

Guntersville will host the 2022 Gold Cup.

Guntersville, Alabama, will begin the 2022 H1 Unlimited Racing Series by hosting the 112th running of the APBA Gold Cup on June 25 and 26. First contested in 1904, the Gold Cup is the oldest trophy in American motor sports and this year's race will mark the first time the event has been held in the Deep South.

The Guntersville Lake Hydrofest also will feature two other classes of hydroplanes and will celebrate the 60th anniversary of Roy Doby's world-record run in *Miss U.S. I*, where he became the first to exceed 200 mph. His record for internal-combustion engines still stands.

As part of that celebration, the U-36 *Miss U.S.* will make a grand appearance at the event. The boat was built in 1957 and raced that year and in 1958 as *Miss U.S. IV*. It has since been restored and makes appearances at events throughout the country.

The Guntersville Lake Hydrofest will also include the return of the Grand Prix World hydros and the Pro-Lite 5-litre hydros. The Grand Prix boats raced in



Part of the crowd that attended the Guntersville Lake Hydrofest last year.

Guntersville in 2018 and 2019 and were a crowd favorite with their loud, blown V-8 engines. The E350 hydros race to speeds of 115 mph and are powered by mildly modified Ford and Chevy engines.

The 2022 H1 Unlimited calendar will tentatively include five races and one exhibition. The remainder of the sched-

ule potentially includes:

- ◆ An exhibition on the Columbia River at Vancouver, Wash., May 20.
- ◆ Madison, Indiana, July 1 to 3.
- ◆ Tri-Cities, Wash., July 29 to 31.
- ◆ Seattle, August 5.
- ◆ San Diego, September 16 to 18.

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TIME CAPSULE: A look back at hydro history

It's been 119 years since the American Power Boat Association was organized and the sport of boat racing was created. But more significantly as we look back on the history of the sport this year, 2022 marks the 100th anniversary of the Gold Cup class, which eventually morphed into the unlimited class that we know today. It was a controversial decision, as we will see later. But first, as we do each season at this time, let's also take a look at what happened in the sport of unlimited hydroplane racing 25, 50, and 75 years ago:

BY ANDY MUNTZ

25 YEARS AGO The 1997 Season

The season before, the prognosticators thought they had it figured out—*Miss Budweiser* would easily dominate the season. Problem was, they didn't account for Dave Villwock and *PICO American Dream*, as well as some hard luck for the *Budweiser* team. So, it ended with Villwock and *PICO* as the national champions.

Going into 1997, therefore, most saw the season as a three-way tossup. The *PICO* team could certainly repeat, they guessed, though their driver had switched sides and would instead be sitting in the *Budweiser* cockpit. And, not to be overlooked was Mark Tate in *Close Call*, a combination that won two races the year before when the boat was named *Smokin' Joe's*.

Like the previous several seasons,

the *Miss Budweiser* squad had two boats ready for competition in 1997. One of them (known as T-5) was new in 1996 but proved to be a disappointment, so was completely rebuilt during the winter. The other (known as T-3) had finished the season with two straight victories.

But using two boats was nothing compared to the volume of hulls used by Fred Leland's *PICO American Dream* organization. The 1997 season would see their driver, Mark Evans, the pilot for *Budweiser* the year before, handle the controls of four different boats that would all count together as one—perhaps a record of some sort.

One of the four boats used by the defending national champions was a new creation that utilized several “top secret” innovations. It was built out of something called Zen-Tron S-glass and featured a unique anteater-like air intake in its nose, which earned it the nickname

“Dustbuster.” But when it appeared at the season's first race in Norfolk, Virginia, it became obvious the ideas needed more work.

The race was both rained and blown into a postponement for later in the sea-



Bill Taylor

Bernie Little

son, so the season actually got underway with the Gold Cup in Detroit. Dustbuster wasn't any better there, so the team went with one of those it used in 1996. The *Budweiser* team did the same, choosing T-3, the older of its two hulls, and Villwock went on to an easy victory.

Villwock then drove the rebuilt T-5 *Budweiser* in the next outing—at Evansville, Indiana—and won easily there, as well. *PICO American Dream* was second and *Close Call* was third. The following weekend, up the Ohio River in Madison, Indiana, Villwock then drove the T-3 *Budweiser* to victories in each preliminary heat, as did Evans in *PICO American Dream*. It led to a match-up in the final heat that ended when Evans got caught in the *Budweiser's* roostertail and *PICO* went dead.

The campaign then returned to Norfolk, where they found that the weather had improved. Again, using the older *Budweiser*, Villwock won all four heats and notched another easy victory. It meant that with the Eastern portion of the season completed, *Budweiser* had swept all four events and had a commanding lead in the national championship race.

But then came the Tri-Cities.

Villwock won each of the preliminary heats driving the newer T-5 boat this time, but coming out of the first turn in the final heat, its left sponson climbed into the air and it went over backwards. The cockpit took the brunt of the impact when it hit the water—it was completely torn from the boat. Villwock's right hand was nearly severed and he had to be flown to Seattle for surgery, where he would lose two fingers.

In the restart, Mark Tate took the early lead aboard *Close Call* with Evans and *PICO American Dream* close behind. But during the second lap, *Close Call* hit a roller and slammed into the water with enough force to leave Tate with a shoulder injury. That was enough to give the advantage to Evans, who then went on to victory.



Mark Hooten



Hydroplane and Raceboat Museum



Hydroplane and Raceboat Museum

TOP: The two *Miss Budweiser* hydros for 1997: T-3 and T-5. **MIDDLE:** The leaders of the *Close Call* team, from the left, driver Mark Tate, owner Steve Wooster, and crew chief Jim Lucero. **ABOVE:** The "Dustbuster" with its unique snorkel air intake.



Hydroplane and Raceboat Museum

ABOVE: The result of the accident in Seattle when *Miss E-Lam Plus* climbed onto the back of the *Miss Budweiser*. Nobody was injured, but the boats came awfully close to the spectators on the boats tied to the log boom.

RIGHT: Dave Villwock after his surgery in which he lost two of his fingers. His *Miss Budweiser* flipped during the race in the Tri-Cities and landed directly onto the cockpit.

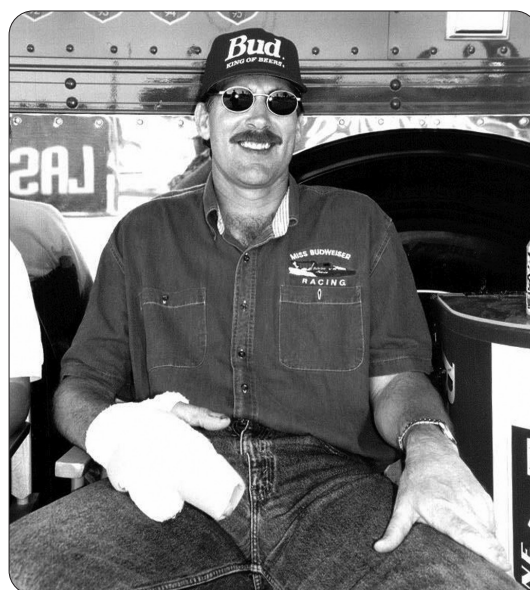
As the campaign next moved to Kelowna, British Columbia, the *Budweiser* team had completely changed. Their driver and the newer boat were both lost for the season, which meant they had only the T-3 hull and the rookie driver Mark Weber to carry on. Meanwhile, Evans made it two victories in a row when he drove *PICO American Dream* to victory over *Close Call* at Kelowna.

For the Seattle race, Evans opted to drive another *PICO* hull—a craft that had seen action in 1996 as *Chaplin's Bellevue Mazda/Subaru*—and experienced one of the most bizarre turns of fortune in hydro history. During Heat 2A, Evans ran up on *Budweiser's* skid-fin spray and his boat blew over backwards. Evans was not injured.

When the heat was re-run, and as the *PICO* team frantically worked to repair the boat, *Miss E-Lam Plus* bounced as the hydros were rounding the first turn, driver Jimmy King lost control, and his boat ran up onto *Miss Budweiser*—coming to rest atop its cockpit. Mark Weber, now blinded by the boat perched on top of his canopy, then steered the combination to a stop just feet from the surprised spectators watching from yachts tied to the log boom.

Thankfully, nobody was injured, and in fact the incident ended up helping *PICO*, because the additional stoppage gave the crew more time to repair their boat. After finishing second behind *Close Call* in Heat 3A, Evans grabbed the lead in the first turn of the final heat and stayed there to the finish line, completing an improbable flip-and-win victory.

Evans switched back to the boat he'd driven to wins at the Tri-Cities and Kelowna and made



Hydroplane and Raceboat Museum

Budweiser squeaked out the national title with an advantage of just 606 points over Close Call.

it four victories in a row with another excellent performance in San Diego. It meant that *Budweiser's* lead in the national points chase, once 2,241 points over *Close Call* after the Norfolk event, had been whittled down to just 419 points over *PICO* and 488 points over *Close Call* with two events still remaining.

The first of those was in Las Vegas, where the *Budweiser* team took advantage of miscues by the others. *PICO* failed to get started in time for Heat 2B, for example, then *Close Call* did the same for Heat 3A. Weber and Evans battled each other hard during the first five laps of the final heat, but when *PICO* clipped a buoy, that ended the challenge. Weber and *Budweiser* took the win, Tate was second, and Evans had to settle for sixth place. And, *Budweiser's* lead had grown to 998 points over *Close*

Call and 1,048 over *PICO*.

The title seemed in doubt, though, as the hydros prepared to end the 1997 season in Honolulu. *Budweiser* team owner Bernie Little had shipped his one boat to Hawaii and on the afternoon before the race, it lost a prop blade that caused considerable hull damage. Meanwhile, the *PICO* team had their own challenge when their boat blew over backwards earlier that same day.

The *Budweiser* team spent the night before the race in the pit area repairing their damaged boat. As for Fred Leland's *PICO*, the team pressed into duty a second boat that had been shipped to Hawaii—the same hull that Evans used to perform the “flip-and-win” in Seattle.

Although the *Budweiser* finished second behind *Close Call* in the first preliminary heat, Weber took it to victory in the second, which was enough to clinch the national team title. Mark Tate then drove *Close Call* across the finish line first in the final to give his team their only race victory of the season. In the process, he also averaged 156.830 mph for the race, a mark that still stands as the fastest race in the history of the sport.

Budweiser squeaked out the national title with an advantage of just 606 points over *Close Call*, *PICO American Dream* was a close third and *DeWalt* was fourth with Mike Hanson driving. Mark Tate ended the year as the 1997 driver's champion.

50 YEARS AGO

The 1972 Season

Bill Muncey was at the top of the hydro racing world when the *Miss Thriftway* team wrapped up its operation after the 1963 campaign. He had 18 race victories to his credit, second only to Bill Cantrell, who had 21 at the time. But things grew a bit harder for Muncey in the six seasons that followed—netting just three more victories while driving boats such as *Notre Dame* and *Miss U.S.*

Then in 1970 he joined forces with



Randy Hall



Randy Hall

TOP: Bill Muncey dominated the 1972 season aboard *Atlas Van Lines*, winning six of the season's seven races. **ABOVE:** The only challenger to Muncey's dominance was the *Pride of Pay 'N Pak*, driven here by Billy Sterett, Jr.

his long-time friend Lee Schoenith and his fortunes began to turn around. He won three races aboard *MYR Sheet Metal* in 1970—which pushed him into the top spot among drivers of all time—and he then took the controls of a brand-new *Atlas Van Lines* in 1971—and won another two races in the process.

Then came 1972.

The favorites as the season opened were *Pride of Pay 'N Pak*, which won the last three races of the 1971 season and would have Billy Schumacher back in the cockpit, and the defending champion *Miss Budweiser*, though its driver Dean Chenoweth had switched to a brand-new *Notre Dame*. Muncey and *Atlas Van Lines* also were expected to be in the hunt—but nothing like what would eventually happen.

The season opened in Miami with the Champion Spark Plug Regatta, where both Muncey and Schumacher won both of their preliminary heats. But when they met in the final, Muncey took advantage of his boat's superior ability in tight turns and sped away to a victory.

Same thing happened in Owensboro, Kentucky—where the turns were a bit tighter. Schumacher did manage to beat *Atlas Van Lines* when they met in the second preliminary heat, but he had a bad start in the final that gave Muncey another race victory.

Next came the Gold Cup in Detroit, where the water conditions were rough—as usual. That again played into the hand of Muncey and *Atlas Van Lines*, which was built to handle the slop much better than *Pride of Pay 'N Pak*. Muncey



TOP: When the season started, the defending champion *Miss Budweiser* was considered a threat to repeat its success, but the 1972 season proved otherwise. **MIDDLE:** Celebrating their victory at the Gold Cup are, from the left, *Atlas Van Lines* sponsor O.H. Frisbie, Bill Muncey, and Wakako Frisbie, the sponsor's wife. **ABOVE:** Bob Gilliam and *Pizza Pete* proved to be a spoiler at both the Tri-Cities and Seattle.

won easily, taking first place in every heat he entered, including the winner-take-all final. Schumacher and *Pay 'N Pak* were again second—for the third race in a row.

Things then came apart for the *Pride of Pay 'N Pak* at the UIM World's Championship in Madison. The field was small because some boats, such as *Notre Dame* and *Lincoln Thrift's 7 1/4% Special*, were damaged in Detroit. Also a no-show was the hometown's new *Miss Madison*, which sank in Detroit. But what did appear were the remnants of Tropical Storm Agnes, which dumped heavy rain on the area and filled the Ohio River with debris.

The weather was bad enough that racing was postponed from Sunday to Monday, but the conditions still weren't ideal. There was a delay of three and a half hours before the first preliminary heat could be run, and by then Billy Schumacher decided it was too dangerous and he resigned as the *Pay 'N Pak* driver. Bill Sterett, the 1969 national champion, was pressed into duty, instead.

Once the race finally got going, Muncey and *Atlas Van Lines* won both of its preliminary heats, while Terry Sterett won a heat aboard *Miss Budweiser* and his father won another in *Pride of Pay 'N Pak*. But the water continued to grow worse. Despite the efforts of people in 50 patrol boats to collect the logs, branches, and barrels that were floating downstream, officials eventually decided it was no use.

Muncey was awarded the victory based on his performance in the preliminary heats—his fourth win in a row.

The President's Cup was next on the schedule, and finally *Pride of Pay 'N Pak* saw some of the success that experts predicted when the season began. Bill Sterett decided he wanted to remain retired from racing, so another son, Billy Sterett, Jr., was hired to drive the boat.

In what was becoming a pattern, *Atlas Van Lines* and *Pride of Pay 'N Pak* were the only entrants to amount to anything. They both won their preliminary heats. Then in the first turn of the final, Muncey



Terry Sterett in the cockpit of *Miss Budweiser*.

found himself caught in the rough water behind Bob Gilliam in *Pizza Pete*, which gave Sterett a clear shot into the lead and the race victory. Muncey's string was broken.

The fleet then traveled west for the last two races: at the Tri-Cities and Seattle.

The first of those was much like the President's Cup. *Atlas Van Lines* and *Pride of Pay 'N Pak* won each of their preliminary heats and, again, Gilliam got in the way in the final. Sterett took the lead and seemed to be cruising to an easy victory when *Pizza Pete* spun out and tossed Gilliam into the Columbia River—as Sterett was closing to within a 1,000 feet of finishing the race. That immediately stopped the race and the heat had to be re-run.

In the restart, *Pride of Pay 'N Pak* plowed its nose into the river as the boats were starting and came to a sudden stop, which gave Muncey an easy race victory. Terry Sterett finished second in *Miss Budweiser*.

On Lake Washington, there was a great deal of anticipation for a duel between Muncey and Sterett, a notion that was spurred on when Sterett set a record of 125.874 mph in a qualifying run, but the battle never materialized on race day. The engine in *Pride of Pay 'N Pak* sputtered to a stop in its first heat and the boat wasn't able to start its second.

That left clear sailing for Muncey.

Though he finished behind *Budweiser* in his first preliminary, he easily won both his second heat and the final. It wrapped up one of Muncey's most dominating seasons—winning six of the seven races held and collecting 8,300 points. *Pride of Pay 'N Pak* finished the season second with 5,225 points, *Budweiser* was third with 5,023, and *Pizza Pete* was fourth with 4,182.

As soon as the race ended, *Pride of Pay 'N Pak* owner Dave Heerensperger announced that he had sold his boat to *Budweiser* owner Bernie Little for \$30,000. It solved issues for both. Little was not happy with the performance of his former national champion and, though he wasn't admitting it just yet, Heerensperger was planning a new boat for 1973—something that would revolutionize the sport.

75 YEARS AGO The 1947 Season

In 1946 the sport was forever changed when surplus Allison engines, those used to power P-40 and P-38 fighter planes and others during World War II, were approved for Gold Cup competition. A year later, the conversion to the new engines was al-

ready mostly complete. Only one boat would win a race using a prewar engine—and it would become the last to do so.

The story of the 1947 season must start with the Dossin brothers, who owned a company that bottled and distributed Pepsi-Cola in Michigan and Northern Ohio. They agreed to help support a boat that had raced in the 1946 Gold Cup as *Dukie*, had it race in the President's Cup later that season as *Pepsi-Cola III*, then decided to have a boat of their own in 1947. Their plan was to also name it for the product they sold.

But the idea of sponsorship by a commercial business was greatly resisted by the traditionalists in boat racing, who saw their endeavor as what it always had been—a hobby for wealthy sportsmen. Naming a boat to advertise a product broke all the rules of decorum.

The Dossins bought a Ventnor hull from Lou Fageol that had raced in the new 7-litre class named *So-Long* and squeezed an Allison engine into it. The engine was so big, in fact, that the cockpit had to be shoved rearward to the point that it dangled over the transom. As for its name, the Dossins called it *Miss Peps V*, but the way it was written on the side of the boat, if one glanced at the name they



Danny Foster at the controls of the flying *Miss Peps V* in 1947



Hydroplane and Raceboat Museum

ABOVE: Guy Lombardo at the steering wheel of *Miss Great Lakes*.
RIGHT: Danny Foster on his way to victory aboard *Miss Peps V* in the 1947 Gold Cup at Jamaica Bay, New York.



Hydroplane and Raceboat Museum

Foster and *Miss Peps V* won the 1947 national championship easily and he became the first driver to win the Gold Cup, the National Sweepstakes, and the President's Cup in the same season.

could easily see “Miss Pepsi,” instead.

The year’s first event with a sufficient number of Gold Cup–class entrants to be considered an official race was the Detroit Memorial. It became an easy victory for *Miss Peps V* and its driver, Danny Foster, because the only other boats that could offer a challenge were eliminated with mishaps.

The pre-race favorite, Lou Fageol and his boat *So-Long, Jr.*, was eliminated in the first heat when the boat struck an object that tore open its bottom. Meanwhile, Howard “Whitey” Hughes won the first two heats in *Dukie*, but didn’t make it into the final heat when a propeller shaft broke before the start.

The Gold Cup came next, which was held on Jamaica Bay, New York, thanks to Guy Lombardo’s victory the year before. Competing on choppy waters that were littered with discarded beer cans, the drivers carefully drove around the racecourse trying to avoid calamity, but not always successfully.

Defending champion Lombardo, for instance, had his *Tempo VI*’s right sponson damaged by debris in the first heat and was never able to reach a competitive speed from that point on.

Dan Arena piloted *Notre Dame* to an easy win in the first heat, but engine problems kept him out of the second. That left Foster with a clear path to victory after he finished behind Arena in the first heat and then won the second despite having lost a propeller blade. *Miss Great Lakes*, with its owner Al Fallon driving, finished third in both heats.

Four boats started the third and deciding heat, but *Tempo VI* again collided with debris only two laps in and had to drop out with a damaged propeller and prop shaft. *Notre Dame* still had a chance if *Miss Peps V* faltered, and Arena took it to a commanding lead until, with the finish line approaching, an oil line broke and forced it out of the race. So, Foster happily took the checkered flag and claimed his second victory of the season.



Danny Foster accepts the President's Cup trophy from President Harry Truman.

Next was the National Sweepstakes in Red Bank, New Jersey, where Foster faced Lombardo in *Tempo VI*, a boat named *Trudy* that was driven by Henry Slocum, and the 7-litre *So-Long, Jr.* with Lou Fageol in the cockpit. The 1,700-horsepower Allison in *Miss Peps V* proved to be too much for the beautiful 24-cylinder, 600 horsepower Duesenberg engine in Lombardo's boat in the first heat.

The second heat, however, was a different story. Foster had the lead through most of the contest, but Lombardo managed to stay close enough behind to make a move rounding the final turn before the finish and pulled even with *Miss Peps V* just as they crossed the line. It took the race officials several minutes to decide that the two had tied, so they split the 700 points that would have been awarded for first and second place. Yet, that still gave Foster the race victory.

The Silver Cup finally saw a victor other than *Miss Peps V*. Arena edged out Harold Wilson in *Miss Canada III* in the first heat and in the second heat finished behind Guy Lombardo, who was driving *Miss Great Lakes*. The combination was enough to give the boat the race win—the last boat ever to win a Gold Cup-class race powered by a prewar engine. *Miss Peps V*, meanwhile, was hampered in both heats after hitting debris in the water.

The final event of the 1947 campaign was the President's Cup, and it again returned to the form that had been in place throughout the season—another victory by Danny Foster and *Miss Peps V*. Facing his greatest challenges from Lombardo in *Miss Great Lakes* and Arena in *Notre Dame*, Foster won all three heats.

Lombardo tried hard to catch Foster on the first day of racing, but was never able to get ahead. *Miss Great Lakes* lost a propeller in the first lap of the second heat, which eliminated the boat from competition and gave Foster an easy victory. Then Foster sealed the deal by outpowering *Notre Dame* in the third heat.

Foster therefore became the first driver to win the Gold Cup, the National Sweepstakes, and the President's Cup in the same season. His *Miss Peps V* won the national championship easily, with *Notre Dame* finishing second, *Miss Great Lakes* third, and *Tempo VI* fourth.

100 YEARS AGO The 1922 Season

Gar Wood had dominated the sport of hydroplane racing for the previous five years—to the point that the powers within the American Power Boat Association began to fear that it was harm-

ing the sport. They had seen the field of competitors for the Gold Cup dwindle to almost nothing and the blame, they felt, rested with Wood. He had set a standard that was so high that other racers were opting to stay away—simply not able to match the tenacity or his bankroll.

The final blow had been the embarrassing 1921 race. Not only did that Gold Cup attract only two entrants, the APBA's premier event had been reduced to a mere sideshow to the Harmsworth Race.

Meeting in New York the following winter, the APBA officials adopted new rules to fix the problem. They wanted to broaden the appeal of the Gold Cup by featuring boats that were more like those people could buy—not hybrids that were practical only for racing.

They decided that only displacement hulls could be used, not hydroplanes that rode on steps. What's more, the hulls had to be more than 25 feet in length, they had to accommodate four passengers, and the engines had to be enclosed within the hull. Finally, they dictated that the engines could not have a piston displacement of more than 625 cubic inches, less than half the size of the Liberty engines that were stacked in Gar Wood's warehouse.

The race fans in the Motor City were furious, feeling that the changes were



Rosenfeld Collection

Gar Wood (left) and Chris Smith were boat-building partners until 1922.



LEFT: Col. Jesse Vincent, chief engineer for Packard. **RIGHT:** Vincent's *Packard Chriscraft* was the 1922 Gold Cup winner.

nothing more than a blatant attempt by New York interests to take the Gold Cup away from them. Gar Wood complained that the matter should have been settled on the racecourse. But the rules stuck—at least for now—and the Gold Cup class was born.

Among the boat racers intent on finally beating Gar Wood was Col. Jesse Vincent, the chief engineer for the Packard Motor Car Company and the developer of the Liberty engine. Vincent purchased a stock Baby Gar runabout that was sold by the newly formed Gar Wood Boats company, installed a new 12-cylinder Packard engine in it, named it *Packard Baby Gar*, and finished second behind Gar Wood's *Baby Gar III* in the Fisher Alison Trophy in Hamilton, Ontario.

Then, as the Gold Cup approached, Vincent purchased a 26-foot hull from Chris Smith, who had been the builder of Gar Wood's race boats and his partner in the boat-building business until he and his sons formed their own company earlier in the year. Smith built him a boat that was identical to Gar Wood's *Baby Gar, Jr.*, a modified version of the Baby Gar runabout, put the new Packard engine in it, and named it *Packard Chriscraft*—using a catchy new name that was coined by Smith's son, Hamilton.

Meanwhile, Gar Wood had driven his *Miss America* to victory over Sheldon Clarke's *Miss Chicago* at the Sinclair Tro-

phy in Chicago and then prepared his *Baby Gar, Jr.*, for the Gold Cup—though it would be handicapped by the fact that it would have to run with only half of the cylinders in its Liberty engine.

A crowd that police estimated to be a half million people crowded the shore of the Detroit River on Labor Day weekend to see if Wood could win his sixth straight Gold Cup. But, as soon as the starter's gun was fired, Vincent took his boat into the lead and was never challenged, finishing the race at better than 40 miles per hour. Wood managed to finish third.

Vincent repeated his performance on the second day while Wood was much farther off the mark, being the eighth and last boat to cross the finish line. It meant that Wood's string of Gold Cup victories had been broken.

Two weeks later, in the only other event that had enough Gold Cup-class starters to be considered an official race, a small field competed for the Buffalo Gold Cup in Buffalo, New York. Ralph Sidway won the first two races in his boat *Arab VI* and, though he finished behind George Hall in *June* in the third race, had enough points to be awarded the trophy.

Finally, during the week between Christmas and New Year's Day, Gar Wood made his first racing journey to the West Coast for a series of events in Los Angeles. Because he would be racing

in the open ocean, he sent his *Miss America*, the winner of the 1920 Harmsworth, and *Miss Detroit VI*, which had been his rough-water option for that race.

In the end, both of the Gar Wood boats clearly outclassed the locals, which included a boat named *Miss Cecilia* that was owned by the famous movie producer and director Cecil B. DeMille. Charles Chapman drove *Miss Detroit VI* to an early lead in the first race, but was soon passed by Wood in *Miss America*. Wood then repeated victories in the second and third races, as well, while his *Miss Detroit VI* took second both times. The closest competitor to the pair was a boat named *Mystery*, which was owned and driven by Frank Garbutt.

One final note about 1922: That catchy name that was used on Jesse Vincent's Gold Cup winner? Chris Smith and his sons would eventually decide to use that in the name of the new boat-building company they had formed early that year. You may have heard of it—Chris-Craft. ♦

FROM THE UNJ VAULT: THE DIAMOND CUP REVISITED



Ross Hall

BY BOB SENIOR

Ten Diamond Cup races for unlimited hydroplanes were held between 1958 and 1968 (no race was held in 1967). The racecourse was on beautiful Lake Coeur d'Alene, in the Idaho panhandle. The pits were located between Templin's Motel and Sherman Avenue. Enthusiastic crowds of "hydro-nuts" would occupy Tubbs Hill for the best spectator viewing. We will endeavor to recap the highlights of the races as follows:

1958:

Bill Stead drove William T. Waggoner's U-12 *Maverick* to an impressive win in the inaugural Diamond Cup contest, besting Brien Wygle in *Thriftway Too*, Dallas Sartz aboard *Miss Spokane*, and *Miss U.S. I*, driven by Fred Alter. *Miss Thriftway* and Bill Muncey were never in contention during the winner-take-all final heat due to sponson damage. Other entries of interest in the preliminary heats

included *Miss Seattle*, Chuck Hickling; Bill Brow and Dick Short who shared the *Miss Burien* ride; *Adios*, George McKernan; *Miss Bardahl*, Mira Slovak; *Coral Reef*, Harry Reeves; and *Miss Pay 'n Save* with driver Al Benson.

1959:

Duplicating the feat of her predecessor, the new Waggoner U-00 *Maverick* and driver Bill Stead captured this accident-marred contest. The first two heats were run on Saturday. Bill Muncey and *Miss Thriftway* won Heat 1A in a thriller over Jack Regas and *Miss Bardahl*. In Heat 1B, *Maverick* won over *Miss U.S. I*, driven by Don Wilson. In Heat 2A, Bill Brow's *Miss Burien* hooked badly, lost a sponson, and sank, forcing the heat to be re-run. Heat 2B went to Brien Wygle aboard *Hawaii Ka'i III*, who out-dueled Bill Muncey and *Miss Thriftway*.

In the re-run of Heat 2A, Jack Regas and *Miss Bardahl* hit a wall of water and coasted to a stop. The unconscious driver was rushed to a hospital with a brain concussion, severe facial cuts, and broken ribs. The heat was called a contest on the basis of three laps. *Maverick* was first, Norm Evans and the *Miss Spokane* were second, and *Nitrogen* and Don Dunnington took third.



Hydroplane and Raceboat Museum

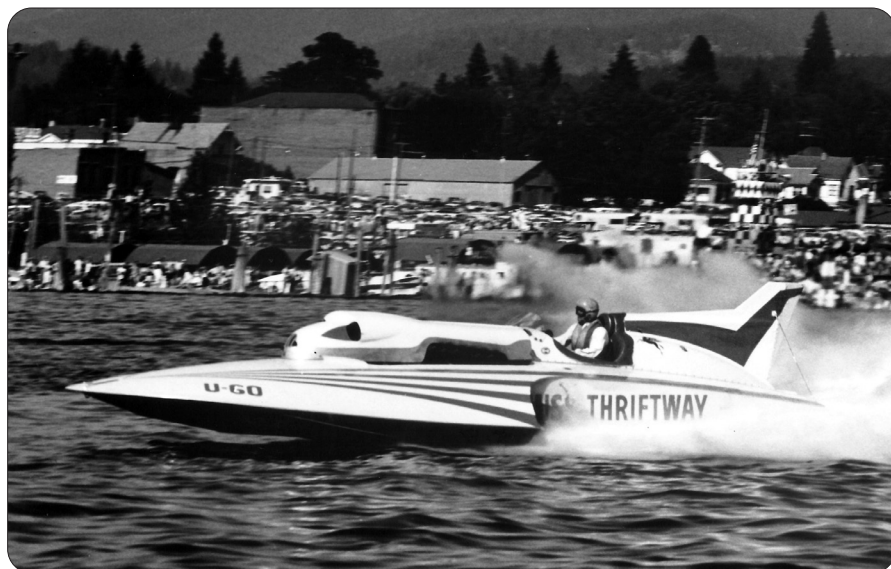
Bill Stead, standing at left looking upward, was the winner of the first Diamond Cup race.

The final heat was a battle royal between *Miss Thriftway*, *Maverick*, and *Miss Spokane*. Stead and Muncey held first and second for a lap, then Evans made a devil-may-care move inside and gained the lead. On lap four, *Miss Spokane* caught a sponson, spun out, and Evans was pitched from the cockpit. Red flares caused the heat to be called official on the basis of the three laps completed. *Miss*

Thriftway and *Maverick* tied with 1,000 points each, and a 1.8-second advantage in elapsed time gave Stead his second straight Diamond Cup.

1960:

Norm Evans and Dallas Sartz co-drove *Miss Seattle Too* to top honors. Evans won Saturday's Heat 1A, then departed and flew east to drive in the Harmsworth



Bob Carver Photos



Bob Miller

LEFT: Bill Muncey driving *Miss Thriftway* on Lake Coeur d'Alene in 1960. **RIGHT:** Dallas Sartz co-drove *Miss Seattle Too* to the 1960 Diamond Cup victory.

Trophy competition. Rex Manchester in *Miss Spokane* was second and Ray Crawford aboard *\$ Bill* came in third. Ron Musson and Joe Mascari's *Hawaii Ka'i* won Heat 1B in a great duel with Bill Muncey and *Miss Thriftway*. Chuck Hickling and *Miss Burien* were third, and Jim McGuire and *Miss Bardahl* came in fourth.

Dallas Sartz took over the *Miss Seattle Too*, and won Heat 2A over the *Ka'i*, Bob Gilliam's *KOLroy I*, and *\$ Bill*. *Miss Thriftway* won the fastest heat of the race in 2B, defeating *Miss Burien* and *Miss Bardahl*.

Miss Seattle Too, the *Ka'i*, and *Miss Thriftway* all had a shot at the cup as the final heat began. *Miss Burien* took an early lead when *Thriftway* went

dead in the water. *Hawaii Ka'i* did not finish due to losing a prop. *Miss Burien* won the finale but a second-place finish for *Miss Seattle Too* put a jubilant Dallas Sartz into the winner's circle. *Miss Burien* placed second, and *Miss Thriftway* was able to restart, finished fourth in the heat and third overall.

1961:

Bill Muncey scored 1,200 perfect points to defeat five other entries with *Miss Century 21* (the former *Miss Thriftway*, renamed to publicize the Seattle World's Fair). Other results in order of finish were *Miss Spokane*, Rex Manchester; *Cutie Radio*, Billy Schumacher; *Miss Burien*, Chuck Hickling; *Miss*



LEFT: Jack Regas (left) and Mira Slovak.

BELOW: *Miss Century 21* (left) and Bill Muncey won every heat during the 1961 race. He's shown here battling Rex Manchester in *Miss Spokane*. Muncey would go on to win the race three straight years, from 1961 to 1963.





Chuck Hickling drove Tempest to victory in Heat 2A of the 1962 Diamond Cup and led the final heat for two laps.

Seattle Too, Dallas Sartz; and *Fascination*, Bob Gilliam.

1962:

The fifth annual Diamond Cup was won for the second consecutive year by the odds-on favorite *Miss Century 21*, driven by Bill Muncey. Colonel Russ Schlee and *Tahoe Miss* won Heat 1A, followed by *Such Crust IV*, Fred Alter; *Gale VII*, Bob Schroeder; *Miss B&I*, Bob Miller; and *\$ Bill*, Rex Manchester. *Tempest*, with Chuck Hickling driving, did not finish.

Two new hulls competed in Heat 1B: *Miss Bardahl*, driven by Ron Musson, and Shirley McDonald's *Notre Dame*, with driver Warner Gardner. *Miss Century 21* won the heat, followed by *Gale V*, Bill Cantrell; *Miss Seattle Too*, Bill Brow; *Miss U.S. I*, Don Wilson; and *Notre Dame*. The *Bardahl* threw a rod and scored a DNF.

Tempest won Heat 2A, defeating *Notre Dame*, *Tahoe Miss*, *Miss U.S. I*, *Gale VII*, and *\$ Bill*. Heat 2B was taken by *Miss Century 21*. After exchanging positions as often as three times a lap, *Miss Seattle Too* nosed out *Miss Bardahl* for second. *Gale V* battled *Miss Century 21* early in the heat, only to expire with a burned gearbox bearing.

Tempest led the final heat for two laps, with *Tahoe Miss* and *Miss Century 21*

scorching behind in second and third. *Such Crust IV*, *Miss Seattle Too*, and *Notre Dame* trailing. *Miss Century 21*, responding to the skill and tactics of pilot Bill Muncey, pulled into second, then finally into first place. The final heat ended with *Century 21* the winner, followed by *Tempest*, *Miss Seattle Too*, *Such Crust IV*, *Tahoe Miss*, and *Notre Dame*. Point totals brought this final order: *Miss Century 21*, *Tahoe Miss*, *Seattle Too*, *Tempest*, *Such Crust*, and *Notre Dame*.

1963:

Spectacular competitive racing and a near-tragedy marked the sixth running of the Diamond Cup. Bill Muncey and *Miss Thriftway* turned back repeated challenges to earn his third consecutive Idaho victory. Mira Slovak was hospitalized when *Miss Exide* disintegrated during a final-heat duel with *Thriftway*. The *Exide*, competing in only her second race, was a total loss.

Miss Exide had earlier won Heat 1A, defeating *Tahoe Miss*, Chuck Thompson; *Miss Eagle Electric*, Rex Manchester; *Tempest*, Chuck Hickling; and *Fascination*, Bob Gilliam. A superb race between *Miss Thriftway* and *Miss Bardahl*, with Ron Musson driving, highlighted Heat 1B. *Bardahl* then broke a connecting rod, scoring a DNF. The heat order of finish was *Thriftway* first, *\$ Bill* and Norm Evans in second, and *Tempo* third with Bob Schroeder driving.

Warner Gardner took Heat 1C driving *Notre Dame*, while *Fascination I* and Bob Gilliam finished second. A broken supercharger drive gear in *Gale V* sent Bill Cantrell to the pits early, and a balky carburetor retired Fred Alter in *Mariner Too*.



Eileen Crimmin

The hometown favorite *Miss Eagle Electric* from nearby Spokane, thrilled the fans when Norm Evans drove it to victory in Heat 1A of the 1964 Diamond Cup.



Bob Carver Photos

Ron Musson won the final heat of the 1965 Diamond Cup in *Miss Bardahl*, but Bill Brow scored more points with *Miss Exide*.

In Heat 2A, *Miss Exide* outspinted the field, defeating *Tempest*, *Tempo*, *\$ Bill*, and *Fascination*. *Miss Eagle Electric* did not finish when some aluminum peeled off the bottom and wrapped around the shaft. Only *Miss Thriftway* was able to finish Heat 2B, as various woes struck *Miss Bardahl*, *Gale V*, *Tahoe Miss*, and *Notre Dame*.

The final heat had to be re-run due to the *Exide* accident, and *Tempest* and *\$ Bill* battled the entire five laps. Hickling nipped Evans by two lengths at the finish. *Tempo* was third, *Notre Dame* fourth, and *Miss Thriftway* came in fifth.

Needing only to finish the final heat to win the Diamond Cup on total points, Muncey seemingly coasted to a fifth-place finish, but that was not the case. *Thriftway's* engine was running on borrowed time. A closely guarded secret before the final heat was the news that her engine had two torched cylinders and time was running out on the other 10.

1964:

Bill Brow and *Miss Exide* defeated Ron Musson and *Miss Bardahl* in two out of three matchups and topped a field of 13 thunderboats. *Miss Eagle Electric*, the host boat from nearby Spokane, Washington, gave the partisan crowd a thrill when driver Norm Evans won Heat 1A. *Mar-*

iner Too with Warner Gardner scored a second, while Jerry Schoenith in *Gale V*, Jim Fyle in *Savair's Mist*, and Billy Schumacher in *\$ Bill* trailed.

The *Exide* defeated the *Bardahl* in Heat 1B, followed by *Miss Budweiser* with Bob Schroeder, and *Fascination* with Bob Gilliam. *Miss Madison* and Buddy Byers took Heat 1C after Bill Muncey, driving *Notre Dame*, and Chuck Thompson in *Tahoe Miss* both jumped the gun. *Notre Dame* placed second, and *Tahoe Miss* did not finish, nor did Bill Cantrell aboard *Miss Smirnoff*.

Thompson drove *Tahoe Miss* to the fastest lap and heat of the regatta in taking Heat 2A while defeating *Madison*, *\$ Bill*, *Budweiser*, *Notre Dame*, and *Savair's Mist*. In Heat 2B, it was Musson's turn to settle an earlier defeat, driving *Miss Bardahl* to victory over *Miss Exide* after jumping to an early lead with a near-perfect start. *Eagle Electric* was third, *Mariner Too* was fourth, and *Gale V* and *Fascination* did not finish.

Entering the final heat, *Exide*, *Bardahl*, and *Madison* were tied with 700 points while *Eagle Electric* followed with 625. Any one of these could take the Cup by winning the finale. *Bardahl* took the lead up the first backstretch. Suddenly Brow poured the nitrous oxide to *Miss Exide* and shot into the lead. An intense

duel followed for three laps, only a roostertail separating the two hydros. Brow hung on for the win, narrowly defeating Musson by 0.437 mph.

1965:

Miss Exide and Bill Brow posted their second consecutive Diamond Cup victory amid torrid duels with defending



Hydroplane and Raceboat Museum

Bill Brow won two Diamond Cup races.



national champion *Miss Bardahl* and *Notre Dame*. Heat 1A was won by crafty veteran "Wild" Bill Cantrell and *Miss Smirnoff*. Warner Gardner was second in *Mariner Too*, and 20-year-old rookie Rex Bixby brought \$ *Bill* in third. Buddy Byers drove *Miss Madison* to fourth place, Chuck Hickling and the four-seater *Miss Budweiser* were fifth, and *Savair's Mist*, driven by Red Loomis, was sixth.

At the end of one lap of Heat 1B, *Notre Dame*, *Bardahl*, and *Exide* were virtually dead even. *Exide* kept the lead for good after two laps. Behind Brow, a great driving duel raged between *Notre Dame's* Rex Manchester and *Bardahl's* Ron Musson, with the Hibernian Hydro barely nipping the Green Dragon by a boat length. Jerry Schoenith and *Gale's Roostertail* did not finish, and Chuck Thompson and *Tahoe Miss* did not start.

Heat 2A produced another fine battle between *Exide* and *Bardahl*. Bill Brow won his second heat of the race, followed by *Bardahl*, *Mariner Too*, and *Savair's Mist*. \$ *Bill* and *Gale's Roostertail* did not start. In Heat 2B, Bill Cantrell led the field until *Miss Smirnoff's* supercharger blew, yielding the lead to *Notre Dame*, which came home first. *Miss Budweiser* was second, *Miss Madison* was third, *Smirnoff* did not



TOP: *Miss Budweiser* prepares to be launched at the 1966 Diamond Cup. **MIDDLE:** Mira Slovak piloted *Tahoe Miss* to the victory at the 1966 race on Lake Coeur d'Alene. **ABOVE:** The "Checkerboard Comet" *Miss Bardahl* was the 1968 winner with Billy Schumacher driving.

finish, and *Tahoe Miss* was again unable to start.

Going into the final heat, *Miss Exide* held a 100-point lead over the *Notre Dame*. Rather than risk everything, Brow drove to a conservative third place position in the heat, winning the race by 25 points over *Notre Dame*. *Miss Bardahl* took first place in the final, *Notre Dame* was second, *Miss Exide* was third, *Miss Madison* came in fourth, *Miss Budweiser* scored a fifth, and *Mariner Too* was sixth. One other unlimited, not previously mentioned, watched the race from the pits: Bob Fendler's unqualified *Miss San Diego*.

1966:

Mira Slovak and *Tahoe Miss* scored 1,200 perfect points in a Diamond Cup whose final heat was run under what were probably the darkest conditions ever—the last boat of the final heat crossed the finish line at 8:10 p.m. One of the drivers remarked, “I steered by the headlights of the boats on the backstretch. The cruisers had all their lights burning.” Besides three heat wins for *Tahoe Miss*, Chuck Hickling in *\$ Bill*, Warner Gardner in *Miss Lapeer*, and Bill Cantrell in *Smirnoff* won preliminary heats.

The overall final standings for the race were: 1) *Tahoe Miss*; 2) *Miss Budweiser*, Bill Brow; 3) *Miss Lapeer*; 4) *Smirnoff*; 5) *Wayfarer's Club Lady*, Bob Fendler; 6) *Miss Dixi Cola*, Fred Alter; 7) *\$ Bill*; 8) *My Gypsy*, Jim Ranger; 9) *Miss Madison*, Jim McCormick; 10) *Miss Chrysler Crew*, Bill Sterett; 11) *Miss Tri-Cities*, Bob Miller; and 12) *Savair's Mist*, Walt Kade. Red Loomis in *Savair's Probe* and Bob Gilliam in *Hilton Hy-Per-Lube* failed to score points.

1967:

No Diamond Cup race was held. Newspaper accounts blamed the decision to not hold a contest on “continued student riots during race week.” Race officials and city fathers, with an infusion of assistance from the Spokane area, decided to revive the race for 1968.



Sandy Ross Collection

The Diamond Cup pits in 1968. In the foreground is the nose of the brand-new and revolutionary *Smirnoff*, next is *Gale's Roostertail*, then *My Gypsy*, and behind it is *Notre Dame*.

1968:

Billy Schumacher and the Checkerboard Cornet *Miss Bardahl* won the tenth Diamond Cup race for unlimited hydroplanes. Gusty winds forced repeated postponements of the preliminary heats, again sending the final heat off into near darkness. Rookie Tommy Fults drove *My Gypsy* to a second-place finish in the 13-boat field. Matched with *Miss Bardahl* in Heat 2C, the former drag-car racer proved his driving skill by defeating *Bardahl* in a thrilling five-lap duel. Fults's lap speed and heat clocking were the fastest of the day.

Host boat *Miss Eagle Electric* of Spokane, driven by Warner Gardner, won two preliminary heats. Bill Sterett in *Miss Budweiser*, Leif Borgersen in *Notre Dame*, *Miss Bardahl*, and *My Gypsy* also won preliminary heats. Schumacher outdistanced *Miss Budweiser* and *My Gypsy* in the final heat to earn the win. *Notre Dame* came in fourth in the final. *Miss Eagle Electric's* bid for victory was erased when a supercharger failed at the initial turn of the final heat.

Final standings and point totals for 1968: 1) *Miss Bardahl*, 1,100; 2) *My Gypsy*, 925; 3) *Miss Budweiser*, 925; 4) *Miss Eagle*

Electric, 800; 5) *Notre Dame*, 794; 6) *Savair's Mist*, Walt Kade, 525; 7) *Atlas Van Lines*, Bob Miller, 450; 8) *Miss U.S.*, Bill Muncey, 300; 9) *Smirnoff*, Dean Chenoweth, 300; 10) *Gale's Roostertail*, Bill Cantrell, 300; 11) *Fascination*, Bob Gilliam, 169; while *Harrah's Club*, Jim McCormick, and *PARCO O-Ring Miss*, Fred Alter did not score points.

On April 29, 1969, Race Chairman Tracy Petersen announced the cancellation of the Diamond Cup, citing high costs and falling interest. The trophy itself was later awarded at a feature race at a local horse-race track.

Diamonds aren't forever! ❖

Editor's Note: After the Unlimited News-Journal first published this article in its March 1984 issue, the unlimited hydroplanes did eventually return to Lake Coeur d'Alene. Another Diamond Cup was held there in 2013—Jimmy Shane drove Graham Trucking to victory. But that's a story for another time.

HERITAGE

Historical Perspective by Craig Fjarlie



Where the Gold Cup goes.

Now that the word is out that Gunter-ville will be the site for the 2022 Gold Cup, it's interesting to look back at some of the places that have played host to the race. With Gunterville being the first stop on the 2022 circuit, it's also interesting to see when the Gold Cup was held near the beginning of the season and when it was held late in the year.

In the first part of the 20th century, the Gold Cup was held at various locations in New York. Remember, in those days the winner could determine where the race would be held the following year. The first Gold Cup race, in 1904, was scheduled for June 23, 24, and 25 on the Hudson River.

The winner in 1915 was *Miss Detroit*, so the race went to Detroit for the first time in 1916. *Miss Minneapolis* won that year, so in 1917 the Gold Cup was held on the Mississippi River for the first and only time. Gar Wood won the 1917 Gold Cup, and the race went back to Detroit for 1918 and 1919. Wood continued his winning ways and captured the Cup in 1920 with *Miss America*.

In 1925, the race went back to New York. The site was Manhasset Bay, on Long Island. In 1927, it was held on Long Island Sound in Greenwich Harbor, Connecticut. The winning yacht club chose not to defend the cup in 1928, and when no other club stepped up to be the host, there was no Gold Cup race that year.

The 1929 Gold Cup was run on the Navesink River at Red Bank, New Jersey. Then in 1931, it was conducted on Lake Montauk at the northern tip of Long Island. The Gold Cup went back to Detroit in 1933, for the first time since 1924. The winner was *El Lagarto*, driven by George Reis. He selected Lake George, New

York, for the site of the 1934 Gold Cup, where the 1914 Gold Cup had been held.

The 1936 Gold Cup, on Lake George, was won by Kaye Don driving *Impshi*, a boat owned by Horace Dodge, who chose Detroit as the site for 1937. That was the year when Clell Perry drove Herb Mendelson's *Notre Dame* to victory.

Zalmon Simmons, Jr., won the 1939 Gold Cup with *My Sin* and selected Northport Harbor on Long Island Sound, at Greenwich, Connecticut, for the 1940 race. Sidney Allen drove *Hotsy Totsy III* to victory, which meant Detroit would be the site of the 1941 Gold Cup, the last time the race was held before World War II caused motor sports to be suspended.

When racing resumed following the war, the Gold Cup was again held in Detroit. Guy Lombardo won in *Tempo VI* and selected Jamaica Bay on Long Island for the 1947 renewal. That turned out to be the final time the Gold Cup was conducted in New York or anywhere else on the East Coast.

The race went back to Detroit in 1948 and remained there until 1951, when it was held on Lake Washington in Seattle for the first time. The Gold Cup had never been held that far west.

Stan Sayres's *Slo-mo-shun* boats kept the Gold Cup in Seattle through 1955. Detroit had the race in 1956, then it went back to Seattle for three more years. *Maverick* won the 1959 Gold Cup, and the 1960 running was planned for Lake Mead, Nevada, with an unusually late date of November 12, in an effort to avoid the intense summer heat in that part of the country.

The late date proved to be too late, as high winds, common around Lake Mead

in autumn, forced

cancellation of the Gold Cup. In 1961, the Gold Cup was held on Pyramid Lake at the end of August. *Miss Century 21* was the victor, so in 1962 the race would be held on Lake Washington in conjunction with Seattle's Century 21 World's Fair.

In an effort to make the sport of unlimited hydroplane racing more professional, the rules were changed beginning in 1963. The race would go to the city with the highest financial bid. Detroit made the top bid that year, which caused some pundits to remark that was the only way Detroit could beat the fast fleet of boats from Seattle.

The Gold Cup went to a new site in 1969, when San Diego submitted the top bid. That year, and again in 1970, the Gold Cup was the last race of the season. Another new site came in 1971 when Madison, Indiana, held the Gold Cup for the first time. The race had a perfect storybook finish when *Miss Madison* won. The hometown crowd cheered and cried in ecstasy.

Tri-Cities, Washington, had the Gold Cup for the first time in 1973. The following year the race was on Lake Washington, but at a new location. It was the only time the Gold Cup was held at the Sand Point Naval Air Station, north of the floating bridge and the Stan Sayres pits.

Owensboro, Kentucky, began holding Unlimited races on the Ohio River in 1969. The city bid successfully for the right to have the Gold Cup in 1978. Unfortunately, that turned out to be the last time the Unlimiteds ran there. Nearby Evansville, Indiana, had the Gold Cup for the first time in 1983.

The announcement that the 2022 Gold Cup would be the first race of the year produced some surprised comments from people who thought there had to be

another race before it. However, history shows the same thing happened in 1994, when Detroit had the Gold Cup, and it was the opening event on the calendar.

Detroit had the Gold Cup in 1997 and it included a unique element. For the first time, every boat in the field was powered with a turbine engine. Piston power made a return and in 2003, U-3 *Miss Fox Hills Chrysler Jeep*, with its turbo-charged Allison, won on the Detroit River. Since that year, every winner has been

powered by a turbine engine.

The 2008 Gold Cup was held in Detroit. Rough water made conditions unsafe, and the race was declared no contest. Detroit had the Gold Cup again in 2018, and while the race went off without a hitch, the Unlimiteds haven't raced there since. It marks an unfortunate conclusion to the historic site's legacy. Perhaps some year the boats will return.

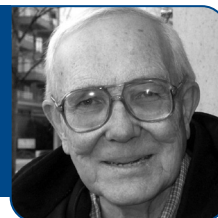
Guntersville has had a long involvement with boat racing. Before Roy Duby

set the mile straightway record there in 1962, the city held limited class events.

Although the Unlimiteds were away from Guntersville for several decades, their return has been a positive item for the Alabama city. The event offers great water, an enthusiastic spectator crowd, and most important, a hard-working, focused race committee. All indications are the 2022 Gold Cup will be a race to remember. ♦

\$ENIOR \$AYS

Feeding Your Hydro Habit by Bob Senior



JOIN THE SEAFAIR BOAT CLUB.

Founded in 1975, SBC's primary function is to support the Seattle Seafair organization's water-oriented activities, especially the Unlimited hydroplane race. Benefits of joining include community involvement, social activities with like-minded people, and an opportunity to volunteer on the Seafair race committee. Information: Send an email to Steve Levy at Stevenl20@aol.com.

THE NEXT HYDROPLANE MUSEUM ONLINE AUCTION IS MAY 23rd THRU 28th, This is the museum's most important fundraiser of the year. The online auction will include the likes of hydro models, hydro games, hydro boat button, vintage Seafair pins, team uniforms, autographed photos, a custom-made hydro guitar, and as ride in a vintage hydroplane. Be sure to visit <https://thunderboats.maestroweb.com> and support a good cause.

SPEAKING OF THE MUSEUM...

Membership dollars are the life blood of any nonprofit organization. Visit www.thunderboats.net

and then click on the "Join the Museum" button. There are hydroplane-shaped thumb drives available as premiums, all loaded with appropriate racing video.

A CHRONOLOGY OF THE SILVER CUP. The newest book by hydroplane historian Tim Matyn. His two previous books are chronologies of the Gold Cup and Harmsworth Trophy races. His latest book includes the Silver Cup, Detroit Memorial, and Maple Leaf Trophy races held on the Detroit River between 1947 and 1961. It also includes coverage of post-1961 Detroit races when Detroit did not host the Gold Cup. There are 50 amateur photographs, most taken by the author and his father, of some of the most famous as well as less known Detroit-based contenders. The book is 148 pages. Available from Amazon (\$24.95) or directly from the author at timmatyn@att.net (\$24.00).

JOIN THE 2022 H1 UNLIMITED FAN CLUB. Here is your opportunity to be a part of a community to help support H1 Unlimited. For a

fee of \$50 you will receive a

Fan Club card and a special gift. This is a Fan Club and does not include pit entrance. Send a check or money order payable to Jan Shaw, H1 Unlimited Operations Director, 3006 W. Prairie Breeze Ave., Spokane, WA, 99208.

PASTOR JIM RILEY, has traveled the Unlimited circuit since 1999 conducting Sunday chapel services and providing support during time of trauma. His travel expenses are sometimes partially supported by team owners, drivers, and sponsors, and through collections at race services. Anyone interested in contributing may do so by sending a check to Jim Riley, 408 E. Schubert, Fredericksburg, TX, 78624.

WHAT TIME DOES THE MIDNIGHT SHOW START? A new book by Jerry Schoenith. It covers the Schoenith family's 100-year history in the Detroit business community, the family's long involvement with Unlimited hydroplane racing, and the successful Rooster-tail event center. My copy arrived last week, and I burned the mid-

night oil while enjoying it. Available at \$79.99, including tax and shipping. Jerry Schoenith, 1322 Woodbridge St., St. Clair Shores, MI, 48080.

BEAUTIFUL EIGHT-INCH HAND-CRAFTED UNLIMITED HYDROPLANE MODELS BY BRIAN ANDERSON. Dave Randall has made a

tough decision to liquidate his personal collection of well over 100 Anderson models. For details, contact Dave in Hoodport, WA, at 206-261-6208 or email him at king-salmon@comcast.net.

GASOLINE ALLEY ANTIQUES. 6501 - 20th Ave. NE, Seattle, WA 98115. Their website lists over

10,000 vintage and collectible toys, models, sports items, robots, cultural ephemera, and lots and lots of hydro collectibles, too! Phone: 206-524-1606. Web address: www.gasolinealleyantiques.com/search.htm. ❖

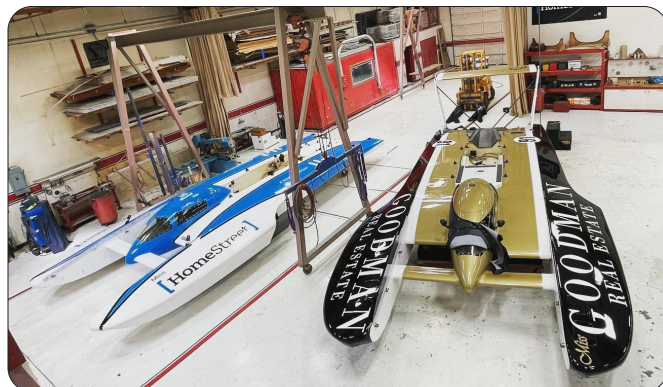
HYDROFILE

Race Team News by Lon Erickson



Miss Madison Racing Inc.

A look inside the HomeStreet race shop where both the U-1 *Miss HomeStreet* and U-91 *Miss Goodman Real Estate* are being readied for the upcoming season. It has been reported that both hulls will be heading back east to start the season in Guntersville.



Jeff Bernard

U-8/U-9 Strong Racing

Team member Paul Price flew in to paint the U-9's topside and new cowlings, uprights, wings, and canards. Team members Ken Warren, Corey Peabody, and Brian Hajny have been prepping the U-9 hull in recent weeks. (Yes, it's upside-down.)



U-27 Wiggins Racing

Work progresses on the new U-27 hull from the Wiggins race shop in Gadsden, Alabama. Doubtful we will see this new hull at the Gold Cup in Guntersville this year.



Wiggins Racing



Strong Racing Photos

Go3 Racing

The hull is getting attention in the Posey County race shop of Ed Cooper. Rick Bowles (middle photo), Robert Grossman, Ed Cooper (bottom photo), and Kirk Duncan have been busy getting ready for the 2022 season.



U-21 Go Fast Turn Left Racing

The team has preregistered for the 2022 season, however we have not heard any updates from the O'Farrell team. It was noted recently that their long-time driver Brian Perkins did attend and participated in the recent APBA Region 10 capsule/driver certification.



Preseason on the-water activity

The Columbia River could be a busy place in the coming weeks. A May 20 Vancouver, WA, exhibition and June 3 Tri-Cities, WA, testing are both planned to happen on the river, though in two different cities. As of now, everything appears to be coming together for both events.

The Vancouver exhibition is in response to interest from a local tourism group to test the viability of future race events in this area, which includes Vancouver and Portland.

The Tri-Cities date in June is the traditional spring testing for the unlimiteds at Columbia Park, site of the HAPO Cup.

Specific boats and teams attending each event is still to be determined. We do expect to be hearing that information in the coming weeks.



We love to hear from our readers.

Great special issue on the history of hydroplane race boat sponsors!

While I'm certain that everyone in the hydroplane community already understands this, but besides the actual hydros themselves carrying the names of businesses, communities or other entities, there are a lot of other commercial sponsors, perhaps less glamorously, but connected with each race event as well. In fact they may be just as important if not more so to ensure that the races actually happen. They are obviously too numerous to list, but probably deserve some kind of general mention in the overall context. Nevertheless, the boat sponsors are the ones that we as fans (including myself) associate with the sport, have the fondest memories of, and that is what makes it fun to cheer for certain teams.

I really want to compliment Jim Sharkey on his compilation of the sponsors of hydros through the years in various categories. What a lot of detail, a humongous effort I'm sure, and of course there will be critique of something missing, but I made a brief few notes of what I thought were clear omissions just on quick recall, but sure enough there they were under a specific category. However, a couple I could not find were *Jif presents Mr. Pringle's* (Food Products) and *Hawaii Kai III* (not sure what category, but perhaps Cities/Towns/Geographic Areas). Maybe I just missed them in

another category. I'm sure there are others, but still the list that Sharkey compiled is amazing!

Sincerely, Ron Suttell, Tacoma, WA

Editor's response: Thanks for your comments. As you point out, listing all of the sponsors involved with hydroplane racing over the years would be a gigantic task, probably impossible when you consider all the sponsors of races, heats, and the events associated with a race. That's why the list in the NewsJournal was restricted only to the sponsors who appeared as the name of a boat. That means many secondary sponsors are also not included, such as those that had decals on a boat. In an example that has become popular in recent years, for instance, the list sticks to just the primary sponsor in cases where a boat is presented by somebody. For example, "the secondary sponsor presents the primary sponsor," or "the primary sponsor, presented by the secondary sponsor." Just the primary sponsor is listed. In the case of Jif, that was a secondary sponsor, so is not listed. In the case of Hawaii Kai, Henry Kaiser was actually promoting a development that he was building east of Honolulu, so that was listed under Hotels/Resorts.

MY \$0.02 WORTH Editorial Comment by Andy Muntz



The tentative 2022 race schedule was posted on Facebook recently, which was then accompanied by many comments wondering why there wasn't a race in Detroit. It's a topic that has been common over the past few years, and much of it from people who blame H1 Unlimited.

I realize that most of you care primarily about the history of the sport and what happens on the racecourse. But the business side of this sport is also important. That's what makes it possible for the hydroplanes to even get onto the water.

So this month, I'm going to attempt to explain a little about that side of things and, in doing so, perhaps shed some light on the Detroit issue and how that situation could be resolved.

Race sites get involved in the sport in a couple of different ways. H1 Unlimited seeks new race sites by contacting civic celebrations that might want to host

a race, and sometimes those organizing groups will come to H1.

Let's pretend that you are a leading citizen of Metropolis, Tennessee. You've seen the success of the race in Gunter'sville and you've decided to hold an unlimited hydroplane race on nearby Pleasant Lake. You think it would be great for tourism and will be a boon to your local economy.

To arrange for the event in Metropolis, you contact H1 Unlimited, which will work with you to get a sanction and make your dream a reality.

H1 doesn't actually own any boats or organize the races. Instead, it acts like an agent between the sport's two primary players: the race sites and the boat owners. It provides the race sites with the hydroplanes they want for their event, and it provides the hydroplane owners with places to race their boats.

Now, before we go further, here are a

couple of things you should know about the two sides of that equation:

It's expensive to own an unlimited hydroplane. Everything costs more than you can imagine—one engine might be in the neighborhood of \$90,000, a prop is about \$15,000, and then there's the cost of the hundreds of other components, the monthly cost of leasing the boat shop, fuel, the trailer, travel, insurance, hotels and meals for your crew, and so on. It all adds up.

Bottom line: A boat owner has a basic desire to get paid as much as possible to help defray some of those expenses.

At the same time, and as a member of the Metropolis Chamber of Commerce you're well aware of this, the races are typically organized by nonprofit civic organizations that depend on the work of volunteers and the help of local sponsors to pay the bills.

Bottom line: They have a basic de-

sire to pay as little as they can to hold the event.

And, caught between these two forces is H1 Unlimited.

Anyway, back to your race in Metropolis. You've arranged for an army of volunteers who have promised they will help run the event and the president of the local bank has stepped forward and said his company will be the primary sponsor, along with money from the local hotel, a pizza joint, and the tire store down on Main Street.

So, to put the whole thing together, you'll need to arrange for the participants in your event. In other words, you need to negotiate a contract with H1 Unlimited that specifies what you and H1 will do so that your event will take place.

How much is that going to cost?

It can vary, so I'm not going to talk in specifics. Each race site negotiates its own terms. But, here are the basics: According to the H1 rules, 75 percent of the contracted amount is shared by the boat owners and 25 percent goes to H1 to run the event—the travel, hotel, and meals for the referees, inspectors, scorers, rescue crews, and the other H1 race officials who will go to Metropolis, plus the cost of operating that organization through-

out the year, marketing, and the expense of maintaining equipment, such as the data recorders and the rescue boat.

The biggest piece of your contract is for the boats, so now that you have a feel for the cost of operating a hydroplane, what do you think would be fair compensation for towing a hydroplane to and from Metropolis, buying the fuel and equipment the team will need, and covering all the travel expenses, food and lodging for the driver and crew? Whatever that is, multiply that number times the number of boats and you'll arrive at 75 percent of the contract amount.

But the cost of the contract to H1 Unlimited is only part of your total expense. You need to have a racecourse on Pleasant Lake that meets certain standards, a pit facility that meets standards, and a scoring tower. You need power, water, security guards and security fencing, portable toilets, cranes, a PA system, patrol boats, docks, police and fire protection, an ambulance and medical providers, insurance, parking, and so on. Plus, you need to get all the permits that will allow you to use Pleasant Lake and the property that will be impacted by your race.

If you can do all of that, and attract

enough spectators to turn a profit for your community, then H1 Unlimited will happily add the Metropolis First National Bank Regatta to its schedule.

So, how does Detroit fit into this?

It's the same deal. An organization needs to make the arrangements to hold a race in Detroit. It doesn't just happen by magic.

As things currently stand, nobody is organizing that race.

In order for the unlimited hydroplanes to return to the Detroit River, someone needs to step up and negotiate that contract with H1, arrange for the permits, provide the security fencing and the portable toilets, and do all the other things necessary to hold a race. It's as simple as that.

Someone has to actually do it.

I can assure you that H1 Unlimited wants to return to the Motor City. H1 would like nothing better than to hold the Gold Cup on the Detroit River again. But, just wishing it were so, or complaining about it on Facebook, isn't going to make it a real thing.

For that Detroit race to actually occur, someone will need to step up and make it happen—like what you did for Metropolis. ♦

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WEBSITE: unlimitednewsjournal.net

EDITOR: Unlimited NewsJournal, 14313 Beverly Park Road, Edmonds, WA 98026

Email: ajmuntz@icloud.com

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