*, Brian Perkins, 0 career wins.

Greg O'Farrell, 0 career wins

Swami Sez: This team, out of Maple Valley, Wash., will improve on its performance of 2010. Young driver showed us a lot last year, particularly in Seattle, and is a dark horse that will surprise with a second place finish most likely on the western swing.



7) U-7 *Valken.com*, Scott Liddycoat, (rookie)

Precision Marine, 5 career wins

Swami Sez: This incredibly speedy boat now goes into the hands of an unlimited rookie. Expectations from the team will be high. You should see fast qualifying speeds and a few trips to the final. This boat did make every final in 2010.



8) U-17 *Red Dot Corp.* Kip Brown, 0 career wins, with Cal Phipps as backup driver.

Nate Brown, 5 career wins (driver), 0 career wins (owner)

Swami Sez: Kip Brown continues to improve and a bit more consistency is needed. Only appeared in two finals in 2010. Needs a fast start with no mechanical issues. Boat is fast when its all together and running right. Lots of potential here.



FARTHER BACK

9) U-100 Leland Racing, Greg Hopp, 0 career wins.

Fred Leland, 20 career wins

Swami Sez: This team is hard to figure. Hopp will have choice of which hull that will be used for the season. At times in 2010 they looked great and sometimes not so much. We should see flashes of brilliance with a few DNFs thrown in. Despite its lack of consistency a final or two is not out of the question. Hopp is still the best current unlimited driver never to have won a race.



10) U-22 *Great Scott!*, Webster Racing, Mike Webster, 0 career wins

Webster Family, 0 career wins

Swami Sez: Acquisition of former Madison hull a definite plus as is Scott Carson's involvement. Will take Mike Webster and crew a few races to get it sorted out but for the most part they will be done after the prelims.



11) U-57 *Formulaboats.com*, Mark Evans 10 career wins & Bianca Bonincini (rookie)

Precision Marine, 5 career wins

Swami Sez: If it makes a final it will be due to consistency. With this third boat you have to wonder if they're spreading themselves thin. This hull and team will be very interesting to watch.



12) U-13 *Spirit of Detroit*, Driver unknown

Dave Bartush, 1 career win

Swami Sez: Expected more out of this team in 2010: don't see much improvement in 2011.



13) U-25 Superior Racing, Dr Ken Muscatel 0 wins
Dr Ken Muscatel 0 wins

Swami Sez: The good doctor recently leased the U-48 *Lakeridge Paving*. It was only a matter of time after he sold the 2010 boat that he would purchase another. He will have a smooth but not overly fast ride. Sneaking into a final would be impressive.



14) U-9 Jones Racing, Driver unknown
Mike & Lori Jones 2 career wins.

Swami Sez: Should see some west coast action. A welcome addition but will be done after prelims. Please find some paint with color in it!



15) Random Swami thoughts: In addition to making points for qualifying count during the race why not make the final heat worth more? After all shouldn't it be worth more in terms of points to win the final than heat 1A? Maybe make the final heat worth 500 or 600 points so a win truly is more valuable.

Let's not have so much lag time between the last round of prelims and the finals. Whatever happened to the 4:10 final? Did it die with the radio network? Certainly the program can be tightened up to keep the action moving. See you at the races.

J.W. Myers and Scott Raney talk about the U-11 team

by Craig Fjarlie
Lon Erickson photos

J.W. Myers and Scott Raney parted ways with Schumacher Racing in late January. They formed a new team, U-11, that will be sponsored by Peters & May. Myers will drive, and Raney will serve as crew chief.

Myers started racing outboards in 1982 when he was nine years old. He is a third generation boat racer. He had a brief stint with the Budweiser crew in 1995. In 1999 he began driving *Pegasus* in the Unlimited Light class. He was named Rookie of the Year that season. He moved into the unlimited class in 2003, driving for Fred Leland and earning



Rookie of the Year honors. In 2004, he drove Bill Wurster's *LLumar*. The following season he drove *Ellstrom* and won at Madison. After a spectacular flip while qualifying for the Gold Cup he was replaced in the cockpit by Dave Villwock. Myers was a crewmember and driver for Kim Gregory in 2006. He raced outboards exclusively the next two seasons, but was recruited to drive for Schumacher in 2009 after Jean Theoret was injured at Madison. Myers continued to drive for Schumacher in 2010, surviving a bizarre and accident in Detroit when the skid fin broke and the boat hit a retaining wall by the Roostertail restaurant. Myers remains involved in outboard racing and serves as a Commissioner on APBA's Modified Outboard Commission.



Raney has 22 years of experience on unlimited crews. He spent several years as crew chief on Bill Wurster's U-8, and continued as crew chief when the boat was sold to Billy Schumacher in 2006. His wife, Shannon, is U-11 team manager and handles public relations. The team has a shop in Edmonds, Washington, just north of Seattle.

In the following interview, conducted by Craig Fjarlie, Raney and Myers talk about the new U-11 and their plans for the 2011 season.

UNJ: How did you set up the team? What can you tell us about putting together the U-11? There are a lot of people involved besides the two of you.

Raney: Well, Shannon's involved, also, and she's an equal partner in this whole thing.

Myers: She's the middle one-third.

Raney: Obviously they (Schumacher Racing) wanted to make a change and that's their prerogative. We had the, uh, "What are we going to do next?" The sponsor, Peters & May, Dave Holley, approached us and said, "It's time that you guys do your own thing." He's been a driving factor, and force, behind this. So with some guidance from Dave Bender, and some ideas of our own, we formed this business (Unlimited Racing Group - Ed.) and have some very definite goals where we want to be several years from now.

UNJ: You bought Ken Muscatel's boat, or you're buying it. You looked at more than one



boat though before you settled on that one, is that correct?

Raney: Well, there are so many, there are several different options available, many different options available. This equipment was a good fit for us. There's other equipment out there that probably cost a lot more money and it's very good equipment also, but this was a good fit for us, is what I'd have to say.

UNJ: You're doing quite a bit of work on the boat. Will you go over a few of the changes

that you're making and what you're doing to the hull?

Myers: Dottin' a lot of i's, crossin' a lot of t's.

Raney: It's the details. They put the boat together and the craftsmanship and the construction of the boat is beautiful. It's what we've seen in the past out of Ron Jones (Jr.) and his guys. It's beautiful.

UNJ: Have you talked to JR, has he given you any help or advice?

Raney: Well, everyone has advice! (Laughter.) I have talked to JR and I know J.W. has also, and the biggest parameter we're trying to deal with is just tidying up all that was there. It's no secret that the equipment in the past was not reliable. It didn't start and finish every time. That's the first issue we're trying to resolve, make the stuff so it's 100 per cent reliable. When we accomplish that, then we'll go on to the next step and work on making it faster. We are at the same time trying to incorporate some things that we've learned in our experience racing into this equipment also. I'm not going to tell you we're just trying to make it reliable, we are trying to make it go faster and better also.

UNJ: What are you looking forward to in 2011, J.W., in driving this boat?

Myers: We have every intention and our goals are to make every final heat. Represent our sponsors well, not embarrass ourselves or our sponsors, and just go out and do a good job. This is year one, you know. We're going to learn to walk before we run. And in a few years we'll be running like hell and everyone's going to be chasing us.

UNJ: This seems to have the potential to be a really fast boat.

Myers: It has shows great signs of speed. It's just reliability appeared to be the biggest downfall that it's had.

Raney: I would agree with what he's saying there. Part of our mission is to put a professional front out with the equipment, the presentation, looking good. Representing our sponsor in a really positive way when people walk up and look at the stuff and say, "Those guys really took the time and the care to make that stuff look good, and run well also." And that'll come, that will come.



UNJ: Any thoughts on the paint scheme? Is it still going to be purple, or something different?

Raney: No, it's definitely not going to be purple.

Myers: And it's definitely going to have a new cowling.

Raney: We have hired Gary Ebert to design a paint scheme for us. He came back with six of them. We chose out a couple that we really liked and then we had some, uh, gentle discussions about it. (Laughter.) And it caused some friction amongst myself and Shannon, a little bit, because I didn't handle it very well. It's on the record, I just admitted I was wrong. So, I really am excited about the paint job. It's pretty neat. I think we all can agree that it's different. It's not wild and crazy, but they're gonna know we're there.

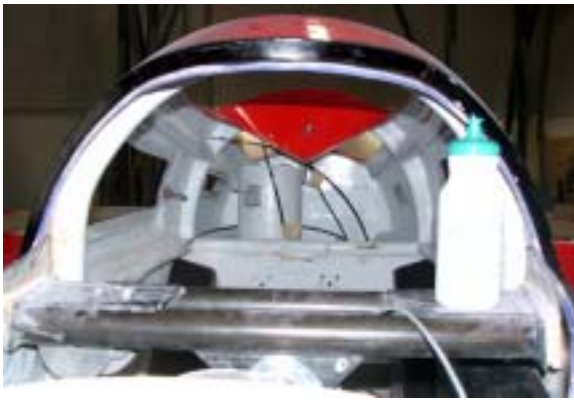
UNJ: You're planning to be at Madison and go the whole circuit?

Raney: We'll be there at every race, yes.

UNJ: OK, thanks, guys.



U-11 Peter's & May Shop Shots



Visit to the U-11 shop included some time to talk with Scott and Shannon Raney about their preparations for the season, just where they are at, and expectations for the start of the season. The basic philosophy beginning the season is to have gone through the newly acquired



hull, evaluate what they have, replace or upgrade what needed to be done so they feel 100% sure of what they are starting with. The boat set-up will be to a point they know is a good basic starting point to go out, be consistent, learn some things, and finish heats. From there, they will get an idea of what steps to take next to improve their speed and handling. They know they have a good race boat, re-built by Ron Jones Jr., and just need to learn a little about it to take it to the next level. The team has worked together for many years and they have added a few new members, associate sponsors, and with the major support of Peters & May, they have high expectations for 2011. J.W. Meyers was working on the final touches on "his office" (the cockpit), along with Brandon Ringeon. Bruce Haskin is working in the engine room, and Bill Savage is working on stern hardware. Scott was finishing up on one of the motors and the last of the painting of the cowling, uprights, wings, and bullnoses were expected to be done over the next day or so. **~~ Lon Erickson**



U-17 Our Gang shop shots

The U-17 is due to undergo a few last minute adjustments and paint touch-ups in their Fall City shop in Issaquah. Nate said they have some back-up parts; canard, wings, gears, motor mounts, etc., to work on along with some final trailer adjustments before prepping to head East for Madison.

~~ Lon Erickson



U-96 Ellstrom Manufacturing shop shots

The visit to their Ballard shop found Jeff Minor in the *Spirit Of Qatar* installing new cockpit glass all the way around to replace a *badly* cracked windshield and worn, weathered side glass. He was looking ahead to re-installing systems in the boat that had been removed for off-season maintenance. Gearboxes had been prepped by Dan Walters and were ready to go along with motors that had been undergoing maintenance at Whispering Turbines in Montana.

~~ Lon Erickson



U-100 Leland Racing shop shots

Two race boats with the U-100 on them were at the Leland shop in Kirkland, #9899 at left and 9701 on right. They are awaiting Leland's decision on which boat will be the primary hull choice for the 2011 season. If they choose the "new" white boat that tested at Tustin' 'n Racin,' expect some new colors to be added to further match the team colors of their other equipment. The final paint scheme hadn't been decided upon at the time of these were photos were taken. Photo of Fred Leland at right, who's looking pretty good, was taken at TnR.

~~ Lon Erickson



A Little Testin' 'n Tastin' from Lon Erickson

photos by Karl Pearson

As has been the Spring ritual for the last several years at Tastin' 'n Racin' on Lake Sammamish in June, we got a chance to see a couple turbine unlimiteds put on an exhibition. Our Gang Team brought the U-17 *Red Dot* and was accompanied by a new entry from Leland Racing June 11th and 12th.

Nate and Kip Brown took the opportunity to put the U-17 through some fast laps and try some set-ups geared towards the July season opener at Madison. The short limited inboard course on Lake Sammamish was the closest most teams could get to duplicating the new one and two-third mile course in Madison. The weekend started out a bit rough for Our Gang Racing with an oil filter issue and fuel leak so they switched motors and then Kip took the boat out. He clicked off a series of very quick laps trying out various lane choices. Nate Brown was also out later in the weekend running different set-ups and testing another engine. Sunday brought more testing with the U-17 and it was apparent they were working on some timing runs and different lane choices for a smaller course. Talking with Nate after the weekend, he said they were extremely pleased with their lap times and off-season modifications they made to the boat.

The surprise appearance was Fred Leland's new entry from Leland Racing, designated U-100 and painted all white for the exhibition. This is the #9701 hull that first appeared as a *PICO American Dream* in 1997 but failed to qualify. The hull did race two events in '97 and one in '98. It last appeared as Ray Forsman's U-28 *New Kid in Town* at Havasu in 2000. The boat has been in Fred Leland's shop ever since. The hull was extensively re-worked over the winter with upgrades to the cowling, canard, and running surfaces. There had been major discussion that this will be the hull that Leland Racing will run for the 2011 season, and after testing results at TnR, it appears the team is strongly leaning that way. Greg Hopp took the boat out several times over the weekend, and with the exception of a small throttle linkage



bracket coming loose, (bottom photo) the boat ride and speeds looked good. With a smaller course, it did keep the straightway speeds down but overall, for a "new" boat on the water for the first time in quite a while, the changes they made paid off.

All that's left to decide is whether Leland Racing stays with last year's U-100 hull or makes the switch to the upgraded hull tested at Tastin' 'n Racin'.





A Fan Favorite; Vintage hydros at TnR

At this season's June Tastin' n' Racin,' three vintage unlimiteds hydros made appearances along with the newer U-17 and U-100. The Vashon Unlimited's group 1955 U-60 *Miss Thriftway*, H.A.R.M.'s 1957 U-77 *Miss Wahoo*, and 1975 U-8 *Oh Boy! Oberto*. *Miss Thriftway* made several runs over the weekend, taking some lucky people for rides, and current UL owner/driver Wil Muncey, son of the late, great Bill Muncey had photo ops done in *Thriftway* (seen in bottom photo).



The U-77 *Miss Wahoo* was expected to be a display boat only, but when they put the U-8 *Oh Boy! Oberto* in water they found large a water leak. A hose that cools the prop shaft had a broken fitting. It is a quick and easy fix, but no parts were on hand, so they ran the *Wahoo* and put the *Oberto* on display.



On Sunday, *Miss Thriftway* and *Miss Wahoo* had the opportunity to go out on the course together and they put on quite a show, running deck-to-deck for the crowd.

Vintage photos at left from Karl Pearson, Wil Muncey in *Miss Thriftway* by Chris Denslow.

~~ Lon Erickson





E Lon Erickson

U-5/U-7/U-57. All four drivers for **Ted Porter's** PPE, LLC team have been in the Decatur shop recently learning the operation, working on different hulls, and getting driver seats and uniforms fitted. Crew assignments have been made and posted on the team website with a couple new members:

Bill Guckian, Paul LaMarre Jr. & Paul LaMarre III, who moved over from the U-13 race team. **John Walcker** was named as crew chief for the U-57. The Graham Trucking sponsorship has continued going into 2011 but will be carried on the U-5 hull driven by **Jeff Bernard**. A new sponsor to the sport of unlimited hydroplane racing is **Valken Sports**, onboard with Ted Porter's U-7 with **Scott Liddycoat** driving. Valken Sports is a major outdoor gear/sporting goods company and is involved in other motorsports sponsorships. Both the U-5 and U-7 boats will have striking new paint schemes that get away from traditional "red boat" theme that Precision Performance Engineering has carried since acquiring the two former Budweiser hulls in 2006.

U-9. Jones Racing has not made any formal announcements but arrangements, sponsorship negotiations, and discussion continues towards seeing the U-9 in the upcoming season.

U-11. The Peters & May race team has wrapped up their spring updates and upgrades to the former "purple boat." Gone is the purple and a very crisp red & silver streak color scheme accented with black is now in place. The team has completely gone through motors, gears, and running hardware, updating or replacing as needed. Most of the internal systems and electronics have been replaced. The main emphasis of this team is to go out, be consistent, finish heats, and learn more about making this potentially fast hull even better.

U-13. Spirit of Detroit Racing had indicated in prior months they were working on last year's race boat, but as of mid-June there has been no indication they will run in 2011 and had not been listed on the Madison entry roster. Inquiries to the team have gone un-answered.

U-17. Our Gang Racing has already been on the water testing at the Tastin' 'n Racin' event in Issaquah, Wash. (see story in this edition). They recently had three motors dyno'd at Competition Specialties in

Kent, acquired and retrofitted a new trailer for the team, and built up their inventory of gearboxes. Some of their off-season changes included a new wing, bull-noses, minor tweaks to some running surfaces, and it looks like they're staying with the nun-type air intake. One significant note is that **Cal Phipps** is joining the team in Madison as radio guy/back-up driver and will be the primary driver in Detroit for his home town race, the Gold Cup. **Kip Brown** has other driving obligations in their 5 liter boat and **Nate Brown** feels that Phipps is a little more up-to-speed on the new starting procedures/fighting for lanes. Nate will drive a heat, enough to keep his driver's status current for a back-up driver role.

U-21. Go Fast Turn Left Racing has gone through their race boat and made some changes based on running their first full season with the U-21 hull. They have made some personnel additions, added to their inventory of parts, as have most teams anticipating some closer racing with the new starting format. **Greg O'Farrell's** Lakeridge Paving will be the team's sponsor in Madison & Detroit, with Albert Lee Appliance on board for Tri-Cities and Seattle. Work continues on their new hull, which they hope to debut for the 2012 season.

U-22. Webster Racing team has been busy modifying the newly acquired *Oberto* back-up hull (#8806), making changes to accommodate their current engines, gearboxes, and other running gear. Expect to see a new paint scheme before the new U-22 debuts in Madison.

U-25. The most recent development is the plans for the **Ken Muscatel/U-25** Superior Racing to lease the former U-48 hull from **Greg O'Farrell** in 2011. This is the (#9610) that ran in '05 and '08 as the first *Lakeridge Paving* hull, and as *Albert Lee* in '09.

No. 88. Schumacher Racing made the official announcement of Degree Men taking involvement and sponsorship of the No. 88 Schumacher Racing Unlimited Hydroplane for 2011. Work continues between two shops with activity at the Schumacher Racing shop in Interbay/Seattle and work on the race boat itself at **Ron Jones Jr.'s** shop south of Seattle in Pacific, Wash. Access to both shops has been closed and all communication has been directed to the team's facebook page. They also have a website now: <http://www.schumacher88hydroplane.com/>

U-100. Leland Racing made the debut of their anticipated 2011 race boat (#9701) at the June Tastin' 'n Racin' event on Lake Sammamish. (See story in this edition).

~~UNJ



Chris Tracy

ATC Season Preview

The great news for the 2011 season is new series sponsor, the **Air National Guard**. H1 leadership deserves congratulations for putting this exciting sponsorship package together. The sponsorship allows the series to expand to six domestic race sites (plus Doha, Qatar), to produce live streaming of the races, to produce and air the races on the Versus Cable TV Network, and to hire Bulldawg, a professional sports marketing group. While, understandably, H1 is not sharing the financial details of the sponsorship, *UNJ* sources believe the sponsorship deal is in the \$1.5 million neighborhood. The Air National Guard intends to utilize the H1 Unlimited Hydroplane Series as a recruiting tool.

The series is mostly set for 2011.

- The series begins, **July 1-3** in **Madison**, Indiana. Due to bridge construction, the racecourse needed to be adjusted and shortened to 1.66 miles. **Lucas Oil** remains the largest sponsor, although they reduced their level of sponsorship, compared to 2010.
- As is too common in sport venues, **Detroit** has some financial issues and the Gold Cup race was tentative, but thanks to the support from the **Detroit Yacht Club** and a successful fundraising dinner and auction, the Gold Cup will occur **July 11-13**. It has been reported that the Detroit Yacht Club stepped up their race sponsorship and, as a result, will likely not sponsor a hydroplane in Detroit.
- The boats then move west to Tri-Cities, Wash. for the **Lamb-Weston Columbia Cup July 29-31**. Lamb-Weston inked a two-year sponsorship extension during the off-season; let's hope Lamb-Weston continues the wildly popular Free Fries Fryday during race week, too! The roar of the vintage boats will be back with Legends Casino sponsoring. HAPO Community Credit Union is sponsoring the "Over the River" Air Show. Look for wire-to-wire coverage on KONA radio and KNDU TV.
- **Albert Lee Appliances** again sponsors the race in **Seattle, August 5-7**. UNJ sources indicate that Albert Lee will likely commit most resources to race sponsorship this year, rather than boat sponsorship. Boeing is back sponsoring the Air-Show and the Blue Angels are back. After an absence of a few years, the popular vintage hydros will run in Seattle. Graham Trucking is sponsoring the Unlimited Lights event. KIRO TV will provide full coverage on Sunday.
- **Houston, September 2-4?** The schedule gets a little murky here. With some fanfare, it was announced that in cooperation with the Powerboat P1 USA Tour, the Unlimited fleet would return to race at Clear Lake. At press time, the race does not appear on the H1 website schedule. Some believe that Evansville, Indiana is the backup site if a race is not conducted in Houston. Stay tuned.
- The **Air Guard** is the sponsor the **San Diego** race, **September 16-18** and **Degree Men** is the presenting race sponsor. A cornerstone of this event is the wide range of boat racing events, including stock hydros, classic outboards, Cracker Box, Gran Prix, Pacific Offshore Power Boats and more! Simply, this is a boat racing enthusiast's dream event.
- The **Oryx Cup** in **Doha, Qatar** is the last race of the season, **November 17-19**. It was briefly scheduled for another date, but all is now firm for the third running of this event.

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**Next Meeting of
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-everyone welcome!-
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