

## Shane, crew chief resign from defending champion team.

*Three-time defending national champion Jimmy Shane has resigned as the driver for the Miss Madison team, which had just landed a new sponsor in HomeStreet Bank. The team's crew chief, Larry Hanson, also has resigned.*



Jimmy Shane (left) and Larry Hanson.

Shane, 30, from Covington, Washington, announced his resignation on his personal Facebook page, citing family matters as a possible reason. "After much consideration, I have decided to not return as the driver of the U-1 Miss Madison for the 2016 H1 Unlimited racing season," he wrote. "I hope that while my decision is disappointing to a lot of people that you can try to understand I need to do what is best for myself and my family."

He expressed no animosity to his race team as a role in his decision. "Please note that this decision is no way reflects my feelings for my team and of the great city of Madison, IN.," he said. "I wish the team all the best in 2016 and beyond. In my two years with the team we accomplished a lot that I am very proud of and I am truly grateful for everyone who assisted and made those accom-

pishments possible."

In his two years as the driver for the Miss Madison team, Shane started 10 races, won half of those, and was the top qualifier in seven of those events. Driving the *Oberto*, he won 30 heats overall and won the national championship and the Gold Cup both years.

He grew up in a boatracing family. Both of his parents and his sister, Kelly, have been national champions in various inboard

classes over the years. He started his career at 10 years of age, steadily moved through the ranks of both outboard and inboard racing, and landed his first ride in an unlimited hydro in 2006 at the age of 21 with Ted Porter's Precision Performance Race Team.

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# My \$0.02 Worth

## Editorial Comment



Andy  
Muntz

### Once upon a time ...

The death of Fred Farley this past month set me to thinking about what it was that attracted him to hydroplane racing so many years ago. I also wondered if there's a chance that young kids out there today might become enamored by this sport in the same way and cause them to become the Fred Farleys of the future.

Fred and I worked together on the old *Boatracng Magazine* back in the 1980s and I quickly realized that he was afflicted with hydro-mania more than any other person I've known. Even the most obscure hydroplane trivia was somehow always easily recalled from his brain with nothing more than a short pause and a clearing of his throat.

I never took the opportunity to ask him what it was about this sport that so captivated him, but I can guess. We both grew up in the Pacific Northwest during the same general time, so undoubtedly had

similar experiences. We grew up at a time and in a place where hydroplane racing was the only sport in town. But, perhaps more importantly, it was also a time when the sport had a compelling story to tell.

A basic element of every good story is conflict. There are heroes and villains. The hero in a good story usually has a quest, but he doesn't reach it easily; that would be boring. Instead, he must endure struggles, surprises, and disappointments along the way. Bad guys will try to prevent our hero from reaching his goal. Will he make it? It's that question that makes a story compelling.

When Fred was growing up, hydroplane racing had those elements. Our heroes were the drivers of the Seattle boats. We cared about our heroes because we saw them on TV and read what they said in the newspapers. We could even see them out there on the racecourse, their heads bouncing around in the cockpits of their speeding boats.

Achieving their goal mattered to us because there was something tangible at stake. Back then, winning the Gold Cup meant having the honor of hosting the prestigious event the following year. So, we worried if something might happen that would cause them to lose. Would the engine quit, for example? We didn't know until they crossed the finish line and the uncertainty added to the excitement.

There were also those dreaded race teams from other places, who were trying to prevent our heroes from winning the big race. Detroit's Lee Schoenith understood the power of a good story and loved playing the role of the villain, saying things to the local press that would whip the Seattle fans into a frenzy.

Do today's hydroplanes have conflict, heroes, and villains? What compelling story would attract today's kids to the sport like it did when Fred Farley was young?

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Letters may be edited for clarity and space.

# Remembering Fred Farley.

By Craig Fjarlie

**U**nlimited hydroplane racing's official historian, Fred Farley, passed away in his sleep in the early hours of April 15, 2016. He had been hospitalized a few weeks earlier for double bypass surgery. He was still recovering as a patient at Thornton Terrace Health Campus in Hanover, Indiana, at the time of his passing.

Farley was born in August 1944 in Seattle. His birthday often fell during Seafair week. As a child, Fred had to be content to watch hydroplane racing on television. His mother was worried he would catch polio and, until the vaccine was introduced, refused to let him mingle with large crowds of people.

As he reached adulthood, Farley began documenting his favorite sport. Starting in the 1960s, he wrote for *Race Boat and Industry News* and various race programs. In the 1980s he joined the editorial staff of *Boatracing Magazine*.

In 1973, Farley was appointed Official Historian of the unlimited class by Executive Secretary Phil Cole. He held the title the rest of his life.

In his professional career, Farley was a school teacher, focusing on students with learning disabilities. He also assisted with academic counseling.

Farley expanded his writing later in life. He authored or co-authored five books and hundreds of articles about hydroplane racing. While many unofficial hydro historians are familiar with events from 1946 to the present,

Farley was also knowledgeable about racing before World War II. He regarded it as all connected and felt the early years were equally important as the post-World War II period.

In 1994, Ken Muscatel took Farley for a ride on Lake Chelan in the refurbished *Slo-mo-shun V*. In 1999, Farley retired from his teaching career and, with his wife, Carol, moved to Milton, Kentucky, which is across the Ohio River from Madison, Indiana. Farley soon began working with the Madison Regatta.

Many people have life-long passions. It is a rare and fortunate person who is able to live out that passion. Farley was one of the fortunate ones. His passion for hydroplane racing never faded, never waned. He was just as excited about the sport in 2016 as he was when the boats captivated him as a child while he watched the 1951 Gold Cup race on television.

## Race in Coeur d'Alene, Idaho, is canceled for 2016 season.

Plans for a Silver Cup race in Coeur d'Alene, Idaho, have been scrapped for the 2016 season, but organizers will continue to work toward the possibility of a race at that venue in 2017, says Keith Allen, general manager of Coeur d'Alene Silver Cup, Inc.

"We have been working with our sponsors and local community representatives right up until the 11th hour to add the Silver Cup to the H1 2016 schedule," Allen said.



Although hundreds of people will miss him, we all can take comfort in knowing that we were able to call this unique, intelligent, and gentle man a friend.

Farley is survived by his wife, Carol, and brother Lawrence Thomas "Tom" Farley.

"With it now being 90 days until our event was to be run and only one-third of the way from our fundraising goal, we felt it was in the best interest of our organization, the community of Coeur d'Alene, and the sport to proceed in a manner that ensures a successful event and continue our work for 2017."

Coeur d'Alene has a strong history of boat racing. The first

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# A visit with hydro broadcaster Steve Montgomery, Part 2.

*Last month, in part one of this interview, Steve Montgomery explained how he became a hydroplane fan as a child. He discussed his education and early broadcasting experience. He also recounted his impressions of various race sites and memories of his friends in the sport. In part two, he talks about his experience with the Miss Rock as well as the various commissioners and people with whom he has worked. The interview was conducted by Craig Fjarlie.*

## Let's talk about the *Miss Rock*.

What year did we start that, '80, '81? That was fun. I came back from the Tri-Cities race. Monday morning I'm sitting in my office at KISW and the general manager came in and said, "Are any of these boats looking for a sponsor? We've got a little bit of money, we could do that." And I thought wow, that'd be fun. So, I started lookin' for a boat. Everybody had a sponsor. For some reason I thought of the *Whatcom Lady* – *Elliott Dog Ration*. Whatever happened to that boat?

I made some phone calls and they said, "You need to talk to Doug McIntosh." Called Doug and said, "What did you ever do with the *Whatcom Lady*?" He said, "Oh, it's sitting outside Jones' shop in Kent." I said, "Could we run it this weekend?" Doug said, "What do you have in mind?" I told him how much money we had, it was, like, \$20,000. KISW's promotional budget was about \$30,000. We hadn't spent the money yet. Doug said, "Well, let me make some phone calls." He called me back and said, "The boat would need some work, but I could build

a motor. We might be able to run it." And I said, "Let's give it a shot." So we drove down to Kent to see the thing and it was in pretty bad shape. It had plants growing out of the sponsons and little animals living in the boat. Doug and I stood there and I said, "Do you think you can have this thing ready to race on Friday?" He said, "My two sons can build us a motor if I can round up the parts. We'll give it a shot." So we cleaned the thing out. One of the sales guys from the radio station, Mark Jeffries, had done some auto body painting as a kid. He went and rented the gear and he painted the boat black. It was shiny, glossy. I thought, wow, this is cool. The next morning we went down there and dew had settled on the boat and it had kind of a velveteen finish. The gloss was gone. Our art department hired a guy to go down and paint Rock logos on it. Doug's kids were rounding up parts and building one Allison engine. They actually finished the engine Friday morning. Brought the boat to the pit area with no engine. The motor came in a little later on Friday in a pick-up truck. The kids had finished it. Doug said, "Do you think it'll run?" They said, "Well, it's got all the parts glued in the right places, we'll see."



The first boat to carry the *Miss Rock* name. The craft first appeared in 1971 as the *Miss Timex* and also saw action as the *Justa-Pest III*, *Miss North Tool*, *Pat O'Grady's Lakeshore*, and *Whatcom Lady*, among others. It ended its career in 1984 having never won a race.

Sandy Ross Collection





The second *Miss Rock* in 1982 while at the end of a tow rope with driver Bob Miller riding along. The boat was built in 1970 as the *Atlas Van Lines* and spent three years as the *Lincoln Thrift's 7 1/2% Special*, the name it carried when it won the 1973 President's Cup with Gene Whipp at the wheel. The boat was retired after the 1983 season.

That was Friday night.

We found out during the week that Brian Keogh was one of the owners of that boat. So Doug called him and said, "We're gonna run the boat, I hope that's OK with you." Brian said, "Well, yeah, but I'm gonna drive it." Doug said, "Well, get out here." So Brian flew out to Seattle. We didn't get in the water Friday. Saturday morning they had an hour available for testing and qualifying. You had to run 100 miles an hour, I think. Brian got in the boat and did a couple of laps at 95, 96, came back to the pit area. We had time to go out one more time. I told him, "If you think you're running 95, 96 miles an hour, OK, go up to the bridge and shut it down so they have to tow you in front of all the people down the beach back to the pit area." And he said, "OK." So he comes by us and he's got the thing really smokin'. It's running a little better. It was a big, old heavy log, you know? He went into the turn and he got through the turn pretty well. He went up the backstretch and I said, "My God, I think he might do the hundred." He

got up to the bridge and we heard, KaBoom! He had blown the thing up exactly where I told him to shut it down. (Laughter.) So they went out and towed him back to the pit area. Brian was from Detroit. He didn't know anything about KISW. So they towed him down the beach and the crowd was going, "Rock, rock, rock. Right on, right on, right on." He got back, he said, "You guys are a big deal. I had people swimming out, bringing me beer. That was the first *Miss Rock*.



The fourth boat to carry the *Miss Rock* name did so in 1984, the year the craft was built and driven by Fred Leland. The boat would see action in five seasons.

Yeah.

And then we stepped up, we made a deal with Bob Miller to run the 29, his cabover turbo Allison thing. We did that for a couple of years and he actually qualified. I don't remember why we changed but about three or four years later I was talking to Jim Hendrick. He was back east. I hadn't gone east that year. I said, "Do you know any boats back there that are gonna need a sponsor in Seattle?" He said, "Well, interesting, 'cause Fred Leland had American Speedy Printing. American Speedy Printing is going to change boats but Fred doesn't know it yet." Jim knew it because he knew the people involved. In fact, for a while Jim had an American Speedy Printing franchise in Detroit. I said, "Well, that's a pretty good boat." Jim said, "Yeah." So I called Fred's wife, told her who I was and said, "I need to talk to Fred about sponsoring his boat." She said, "Well, he has a sponsor." I said, "Well, have him call me when he gets to Seattle. Just want to talk to him." She said, "OK." Well, Fred lost his sponsor before he got to Seattle, so he called



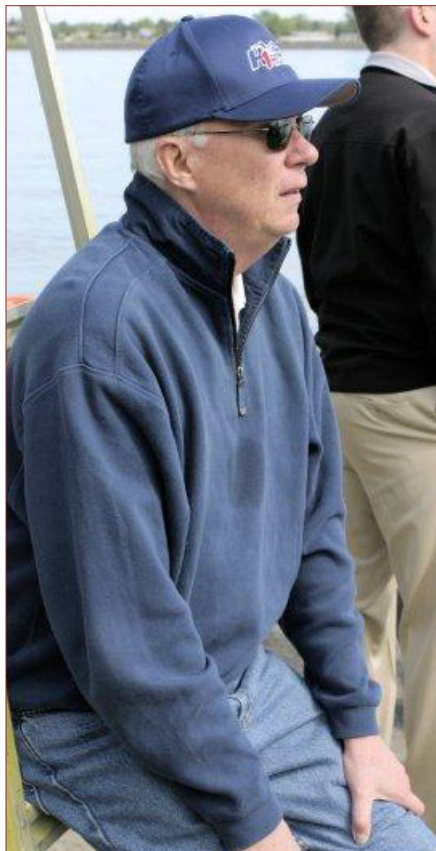
and he said, “Who are you guys and what do you want?” I told him and then said, “Come in and see us.” He came into the radio station. Fred was about as far away from a heavy-metal rock guy as you could get.

**Yeah!**

So we told him what we wanted to do. He agreed and we sponsored him. Ran some crazy ads. Do you remember any of those? We dressed Fred up like Indiana Jones.

### **Indiana Fred and the Vessel of Vroom.**

Yeah, had that ad in the program. We were famous for our program ads. We did one that made Bernie mad. It was during the Bob Miller era. It was comparing our boat with



Lon Erickson

Steve Montgomery



Robert F. Peters

Fred Leland

*Miss Budweiser.* We said something like our crew weighed 2,000 pounds and so did his. Our crew was three guys and his was six. We had a bunch of big guys. Bernie didn't like that ad so he jumped me in the bar at the Red Lion. One year we ran a plain black page and said, “A rare photo of *Miss Rock* racing at night.” Stuff like that.

Anyway, with Fred we took the American Speedy Printing design, which was red and yellow and white. We put some black in the middle where the white had been, put our logo in there, and that was Fred's first *Miss Rock*. He won the consolation race at Seafair and got to go in the final, which messed up our whole marketing plan 'cause we were supposed to be loud and losing, you know? He got lapped by *Miss Budweiser* and I think Kropfeld cut in front of him in the first turn. Fred hit his wake and got thrown out of his boat. I got mad, you know, why the hell would you cut in on a guy when you're lapping him? Just go around him and go win the race. They had to restrain

me in the pits 'cause I was gonna go talk to Bernie. They said, “No, don't do that, you'll just cause a problem.” Fred was back in the boat very quickly and I said later, “You got back in the boat really fast.” And he said, “I don't like water. I can't swim. I wanted out of the water.” Anyway, they progressed from there and after I left the station in the late '80s, Fred built a turbine boat.

### **Nate Brown...**

Yes Nate built it.

### **...and drove it. That was one of the last KISW boats. Fred also tried the boat with the Packard engine.**

Fred was convinced he could get the Packard engine to run with the Griffon. He battled that thing. At one time he said, “I figured out the problem with the oil system. Now I got it. Now it's gonna be good.” And I said, “Fred, every time you figure out a fix for something, the thing breaks.”

## Chasing the problem.

Yeah, exactly. We were in the pits at Seafair. We always had a secondary sponsor like 7-Eleven or Squire Shop, Miller beer. Well, all those guys came into the sport on the *Miss Rock* and later had their own boat. So the director of marketing for 7-Eleven was in town, Ron Montgomery was his name. No relation. We got 7-Eleven on the side of the Packard boat. We were going to start in the pit area. I said, "Ron, come over. Listen to this thing." Fred hit the button and the engine split right in half. So I shook my head and said, "Let me show you where you should be," and I walked him over to Steve Woomer's camp. It was Tosti Asti. And I said, "If you're gonna be in the sport you should have chrome wheels and a turbine boat, something like this." Introduced him to Steve Reynolds and Steve Woomer. That's a whole other story, but it's kind of interesting. That's how Steve Woomer met 7-Eleven.

## One of the things that has changed with the boats, from the time you got involved to more recently, is the enclosed cockpits. Do you have any thoughts about the improvements in that area?

Well, the big improvement in safety, obviously. I mean, we have horrible accidents now where guys walk away. We had less horrific accidents where people were hurt or killed. The only fatalities I ever saw occur were Jerry Bangs and George Stratton. I was not there when Dean Chenoweth was killed. I wasn't at the racecourse yet that day. I was leaving the hotel. Jerry Schoenith was coming in the door.

I said, "What's going on over at the river?" He said, "*Budweiser* crashed, it's bad." So I didn't actually see that flip. But when you look at the old footage and the boat comes by, and you see the driver, it's different than having him under glass, going by in a covered boat. You relate more to the human element of the sport, you know. But we could not have kept killing people like they were.

## It would've wiped it out.

And just strapping 'em in wouldn't have been enough, 'cause so many of 'em land upside down, you know. It was something they had to do and I'm glad they did because I didn't have to cover very many physical tragedies. Those were tough days. I was really close to the Gregory family when they lost George.

## That must have been hard on them.

That was a really tough time.

## Maybe we could talk about some of the executives you worked with in the sport?

Sure.

## When you became involved initially in the '70s, was Buddy Byers running things?

When I first announced he must've been, because I can remember that he was the commissioner in...

## Lee Schoenith had stepped aside or something and Buddy had taken over about that time.

I remember that Buddy was the commissioner in '77, because when I got off the phone with the hospital [after Jerry Bangs' accident - Ed.], Buddy was standing on a platform in the pit area. I said, "Buddy, they pronounced him dead." And he said, "Shhh." So I know that was Buddy. I don't remember what year it was. We were racing at Lake Mead and Lee Schoenith might've been the



George Buddy Byers

Robert F. Peters



referee. They started a race. They had this little trailer. We were on the roof. I was doing the PA announcing and *Budweiser* crossed the line and was almost into the first turn at zero-zero. I turned over to him and I said, "Was that a good start?" Schoenith says, "You got a problem with that?" And I said, "No, that's fine with me." (Laughter.) So that's how this deal works. He was over by maybe 1,000 yards. They were doing it all by the naked eye at the time. And then Bill Newton, did he come after Schoenith?

**He kind of worked with him. Actually he was a little before.**

I remember him making some interesting calls along the way. But I remember when they replaced Don Jones with Bill Doner. Bill and I got along fine. Every guy who has run this sport has had good qualities. All the way up to Sam Cole. Sam did a lot of things right. It's always been a combination of your ability to run things and your personality you know? Let's see, it was Bill Doner...

**J. Michael Kenyon was with him.**

Yeah, J. Michael Kenyon and Steve Turcotte. Steve and I used to play golf a lot on the tour, various places. Still see him once in awhile. He works for a golf publication. Uh, I remember when Doner was fired. I believe he was fired by Steve David, when he was president of APBA.

**APBA, yeah.**

Doner had done a lot of things right. He was a promoter, but he sometimes promoted beyond his ability to pay the bills, which



Bill Taylor

Bill Doner

promoters do. That caused some problems. He also was making a lot of money by the standards of the sport, and that upset some people. People said for that much money you could have three more employees. They had a point, but he was making that money on commissions. He got a percentage of what he sold for the sport. The LPGA had done exactly the same thing at the same time, I remember. They fired their commissioner because he was making \$400,000 a year. And he said, "I'm making \$80,000 a year, the rest of it is commissions on what I've sold for you." They said, "Well, we can get somebody cheaper." Now there were other issues that I wasn't privy to about how much Bill should've been paid and which money should've been his, and that's happened with every guy that's had that job, except Gary Garbrecht, because he owned the thing.

**We were going to ask you how it was to work with him. His son was working on a lot of side issues.**

For me there are two sides to it. I'm a moderate, politically and every other way, 'cause I always see both sides. When people ask me about how to run this sport, the way the Garbrechts ran it was the way to run it. Have people who are financially responsible for all of it. In the Garbrecht era there was never a question about a bill getting paid or a team getting paid or anybody missing money. But they were tight with the dollars. When people blew the thing up, I thought they were making a mistake. They said, it started with race sites going, you know, "We pay this much money to Hydro-Prop and only this much of it comes down to you race teams. Let's get rid of them, work directly with you, and you can keep more of the money." And some of the owners went, "Yeah, that'd be cool." I felt the sport would lose a lot of infrastructure, sponsorship, television, etc. And it did, and the owners didn't end up with much more money.

**Maybe less.**

Yeah! So that was false economy. On a positive side, you had three people, Gary and Amy and Bart, sitting in an office working full time running the sport. The communication is there. The way we've tried to do it lately with people in different parts of the country, email and phone calls, you never know everything. I jump around a lot, but Sam and I worked fairly well together as the years went by. He kept things pretty close to the vest,

which could be frustrating for those of us trying to help.

**Ahh.**

It's hard to have good communication when you're spread around the country. You know what I mean?

**Yeah.**

So they [Garbrechts] didn't have that problem. Don Jones didn't have that problem. Bill Doner didn't have that problem. They had an office where that was the headquarters of the sport and everybody doing stuff was in the same building. And then it spread out.

**Yeah.**

So the Hydro-Prop era, in my opinion, is the most professional the sport was ever run. On the other side of the ledger, there was a lot of the management of the racing that the racers didn't like: the assigning of lanes. There was great



Gary Garbrecht

Mercury Racing

racing, but it was manipulated, you know? I remember being in Detroit when he told Dave Villwock he had to start the final heat of the Gold Cup in lane five. The only reason, and this is interesting, Ed Cooper was one of the guys who wanted Hydro-Prop blown up. If it hadn't been for Hydro-Prop putting Dave Villwock in lane five, Ed Cooper wouldn't have a Gold Cup on his mantel. See what I mean?

**Right.**

And here's the other part to that story. Ed Cooper will tell you that Gary Garbrecht wanted to restrict his boat.

**Oh, yeah.**

Gary told me that wasn't what he wanted at all. What he wanted to do was use Ed's boat as a baseline. How much horsepower should everybody have, so that we're all kind of evenly matched with the U-3? So he told Ed Cooper, "I'd like to do some metering on your boat, just to see how much horsepower you have." Ed heard, "I want to measure your boat and make you restrict it." That's not what he said. He said, "We need to know how much horsepower you have so I can put about that much in the turbines and you'll all be even." See?

**Yeah.**

Not many people have heard that side of the story to this day, but that's what was going on, according to Gary. But the Garbrechts originally were a little bit difficult for me to work with because if you weren't in the family, you were never really in the loop. They kept

things pretty much in the family. In fact, Bernie Little and I had dinner in Lakeland, Florida. We were at the Lakeland Yacht Club. I was wearing a borrowed sport coat because everybody had to wear a sport coat. He said, "What I'd like to do is have you open an office in Seattle so people up there have a place to pick up their credentials and have contact with the sport." He said, "I'll put you upstairs in my shop in Tukwila and that'll be the sport's Seattle office." I said, "I'd be open to that." So we told Bart and Gary what Bernie was talking about and they said, "No, we want to keep it all down here. It's all gonna be run from Florida." Here's a side-light. When Hydro-Prop blew up, I was persona non-grata for a while because I was a Hydro-Prop guy. And the way I got to be a Hydro-Prop guy was that Gary didn't have a PR guy. So he called me and said, "We need to put out a press release before each race. I'll give you \$100 per to write those for me." And I said, "OK." So I was writing press releases for him. So now I'm a Hydro-Prop guy. When they blew up Hydro-Prop, I was a bad guy.

**Yeah.**

I was old school. Every time there was a new person running the sport it would take them a while to figure out that I wasn't a Hydro-Prop guy. I was a hydroplane guy. I was doing what it took for that particular group to run the thing, you know? However I could help. It always took a little while for me to get the confidence of the new group. I had little breaks between, although Sam Cole called me right away when he took over, said, "If you could help



with marketing, etc.” I said, “No,” because I was so po’d after what went on in 2004, I didn’t want to be involved. I really didn’t. I think I still did some air work, probably, and that was about it. Spring of 2009, Sam called me and said, “I’m having an owners’ meeting in Seattle. I’d like you to come.” I said, “Why?” And he said, “Well, you need to know what’s going on.” So I went to a board meeting over at Shilshole Bay. Sam and Ken Muscatel laid out the whole plan to go to Doha.

**Ahh, OK.**

Bruce Madej was the PR guy for the sport at the time. He was still working for the University of Michigan. Bruce could not make the trip to Doha and Sam wanted me to take that job. I said, “OK, since we’re going to Doha and all that fun stuff I’ll do it.” So that was 2009. I became the marketing/PR director. Took over a website that was a plain red page with some black text on it. Debbie and I went to Doha in November of ’09 and

five more times. Six trips, I think. After about the first three trips, I vowed not to do it again.

**It’s pretty grueling.**

The airline thinks you’re five-foot-nine, you know, so if you’re not you’re just uncomfortable all the way. We got to be good friends with Sheikh Hassan. Liked him and his family and other people we met over there. But all-in-all, it just wipes you out physically for weeks. Came home tired and run down. Caught winter colds. It was fun to be there, especially the first couple of times, then after that it’s kind of old hat, you know. That’s how I got re-involved. And Sam’s on that list of guys, I mean, he did a lot of positive stuff for the sport, he really did. The website, I will say, he just told me, “Make it better.” Didn’t get much input from him on that. With a lot of help from Walt Ottenad, we really improved the website and it got pretty viable. People would look at it and go, “Wow, these guys have something going on,” which was the goal.



Ken Muscatel

Superior Racing

**You were talking about other commissioners.**

OK, here’s an interesting point. After Bill Doner there was nobody runnin’ the thing. It was going to be the guy that had the Unlimited Lights, Ned Allen. He was commissioner for 20 minutes. I can remember talking to him in the office by SeaTac. Would’ve been Doner’s office. He decided not to do that ‘cause he saw what the politics were. So Ken Muscatel, more or less, was. Ken did a good job as a commissioner.

**Yeah, he ran it for a little while.**

He really did well. And then he brought in Bob Gobrecht. I was gonna say, Bob Gobrecht was really good. He was very professional, great representative. He’d run Seafair previously. It was less than a year, they went to the Gold Cup in Detroit and they called him into the owners’ meeting, said, “Well, where are all our sponsors?” He



Debbie and Steve Montgomery with Sheikh Hassan bin Jabor Al-Thani

Steve Montgomery Facebook Page



said, "I'm working on it." They basically fired him because he hadn't brought in a bunch of big sponsors in his first three months. But the little I worked with Bob I was really impressed.

**OK.**

So then he was out and I think Ken was in again. I was at a race in Evansville when Bernie sent for me and I went into his bus. He said, "Do you know Gary Garbrecht?" And I said, "No, I don't." He told me who Gary was and about his outboard series. He said, "Gary's going to take over the spot." And I said, "Really?" Basically what Gary did was pay some bills the sport had and he became the owner of the thing. Gary Garbrecht ran the Formula One outboard series, PROP Tour.

**Yeah. And he had Second Effort Performance Products.**

And it was a very professionally run series. Lots of teams, lots of sponsors, television, etc., etc., etc. So Bernie said, "I just wanted you to meet Gary while he's here." And then Gary had a bunch of questions for me about television and stuff like that. So we chatted a little bit and went from there. Eventually got to where we had a pretty good relationship.

After Debbie and I were married, I got a call from Gary Garbrecht explaining that Trent Ling was taking over the television coverage and he had this long explanation. He's gonna do this and he's gonna do that and it's all gonna be great. And I said, "In other words, it's a good financial deal for you." He said, "No, it's all about

... mumble, mumble, mumble." I said, "Yeah, right." Well, what had happened was Trent had called Gary and bought the television rights so he could be the anchor, which he was for one year. He and Chip Hanauer did the races. I told Debbie, "I just got fired as the hydro anchor," which at the time kind of upset me. And then Trent ended up buying the sport from Gary and owned it for a month or so. That was in 2004. I don't know what changed hands as far as money and assets. It was after the St. Clair race. I got a call from somebody, he said, "Trent Ling just bought the sport." I said, "Holy cow." So he went to San Diego, to the big meeting where they were reorganizing the sport, thinking he would be running the sport. He got booted out of the meeting and Sam Cole became the chairman. They changed the name to ABRA. That was in 2004.

**You mentioned St Clair. It was horribly rough water. Do you remember much about the situation, the facilities, how rough the water was?**

The channel there is like the Montlake Cut. [The Montlake Cut is a narrow channel that connects Lake Washington and Lake Union in Seattle and provides passage for many hundreds of boats each day. – Ed.] Hardly much wider. If you picture the Montlake Cut on a bad day, with three-foot waves, there's just nowhere for these waves to go. It was a combination of the wind and great, big ships going up and down through there. The thing just never settled down. They declared Terry Troxell in *E-Lam* the winner because he had the least-damaged boat. Everybody was bustin' their



Sam Cole

Robert F. Peters

boat up. You couldn't get up on top of the waves. You were hammering on into them. It was really ugly and Terry had actually run more laps than anybody else, so they declared him the winner. It was depressing from the beginning because St. Clair had really geared up for this thing. When you drove into town people had cleared off their parking lots and put up signs, "Park here for the race." There was nobody parking in any of those lots. There were no spectators. There was nothin' going on. And the race just didn't happen. It was a valiant effort that didn't work. It's the only day I've ever been to St. Clair, so I don't know if there were days when that channel is smooth. I don't know if that waterway is actually raceable sometimes, but it wasn't that weekend at all. And you know what was going on? Gary Garbrecht had political problems at the time with some of the owners. He had put Tommy D'Eath in charge of



Ron Harsin

Steve Montgomery interviews Steve David after a race victory.

everything, as a figurehead leader. Tommy was the guy running the sport at the time.

**Any additional thoughts about some of the people you have worked with?**

The best thing I can say is they all have good qualities. They all have some issues, although I can't think of too many negatives about Don Jones. His only problem was Steve Woomer wanted Bill Doner to run the thing. But Don was responsible for the early days of TV. He did a good enough job for ESPN that APBA put him in charge of all the boat racing television in the country. Scott Smith was working with him and they made some pretty good advances in the organization, marketing, and sponsorship. But I tend to see the good and bad in everybody, including current owners and other people. I mean, I firmly believe the officials I've been around, with a few exceptions, have done a human best to call it by the rules. Most of the complaints have come from people who didn't

understand the rules. And a lot of the time the rules have been goofy.

**Oh, yeah.**

People talk about Steve David and Dave Villwock. Steve David won a race in the Tri-Cities where they called Villwock in the final turn. It was a horrible call, but that was the way the rule read at the time. It said you had to enter the turn in a lane and be in that lane all the way through the turn to the exit. Well, he went into the turn in lane four and came out in about lane two. Steve was never crowded in the least. Didn't even slow down, but Villwock had changed lanes in the turn. They called him for it and took away the win. Well, that's another win for Villwock and one less for Steve David.

Steve's a very good friend of mine and I have told him to his face, "All you had to do in Detroit [2014 – Ed.] was go through the Roostertail Turn in lane four and your name is on the Gold Cup." "I know, I know, I know, I know." I don't know to this day if he left

enough boat lengths, could depend on how you looked at it, but the point is he didn't have to go in there at all. He had everybody covered. They weren't gonna catch him. So I've seen friends make mistakes. I just about saw it all.

**Any other thoughts about famous drivers?**

I played tennis against Bill Muncey, for God's sake. How many guys can say that? We had a good time. We were never great friends, but we got along fine and had a good time. There were guys like Dean Chenoweth I never knew very well.

**He was quiet, harder to get to know.**

I was working with Jim [Hendrick] at the time. Jim and Dean were a lot closer than I was to Dean. I just never knew him real well. There were a lot of drivers and owners over the years that I knew really well. I think of guys who came and went that owned boats for a while. A lot of those guys that were lesser owners were the ones I got to know better, like Kenny Thompson, Tom Kaufman, or Bob Brown, or Jack Higgins. I could name a lot of guys that the fans would go, "Who's that?" Well, he owned a boat for a minute, you know?

*In part three of the interview, Montgomery talks about his current role in the sport, his work with the Ellstrom team, his impression of the 2015 season, and his thoughts about the coming 2016 campaign. Look for the final installment of the Steve Montgomery interview in the June issue of the Unlimited NewsJournal.*



# TIME CAPSULE: Stepping into the Way-Back Machine.

## 100 Years Ago: 1916

The year before in 1915, a group of investors from Detroit had contracted with boat builder Chris Smith to create for them a hydroplane that would compete in the Gold Cup, which was held that year on Manhasset Bay on Long Island, New York. The Empire State had hosted each of the 13 runnings of the prestigious event since its inception in 1903, but that all changed with the *Miss Detroit*. With Johnny Milot at the wheel, the boat took the victory and gave the Motor City the right to host the Gold Cup the following year.

Six boats competed for the 1916 Gold Cup on the Detroit River, including the defending champion, now with Dr. W.E. Sanborn at the wheel, and a new Chris Smith creation that was entered by a civic group from



Algonac-Clay Township Historical Society and Museum

Miss Minneapolis, 1916 Gold Cup champion.

Minneapolis, Minnesota. The *Miss Minneapolis* proved its speed two months earlier in mid-July when it set a world record of over 66 mph on a half-mile course set on Put-In-Bay, Ohio, on Lake Erie.

With Smith's son, Bernard, in the driver's seat, the *Miss Minneapolis* was first across the starting line on the first of the three-day series of races and led throughout, averaging 46.2 mph in the process. *Peter Pan VII* was second with Fred Floyd at the helm, followed by the hometown *Miss Detroit* placing third.

On the second day, *Miss Minneapolis* was again first across the line and, though Johnny Milot in *Baby Marold* briefly challenged it, went on to another victory.

That pretty much clinched the title for the *Miss Minneapolis* team, but they still didn't let up on the third day. Bernard Smith took the boat across the starting line first again. During the fourth lap, however, the boat began to labor, which allowed *Miss Detroit* to pass,

much to the joy of the fans cheering from the shore.

The advantage didn't last long, though. Smith got his boat back into better racing trim, shoved on the throttle hard enough for the craft to travel at 55 mph, and passed the *Miss Detroit*, never to look back. That meant, after a one-year stay in Detroit, the Gold Cup was headed farther west for the 1917 event.

Following the Gold Cup, the *Miss Minneapolis* and the *Miss Detroit* met again on the Detroit River for a series of mile speed trials. Again, the *Miss Minneapolis* proved to be faster. It ran the course at an average speed of 61.083 mph, while the *Miss Detroit* managed an average of 52.278 mph.

## 75 Years Ago: 1941

With war raging in both Europe and Asia during the summer of 1941 and with all signs pointing toward the eventual involvement of the United States in those conflicts, the highest levels of boat racing



Chris Craft

Chris Smith





My Sin, the 1939 and 1941 Gold Cup champion

became less than a priority. Events in Detroit and Washington, D.C. were canceled in an effort to conserve gasoline. Yet, the Gold Cup was held as scheduled at Red Bank, New Jersey, in conjunction with the annual National Sweepstakes Regatta, which attracted large fields of competitors for the smaller inboard classes.

The same couldn't be said for the Gold Cup boats, however. Six months earlier, it appeared that there might be as many as 15 boats available to compete for the Gold Cup. A week before the race, that list was reduced to only four. Then, when it came time to actually race, only one boat showed up: the 1939 Gold Cup champion *My Sin*, which was campaigned by Zalmon Simmons.

On race day, the boat was launched and raced all alone around the Gold Cup course, running a steady speed of 50 to 53 mph. Mel Crook, writing for *The Rudder*, said the motor purred perfectly while

the large crowd of spectators and officials looked on politely. When it completed 30 miles, it returned to the pits and officials decided to award Simmons the trophy to "relieve him of further solo performances for the day," according to Crook.

Historians generally look at hydroplane racing as having two eras: one before World War II and the other after. The period that divides the two would come less

than four months later when the United States was plunged into the world conflict and racing would not take place for another five years. So, it can be said, the pre-World War II era of the sport ended as quietly as one can imagine, with *My Sin* on a pleasure cruise by itself on the Navesink River.

## 50 Years Ago: 1966

by Kirk Pagel,  
Special Projects Editor

There were 24 unlimited hydroplanes registered for the 1966 campaign, and 22 of them scored points on the 11-race circuit. The 1966 season featured the Suncoast Cup in Tampa, Florida; the President's Cup in Washington D.C.; both the Gold Cup and Horace Dodge Memorial in Detroit; the British Columbia Cup in Kelowna, B.C.; the Atomic Cup in Tri-Cities, Washington; the Seafair Trophy in Seattle; the Diamond Cup in Coeur d'Alene, Idaho; the Governor's Cup in Madison, Indiana; the San Diego Cup in San Diego; and the Sacramento Cup in Sacramento.



Harrah's Tahoe Miss, the 1966 National Champion

Sandy Ross Collection

Hydroplane and Raceboat Museum



Kirk Pagel



The oldest and newest boats in the 1966 fleet. Pictured at the top is the former Gold Cup champion Slo-mo-shun V as it appeared in its final year of competition. At the bottom is the Miss Chrysler Crew, a new boat powered by Chrysler Hemi engines.

The high points champion for 1966 was the U-3 *Tahoe Miss* (#6403), with four race victories and two additional podium finishes. *Tahoe Miss* also won the Gold Cup in Detroit. The U-15 *My Gypsy*, finished second in the high points with only one win in Seattle and three additional podium finishes.

The U-12 *Miss Budweiser* (#6612) placed third in the high points with one win at the Atomic Cup in the Tri-Cities. *Miss Budweiser* team started the 1966 season with the former *Miss Wahoo* hull (#5677), which was wrecked on the Potomac River while racing in the President's Cup. Substitute driver Don Wilson was killed when he collided with *Notre Dame*, an accident that also took the life of Rex Manchester. The *Budweiser*

team had also entered the former *Tempo* U-13 (#6313) as the *Miss Busch Bavarian*.

The race held on Sunday, June 18 is known as "Black Sunday" and would go down into hydroplane history as the deadliest day the sport has ever seen. In addition to the deaths of Don Wilson and Rex Manchester, another accident earlier in the day involving the new cabover U-40 *Miss Bardahl* (#6640) claimed the life of Ron Musson.

The oldest boat on the circuit for 1966 was the U-37 *Miss Tri-Cities* (#5137), a boat that originally ran as the original *Slo-Mo-Shun V*. New hulls for 1966 included the aforementioned *My Gypsy* (#6615), *Miss Budweiser*, and the ill-fated *Miss Bardahl*, which ran in only one race. Also new for



The four drivers who were killed during the tragic 1966 season. Ron Musson (top left), Rex Manchester (top right), Don Wilson (bottom left), and Chuck Thompson (bottom right)

1966 was U-77 *Miss Chrysler Crew* (#6677).

The U-80 *Smirnoff* (#6490) was another casualty in 1966, killing driver Chuck Thompson as he ran in the Gold Cup on the Detroit River. Owner Lee Schoenith quickly pressed his U-44 *Gale's Roostertail* (#6544) into service as a replacement for the wrecked *Smirnoff*, transferring the U-number to that hull as well.

The former *Miss Spokane* (#5825) re-appeared in 1966 as the U-9 *Miss Lapeer* and went to a win at the Horace Dodge Memorial and two additional podium finishes. U-8 *Dixie Cola* (#6580) shed its former name *Blue Chip* and placed second overall in the Gold Cup.

## 25 Years Ago: 1991

by Kirk Pagel

In 1991 there were 16 hulls registered to race on the unlimited circuit. That number included back-up hulls for *Miss Budweiser* and *Winston Eagle*.



Karl Pearson



Karl Pearson



Pictured at the top is the Miss Budweiser, the 1991 National Champion. Finishing second in the standings was the Winston Eagle (above).

The boats appeared in Honolulu for both the first race of the season and the last. After completing the 1990 campaign, the boats were loaded onto a container ship in California and moved to Hawaii to compete in the Pearl Harbor Hydrofest. Because the race occurred on November 16 (the APBA year runs from November 1 to October 31), it was technically the first race of the 1991 season. The boats were then shipped back home to undergo their usual winter repairs and renovations.

The season resumed with the Gold Cup held in Detroit on June 9 and continued with the Thunder on the Ohio race in Evansville, Indiana; the Indiana Governor's Cup in Madison, Indiana; the Columbia Cup in Tri-Cities, Washington; the Rainier Cup in

Seattle; and the Budweiser Cup in San Diego. The boats then took another voyage in a container ship to complete the season in late October at the Top Gun Hydrofest back in Honolulu.

The U-12 *Miss Budweiser* (#8701) topped the national high points chart for 1991 and won the

Gold Cup in Detroit, as well. Both Budweiser team hulls, the T-2 (#8701) and T-3 (#9801), were used throughout the season. The U-10 *Winston Eagle* also used two hulls, with the first *Winston Eagle* (#8410) and the third *Winston Eagle* (#8700) competing that year. *Winston Eagle* placed second in the high points chase with three wins and three podium finishes.

There were no new hulls in 1991 and the oldest hull on the circuit was the U-99.9 *KISW/Miss Rock* (#8477).

An older hull, the U-50 *American Spirit* (#8401), had one race win in Madison at the Governor's Cup, beating *Miss Budweiser*, *Winston Eagle* and *Mr. Pringles* (#8808). Two hulls, U-99.9 *KISW/Miss Rock* and U-89 *Miss Ginger Honey* (#8501) could not qualify.

The U-85 *Miss Northwest* (#8012), the former Griffon-powered *Budweiser*, participated in the first Honolulu race in late 1990. Crew chief Dave Culley rolled out a new supercharger for the big Griffon engine, but it could not start any of the preliminary heats and finished last in the final heat. It was the final appearance for that former champion hydro.

## What do those numbers mean?

What are those numbers in the parentheses? In an attempt to keep track of the large number of hulls used in unlimited hydroplane racing over the years, the members of Unlimiteds Unanimous have adopted the use of a numbering system that assigns a unique number to each hull. The first two digits of a boat's identification number correspond to the year that the boat first appeared and the second two digits are the boat's U number when it first appeared. For example, in the article above, the *Miss Ginger Honey* is referred to as hull #8501. That means the hull first appeared in 1985 and carried U-1 as its number that year. (It was the *Miss Budweiser*.)



# Shakeup on Madison team.

Continued from page 1.

He drove the team's *Formula II* boat in 2007, another boat with the same name the following year, took two years off, then drove *Formula* in 2011 and the *U-5 Graham Trucking* in 2012 and 2013, winning the national title that final year. He then joined the Miss Madison team for the 2014 campaign.

"Boat racing has been my greatest passion since I was very young," Shane wrote on his Facebook post. "I am very proud of my unlimited career and thankful to those who helped me accomplish all that I have in such a short period of time."

He also left the door open to a return to a driver's seat someday. "While I hope this is not the end and I eventually get a shot in another unlimited, it has been a great ride and I thank you for all

your support and encouragement along the way."

Shane's announcement came as a complete surprise to those who watch the sport. Just two weeks earlier, he wrote on Facebook that he was looking forward to getting back in the boat and representing HomeStreet Bank.

Larry Hanson's resignation also came as a surprise. With the exception of a five-year period in the early 2000s when he worked for a rival team, Hanson has been with the Miss Madison group since 1988. He served as the team's engine specialist while his brother, Mike, served as crew chief, then took over the crew chief duties in 2014 when Mike Hanson became crew chief for the Ellstrom Racing Team.

# Idaho race postponed to 2017.

Continued from page 3.

inboard race was held there in 1913 and the first unlimited race there in 1958. Bill Stead won that event aboard the *Maverick*. The unlimited continued to compete for the Diamond Cup on Lake Coeur d'Alene until 1968. The tradition then resumed in 2013 when Jimmy Shane won the Diamond Cup there in the *Graham Trucking*.

Much of the difficulty in staging a repeat visit to the lake has been because of unpaid debts that remain from that 2013 race. While Coeur d'Alene Silver Cup has already obtained the primary permits

needed to run a unlimited race in 2017, the group is still working to distance itself from that earlier effort.

"We started with plenty of time and some money and now, even though we have some strong financial commitments, we do not have enough time to put on the race on the weekend of July 16 and 17 this year," Allen explained. "We promised those that have supported us we would not jeopardize the integrity of their brand or businesses, and canceling the event now allows us to fulfill that promise and keep those important relationships in good standing."

# Detroit HydroFest weekend to feature a Free Friday.

The organizers of the UAW-GM Spirit of Detroit HydroFest have announced the addition of Free Friday, which will occur on August 26. During Free Friday, there will be free admission to the grandstands and the cold pit area during the practice runs.

"This is a momentous occasion for the city and our racing fans marking the return of the APBA Gold Cup, the oldest active trophy in motorsports, on the 100th anniversary of the premier hydroplane race in the country," said Mark Weber, president of Detroit Riverfront Events, the host and planning organization for the race. "This event is part of the legacy of Detroit and together, with our partners at UAW-GM, we're excited to mark this milestone and create an unforgettable experience for the crowds."

In addition to Free Friday, plans also are underway for more activities, attractions, and events leading up to this year's HydroFest. "We are actively coordinating efforts to make this a memorable event fitting for our 100th anniversary and look forward to making a series of announcements in the next few months, Weber said.

UAW-GM's title sponsorship has ensured that all general admission parks will remain free on Saturday and Sunday of race weekend. Grandstand seating will start at \$50, with tickets prices increasing up to \$180 for the VIP Club Gold Cup.

# HydroFile

## Race Team News



Lon Erickson

### U-1 MISS MADISON/HOMESTREET BANK

Major shakeup within the Miss Madison organization involving driver Jimmy Shane and crew chief Larry Hanson, see the full story on the front page of this May issue. In the meantime, work continues with the new Homestreet Bank colors going on the hull (right). That's crewmember Tyler Hanson below.



MCR



Miss Madison Facebook Page

### U-3 Go3 RACING

Ed Cooper's "turbinator" is in the shop awaiting the crew to begin some minor hull work and prep for the 2016 race season. Sponsor search is still underway.



Go3 Racing Facebook Page

### U-9 JONES RACING

Mike and Lori Jones officially announce Andrew Tate as their driver for the 2016 season. Tate is the son of former unlimited pilot Mark Tate, a fourth-generation racer, and a four-time APBA national champion driver in the outboard and inboard limited classes. The U-9 will race the entire 2016 H1 Unlimited series with Les Schwab Tires, Red Dot Corporation, and Sound Propeller Services Inc. onboard as primary sponsors. Work continues in the Jones Racing shop preparing for a test session planned for June 10 in the Tri-Cities.



U-9 Facebook Page



## U-11 URG/MISS PETERS & MAY

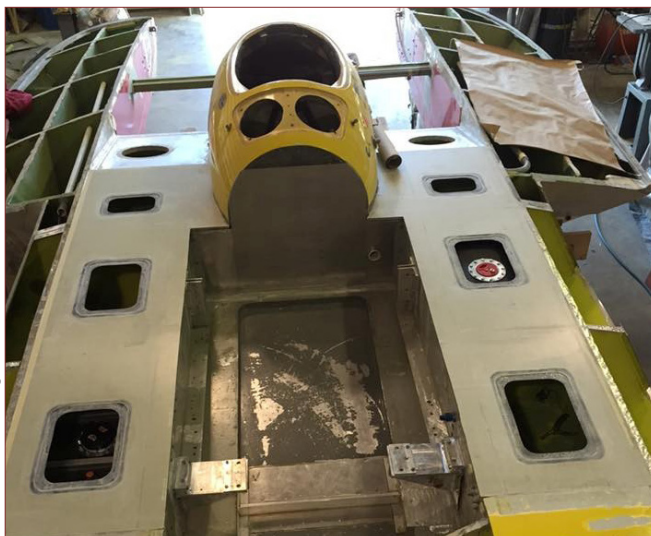
Prep work continues in the shop and on two T-55 turbine engines for the U-11 (below). Driver Tom Thompson was out west to spend some time in Seattle with the team, working on safety system upgrades for the boat and building a new driver seat.



U-11 Instagram

## U-18 BUCKET LIST RACING

Kelly Stocklin reports the rebuild continues at a fast pace. The team has done test fitting of the T-53 turbine, decks are going on, new data systems installed, and the boat will possibly have a new paint scheme for 2016. Here are some shots before the engine was installed (below) and after (right).



Bucket List Facebook Page

## U-21 GO FAST TURN LEFT RACING

Work continues getting the current race hull (#0721) ready for the season opener in Madison (below). The team announced a contest coming to Design The Hydro. You will be able to a) guess the identity of our sponsor for each race on the 2016 H1 circuit based on clues the team will give, b) design your own look for the boat at that race, and c) win a cold pit pass and lunch with the crew at the race of your choice. Official announcement and rules coming soon!



Brian Perkins



Bucket List Facebook Page



## U-27 WIGGINS RACING

The hull work is complete, and in the process of being primed. Next will be the 2016 paint scheme and graphics. The team is planning a spring testing session at Lake Guntersville, Alabama, on Saturday, June 4.



U-27 Facebook Page Photos

## U-96 ELLSTROM RACING

The Ellstrom hull has been upside down in the shop receiving a new coat of bottom paint (below). Next, the hull will be going right side up. Installation of systems and hardware has begun for the upcoming race season. No word on who will be behind the wheel yet in 2016, but details for the season will be announced soon.



Ellstrom Racing

## U-100 LELAND UNLIMITED

We visited with some of the U-100 team members recently at the shop. They will begin working in preparation for the upcoming 2016 season. Some minor hull work is planned and they have engine work currently being done. Last year's crew chief, Ben Rice, has decided to move on and has left the team. Owner Stacy Briseno is working on crew plans for this coming season. They did say they have had some exciting conversations on potential sponsorship for 2016 and hope to announce those soon.

### NEXT MEETING OF UNLIMITEDS UNANIMOUS

**Sunday, May 15, 2016**  
**Meeting starts at 2 p.m.**

Lake Hills Library  
15590 Lake Hills Blvd.  
Bellevue, Washington 98007

**YOU ARE WELCOME TO ATTEND!**



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