



## Unlimited NewsJournal Interview by Craig Fjarlie Skip Schott – Part Four

In parts one and two of our interview with Skip Schott, he told about his years as a crew member on *Miss Spokane*. In part three, he recalled the boat's years as *Miss Eagle Electric*. In part four, Schott remembers his season on the crew of *Miss Bardahl*, and his involvement decades later working with Dixon Smith on the vintage version of *Miss Bardahl*. Craig Fjarlie asked the questions in November, 2008.

**There had been talk that the Bardahl team was going to try to have the cabover boat ready for the 1965 season.**

Oh, that was the plan.

**But it wasn't ready. What were some of the issues that kept it from being ready?**

OK, Jerry (Zuvich) and I and Leo (Vanden Berg) went down to see the boat, oh, probably January, February. It was being built in Sunnyvale.

**California.**

California, down in the Bay Area. Musson had been down to see the boat. And as usual, as I find out later, Ron Jones (seen below) has never



produced a boat when he said he really would, or promised, or

could. He's always late. Well, we go down and the boat is not quite as far as we'd been told it was, but it was quite a ways. It had a deck on it. It looked like a boat. It was right side up. Beautiful, really nice work. The guys that worked for him, really, really nice boat. And so, he still had to build cowlings and stuff like that, but it sounded do-able. We took a lot of measurements because we were real concerned that, to put the engine where we wanted to put it, we had an oil pump problem. Later on, I cut all the shafts off the oil pumps



Skip Schott working on the new U-40 *Miss Bardahl* (3) at age 22. ~ Roger Newton photo



so that the engine could set down in the bottom of the boat, to get the engine as low as we could. And so, we went on to Los Angeles to Casale and we were told that the gearbox vee-drive was close. They hadn't even finished the patterns!

### **Oh!**

Didn't even have patterns for it. They were snow-ballin' Musson and bs'ing Ole, and it was like, you know, Leo and I and Jerry, this isn't gonna happen. If they haven't got the patterns made, they hadn't even engineered the thing exactly yet, they were close, but they were still drawings. I mean, they gotta make the patterns. You know, this stuff doesn't happen fast.

### **No, no.**

But they were, "Oh, yeah, we can do this, we can do this." Well, so we came back and, you know, our feelings were this is just not gonna happen. But we proceeded along as if it was. But we had torn a bunch of stuff out and kinda decommissioned the other boat. It was sitting on 50-gallon drums, because we were gonna get the trailer modified.

### **Yeah, for the new boat.**

In fact, I think we took the trailer down. And then Leo went and got it and retrieved it.

### **To measure it to fit the new boat.**

No, we were gonna modify it there. It wasn't a big modification but it easier to do it there, 'cause it needed something to bring it home. We took the trailer down because we had the short wheelbase Ford tractor. And so, time goes on, it's not gonna happen. We gotta run the other boat. So now we gotta go in reverse. Well, I've cut all the oil pump shafts off, we gotta tear a whole bunch of junker engines apart to get oil pump shafts. We've done things to engines that are gonna fit in the new boat.

### **Won't work in the old one.**

No, and the old one was, it had been ridden hard.

### **It was fired.**

It was well-raced. Needs a paint job. Leo took it down to the truck painting place and got a quickie paint job on it. Another color of green. When we restored the boat there are many colors of green on that boat. So anyway, got the boat painted. He went down and got the trailer, brought it back. We frantically built motors, tryin' to build a standard configuration motor. At the same time we're toyin' with high compression pistons, developing a nitrous oxide system, all this at once. Get the boat ready to run. They ran it twice at Sand Point. We had high compression pistons that were actually stock pistons with welded plates on them. We had so much compression and detonation we were blowin' the port horn out of the spark plugs. Champion sent people out, say, "You can't do that." We showed 'em the evidence. They say, "Well, I guess you can." Making a lot of horsepower but actually destroying the spark plugs. Couldn't get ready to go to Guntersville, which was the first race.

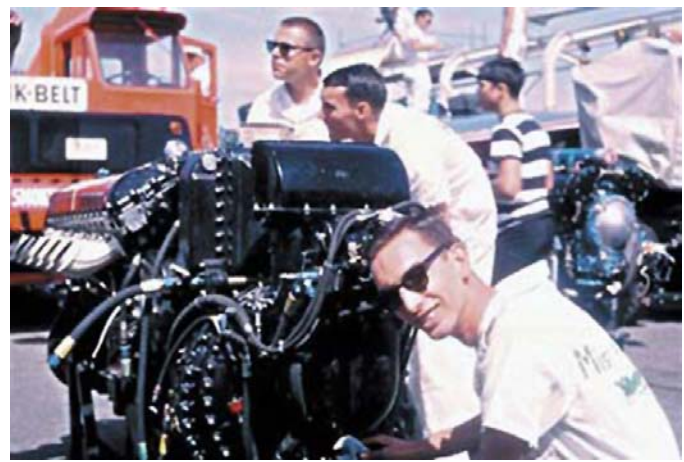
### **The next race was Coeur d'Alene.**

Got there early. We're still workin' on the nitrous oxide. We had decided the boat's way overweight, so we tore all kinds of old Styrofoam; old plumbing had been left in the boat. Put the boat on a diet,



The crew fires up the engine in *Miss Bardahl* after getting it back into running condition. Below Dax Smith works on engine in the pits at Stan Sayres Park. ~ H&RM Collection photos

tried to reduce the weight. Dixon worked on the nitrous more. The crane dropped the boat on David Smith and me. Hadn't seen my mother in a month-and-a-half, she's standing on the balcony of a motel watching the crane driver. It's a non-power down, it's a brake down logging crane and the guy drops the boat. Hit me on top of the head. The boat wasn't where it was supposed to be, put the rear support for the side of the boat through the bottom of the boat. David Smith had his hand under the rudder and pulled it out a tenth of a second ahead of time, or he'd be a one-handed person now. David and I tell this story together and we have to drink a lot.



**Yeah!**

Well, by the time David and I start to pick ourselves up off the ground, we're gonna kill the crane driver. We're being restrained and the crane driver is being escorted out of the pits, 'cause he's trying to murder us. So we support the boat on some wood and Leo and David go to work patchin' the boat. Fix it. We probably do an engine change at the same time. Get back in, we don't do too well but at least we finish the race. The patch was good enough. The patch was on the boat when we started restoring it. I got the patch out in the garage. You know, it was on there forever.



Ron Musson and *Miss Bardahl* on edge at Coeur d'Alene's Diamond Cup in 1962. ~ H&RM Collection photo

**New Town was next.**



Above , standing are Jerry Zuvich, Roger Kruse, and Dixon Smith. In front are David Smith, Skip Schott, and Ron Musson. ~ H&RM Collection photo

Didn't race.

**Debris, and they couldn't race.**

Oh, you could walk across the river. Couldn't run a boat, but you could walk. Never got the boat wet.

**Next was the Gold Cup in Seattle.**

Qualified fairly well. Have a bunch of motors. We're having a little carburetor problem during the week and we figure out we only got one good carburetor. So every engine we run we're swapping the carburetor on it. Run Seafair, change an engine between every heat, I change the carburetor every heat. We win the race. First race I ever won. Felt good, felt really good, because we really won. It was hard; *Tahoe Miss* was tougher than hell that year.

**Yeah.**

Really competitive, and Musson and Chuck Thompson were right next to each other a lot of the time, all the

races. Won the race, Sunday afternoon all the engines are spent, we have one good carburetor, that's all. And in a week, Ogden.

**Yes, that's right.**

We come back, start early Monday morning. Build one motor, put the good carburetor on the motor, put it in the back of the short wheel base Ford. Leo and Jerry leave. Dixon and David and I, we start building motors because we're gonna have to go to Ogden, Madison, Detroit. We're not coming home.

**Yeah, you're going to be gone a long time.**

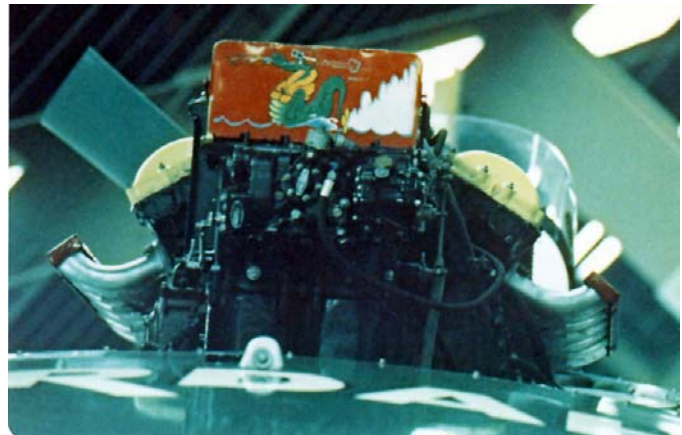
We need more than one. At some point other carburetors get taken down. I think they were still doin' 'em at Boeing field. The carburetors get fixed, we build motors. Thrash on very little sleep. End up with, I think, three more motors and a spare blower in the van with the carburetors. We take off and drive straight through from Seattle to Ogden, taking turns, each guy drive two hours. We'd stop and say, "OK, you run around the front, I'll take the outside, you take the inside," and we'd switch drivers. Get to Ogden at 4:00 in the morning Friday. It's a two-day race. They qualified the boat with one motor. Leo and Jerry take the van, David and Dixon and I sleep for a few hours, come down, start the thrash. We're having trouble with the nitrous oxide valve. It was freezing up. We had the wrong valve. The pits were in like a lagoon and they had to tow you out quite a ways, then you'd start the boats out there. You couldn't see the course. Never did get paid for Ogden. Still waiting for a check. (Laughter.) I don't think Ole got paid, we didn't get paid. Ole paid us, but he didn't get paid for the race. Uh, I think we won.

**Yeah, you did.**

I think we won Ogden. Went from Ogden to Detroit. So the decision was made, let's see if we can get Ron Jones and, I can't think of his helper. Can't think of his name right now. Short, dark haired guy that always carried a block plane in his back pocket. Let's get them to come to Detroit. Leo and David and Jones and his man, they'll tune up the sponsons. Jerry, Dixon, and I will play motor guys and get the motors ready. So, the Gale people always stayed at the Bardahl shop and Bardahl always stayed at the Gale shop. That was a real treat, because it was old buildings, you know, a lot of historic boat stuff laying around. Danny Foster kept making guest appearances. He can tell stories better than any man on the face of the earth. Being Fosterized is a real treat. I've been Fosterized. Ran Detroit, some time through the last heat of the race, from the beach, we noticed that the oil pressure light was on. It's a big stop light on the dash, you could see it from the beach. It was on purpose so the driver couldn't lie. It was the last heat and, you know, it was still running, didn't matter if it was on or not. So he brings the boat in, and it's still on as he turns the mixture off. But when the engine stopped it just kinda went "uh." Well, we noticed the valve covers were a slightly different color. The engine was

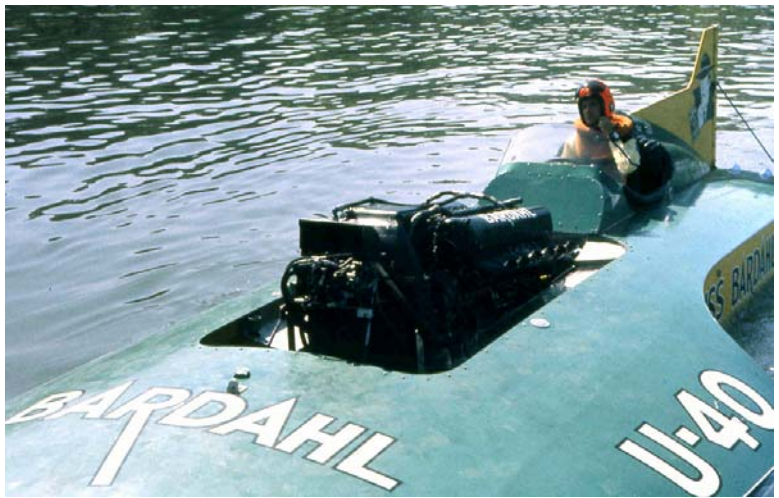


Above, Ron Musson returns after a test run on Lake Washington. ~ H&RM Collection photo



Above, a view of the carburetor on the U-40 Green Dragon's Rolls-Royce Merlin. ~ H&RM Collection photo

unbelievably hot. A production plug in the cylinder head that separates the water jacket from the rocker area had come unscrewed and the water and the oil had exchanged places. The oil tank was all full of water and so was the engine, and there's no oil anywhere. We couldn't touch that engine until the next day. It was kind of a thrill getting it out of the boat 'cause you couldn't rotate the prop to get the bolts off the coupling. It was stuck really bad. But we finished the heat. The last time that boat came in on a string from having to be towed in was Madison, 1964. It has never had to be towed in to this day.



Above, Ron Musson returns to the dock at Detroit. They failed to finish the Spirit of Detroit Trophy race. ~ Sandy Ross Collection photo

Didn't have to be towed in then. But the engine was frozen. Detroit was a lot of fun. We got to go to the Greenfield museum and got to go watch limiteds run, got to see the *Crazy Thing*, and a lot of the hot 7-litres then.

### **You went on to Madison.**

I'd never been to Madison. Neat race. Great, historic Ohio River race. There were refrigerators floating next to shore and, you know, there'd been a flood a few days before. There are logs and refrigerators, but they're still racing. Musson and Chuck Thompson again were deck-to-deck. They were using up equipment, we were using up equipment.

### **At the end of the season you went to Tahoe.**

Again the *Tahoe Miss* was tough, really tough. We were friends with the Tahoe guys. We knew 'em real well so we camped out at Harrah's auto collection for a week, week and-a-half between Tahoe and San Diego. We'd been scooping water out of the lake for water injection, but we knew at San Diego we couldn't do that because of saltwater. At right you can see how shallow the lake was.



A crewman is pushing *Miss Bardahl* away from the beach and into deeper water so Ron Musson can start the engine without the propeller hitting the bottom and tearing things up. ~ Gene Patty photo

### **Yeah.**

We needed a water-alcohol tank. So, David Smith and one of the Tahoe guys went to a surplus place and found two stainless tanks. Figured they could cut the end out of both of 'em and heliarc 'em together and make one tank. So the guys at Harrah's auto club heliarc'd that tank and David jury-rigged it with bungee cords, put it behind the seat, so we had on-board water alcohol. I'll fast forward again to when we restored that boat. Dixon had possession of the boat. We're lookin' for bits and pieces. Bob Gilliam had died, we go over to the Kitsap Peninsula and talk to his widow to see if there's anything we can use that they've got. We find a strut that's modifiable, and we're looking for intermediate struts and shaft logs and anything. Dixon's up on a ladder about six feet, looking through some pallet packing and he says, "Oh, shit, you're not gonna believe it." Up on this shelf is a stainless steel tank with a

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crayon pencil written on the end, a price of \$19.95. It's our water-alcohol tank. Gilliam always scavenged a bunch of stuff from Bardahl and anybody else. When the boat was stripped out or sent back east, this tank got taken out. We got that tank, it's in the boat today, with the price still on the end of the tank. And that's our water-alcohol tank. Uh, used that, ran water-alcohol, ran lots of water-alcohol, lots of nitrous, extra lead in the gas at San Diego.

### **Set three records.**

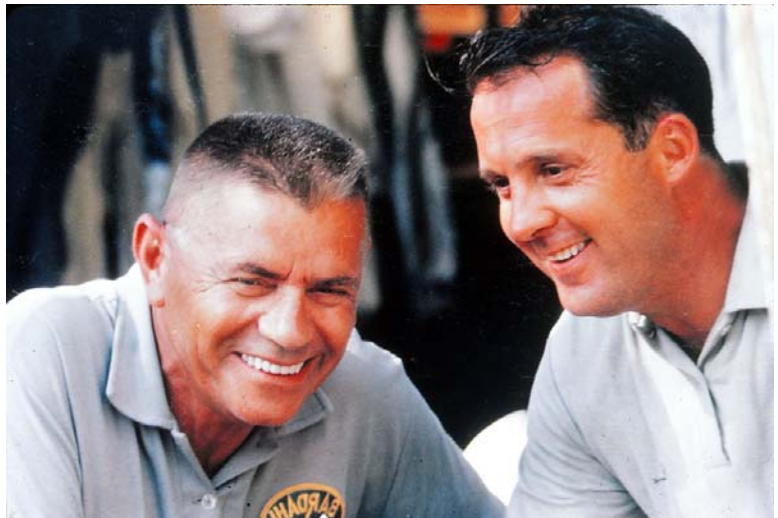
Three records that stood for years. By this time Champion had built us two sets plus, I think there were maybe 28 plugs that they built us. They were screwed together, three-piece plugs with platinum electrodes. They would not give them to us, they loaned them. They sent Bobby Strolloman, who worked for Champion. I changed the plugs and Bobby would read them. We were changing plugs every heat and cleaning them. At the end of San Diego we gave the plugs back. He said, "You don't want to know what these cost." They worked with the nitrous and water-alcohol and our high compression pistons. Didn't blow out. And we set records, we kicked ass.

### **Yeah, he just ran away with it.**

And, you know, nobody gave it to us. We didn't phone it in, just did it. And those records, you know, we're all real proud of that. By this time I was engaged. I knew I was going to be married the following February, probably. I knew enough people in boat racing, the same guys that would have different wives every couple years. I come from a long lineage of wives forever, and I didn't want to do that, so I quit after San Diego. Came up, went to work for Chuck Lyford when he started Air Jet, a Lear Jet dealership, with Dwight Thorne. Did you know Dwight? He died just two or three days ago. Had a stroke 'bout three years ago and died Tuesday, I think. But he and I were the mechanics for Chuck Lyford and Jet Air, Lear Jet dealership, up at Paine Field.

### **To back up to one thing, how was Ron Musson to work with? We've talked about Evans and Manchester . . .**

As a driver probably, I don't know how you'd rank people, but he's got to be in the top three or four. You could argue who was the best, who was one, two, three, or four, but he got everything out of it that there was. He never held back. There was never a question, "Gee, I wish he'd have done this or done that." I mean, he would go deck-to-deck with anybody. And he was not shy about stickin' the nose of the boat somewhere. As a driver he was as good as it gets. I thought the same thing of Chuck Thompson. I thought he was, you know, sometimes he's kind of underrated. Muncey was, you know, the living legend.



Above Ole Bardahl and driver Ron Musson share a moment. ~ H&RM Collection photo

But Musson was, as a guy to work with, he was also the P.R. Director for Bardahl.

### **OK, yeah.**

I think he came from a plumbing business, or something. That was his family out of Ohio. He was OK to work with, but sometimes you never knew how you stood. He was around, he had an office at the plant, so he was around. He was in town, he was droppin' in. It was interesting because by this time Rex and Evelyn are married, and Ron and Rex are good friends, they're drinkin' buddies. Some people thought Rex wasn't real bright, but he was brighter than most people thought. He and Ron would go have a couple drinks and, "Well, let's go down to the shop." Rex is, like, photographing things

with his eyes. And there were things we didn't want everybody to know, especially the *Notre Dame* who was now being competitive. By this time they have hired Billy Newman who was the genius for *Maverick* and the two stage. We were kinda fearful that Billy Newman was now gonna be the Rolls genius. So, Rex was always real interested in what we were doing. There came a point when we had covers for things. If you weren't working on it, you covered it up. You know, our crankshafts and things, we just covered 'em up. It took a while for Ron to figure out that Rex was looking at things, he was curious. And I don't think Ole ever believed that his son-in-law would really do that, but Rex was being a racer!

**Backing up a long ways, who were some of the people on the Miss Spokane board of directors? Did any of them work on the boat, too, or was it pretty much separate? Was there as give-and-take discussion about what you were going to do, what you could afford?**

Well, we couldn't afford anything! The boat kinda got started by an idea by Bob Johnson who was a sports writer for a newspaper in Spokane. Had a column called My Nickel's-Worth. It was like a buffalo nickel caricature with a buffalo shouting out. That was his logo. He said, you know, Burien has sponsored one, they're just a little suburb of Seattle; *Miss Seattle*, it's a community boat. Well, it wasn't, but you know. We should do a community boat here. He got the seed started. It kinda got started at the Spokane Club, which was a private lounge. A guy named Don Clagus, he was the manager of the Spokane Club, he was good friends with Harry and Lucile Woods.

**OK, Harry had a lot to do with it.**

Harry and Lucile were both . . . she was the original secretary. Harry had a lot to do with it but kind of in a little bit of a stand-off position because he was still a referee.

**Conflict of interest.**

Yeah, but he was there. A guy named Harold Carmen and other interested people. A lot of them were interested and boosters and had different skills and talents. They thought it was a good idea and they needed people to turn wrenches and drive screws. Some people drifted in and people drifted out. After Clagus there was a guy named Kenny Klop, he owned a place called White Pine and Stash which built a lot of pine window frames and things like that in Spokane. We kept the boat at his place for a couple years. Then a guy named Wally Vatter was President. He had an insurance firm. Well-meaning people. We sold the round booster buttons. We had a little card, for a dollar you could buy a share of the boat. We were trying to sell it by the square inch. There were the big, long matchbooks that we sold. A lot of 'em sold. Just kinda hand to mouth, there was



Above, Rex and Evelyn (Bardahl) Manchester. ~ HARM Collection photo



The U-9 *Miss Lapeer* on playground in 1979. ~ H&RM Collection photo; Ron Miller and friend, Bill Kilian and his Chevy 1-ton, drove to Lapeer, Michigan to pick up *Miss Lapeer*, with Rolls-Royce engine, and licensed trailer from Jim Herrington. He was planning to burn it.

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never very much money. Well-meaning people, community boosters, you know, people that were otherwise in the Kiwanis or some kind of civic club and stuff. We had a Polaroid camera and people gave us Polaroid film. We'd take your picture in the cockpit for \$3.00 or something, and things like that. Kent Simonson's wife, Dorothy, she did hours and hours of display time with the boat, taking pictures of people. The board of directors it evolved, it rotated from some of the people with the inboard club to . . . my dad and Kent were probably the first people that actually worked on the boat that were on the board of directors. Going to a board of directors meeting was kinda like watching cats being herded. (Laughter.) It was, you know, not everybody was on the same page. People would have different priorities. There would be two or three people who were fiscally responsible and other people who didn't quite understand money. You know, the total amount of money spent over the years was really low. Not much money was spent.

**Jumping ahead, a guy named Ron Miller brought back Miss Spokane to be refurbished.**

Yup, bought it for a dollar. Miller, I think was a model boat guy. I think he had a *Miss Spokane* model boat. I think he was just a fan. He tracked it down and found it. I think it was in a park in Lapeer, Michigan, sitting outside on a pole deteriorating. He made some contacts, he went back. Even though it was in this park, Herrington still owned it. And I guess the park wanted it gone. So he went back and swung a deal with Herrington and got the boat and a trailer with new brakes and adequate tires. I think he ended up buying a truck or something back there to tow it home. Brought it back and had it sitting out in front of his house for a while. Well, he was in a neighborhood, neighbors probably didn't think much of that. So Pancho and Kent say, why don't you bring it over to our place and store it there. So he brought it over, that's where it is now.

**What's the status of the boat now?**

Ron's dead. He died. Young guy, just unexpected, either aneurysm or heart attack. He was kind of a chunky guy, but he just died one day. So anyway, the boat ends up at Kent and Pancho's. The trailer is interesting. When they pressure washed the trailer, if you look just right in the light, it says Short Circuit. Chuck Thompson's old trailer. So anyway, it was there for quite a while. Miller and Pancho and Pancho's wife, [Penny - Ed.] had some bumper stickers printed and they were gonna try to start some community action thing, and nothing really ever got going. But it got pressure washed and the deck was taken off to see what, factually, the restoration needs to be. And then by this time, Miller just dies. Because he'd never actually paid Pancho and his dad any rent or anything, the value of the boat and the rent which he could've owed kinda was a wash. Now Pancho is the proud owner of an unlimited. He's the logical person who should own the boat. The boat got moved inside, it's upside down. He has acquired quite a few engine bits and pieces. He swapped Wil Muncey some limited stuff for what turned out to be Wil's last good gearbox. Dixon and I made a gearbox for it. So, it's got a fresh gearbox that I built with good bearings in it. It's sitting wrapped in plastic, pickled in Spokane. And that's where it sits today. Something may or may not be done with it.

**A little bit at a time.**

Or maybe not at all, we never know. It's his boat and he's gonna do or not do what he wants. If he had the right people to help him he would do it.

**It's a lot of work for one person. It's really more than one person can do.**

It would be years. It's probably as much needs to be done as the *Bardahl* needed.

**Well, how much work was needed to turn the vintage Miss Bardahl into a runner?**

The website has pictures of how far we took the boat down. Unless you know what a boat looks like inside, you don't think it's a boat. It looks like part of an egg crate. I mean, we would've had the boat in the water several years ahead of time if we'd built a new boat. That was one of our options at one time.



## The Lost 1962 U-40 *Miss Bardahl* (3) was Eventually Found



# LOST-

MISS BARDAHL HYDROPLANE

Last seen at a Daytona Beach area cycle dealership in mid 1970's 30' long, possibly still painted green and yellow, may be in disrepair.

Anyone with information as to it's possible whereabouts, please call Jon  
TOLL FREE 1-800/426-8086  
8-5 weekdays, Pacific Daylight time. Thanks!



At left, this was sent out looking for the "Green Dragon." Above, the 1962 *Miss Bardahl* (3) after it was located and purchased. It was put on display in Columbia Park in 1983, before heading to Seattle's to it's new home at the Hydroplane & Raceboat Museum. ~ H&RM Collection photo

### There was an initial restoration, but it wasn't right.

We called it a 20-foot display. The deck was door skins with fiberglass on it, and paint. It was meant for show, it wasn't meant to ever be run. As that process was being done, who did it, they never pretended it was to be a runner.



Above left the U-40 *Miss Bardahl* (3) on display at Tri-Cities Columbia Park in 1985. ~ Leonard Dodd photo; At right *Miss Bardahl* (3) in 1996 on display at Seattle. ~ Karl Pearson photo

### Just a stand-off display.

Just a display boat. That was done and somebody must've given them some really, really, really good brown epoxy paint, 'cause it was hosed on everything. We spent days and days and days grinding it off the engine stringers and the frames that we saved. It was really good paint. There's maybe 30 per cent of the original boat there. The more we took it apart, the worse, the more we found. But the engine stringers and a bunch of the frames and a lot of bits and pieces, I mean, there's little esoteric things on that boat that we would've had to make but we had the originals so we used 'em. I mean, lots of little things, besides the water-alcohol tank. There's a lot of little things that we used just because it was the real thing. The clamshell vents on the back. The bow piece is a replica because the old one wasn't really... I've got it, it wasn't real good and it was kinda damaged, so David made an exact replica of the bow piece. There's, you know, maybe 30 per cent. We can legitimately say it's a restoration.



Above left *Miss Bardahl* (3) at the shop in 1984 before rebuilt for display. ~ Rick Sullivan photo; At right the new Bardahl crew rebuilt it into a racer in 2001. ~ H&RM Collection photo



Above left, the restored U-40 "Green Dragon" was on display in the Museum of Flight at Boeing Field in Seattle in 2005. ~ H&RM Collection photos- Above right, the U-40 *Miss Bardahl* (3) hits the water for the first time on Lake Washington in 2007. At right, Skip Schott, Ryan Smith, Dax Smith, and David Smith sitting on *Miss Bardahl* for photo op in the pits in 2007.



From 2007 to 2014 the "Green Dragon" made many appearances. At right, Dixon Smith and the U-40 *Miss Bardahl*, heads out on the Columbia River. The vintage U-60 *Miss Thriftway* replica and the U-77 *Miss Wahoo* also made an appearance at Tri-Cities. The story continues on . . . ~ Karl Pearson photo

# Interesting Shot of Present and Long Past

Below are photos of Pancho Simonson in 2014 at Mahogany & Merlot at left. ~ Craig Fjarlie photo; Skip Schott in 2007 at Lake Washinton in middle. ~ Jon Osterberg photo; And, Dixon Smith getting ready to take *Miss Bardahl* out on Lake Washington on right in 2007. ~ Karl Pearson photo



At left the original U-40 *Miss Bardahl* (3) high in the air. At bottom right Evelyn and Ron Musson at Seattle in 1961. To the left is the U-40 *Miss Bardahl* (4) at Sand Point for their first test run on Lake Washington in 1966. ~ H&RM Collection photos





**HydroFile**  
**Lon Erickson**

**U-9 Jones Racing** – In late February after the news that **Jon Zimmerman** was stepping down as driver for the U-9, **Mike and Lori Jones** announced the selection of **Scott Liddycoat** as their new driver. Scott has driven for several teams since stepping into the unlimiteds in 2011 and brings experience and knowledge to the Jones team. Along with that news, Jon Zimmerman has agreed to stay on as back-up driver. The boat is in the race shop for some maintenance, updates, and the



team is looking ahead to testing in late May to give Scott some seat time before the 2015 season. ~ U-9 Facebook photos



**U/gbr-11 Peters & May-** Along with off season hull work, **Scott Raney** has been busy in the engine shop. Here's the compressor section that had replacement of a faulty seal and the replacement of blades on another turbine engine. ~ U-11 Facebook photos



**U-12 Centurion Racing/Miss DiJulio** - Centurion Unlimited Racing announced Patrick Sankuer, Jr. as the pilot of the U-12 Miss DiJulio for 2015. Although a rookie in an Unlimited Hydroplane, Patrick is not a stranger to powerboat racing. He is a Second Generation hydroplane racer first competing at the age of 20, in 1990. He has driven many classes of Hydroplanes, including Unlimited Light, Grand National, and 1 and 5 Litre boats.



The team has been busy in the Burien shop working on the #9610 hull after its return from Doha. ~ Centurion Racing facebook photos



**U-18 Bucket List Racing** - In preparation to run the entire circuit in 2015. **Kelly Stocklin** and his crew are busy in the shop making changes and updates to the #1218 hull. ~ Bucket List facebook photos



**U-27 Wiggins Racing** – **Charley Wiggins** and team continue to set up their new shop, learn the former U-17 OGR hull and equipment, evaluate parts, and prepare for 2015.



A couple more shop shots of the former Our Gang Racing hull. ~ Wiggins Racing Facebook photos  
**U-96 Spirit of Qatar/Ellstrom Racing** – After its return from Doha, the U-96 is in the Ballard race shop and undergoing some changes they feel will make the boat faster. Among updates being done are different shape tips on the sponsors to make them more aerodynamic and lighter, the deck in the transom is being re-configured also for better airflow, and changes to the skidfin area with re-positioning of the struts and supports. New skidfins, front and rear wings, and bullnoses are being prepared for 2015. **Erick Ellstrom** says plans for a May testing session in the Tri-Cities are being made to evaluate the updates and new parts. ~ Ellstrom Facebook photos



**Evans Racing** – In mid-March the former U-57 FEDCO hull #9010 was spotted, being towed by a Porter Racing team hauler, going south through Tri-Cities. Though no official confirmation from Evans Racing or Porter Racing was made, unofficially it is reported the hull is going back to Porter Racing. **Mark Evans** had the hull listed for sale since last racing at San Diego 2013 but it had not been sold. ~ Eric Petring-Bob Duran photo



**Breaking News:** The upcoming 2015 testing session is going to be held Friday May 29th at Tri-Cities. There will be three unlimiteds testing on the Columbia River then, the U-9 *Red Dot/Les Schwab*, gbr11 *Peters & May*, and U-96 *Qatar*. Some of the *Unlimited NewJournal* staff will be on hand to gather news and photos. Below are the three boat heading out on the Columbia River racecourse last season. ~ Lon Erickson photo



Below are last year's #9 *Red Dot/Les Schwab* and gbr11 *Peters & May* on tilt, both taken in Lampson Park at Tri-Cities. ~ Chris Denslow photos, The U-96 *Qatar* is on tilt at Seattle. ~ Lon Erickson photo



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Letters may be edited for clarity and space.

**Next Meeting of  
Unlimiteds Unanimous  
Shoreline Public Library  
345 NE 175th Steet  
Shoreline, WA  
-everyone welcome!  
Sunday April 12th  
UNJ 2 pm -- 4:30pm**

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