



# UNLIMITED NEWSJOURNAL

A Chronicle of Speed

## Miss HomeStreet and Shane are Main Source perfect.

By Craig Fjarlie

Jimmy Shane drove *Miss HomeStreet* to a perfect weekend at the 2016 Main Source Bank Madison Regatta in Madison, Indiana. The hometown boat was the fastest qualifier and won every heat as it showed its ardent fans why it is the defending national champion and the boat to beat in 2016. If supporters had any lingering doubts about Shane's abilities in the cockpit, those concerns were firmly laid to rest when the last roostertail dropped on Sunday afternoon.

It may have seemed a bit strange that the regatta was



sponsored by Main Source Bank and the winning boat was sponsored by HomeStreet Bank. It is somewhat reminiscent of the days when Budweiser sponsored the top boat and Rainier sponsored the Seafair race. Main Source and HomeStreet conduct business in different parts of the country, however, and have only incidental overlap in their marketing focus, unlike Budweiser and Rainier, which were in direct competition with each other.

### Testing and qualifying

The Ohio Valley has experienced weather problems in several of the

last years and 2016 was no exception. On Friday morning, rain fell until 10 a.m. The course opened for Grand National Hydro testing at 11:45 then, following a lunch break, the unlimiteds took to the course at 1:30. First out was U-1 *Miss HomeStreet Bank*, followed by Brian Perkins in U-21 *PayneWest Insurance*. He was followed by unlimited rookie Andrew Tate in U-9 *Bello's/RealTrac Performance*. While the boats were running, U-7 *Graham Trucking II* arrived in the pits. Its driver would be Jeff Bernard.

The course was lengthened considerably compared with the

### IN THIS ISSUE:

- 2 My \$0.02 Worth by Andy Muntz
- 9 An interview with driver Cal Phipps.
- 14 H1 Unlimited has an app for that.
- 17 HydroFile by Lon Erickson

Continued on page 3

# My \$0.02 Worth

## Editorial Comment



Andy  
Muntz

**T**he sport of unlimited hydroplane racing can't survive long in today's world unless it finds a way to attract and keep large numbers of new, young fans. That simple statement needs to become a mantra to everybody who makes decisions in the sport, whether that is team owners, sponsors, drivers, officials, and even those who write about boat racing.

The sport has recently taken a significant step toward the second of those two steps: keeping young race fans. The new mobile app, which we highlight on page 14 of this issue, provides the perfect way to keep hydroplane fans engaged in the sport throughout the year with thousands of videos to watch, extensive historical data to peruse, and many other features.

Older fans, perhaps those who still use flip phones, might wonder why this is such a big deal. It's a big deal because it paves the way for the future.

You've all seen people in coffee

shops or elsewhere looking intently at their smart phones and have maybe wondered what they are doing. Chances are, they are probably looking at an app that provides them with information that they want.

The word app is short for application, which is software one downloads to their computer to perform various tasks. For example, I'm writing this column right now using an application called Word and I design this publication using a graphic design application called InDesign. An app is the same thing, but the application is downloaded to a smart phone or tablet.

There are literally thousands of apps, each designed to perform a specific task for its user. On my iPhone, for instance, I have apps that give me real-time weather readings and forecasts for anywhere in the world. Apps also tell me everything from driving directions, to my bank balance, and to what I should give my waiter as a tip.

I also have the new H1 app on my phone and, during the Madison race, I was able to sit in my office at home near Seattle and watch all the action live, just like I was there sitting on the shore of the Ohio River. The app gives me a huge amount of race data, average lap speeds, points standings, and such. For the hydro fan, it is the source of more information than they can imagine.

Kudos to Walt Ottenad for a tremendous job in building the app in only a few short months. Like many of us, he has been a hydro fan since he was a kid, in his case, growing up in Seattle in the 1960s

For fans of that era, we used to pour over newspapers and magazines looking for any information we could find about our favorite sport.

But, today, thanks to Ottenad, fans now have an app for that.

**EDITOR:** Andy Muntz **EDITOR EMERITUS:** Michael Prophet

**ASSOCIATE EDITORS:** Craig Fjarlie, Chris Tracy, Dick Sanders

**HYDROFILE EDITOR/WEBMASTER:** Lon Erickson **HISTORIAN:** Bob Greenhow

**SPECIAL PROJECTS:** Kirk Pagel **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 © 2016, Unlimited NewsJournal. Reproduction or transmission in whole or part is not permitted without written approval of the Unlimited NewsJournal.

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

Email: [ajmuntz@icloud.com](mailto:ajmuntz@icloud.com)

Letters may be edited for clarity and space.

# Shane wins, Phipps flips.

Continued from page 1

2015 oval. Straightaways were longer, but the turns were as tight as ever. Total distance around the buoy line was 2.89 miles.

A qualifying session followed the round of testing. *Miss HomeStreet* was fastest at 154.994 mph. Next came *Bello's/RealTrac* at 152.894. J. Michael Kelly turned a lap of 151.502 in U-5 *Graham Trucking*. Tom Thompson was next in U-11 *Peters & May* at 147.411. Kevin Eacret was only able to coax a lap of 117.843 from U-99.9 *CARSTAR* powered *Miss Rock*. Cal Phipps was on a hot lap with U-27 *Dalton Industries* when the boat hooked in turn two. *PayneWest Insurance* had a strut problem. The crew spent the entire qualifying period grinding on the strut. *Graham Trucking II* remained on the trailer.

Shane was pleased with his effort, but knew he had no room to

rest on his laurels. "It's hard to get a good set-up here," he explained. "You can't throw a big gear box in it because of the tight turns. The boat ran well, it handled the rough water. We'll go faster tomorrow. We'll have to, the little punk's coming for me," he added, referring to Andrew Tate.

## Heat One

The draw put *HomeStreet Bank* in Heat 1A with *Miss Rock*, *Dalton*, and *Graham Trucking II*. *Dalton* and *Graham II* were in on a commissioner's option. Heat 1B would feature *Graham Trucking*, *Peters &*

*May*, *Bello's/RealTrac*, and *PayneWest* on a commissioner's option.

*Miss HomeStreet* took the lead at the start of 1A and was never seriously challenged. *Dalton* finished a roostertail back. *Miss Rock* faded throughout and was a half-lap back at the finish. *Graham Trucking II* stayed on its trailer.

*Graham Trucking* took the lead at the start of Heat 1B and was pressed through the first lap by *Peters & May*. *Graham* pulled away at the start of lap two. *PayneWest* and *Peters & May* then had a good battle for second place. *Peters & May* hooked at the exit buoy of turn two on the final lap, allowing

## We love to hear from our readers.

I really enjoyed the article about Jim Ranger and the My Gypsy racing team [July 2016 issue]. I still have a framed collage of Gypsy photos and buttons including a photo of myself sitting in her cockpit and autographs from Mr. Ranger and Graham Heath. I smile every time I look at it. Thanks again for the great article.

William Knodell  
Manistee, Michigan



Chris Denslow



Ron Harsin

[Top] The pit area at the Madison Regatta.  
[Bottom] *CARSTAR* powered *Miss Rock* during its qualifying run.



PayneWest to sprint away to claim second. Andrew Tate, driving his rookie heat in the unlimited class, had to start five seconds back on the outside and trailed throughout.

Following the heat, as *Graham Trucking* was being lowered onto its trailer, the trailer rolled down the slope in the pits and bumped into *Graham Trucking II*. The crane operator had to lift the boat while the trailer was repositioned and secured. Fortunately there was no significant damage to *Graham II*.

Testing was allowed after the racing and Tom Thompson ran three laps in *Peters & May*. Upon his return to the pits, the draw for the second heat was held. Heat 2A

would feature *Peters & May*, *Dalton*, *Bello's/RealTrac*, and *Graham II*. Heat 2B would have *Graham*, *HomeStreet*, *Miss Rock*, and *PayneWest*.

### Heat Two

A drivers' meeting was held as rain fell at 8:35 on Sunday morning. Steve David told the assembled group that everyone's cooperation would be needed in order to complete the program by 3:30, just before the next storm was scheduled to arrive. Referee David Shaw told everyone the weather forecast was all over the place, therefore the schedule is flexible.

Heats 3A and 3B would be held only if the weather allowed, he said. There would be an hour of testing from 9:45 to 10:45, with Heat 2A scheduled at 11:40. Heat 2B would be run as soon as the boats in 2A were back on their trailers. There would be an hour break after 2B, then Heat 3A would be run if weather permitted.

*Graham Trucking II* ran only one lap during the morning test session before Jeff Bernard brought it back to the dock saying there was a lot of debris on the course. The boat was scratched from Heat 2A. *Dalton*, in lane one, led through the first turn and up the backstretch. *PayneWest*

*Continued on page 6*



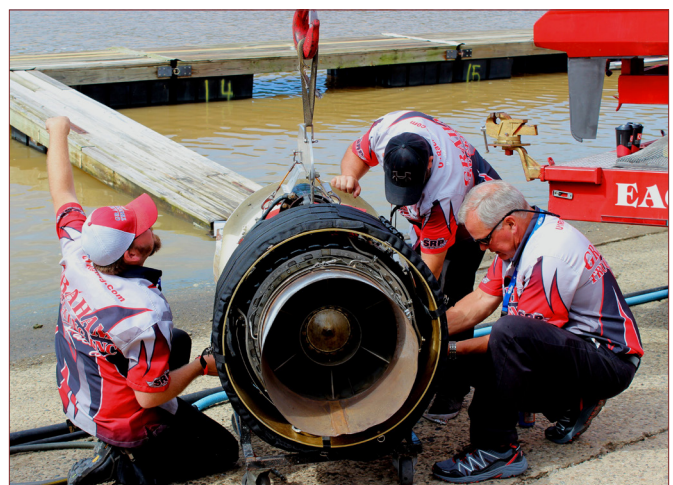
Chris Denslow



Lon Erickson



Lon Erickson



Lon Erickson

[Top Left] The crowd along the shore of the Ohio River. [Top Right] The *Miss HomeStreet Bank* on the hoist. [Bottom Left] *Peters & May* driver Tom Thompson poses with the Madison Regatta's Junior Royal Court. [Bottom Right] The crew of the *Graham Trucking* work on the boat's turbine engine.



1



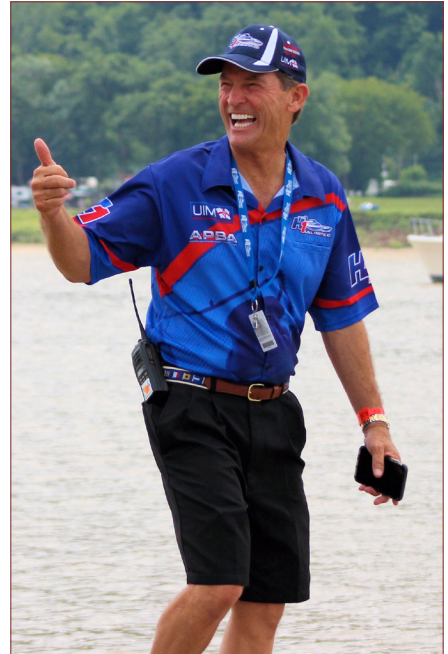
Lon Erickson

Lon Erickson

2



Ron Harsin



5

Lon Erickson

3



Ron Harsin



6

Lon Erickson

4



Lon Erickson

[1] The boats roar across the starting line for Heat 3B. From the left, *Peters & May*, *PayneWest Insurance*, *Dalton Industries*, and *Graham Trucking*. [2] *Graham Trucking* leads *Dalton* and *PayneWest* in more Heat 3B action. [3] The hometown favorite, *Miss HomeStreet Bank*. [4] *Bello's/RealTrac Performance* side-by-side with *Graham Trucking*. [5] H1 Unlimited Commissioner Stave David. [6] Jeff Bernard on the dock following a test run the the U-7 *Graham Trucking II*.



# STATBOX

## INDIANA GOVERNOR'S CUP

Madison, Indiana, July 2-3, 2016  
2.89-mile course on the Ohio River

**QUALIFYING** (1) U-1 Miss HomeStreet Bank (#0706), Jimmy Shane, 154.994, 100 points; (2) U-9 Bello's/RealTrac Performance (#9210), Andrew Tate, 152.894, 80 (boat points, no driver points, unqualified driver); (3) U-5 Graham Trucking (#9712), J. Michael Kelly, 151.502, 70; (4) U-11 Peters & May (#9401), Tom Thompson, 147.411, 60; U-27 Dalton Industries (#0717), Cal Phipps, DNQ (broke steering cable during testing, did not attempt; used test speed 153.175 to qualify for the race), 0; U-21 PayneWest Insurance (#0721), Brian Perkins, DNQ (broken bearing shaft; used test speed 150.372 to qualify for the race), 0; U-99.9 CARSTAR powered Miss Rock (#9899), Kevin Eacret, DNQ; used Chairman's Option to enter the race), 0; U-7 Graham Trucking II (#9010), Jeff Bernard, DNQ (preparing boat; used Chairman's Option to enter the race), 0.

**HEAT 1A** (1) Miss HomeStreet Bank 143.216, 400 points, 500 cumulative points; (2) Dalton Industries 140.585, 300, 300; (3) CARSTAR powered Miss Rock 122.452, 225, 225; Graham Trucking II DNS — preparing boat, 0, 0. Fast lap (3) Miss HomeStreet Bank 145.735. **HEAT 1B** (1) Graham Trucking 144.845, 400, 470; (2) PayneWest Insurance 139.182, 300, 300; (3) Peters & May 134.450, 225, 285; (4) Bello's/RealTrac Performance 126.951, 169, 249. Fast lap (3) Graham Trucking 146.607.

**HEAT 2A** (1) Dalton Industries 144.458, 400, 700; (2) PayneWest Insurance 141.928, 300, 600; (3) Bello's/RealTrac Performance 136.115, 225, 474; Graham Trucking II DNS — save equipment, 0, 0. Fast lap (3) Dalton Industries 145.299. **HEAT 2B** (1) Miss HomeStreet Bank 147.517, 400, 900; (2) Graham Trucking 142.727, 300, 770; (3) Peters & May 124.162, 225, 510; CARSTAR powered Miss Rock DNF — hit debris causing rudder damage, 0, 225. Fast lap (1) Miss HomeStreet Bank 149.768.

**HEAT 3A** (1) Miss HomeStreet Bank 145.923, 400, 1300; (2) Bello's/RealTrac Performance 144.219, 300, 774; (3) CARSTAR powered Miss Rock DNF — ran out of fuel, 0, 225; Graham Trucking II DNS — save equipment, 0, 0. Fast lap (2) Miss HomeStreet Bank 148.567. **HEAT 3B** (1) Dalton Industries 112.496 (penalized one minute for not maintaining 80 mph prior to the start), 400, 1100; (2) PayneWest Insurance 108.459 (penalized one minute for not maintaining 80 mph prior to the start), 300, 900; (3) Graham Trucking 101.710 (penalized one minute for not maintaining 80 mph prior to the start), 225, 995; Peters & May DNF — sheared short shaft. 0. 510. Fast lap (2) Dalton Industries 145.520.

**FINAL** (1) Miss HomeStreet Bank 144.105, 400, 1700; (2) Graham Trucking 136.867, 300, 1295; (3) PayneWest Insurance 130.640, 225, 1125; (4) Bello's/RealTrac Performance 125.378, 169, 943; (5) Peters & May 124.370, 127, 637; Dalton Industries DSQ — flipped on backstretch of lap five stopping the race, 0, 1100. Fast lap (2) Miss HomeStreet Bank 146.866.

PLEASE NOTE: The average speeds were calculated based on the elapsed times provided by H1 Unlimited on a racecourse that is 2.89 miles in length.

COMPILED BY ALLEN STILES

was close behind for the first lap, when *Dalton* extended its lead. *Bello's* again had to start five seconds back and on the outside and was unable to make up any distance on the leaders.

*Graham Trucking* took lane one in Heat 2B, but *HomeStreet*, in lane two, led across the starting line and into turn one. *Graham* was unable to challenge and *HomeStreet* pulled away. *Miss Rock* came back to the pits at the end of lap one. Later it was learned that Eacret hit debris in the water and damaged the rudder and skid fin. He elected to come in rather than risk additional damage to the boat. *Peters & May* finished a half lap behind the leaders.

### Heat Three

The draw put *Miss Rock*, *Graham II*, *Bello's/RealTrac*, and *HomeStreet* in 3A, which was scheduled to start at 1:15. *Graham*, *Peters & May*, *PayneWest*, and *Dalton* would follow immediately in 3B.

*Graham II* went in the water, but didn't start Heat 3A. It was later discovered that a fuel line wasn't hooked up. This time, Andrew Tate was free to make a start with the fleet. *HomeStreet* took lane one, *Bello's* was in lane two, and *Miss Rock* was on the outside. *HomeStreet* was first across the starting line, but *Bello's* kept pressure on the entire heat. Less than a roostertail separated the two at the finish. *Miss Rock* went dead in the water in the first turn of lap two with the boat having run out of fuel.

*Dalton* was first across the starting line for 3B and led *Graham Trucking* through turn one. *Peters & May* went dead in the water in turn one when the short shaft broke and it lost its prop. In turn one of



lap two, *Dalton* crossed in front of *Graham Trucking*. It was close, but *Dalton* had an overlap. *Graham* went dead in the water, but restarted to finish a half-lap behind *PayneWest*. The three finishers had all dropped below 80 mph during the shape-up and had one minute added to their time.

### Final Heat

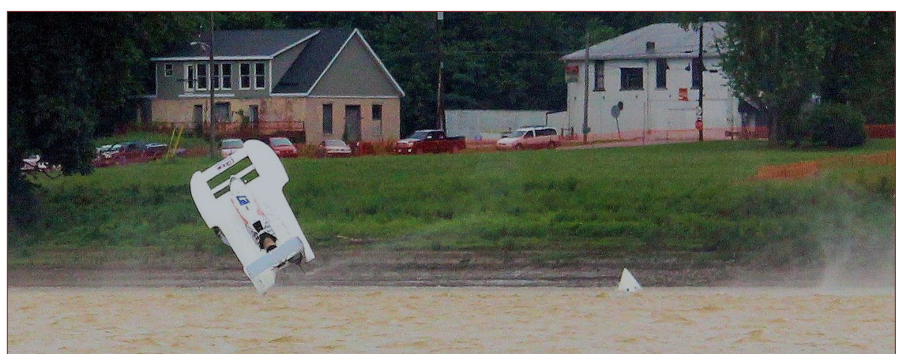
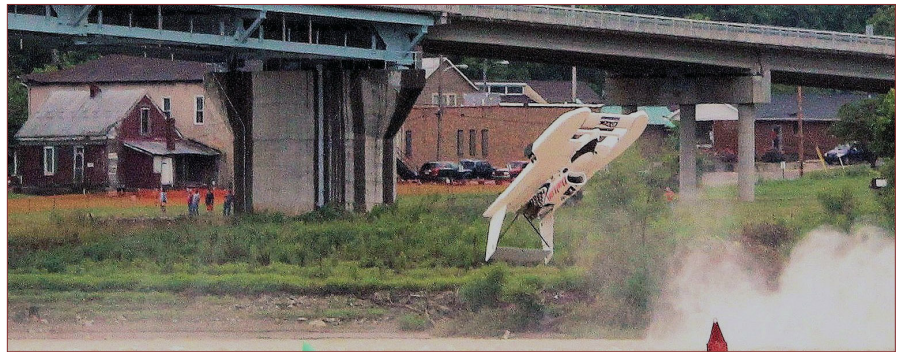
The final field would consist of *HomeStreet*, *Dalton*, *Graham*, and *PayneWest* on the front row, with *Bello's/RealTrac* and *Peters & May* on the second row a roostertail back. *Graham Trucking II* went in the water as the alternate, but the other six boats all started, so *Graham II* stayed at the dock.

*Graham Trucking* and *HomeStreet* dived for the inside, with *Graham Trucking* taking the position. *Dalton* took lane three and *PayneWest* was outside. *Peters & May* was a roostertail back in lane two. *Bello's* was late, inside of *Peters & May*. Initially there was a call against *Graham Trucking* for a lane violation at the start, but the call was reversed when officials reviewed film following the heat.

*Dalton* led through turn one, but *HomeStreet* came up between boats and took the lead going up the backstretch. The first three boats went into turn two together, but *HomeStreet* took control at the exit buoy. *Dalton* continued to press as *Graham* fell back. *PayneWest* was a distant fourth.

Positions held for the next two laps. In lap four, *Bello's* passed *Peters & May*. *Graham Trucking* waved at the crowd, but came back down.

*Dalton* almost blew over as it exited turn one on the final lap, but it settled down. Then, as the leaders



The *Dalton Industries* flips on the backstretch during the Final Heat.

Photo sequence by Lon Erickson



approached the Madison-Milton Bridge, the bow of *Dalton* again started to lift into the air. The boat hung there for a moment, then went over backwards, flipped completely around, touched first on the transom, then landed hard on the right sponson. Red flags immediately came out, just as Shane was approaching the apex of the last turn.

Phipps extricated himself from the cockpit of *Dalton* as the craft began to take on water. The rescue boat approached and took him aboard, while personnel in other boats got lines on the boat. The right sponson was obviously badly damaged, as it was bent backwards and was pointed straight up while the boat floated on the Ohio River.

Back on shore, Shane said he felt lucky to have finished without incident. "It was very interesting. I made it through the first turn, I don't know how I managed to keep the boat on the water." When he was interviewed on the public address system, he added, "I hope it was exciting for all the fans on the shoreline. Let's keep it rolling!"

Phipps was unhurt and shared a few thoughts over the public address system. "The wind got me, the river got me," he said. "I wanted to be a bride, not a bridesmaid. We could use a few parts if anyone has some."

As the crowd headed for their cars and crews finished packing for the trip home, rain began falling and the wind picked up. Nature tried to win the Main Source Bank Madison Regatta. Fortunately for the spectators on hand, unlimited hydroplanes won, getting the job done with about 30 minutes to spare.



Ron Harsin



Lon Erickson



Chris Denslow

[Top] Dalton Industries leads HomeStreet Bank and Graham Trucking down the backstretch during the Final Heat. [Middle] The damaged Dalton after its flip during the Final Heat. [Above] HomeStreet Bank crew chief Dan Hoover (left) and driver Jimmy Shane accept the trophies as winner of the Madison race.



# Cal Phipps talks about his racing career.

*Driver Cal Phipps sat down with the NewsJournal's Clint Newman following the first day of racing in Madison. The following is the result. One thing to ponder with regard to the timing of this interview is whether he would now change his response to Clint's question about his most dangerous moment. The following day, you see, Phipps would ride the Dalton Industries as it performed a thrilling backward flip during the final heat.*

## **Where'd you grow up, Cal?**

I grew up in Sterling Heights, Michigan, just north of Detroit by about 40 minutes.

## **Are you a child of a boat racing family?**

No, not exactly. What happened was, I was into auto body school for painting and body work. My neighbor, Tim Reese, was racing remote-control boats. So, he said he was building a new boat and he wanted me to paint it. Well, he built a GNH [Grand National Hydroplane] hydroplane, which is 22 feet long, and I said, "How big is the remote control for this thing?" He said, "No, this is an inboard hydroplane." So, I helped him work on it and paint it, do some woodwork. I think I was 18, 17 years old? We went to the first hydroplane race I had ever seen in my entire life, the 50th anniversary of Valleyfield, Quebec, up in Montreal. They probably had 300 boats in the inboard class. If you didn't win your qualifier, you went home. It was the most amazing thing I had ever seen in my entire life, so it kinda got me addicted to inboard hydroplane racing.

## **So, how old were you when you tried your first race?**



Well, I crewed on the GNH and then, basically, I helped everybody in the pits. If there was a crash, somebody broke something, I was the first one over saying, "OK, let me, help, what can I do?" Hand them the glue bottle, wipe glue off, whatever it took, I wanted to do it to learn. So I had the luxury of working on a lot of people's boats for probably four years. And then I bought an old, 1-litre stock. But it was Charlie Wiggins—and this was back in '92—I bought Charlie Wiggins' 1-litre mod. Milt Wiggins, Mr. Wiggins, built me the 1-litre mod motor and I went out in '93 with that setup and started racing full time. I qualified in the boat as a stock boat the previous year. But I went full time racing probably in '93.

## **And you worked your way up through the classes?**

So, I drove the 1.5 mod. I won some national championships with it and set two world records with it. I won Eastern Divisionals a few times. I went out west with it and won the Western Divisionals. I won the Nationals in Hampton, so I was doing really well. And then I started driving a 6-litre out of Cincinnati for Scott Menke. Fast Tracker. So I won the first 22 heats I was in with that boat. Took second and then won 14 more, consecutively.

## **Fantastic.**

So, from there, Jimmy Deel was racing us in the GNH class. He asked me if I wanted to drive his

boat. So I jumped in that boat in Essex, Maryland, and I was one mile an hour over the world record that stands, I think, still to this day. But, unfortunately, I blew the boat over. Not in that particular heat, but in one of the heats. We took it home and put it all back together. I slept under the thing, drove back to Columbus, and we were in Rocky Fork 15 days later. The boat was in half and we put it back together. I've driven every single inboard class there is. I've driven 1-liter stock, 1.5-, 2.5-, 2.5-mod, 5-litre, 6-litre, 7-litre, GP, GNH and unlimited lights. I've driven every single one of them.

### **So, then, what was your first unlimited ride?**

First unlimited ride was actually in 2009. I took the U-13 out in Tri-Cities. In 2009, J. Michael Kelly was driving, they had a couple little blowouts. They had a crash, they fixed that, then they threw a prop, blew the bottom out. It was at Dave Bartush's shop in Detroit and I rounded up a crew. That crew was burnt out. They had a rough start to the season. I patched the boat up. I crewed with them in 2009, took a ride in Tri-Cities, and ran a 155 mile an hour lap. I had never been on the course, never been in the boat. I think the boat qualified at 156, I ran 155. In 2010, I went full time with the U-13.

### **When you got in that first unlimited, what was the difference driving a turbine against a piston boat?**

With the piston boats, you can get off the gas and come back on the gas so quick and the recovery is



Karl Pearson

Cal Phipps driving the *Miss NYC* at the Tri-Cities in 2010

there. Also, if they get a little out of shape, you can do a real quick burp. That burp will drop the propeller, and when you get back on the gas quickly with that torque, it throws it up and drops the nose down. Anybody that's been out of shape in a piston, they know that quick burp will bring that boat back down, or should. The unlimiteds don't have that luxury. The unlimiteds are just this big, wound up, centrifugal force going around. If you get out of it, defuel, it kicks back, and it takes forever to get going. Forever, I'm gonna say, is five or six seconds. But when you're driving and a guy's driving away from you 'cause you've had to burp or let out on the gas, that's quite a long time. So, in 2009, what got me was, I took a ride in the boat and it was the U-13, and what got me in the unlimited was, I had my foot pretty much down to the floor. And I'm thinking, "I'm not really going fast yet. It must take a full lap to speed up." What got me was, the boat was so huge, it didn't look like I was going that fast. But, when I turned into the turn, it literally picked me up out of the seat and pushed me all the way up against the wall. I could not hold my head up. It was amazing the G-force it pulled in the corner, and that's where I realized, "Oh, I'm

really going fast." I've had guys ask me what it's like driving an unlimited and the best way I can put it for somebody that hasn't done it is that it's like getting in a 40-foot motor home that's going north on I-75. Go as fast as that motor home will go. And on those little u-turns where the police sit, don't hit the breaks, don't slow down, and turn and try to go south on I-75. You know nothing good's about to come out of it. But it's what you do. And it's got that kind of mass and that kind of power. It's different than a piston-powered boat in that way, that you can't get on and off the gas as much. A lot of the guys here say you just hold the thing to the floor and drive the entire boat with your left foot, which is the wing pedals, and that's pretty much true.

### **Then you were with Nate Brown?**

Yes. 2011 was the year I drove the U-17 with Nate Brown. I came to Madison and I tested the boat in one of the test sessions. And then 2012, I'm trying to think... 2012 I think I was with Dave Bartush again. And from there I might've taken 2013 off. But I bounced around and went back to Ted Porter I think in '14. Driving one



of the Budweiser boats was amazing. Working with J. Michael Kelly was amazing. I love him, he's such a great guy. Hard-driving kid. I'm a little calmer than he is. He gets wrapped a little tight so we were great teammates to talk with each other.

**So what prompted you to leave Ted Porter and come with the Wiggins family?**

Well, I've got such a history with the Wiggins family. The number 27 was selected because that was Mr. Wiggins' first number in racing. So it's kind of a little dedication to the family and to him. I've raced with Charlie and Mr. Wiggins for a long time. I've run their unlimited light, I've run their grand prix. It was a really tough decision, because Ted Porter obviously runs a top-notch team. You need equipment, he'll get equipment. He treats his drivers

well, he treats his crew well. So it was hard, but this is kind of family for me. A lot of people said it's a no-brainer, but a lot of people say I don't have a brain, so it was a tough decision for me.

**No wife and kids?**

No, no wife and kids. No, I'm good there. I've raced a lot of boats and traveled a lot. At one time I was on six teams in the inboards. I was married once and it didn't work out. Some people wanted to go picnic and I wanted to go racing.

**So is boat racing your primary job now?**

No.

**You've got a "day" job?**

I've got a day job. I work for PPG Paints and I do all the color



H1 Unlimited

formulation and color matching for Nissan. So, basically I'm in the technical group. That's my full-time job.

**What was your most dangerous moment in a hydroplane, limited or unlimited?**

Well in the unlimited, it was just yesterday with the steering breaking and heading directly for the 40-foot rescue boat down there. That was the most dangerous moment. When you don't have steering and that thing's going where it wants to at those kind of speeds at the end of a straightaway, it's pretty scary. Another scary one was with Mike Weiner's 6-liter. I was driving that boat. It's a new Staudacher-style hydroplane, had a Roush motor in it. That thing's super fast. And I blew it over. When I did, I was flying through the air completely upside down and somewhat sideways, and the cockpit lid opened. I thought, "Well, this isn't going to work out to my advantage." But it actually did because it hit backwards on the sponson tip and ripped the sponson off, threw the boat in the air and I landed right-side up. I never had a scratch, but I'll be honest, it's probably one of the



Karl Pearson



Ron Harsin

[Top] Phipps drove the U-17 Red Dot at Detroit in 2011. [Above] He was in the cockpit of the Graham Trucking II in 2014.

most dangerous blow-overs I've been involved in. The outcome was good, just like the steering loss, but it's pretty... pretty eye-opening.

**Of the what I would call the "old time" unlimited drivers, the ones who have retired now, who do you admire the most?**

Well, I know this answer's probably not going to be the most popular answer, but—I know Villwock's retired—I gotta hand it to Dave Villwock. I really do. And the reason why I say that is, he knows boats. He knows angles, he knows what the boat wants. The guy can drive them, he does propellers... To me, he's the total package. I mean, he can't be denied that. Dave Villwock didn't get all those wins and he doesn't get the rides that he gets by luck. Any team that gets him knows he's got OCD to a point. He wants things the way he wants them. He never stops thinking about it, never takes a minute to think of something else. There's always in the back of his mind, "How can I go faster?" He's never happy. And I'm that way to a point. He's a stickler. You have to be, to be super successful like he is. So I

really admire him for what he's done and what he's given to the sport.

**How old are you?**

I'm 47. 47 in March.

**So you're older than some of these guys out here.**

Yeah, I am.

**So they're looking up to you rather than you looking up to them.**

Right. Jimmy Shane, I knew Jimmy Shane when he was about the size of his 3-year old son, Colton. I've watched J. Mike for years and I'm fairly close to him because I worked with him in '09. Jeff Bernard, I've known him—we went to Valleyfield when he was 5. I watched him in the J-hydro stock. I've known him his entire life. We can go through the pits, most of these guys, I've known forever. So, yeah, I'm a little older, maybe a little wiser at times. They're getting up in age. Jimmy's 30 years old now, they're catching up. I don't think I'm going backwards, but I'm feeling pretty good. I can tell you that.

**I think it's no secret that we've lost some fan base over the years.**

Sure.

**What can we do? I know it's a money issue, I would think, more than anything...**

I think everything's a money issue. We're not gonna be NASCAR, that's not gonna happen. We're not gonna be Indy car. Not gonna happen. It's tough because people say, "Well, they put these lawn mower races on TV," and they show a bass-fishing tournament. You can go buy a fishing pole that the guy's using on TV. You can go buy the lawnmower the guy's using on TV. These are very unique unlimited hydroplanes. These are inboard hydroplanes. The engines—you're not gonna go buy a turbine engine. And, if you did, you'd mow your grass in two seconds. I've thought about this and I thought, "what can we do, what can we sell?" You gotta sell yourself. So what I try to do—and it's exhausting, but I love it—what I try to do is what I'm doing right now. Talking to you guys, going up to the fans, greeting the fans. The fans that've been here have been here forever. So why not spend some time with them? They're here to see you. Don't lose a single one. Gain. If they go home and they say, "Hey, Cal Phipps was a great guy." I sat with a fan and talked to him for 30 minutes, what a great guy this guy was! I bought him an ice cream. Like, me, physically, I'll go buy you an ice cream. Do something to laugh and joke and have some kind of memorable moment. They'll bring people.



Chris Denstow

Phipps driving the Dalton Industries last year in Detroit..



Lon Erickson



Lon Erickson



[Above] The Dalton Industries before the flip in this year's race in Madison.  
[Left] Phipps meets with some fans after his flip in Madison.

**Some of the drivers don't do that.**

They don't do it. A lot of these guys here are pretty personable, but get out there. Get out there. Walk, take a lap. Here in Madison, I love it. I get to go up there, people I don't even know come up and talk, and after that I know them. Come see me, I'll talk. My team knows I like to go out there and have a good time. My team knows if they can't find me, I'm probably up in the crowd somewhere, and why not? The only thing we can sell—if you can sell yourself, do it. The steak tips vendor up there, he's bringing his family down. Come—get down here. I told the guard, "Listen. He works all day in that hotbox, serving food to us. I want him down here to take pictures in the boat. He deserves it." The lady parking

the cars over there by the barbecue place. Her little boy was there, I gave him an autograph, I gave him some cards. He's coming down after today and he's going in the boat. If we can't do that, we might as well pack it up. I mean, reward the fans that are there and you'll get rewarded by them coming back with more people.

**Absolutely!**

I firmly believe it.

**This is my 47th consecutive Madison Regatta.**

Wow! Congratulations, that's awesome.

**I hope you will get to go to Evansville, and Owensboro, and Guntersville, and Coeur d'Alene and all those places.**

I raced Evansville in unlimited light, grand prix... I won in grand prix there. In my unlimited light, I remember I went out and my steering wheel came off. I come down for a timing run and the steering wheel comes off. I couldn't

get the steering wheel on so I let off the gas and the boat went to the right and almost hit the breaker wall right in front of the cranes. I put the steering wheel back on and they said the boat wasn't damaged. I said, "Well hey, my timing mark is a minute and 20 seconds just across the start/finish line. I'm gonna start it up at a minute and 40." So I went around and made the start and I led them into the first turn. The Alamo boat drove by me. On the last lap, last turn, I run out of gas. And I can't be 10 feet from the start/finish line. I go, "I almost got hurt in this heat. I'm gonna finish." So I just reached up and grabbed the starter, and I stayed on the starter until the battery died, and I made it across the start/finish line. When I lifted the lid of the cockpit, everybody on the shoreline was screaming, and they were clapping like, "You go!" Because they saw what happened and they knew what I was doing. That's the great thing about Evansville and Madison, Indiana. The fans know.

**They do.**

The fans understand, the fans know what you're doing. They heard that starter going, they knew what I was gonna do. I'm finishing that race.

**That's determination.**

That's determination. I'm like, "we're finishing this race." And they knew it. And just to open the lid and look up and hear everybody cheering, that's the thing that gets me addicted and gives me drive to just keep coming back and keep going.

**Thanks, Cal!**

# Race fans can get current information using new H1 app.

The hydroplane fan on the beach, as well as those at home, can get immediate access to all the information they want about the sport through a new app that was recently developed by H1 Unlimited. The app, which can be downloaded to any Apple or Android smart phone or tablet, provides the latest news, team and driver bios, race results, race schedules, photos, videos, social media links, a real-time points tracker, media coverage, merchandise, sponsor information, and access to an incredible database of racing information back to 2000.

The app was developed by Walt Ottenad, webmaster and onboard video expert for H1, after public relations director Bruce Madej asked him last year whether there was a way to easily generate a list of podium finishers for all of the past races. Ottenad checked the database of information developed by Jim Sharkey, which documents every race since 1904, and soon realized that in order to present the mass of information necessary would

require a method that improved significantly on what they could do online.

“I felt that I could bring all of our information along with more real-time information directly to the fans,” Ottenad explained, “and the only way that really made sense was to do it as an app.”

Ottenad said that a lack of resources, both financial and in terms of traditional media, means the sport’s reach has become more limited in some ways, such as television coverage, but can expand in other ways, such as through social media. The challenge the sport faces is to communicate directly with fans that don’t sit on a computer or are on Facebook or Twitter, and reach out to new fans via the computer they already have in their pocket: their smartphone.

“With the app, we can now get information directly to our fans regarding team events, schedule changes, race results, points, video links, and social media links for every team, driver and race site in the sport,” he said. “When you



Walt Ottenad

H1 Unlimited

combine all of the things that we can present in one place, the app becomes basically a one-stop shop for all things H1 Unlimited.”

Ottenad said the Madison race was a perfect example of how it works. “We had multiple schedule changes due to weather and those were plugged right into the app so fans could stay current during the race weekend. We also had links to the live chat, the live video stream, and live radio so that fans could follow the race in real time on their mobile devices, whether they were sitting on the beach or halfway around the world. Steve Montgomery just sent me an email saying he watched the Final Heat in Madison on his phone sitting at a Mariner’s game!”

Development of the app got started in late February, but Ottenad didn’t have a clear-cut road map of what it was going to look like and what it was going to





contain. “As the structure came together and the possibilities expanded, next came the massive chore of gathering the information to flesh it out,” Ottenad said.

Once that was done, Ottenad then collected other data from the H1 website and all of the other material that had been generated over the years. “This meant updating everything to current season spec, so to speak, as well as generating new graphics for every single image in the app,” he explained. “Because we are trying to keep it fairly lightweight, every image needed to be resized and compressed to make it as small as possible.”

Another big challenge was indexing all of the video assets, a collection that is considerable. There are currently over 4,000 video links contained in the app,

including TV footage, amateur video, and the onboard videos. The race fan can literally go back to just about any heat and view any video from almost any boat for the past 16 years.

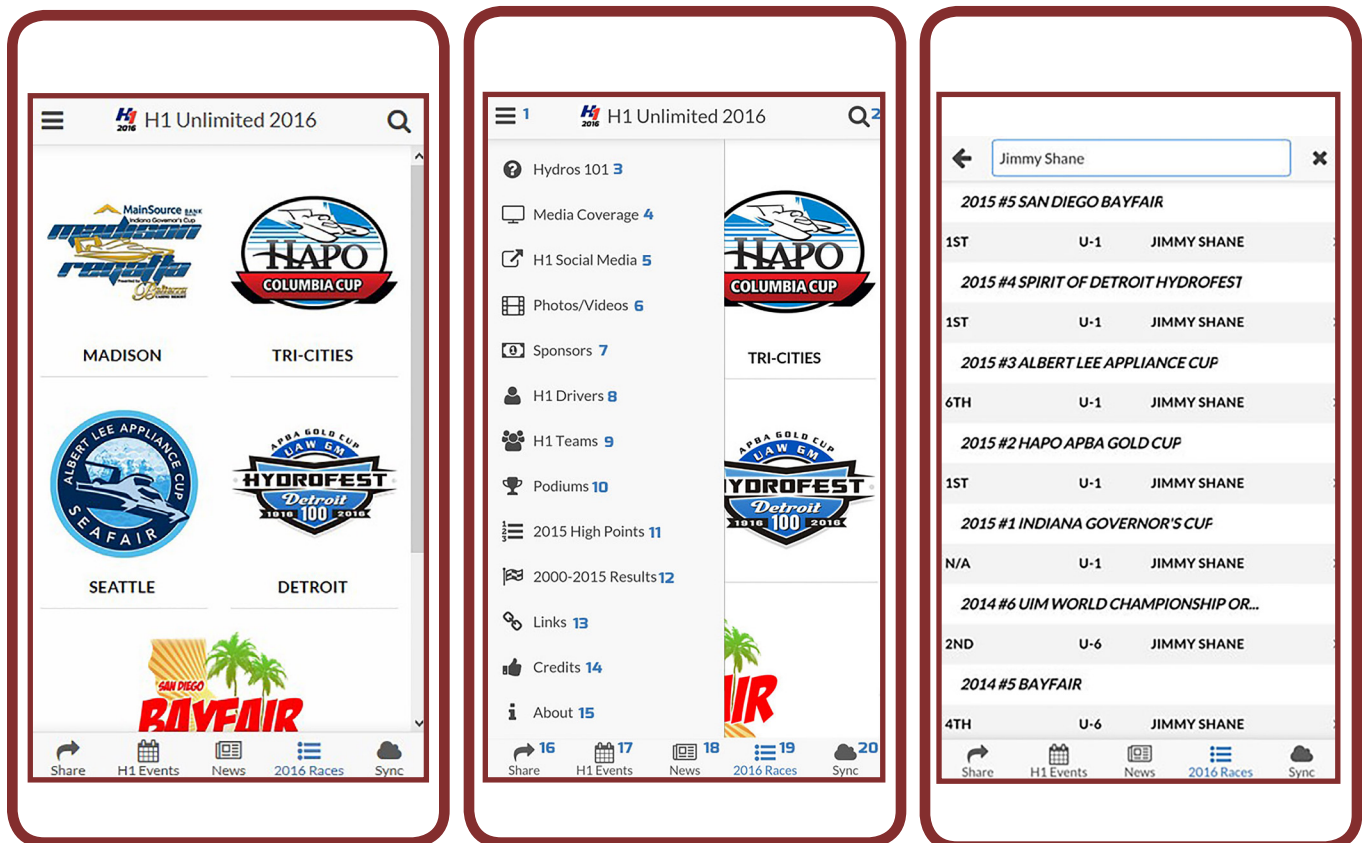
“As you can imagine, the updating process will be an ongoing challenge since the boats change sponsors and drivers,” Ottenad said. “We also have event schedules, results, points, news, and lots of other things that need to be kept current. In other words, a myriad of changes need to be made at each event, so the work will really never stop.”

Ottenad says the most powerful tool in the entire app is the little magnifying glass in the upper right corner. This is the search tool and gives the user the ability to search in every view on the app.

“For instance, let’s say you want to see how many boats have flipped,” he says. “Open the ‘2000-2016 Results’ tab, then click the ‘ALL’ button at the top of the list so that every result is displayed. Now, click the magnifying glass and type in the word ‘Flip.’ Before your finger leaves the last letter, the results will have filtered and show you every instance of one of our boats flipping. If you then click on the entry and go into the details, you can even watch the video, if we have a link.”

Another thing that has received very positive feedback is the up-to-date race schedule and a real-time points tracker. Both allow fans to keep current on the events of a race weekend as well as see the points situation at a glance.

The information on the app is read-only, which means the app



[Left] The race screen. [Middle] The main menu. [Right] The search function.

will not continue to use data once it has been downloaded. "In other words," says Ottenad, "you can open the app and browse through it without having to chew through your data plan to do it."

One thing to keep in mind when using the app during a race weekend, for instance, when the information on the app is being updated often, is that the app does not "push" the data to the device. Instead, the user will have to click on the "Sync" button (at the lower right of the bottom bar) to "pull" new data into the device whenever they want to see updated results,

schedule changes, or the latest points.

For fans considering going to one of the races, they can click on the 2016 Races tab and get information about the race, including contact numbers and links to purchase tickets. Plus, if the user hits the little marker next to the race site, he or she will see a map view of the course and even get driving directions and an estimated travel time to help with planning the trip.

Ottenad did the bulk of the work in developing the app, but also is quick to thank a small group

of beta testers who gave him very valuable feedback regarding layouts, content, formatting, and many other things. "Without their help and suggestions, the app wouldn't have developed as quickly as it did," he says. "I'd like to very sincerely thank those who were involved early in the process."

He also wants fans to understand that this has been a one-man show. "It's only me. With my wife, Lisa, we are in charge of the onboard video program, as well, and I update the website and the H1 app. Needless to say, I'm very busy when we're racing, so if you don't see updates as quickly as you would hope, remember it's only one guy doing it all."

By the way, technically proficient volunteers are welcome to contact Ottenad from the content page on the H1 website.

"I'd really like everyone to know that the app is most definitely a labor of love," Ottenad says. "I simply considered it a really cool idea that would be a major challenge to bring to life, but if I make it come alive, it would give the casual hydro fan, as well as the hydro geek, more information in one place than they've ever had available before. "Hopefully, I have succeeded in bringing the excitement of H1 Unlimited racing to fans who wouldn't ordinarily have looked at our sport."

## How to get the app.

The new H1 app is free to anybody with even just a passing interest in unlimited hydroplanes.

**If you have an Apple device:** Visit the Apple App Store and do a search for "H1 Unlimited." Just push the "Get" button and it will be downloaded to your device. Once installed, it's ready to go.

**If you have an Android device:** Go to the H1 website with your phone or tablet. Either go to [www.h1unlimited.com/h1-mobile-app](http://www.h1unlimited.com/h1-mobile-app) or scan the QR code we've provided here. You will first be asked to install the "host" app, which is called AppSheet. Then, it will automatically install the H1 2016 icon on your home screen.



Those who already have the app also can share it with others. On the bottom bar of the app screen at the far left is a "Share" button. Click that and send it to your friends. For Android users, the installation link is only a two-step process. If your friend is an Apple user, however, you might suggest that they just go to the App Store, as the installation process using "Share" is a little convoluted, according to Walt Ottenad.

Once the app is installed on either an Apple or Android device, the app will run exactly the same way. (The app is currently not available for Windows phones or Amazon Kindle.)

If you're still not convinced or don't want to install an app to your device, but want to see what all the fuss is all about, you can see a live version of the app on the H1 website. Using that, you'll get the same interface and experience as the app users.





# HydroFile

## Race Team News



Lon Erickson

### U-1 Miss HomeStreet Bank

After the Madison Regatta victory, the boat has been back in the Madison shop and the newly configured display hull has been making rounds at various Northwest HomeStreet Bank branches with Jimmy Shane meeting fans and HomeStreet Bank customers.



Miss Madison Race Team

### Go3 Racing

Ed Cooper's Go3 team will race in Tri-Cities competing for the HAPO Columbia Cup. After their search for sponsorship to support racing and the trip west, Griggs Ace Hardware, Griggs Department Store, Gerald Tobias & Tri-Cities Insurance Professionals, Basin Disposal, and 610 KONA News radio have all stepped up to support Ed Cooper's "Turbinator" and its return to Tri-Cities. The only piston-powered unlimited hydroplane will be known as the *Griggs presents Miss Ace Hardware* for the Tri Cities race. Riding along with the Go3 Team, as well with their sponsorship, is Evans Marine, Paul Parish Limited, Whispering Turbines, Hardy Brake and Electric, and the Buffalo Brothers. Veteran racer Jimmy King returns to the driver's seat for his seventh season for owner Ed Cooper. King drove the U-3 to a 6th place finish in national high points in 2015. Having won his first unlimited race at Tri Cities in 1989, Cooper said, "We're going there to race our boat and more importantly have fun." At right, the boat leaves the shop headed for the Tri-Cities.

### U-9 Les Schwab/Sound Propeller

Jones Racing's second unlimited hull (#8401, former '84 *Atlas Van Lines*) serves as its U-9 Les Schwab display hull, seen here getting ready for the Fourth of July Freedom Festival Parade in Bothell, Washington.



Jones Racing

### U-14 Centurion Racing

Centurion Racing has revised its original plans to compete in 2016, which were announced this past spring. Due to other business obligations and commitments, the team does not have intentions of competing in the 2016 season. They are looking ahead to 2017 and will update us when their plans become clearer on the future for Centurion Racing.



Go3 Racing

### U-16 Ellstrom Racing

Ellstrom Racing and the Oberto Corporation announced they will bring the familiar red, white, and green colors to the U-16 at the Seafair Albert Lee Appliance Cup this year. "Oberto is committed to the Seattle community," said Oberto CEO Tom Hernquist. "Hydroplane racing is a beloved part of summertime in Seattle. We're even bringing back a special boat design to celebrate the history of our collaboration." Ellstrom Racing, a multi-generation, family owned, Seattle-based company, will be racing its Seafair entry as the U-16 *OH BOY! Oberto*. (See artist's concept at right.) Veteran Jean Theoret, a six-time winner in the H1 Unlimited series, will be doing the driving. Team owner Erick Ellstrom said, "It is an honor to represent the Oberto company and family and carry on their rich history in our sport. They have won at Seafair before so the bar is set very high and our goal will be to add another Seafair trophy to their collection. For these two local families to work together to re-ignite the sport is pretty amazing."

Update: Just before press time, the following notice was posted on the Ellstrom Racing Facebook page: "Getting ready for Tri Cities. Yup. Tri Cities. See you there." With this post, it would appear they have committed to the Tri-Cities Columbia Cup event.

### U-18 Bucket List Racing

The team has been finishing up some details after their spring testing session and getting the boat painted with its colors for 2016. They officially announced that Dustin Echols (right) will be behind the wheel of the U-18 starting in Tri-Cities. Dustin is a H1 rookie and will go through the H1 driver certification process in the Tri-Cities.



H1 Unlimiteds

### U-21 Go Fast Turn Left Racing

GFTL Racing will carry the *Darrell Strong presents PayneWest Insurance* sponsor for Tri-Cities and, looking ahead, Albert Lee Appliance joins for the Albert Lee Cup at Seafair. They have been holding the latest version of their "Design The Boat" contest for Seafair and will announce the winning design soon.



H1 Unlimiteds

### U-27 Wiggins Racing

As a result of the Madison Regatta Final Heat flip and subsequent damage to the U-27 *Dalton Industries* boat, that hull more than likely will not race anymore in 2016. It will require a substantial amount of time, work, and resources to get the hull back to race condition. Assessments of the damage and replacement parts have been started. Members of the Wiggins family are currently considering their options for some form of participation for the balance of the 2016 events.

### U-99.9 Leland Unlimited

Even though it wasn't planned initially to happen until the circuit returned to the Northwest, the Miss Rock/KISW logos went on the Carstar boat in Madison. Seattle radio station KISW 99.9 rolled out its promotional campaign on July 6 for Miss Rock returning to the sport. The sponsorship is tied into the station's 45th anniversary on the air. Driver Kevin Eacret was recently in the KISW studio talking about driving the U-99.9 and what he remembers of the earlier Miss Rock hydroplanes from when he was a child.



**Dr. Brent N. Kellogg**  
DDS

1809 100th Place SE | Suite A  
Everett WA 98208

(425) 337-3922

sldarts@verizon.net

www.SLDArts.com

**NEXT MEETING OF  
UNLIMITEDS UNANIMOUS**

**Sunday, August 14, 2016  
Meeting starts at 2 p.m.**

Kirkland Public Library  
308 Kirkland Avenue  
Kirkland, Washington 98033

**YOU ARE WELCOME TO ATTEND!**