

OCTOBER 2014



A Familiar Story in San Diego: Surprising News about Steve David, a Controversial Final Heat, and a Win for #1 Graham Trucking

By Mac Clouse - Karl Pearson photos



The two Graham Trucking Teams finish #1 and #2 at San Diego's Bayfair Trophy race.

Last year in San Diego, Steve David surprised many people with the announcement of his retirement as a driver. In the final heat, he was the first to complete the 5 laps in the #6 *Oh Boy! Oberto*, but he was penalized a lap for jumping the gun. The Oberto team disagreed with the call until viewing the start line photo that showed he jumped by about the length of a sponson. The win in the race went to Jimmy Shane in the #1 *Graham Trucking*. This year, the surprising news from Steve was that he would become the interim H1 Commissioner replacing Sam Cole, whose retirement was announced on Saturday night. On the water, after a more than 30 minute review, the *Oberto*

with Shane now driving was given a one lap penalty in the final heat. The penalty gave the win to *Graham Trucking* and its new driver J. Michael Kelly. The event was the 50th anniversary of the very first San Diego race.

Testing and Qualifying

The weather in San Diego was unusually hot and humid. On Friday, the temperature was in the mid-80s, it was 88 degrees on Saturday, and it was in the low 90s on Sunday. Another change in San Diego affected the viewers in the Ski Beach area along the backstretch of the race course. Normally, in between events on the H1 and Grand Prix course, those viewers watched the smaller classes (the SST-45 tunnel hulls and the Super Stock/Pro Stock flatbottoms) that raced on a course in front of them. Those boats were now racing on a course to the north of the Ski Beach area. They were at Crown Point, the area that in the past had been used by the drag boats. Bayfair Executive Director Gregg Mansfield explained the move, “The city told us that we might lose the use of Crown Point in the future if we didn’t use it. So we moved the tunnels and flatbottoms. APBA would not allow us to have both a course at Crown Point and a course at Ski Beach for those classes. We had to go with only one place, and we chose Crown Point. We’ll see how it works.”

One impact of the move was that each day’s schedule was compressed. The unlimiteds and the GPs started a little later and ended earlier. At the Friday Drivers Meeting, drivers were asked to spend more time on the water. The goal was to be sure that the fans along the Ski Beach area had something to watch.

Eleven boats that competed in Seattle were in the pits on Friday morning. Nate Brown retired his Our Gang Racing Team after the Seattle race. The #37 *Miss Beacon Plumbing* (below left) was in the pits, but since Greg



O’Farrell no longer had a boat, he made a deal with Billy and Jane Schumacher. Their boat, for both San Diego and Doha, would be the U-21 *Miss Beacon Plumbing*. Accumulated points would go to the U-21 Go Fast Turn Left racing team. Since Dave Villwock was suspended from driving for the race, Scott Liddycoat would make his 2014 driving debut.

The early morning testing session went from about 9:30 to 11:20. There was very little wind and excellent water. The first boat on the water was the *Miss Beacon Plumbing* with Scott Liddycoat (seen above at right). Scott did a warm up lap of 138.951 and then a hot lap of 152.140. His last boat ride was in San Diego in 2012 in the #88 *Degree Men*. “I think I remember how to do this,” he said with a smile. “I had a good time. This boat is different from the #88. It is more like the #7 *Vulcan* boat that I drove that is now the #1 *Graham Trucking*. I just need to get used to this boat and get some seat time.”

The fastest speed in this session was a 159.857 by Jimmy Shane in the *Oberto*. However, two boats showed speeds close to Shane’s. Kip Brown in the U-96 *Qatar* did a 158.581. “We did a 158 with a couple of issues. We had a radio problem and the front canard wasn’t what we wanted. I think we can do a 160mph if the water

and wind are okay,” said Brown. The other challenger was Jon Zimmerman who did a 158.016 in the #9 *Les Schwab Tires/RedDOT*. “We’ll test again, but we are ready for qualifying. Fridays are always fun,” said Zimmerman. Eight boats tested.

In the second test session, from 12:00-1:00 pm, the wind was blowing at 10-15 mph across the course. Some of the anchors on the buoys were not holding and twice the testing needed to be halted while a loose buoy was retrieved. Eight boats went out and only two could increase their speed. Shane increased his to 161.513. “We made some changes. We used a better gearbox. We made the proper adjustments for the rough water. Our goal is to qualify at 162 or 163,” he said.

J. Michael Kelly in the *Graham Trucking* increased his speed from 151.901 to 156.008, still over 5 mph slower than Shane. “We’re waiting for the Final to show our speed. We are trying some different things in testing. We’ll work on different things over the weekend,” Kelly said.

The Fast Friday qualifying was from 1:30 to 3:30. The wind settled down a bit, but the conditions were not as good as they were in the first session. The first boat out was #100 *Tony Romas/Sahara Pizza* with Dave Warren. He did two laps with a best of 137.852, and then said they were done for the day. The #18 *Bucket List Racing* with Kelly Stocklin passed. Kelly did 3 laps in testing, but none were above 130mph. The #12 *Miss DiJulio* with Greg Hopp also passed. Brown took out the U-96 *Qatar* and did 3 laps over 159. His fastest was 159.679. The gbr11 *Peters & May* with Tom Thompson did 3 laps with a fastest at 147.890, and then said they were done for the day. The #22 *Big 5 Sporting Goods* with Mike Webster did a 146.501 and was pleased. “We are happy so far. This was pretty close to our race set up. We’re set and won’t test anymore,” he said. Next out was Liddycoat who qualified *Beacon* at 150.829. Zimmerman had fun with a 156.857. Cal Phipps in the #7 *Graham Trucking II* then did a 148.728. Kelly did a 157.202 in the *Graham Trucking*. The last boat of Round 1 was *Oberto*. Shane took the top spot with a 162.557, as he predicted.



The top two qualifiers at San Diego; Jimmy Shane in *Oberto* and Jon Zimmerman in *Les Schwab/RedDOT*.

In Round 2, *DiJulio* passed again. Phipps increased his speed to 150.867. Brown then did 2 fast laps with a fastest of 161.963. Unfortunately, he lost both laps due to a flagrant fuel violation, but his speed from Round 1 still held up for the second fastest. Liddycoat increased his speed to 153.557 and Zimmerman increased his to 157.585. At the end of the session, *Oberto* was in the slings in case someone beat its speed but a second run wasn’t necessary. The U-18 and #12 did not go in the water in this qualifying session. They would both be allowed to try to do a 130 mph lap in the Saturday morning testing.

Saturday

Saturday had 2 test sessions. The first was from 9:30-11:30. *Di Julio* was the first boat out, did one lap at 130.495, and then came in. Later, *Bucket List* did 3 laps over 135, with the fastest at 138.217. So both would now be in the race. Seven other boats tested but no one increased his speed. Shane did a 162.284 which was 5 mph faster than the next fastest, who was Brown. There was a second test session from 12:30-1:00, but the only boat to go out was *Oberto*. Shane used his time to practice going 80 mph.

Qatar owner Erick Ellstrom was pleased with his new boats' performance. "We have a lot of different stuff inside the boat, but we also have a lot that we haven't put in." When asked if the boat will be as fast as his old boat, he said, "Eventually. We haven't really let it go yet."



At noon, there was a brief ceremony at the Bill Muncey Memorial, just outside the pits. The memorial was built after Bill's death in 1981. The Bayfair officials convinced the city to clean it up and repaint it. Since this was the 50th anniversary of the first San Diego race, and since Bill was so involved in the San Diego race, Fran Muncey was invited to the ceremony to "rededicate" Bill's memorial. The Bayfair officials also presented Fran with a paddle that had an inscription that thanked her for her many years of support for the San Diego race.

Heat 1

Heat 1A was scheduled earlier than usual on Saturday. It was to run at 1:40 with 1B at 2:00. In 1A, *Qatar* was going slow in lane 1, but *Les Schwab/RedDOT* leap frogged to take lane 1 away. Brown moved to lane 2, but then lost power in the backstretch before the start, and *Beacon* moved into lane 2. *Graham II* was in lane 3. *Qatar* joined the field late in lane 4, *Tony Romas/Sahara Pizza* was in lane 5, and *Bucket List* did not start. Kelly Stocklin stands on the deck of *Bucket List* watching the race . . . and then come to a stop. At right *Graham Trucking* leads *Miss Beacon Plumbing* before officials stop the race because of #9 *Les Schwab/RedDOT* drifts back onto the racecourse causing a serious a hazard.





Zimmerman was first across the line and into turn 1. At the apex of the turn, *Les Schwab/RedDOT* lost its rudder. It veered sharply to the left into the infield, kept turning to the left, and then shot across the course, barely missing the two boats in the outside lanes. With Zimmerman's boat ride-side-up, the race continued. *Graham II* was in first, followed by *Beacon*, *Qatar*, and *Tony Romas/Sahara Pizza*. As the boats entered the backstretch in lap 2, the red flares stopped the race. *Les Schwab/RedDOT* was in a dangerous spot in turn 1, and the officials could now see that the boat had damage. The rescue boat got Zimmerman. He was sitting up in the rescue boat and walked out of the boat when it got to the pits. "I'm fine," he said. "I had a little bit of rudder flutter. Then the steering wheel shook and I had nothing for steering. I just shut off the engine and held on." The boat was done for the weekend. It had left sponson damage just in front of the skid fin, some of the skid fin support rods were bent, and there was damage to the right rear shoe. The rudder was gone, as well as some of the bracket. Owner Lori Jones said, "We'll definitely have it fixed for Doha." Rear damage of the #9 above left. ~ Craig Fjarlie photo



Officials decided to run 1B before rerunning 1A. During the milling, *Graham* tried to stay on the inside of *Oberto*. However, Shane sped away, got the overlap, and moved over to lane 1 up the backstretch well before the 1 minute gun. Shane was in lane 1 well ahead of the field. As they filled in behind him, *Graham* was in lane 2, *Big 5* was in lane 3, *Peters & May* was in lane 4, and *DiJulio* was in lane 5. On previous page the four boat line up in 1B.

~ Karl Pearson photo

Oberto was a bit early and not at top speed at the start. *Graham* was first across the line, but *Oberto* was first out of turn 1. Shane led Kelly by about 3 boat lengths at the end of lap 1. *Peters & May* was in third with *Big 5* in fourth. *DiJulio* was going slow in fifth.

Shane went on to win by a roostertail over Kelly. Webster challenged Thompson in turn 2 of lap 3, but the inside lane enabled Thompson to keep third. A compressor stalling, slowed *DiJulio* and it died before the end of lap 2.



Hopp was disappointed. "It could have been too much salt or something else. It was compressor stalling and then went pop and quit. We have some people from Lucas Oil here today. It would be nice to get them involved with us."

Was Shane worried about being too early at the start? "No, we had our timing markers. I knew where I had to be. I may have to try a different strategy tomorrow," he said.

In the rerun of 1A, *Qatar*, *Graham II*, and *Beacon* were in lanes 1, 2, and 3, with no fighting. *Tony Romas/Sahara Pizza* was in lane 4 and *Bucket List* was in lane 5. Brown was first in and out of turn 1, took an early lead, and won easily. The rest of the field was spread out. Phipps got second, Liddycoat got third, and Warren got the fourth. Stocklin returned to the pits before completing lap 2. Brown did receive a 50 point penalty. In the original running of 1A, he left the pits before the 5 minute marker. His 50 point penalty carried over to the rerun.

Liddycoat was happy to have a completed heat. "It wasn't bad," he said. "I'm getting used to it again. The good news is that I'm now a qualified driver again for the next two years." While Liddycoat had good news, the #21 team received some bad news.



Above, the start of the 1A rerun. On the inside *Bucket List Racing*, *Big 5 Sporting Goods*, *Miss Beacon Plumbing*, *Graham Trucking II*, and *Qatar*.

After the heat, the H1 officials told Billy Schumacher that the U-21 *Miss Beacon Plumbing* had been disqualified for cheating. The boat would lose the points it earned from 1A and qualifying, it could no longer race this weekend, and the team would lose its tow money and be fined \$10,000.

Going back to last year, the Schumacher team has had an ongoing battle with H1 about their fuel flow. Last year at this race, they had a fuel flow violation when their records showed they were ok. In their next heat, they did not attach the fuel monitoring device. In spite of not being attached, H1 told them that they had used even more fuel in the latest heat. Given their ongoing issues, prior to the first run of 1A, they asked H1's Mike Noonan to come look at their fuel flow monitor and fuel setup in the boat to try to solve the reason for their disagreements. While checking things, Noonan found a "suspicious device" near where the shaft is attached to the gearbox. He confiscated what he could and took the device to the H1 trailer where the H1 officials could examine it. They came to the conclusion that the device's purpose was to change the N2 monitor to give false low readings. This led to their conclusion that the Schumacher team was cheating.

The Schumacher team claimed that their device was not hooked up to anything and was not in use. They appealed the decision and paid the \$500 necessary to appeal. At around 5:30pm, the team was told by H1 that a committee would be formed to review their appeal but that this would not happen until sometime during the week after the race. They were told that while the decision was under appeal, they could continue to race this weekend and accumulate points. However, if the appeal was ultimately denied, they would lose all the points from the weekend, and the previously announced monetary penalties would be enforced. After a team discussion, they chose to immediately pack up the boat and leave the pits. Later that evening, the boat was gone from the pits. *Beacon Plumbing* moved to parking lot. ~ Craig Fjarlie photo



Heat 2

On Sunday morning, there was even bigger news than the #21 disqualification and exit from the pits. On Saturday night, H1 put out a press release that announced the retirement of Chairman Sam Cole after 10 years in the position. The new Interim Chairman is Steve David, who last year retired as a driver after this event. Although not specifically mentioned in the release, it appeared that the change was effective immediately. Early in the week before the San Diego race, Sam had told some people that he would not be in San Diego. Cole at Seattle ~ Lon Erickson photo; Steve David in 2013 ~ Karl Pearson photo

Back to racing. Prior to heat 2, both the #9 and #12 withdrew. the U-21 was gone. The Sunday weather was in the low 90s. It was humid, and there was a 5-10mph wind blowing across the course. There was another battle between *Oberto* and *Graham* in 2A. This time Kelly cut across the north end of the infield while





Shane was in turn 1 to get lane 1. *Oberto* was in lane 2, *Peters & May* was in lane 3, and *Bucket List Racing* was in lane 4. It was a great heat. Kelly was first across the start, but he and Shane were side-by-side down the backstretch. Kelly had a slight lead at the end of lap 1. Thompson was in third, and Stocklin was in fourth. In lap 2, Kelly extended his lead to about a roostertail and ended up winning by almost two roostertails over Shane. Thompson was third with Stocklin fourth.



At the draw for Heat 3, Shane and Kelly shook hands and congratulated each other. They agreed that the heat was fun, was the way boat racing should be, and was a great show for the fans.



In 2B, *Graham II* was in lane 1, *Qatar* was in lane 2, *Big 5* was in lane 3, and *Tony Romas/Sahara Pizza* was in lane 4. As the boats came out of turn 2 to head to the start, *Qatar* lost its lane and was washed down. It lost power, restarted, and then went slowly across the start and died in turn 1. Phipps led the entire heat to beat Webster by about two roostertails. Warren trailed to get third.

After the heat, H1 officials reviewed the video from the helicopter and concluded that Phipps had moved out on Brown. Since the heat had been completed, he was given a 1 minute penalty, a 100 point penalty and \$350 fine. The



extra minute moved *Graham II* to third. The winner of the heat was Webster in *Big 5* and Warren in *Sahara Pizza* moved up to second.

Heat 3

In 3A, *Graham II* was in lane 1, *Peters & May* was in lane 2, *Tony Romas/Sahara Pizza* was in lane 3, and *Bucket List* was in lane 4. It was another easy win for Phipps, but this time he did not lose it to a penalty. Thompson was second, and Stocklin was third. *Tony Romas/Sahara Pizza* lost a prop in turn 1 of lap 3 while it was in third place.

In 3B, *Graham* went in circles through the infield to get lane 1, but Kelly was early to the start. *Oberto* was in lane 2, *Qatar* was in 3, and *Big 5* was in 4. Shane and Brown crossed the line with speed and *Oberto* was first out of turn 1. At the end of lap 1, Shane had a half of a roostertail lead over *Graham Trucking*. Brown was a roostertail back and Webster was in fourth. In lap 2, Kelly pulled close to Shane in turn 1, but Shane regained the half a roostertail lead in turn 2. Shane kept that lead over Kelly until the end. Brown was third and Webster was fourth.

The final was now set. The front line boats would be *Oberto*, *Graham*, *Graham II*, *Peters & May*, *Big 5*, and *Qatar*. *Tony Romas/Sahara Pizza* would be the trailer, and *Bucket List* would be the alternate.

Final



As the boats left the docks for the final, it was obvious that *Qatar* was having problems. “The fuel control died and I couldn’t get the turbine to ignite. I was just running on ground idle. So I turned and came back to the pits so the U-18 could run,” said Brown.

Oberto was early in lane 1 going slow ahead of the field as the boats came out of turn 2 to go to the start. Shane was told to speed up by H1. *Graham* was in lane 2, *Graham II* was in lane 3, *Peters & May* was in lane 4, and *Big 5* was in lane 5. *Tony Roma’s/Sahara’s Pizza* was back as the trailer, as was *Bucket List Racing*.



Kelly was able to cross the start at full speed and came out turn 1 in first place. He had a two boat length lead over Shane. Thompson was in third place on the water, but he was told that he jumped the gun. Next was Phipps, then Webster, Warren, and Stocklin.

In lap 2, Shane used the inside to take the lead from Kelly. He kept about a two boat length lead through lap 3. As the two boats entered turn 1 of lap 4, Kelly was side-by-side with Shane. *Oberto* hit a hole and bounced out to the right forcing *Graham* to move out. When



Shane exited the turn, his lead was now a half a roostertail. At the end of lap 4, Shane led Kelly by about a roostertail. In the meantime, the course was getting very rough, and the rest of the field was very spread out.

In lap 5, Kelly tried to challenge Shane, but any hopes he may have had went away in the backstretch. Warren was in lane 2 as both leaders were about to lap him. Shane was able to go inside, but Kelly had to go outside which cost him any chance to catch Shane. However, during lap 5, the H1 officials told Shane to run an extra lap, as an incident was under review.

Kelly completed his fifth lap and headed to the pits. The same was true for Phipps and Webster. Shane and Thompson did their extra laps and in the process passed Stocklin who was going slow. In the confusion, Warren came in before completing his fifth lap and the #100 got a DNF. Warren's failure to move to the outside in the leaders' lap 5 and his early return were explained by the fact that his radio was not working. He did not know that Shane and Kelly were about to pass, and he did not know how many laps he had completed.

The Graham team celebrated as though they had won, but there was no official announcement. If Shane had to do an extra lap, the order of finish would be *Graham*, *Graham II*, *Big 5*, *Oberto*, *Peters & May*, and *Bucket List*. If there was no penalty on Shane, he would move from fourth to first.

After a review that took more than 30 minutes, the H1 officials ruled that Shane would be given a level 3 infraction for bearing out on Kelly at the entrance to turn 1 in lap 4. The \$250



fine and 1 lap penalty meant that Kelly was the winner, with Shane finishing fourth. To literally add injury to insult, Shane also broke a rib on his right side when *Oberto* hit the hole and bounced to the right.

Kelly was excited about their win. “Jimmy went into turn 1 of lap 4 hot, but I was catching him. When he bounced, I definitely had to move out and lost ground. I don’t know for sure what would have happened if he hadn’t forced me out, but I think I would have caught him.”

Shane wasn’t sure that a penalty should have been called. “It was just boat racing. There was no intention on my part to push him out. I hit a hole and bounced. Those things happen in boat racing.”

Webster was pleased with his third place finish. “We were put in a good spot. We had a strong weekend, and we kept our nose clean. With all the extra laps and boats, I thought I finished fourth, but I am very happy with third. It’s our first podium finish.”

Peters & May owner Scott Raney was pleased. “It was nice to see our boat running with the leaders. Unfortunately, we were just across the line about a boat length too early. We have been working to improve, and we are pleased with our program.”

Another pleased owner was Ted Porter, the owner of *Graham* and *Graham II*. “You can’t do any better than first and second. We have had our ups and downs and calls go both ways. *Oberto* came unhooked and forced Michael to go out to the outer buoys. Cal and Michael work well together, as do both crews. We are happy to accomplish this for our sponsor Rob Graham. We want to keep this going and be podium hogs!”

With all the action, decisions, and results completed on the water, thoughts could now turn to the what will happen with the change in the H1 leadership. Larry Oberto, sponsor of the *Oberto*, had some thoughts. “Steve David has great business savvy and initially he has credibility. His success will be measured by what happens if the



owners will keep their egos in check and let him build a viable business model for the sport. We need to show the sponsors and potential sponsors the value of a sport that has no world wide competition. He will put together a leadership team, and we can’t say to them, ‘You’re not a boat racer so you don’t understand.’ *Peters & May* and *Oberto* do understand. They are the only sponsors that receive a tangible return on their investment (ROI) beyond just competing. “We have to justify participation in this sport to the business sector.”

Larry’s words are true. Steve’s challenge is to build a sustainable business model for the sport that accomplishes all the goals—more boats, more competition, more races, and a better experience for the fans. This will require support from all the stakeholders and a team effort for the model to succeed and for the sport to survive. Good luck, Steve. Thanks for taking on the challenge.

At left is a smiling J. Michael Kelly with his wife Angela and their son Carson. A happy ending at San Diego for the family.

STAT BOX

SAN DIEGO BAYFAIR

San Diego, California, September 13-14, 2014

2 1/2-mile course on Mission Bay

QUALIFYING (1) #6 *Oberto*, Steve David, 162.557, 100 points; (2) U-96 *Qatar*, Kip Brown, 159.679, 80; (3) #9 *Red Dot*, Jon Zimmerman, 157.585, 70; (4) #1 *Graham Trucking*, J. Michael Kelly, 157.282, 60; (5) #7 *Graham Trucking II*, Cal Phipps, 150.867, 50; (6) gbr11 *Peters & May*, Tom Thompson, 147.890, 40; (8) U-22 *Big 5 Sporting Goods*, Mike Webster, 146.501, 30; #100 *Tony Romas/Sahara's Pizza*, Dave Warren, 137.852; 30; #12 *Miss DiJulio*, Greg Hopp, DNQ — passed, allowed to use test speed 130.495 to enter the race, 0; #U-8 *Bucket List Racing*, Kelly Stocklin, DNQ—passed, allowed to use test speed 138.217 to enter the race, 0; #21 *Miss Beacon Plumbing*, Scott Liddycoat, DSQ — used non-stock part, 0.

HEAT 1A (rerun) (1) *Qatar* 146.357 (left dock before 5-minute gun in first running, 50 point deduction carried over), 350 points, 440 total points; (2) *Graham Trucking II* 138.228, 300, 350; (3) *Tony Romas/Sahara Pizza* 121.815, 225, 255; *Bucket List Racing* DNF, 0, 0; *Red Dot* DSQ — lost rudder, spun out stopping first running, withdrew, 0, 70. Fast lap (1) *Qatar* 148.804. **HEAT 1B** (1) *Oberto* 152.341, 400, 500; (2) *Graham Trucking* 151.316, 300, 360; (3) *Peters & May* 131.968, 225, 265; (4) *Big 5 Sporting Goods* 131.396, 169, 199; *Miss DiJulio* DNF — broke propeller shaft, withdrew, 0, 0. Fast lap (2) *Oberto* 153.191.

HEAT 2A (1) *Graham Trucking* 151.833, 400, 760; (2) *Oberto* 149.267, 300, 800; (3) *Peters & May* 127.740, 225, 490; (4) *Bucket List Racing* 115.684, 169, 169. Fast lap (2) *Graham Trucking* 153.395. **HEAT 2B** (1) *Big 5 Sporting Goods* 136.883, 400, 599; (2) *Tony Romas/Sahara Pizza* 124.793, 300, 555; (3) *Graham Trucking II* 105.746 (penalized one minute for encroaching on U-96 prior to the start, 100 point deduction), 125, 475; *Qatar* DNF — washed down by #7, 0, 430. Fast lap (1) *Graham Trucking II* 139.556.

HEAT 3A (1) *Graham Trucking II* 142.378, 400, 875; (2) *Peters & May* 132.128, 300, 790; (3) *Bucket List Racing* 113.469, 225, 394, *Tony Romas/Sahara Pizza* DNF — lost propeller, 0, 555. Fast lap (2) *Graham Trucking II* 143.940. **HEAT 3B** (1) *Oberto* 151.634, 400, 1200; (2) *Graham Trucking* 150.005, 300, 1060; (3) *Qatar* 145.344, 225, 655; (4) *Big 5 Sporting Goods* 132.310, 169, 768. Fast lap (2) *Oberto* 154.215.

FINAL (1) *Graham Trucking* 145.451, 400, 1460; (2) *Graham Trucking II* 130.212, 300, 1175; (3) *Big 5 Sporting Goods* 128.799, 225, 993; (4) *Oberto* 120.553 (penalized one lap for encroaching on #1), 169, 1369; (5) *Peters & May* 111.391 (penalized one lap for jumping the gun), 127, 917; (6) *Bucket List Racing* 103.017, 95, 489; *Tony Romas/Sahara Pizza* DNF — radio not working went to pits short 1 lap, 0, 555; *Qatar* DNS — fuel control returned to dock, 0, 705. Fast lap (2) *Oberto* 151.026.

COMPILED BY ALLEN STILES



At left; The injured at the hospital, Jimmy Shane (ribs) with video crewman Cameron Ford (ankle). Both will recover in time for Qatar. Below is something you don't see very often; a wooden Mustang.



After the Checkered Flag;



The finishing order of the San Diego Bayfair race; #1 Graham Trucking, #7 Graham Trucking II, U-22 Big 5 Sporting Goods, #6 Oh Boy! Oberto, and #18 Bucket List Racing. The #100 Tony Romas/Sahara Pizza DNF because of miscommunication.





HydroFile
Lon Erickson

#9) Les Schwab/RedDOT - Structural repairs from damage incurred at the San Diego race were completed by the end of September at the Jones Racing shop. Some minor cosmetic finishing left to do once the boat reaches Doha



but they are ready to race. ~ U-9 facebook photo

#12) Miss DiJulio – Jesse Robertson will be driving the #12 boat in Doha. He has shared driving duties in the Charger GP-10 class hydro the past two years. Jessie earned his H1 driver’s certification in the Evans owned #57 Fedco hull in 2013.



U-17) Our Gang Racing – The two events, Tri-Cities and Seattle, that the team



participated in for 2014 were the last for the Our Gang Racing Team.

The team is for sale, for the complete story, take a look and watch the last episode of “Today At The Shop – Vol. 30”

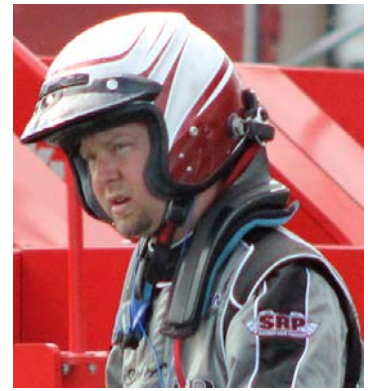
on the Our Gang Racing website to hear from Nate Brown and where things stand now. <http://ourgangracing.blogspot.com/> or <http://www.youtube.com/watch?v=IhTvYILLVzc>

This would be a great opportunity for an existing team to upgrade or a new team to get started in the sport

U-21/#37) Schumacher Racing - The **Billy and Jane Schumacher** owned team will be competing in Doha, with **Dave Villwock** behind the wheel. The decision to compete in the Oryx Cup is in part due to an agreement between **Greg O’Farrell’s** U-21 Go Fast Turn Left team and the Schumacher team. The appeal of the technical violation against the Schumacher team in San Diego was ruled upon October 8th by the Appeals panel put in place by H1 Chairman **Steve David**. There were 6 points made in the appeal submitted by Schumacher Racing and determination was all points made were either irrelevant or invalid. All members of the panel voted to deny the appeal.



96) *Qatar* – Ellstrom Racing – **Erick Ellstrom** announced mid-October that **Kip Brown** would not be driving the 96 Qatar boat in Doha, due to a herniated disc in his neck. ~ Ellstrom Racing facebook photo; The initial injury occurred in an accident, competing at the Albert Lee Cup in Seattle and was aggravated in San Diego. Kip reports he will be going “*under the knife soon*” to correct the problem. Late October, Erick Ellstrom named veteran Canadian driver **Jean Theoret** to drive the 96 Spirit of Qatar boat at the Oryx Cup. Jean Theoret is the 2006 Gold Cup winner and has six unlimited victories in his career racing from 2005-2009. Since he has not driven recently, he will have to go through a driver re-certification process in Doha, to race in the Oryx Cup. In addition to his unlimited driving career, Jean is an accomplished boat builder, designer, owner and team manager plus holds numerous records in the Grand Prix class.



Mike Hanson and the Qatar crew recently had their turbines on the dyno at Hydros Inc. shop, in preparation for the Oryx Cup. Turbine at Hydros Inc. dyno shop in Lake Stevens. ~ U-96 facebook photo

H&RM News; The Hydroplane and Raceboat Museum hosted a H1 U.S. Season Recap in mid-October featuring four of the H1 drivers, emceed by **Steve Montgomery** and **Kay-Dub Meyers-Brewer**. The four drivers in attendance were **Jon Zimmerman**, **Jimmy Shane**, **David Warren**, and **J. Michael Kelly**. The event was produced by UHR.tv, videotaped, and will be live streamed leading up to the Oryx Cup. We will update our website with the specific date of when this will air.



A Closer Look and Update at the Shipping of the H1 Unlimited Fleet to Qatar

From Lon Erickson

As we told you last month, for 2014 there is a change in the way some of the boats and equipment is getting to Doha, Qatar. Three of the team's boats and equipment are on-board a container shipping vessel, the Maersk Pittsburgh. They have been loaded on flat racks and their team equipment is inside normal containers, much as you would see being trucked on semi's. Here is a look of the boats being shrink-wrapped, placed onto flat bed trucks, and being loaded into the hold of the ship.



Above left is the wrapped gbr11 *Peters & May* on a flat rack waiting to be loaded. As they are removed from the trucks bed, at right, the wrapped unlimiteds and flat-racks are loaded to the Maersk Pittsburgh hold at Charleston. Below left is the gbr11 assembly in being loaded. At right is the #100 and other cargo in the hold ready for the long trip to the Middle-East



At right are two wrapped unlimiteds in the hold of the Maersk Pittsburgh in Charleston.



The other seven boats, haulers, trailers, along with the H1 truck, rescue boat and equipment are on-board the Hoegh Delhi, the same type of larger Ro/Ro (roll on-roll off) ship the fleet has used since they first raced in the Doha in 2009.



Above right is a view of the team haulers and some of the wrapped and unwrapped unlimiteds at Jacksonville. Below are the *Graham Trucking*, *Qatar*, *Graham Trucking II*, and U-22, still in need of wrapping.





Oryx Cup

UIM World Championship

November 20 - 22

Update on the shipping of the H1 fleet to Doha for the Oryx Cup/UIM World Championship. Both vessels, the Maersk Pittsburgh and the Hoegh Delhi are well underway in their voyages to Doha, Qatar. They both have completed their trans-Atlantic crossings, headed through the Mediterranean, the Suez, then through the Arabian Sea, and onto Qatar. Expected arrival dates are Nov. 9th and 15th in the Port of Doha. ~ Map of Doha middle-east voyage



The most available updates from vessel tracking data and mapping shows where the two ships, the Maersk Pittsburgh and the Hoegh Delhi are, as of October 27 and 29th. The Maersk Pittsburgh, at right, on Oct. 27, was in the Red Sea, after its trip through the Suez Canal. The Hoegh Delhi, at right, on Oct. 29th was in the Mediterranean Sea, near Sicilia and heading towards the beginning of its trip through the Suez.



The ETA for the Maersk Pittsburgh into Doha is Nov. 9th and the Hoegh Delhi is expected approx. Nov. 15th. The Oryx Cup/UIM World Championship is Nov. 20-22.

IN THIS OCTOBER 2014 ISSUE

A Familiar Story in San Diego: Surprising News about Steve David, a Controversial Final Heat, and a Win for #1 Graham Trucking by Mac Clouse 1

San Diego Statistics from Allen Stiles 12

After the Checkered Flag from the Editor 13

HydroFile by Lon Erickson 14

A Closer Look and Update at the Shipping of the H1 Fleet to Doha, Qatar from Lon Erickson 16

NEXT MONTH: Chelan's Mahogany & Merlot

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