



Miss Grays Harbor (1960 - 1975)

The Beginning

by Jim Latimer & Skip Young

The 1960 unlimited hydroplane off-season began as did many before it. Anticipation was always high among fans of the sport who eagerly awaited any news of upcoming race schedules, driver changes, and new hull construction.

The mid-1950's building boom of championship hulls had subsided somewhat, with only three camps officially giving notice of their intentions. In the east, Les Staudacher was putting the finishing touches on a new, drop-sponson sister ship to Sam DuPont's *Nitrogen*. Little did we know that eleven years later as *Miss Madison*, it would record a victory in one of the most famous Gold Cup races of all time!

Out west Peter & Richard Woeck were getting a brand new *Miss Burién* off of the Ted Jones drawing board to replace their former hull which had been destroyed in the 1959 Diamond Cup. Bob Gilliam had been working tirelessly on another of his home built hydros, the new *KOLroy I*, which would go on to be his most successful hull in a career spanning the next 13 years.

I was a twelve year old at the time. I lived in Wenatchee, loved everything about hydroplanes and personally knew the 1958 Apple Cup champion, Norm Evans! That had come about because of my dad's involvement with the Lake Chelan Yacht Club, where Norm had also been a member and competed in many club affiliated regattas long before he began racing the unlimited *Miss Seattle* in 1956.

It was one weekend when I had accompanied my dad to the yacht club that I first became aware of yet another hydro that was expected for the 1960 season. On a table with other publications was a copy of the *Unlimited Hydroplane News*. Inside I began reading about a boat under construction in the barn of Satsop, Washington resident, Mark Aarhus. The article contained a picture of Mark, the semi-completed hull and description of the hull dimensions, apparently patterned off of the 1956 *Tempest* which had been built in the basement of Seattleite Norm Christenson.

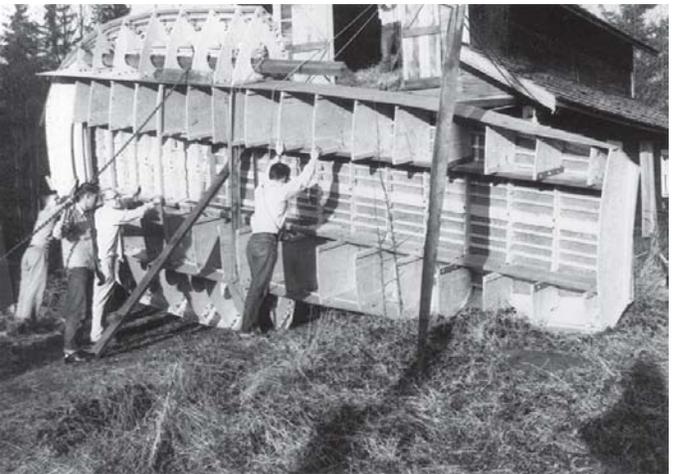
During the next few weeks and months prior to the 1960 racing season, other articles and pictures began appearing in newspapers around the state. The Seattle Times, the Aberdeen *Daily World* and the *Elma Chronicle*



Skip Young at left and Jim Latimer on right. ~ Michael Prophet photo



These family photos, above and on following page, were taken in 1960. The soon to be *Miss Grays Harbor* is being moved out of the Satsop shop barn.



all reported on the progress of the construction, potential sponsorships, as well as local and regional fund-raising activities. It was also during this time that because of the potential regional notoriety that the hydroplane could bring to the area, the boat would be known as, *Miss Grays Harbor*.

Summer arrived and with it came the Seafair Trophy Race. Seventeen unlimiteds answered the bell on Sunday, August 7th, but *Miss Grays Harbor* was not among them. Although a majority of the hull construction, (including motor mounts for an Allison aircraft engine), had been completed and much of the running hardware had been acquired, the team ran out of time.

Even though a potential deal to purchase two Allison engines from *Coral Reef* owner Austin Snell was “on the table”, the team’s efforts at raising the total amount needed fell just short. Not wanting to go into additional debt for just one race, Mark and the rest of the team set their sights on the 1961 Apple Cup at Lake Chelan (Little did anyone know at the time that 1960 was to be the “final” Apple Cup).

Miss Grays Harbor didn’t make a racing appearance during the 1960 season, but she did appear in public for the first time. The boat made the short trek to the Grays Harbor District Fair where she was on display from August 11th through August 14th in nearby Elma, Washington. There the team sold “Booster of *Miss Grays Harbor*” buttons to fairgoers, which many years later would become a hot commodity on the collector’s market, and remain so to this day!



Beginning of the End

Enthusiasm was high for the Miss Grays Harbor in 1961. Aarhaus announced plans to run in the World Championship Seafair Trophy Races scheduled for the traditional first weekend in August. It would potentially be the ideal time to “get the boat wet” due to the unique race format that had been selected.

Three races in one! The “new look” . . . the “fan plan” . . . the “Seafair Derby” were just a few of the unofficial monikers that were afforded what was to become known as the “Donough Plan”! Under the guidance of longtime American Power Boat Association referee and official Stanley Donough, the 1961 Seafair race would put a premium on more racing and less down time.

The top seven fastest qualifiers would compete against each other all day in what would be the World’s Championship Race. The next group in order of their qualifying speed would be placed together in the Seattle Trophy Race, and the remaining boats left to compete in the Queen’s Trophy Race. To Mark Aarhaus and the rest of the Miss Grays Harbor team, this sounded great for a boat that had yet to be tested at all.

A new Miss Grays Harbor fundraising organization was set-up which included Mark Aarhaus as Chairman; Wayne Pullar, Vice President; and Freida Pullar, Secretary-Treasurer. Mr. Pullar, who had considerable seat time in the 125, 136 and 235 cubic inch limited inboard classes, was one of several persons under consideration to pilot *Miss Grays Harbor*.

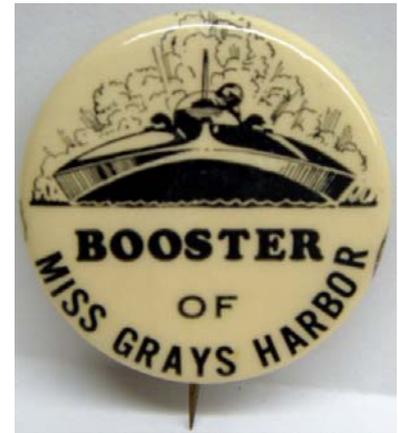
With Seafair rapidly approaching it was time for the motor installation. A regional businessman, Carl Schafer of Schafer Brothers Logging Company and heir to the Montesano based Schafer timber organization, offered to buy the two Allison engines from Austin Snell. With the hull work virtually complete it looked like full speed ahead to acquire the motors.

Pullar, who in addition to being the Vice President of the fund raising committee and potential driver, was also a friend and confidant of Mark Aarhaus. In an attempt to eliminate any snags prior to the boat’s arrival in Seattle, Pullar suggested getting in touch with the APBA for an inspection before installing the motor. Aarhaus agreed.

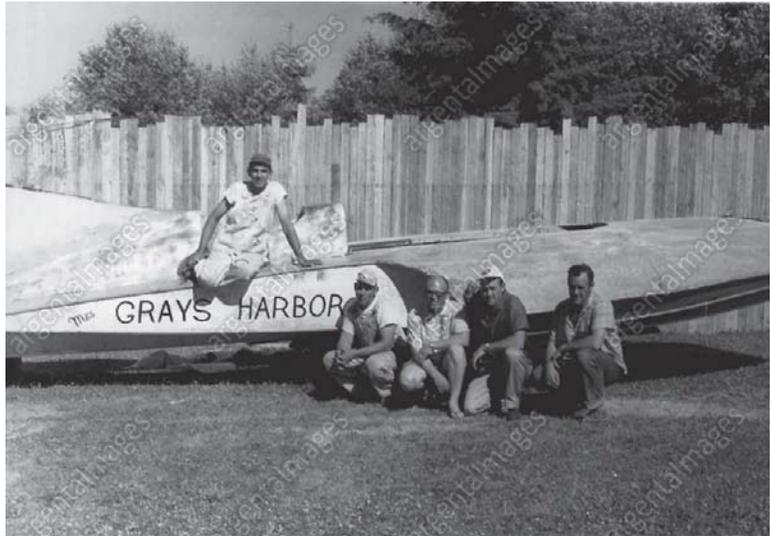
According to Pullar, an APBA official came to the boat shop, inspected *Miss Grays Harbor* and told Aarhaus and the team to cease construction on the project. “The hull was pretty much done” stated Pullar, “but they wouldn’t let us run.” He went on to say that the APBA inspector did not think the hull was solid enough to run “at those speeds.” “Mark Aarhaus did a good job with the design . . . everything was okay but they didn’t think it would hold together” he added. “After so much work and effort as he did, it was very hard to break the bubble” said Pullar of Aarhaus, “That pretty much ended it!”

But, not quite!

Although disappointed with the results of the inspection, minor work continued on throughout the rest of the year. There was even talk of converting the boat to automotive power, finishing it up and testing somewhere nearby. According to Ray Aarhaus (Mark’s brother) considerable thought had been given to either twin 350 c.i. Cadillac



Jim Schaeffer's button & photo



The crew and *Miss Grays Harbor* in 1961. They still need an engine. Left to right, Norman and Lester Willis of Brady, Hartley Bither, Ray Aarhaus and the owner. ~ The Aberdeen Daily World photo

engines or 450 c.i. Chevy's to be mounted backward with either independent contra rotating shaft and prop or a gearbox and single shaft set-up. But as time went on interest in the project began to slip further onto the back burner.

Carol Demeerleer (Mark Aarhaus' daughter) stated that her dad, although depressed about not completing *Miss Grays Harbor*, did not dwell on the negative for long. "He loved buying old vintage airplanes and rebuilding them" she stated. "He never stopped dreaming" she went on to say. "He traded a plane he had purchased and fixed up to a man in Maine for a Starduster two-wing open cockpit plane. Dad and his friend flew the trade plane back to Maine, picked up the Starduster and flew home . . . the thrill of a lifetime!"

Aarhaus still had his smaller outboard boats that he and his brother Ray continued to race on the Chehalis River. "There were a bunch of us that used to race the smaller boats" said Ray. "Between the Tacoma guys and our bunch from around here we'd have some pretty big turnouts, race all weekend long. We called ourselves "Ray's Racing Club" and we sure didn't want those Tacoma guys taking home our trophies!" he laughed, "It was a fun deal!"

The Discovery

By the summer of 1963 I had grown to be even more of a hydroplane fan than before. The building boom of hulls on the unlimited circuit had grown and competition was at a real premium with the likes of the *Gale's* and *Smirnoff*, *Bardahl's* and *Exide's*, *Tahoe Miss*, and others. Visions of ever seeing or hearing anything about *Miss Grays Harbor* had long disappeared. That is to say, until one sunny weekend in July of that year.

While on a family vacation out to the Westport area, dad was driving down an out of the way back road in the Fuller Hill area of Grays Harbor county. He always enjoyed going off of the beaten path when it came to vacations. Now, as we approached mid-morning, something other than the beautiful scenery of the area caught my dad's eye on one of the surrounding properties. "Hey Jim, look at that!" he practically yelled in my ear.

As dad slowed the car, off to right up in a field near a large barn was a hydroplane! Just like that, out of the blue...a hydroplane, a big one! It appeared to be sitting up on either oil drums or saw horses although it was difficult to tell as there was much vegetation growing all around. It looked to be a weathered white in color, but that too was difficult to tell as we continued on down the road toward our destination.

The rest of the vacation took a back seat as my interest was clearly on only one thing. What we had seen back in that field, with no doubt in my mind, had to have been *Miss Grays Harbor*!

As Time Goes By

Many years passed as we welcomed in the twenty first century, but one thing was certain . . . I still loved hydroplanes. Oh, the boats were a lot different, they sounded like hair dryers instead thunder and there was something called H1 and N2 that seemed to be a major part of seemingly every race. But I still loved them!

Having always prided myself as being somewhat knowledgeable regarding the history of the sport, it was easy to wonder, "Whatever happened to . . .?" many of the unlimited hydroplanes of the past. Many had been gloriously restored to running condition over the past decade by the Hydroplane and Race Boat Museum and other individuals who were interested in preserving the "golden age of hydroplaning"!

While reading a question-answer feature on the HARM website, one in particular caught my eye. It asked the question, "Whatever happened to *Miss Grays Harbor*?"

Noted hydro historian Fred Farley, in a roughly six paragraph reply pretty much took it from what was known at the time. Yes, there was a *Miss Grays Harbor*, it never appeared at a sanctioned unlimited hydroplane event, there were rare pictures and buttons of the boat and that the boat sat outside in the elements for many years. He went on to say that many attempts by interested hydroplane fans to contact the owner were met with refusal.

It was always on my mind to try and find out whatever happened to *Miss Grays Harbor*, but the proximity to Grays Harbor County from North Central Washington, where we had previously lived, was just too far to make it practical.

Then in 2003 we relocated to Lacey, Washington. My trips to the HARM became much more frequent (I had been a museum member for many years). It was at the museum that I met another person with the same questions about the story of *Miss Grays Harbor*. His name was Skip Young.

For the past eight to ten years, Skip and I traded thoughts, stories, and ideas. We tried to separate the fact from the fiction, the misconceptions and myths from reality. Our goal was to tell what we hoped would be a more in depth account of a dream that came so very close to being realized.

Finally, in June of 2013, Skip and I were invited to the McCleary, Washington residence of Mark and Carol Demeerleer. What we thought would be a relatively brief interview with Carol regarding her dad and the Miss Grays Harbor project turned out to be a true gold mine of information.

It was a family reunion of memories! Many family members, friends, relatives and associates who had worked on the boat project shared their own personal recollections from the past. Many pictures and news clippings, some previously unseen by anyone other than immediate Aarhaus family members came to light and when it was all done a great pot luck dinner spearheaded by the Demeerleer and Aarhaus family. When Skip and I left the gathering, we not only left with a wealth of new information, we left knowing that we had made a whole lot of new friends!

The End?

Mark Aarhaus built an airport in the McCleary area. He named it, appropriately enough, “My Airport”, complete with new hanger! The airstrip is still in registration to this day although it passed from family ownership some time back. According to Carol Demeerleer, the person who bought the airport also still has in possession two of her dad’s former airplanes, including the final one that he fabricated.

The deteriorating hull of *Miss Grays Harbor* remained outside in the elements on the Aarhaus property until 1975. The family had cleaned away many items during a relocation and downsizing effort. Finally, after a long day of work it was time for the family barbeque.

Miss Grays Harbor was cut up and burned at the barbeque. The remains of the hull are now on the bottom of the nearby Chehalis River, less than five miles from where she took shape back in early 1960. The only thing left from the boat is the propeller.

Mark Aarhaus, who was born on July 15th, 1931, passed away March 24th, 1998. The known surviving crew members include Ray Aarhaus, Loren Lamb, Norman Willis, Earl Wilder and Wayne Pullar.

For most people this would be the end of the story. Obscure hydroplane, built in a barn in an out of the way place, never raced therefore never to fulfill the dreams of her builder. Unlike most people, hydroplane fans always hunger for more to the story. This insatiable appetite for information coupled with the passage of time creates the mystique from which we are led to come to our own conclusions. After fifty three years, is there fact to be separated from original speculation? Indeed there is.

One belief, drawn from the original 1960 *Unlimited Hydroplane News* story, seems to have garnered the most attention as to the success (or lack thereof) of *Miss Grays Harbor*. The author of that article, after looking over the boat (without engine or hardware) opined that the boat appeared to have been built extremely heavy and doubted that the boat would ever be able to achieve a planing attitude. But what was he comparing the boat to? Let’s take a “glass half full” approach.

Miss Grays Harbor was an original Mark Aarhaus design that he “patterned” after extensive study of the 1956 *Tempest* (later first *Bardahl* and *Burien* hull). That hull had been listed as 27 feet four inches in length and eleven feet ten inches wide. Powered by an Allison 1710 c.i. engine, in racing trim, she weighed in at between 4,600 and 5,000 pounds during her three and a half year career. Rarely, under any of her three banners did that hull fail to reach qualifying speeds and certainly never had any problems getting on plane.



Here's another example. In eight and a half very busy weeks in 1958, Ted and Ron Jones designed and built a brand new *Miss Bardahl*. That boat was three feet longer than the *Miss GH*. The commonality is that the new U-40 used the same type oak keel, oak and plywood frames for the ribbing, oak/dural sponsons, marine plywood decking with fiberglass overlay, spruce stringers and aluminum sheeting over the entire bottom. When completed, it's racing trim weight was listed as 6,170 pounds.

Subtracting listed weight for an Allison 1710 (1,595 lbs.) twin gas tanks to hold 40 gallons each for 80 gallons @ approximately 6.073 pounds per gallon to equal roughly 550 lbs. Both tanks dry would weigh approximately 80 lbs combined. Strut assembly, rudder package, gearbox displacement hardware would equal out to approximately 200 lbs. Figure in a 16lb. propeller, sealer, glass, primer, paint and clear coating for another 30 lbs. our total would be close to 2,471 lbs. The bare weight of the new 1958 *Miss Bardahl* would have weighed in at around, 3,700 lbs.

In comparison, let's "speculate" that *Miss Grays Harbor* had come out "bare" at around 4,200 lbs., heavier by far than the '58 *Bardahl*. Add the weight of the previously listed racing trim equipment of 2,471 lbs. of the '58 *Bardahl* to the 4,200 lbs estimated "bare" weight of *Miss Grays Harbor*. The total estimated weight of the *Miss GH* in racing trim would have been approximately 6,671 lbs. Not a light weight, but certainly not a tub either. Since this is purely "speculative" let's take it a step further.

Years later, the U-5 "*Shu-Shu*" (Shirley McDonald's original 1962 *Notre Dame*), which was now her "two-seat pleasure boat" showed up at Madison, Indiana in an attempt to qualify for the regatta. With Jim Miller at the wheel, "*Shu-Shu*" was up and running. Powered by a very stock Allison engine in an overweight 7,500 lb. hull, she just barely missed the minimum required speed. Long past her prime, overweight and underpowered, she was easily up on plane.

Based on all of this new speculation, does it change anything? Does it answer the question of why the APBA inspector believed that the boat wasn't safe? Why did he think it would come apart at racing speeds? Would the boat have gotten up on plane? What would have happened if Mark Aarhaus and crew had taken the Hawaii Kai's crew up on their offer to test a new fuel pump for the Kai's Merlin in *Miss Grays Harbor*?

The answers may never be known for sure. But it certainly offers another viewpoint. Perhaps long silent voices will provide further insight, answers, additional questions and yes... even further speculation.

The truth is, it's 2014 and people are still talking about Mark Aarhaus and *Miss Grays Harbor*. It is as he would have wanted.

Miss Grays Harbor Statistics

Length: 27 feet

Width: 12 feet

Weight: 6,400-6,600 lbs*

*Based on materials used in construction, listed weight of similar Allison engines, gearboxes, fuel tanks, shafts, propeller, finishing materials and additional hardware using comparisons to the data posted during the construction of the 1958 *Miss Bardahl* (2).

Materials: Marine plywood and fiberglass decking, oak/dural sponsons, keel, oak and plywood frames for ribbing, spruce stringers and aluminum sheeting over the entire bottom.

Color: Black and White (Miss Grays Harbor lettering: Black) Owner/Builder: Mark Aarhaus

Home Port: Satsop, Washington



Above is the fastest *Miss Grays Harbor* ever ran. "On August 9th, I was able to test my 1/10th scale *Miss Grays Harbor* at Twin Lakes....54 years after the "real" boat made her only public appearance at the Grays Harbor County Fair in Elma!" Jim Latimer. ~ Ben Keller photo

Crew Members: (includes construction of boat and trailer),; Charles “Lester” Willis; Norman Willis; Ray Aarhus, Harley Bither, Loren Lamb, Wayne Pullar, George Kugen, Ernest Anderson, Jack Powell, Art Stendal, Earl Wilder, Walter Demeerleer, Larry Arcurie, Jerry Hicks, Kenneth Paul, Royal Valentine, and Robert DeYoung

Technical support: Peter & Richard Woeck & crew (*Miss Burien*)

Sponsors & Financial Backing: Local businesses and area residents, including: Ocean Shores Incorporated, El Monte, “Citizens of Westport”, Swanson’s Market, Grays Harbor Grange Supply, Robert W. Reynvaan, E.R. Landberg, Mr. and Mrs. Ralph Prante, Montesano Lions Club, Walter Demeerleer, Harley Bither, an “anonymous donor from Montesano”, and Ed Stanley, editor and publisher of the *Elma Chronicle* who used his newspaper as a collection agent for fundraising on behalf of *Miss Grays Harbor*

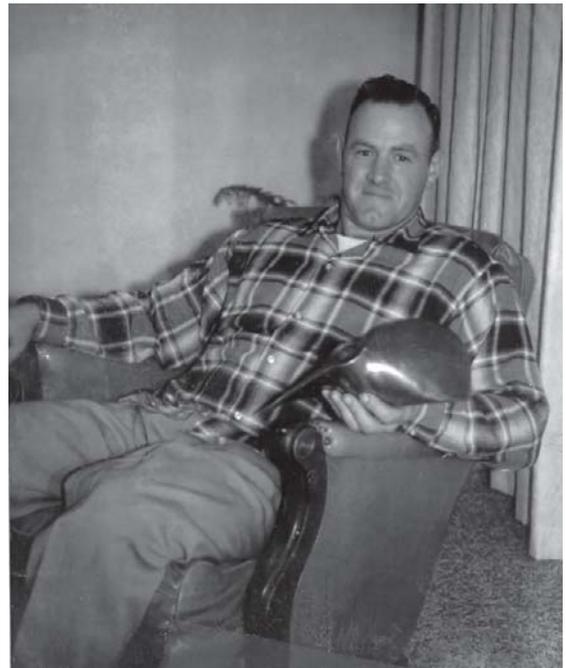
Mark Aarhus Profile

My Dad - Mark Aarhus by Carol (Aarhus) DeMeerleer

My Dad was a logger at heart and did logging most of his life. From the time he was 15 when his father died, he went to work for Schafer Brothers in the Grays Harbor Olympic Mountains area. He was a fearless high climber. He learned and could rig a spar tree knowing how to use blocks and tackle.

When my folks got married it was hard times and logging was always a weather and market sensitive way of life. When my sister was to be born Dad went to work for the Grays Harbor Public Utility District cleaning trees and brush from the line areas. He was promoted to lineman and a funny thing: they wanted him to get a college degree. So he did at night. When they went to give him his diploma they found out he did not have a high school diploma. So he got that too and then he had what they wanted. In later years he became the service man for the area. It was good because when things were not busy enough he would just log as a small contractor. He never ever quit logging or re-fabricating airplanes. He worked for the PUD for 27 years and retired from that at age 55. He did fine logging and buying vintage old airplanes and rebuilding them. Along with the *Miss Grays Harbor*. By the time he got his education requirements he was too old to be a commercial pilot. Along with not completing the *Miss Grays Harbor*, these were the two things depressing to him. But he never stopped dreaming and doing so many things that he wanted, like barnstorming across the U.S. in a Starduster two-wing open cockpit plane. He traded a plane he had purchased and fixed up to a man in Maine. So him and his friend flew the trade plane back, got the Starduster bi-wing and flew home. Oh my what an adventure of a lifetime. Work was what he liked. It was his passion and hobby. Logging. Airplanes. Would have loved to complete and race the *Miss Grays Harbor*. He then would have sold her or traded her. It was like he would complete something and “well did that. Now on to the next thing.”

Dad was good in bad situations, to think clear and react while others could just stand and look open mouthed. He did love his family (he always made sure we had what was needed), but his passions were always tops. He gave us all a great work ethic and never say die attitude. Take care of yourself and help others. You can call it tough type of love. Dad’s vice was Camel cigarettes non filter, 4 packs plus a day and Black Velvet whisky. He never drank before work or within a 24 hour time before flying. Falling from a spar tree when he was young, Dad broke his back in two places. Several other bad accidents with chain saws etc. Dad just healed up and kept going. Oh he hurt alright but that was what the whisky was for at the end of the day.



Dad's brother Dave was killed at Corregidor giving the Japanese hell. This was very hard on his whole family. As it was on so many in all war times. Dad's other brother Kenneth died of colon cancer. But sister Betty who is 90, brother Alvin is 87, Ray is 84 are great and a credit to all of us. I just wonder what all he wanted to do before he died. Completing his own airstrip was a big one and he did finish that and his hanger. It is called My Airport and it stays in the registration to this day as that. We did sell it after Mom died and the man who bought it also bought Dad's last plane here-fabricated. It is a little different to go to the hanger and see two of the planes Dad had back in it again. It is as he would like it.

~ UNJ



Dr. Robert Morgan (left) and Mark Aarhaus stand in front of the biplane "Starduster Too." They flew the experimental biplane over the Chehalis River to the east coast, and then flew back to the Elma airport. ~ Photo by Brandon Ford -- May 8th, 1985 East County News

According to the May 18th, 1961 Seattle *Times* Aberdeen announced the start a local fund drive in Grays Harbor to get the Satsop based, at the time unnamed, *Miss Grays Harbor* into the August 7th Seattle Seafair Trophy race.

On July 4th, Ted Adams, sales director of Ocean Shores, Washington, donated \$250 to the fund. It was the first check owner Mark Aarhaus had received so far. His goal was to raise \$3,500 from donations and selling buttons. At this time the boat was about 90 percent finished. Ralph Prante and his wife raised \$100 from the residents of Porter. Many people and business's donated money to help, but as it turned out it wasn't enough.

I think the worst part was that the APBA said the boat was not safe enough to race and Aarhaus never got a chance to prove them wrong because the funds ran dry and they couldn't afford to buy an engine, and without the APBA's approval... The Hawaii Kai team did offer to let them use their Merlin engine to test with because the *Hawaii Kai III* was down for repairs. And, they wanted the Satsop team to test out their new fuel pump. As there was no money offered to go with the engine they were unable to accept the deal. *Miss Grays Harbor* was built for an Allison engine and it would have cost them money they didn't



have to modify it. Aarhaus was disappointed, but grateful for the offer. There was a lot of interest in the boat. Personally, I don't think the APBA officials gave them a fair chance.

~ Ed.

At left, Jim Latimer's RC *Miss Grays Harbor* at Twin Lakes. ~ Ben Keller photo

HARBOR HYDROPLANE CONTRIBUTION

TO: HARBOR HYDROPLANE BUILDERS—As an expression of my interest in the eventual completion of a Gray Harbor unlimited hydroplane entry in the Seattle Seafair races,

I hereby contribute the sum of \$

Signed

Address

Phone Date

NOTE: Mail to—Elma Chronicle, Box 37, Elma, Wash., Phone 861, or The Aberdeen World sports department, Aberdeen, Wash., Phone LEnnox 24000.

Book Review: WINNINGEST

The Bill Muncey Chronicles

First Edition

Author: Wil Muncey, Publisher unlisted.

www.BillMunceyChronicles.com for further information,
photos and the author's blog

Paperback. Price \$24.95 + tax

*Available through the Hydroplane and Raceboat Museum in
Kent, Washington*

Author Wil Muncey has put together an 18 chapter volume that tells of the life and times of Bill Muncey. He starts with Bill's young years and the fun he had with his younger brother Raymond growing up in Detroit, Michigan. Bill was somewhat of a daredevil as told in several tales from his youth.

The photos of young Bill Muncey show him with his saxophone and always well dressed.

In the chapter entitled: *Every Way But Straight* we learn of Muncey's first encounter with Gar Wood while trying to get Al Fallon's *Miss Great Lakes* qualified for the Harmsworth Trophy. After sinking the craft Woods sent Muncey a bill for the motor he borrowed.

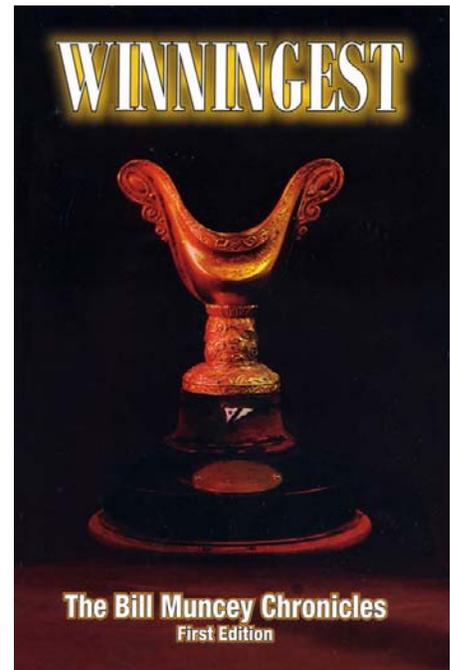
Muncey was married, and his wife Kit was expecting when he got drafted into the U.S. Army and eventually got stationed in Germany. Author Wil Muncey has laced together a wonderful collection of Bill Muncey vignettes with his years in association with Willard Rhodes and the three *Miss Thriftway* hydroplanes. And likewise with the "Blue-Blaster" *Atlas Van Lines* and his association with O. H. Frisbee.

Dave Seefeldt played a large part in Muncey's many successful heat wins and race wins. A record that will never be broken: Bill Muncey is the winningest unlimited hydroplane driver in an open cockpit boat. No turbine engines and no enclosed cockpits. He also did this with no back up hulls available to him, parked in the pits "just in case".

If you are a Bill Muncey fan or maybe just a curious fan of the sport of unlimited hydroplane racing, you should read this book. The photos are marvelous.

199 pages, 59 color and black & white photos

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



A Twist on the Shipping of the H1 Fleet to Doha

From Lon Erickson

For this year's Oryx Cup – UIM World Championship, H1 in conjunction with the QMSF and Peters & May will be moving ahead with a new program to improve the efficiency and the economics of transporting the H1 fleet across the world to race in Doha, Qatar.

For this year's event, 3 of the 10 teams will be sending their boats and equipment using a new system. Those teams are the gbr11 *Peters & May*, #12 *Miss DiJulio*, and the #100 Leland Unlimited. Rather than sending a race hull, trailer, and team hauler loaded with equipment, which requires a much larger vessel, slower trip time and the risk of scheduling issues with larger vessels. These three teams will be sending their race hulls placed on a flat rack type system and all of their equipment into a container for shipping on a container style vessel, with less travel time, and more efficient scheduling. Both the flat rack/cradle with the raceboat, and the container can then be placed on flatbed truck for movement to the race site. This new system will demonstrate the capabilities of a new system, with the long range goal of the whole fleet using this method.



Above left is the Peters & May flat rack container transport. At right is the Peters & May flat rack assembly setup and shop. *Peters & May* owner and crew chief Scott Raney coordinated the flat rack/cradle system assembly in Charleston, S.C. before the loading of the ship.

Below left is the gbr11 *Peters & May* on the flat rack prepped for wrapping. At right, *Peters & May* all wrapped up and ready to be put on the hauler.





Above, *Peters & May* wrapped on the truck and on its way to the Port. ~ Peters & May Racing photos

This new system allows the teams to ship 37 days to Doha and 38 days back. It also means that all of the truck items are in a sealed container and protected from theft, etc. The container carriers offer more flexibility with regular sailings to most global destinations, opening up the possibility for future additional international races. The flat racks are shipping on the *Maersk Pittsburgh* sailing from Charleston, S.C. on October 3rd and arriving in Doha approximately November 9th. Teams, fans, and sponsors have questioned and had concerns in the past about the length of time the fleet is away from the United States, easily months at a time. Dave Holley from Peters & May tells us the new flat rack/container system addresses those concerns.



Upon arrival in Doha the boats (on their cradles) will be placed in the pit area and each of the teams will be given a tent and air conditioned office to operate from. The cradles have extensions to allow for access to the underside of the boat and external parts of the hull, the rudder, skidfin etc.

Peters & May will again be providing all the logistics for the shipping of the fleet to Doha. Neil Mckeown, Operations Manager for Peters & May says, "We are delighted to be carrying the H1 cargo to Doha for the 5th year running. The Oryx Cup is the pinnacle of H1 racing and all of the teams will be fighting for the title of World Champion." Mckeown says, "Normally the shipping process starts three months prior to shipment date. However we started the design stage for the flat rack solution over nine months ago. We are looking forward to showing the benefits of the system for future use in the sport."

The other seven boats, seven team trucks, the H1 truck and rescue boat will be shipping RORO (roll on roll off) on the *Hoegh Delhi*. The vessel will sail from Jacksonville, FL. on October 12th and arrive in Doha approximately November 15th. Upon arriving in Doha the teams will be staged in the pit area as usual.





HydroFile
Lon Erickson

#6 Oberto – The team has spent time in the Madison shop before and after the San Diego race on more substantial repairs to the hull after incidents in Tri-Cities and Seattle, in addition to prepping the hull for the Oryx Cup. At right the #6 Oberto outside their shop in Madison. ~ MCR photo



#9 Les Schwab-RedDot - The Jones crew is once again busy with repairs to the race boat after a steering failure in San Diego contributed to a spinout causing damage to the several areas of the boat. The saltwater scoop was tore off, the rudder bracket failed, and left sponson/skidfin area suffered damage. Above, shots of the #9 damage at San Diego. ~ Mike Parker photo

The #9 Jones Racing display hull (#8401), in Les Schwab/RedDOT colors, has been seen around the Seattle/Tacoma area on display in recent weeks. ~ Lon Erickson Photo



#12 Miss DiJulio - They are one of the three boats being shipped using the new flat rack system. Below, the Centurion Racing team is packing for the trip to Doha. ~ Lon Erickson photo right; ~ D Garl photo left



#18 Bucket List Racing - The team is the smallest one in the H1 fleet. "It is time to add a few volunteers to the crew. We are interested in all talents related to boat racing. We plan to run all races next year. Anyone interested can reply to me by message. I look forward to talking to all interested. Thanks!" - Kelly Stocklin



#21 Go Fast Turn Left - In a move to complete the 2014 season for the Go Fast Turn Left - O'Farrell team, the #21 was transferred to the Schumacher Racing hull for the balance of the season in San Diego and Doha. Ron Jones Jr. is reportedly working on rebuilding the #21 GFTL hull (#0721) that was damaged at Tri-Cities and work is planned to complete the unfinished new hull that has been under construction for several years in the O'Farrell race shop. At right a shot of the wrecked #21 taken at the shop in late August. ~ BP photo; At left is the new #21. ~ GFTL facebook photo

#37/21 Schumacher Racing - The Schumacher team was penalized in a preliminary heat on Saturday at the San Diego race for a technical violation in accordance with the H1 rulebook, and disqualified for the balance of the event. H1 referee's found a device in the boat that was designed to alter the N2 RPM readings



fed to the on-board monitoring computer. The team requested an appeal of the penalty, but chose to leave the event on Saturday, remarking "*they were through*". The #21 Schumacher team is now listed as one of the participants going to Doha, though no further information has come from the team regarding the recent developments in the last three races. The status of the sale of the team to Bill Cahill is unknown at this time.

U-96 Qatar - After suffering a wash-down in a heat at San Diego, some repairs to the damage suffered were made in the weeks since Bayfair back at the Ellstrom shop in Ballard. A-frames and uprights were rebuilt and saltwater cleanup/maintenance of their primary motor was needed. ~ Ellstrom U-96 facebook photo



#100 Leland Unlimited - They are another one of the boats going to Doha early, so it required prepping and loading for the overseas trip before the San Diego Bayfair event, as they drove directly to Charleston, S.C. after the San Diego race. ~ Lon Erickson photo



Around the Circuit
Chris Tracy

2014/15 Update

The 2014 season is complete for domestic races and the boats are getting ready to head for the season ending race in Doha, Qatar. Here are a few notes about the USA races.

The season opened with an exhibition race at ShrinersFest in Evansville, Indiana between the Allison powered U-3 *Master Tire* and the turbine powered gbr11 *Peters & May*. All were hopeful that a successful exhibition would generate interest in bringing that venue back to the race schedule. By all measures, the exhibition was a success, with about 30,000 spectators attending. Recent news from the Evansville newspaper indicates that it is unlikely that a race will be held in 2015. The Shriners

have the Blue Angels scheduled for 2015 and financially don't think they can swing funding both the Blues and a hydro race. Evansville race supporters appear to be looking toward 2016.

Madison, Indiana race insiders report all went well with the 2014 event. "Prize money was paid" and they indicate the financial balance sheet was okay. It was widely rumored that Tri-Cities (Richland, Kennewick, and Pasco), Wash. wanted the Gold Cup in 2015 to help celebrate the 50th running of the unlimiteds, but Detroit inked a long-term deal with APBA to host the Gold Cup. A smallish crowd attended the Gold Cup in Detroit and they did not have a title sponsor. Detroit announced that they want the race conducted later in the season in 2015 (August 21-23), which would mean boats would need to head to the eastern circuit twice in a season, instead of packaging the Madison and Detroit races back-to-back; owners are concerned about the extra cost.

Weather was perfect the the Tri-Cities race and the crowd was especially large on Friday and Saturday. HAPO Community Credit Union, a longtime supporter of the weekend event and locally known as the Official Sponsor of Summer, stepped up and was the title sponsor for the unlimited hydroplane race. As usual, the event was well-organized. The local newspaper, the *Tri-City Herald*, provided excellent coverage, as did KNDUTV.

Albert Lee Appliances returned at the title sponsor for the race in Seattle. The military and Blue Angels were back as part of Seafair weekend, celebrating the 65th anniversary of Seafair. The Seafair press conference is traditionally mostly about the boat races and air show, but not this year. Much of the press conference was about welcoming back the military and Navy ships, Marine Week, and the Blue Angels. It was noted that this was the 40th anniversary of Oberto sponsoring a boat at Seafair. The restoration and running of Bill Muncey's Blue Blaster, *Atlas Van Lines* was highlighted by David Williams. This news conference is well attended by the media, and I'd suggest in the future, that all teams with owners, drivers, and/or sponsors in attendance be clearly identified so reporters can locate and interview them after the formal press conference. Seafair is typically well organized, but Friday was a little off: no signs for purchasing pit passes and hand written signs were the norm throughout the weekend, not enough chairs at the start/finish line pit tower on Friday, no goodies for the pit tour goodie bags, etc. It was reported to the *Unlimited News Journal* that at the North Gate on Saturday morning that Seafair had ticketing issues and just let the spectators in for free. The *UNJ* had trouble getting hot pit passes for two of our reporters and finding anyone "in authority" with Seafair was impossible; hot pit passes had never been an issue in the decades the *UNJ* has covered the race; many thanks to H1's Steve Montgomery for help getting hot pit credentials for two *UNJ* reporters! Good news is that Seafair attendance was up, way up from last year. Seattle had great wire-to-wire TV on KIRO on Sunday and it was enhanced with some new broadcast talent.

San Diego ran without a title sponsor and attendance was not particularly large. The Bill Muncey Memorial was refurbished a bit and rededicated. Probably the biggest news at San Diego was the announcement that longtime H1 Chairman Sam Cole was no longer Chairman and Steven David was named interim H1 Chairman. Cole is credited with bringing the Qatar race to the series and running (and holding the series together) during very difficult times. Others have complained about Cole's management style and priorities. All hope that Steve David can help bring everyone together and move forward.

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NEXT MONTH: San Diego Race Report

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