



# #Numbers#

by Andy Muntz

One day during the months leading up to the 1954 unlimited hydroplane season, J. Phillip Murphy received a telephone call from an official of the American Power Boat Association. The owner of a construction company in Oakland, California, Murphy had a summer home on Lake Tahoe just down the shore from his friend, Henry Kaiser, and had always been enamored with speedboats. He got his first taste of boat racing the year before when he entered a 7-litre hydroplane in the Sky High Gold Cup and then decided to move up to the unlimited class.

His new boat was surreptitiously designed by Ted Jones (who was still under contract to Stan Sayres at the time) and built by a local marina owner named Fred Hallett (who Murphy apparently had mistaken for the famous California boat builder Rich Hallett). The name for his boat had been picked out—*Breathless*, from a character in the Dick Tracy comic strip named Breathless Mahoney—but the APBA official wanted to know what number he'd like to have put on the registration form and painted on the hull.



Phillip Murphy's U-22 *Breathless* on the hook at Seattle's Mt. Baker Park in 1954. His oldest son Jay drove the boat. ~ Lon Erickson photo

goes back as far as it has been necessary for race officials to tell one boat from another. In the very earliest years, the number was printed on a pennant that was to be flown by each contestant. Later, the numbers were assigned by race organizers—often printed on pieces of cardboard that were handed out before the race and thumb tacked to the boats.

Eventually, as the sport grew and as many different sizes and types of boats competed against one another, the numbers were preceded by a letter to designate each boat's class. The sport's premier event, the Gold Cup, featured

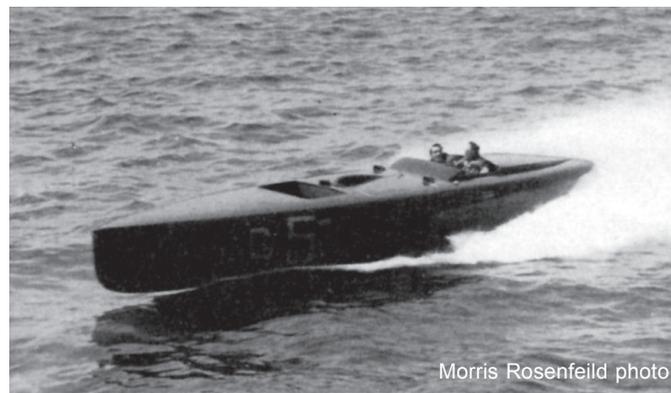
After the official explained that the number had to begin with a "U," meaning it was registered in the unlimited class, Murphy thought for a minute and glanced toward a bank of filing cabinets that were labeled A-1, B-2, C-3, and so forth. Toward the end of the string he noticed that one was labeled U-22. "I'll take 22," Murphy is said to have replied.

The assigning of numbers to race boats

the biggest and most powerful boats—the unlimited class, which was designated by the letter “U.” Gar Wood’s *Miss America* won the 1920 and 1921 Gold Cups with the number U-1. At right Gar Wood, Orlin Johnson, and *Miss America*; Minus the U. ~ Morris Rosenfeild photo



After the 1921 season, however, race officials adopted new rules for the Gold Cup that outlawed hydroplane hulls and limited engine displacement to 625 cubic inches. They said the new rules were put in place to broaden the appeal of the sport, but many concluded that their true purpose was to put the brakes on Gar Wood, who had won the previous five Gold Cups. Whatever the reason, the boats competing in the new Gold Cup class were identified by a number that was preceded by the letter “G.” At left Colornal Jessie Vincent in the G38 *Packard ChrisCraft* built by Chris Smith, winner of the 1922 Gold Cup. ~Mariner Museum photo



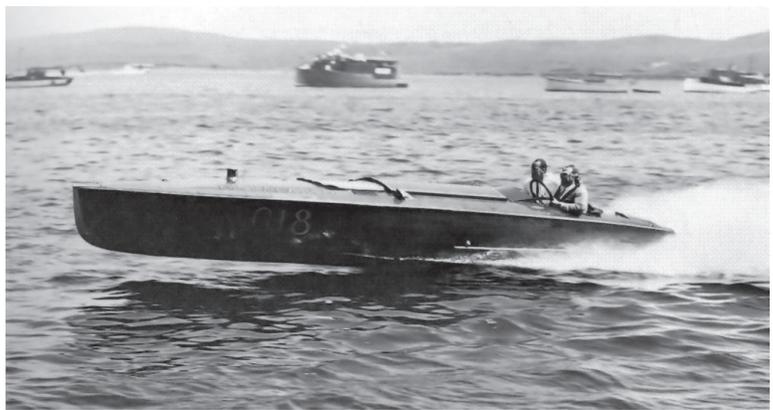
Morris Rosenfeild photo File 10 photo

The first winner under the new class was *Packard-Chriscraft*, which used the designation G-38. Other well-known Gold Cup winners of the period included *Baby Bootlegger* (G-5), winner of the 1924 and 1925 Gold Cup, seen above left, *Greenwich Folly* (G-8) 1925 and 1926 winner, *Imp III* (G-14), 1927 winner, *Hotsy Totsy* (G-4), above right, 1930 and 1931 winner, and *Delphine IV* (G-31), 1932 Gold Cup winner. In photo at right is Horace Dodge’s G-31 *Delphine IV* and G-37 *Delphine V*.



File 10 photo

George Reis won three Gold Cups in a row from 1933 to 1935 with his *El Lagarto*, designated G-18, seen in photo at right. This boat was built in 1918 and originally named *Miss Mary*. The hull was refurbished in 1933, having the bottom rebuilt as a stepped hull and renamed to *El Largato*. ~ Mariner Museum photo



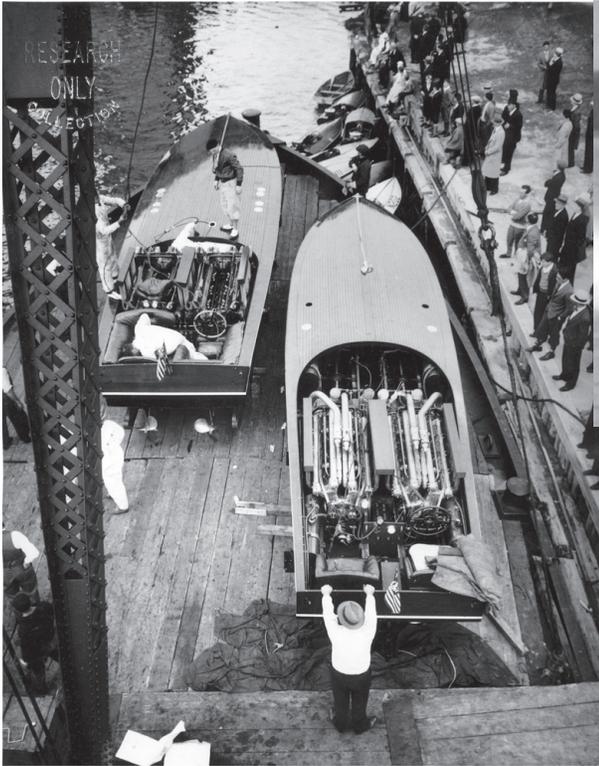
Meanwhile, the hydroplanes competed in other races, too. The boats entered in the 150-mile International Sweepstakes races were designated with the letter “T,” those racing in Miami’s Fisher-Allison Trophy used an “F,” and those competing for the Dodge Memorial Trophy had the letter “D.” When Gar Wood’s *Curtiss Baby Gar* raced in the 1923 Gold Cup, for example, it ran as the G-47, but when it competed in that year’s International Sweepstakes, it was T-47. ~GarWood photo



Horace Dodge Jr. and his D2 *Impshi* in the 1933 Dodge Memorial. This boat was originally built in 1925 and beached after 1926. It was renamed the G-38 *Delphine VIII* later in 1933 then sold, becoming the G-36 *Hornet*. Dodge repurchased it in 1935 and it won the 1936 Gold Cup on Lake George as the G-36 *Impshi* with Kaye Don at the helm. They beat George Reis in the G-18 *El Largeto*. That was Dodge’s second Gold Cup victory. ~ Mariner Museum photo



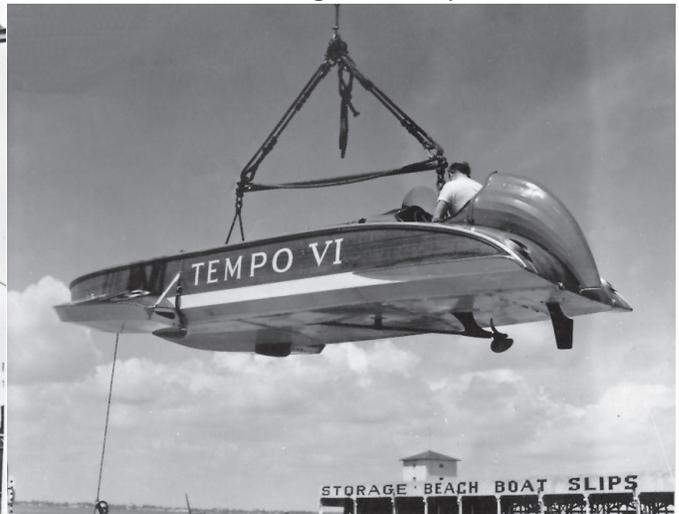
Above are Gar Wood in the T-37 *Miss Detroit VII*, who won, and C.F. Chapman in the G-1 *Miss Columbia* (seventh place), in the 1924 Detroit 150-mile Sweepstakes race (50 times around the 3-mile racecourse). ~Morris Rosenfeild photo



When World War II ended and the powerful V-12 engines from fighter planes became available as surplus, Gold Cup officials finally scrapped the old limit on engine size and decided that the race teams could use whatever powerplant they wanted, other than a jet or a rocket. That resurrected the old unlimited class, which had become nearly extinct except for the hydroplanes that Gar Wood had built to defend the Harmsworth. (His 1928 winner, *Miss America VII*, had U-14 painted on its side; the 1929 and 1931 winner was the U-16 painted on its side; the 1930 winner was the U-19 *Miss America IX*, and the mammoth *Miss America X*, winner in 1932 and '33, used the designation U-10.)

Top left *Miss America VIII* & *IX* on a dock preparing for what's to come. Above right the U-10 *Miss America X* at speed. Both are Morris Rosenfield photos

Although the boats racing for the Gold Cup no longer had engine limits, the competitors continued to use the "G" designation in 1946 and 1947. Guy Lombardo bought the 1939 and 1941 Gold Cup winner *My Sin* from Zalmon

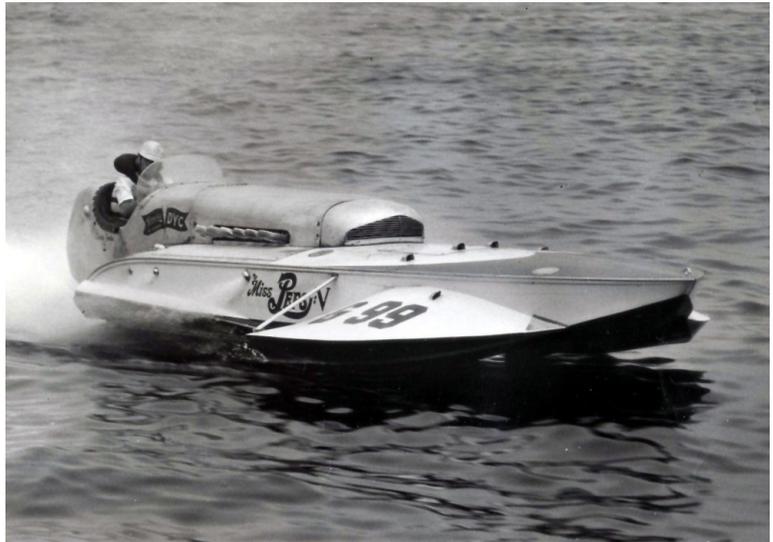


Above left is the G-13 *My Sin* in 1941. Designed by Arno Apel, built in 1938, and powered by a 16 cylinder Miller engine. It was sold to bandleader Guy Lombardo in 1946 and became the G-13 *Tempo VI*. ~H&RM Collection photos

Simmons, kept the G-13 number but renamed the boat *Tempo VI*, and won the 1946 event. A year later, *Miss Peps V* won the Gold Cup with G-99 painted on its side.

The first "U" numbers appeared at the Gold Cup in 1948, when five boats carried the designation, but that resulted in a confusing hodge-podge. Included in the field that year was *Hi Barbaree*, using U-2; *Miss Windsor*, using G-2; and *Hurricane IV*, using 2-G. That didn't last long, though, as the sport eventually moved to one standard. Sixteen boats carried "U" numbers in 1949 and, by 1952, the American Power Boat Association no longer issued new numbers with the "G" designation, although a "G" number still appeared on a boat as late as 1957.

The Dossin Brothers were Pepsi Cola distributors out of Detroit and started Post-War Gold Cup racing in 1946 with the G-9 *Miss Pepsi Cola III*, formally known as the G-9 *Dukie*. At right is their next boat, the 1947 G-99 *Miss Peps V* which won the Gold Cup. Although sponsored by Pepsi-Cola, their boat couldn't carry the full name into competition because of the ban on commercial sponsorships. They would have another new boat in 1948, the G-99 *Miss Pepsi*.



Bottom left is the 1947 G-2 *Miss Windsor* and the crew who is trying very hard to keep it from going under at Detroit Gold Cup. Bottom left is the 2-G *Hurricane IV* in 1948 at Detroit for the APBA Gold Cup. ~ Both photos are from the H&RM Collection

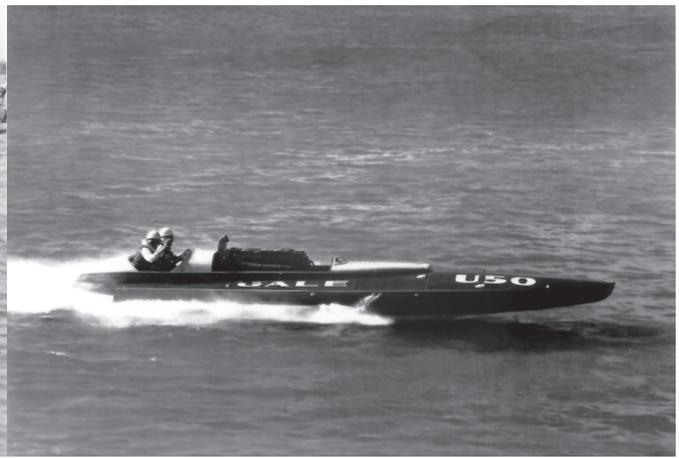
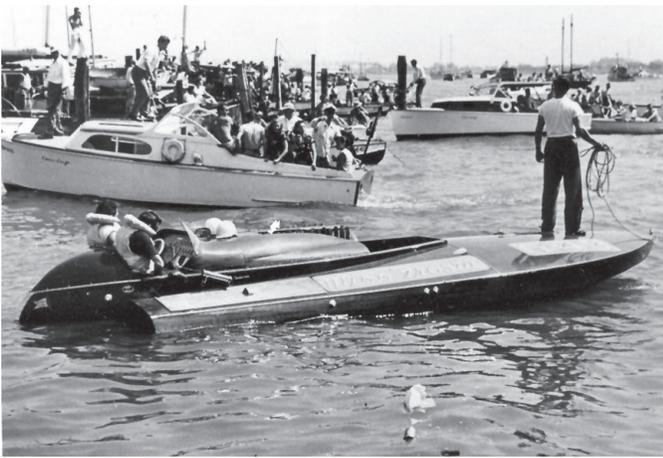


Among the first boats to carry a "U" number was Jack Schafer's *Such Crust*, which competed in 1948 as the U-1 and continued to carry the number the following two seasons. That wouldn't have been allowed under current rules, as the number U-1 is now reserved for the defending national high-point champion. *Such Crust* met that standard only in 1949, the year following that team's national title. (It became the G-99 *Such Crust I* in 1951.-Ed). At right the U-1 *Such Crust* in the 1948 Detroit. Memorial ~ H&RM Collection photo



As for the other rules concerning numbers, there are just a few. All boat numbers must be one or two digits in length, although three digits can be approved by race officials, and they must be painted on a horizontal surface in a color that is in contrast to the background color and be at least 16 inches in height. The number is the property of H1, but owners can reserve a previously used number for a fee of \$1,000 a year.

Boat owners have used a variety of methods to decide the numbers that would appear on their boats. Many times the number carries a very specific meaning to the boat's owner or sponsor and is selected after careful consideration. Other times, such as in the case of J. Phillip Murphy, the number that ends up on a hydroplane is nothing more than coincidence, chosen only because nobody else had it at the time.



Top left is the G-49 *Miss Frostie* in 1948. At right is the U-50 *Gale*. ~H&RM Collection photos; Next the U-53 *Gale III*, and new U-54 *Gale IV* in late 1953. Followed by the U-55 *Gale V* (3) and U-56 *Gale VI* in 1956. ~ Tony Bujega Collection photos. Last is the 1957 U-57 *Gale VII*. ~ Byron Lang photo

Joe Schoenith, an electrical contractor from Detroit, heard that his friend Jack Schafer was having success selling bread using his hydroplane *Such Crust*, so he decided to get involved in the sport, too. He bought a boat named *Miss Frostie*, which carried the number G-49, renamed it *Gale*, and gave it the number U-50, thinking that would be appropriate since it would be racing in 1950. That pattern then continued. He built a new boat named *Gale II* in 1951 and gave it U-51, and



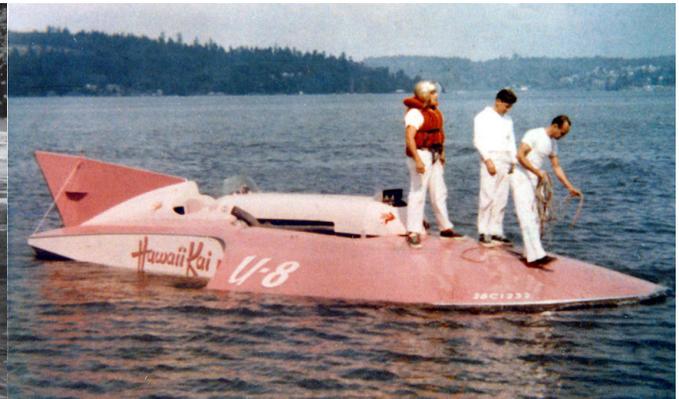
his next new boat, *Gale III*, came two years later and was identified as U-53. From there, his boats were the U-54 *Gale IV*, the U-55 *Gale V*, the U-56 *Gale VI*, and the U-57 *Gale VII*, all seen on previous page.



The year also seemed to play a role in the U-71 number that was given to the *Atlas Van Lines* (5) that first appeared in 1971, the U-74 *Valu Mart* that debuted in 1974, and the U-76 *Atlas Van Lines* (8) that competed in 1976.

Above left is the *Gale Enterprise* U-71 *Atlas Van Lines* (5) and Bill Muncey. ~ Rich Ormbrek photo; At right is Leslie Rosenberg's U-74 *Valu-Mart* and Ron Armstrong. ~ H&RM Collection photo; At left is Bill Muncey's U-76 *Atlas Van Lines* (8) with Muncey driving ~ H&RM Collection photo

The industrialist Henry Kaiser used a method for numbering his boats that was similar to Joe Schoenith, but instead of having them in ascending order, they were in descending order. He started with the U-12 *Scooter* in 1954, had



to skip U-11 because it was already being used (the U-11 *Rebel, Suh*, seen in photo below), and went to the U-10 *Scooter Too* in 1955, and introduced the U-9 *Hawaii Kai* that same year. Grandson Edgar Kaiser then built his famous aluminum-clad U-8 *Hawaii Kai III* in 1956.

On previous page; Above left is the 1954 U-12 *Scooter* and Jack Regas at speed at Lake Tahoe. ~ Bart Carter photo; Right in the U-10 *Scooter Too* and Jack Regas at Seattle in 1955; At bottom left is the U-9 *Hawaii Kai* at Lake Tahoe in 1955. ~ Suzanne Gott photos. At right is the U-8 *Hawaii Kai III*, driver Howard Gidovlenko, and two of the crew on Lake Washington in 1956. ~ H&RM Collection photo

Another rich industrialist had a more scientific method for numbering his boat. When Sam DuPont decided to get into boat racing in 1958, he chose to name the craft *Nitrogen*, in obvious reference to the use of nitrogen in the chemicals that were manufactured by his family's business. At first DuPont thought it would be clever to give the boat the number U-7, since 7 is the atomic number for the element nitrogen. But the U-7 was already taken by a boat that had carried names such as *Miss Skyway* and *Sunnee*. So, DuPont went with a second choice, the atomic number for another favorite element: gold. The boat became U-79. Above the U-79 *Nitrogen* runs at Seattle in 1958. ~ Bob Greenhow photo



Ted Jones produced two new hydroplanes in 1955 that both had stories behind the numbers that they were given. One of the boats was built for a Virginian with definite sympathies for the South, Kim Armistead. His boat was named *Rebel, Suh* and given the number U-11 because there had been 11 states in the Confederacy. The other new Jones boat was *Miss Thriftway*, a name that would be mentioned in many headlines over the next nine seasons, was given the number U-60 because there were 60 Thriftway stores in the grocery store chain at the time. The number stuck with the team for the duration of its legendary career. Above left is Ted Jones' U-11 *Rebel Suh* in his yard and at right the U-60 *Miss Thriftway* at Seattle in 1955. ~ Both H&RM Collection photos



And, speaking of longevity, few teams could match the 33-year span that the U-12 number was used by *Miss Budweiser* entries. Most believe the number was derived from the 12 ounces of brew contained in the typical bottle or can of Budweiser beer, but another intriguing possibility may have been team owner Bernie Little's strong association with the Maverick race team of the late 1950s and early 1960s. Little made his first significant impact on the sport when he purchased the former *Maverick* hull in 1964 and, for most of his career, retained the color scheme that was used by that team: a gold hull with red and white trim. While the boat Little bought was originally numbered U-00 *Miss Reno* (E. Rubion photo), undoubtedly for the double-zero spot on a roulette wheel. The Maverick team carried the number U-12; Above the 1964 U-12 *Miss Budweiser* ~ H&RM Collection photo



Another popular team was the Pay 'n Pak, which used the number U-25. The team's owner, Dave Heerensperger, was running a small chain of electrical supply stores in the Spokane, Washington, area in 1963 when he learned that *Miss Spokane*, a boat campaigned by local civic leaders, needed some money to keep the operation going. So, he gave the group \$5,000 and asked that the boat be renamed *Miss Eagle Electric*. *Miss Spokane* had been registered as U-25, so he simply kept the number, and continued to use it through the remainder of his long career in the sport. *Miss Spokane* above left ~ Bob Greenhow Collection. On right *Miss Eagle Electric* ~ H&RM Collection photos



Another race team was equally well known for its number, U-40, which appeared on a string of four different *Miss Bardahl* hydroplanes from 1958 to 1969 and collected five national championships and five Gold Cups. Why did he choose U-40? Ole Bardahl got his first taste of the sport in 1957 when he agreed to sponsor a backyard-built hydroplane that carried the number U-4. When he built his own boat the following year, so the story goes, he simply decided to add a zero to the number. On previous page: Rich Christensen's U-4 *Miss Bardahl* sponsored by Ole Bardahl at Lake Tahoe. ~ Clyde Cassady photo; At right is the U-40 *Miss Bardahl* (2) being lowered into the lagoon



on Lake Washington; Directly above is the 1962 U-40 *Miss Bardahl* (3) and Ron Musson after a test run on Lake Washington. ~ Both H&RM Collection photos; Above right is the ill-fated cabover 1966 U-40 *Miss Bardahl* (4) and Ron Musson at dock; Below left is the yellow 1967 U-40 *Miss Bardahl* (5) and Billy Schumacher heading out at Detroit. ~ Sandy Ross Collection photo; At bottom right is the "Checkerboard" U-1 *Miss Bardahl* (5) and Billy Schumacher at Detroit in 1968. ~ Bryon Lang photo



When a race team campaigns two boats, the younger craft was typically assigned a number that corresponded to its older sibling. While *Miss Thriftway* was U-60, *Thriftway Too* had the number U-62, for instance (Which just happened to be the number of Thriftway stores at the time.). Brian Wygle became the driver. (Bill Muncey *did not* like driving the cabover, saying he would be the first one at the scene of the accident. Sadly, Ron Musson found this out the hard way in the 1966 cabover *Miss Bardahl*.) At right is the new U-62 *Thriftway Too* at Seattle in 1957. ~ Kirk Johnson photo





In 1994, *Miss Exide* carried the number U-9 while *Miss Exide II* was the U-9-2. Science offers another solution here, as well. At right is the U-9 *Miss Exide* (4) back East. ~H&RM Collection photo; At right is the three wing U-9-2 *Miss Exide II* in the Seattle pits. This boat qualified in only one out of five events, Detroit. ~ Karl Pearson photo



J. Phillip Murphy's *Breathless II* was numbered U-22<sup>2</sup> and DuPont's second boat, *Nitrogen Too*, was given the number U-79<sup>2</sup>. Above is the U-22<sup>2</sup> *Breathless II* tests on Lake Washington (Roger Murphy is looking back at something); Above right is the U-79<sup>2</sup> *Nitrogen Too* on trailer at Seattle. Both Karl Pearson photos



Sometimes local radio stations provide sponsorship dollars to a race team, in which case it's only natural that the boat would carry the radio frequency of the station. Bill Boeing used the number U-77 on his *Miss Wahoo* the first two years of its career, but after purchasing a radio station in 1958, gave it number U-101 at Lake Chelan and he dropped "Miss" from the boat's name then registered it 101.5 for Seattle on. Above left is the U-101 *Miss Wahoo* at Lake Chelan. ~H&RM Collection photo; On the right is the U-101.5 *Wahoo* at Seattle. ~ Bob Greenhow photo



Seattle radio station KOL sponsored Bob Gilliam's *Fascination* in 1959, had the boat renamed *KOL roy*, and gave it the number U-1300 to correspond with the station's position on the radio dial. Later, another boat named *KOL roy too* was numbered U-1300<sup>2</sup> and a boat named *KOL roy I* was numbered U-1300<sup>1</sup>. Above left is the U-1300 *Kolroy* floating on Lake Washington in 1959; ~H&RM Collection photo; Above right the U-1300<sup>1</sup> *Kolroy I* testing at Seattle in 1960; At right is the U-1300<sup>2</sup> *Kolroy too* taking a spin on Lake Washington in 1959. ~Both Bob Greenhow photos



In 1961, Bob Miller obtained sponsorships from two radio stations: KUDY Radio in Seattle, which was at 910 on the radio dial, and its sister station, KQTY Radio in Everett, which was at 1230 on the dial. Both were promoted as "Cutie Radio," which is why the boat was named *Cutie Radio* and why it was given a U-number that still holds the all-time record for most digits, the: U-1230-910. At left is U-1234-910 *Cutie Radio* on tilt at Seattle in 1961. ~ Tony Bujega Collection photo

The sponsor also has a defining influence on the numbers appearing on many of today's boats. When Degree Men sponsored Bill Schumacher's new hydro in 2011, the folks in the company's marketing department insisted that the boat be given the number 88 to correspond with the number that was painted on Dale Earnhardt, Jr's NASCAR racer, which also was sponsored by Degree Men that year. In the process, they also



successfully convinced the sport's officials to no longer require that the boats carry the "U" designation. On previous page; The 88 *Degree Men* on tilt at Tri-Cities in 2011. ~ Karl Pearson photo

### March 18th 2011 -- COMPETITION DIRECTIVE CD-2011-8

#### Effective Immediately:

It is no longer required to display the "U" prefix to the boat number anywhere on the hull where required by Rule 7/C.3.

The boat number must still meet requirements of Rule 7/C.4, 5, and 6.

J. Michael Noonan, Chief Referee, H1 Unlimited

But, the 2012 H1 Rule Book still did not reflect the change which led to a lot of the confusion when fans read the posted rule book and it didn't address the change but the owners really were aware of it, and were free to drop the "U" if they so desired. Some didn't drop the "U", leading to even more confusion.



Another of today's entries uses a number that was derived from an old street address. Chuck Hickling was a veteran driver who had seen action in the cockpits of boats such as *Miss Seattle*, *Miss Pay 'n Save*, *Tempest*, *Miss Budweiser*, and *Harrah's Club*, and during that time had enjoyed only one race victory. In 1978, he decided to build his own boat and appeared at the Seattle race with a beautifully constructed craft that he named *Tempus*. Its number, U-17, was taken from his address: 17 Enatai Drive. At right is the 1978 U-17 *Tempus* at Tri-Cities. ~H&RM collection photo

The boat apparently made an impression on Nate Brown, who at the time was still 14 years from starting his own unlimited driving career. Many years later, when Brown became the owner of *Red Dot* in 2007, he decided to honor Hickling by using the same number. As a result, the boat that is now driven by Kip Brown owes its number to a house, located just north of Interstate 90 in Bellevue, Washington, that just happened to be owned by a hydroplane driver more than three decades ago. At right is the new U-17 *Red Dot* of Nate Brown's at the 2007 Seattle Seafair race. ~Michael Prophet photo



I would like to thank Bob Greenhow, Lon Erickson, Kirk Pagel, Michael Prophet, and the rest of the *Unlimited NewsJournal* team for the help on this story. ~ Andy



**HydroFile  
Lon Erickson**

entrance to the final turn before the start.

The awards banquet, held at the Snoqualmie Casino, was very well received and reported to have the largest attendance ever.

The 2013 H1 Unlimited Awards Banquet and Annual Meeting took place March 14/15<sup>th</sup>. Coming from the annual meetings, the biggest news was a rule change to eliminate the "Park and Start" starting procedure that was used frequently in 2012-13. The new starting procedure will mandate that all drivers maintain a speed of at least 80 mph during the milling period before the start. Drivers who appear to be below that speed will receive a warning from the referee with additional warnings including penalties. There will be no "score-up buoy" but racing lanes must be established by the



Lon Erickson photo

Some of the *NewsJournal* staff attended the banquet and it was an enjoyable evening for all. The event was streamed live and is archived and available for viewing through a link on the H1 website.

Other race site news comes from the Coeur d'Alene Diamond Cup where H1 Unlimited announced they have come to terms for the 2014 Diamond Cup over the Labor Day weekend, along with plans to resolve issues from last years event.

The Madison Regatta has made some changes for the opening event of the 2014 season. The regatta plan is to have a 2 day event, with testing and qualifying on Saturday, July 5<sup>th</sup> and all heats of racing on Sunday, July 5<sup>th</sup>.

Friday, July 4<sup>th</sup> all teams will have their boats on display for an "up close and personal look" for the fans, much like what happened at last years event that ended up being cancelled. There is also discussion of having a "Dash for Cash" type event on Saturday. The overall



Lon Erickson photo



Karl Pearson photo

change is designed to give the fans attending the event more action in a 2 day event and eliminate the down time associated with some events.

It was finally announced by the Oberto/Madison team that Jimmy Shane will be the new driver of the U-6 for 2014. He replaces former National Champion Steve David who announced his retirement at the end of the 2013 season. Team Manager Charlie Grooms reported "It's a good opportunity for us for sure," Grooms said. "Jimmy won the national championship last year and that speaks volumes for the ability that he has. We're very excited to be able to add him to our team this year. We couldn't be happier." Grooms also said there are plans in the works for bringing the boat out west in April for testing in the Tri-Cities and possibly Seattle. ~ Chris Denslow



In a move that took most by surprise, Mike Hanson, long-time Oberto/Madison crew chief announced he was leaving to join the Ellstrom Racing/96 Spirit of Qatar team. Hanson commented, *"The decision to leave the Madison team was obviously a very difficult one. I have been fortunate to be associated with a bunch of the greatest people a guy could ask for, on the Madison team and in the Madison community. I hope they understand that the opportunity to spend more time closer to home in Seattle and work with a team the quality of Ellstrom Racing is a once in lifetime opportunity. We had great times and won a lot of races and championships together. I will always be very proud of everything we accomplished and wish the Madison team nothing but the best in the future."* In making the announcement, Erick Ellstrom said, *"Mike Hanson's experience and skill set fill a definite need on our team. As we are dialing in a brand new Spirit of Qatar for the upcoming season, Mike's expertise with everything from hulls to hardware and systems will be invaluable."*



Mike Hanson ~ Karl Pearson photo



**Race shop updates** – Even though it appears that winter is a quiet time, there is a LOT of work going on behind the scenes at the shops.

### 6. Oberto/Miss Madison

Off- season work was well underway at the shop in Madison, cockpit updates for new driver Jimmy Shane, engine maintenance, and prepping for a new color scheme for the U-6. ~ *Photo from Madison Courier/David Campbell*)

### 11. Peters & May

Owner Scott Raney reports they have been building a surplus of back-up parts, wings, uprights, canards. They have been going through their motors, checking wear from the 2013 season and looking at combinations for the upcoming season. The hull has been stripped down, evaluated after the rebuild



l a s t  
spring,  
systems  
removed  
and checked, and updated as needed. ~ *Lon Erickson photo*



### 17. Our Gang Racing

Even though there are some commitments and decisions still to be made for 2014, the Our Gang Racing team has been getting their hull and equipment ready for 2014. Here is the stripped down hull getting prepped for paint at the shop. ~ *Photo from Anthony Brownrigg/U-17 facebook page*

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# Book Review; *Hydromania* *A History of the Diamond Cup*

from Kirk Pagel

**Author: Stephen Shepperd, Published by Museum of North Idaho, copyright 2013 ISBN: 978-0-9825220-5-9.**

**Paperback. Price \$39.95 + tax**

**Available through the Museum of North Idaho, the Hydroplane and Raceboat Museum in Kent, Washington, Barnes & Noble, all Hasting book stores, and other stores in Coeur d'Alene and Spokane area.**

In the Prologue, subtitled: The Very Early Days, takes the reader back to pre WWI in 1913, 1914 and 1915 when race boats first churned the waters of Lake Coeur d' Alene with annual Independence Day regattas with speeds over 47 mph. By 1919 the press had all but forgotten these early races and they disappeared. By 1958 the Coeur d'Alene city fathers were aware of the Chelan's success with the Apple Cup, and put the gears in motion for the first Diamond Cup, Two years later in 1960, it finally happened. I can't say enough about author Sheppard's detailed history of the events leading up to that first race.

The Diamond Cup on its first go-around lasted ten years, from 1958 through 1968. It was cancelled then in 1969. Each one of these race years is documented in fine detail by author Shepperd. If for instance you want to recall what happened on Thursday of race week in 1961, you can find it. Shepperd has laced each of these chapters with photos of the boats, Ron Tully drawings and interesting and accurate side stories from each year.

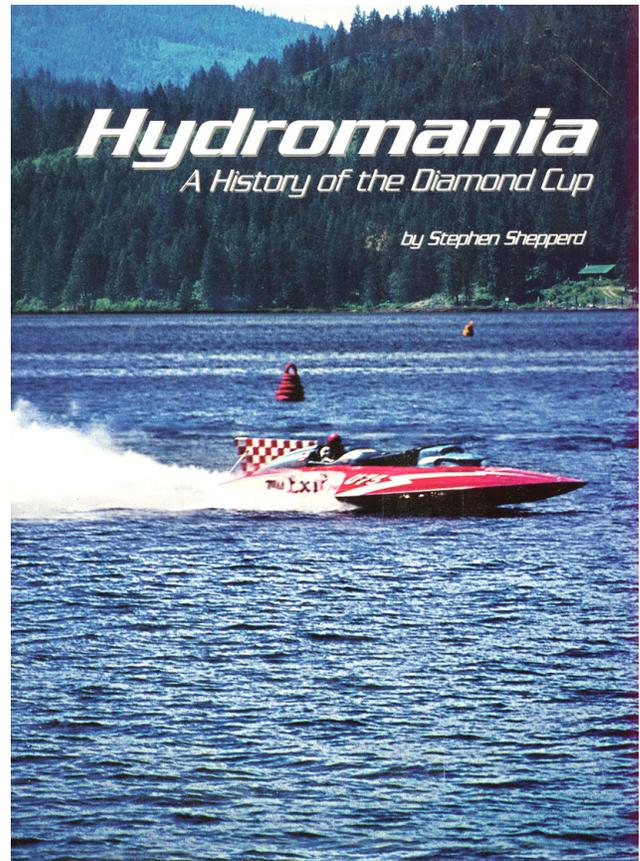
The photos, all reproduced in black & white are in a word; wonderful. Many came from the Crimmin Project and others from the Museum of Northern Idaho as well as local newspapers from Spokane and Coeur d' Alene.

The reader will learn how well run and enthusiastic the Coeur d' Alene Unlimited Hydroplane Association (CUHA ) was and still is, with the resurrection of the Diamond cup in 2013.

If you are a hydro fan either casual or dyed in the wool then this book is a must read for you. Its size will fit on any coffee table top or in your private library. This volume will make an excellent gift for anyone who is a hydro fan.

**Review by: Kirk Pagel. Special Projects Editor for the *Unlimited NewsJournal***

**373 pages; 106 B&W photos**



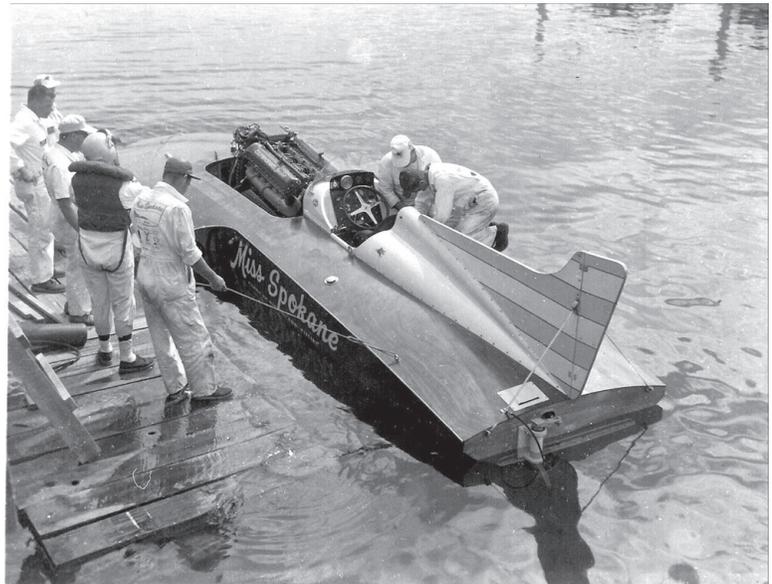
# A Few Photos from Diamond Cup Races; 1958-1966 & 1968

## 1958 Diamond Cup

This photo shows Dallas Sartz in driving gear waiting for the crew to make adjustments to the cockpit of *Miss Spokane*. The boat had been extensively damaged earlier in the month on nearby Newman Lake when Dallas flipped the boat after hitting a roller.

The crew and a great number of volunteers worked around the clock to make repairs to the deck, cowling, and the interior structures of the boat, getting it to Coeur d' Alene late on Friday evening of race week. Since the boat had qualified at Chelan in May, the team didn't have to re-qualify for the Diamond Cup, and this picture was likely taken late on Saturday afternoon or before racing started on Sunday morning while the team made final tune-ups to the boat.

Notice the engine... it is the famous "*Colfinmorvard Special*" named four of the *Miss Spokane's* volunteer crew members: John Colman, Jack Finlayson, John Morris, and Don Revard. ~ **Museum of North Idaho photo**



Brien Wygle takes *Thriftway Too* into turn 1 on the inside lane at the start of heat 2A of the 1958 Diamond Cup as Fred Alter follows closely in the *Miss U.S. 1 (2)*. The two boats had each won a preliminary heat, and went deck-to-deck at the start. Wygle would eventually fade away, leaving the door open for Alter to take a second heat win. ~ **Bob Carver Photo**





## 1959 Diamond Cup

This photo was taken on Sunday, June 22, 1958, and shows *Coral Reef* being lowered into the water. A short while later, driver Harry Reeves would take the Tacoma based boat onto the racecourse, making it the first unlimited hydroplane to run on Coeur d'Alene Lake. ~ **Marion Rogers Collection photo -- The Museum of North Idaho**  
 Above left the boat pits at Couer d'Alene in 1959. ~ **Postcard from H&RM Collection**

## 1960 Diamond Cup

Del Fanning confers with the crew of *Miss Tool Crib* after yet another failed qualifying attempt. The legendary Seattle stock car driver had difficulty starting the burnt orange and cream Seattle boat, and failed to make the 90 mph minimum qualifying speed for the 1960 Diamond Cup. *Miss Thriftway* is hanging over the water heading for her trailer. ~ **Chuck Sowder Collection photo - Museum of North Idaho**



## 1961 Diamond Cup

This photo shows Billy Schumacher holding the inside lane through the north turn during lap 1 of heat 1 of the 1961 Diamond Cup against Bill Muncey and the *Miss Century 21*. Schumacher placed third with aging hull. ~ **Bob Carver Photo**

This was the year that only seven boats came to Coeur d'Alene to race because of problems with appearance money and prize package contents, and only five actually competed . . . *Miss Century 21*, *Miss Spokane*, *Miss Seattle Too*, *Cutie Radio*, *Fascination*, and *Miss Burien*. Bill Schyler's *Bill* failed to qualify because of equipment problems.



## 1962 Diamond Cup

*Harrah's Tahoe Miss* hangs on the sling with a couple of passengers during the 1962 Diamond Cup. The former U-00 *Maverick* was driven by Col. Russ Schlee. As *Maverick*, the hull had won the 1959 race (it was *Miss Reno* in 1961). ~ **Bob Carver photo**

Bob Schroeder buckles into the massive *Gale VII* below prior to the start of a heat during the 1962 Diamond Cup. The 36-foot long Detroit boat was powered by a 16-cylinder Packard PT boat engine, and weighed an awesome 10,300 lbs. It placed seventh overall. This unlimited was originally the 1959 U-56 *Gale VI* (2) and was powered by twin Allison engines then. ~ **H&RM Collection photo**



## 1963 Diamond Cup

Thirteen unlimiteds were on hand for the sixth Diamond Cup race. Three failed to finish, *Miss Bardahl* (3), *Gale V* (3), and *Mariner Too*. Ten failed to show, all east coast unlimiteds. Below left *Miss Thriftway* (3) and *Miss Exide* in a hot race for the lead in the final. Bill Muncey won the race, *Miss Exide* eventually dug in a sponson and disintegrated, seriously injuring Mira Slovak. At bottom right crewmen and Bill Muncey gets *Miss Thriftway* ready for a spin on Coeur d' Alene Lake. ~ **Both H&RM Collection photos**



## 1964 Diamond Cup

Only four of the twenty boats registered missed this year's Diamond Cup, all from the east. At right is Jerry Schoenith and *Gale V* (3) at speed. ~ **Bob Carver photo**-Bottom left is *Miss Eagle Electric* being lowered into Coeur d'Alene Lake. Norm Evans was the driver. *Miss Exide* (2) won the Idaho event. To the right is Bill Brow accepting the Diamond Cup Trophy from Miss Couer d'Alene, Betty Johnson. ~ **H&RM Collection photo**



## 1965 Diamond Cup

Ten eastern boats and two of Bob Gilliam's *Fascination* boats missed the West Coast race this year. Bill Brow and the defending champion *Miss Exide* (2) won this season's Diamond Cup. Ole Bardahl's third *Miss Bardahl* with Ron Mussen behind the wheel finished third behind *Notre Dame* (5). At right is Mike Wolfbauer's U-10 *Savair's Mist* on the way to her trailer. ~ **Bob Greenhow Collection photo**



## 1966 Diamond Cup

At right two crewmen ride *Miss Budweiser* (4) up out of Coeur d'Alene after a test run. This was Bill Brow's fifth race in the new boat. This boat replaced *Miss Budweiser* (3) after the crash with *Notre Dame* at Washington, D.C. destroyed the boat [*Notre Dame* was also destroyed, their driver Rex Manchester and Budweiser driver Don Wilson were killed.]

*Tahoe Miss* (3) won the 1966 Diamond Cup, *Miss Budweiser* finished second.

[Sadly, he and the current *Miss Budweiser* would only survive three more races.] ~ **Sandy Ross Collection photo**



## 1968 Diamond Cup pits

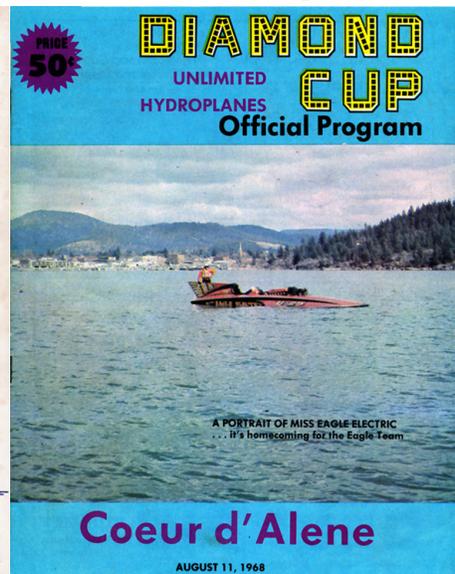
A look at the 1968 pits in Idaho. After missing last year, thirteen of the sixteen unlimiteds that were registered this season showed up for the Diamond Cup. Missing were *Miss Madison*, *Savair's Probe*, and *My Cupie*. One boat failed to finish the race, *Harrah's Club*, and one failed to start, *O-Ring Miss* seen being launched in photo next to *Miss Eagle Electric* (2). Billy Schumacher and the "Checkboard" *Miss Bardahl* (5) won the event. As it turned out, this was Idaho's final time to host the Diamond Cup; until 2013. ~ **Tony Bugeja Collection photo**



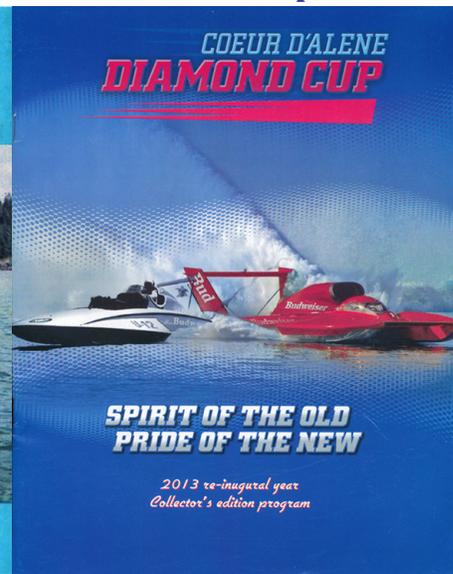
1st Diamond Cup, 1958

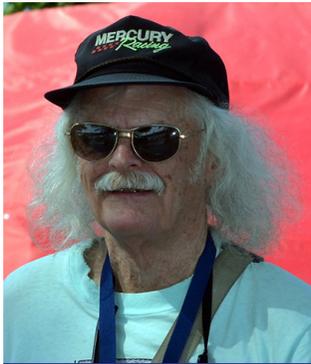


10th Diamond Cup, 1968



11th Diamond Cup, 2013





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## Winning Schedules

Recently, I was looking into the records of Gold Cup winning drivers. Something stuck out like the proverbial sore thumb. In the years since World War II, almost all of the drivers who have won the APBA Gold Cup

more than once won the cup back-to-back.

Danny Foster won in 1947 and 1948 (*Miss Peps V* and *Miss Great Lakes*). Bill Muncey won in 1956 and 1957 (*Miss Thriftway*), and again in 1961 and 1962 (*Miss Century 21*). He won in 1972, then took three more: 1977, 1978, and 1979 (*Atlas Van Lines*). Ron Musson won in 1963, 1964, and 1965 (*Miss Bardahl*). Billy Schumacher won in 1967 and 1968 (*Miss Bardahl*). *Miss Budweiser* won in 1969 and 1970, but had different drivers. Bill Sterett won the first time, Dean Chenoweth the second time. Sterett only won the Gold Cup once, but Chenoweth won three more times. He won in 1973, then picked up back-to-back wins in 1980 and 1981 (*Miss Budweiser*). George Henley won in 1974 and 1975 (*Pay 'N Pak*).

Tom D'Eath won in 1976 with *Miss U.S.* and for a long time it looked as though that would be his only Gold Cup win. He finally won back-to-back with *Miss Budweiser* in 1989 and 1990. Chip Hanauer won seven in a row starting in 1982 (*Atlas Van Lines* and *Miss Circus Circus*). He also won in 1992 and 1993 (*Miss Budweiser*), and again in 1999 (*Miss PICO*).

Dave Villwock won back-to-back Gold Cups with different boats. In 1996 he drove *Pico American Dream*, then in 1997 and 1998 he won with *Miss Budweiser*. He also won in 2000 and 2002 with *Miss Budweiser*. His winning ways were interrupted for a few years, but he climbed back on top of the podium in 2007, 2009, 2010, 2011, and 2012 driving for Erick Ellstrom (*Ellstrom* and *Spirit of Qatar*). [The 2008 race was declared no contest because of weather problems.]

There are a couple exceptions to the back-to-back scenario. Lou Fageol won in 1951 driving *Slo-mo-shun V*. He won again in 1954 with the same boat. However, he participated in the 1953 victory by *Slo-mo-shun IV*.

The *Slo-mo V* had been damaged in qualifying and was unable to race. Joe Taggart drove the *Slo-mo IV* in the first and third heats, and Fageol drove the second heat. Although Fageol was a secondary driver in 1953, he is given co-credit with Taggart for the victory. Technically, Fageol won back-to-back Gold Cups in 1953 and 1954, although 1953 probably should come with an asterisk.

Mark Tate won the 1991 Gold Cup driving *Winston Eagle*. He won again in 1994 with *Smokin' Joe's*. He is the only driver in the years since World War II who has won the Gold Cup twice without winning back-to-back races. One must go back to pre-war racing to find a situation in which a driver won the Gold Cup twice but not in consecutive years. Zalmon Simmons won in 1939 and 1941 with *My Sin*. In 1941, *My Sin* was the only entry. Perhaps that win should have an asterisk, too, but there's one thing to consider. The first rule of racing is that if you want to win, you have to show up. Simmons did.

So here we are in 2014. Last year Kip Brown won the Gold Cup. If he participates in this year's race, history would suggest he has a chance to win the cup again. He is still fairly young, however, so if someone else wins this year, Brown still has time to earn back-to-back wins, perhaps years from now the way Chenoweth or D'Eath did. It's also possible Brown could find himself in the company of such historic drivers as Guy Lombardo, Bill Cantrell, Ted Jones, Stan Dollar, Joe Taggart, Lee Schoenith, Jack Regas, Bill Stead, Mira Slovak, Bill Sterett, Jim McCormick, Mike Hanson, Mitch Evans, Nate Brown, Terry Troxell, and Jean Theoret who won the Gold Cup only once.

Winning the Gold Cup just once is an achievement many famous drivers never experienced. Chuck Thompson, Russ Schlee, Bill Brow, Warner Gardner, Mickey Remund, Jim Kropfeld, Mark Evans, and Steve David, among others, could relate to that feeling of disappointment.

The 2014 Gold Cup is only a few months away. The evening of the final heat, someone will write a new chapter in hydroplane history; perhaps a back-to-back victory, perhaps a first time winner.

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