



Shane Takes 2014

Season Review by Brian Anderson

The 2014 H1 Unlimited hydroplane series was billed as a battle between two boats and two talented drivers. Jimmy Shane in the #6 *Oberto* and J. Michael Kelly in the #1 *Graham Trucking* provided the yearlong battle that was staged over the six race series. From Madison, Indiana to the far flung shores of Doha , Qatar the racing in this short season was fast, furious and packed with plenty of surprises as rookies emerged and veterans returned. There was spectacular racing, a heart stopping crash or two along with the controversy that has never been far away from this form of racing.



Along with Shane and Kelly the field shaped up when it arrived in Madison with Jon Zimmerman in the #9 , the stand in *Qatar* until the brand new boat under crew chief Mike Hanson could be completed. A second Graham Trucking boat , this one painted black to be numbered #7 and driven by veteran Cal Phipps was entered by longtime owner Ted Porter. The Unlimited racing group would be ready to go with Tom Thompson in the gbr11 *Peters & May*. From Reading, Pa. would be the U-22 Webster Racing with Mike Webster as driver and supported enthusiastically by the entire Webster family. Jamie Nilsen would be driving Greg O'Farrells U-21 *Go Fast, Turn Left Racing* at the opener then Brian Perkins would alternate with Jamie for the remainder of the season. The Seattle based #12 *Miss DiJulio* would have hard charging Greg Hopp piloting the #12 decked out in blue and lime green inspired by the NFL Seahawks.

Before the season began an exhibition was put on by Tommy Thompson in the *Peters & May* and Jimmy King in Ed Coopers U3 *Master Tire* in Evansville , Indiana. With some luck maybe this venue will return to the circuit. Historically Evansville had a long string of races that began in 1979 with the last event being held in 2009.



Right away the hometown #6 of Jimmy Shane which is owned by the community of Madison, Indiana flexed his muscles and showed he would be the one to beat on the Ohio River after posting a qualifying speed of just over 148 mph on the tight course. This led all entries. The first and second round of heats followed the expected script as Shane and Kelly each posted two wins apiece. Jamie Nilsen posted a win in 3A and Shane in 3B.

The expected show down in the final never materialized as Jimmy Shane jumped the gun and J. Michael ran away with the final and the Lucas Oil Indiana Governors Cup. Jon Zimmerman took second and rounding out the podium was Cal Phipps in the second Graham sponsored boat.

The same eight boats rolled in to Detroit for the running of the APBA Gold Cup on the Detroit River. This time the biggest foe turned out to be the river as attrition took down a good part of the fleet. Things started fine with Shane again going the fastest in qualifying but by the third set of heats it became apparent that only 5 remained. After a couple of 3 and 2 boats heats it was time for the final.

This time the *Oberto* which had been so close in the last few years of taking home the big trophy did not disappoint Jimmy stayed out front and bested Brian Perkins who had his highest ever Gold Cup finish. Third again went to Phipps in the #7 *Graham Trucking II*.



After the short two race mid-west stint the series moved west to the state of Washington and suddenly the fleet grew by four boats as joining in the fun were the U17 *Our Gang Racing* driven by

Jeff Bernard, *Bucket List Racing* with Kelly Stocklin, the brand new U-96 *Qatar* with Kip Brown and returning after a brief retirement was Dave Villwock in Billy Schumachers #37 *Beacon Plumbing*. The Columbia River in Tri-Cities provided a fast race track for the event.

Shane once again got top qualifying honors, something he would go on to do at every race on the circuit. His speed was just a shade over 163. The Saturday heats produced some good racing with J. Michael Kelly edging out Shane in the first heat and Mike Webster in *Performance Tools* taking a surprising second in 1B. Controversy returned to the series in heat 3B as Shane and Villwock battled for the lead in the west turn. The two boats came together hard with the referees ruling against Villwock for moving out in Shane. *Beacon Plumbing* and Villwock were disqualified



from the race and 150 points were deducted from their total putting them out of the final. The Oberto team scrambled to find material and get the boat ready for the final. The first running of the final was stopped after Jamie Nilsen crashed in the U-21 *Lakeridge Paving*. The biggest question of the final was whether or not the patch would hold on the Oberto for all five laps. It did and Shane won the final and most of the credit would go to the crew for repairing the damaged hull in such a short time.

The sport now had a controversy laden storyline as it headed to arguably the biggest race on the circuit in Seattle. The Albert Lee Cup with its live television, big crowd and storied history of hydroplane racing is the one that all teams want desperately to win. The storyline pitted Villwock against Shane with either driver willing to give an inch. As fate would have it the two were drawn together in 1B on Saturday. After a seemingly "ordinary" heat 1A Shane and Villwock took to the water. During the mill period the two stalked each other. When Shane cut through the infield to go to the backstretch so did Villwock. About three quarters of the way across the course the two boats collided again. The heat continued on with J. Michael Kelly running away with the heat while the damaged *Oberto* and Shane managed third while Villwock came to a stop on the front stretch. He threw both his arms up in the air as Shane went by as if to say "what was that all about?" The referees again decided against Villwock as he was disqualified from the heat and the race. *Oberto* again began repairing their hull. The damage on the #37 was pretty much beyond repair for the weekend event. The remainder of the prelims saw good racing with the only other mishap of the weekend a crash in the south turn by the new U-96 *Qatar*. Driver Kip Brown was unhurt.



When the final rolled around it was J. Michael Kelly taking the lead, pulling away and running increasingly wider around the turns making his competition do the same. Jon Zimmerman dove to the inside and got by Shane in *Oberto* but could not quite catch Kelly who scored his first Seattle win for himself and owner Rob Graham.

After a six week layoff the fleet headed for sunny southern California to race on San Diego's fast Mission Bay course. A week before the California race Chairman Sam Cole stepped down from the top position and former driver Steve David was named interim Chairman. A field of 11 made the trip and the two boats that were taking most of the heats looked to be the attention getters until a rather bizarre occurrence took place. During a post run inspection of fuel flow devices something strange was discovered on the #37. Some type of unapproved part was spotted whose apparent purpose was to trick the fuel flow meter from registering properly. This led to the outright disqualification of the team for the weekend.

In a lucky twist of fate for the fans each section of racing featured the *Oberto* and *Graham Trucking* together with Shane taking two out of the three head to matchups. The final heat would feature more of the same. It appeared as though after quite the battle Shane was given a one lap penalty for bearing out on Kelly at the beginning of lap 4. In the end it was J. Michael in the *Graham Trucking* winning his third race after 30 minutes of deliberation of the year but Shane still held a slight advantage in season points as the fleet began the tough job of getting boats and all equipment ready for the slow boat ride halfway around the globe to Doha, Qatar and the Oryx World Championship where the series title would be decided.

The ten fastest boats made the trip to Doha and a few changes were announced. On the water the #37 subbed for the U-21 which was total loss after the Columbia Cup. In the #12 *Miss DiJulio* camp Jesse Robertson replaced Greg Hopp. Robertson has driven inboards and Grand Prix boats as well as winning multiple titles driving R/C boats. Veteran and multiple race winner Jean Theoret replaced Kip Brown in the U-96 *Qatar*.

Theoret wasted no time showing why he had multiple race wins by taking heat 1B but the prelims were ultimately Obertos domain as they sewed up the season title before the final heat. In the final Kelly in the *Graham* made a gutsy move just prior to the start and held off Shane for the win. It was Kelly's second win in Doha and his fourth in 6 races for the season. As good as a season as he had it fell just a few points behind the team from Madison, Indiana. Third for the season went to Graham Truckings second entry as Cal Phipps had a steady year but could not crack the winners circle. Fourth overall went to Jon Zimmerman in Mike Jones #9 Team *Red Dot/Les Schwab Tires* and fifth went to the consistent team from Pennsylvania, Webster Racing driven by Mike Webster.



Overall the season itself produced plenty of good racing but attrition due to mechanical problems accidents and in race incidents tended to distract from some of the races. The fact that there were only six races is one of the biggest challenges facing Chairman Steve David as the series looks to 2015. As it has been for the last few years what little racing that does take place is worth watching, but with so many other sports growing when this sport is standing still or receding it may not be long until nobody outside the handful of cities where racing takes place will have any idea that this sport still exists.

Steve David, Aim High(er)
Commentary by Brian Anderson

I was absolutely delighted when I heard Steve David was taking over the top spot of the H1 series. The well respected former driver whose affable style makes friends wherever he goes is just what this sport needs. The desire for new races has never been needed more than it does now for sponsors but as always I tend to see this sport as to whether it is growing or not in terms of boats count. I mean really, 8 whole boats at the Gold Cup? This supposed biggest event on the circuit should be the most attended race on the circuit and should have the biggest prize money as a draw and the organizing committee as well as the series officials should do everything in their power to find sponsors to get those boats there. Who knows maybe even a national sponsor or two could be found with enough diligence but I guess the real point is something has to be done to attract owners to get their boats to races. I saw where Steve David's goal is 10 teams at each race, that's a worthy goal . . . for openers. After all in 1966 the yearbook featured a write up of the Madison race and called its small 10 boat field embarrassing. I guess I look at teams the same way the big 4 pro sports do and all of them have a bunch more franchises than they did in 1966. So aim high Mr David, it may sound like I'm not behind you but myself and every fan I know would like to see this take off to levels that may sound outlandish right now in terms of boats and races.

And in the foreseeable future certain things need to be looked at from the fans point of view. Possibly the biggest problem I see is that the races have to be decided on the race course. You can't wait until after a heat and then rule a boat had some fuel flow problem. There has to be a better way to regulate the fuel that doesn't involve changing the outcome. I'm no mechanic but what we have now is incredibly confusing to the average guy on the beach.

Maybe something else that might be considered would be to a bigger emphasis on winning the race as far as points go. Possibly making the final heat worth something like 600 points so the boat winning the most races would likely be the national champion. I have never quite figured out why a 5 lap final after three heats of racing is worth the same as heat 1A on Saturday.

The bottom line like it has been for a while is that this sport needs more of everything if it intends to ever get a mention on the national stage.



Above are the two not shown earlier, the U-18 *Bucket List* and #100 *Sahara Pizza*.



HydroFile
Lon Erickson

January 16th marked the return of the *Maersk Denver* vessel to the U.S. with the first three unlimiteds back from Doha. The gbr11 *Peters & May*, #12 Centurion Racing's *Miss DiJulio*, and the #100 Leland Unlimited cleared customs in Charleston, S.C. and were released to their respective teams on Jan. 21st. Below are photos of the gbr11 and #12 as they begin their cross-country journey back to their shops in the Northwest.

The 2nd ship, *Liberty Promise*, with the remaining fleet is traveling through the Panama canal and has an ETA of Feb. 1st into Jacksonville, FL. to discharge the balance of the H1 fleet. below left, the gbr11 *Peters & May* on trailer for the long drive home. ~ U-11 facebook photo; At right the #12 *Miss DiJulio* off the ship and ready to travel west. ~ Denise Garl facebook photo



Date change for the Coeur d'Alene Silver Cup. Organizers of the 2015 Coeur d'Alene Silver Cup have announced a change in the dates for the event. Another local event necessitated a move to mid-July. The race will be held July 17-19. This date change creates three consecutive weekends of H1 Unlimited racing in the Northwest; the Silver Cup, the Gold Cup in Tri-Cities, and the Albert Lee Cup in Seattle.



Unlimited driver **Kip Brown** had surgery mid-January to repair a herniated disc in his neck, he said the surgery "went well", and is now on the mend. He suffered the original injury in Seattle driving the new U- 96 *Qatar*, and then re-aggravated it in San Diego which forced him to sit out the Oryx Cup in Doha. ~ Ellstrom facebook photo

The 2014 H1 Unlimited Season Awards banquet will be held in Seattle on Saturday evening, February 21st. More details, location, tickets for the event to come. Below are three different H-1 logos



See our Special Edition January Issue of the 2014 Damage Report on our website. Download the PDF to read and keep a record of hydroplane history alive.

2014 Damage Report

From Editor Michael Prophet



Craig Fjarlie photo



Karl Pearson photo

Remembering Jon Peddie

The Hometown Hydro Driver

from Craig Fjarlie

Jon Peddie, of Madison, Indiana, died in a Louisville hospital on November 25. He was 71. Peddie's opportunity to drive *Miss Madison* was announced shortly before the start of the 1977 season. He was a stock car driver, but had no experience racing boats. He operated a body shop in Madison, just a few blocks from the Ohio River. (So, before his first race in 1977, Jon test drove Denny Jackson's *Ride-On*, a 280 cubic inch class hydroplane, on the Ohio River. Peddie took to driving a boat the way a duck takes to water, according to sources. Ed.)



Above left, Jon Peddie in the 1977 *Miss Madison* at Madison where he finished fourth. At right the U-6 *Starvin Marvin* at Tri-Cities where they placed fourth again. ~ H&RM Collection photos

Peddie drove the hull built by Gale Enterprises in his first season. (The lead builder was Fred Dube who worked for Gale Enterprises. The Madison hull was essentially a copy of Muncey's 1972 National Champion *Atlas Van Lines* (5), with Allison power.) He finished fourth at the season-opener in Miami and at Madison, and earned fourth in season point standings. The following year, 1978, *Miss Madison, Inc.*, purchased the former *Pay 'n Pak* from Bill Muncey. Peddie drove it during the first half of the season, but resigned following the Madison Regatta. Before leaving the team, Peddie snagged second place in the Gold Cup at Owensboro. At right, the new U-6 *Miss Madison* (4) and Peddie at Madison. ~ Tony Bugeja collection photo



In 1979, Peddie hooked up with Bill Cantrell and Graham Heath as driver of the former *My Gypsy*. When the Griffon-powered *Miss Budweiser* (11) wasn't ready at the start of the season, Peddie's ride carried the *Budweiser* name at the first two races. The boat became *Miss Kentuckiana Paving* at the Gold Cup in Madison.



Above left, the stand-in U-12 *Miss Budweiser* (10) racing in Miami . ~ Sandy Ross Collection photo-At right Peddie and *Miss Budweiser* at Evansville. Tony Bugeja Collection photo-They finished fifth at both races.



Above left, Jon Peddie in the U-15 *O'Grady's My Gypsy* at Detroit where he placed third. At right the U-15 *Miss Kentuckiana Paving* at speed in Madison. They finished seventh in the race.

The following year, Peddie drove the U-18 *Miss Kentuckiana Paving* to third place finishes at Detroit and El Dorado, Kansas. The season ended on a disappointing note when mechanical problems prevented the boat from scoring a single point at Ogallala, Nebraska. ~ J & M Hooten photo





Jon Peddie sat out the 1981 season, but came back as driver of *Kentuckiana Paving* in 1982. He captured third place at both Detroit and Madison, but led to start at Tri-Cities. Above left, Peddie in the cockpit trying to dry-fire *Kentuckiana Paving* in the pits at Detroit ~ Brian Grant photo-At right, Peddie stands up in the cockpit of the U-18 and waits for a rope at Detroit ~ Hank Kociuzko



After the Indiana Governor's Cup Graham Heath and Bill Cantrell repainted U-18 and looked for a new sponsor. Above left; The U-18 outside their shop hooked to a puller. Jon Peddie won the semi-feature at Houston October 3rd, the last race of the season. At that race the boat was named the U-18 *Louie's on the Lake*, seen at right ~ H&RM Collection photos

In 1983, Jim Sedam, proprietor of Kentuckiana Paving, put together his own team. Cantrell and Heath went sponsor hunting. The boat appeared at Detroit as the U-18 *Dobson the Mover* and sported a picklefork bow. It turned out to be their only race that season. Peddie made two test laps in the out of balance, wild-riding craft before it nosed in and broke apart. It was the last gasp for the one-time *My Gypsy* and it was Jon Peddie's last ride in an unlimited hydroplane. At right, *Dobson the Mover* on the crane at Detroit ~ Larry Wilson photo





At left, Jon Peddie and U-18 *Dobson the Mover's* last run at Detroit, or anywhere else for that matter. ~ Bob Greenhow photo



Below left, Dobson the Mover wreck at the dock alongside the U-22 *Miss Tosti Asti*. ~ Bob Greenhow photo - At right the U-18 wreck on tilt ~ Tony Bugeja Collection photo - At bottom, two shots of the totally wrecked *Dobson the Mover* on its trailer in the Detroit pits. ~ H&RM collection photos



Peddie was a solid, dependable driver. With the exception of the 1983 mishap at Detroit, he always brought the boat back to the dock in one piece. For low-budget teams, that's more important than a flashy driver with a "go or blow" attitude. Perhaps his greatest contribution was to the citizens of Madison. They had a home town driver as well as a home town hydro. When Peddie drove for Cantrell and Heath the move produced divided loyalty on the beach, but it kept fans involved emotionally. In addition, for years Peddie's body shop was the site of a hot stove league where racers often met for conversation and friendship.

Peddie's health had been in decline recently and the last few months were difficult for him. He will be remembered for his contributions to two race teams who counted every penny. He was an ambassador for Madison at a time when unlimited racing was in transition from piston power to turbine engines, from awful accidents to safer vehicles, from wood and honeycomb aluminum to composite technology. Jon Peddie made his mark on unlimited racing; 30 years after his driving career was over, he was still a hero in Madison.

In Memoriam

William Boeing, Jr.

Bill Boeing, Jr., campaigned one of the most popular boats in the history of unlimited hydroplane racing. *Miss Wahoo* raced in 1956, '57, '59, and '60. Boeing, one of the last owners from hydroplane racing's golden era, passed away in his sleep in the early hours of January 8, 2015. He was 92 years old.

Mr. Boeing was the son of the founder of the Boeing Airplane Company. In the mid-50s, he hired Mira Slovak as his personal pilot. Shortly after that, Boeing



Mira Slovak and the U-77 *Miss Wahoo* at Lake Tahoe in 1957. ~ Clyde Cassady photo



1959 U-101 *Miss Wahoo* at Lake Chelan. ~H&RM Collection photo

Marcella, and Slovak all met President Eisenhower at the White House for the trophy presentation. At the end of the season, the boat won the race on Lake Mead. In 1960, *Wahoo* went to the Apple Cup at Lake Chelan, but skipped the Diamond Cup amid rumors that Boeing was preparing to leave hydroplane racing. The boat did participate in the Seattle Seafair race, but Slovak flipped the craft in the first heat. In November the repaired boat went to the Gold Cup on Lake Mead where it qualified. High winds forced cancellation of the regatta and that turned out to be Boeing's final race as an owner.

bought *Miss Wahoo* and hired Slovak to drive. *Miss Wahoo* won the 1957 Lake Tahoe race, and established itself as a front-runner. Boeing had to focus on other business interests in 1958 and the boat stayed on the beach. During that time, the crew converted the craft from Allison to Roll-Merlin power. Boeing bought a 280 class inboard for Slovak to drive while *Miss Wahoo* was out of circulation. The red boat was named *Wee Wahoo*.

In 1959, *Wahoo* returned to the hydro wars and won the President's Cup. Boeing, his wife



Mira Slovak get a kiss as Don Wilson looks on holding the 1960 Sahara Trophy. ~ Bob Miller photo

Wahoo sat in storage for almost three years until the Stoen brothers purchased the craft in 1963 and campaigned it through 1965 as *Miss Exide*.

Boeing had broad business interests including real estate and radio stations. In the 1950s he imported Volkswagen cars to the Pacific Northwest. He served on the boards of several corporations. He donated substantial amounts of money to various organizations including Seattle Children's Hospital, the Museum of Flight, and the Hydroplane and Race Boat Museum. A staunch conservative, Boeing worked to help elect Ronald Reagan as President in 1980.

Boeing was on hand in the Seafair pits in 2011 when Mira Slovak took the replica *Miss Wahoo* for two laps around the race course. In 2012, he was honored at the Hydro Museum in a celebration of his 90th birthday.

There are only a few owners and drivers left from the 1950s. With Boeing's passing, the number has declined even more. Like many others from his era, he helped secure hydroplane racing in the Pacific Northwest. Those who remember *Miss Wahoo*, either as an active race boat or as a museum replica, owe Boeing a debt of gratitude for his participation. Unlimited racing's history is more colorful and diverse because of his involvement.

-- Craig Fjarlie

Editor's note: The *NewsJournal* will have a two-part interview with Mira Slovak in future issues.

Center right, Bill Boeing Jr. in 2009 at Lake Washington. ~ Karl Pearson photo; Bottom left, Mira Slovak and Bill Boeing Jr in 2011 at Lake Washington for the christening of the restored U-77 *Miss Wahoo*. ~ Michael Prophet photo; At right Bill Boeing Jr. and Hall of Fame Trophy at his 90th birthday in 2012 at H&RM. ~ Karl Pearson photo



At right, the former *Miss Wahoo* now the U-101.5 *Miss Exide* (2) in the pits at Seattle. ~ H&RM collection photo



IN THIS JANUARY 2015 ISSUE

Shane Takes 2014; Season Review by Brian Anderson	1
HydroFile by Lon Erickson	6
Remembering Jon Peddie A Homegrown Hydro Driver by Craig Fjarlie	8
In Memoriam William Boeing Jr. by Craig Fjarlie	12

NEXT MONTH: Skip Shott Part Three

EDITOR Michael Prophet **ASSOCIATE EDITORS** Craig Fjarlie, Chris Tracy, Dick Sanders
HYDROFILE EDITOR & WEBMASTER Lon Erickson **HISTORIAN** Bob Greenhow
SPECIAL PROJECTS Kirk Pagel, Andy Muntz **EDITORIAL BOARD** Clint Newman II, Bob Senior

Unlimited NewsJournal, established in 1973, is published by Unlimiteds Unanimous, an enthusiast club interested in promoting and documenting the sport of unlimited hydroplane racing. Copyright © 2015 *Unlimited NewsJournal*.
Reproduction or transmission in whole or part is not permitted without written approval of the *Unlimited NewsJournal*.

Editor, *Unlimited NewsJournal*, 16418 192nd Ave. S.E. Renton, Washington 98058
or E-mail to: USA1st@msn.com
Letters may be edited for clarity and space.

**Next Meeting of
Unlimiteds Unanimous
& RC Hydro Show**
-everyone welcome!-
Saturday, February 7th
11 pm to 4 pm
Hydroplane & Raceboat Museum
5917 So. 196th St.
Kent, Washington

Silver Lake Dental Arts

Michael C. Johnson, DDS, PS
Brent N. Kellogg, DDS, PS
1809 100th PL SE
Everett, WA 98208
425-337-3922
sldarts@verizon.net
www.sldarts.com