

THE SWAMI SEZ:

The same, but different. The Swami looks ahead to the 2023 season.

BY BRIAN ANDERSON

The Unlimited hydroplane season for 2023 will have pretty much the same overall look as 2022, but both drivers and sponsors are playing musical chairs. There are lots of changes as favorites are returning and others retiring. And, there is a wholesale shift in the sponsor department.

When the series begins, it will be without its reigning drivers champion, as seven-time national champion Jimmy Shane has decided to retire. Jeff Bernard has been let go by the Goodman Real Estate team and the all-time winningest driver, Dave Villwock, will no longer be driving for the Bucket List Racing team.

Replacing Shane in the U-1 *Miss HomeStreet* will be newcomer Dylan Runne, who arrives with a background in many classes of inboards [see the April 2023 *UNJ* for a complete profile]. Popular driver Andrew Tate, who made his mark with the *Delta Realtrac* boat, makes his return in the U-91 *Miss Goodman Real Estate* to give the team from Madison, Indiana, a potent one-

two punch.

Driver Dustin Echols makes a return to drive the U-40 for Kelly and Sharon Stocklin's Bucket List Racing team. That team has been hard at work on the boat and are looking for sponsors. Also new to the Unlimiteds will be highly regarded Brent Hall to drive Bucket List's second boat, the U-440, which will be sponsored by Boitano Homes for the two Northwest races. Drivers staying put will be Strong Racing's J. Michael Kelly in the U-8 and Corey Peabody in the U-9.

The big sponsor shift has Strong Racing signing Beacon Plumbing, who sponsored the U-40 in 2022, to be the sponsor of both of its boats. The U-9 will be predominately white and will carry the *Beacon Plumbing* name, while



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Chris Denslow

The Swami's pick to be the 2023 national champion is this boat, seen as it appeared last season. For 2023, the boat will be painted bright red and will carry the name *Beacon Electric*. J. Michael Kelly will return to the cockpit.

So, what's expected in 2023 will be a fairly close revival of last season, which featured a ton of close racing, fast speeds, and more than likely a thrown prop or two.

the U-8 will be red and carry the name *Beacon Electric*, the company's new division.

Scott and Shannon Raney U-11 of Cle Elum, Washington, landed sponsor Legend Yacht Transport for four out of the five events and will stay with Jamie Nilsen in the cockpit. Jimmy King remains driving the only piston-powered boat in Ed Cooper's U-3, sponsored again by Griggs Ace hardware of the Tri-Cities. The U-21 may make appearances as *Lakeridge Paving* with veteran Brian Perkins or perhaps Gunnar O'Farrell, who drove the boat at the spring test session in 2022.

It may be small, but this year's lineup should provide some great competition for the races.

The series will again stage five races, as well as a spring test session in the Tri-Cities on June 2 where most boats are expected to participate. This event is quickly becoming a fan favorite to get and up-close look at the boats and teams before they head east for the opener.

The season this year will kick-off in Guntersville, Alabama, with the Guntersville Hydrofest on June 24–25. Although having just staged four races, this site is seeing excellent growth. From there, the teams make their traditional return to the Indiana town of Madison for the Governor's Cup on July 1–2. The Northwest swing follows in Washington state with stops in the Tri-Cities for the Columbia Cup on July 29–30 then the big one makes its long-awaited return to Seattle, as the city hosts the APBA Gold Cup on August 5–6. This will be the first time Seattle has hosted this event since 1985. After a few weeks off, the final

race in will be contested in San Diego on September 16–17.

So, what's expected in 2023 will be a fairly close revival of last season, which featured a ton of close racing, fast speeds, and more than likely a thrown prop or two.

The battle for the championship though is up for grabs with high expectations for newcomer Dylan Runne, who steps into the *Miss Home-Street* to battle with the two-boat powerhouse team of Strong Racing. J Michael Kelly, now a veteran should be looked at as the favorite, but Andrew Tate will also have something to say about that. Since the season is a short five-race affair, staying out of trouble and consistency are the keys. Whoever can accomplish this will have the title, but don't expect it to be decided until the final race in San Diego.

The Swami has brought down the stone tablets for 2023:

Four Top Dogs

1) U-8 *Beacon Electric*

DRIVER: J Michael Kelly, 14 career wins

OWNERS: Darrell and Vanessa Strong, six career wins

HOME: Auburn, Wash.

THE SWAMI SEZ: With Kelly at the top of his game and with plenty of experience, he should take the title after a hard-fought season. The boat may not be the fastest qualifier, but the driver will find the right spot at the right time. Al-

though a bit off in 2022, a nice rebound will be had. Should win two races, be in every final, and claim the championship in San Diego.

2) U-1 Miss HomeStreet

DRIVER: Dylan Runne, no career wins

OWNER: Miss Madison, LLC, 40 career wins

HOME: Madison, Ind.

THE SWAMI SEZ: Team has won eight out of the last 10 national championships and is expecting Runne to keep it going. The key will be how well he gets acclimated to the larger boats, and that will be rather quickly. This boat is extremely fast, should be top qualifier at most races, and is well prepared. Expect two wins and for it to be in contention in the final race of the year. Will not be a major upset if the team wins it all, again.

3) U-9 Beacon Plumbing

DRIVER: Corey Peabody, three career wins

OWNERS: Darrell and Vanessa Strong, six career wins

HOME: Auburn, Wash.

THE SWAMI SEZ: Defending Gold Cup champion, which saw its season



Chris Denslow

The two boats from the Miss Madison Racing team. The Swami picks the boat on the left to finish second and the one on the right to finish fourth.

ended in the second race in 2022 while dueling for the lead, returns rebuilt and ready to win for its new sponsor. Boat will be solid and in contention at every race and will appear in all finals. A win should not surprise anyone.

4) U-91 Miss Goodman Real Estate

DRIVER: Andrew Tate, nine career wins

OWNER: Miss Madison, LLC, 40 career wins

HOME: Madison, Ind.

THE SWAMI SEZ: Second team for the Indiana city of Madison goes out and signs 2018 driver champion Andrew Tate. Tate will push this boat into contention every time out. Should make all the final heats and see one win during the season.

Moving up Fast

5) U-40 Bucket List Racing

DRIVER: Dustin Echols, no career wins

OWNERS: Kelly and Sharon Stocklin, no career wins

HOME: Snohomish, Wash.

THE SWAMI SEZ: Plenty of off-season refurbishing to this boat will make it fast and a contender. Once again, plenty of orange paint. The key to this team's season is a quick start in Gunter'sville and the driver getting used to the hull. Should be in four of the five final heats and show good speeds in qualifying. A win would have to be considered an upset.

6) U-11 Legend Yacht Transport

DRIVER: Jamie Nilsen, no career wins.

OWNERS: Scott and Shannon Raney, no career wins

HOME: Cle Elum, Wash.

THE SWAMI SEZ: A solid contender



Chris Denslow

On the left is the U-40, which the Swami predicts will finish fifth in the final standings. On the right is the U-9, which is shown here at Gunter'sville a week before it crashed in Madison. It was rebuilt during the winter and will compete in 2023 as Beacon Plumbing. The Swami sees it finishing third.



Chris Denslow

Rounding out the top six this year, according to the Swami, will be the U-11 *Legend Yacht Transport*.

still looking for that breakout performance, and putting an entire race together. If that happens you could see this team get on a roll. The competition is extremely tough, but it will be right there if any of the top dogs falter.

7) U-3 Griggs presents Miss Ace Hardware

DRIVER: Jimmy King, no career wins

OWNER: Ed Cooper, three career wins

HOME: Evansville, Ind.

THE SWAMI SEZ: Most likely a two-race effort for this team, will be the fan favorite, and show strong speeds and be in the finals. Could finish much higher with greater participation. King is still driving the boat extremely well.

8) U-21, Go Fast, Turn Left Racing

DRIVERS: Brian Perkins, no career wins, or Gunnar O'Farrell, no career wins

OWNER: Greg O'Farrell, no career wins

HOME: Maple Valley, Wash.

THE SWAMI SEZ: Hopefully we will see this team at the two Northwest events, it's fast and can mix it up with the top dogs if we see Perkins driving.

9) U-440 Boitano Homes

DRIVER: Brent Hall, no career wins

OWNERS: Kelly and Sharon Stocklin, no career wins

HOME: Snohomish, Wash.

THE SWAMI SEZ: The smaller and underpowered hull will run consistent if it stays out of rough water. Finishing every heat will be a victory for this boat. Rookie Hall will have his hands full.

Expecting a Return

U-27 Wiggins Racing

DRIVER: Dave Villwock, 67 career wins.

OWNER: Wiggins Racing, no career wins

HOME: Gadsden, Ala.

THE SWAMI SEZ: Repair work is progressing, this year?

We Need You Back

U-12 Graham Trucking

DRIVER: Not named

OWNER: Rob Graham, four career wins

HOME: Milton, Wash.

THE SWAMI SEZ: Could be a contender.

U-7 Spirit of Detroit

DRIVER: Bert Hendeson, no career wins

OWNER: Dave Bartush, one career win

HOME: Detroit

THE SWAMI SEZ: Would be nice to see it at a race again.

U-10 Spirit of Detroit II

DRIVER: Patrick Haworth, no career wins

OWNER: Dave Bartush, one career win

HOME: Detroit

THE SWAMI SEZ: Bartush's second boat not expected, either.

U-98 Graham Trucking II

DRIVER: Not named

OWNER: Rob Graham, four career wins

HOME: Milton, Wash.

THE SWAMI SEZ: Could be a solid ride for someone.

Somewhere Out There

Last known as U-2

OWNER: Dave Bartush

HOME: Detroit

THE SWAMI SEZ: Former *Trendwest Resorts* is most likely for sale.

Last known as U-37

OWNERS: Billy and Jane Schumacher, four career wins

HOME: Seattle

THE SWAMI SEZ: For sale as of May 10. ❖

The NewsJournal's 2023 H1 UNLIMITED RACE PROGRAM

Information you may not find
in other race programs

2023 H1 Unlimited Racing Series

June 23-25 Guntersville, Alabama Southern Cup
 June 30-July 2 Madison, Indiana Madison Regatta
 July 28-30..... Tri-Cities, Washington Columbia Cup
 August 4-6 Seattle, Washington APBA Gold Cup
 September 15-17 San Diego, California San Diego Bayfair

THE 2023 HYDRO FLEET:

U-1 Miss HomeStreet



Chris Denslow

OWNER: Miss Madison, LLC.
DRIVER: Dylan Runne
CREW CHIEF: Mike Hanson
RACE TEAM: Miss Madison Racing

BOAT SHOPS: Madison, Ind., and Tukwila, Wash.
BUILT: 2018 (Hull #1801)
BUILDER: Miss Madison Racing Team
POWER: Lycoming T-55/L-7 turbine
PREVIOUS NAMES: *Miss HomeStreet* (2018-21)
PREVIOUS DRIVERS: Jimmy Shane (2018-21)
RACE VICTORIES: 7 (including 2019 Gold Cup)
NATIONAL TITLES: 3 (2019, 2021, and 2022)

U-3 Griggs presents Miss Ace Hardware

OWNER: Ed Cooper
DRIVER: Jimmy King
CREW CHIEF: Ed Cooper
RACE TEAM: Go3 Racing
BOAT SHOP: Evansville, Ind.

Chris Denslow



BUILT: 2002 (Hull #0203)
BUILDER: Rick Bowles and Dale Van Wieringen
POWER: Turbocharged V-12 Allison
PREVIOUS NAMES: *Vacationville.com* (2002–04), *Master Tire* (2003–09), *Toyota of Kirkland* (2003, 2005), *Fox Hills Chrysler Jeep* (2003), *Llumar Window Film* (2003), *Miss Chrysler Jeep* (2005–09), *U-3* (2005, 2010), *Conover Insurance* (2006), *Acura of Seattle* (2006), *Hoss Mortgage Investors II* (2007), *Hoss Mortgage Investors Too* (2008), *Hoss Mortgage Investors* (2008), *Grand View on the Lake* (2009), *Griggs presents Miss Ace Hardware* (2015–22), *Miss Home-Street Bank* (2015), *Miss DiJulio* (2016), and *Roostertail* (2018).
PREVIOUS DRIVERS: Mitch Evans (2002–04) and Jimmy King (2005–10, 2015–22).
RACE VICTORIES: 3 (including 2003 Gold Cup)
NATIONAL TITLES: None

U-7 Spirit of Detroit

H1 Unlimited



OWNER: Dave Bartush
DRIVER: Bert Henderson
RACE TEAM: Detroit Unlimited
BOAT SHOP: Detroit
BUILT: 1996 (Hull #9601, T-5), Rebuilt in 1997 (Redesignated Hull #9712)
BUILDER: Hydroplanes, Inc.
POWER: Lycoming T-55/L-7 turbine
PREVIOUS NAMES: *Miss Budweiser* (1996–2004), *Formula II* (2006–08), *Graham Trucking* (2009–11, 2016), *Air Guard* (2010), *Graham Trucking II* (2014–16), *Spirit of Detroit* (2017–19), *Spirit of Detroit/Boitano Homes* (2019), and *Spirit of Detroit presented by Boitano Homes* (2019).
PREVIOUS DRIVERS: Mark Evans (1996), Dave Villwock (1997–2004), Mike Allen (2006–08), Jeff Bernard (2007, 2011, 2016, 2018), J. Michael Kelly (2009–10, 2016), Cal Phipps (2014), Jesse Robertson (2015), and Bert Henderson (2017–19)
RACE VICTORIES: 24 (including 2000 Gold Cup)
NATIONAL TITLES: 5 (1999, 2000, 2001, 2002, and 2006).

U-8 Beacon Electric



Strong Racing

OWNER: Vanessa and Darrell Strong
DRIVER: J. Michael Kelly
CREW CHIEF: Jeff Campbell
RACE TEAM: Strong Racing
BOAT SHOP: Auburn, Wash.
BUILT: 2014 (Hull #1496)
BUILDER: Ron Jones, Jr. and Mike Hanson
POWER: Lycoming T-55/L-7 turbine
PREVIOUS NAMES: *Qatar* (2014), *Ellstrom E-Lam Plus* (2015), *Oh Boy! Oberto* (2016–17), *Miss Tri-Cities* (2021–22), *Lynx Healthcare/ Miss Tri-Cities* (2022), and *Boitano Homes* (2022).
PREVIOUS DRIVERS: Kip Brown (2014), Jean Theoret (2014–16), J.W. Myers (2017), and J. Michael Kelly (2021–22).
RACE VICTORIES: 3
NATIONAL TITLES: None

U-9 Beacon Plumbing



Strong Racing

OWNER: Vanessa and Darrell Strong
DRIVER: Corey Peabody
CREW CHIEF: Jeff Campbell
RACE TEAM: Strong Racing
BOAT SHOP: Auburn, Wash.
BUILT: 1992 (Hull #92102)
BUILDER: Ron Jones, Jr.
POWER: Lycoming T-55/L-7 turbine
PREVIOUS NAMES: *Coors Dry* (1992), *Miss Circus Circus* (1993), *Miss Exide 2* (1994, 1996), *Miss Cost Less Carpets* (1998), *Miss Sammamish Lake Watch* (1998), *Jones Racing* (2000), *Miss WABX* (2001–03), *Carpenter Communications* (2000), *Miss Go Bowling* (2000), *Sun Harbor Mortgage* (2000–03), *Miss Bello's Pizza* (2001–03, 2012), *Tubby's Grilled Submarines* (2001–02), *Fiesta Bowl & Casino* (2001), *Skyway Park Bowl & Casino* (2001–03), *Miss Jack-Sons Sports Bar* (2002), *Al Deeby Dodge* (2003), *Jack-Son's Kennewick* (2006),

Miss Car Pros Kia (2006), *Conover Insurance* (2007), *Miss Tri Arc Electric* (2007), *U-9* (2009, 2012-13), *Oh Boy! Oberto* (2011), *Miss VisitTriCities.com* (2011), *Corporate Fleet Services* (2012), *Miss Sound Propeller Services* (2012), *Red Dot* (2013), *Qatar* (2014), *Les Schwab/Red Dot* (2014-15), *Red Dot/811 Call B4 You Dig* (2015), *Call 811/Les Schwab/Red Dot* (2015), *Bello's Realtrac Performance* (2016), *Les Schwab* (2016), *Delta Research/Realtrac* (2016), *Delta Realtrac* (2017-19), *Les Schwab Tires* (2017-18), *Auxier Marketing presents Delta Realtrac* (2019), *Pinnacle Peak Consulting* (2021), and *Lynx Healthcare* (2022).

PREVIOUS DRIVERS: Dave Villwock (1992-93), Jimmy King (1994), Mark Weber (1996), Mike Jones (1996), Lindsey (1998), Mike Hanson (2000-03), Chris Bertram (2006-07), David Williams (2009), Jon Zimmerman (2011-14), Scott Liddycoat (2015), Andrew Tate (2016-19), and Corey Peabody (2021-22).

RACE VICTORIES: 15 (including 2001, 2018, and 2022 Gold Cups)

NATIONAL TITLES: 1 (2018)

U-10 Spirit of Detroit II



OWNER: Dave Bartush

DRIVER: Patrick Haworth

RACE TEAM: Detroit Unlimited

BOAT SHOP: Detroit

BUILT: 1989 (Hull #8901, T-3) Rebuilt in 1995 (Redesignated Hull #9501)

BUILDER: Hydroplanes, Inc.

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Miss Budweiser* (1989-2000), *EMCOR* (2006), *Al Deeby Dodge* (2006), *Solutions Plus* (2006), *Todd Hoss presents Fairweather Masonry* (2006), *Designer Glass and Shower* (2006), *Ahern Rentals* (2007-08), *Hoss Mortgage Investors* (2007-08), *Miss Dover Environmental* (2008), and *Degree Men* (2012).

PREVIOUS DRIVERS: Jim Kropfeld (1989), Tom D'Eath (1989-91), Scott Pierce (1991), Chip Hanauer (1992-96), Mike Hanson (1994), Mark Evans (1995-97), Dave Villwock (1997-2000), Nate Brown (2006), J.W. Myers (2006), David Bryant (2007-08), and Scott Liddycoat (2012).

RACE VICTORIES: 18 (including 1995, 1997, and 1998 Gold Cups)

NATIONAL TITLES: 3 (1995, 1997, and 1998)

U-11 Legend Yacht Transport



OWNER: Shannon and Scott Raney

DRIVER: Jamie Nilsen

CREW CHIEF: Scott Raney

RACE TEAM: Unlimited Racing Group

BOAT SHOP: Cle Elum, Wash.

BUILT: 1994 (Hull #9401, T-4), Rebuilt in 2021 (Redesignated Hull #2111)

BUILDER: Hydroplanes, Inc.

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Miss Budweiser* (1994-95), *Llumar Window Film* (2003), *Llumar* (2004-05), *Miss Seattle* (2006), *Miss Beacon Plumbing* (2006-08), *Miss Bello's Pizza* (2009), *Miss DYC* (2009), *Hoss Mortgage Investors* (2009), *Renton Coil Springs* (2009), *Miss Peters & May* (2009-10), *Peters & May* (2013-16), *J&D's* (2021), *Miss Colleen* (2022), *Miss Joker's Casino* (2022), *Miss The Old Cannery Furniture Warehouse* (2022), and *Legend Yacht Transport* (2022).

PREVIOUS DRIVERS: Chip Hanauer (1994-95), Mike Hanson (1994), Mark Evans (1995, 2003), Nate Brown (2003), J.W. Myers (2004, 2009-10), Jean Theoret (2005-09), Tom Thompson (2013-16), and Jamie Nilsen (2021-22).

RACE VICTORIES: 7 (including 2006 Gold Cup)

NATIONAL TITLES: None

U-12 Graham Trucking



OWNER: Rob Graham

DRIVER: TBA

RACE TEAM: Graham Racing

BOAT SHOP: Milton, Wash.

BUILT: 2001 (Hull #0001, T-6)

BUILDER: Hydroplanes, Inc.

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Miss Budweiser* (2000-04), *Formula* (2006-10), *Valken.com* (2011), and *Graham Trucking* (2012-21).

PREVIOUS DRIVERS: Dave Villwock (2000-04), Mike Weber

(2006), Mike Allen (2006), Jeff Bernard (2006–10), Scott Liddycoat (2011), Jimmy Shane (2012–13), J. Michael Kelly (2014–19), and Andrew Tate (2021).

RACE VICTORIES: 26 (including 2003 and 2016 Gold Cups)

NATIONAL TITLES: 3 (2003, 2004, and 2013)

U-21 Miss Lakeridge Paving



Chris Denslow

OWNER: Greg and Brian O'Farrell

DRIVER: Brian Perkins or Gunnar O'Farrell

CREW CHIEF: Brian O'Farrell

RACE TEAM: Go Fast Turn Left Racing

BOAT SHOP: Maple Valley, Wash.

BUILT: 2019 (Hull #1999)

BUILDER: Go Fast Turn Left Racing Team

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Darrell Strong presents PayneWest Insurance* (2019), and *CARSTAR powers Miss Rock* (2019)

PREVIOUS DRIVERS: Brian Perkins (2019)

RACE VICTORIES: None

NATIONAL TITLES: None

U-27 Wiggins Racing



Chris Denslow

OWNER: Charley Wiggins

DRIVER: Dave Villwock

CREW CHIEF: Charley Wiggins

RACE TEAM: Wiggins Racing

BOAT SHOP: Gadsden, Ala.

BUILT: 2007 (Hull #0717)

BUILDER: Nate Brown

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Red Dot* (2007, 2010–12), *Our Gang Racing* (2008, 2014), *U-17* (2009), *West Pasco Family Dental* (2009), *USNW Express* (2009), *Seal Shield* (2009), *O'Brien Law* (2010), *Qatar* (2013), *Fox Plumbing and Heating* (2014), *Dalton Industries* (2015–16), *Wiggins Racing* (2017), *Chase Building Group* (2018), and *Oberto* (2018).

PREVIOUS DRIVERS: Nate Brown (2007, 2009–10, 2012), Kip Brown (2008–13), Cal Phipps (2011, 2015–16, 2018), Jeff Bernard (2014), and J.W. Myers (2017).

RACE VICTORIES: 1 (2013 Gold Cup)

NATIONAL TITLES: None

U-40 Bucket List Racing



Chris Denslow

OWNER: Sharon and Kelly Stocklin

DRIVER: Dustin Echols

CREW CHIEF: Taylor Evans

RACE TEAM: Bucket List Racing

BOAT SHOP: Snohomish, Wash.

BUILT: 2007 (Hull #0721)

BUILDER: Ron Jones, Jr.

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Meyer's Auto Tech* (2007), *The Plumbing Joint* (2007), *All Access Rentals* (2007, 2015), *Albert Lee Appliance* (2010–13, 2015–17), *Go Fast Turn Left Racing* (2010, 2014), *Lakeridge Paving* (2011, 2014), *TapouT* (2011), *Miss HAPO* (2012), *Snoqualmie Casino* (2012–13), *Miss Al Deeby Dodge* (2014–15), *Fasteners* (2015), *PayneWest Insurance* (2016–17), *Miss Al Deeby* (2016), *All Access Equipment* (2016), *Darrell Strong presents PayneWest Insurance* (2018), and *Miss Beacon Plumbing* (2021–22).

PREVIOUS DRIVERS: Brian Perkins (2007, 2010–13, 2015–18), Jamie Nilsen (2013–14), and Dave Villwock (2021–22).

RACE VICTORIES: None

NATIONAL TITLES: None

U-91 Miss Goodman Real Estate



Chris Denslow

OWNER: Miss Madison, LLC

DRIVER: Andrew Tate

CREW CHIEF: Troy Holmberg (Boat Lead)

RACE TEAM: Miss Madison Racing

BOAT SHOPS: Madison, Ind., and Tukwila, Wash.

BUILT: 2007 (Hull #0706)

BUILDER: Miss Madison Racing Team

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *Oh Boy! Oberto* (2007-13), *Oberto* (2014-15), *Miss HomeStreet* (2016-18), *Oberto Super Salami* (2019), and *Goodman Real Estate presents Miss HomeStreet* (2021), and *Miss Goodman Real Estate* (2022).

PREVIOUS DRIVERS: Steve David (2007-13), Jimmy Shane (2014-18, 2021), and Jeff Bernard (2019-22).

RACE VICTORIES: 25 (including 2014, 2015, 2017, and 2021 Gold Cups)

NATIONAL TITLES: 8 (2008, 2009, 2010, 2012, 2014, 2015, 2016, and 2017)

U-98 Graham Trucking II



H1 Unlimited

OWNER: Rob Graham

DRIVER: TBA

RACE TEAM: Graham Racing

BOAT SHOP: Kent, Wash.

BUILT: 1998 (Hull #9899)

BUILDER: Fred Leland

POWER: Lycoming T-55/L-7 turbine

PREVIOUS NAMES: *U-99* (1998), *Miss Bell Forklift* (1998), *United Furniture Warehouse* (1998), *PICO American Dream* (1998), *Miss PICO* (1999), *Znetix* (2001), *Miss U.S.* (2002), *Miss Chrysler Jeep* (2002), *Miss Raben Tire* (2003), *Mariann Travel Inn* (2003), *ReMax* (2005), *Demaree Automotive Group* (2005), *Miss Rebecca* (2005), *Miss Beacon Plumbing* (2005), *Lady Lexus* (2005), *Mirageboats* (2008-09), *U-100* (2009-10, 2012-13), *Miss Jarvis Paintin'* (2009), *Jerry's Tavern* (2009), *Jarvis Property Restoration* (2010), *Fleury Auto & Truck Parts* (2010), *Miss Lay's Kettle Cooked* (2010), *HAPO Summer* (2011), *Leland Unlimited* (2011, 2015), *Xtreme Precision Products* (2012), *Fifth Third Bank* (2012), *Fox Plumbing & Heating* (2012), *Sahara Pizza* (2013-14), *Central Coast Airbrush* (2013), *Tony Roma's* (2014), *Miss CARSTAR* (2015), *Dooley's/Miss CARSTAR* (2015), *CARSTAR/Miss Rock* (2016), *CARSTAR-powered Miss Rock* (2017), *KISW Miss Rock powered by CARSTAR* (2017), *CARSTAR powers Miss Rock* (2018), and *Graham Trucking American Dream* (2019).

PREVIOUS DRIVERS: Rick Christensen (1998), Mark Weber (1998), Greg Hopp (1998-03, 2005, 2008-12, 2017), Mark Evans (1998), Chip Hanauer (1999), Ryan Mallow (2011-13), Dave Warren (2013-14), Kevin Eacret (2015-16), Aaron Salmon (2018), and Corey Peabody (2019).

RACE VICTORIES: None

NATIONAL TITLES: None

U-440 Boitano Homes



Chris Denslow

OWNER: Sharon and Kelly Stocklin

DRIVER: Brent Hall

CREW CHIEF: Mike Lemler

RACE TEAM: Bucket List Racing

BOAT SHOP: Snohomish, Wash.

BUILT: 2012 (Hull #1218)

BUILDER: Dale Van Wieringen

POWER: Lycoming T-53 turbine

PREVIOUS NAMES: *Bucket List* (2012), *Bucket List Racing* (2014, 2017-21), and *Snuskitush* (2015-16).

PREVIOUS DRIVERS: Kelly Stocklin (2012, 2014-15, 2021), and Dustin Echols (2016-21).

RACE VICTORIES: None

NATIONAL TITLES: None

THE 2023 DRIVERS:

JEFF BERNARD

HOME: Kent, Wash.

AGE: 38

BOATS DRIVEN: Hull #9399:

Lakeridge Paving (2005) ... Hull #9610:
Lakeridge Paving (2006) ... Hull #0001:
Formula (2006-10) ... Hull #9712: *Formula II* (2007), *Graham Trucking* (2011), *Graham Trucking II* (2016), *Spirit of Detroit* (2018) ... Hull #0717: *Red Dot* (2012), *Our Gang* (2014), *Fox Plumbing and Heating* (2014) ... Hull #9010: *Graham Trucking II* (2016) ... Hull #0706: *Oberto Super Salami* (2019) *Goodman Real Estate presents Miss HomeStreet* (2021), and *Miss Goodman Real Estate* (2022).

RACE VICTORIES: 3 ... 2008 Indiana Governor's Cup, Madison, Ind.; 2008 San Diego Thunderboat Regatta, San Diego; and 2009 Thunder on the Ohio, Evansville, Ind.

NATIONAL TITLES: None



H1 Unlimited

DUSTIN ECHOLS

HOME: Monroe, Wash.

AGE: 43

BOATS DRIVEN: Hull #1218: *Snuskitush* (2016), *Bucket List Racing* (2017–21).

RACE VICTORIES: None

NATIONAL TITLES: None



Chris Denslow

BRENT HALL

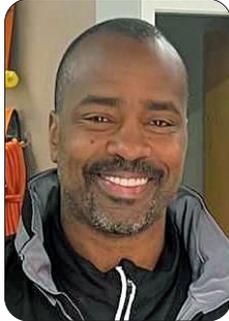
HOME: Seattle

AGE: 53

BOATS DRIVEN: None

RACE VICTORIES: None

NATIONAL TITLES: None



Bucket List Racing

PATRICK HAWORTH

HOME: Valleyfield, Quebec

BOATS DRIVEN: Hull #9712:

Spirit of Detroit presented by Boitano Homes (2019).

RACE VICTORIES: None

NATIONAL TITLES: None



Robert Peters

BERT HENDERSON

HOME: Brockville, Ontario

AGE: 51

BOATS DRIVEN: Hull #9712:

Spirit of Detroit (2017–19), *Spirit of Detroit/Boitano Homes* (2019), and *Spirit of Detroit presented by Boitano Homes* (2019).

RACE VICTORIES: None

NATIONAL TITLES: None



Robert Peters

J. MICHAEL KELLY

HOME: Bonney Lake, Wash.

AGE: 44

BOATS DRIVEN: Hull #0302:

Miss APBA (2004), *Graham Trucking* (2004–05), *Graham Trucking/Sinbad's Roostertail* (2004), ... *Dick Scott Automotive Group* (2005) ... Hull #8700: *Acura of Bellevue* (2006), *Spirit of Detroit* (2007), *Car Pros* (2007), *Graham Trucking* (2008), *Miss NYC* (2008) ...



Chris Denslow

Hull #9712: *Graham Trucking* (2008, 2016), *Air Guard* (2010) ...

Hull #1188: *Degree Men* (2011), *Miss Beacon Plumbing* (2012–13), *Performance Chevrolet* (2013) ... Hull #0001: *Graham Trucking* (2014–19) ... Hull #1496: *Miss Tri-Cities* (2021–22), *Lynx Healthcare/Miss Tri-Cities* (2022), and *Boitano Homes* (2022).

RACE VICTORIES: 14 ... 2009 Oryx Cup UIM World Championship, Doha, Qatar; 2014 Indiana Governor's Cup, Madison, Ind.; 2014 Albert Lee Appliance Seafair Cup, Seattle; 2014 San Diego Bayfair, San Diego; 2014 Oryx Cup UIM World Championship, Doha, Qatar; 2015 Albert Lee Appliance Seafair Cup, Seattle; 2016 APBA Gold Cup, Detroit; 2017 HAPO Columbia Cup, Tri-Cities, Wash.; 2019 HAPO Columbia Cup, Tri-Cities, Wash.; 2019 HomeStreet Bank Cup, Seattle; 2019 HomeStreet Bank Bayfair, San Diego; 2021 Guntersville Lake Hydrofest, Guntersville, Ala.; 2021 HomeStreet Bank San Diego Bayfair, San Diego; and 2022 HomeStreet Bank Cup, Seattle.

NATIONAL TITLES: 1 (2021)

JIMMY KING

HOME: Memphis, Mich.

AGE: 62

BOATS DRIVEN: Hull #9210: *Miss Exide 2* (1994) ... Hull #9299: *Miss Wellness Plan* (1995), *Miss Jennifer* (1996), *Empire Contractors* (2004) ... Hull #8808: *Lynnwood Honda* (1996), *Pflueger Honda/KPOI Radio* (1996), *LLumar Window Film* (1999–02) ... Hull #8401: *Carpenter/Miss Exide* (1996), *Miss Exide* (1997) ...

Hull #9516: *Miss E-Lam Plus* (1998–99) ... Hull #0203: *Master Tire* (2005–09), *Miss Chrysler Jeep* (2005–09), U-3 (2005), *Toyota of Kirkland* (2005), *Conover Insurance* (2006), *Acura of Seattle* (2006), *Hoss Mortgage Investors* (2007–08), *Hoss Mortgage Investors Too* (2008), *Grand View on the Lake* (2009), U-3 (2010), *Griggs presents Miss Ace Hardware* (2015–22), *Miss HomeStreet Bank* (2015), *Miss DiJulio* (2016), and *Roostertail* (2018).

RACE VICTORIES: None

NATIONAL TITLES: None



H1 Unlimited

JAMIE NILSEN

HOME: Gig Harbor, Wash.

AGE: 38

BOATS DRIVEN: Hull #0721: *Albert Lee* (2013), *Go Fast Turn Left Racing* (2014), *Miss Al Deeby Dodge* (2014), and *Lakeridge Paving* (2014) ... Hull #9610: *Snoqualmie Casino* (2013) ... Hull #0925: *J&D's presented by Reliable Diamond Tool* (2019) ... Hull #2111: *J&D's* (2021), *Miss Colleen* (2022), *Miss Joker's Casino* (2022), *Miss The Old Cannery Furniture Warehouse* (2022), and *Legend Yacht Transport* (2022).

RACE VICTORIES: None

NATIONAL TITLES: None



H1 Unlimited

GUNNAR O'FARRELL

HOME: Maple Valley, Wash.
AGE: 25
BOATS DRIVEN: None
RACE VICTORIES: None
NATIONAL TITLES: None



Makenna O'Farrell

COREY PEABODY

HOME: Kent, Wash.
AGE: 44
BOATS DRIVEN: Hull #9210: *Spirit of Detroit* (2016), *Pinnacle Peak Consulting* (2021), and *Lynx Healthcare* (2022) ... Hull #9899: *Graham Trucking American Dream* (2019).
RACE VICTORIES: 3 ... 2021 HAPO Columbia Cup, Tri-Cities, Wash.; 2022 APBA Gold Cup, Guntersville, Ala.; and 2022 Madison Showdown, Madison, Ind.
NATIONAL TITLES: None



Chris Denslow

BRIAN PERKINS

HOME: North Bend, Wash.
BOATS DRIVEN: Hull #0721: *Meyer's Auto Tech* (2007), *The Plumbing Joint* (2007), *All Access Rentals* (2007), *Albert Lee Appliance* (2010-13), *Go Fast Turn Left Racing* (2010), *Lakeridge Paving* (2011), *TapouT* (2011), *Miss HAPO* (2012), *Snoqualmie Casino* (2012-13), *Fasteners* (2015), *Albert Lee Appliance* (2015-17), *Al Deeby Dodge* (2015), *All Access Rentals* (2015), *PayneWest Insurance* (2016-17), *Miss Al Deeby* (2016), *All Access Equipment* (2016), *Darrell Strong presents PayneWest Insurance* (2018) ... Hull #9399: *Spirit of the Navy* (2008), *Albert Lee Appliances* (2008), *Whirlpool* (2009) ... Hull #9610: *Albert Lee Appliance* (2009) ... Hull #1999: *Darrell Strong presents PayneWest Insurance* (2019) and *CARSTAR powers Miss Rock* (2019).
RACE VICTORIES: None
NATIONAL TITLES: None



H1 Unlimited

DYLAN RUNNE

HOME: Rumson, NJ
AGE: 28
BOATS DRIVEN: None
RACE VICTORIES: None
NATIONAL TITLES: None



Miss Madison Racing

ANDREW TATE

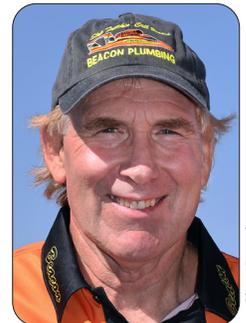
HOME: Canton, Mich.
AGE: 33
BOATS DRIVEN: Hull #9210: *Bello's Realtrac Performance* (2016), *Les Schwab* (2016), *Delta Research/Realtrac* (2016), *Delta Realtrac* (2017-19), *Les Schwab Tires* (2017-18), and *Auxier Marketing presents Delta Realtrac* (2019) ... Hull #0001: *Graham Trucking* (2021).
RACE VICTORIES: 9 (2016 Albert Lee Appliance Seafair Cup, Seattle; 2017 Indiana Governor's Cup, Madison; 2017 President's Cup, Detroit; 2017 HomeStreet Bank Bayfair, San Diego; 2018 Guntersville Lake Hydrofest, Guntersville, Ala.; 2018 HAPO Columbia Cup, Tri-Cities, Wash.; 2018 Albert Lee Appliance Seafair Cup, Seattle; 2018 APBA Gold Cup, Detroit; and 2018 HomeStreet Bank Bayfair, San Diego).
NATIONAL TITLES: 1 (2018)



Chris Denslow

DAVE VILLWOCK

HOME: Monroe, Wash.
AGE: 69
BOATS DRIVEN: Hull #9031: *Miss Circus Circus* (1990) ... Hull #92102: *Coors Dry* (1992), and *Miss Circus Circus* (1993) ... Hull #8401: *Miss Circus Circus* (1993) ... Hull #9399: *American Dream* (1994), *U-100* (1994), and *PICO American Dream* (1995-96) ... Hull #9610: *PICO American Dream* (1996) ... Hull #9501: *Miss Budweiser* (1997-2000) ... Hull #9712: *Miss Budweiser* (1997-2004) ... Hull #0001: *Miss Budweiser* (2000-04) ... Hull #0116: *Ellstrom* (2005-09), *Amos W. Hoss* (2008), and *Spirit of Qatar* (2010-12) ... Hull #1188: *Cost Less Carpets* (2014), *Miss Beacon Plumbing* (2014), and *Miss Seattle* (2014) ... Hull #0721: *Miss Beacon Plumbing* (2021-22).
RACE VICTORIES: 67 ... 1992 Budweiser Cup, San Diego; 1994 Texaco Cup, Seattle; 1994 Bayfair, San Diego; 1996 Gila River Casino Unlimited Regatta, Phoenix; 1996 APBA Gold Cup, Detroit; 1996 Pontiac Thunder on the Ohio, Evansville, IN; 1996 Budweiser Columbia Cup, Tri-Cities; 1996 Texaco Cup, Seattle; 1996 Canadian Cup, Kelowna, BC; 1997 Chrysler Jeep APBA Gold Cup, Detroit; 1997 Pontiac Thunder On The Ohio, Evansville, Ind.; 1997 Budweiser Indiana Governor's Cup, Madison, Ind.; 1997 Virginia is for Lovers Cup, Norfolk, Va.; 1998 Pontiac Grand Am Thunder, Evansville, Ind.; 1998 Chrysler Jeep APBA Gold Cup, Detroit; 1998 Virginia is for Lovers Cup, Norfolk, Va.; 1998 Budweiser Columbia Cup, Tri-Cities; 1998 Texaco Cup, Seattle; 1998 Budweiser Indiana Governor's Cup, Madison, Ind.; 1998 Bayfair Bill Muncy Cup, San Diego; 1998 Las Vegas Cup, Las Vegas; 1999 Budweiser Thunderfest at Barrie, Barrie, Ont.; 1999 Budweiser Thunder on the Ohio, Evansville, Ind.; 1999 Virginia is for Lovers Cup, Norfolk, Va.; 1999 Budweiser Columbia Cup, Tri-Cities; 1999 General Motors Cup, Seattle; 1999 Budweiser Thunderfest, Kelowna, BC; 1999 Bayfair Bill Muncy Cup, San Diego; 1999 JN Chevrolet Hydrofest, Pearl Harbor, Hawaii; 2000 Mojave Unlimited Hydrofest, Lake Havasu City, Az.; 2000



Chris Denslow

Budweiser Thunder on the Ohio, Evansville, Ind.; 2000 Indiana Governor's Cup, Madison, Ind.; 2000 Chrysler Jeep APBA Gold Cup, Detroit; 2000 General Motors Cup, Seattle; 2000 Bayfair Bill Muncey Cup, San Diego; 2001 Budweiser Thunder on the Ohio, Evansville, Ind.; 2002 Thunder on the Ohio, Evansville, Ind.; 2002 APBA Gold Cup, Detroit; 2002 General Motors Cup, Seattle; 2003 Budweiser Madison Regatta, Madison, Ind.; 2003 General Motors Cup, Seattle; 2004 Thunder on the Ohio, Evansville, Ind.; 2004 UIM World Championship, Madison, Ind.; 2004 Budweiser Columbia Cup, Tri-Cities; 2004 General Motors Cup, Seattle; 2004 Washington Mutual Bill Muncey Cup, San Diego; 2005 Budweiser Columbia Cup, Tri-Cities; 2005 Thunderboat Regatta, San Diego; 2006 Thunder on the Ohio, Evansville, Ind.; 2006 Madison Regatta, Madison, Ind.; 2006 Atomic Cup, Tri-Cities; 2007 Thunder

on the Ohio, Evansville, Ind.; 2007 Indiana Governor's Cup, Madison, Ind.; 2007 Chrysler Jeep APBA Gold Cup, Detroit; 2007 Lamb Weston Columbia Cup, Tri-Cities; 2008 Chevrolet Cup, Seattle; 2009 Indiana Governor's Cup, Madison, Ind.; 2009 Chrysler Jeep APBA Gold Cup, Detroit; 2009 Chevrolet Cup, Seattle; 2010 Jarvis Restoration APBA Gold Cup, Detroit; 2010 Air National Guard Championship, San Diego; 2010 Oryx Cup UIM World Championship, Doha, Qatar; 2011 APBA Gold Cup, Detroit; 2011 Lamb Weston Columbia Cup, Tri-Cities; 2011 Air National Guard Championship, San Diego; 2012 Lucas Oil Indiana Governor's Cup, Madison, Ind.; and 2012 DYC presents APBA Gold Cup, Detroit.

NATIONAL TITLES: 10 (1996, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2007, and 2011)

STANDING SPEED RECORDS:

ALL-TIME SPEED RECORDS:

	SPEED	DRIVER	BOAT	LOCATION	YEAR
Qualifying.....	173.384 mph.....	Dave Villwock.....	Miss Budweiser.....	San Diego.....	1999
Competition Lap.....	166.221 mph.....	Steve David.....	Miss T-Plus.....	Pearl Harbor, HI.....	1992
Heat Avg.....	161.712 mph.....	Mark Tate.....	Winston Eagle.....	San Diego.....	1993
Race Avg.....	156.830 mph.....	Mark Tate.....	Close Call.....	Pearl Harbor, HI.....	1997

SPEED RECORDS ON A 2.5-MILE COURSE:

Qualifying.....	173.384 mph.....	Dave Villwock.....	Miss Budweiser.....	San Diego.....	1999
Competition Lap.....	166.221 mph.....	Steve David.....	Miss T-Plus.....	Pearl Harbor, HI.....	1992
Heat Avg. (3 Laps).....	161.712 mph.....	Mark Tate.....	Winston Eagle.....	San Diego.....	1993
Heat Avg. (5 Laps).....	155.011 mph.....	Jimmy Shane.....	Miss HomeStreet.....	San Diego.....	2022
Race Avg.....	156.830 mph.....	Mark Tate.....	Close Call.....	Pearl Harbor, HI.....	1997

SPEED RECORDS ON A 2-MILE COURSE:

Qualifying.....	165.974 mph.....	Chip Hanauer.....	Miss Budweiser.....	Evansville, IN.....	1993
Competition Lap.....	156.713 mph.....	Chip Hanauer.....	Miss Budweiser.....	Evansville, IN.....	1993
Heat Avg. (3 Laps).....	154.185 mph.....	Chip Hanauer.....	Miss Budweiser.....	Evansville, IN.....	1993
Heat Avg. (5 Laps).....	146.904 mph.....	Chip Hanauer.....	Miss Budweiser.....	Evansville, IN.....	1993
Race Avg.....	145.024 mph.....	Mark Tate.....	Smokin' Joe's.....	Evansville, IN.....	1996

GUNTERVILLE, ALABAMA:

2.5-mile course:

	SPEED	DRIVER	BOAT	YEAR
Qualifying.....	162.422 mph.....	Jimmy Shane.....	Miss HomeStreet.....	2019
Competition lap.....	159.801 mph.....	Dave Villwock.....	Miss Beacon Plumbing.....	2022
7.5-mile heat (3 laps).....	159.311 mph.....	Jimmy Shane.....	Miss HomeStreet.....	2019
12.5-mile heat (5 laps).....	152.004 mph.....	Andrew Tate.....	Delta Realtrac.....	2018
15-mile heat (6 laps).....	106.719 mph.....	Ron Musson.....	Miss Bardahl.....	1964
Race avg. (35 miles).....	151.379 mph.....	J. Michael Kelly.....	Miss Tri-Cities.....	2021
Race avg. (42.5 miles).....	141.553 mph.....	Corey Peabody.....	Lynx Healthcare.....	2022

MADISON, INDIANA:

2.5 mile course:

Qualifying.....	166.852 mph.....	Chip Hanauer.....	Miss Budweiser.....	1993
Competition lap.....	152.954 mph.....	Nate Brown.....	Tide.....	1994
7.5-mile heat (3 laps).....	151.578 mph.....	Dave Villwock.....	Ellstrom.....	2009
12.5-mile heat (5 laps).....	145.573 mph.....	Mark Tate.....	Smokin' Joe's.....	1996
Race avg. (22.5 miles).....	146.733 mph.....	Jimmy Shane.....	Miss HomeStreet.....	2022
Race avg. (35 miles).....	147.501 mph.....	Dave Villwock.....	Ellstrom.....	2007

TRI-CITIES, WASHINGTON:

2.5 mile course:

Qualifying.....	170.471 mph	Dave Villwock	Miss Budweiser.....	1999
Qualifying (5-lap avg.).....	160.212 mph	Jean Theoret	Ellstrom E-Lam Plus.....	2015
Competition lap.....	162.666 mph	Dave Villwock	Spirit of Qatar.....	2011
7.5-mile heat (3 laps).....	156.957 mph	Chip Hanauer	Miss Budweiser.....	1994
10-mile heat (4 laps).....	151.412 mph	Andrew Tate	Les Schwab Tires.....	2017
12.5-mile heat (5 laps).....	150.422 mph	Dave Villwock	Spirit of Qatar.....	2011
Race avg. (35 miles).....	152.157 mph	Chip Hanauer	Miss Budweiser.....	1994
Race avg. (42.5 miles).....	151.240 mph	Jimmy Shane	Miss HomeStreet.....	2022
Race avg. (47.5 miles).....	146.280 mph	J. Michael Kelly	Graham Trucking.....	2016
Race avg. (52.5 miles).....	146.729 mph	Jimmy Shane	Miss HomeStreet.....	2019

SEATTLE, WASHINGTON:

2-mile course:

Qualifying.....	163.451 mph	Dave Villwock	Miss Budweiser.....	1999
Competition lap.....	155.256 mph	Kip Brown	Spirit of Qatar.....	2013
6-mile heat (3 laps).....	150.880 mph	Mark Tate	Winston Eagle.....	1993
10-mile heat (5 laps).....	141.880 mph	Jean Theoret	Miss Beacon Plumbing.....	2006
Race avg. (22 miles).....	135.612 mph	J. Michael Kelly	Boitano Homes.....	2022
Race avg. (28 miles).....	140.011 mph	Mike Hanson	Kellogg's Frosted Flakes.....	1993

SAN DIEGO, CALIFORNIA

2.5-mile course:

Qualifying.....	173.384 mph	Dave Villwock	Miss Budweiser.....	1999
Competition lap.....	164.919 mph	Mark Tate	Winston Eagle.....	1993
7.5-mile heat (3 laps).....	161.712 mph	Mark Tate	Winston Eagle.....	1993
12.5-mile heat (5 laps).....	155.011 mph	Jimmy Shane	Miss HomeStreet.....	2022
Race avg. (27.5 miles).....	152.595 mph	Jimmy Shane	Miss HomeStreet.....	2022
Race avg. (35 miles).....	152.631 mph	Dave Villwock	Spirit of Qatar.....	2010

APBA GOLD CUP RECORDS (2-MILE COURSE):

	SPEED	DRIVER	BOAT	LOCATION	YEAR
Qualifying.....	148.885 mph	Jimmy Shane	Miss HomeStreet	Madison, IN	2019
Competition Lap.....	146.053 mph	Jimmy Shane	Miss HomeStreet	Madison, IN	2019
8-mile heat (4 laps).....	135.605 mph	Andrew Tate	Delta Realtrac	Madison, IN	2019
10-mile heat (5 laps).....	135.046 mph	Jimmy Shane	Miss HomeStreet	Madison, IN	2019
12-mile heat (6 laps).....	129.104 mph	Tom D'Eath	Miss Budweiser	Evansville, IN	1988
Race avg. (36 miles).....	118.507 mph	Chip Hanauer	Atlas Van Lines	Evansville, IN	1983
Race avg. (42 miles).....	129.734 mph	Jimmy Shane	Miss HomeStreet	Madison, IN	2019
Race avg. (48 miles).....	116.646 mph	Scott Pierce	Mr. Pringles	Evansville, IN	1988

WINNERS OF THE 2022 RACES:

CITY	EVENT	WINNING BOAT	DRIVER	OWNER
Guntersville, AL	APBA Gold Cup	Lynx Healthcare	Corey Peabody	Vanessa/Darrell Strong
Madison, IN	Madison Showdown	Lynx Healthcare	Corey Peabody	Vanessa/Darrell Strong
Madison, IN	Indiana Governor's Cup	Miss HomeStreet	Jimmy Shane	Miss Madison Inc.
Tri-Cities, WA	HAPO Columbia Cup	Miss HomeStreet	Jimmy Shane	Miss Madison Inc.
Seattle	Seattle Showdown	Miss HomeStreet	Jimmy Shane	Miss Madison Inc.
Seattle	HomeStreet Bank Cup	Boitano Homes	J. Michael Kelly	Vanessa/Darrell Strong
San Diego	San Diego Showdown	Miss HomeStreet	Jimmy Shane	Miss Madison Inc.
San Diego	HomeStreet Bank Bayfair	Miss HomeStreet	Jimmy Shane	Miss Madison Inc.

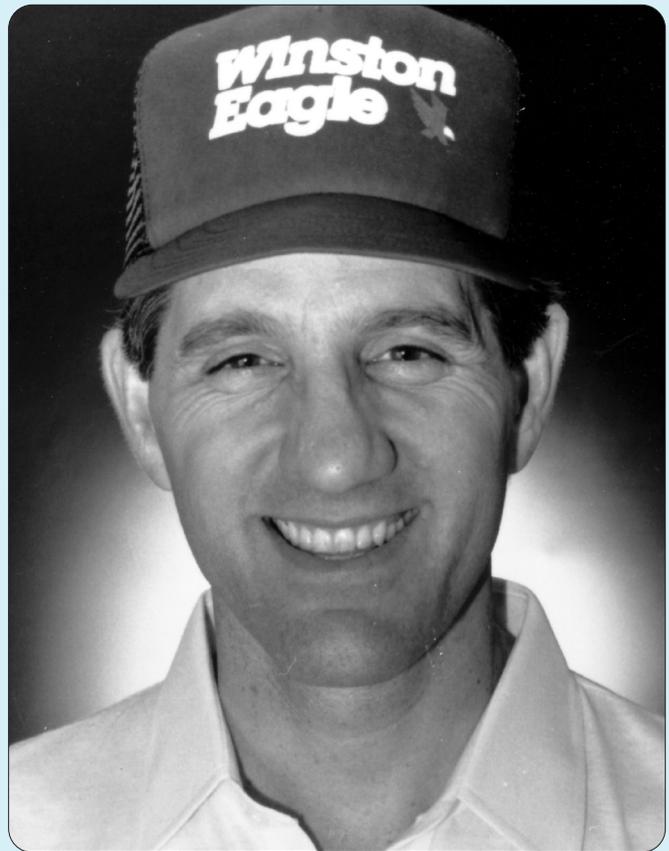
REMEMBERING JIM LUCERO:

The sport loses one of the great ones.

Only a small handful of people are among those who have had a transcendent influence on the sport of unlimited hydroplane racing. Gar Wood would certainly be a member of that elite group, as would Bill Muncey, Ted Jones, and Bernie Little. Another in that category is Jim Lucero, who not only served as the crew chief for many of the top race teams during the 1970s, '80s, and into the mid-'90s—Pay 'N Pak, Atlas Van Lines, Miller American, Winston Eagle—but also was at the center of such innovations as wings, cabover hulls, enclosed cockpits, and turbine power.

Jim Lucero passed away at a hospital in Federal Way, Washington, on April 29. Born in Bremerton, Washington, on May 29, 1945, he was a month shy of his 78th birthday. Though he is best known for his career in boat racing, he was so much more than that. He loved his family deeply and left behind his wife, Judy, and two daughters, Jennifer and Kristine.

But it was his involvement with the fastest of race boats that we now honor. During his career in unlimited hydroplane racing, Lucero was credited with 69 race victories, including 10 Gold Cups, and led his race teams to eight national championships. He was inducted into the Hydroplane Hall of Fame in 1980.



Hydroplane and Raceboat Museum

The *Unlimited NewsJournal* interviewed Lucero many times, both in a formal question-and-answer format and to get background for various purposes over the years. The first of those formal interviews came in 1974, when Lucero was only 27 years old. While much of his success in the sport had yet to happen, he was already standing at the pinnacle of success when he sat down with Dave Speer and Bill Osborne of the *NewsJournal* staff. This interview was first published in the November and December 1974 issues of this publication.

UNJ: What was your first Unlimited thing?

Lucero: It was strictly an accidental thing. I happened to be working nights and the *Notre Dame* crew needed part-time help to wash engine parts. I thought it looked like a fun deal. I started working for them when Rex Manchester was driving.

Had you ever done any limited racing?

Never. Never even been to a limited race. I was an avid fan of the Unlimiteds for years, although I was beginning to lose a little interest by that time.

Was the *Notre Dame* camp typical of *Notre Dame* camps? A loose camp

The first year I was with them was when Rex was driving, and it wasn't. Rex was the boss, and it was very obvious he was the boss. He had all the say-so and

everything and it showed in the way the boat ran. That boat probably ran as well as any *Notre Dame* ever did, I think, because we all knew where we stood.

When you look back on that first experience with the *Notre Dame*, what did you get out of it? Did ideas start formulating?

Yes. Very definitely. Particularly on the hulls. At that time we had crashed a few boats and it was clearly obvious that there was a lot of work to be done. My *Notre Dame* experience taught me more about engines and being careful about general maintenance than anything else. I really didn't get into the design aspects of boats until I started working on the *Smirnoff*.

So, that was your next stop? Working with Lee Schoenith on his radical new hull in 1968.

I worked on the boat for a year in all, and I guess I was the crew chief. At least that's what I was called sometimes. Until it came to the decision-making part, and Lee made the decisions, which were usually wrong.

So, when you were with the *Smirnoff*, you started getting involved with the hull set-up?

I was hired primarily as an engine guy because they had just switched over to Merlins. But, I worked very closely with Dick Brantsner, who designed the *Smirnoff*, and learned a lot about just basic hull design. Brantsner is the guy who built the fuel-injected Allison for *Gale* the year before. He's been involved in I don't know how many things. Presently, he works as director of research and development for Lionel trains.

So, it was an entire new team?



Jim Lucero's first involvement with Unlimited racing came on the crew of *Notre Dame*



TOP: After leaving *Notre Dame*, Lucero joined the crew of the radically designed *Smirnoff* in 1968. **MIDDLE:** Lucero's next stop was with Bob Fendler's race team and the U-19 *Atlas Van Lines*. **ABOVE:** Fendler's team introduced a new *Atlas Van Lines* in 1970 that was powered by twin Chrysler Hemi engines.

Right. In fact that was the year Dean Chenoweth was a rookie. Freddy Dube did the constructing on it. Brantsner didn't have too much to say about how the boat was constructed, which was unfortunate because the boat probably would've turned out a lot lighter if he had. But it was Dick's design—no question about it.

Was it just overbuilt? Maybe it was in reaction to the new idea, the wind-tunnel shape, the pickle-fork, and all that?

Well, it was over reaction. See, the year before [actually in 1966] the old *Smirnoff* had dumped and Chuck Thompson was killed in it, and it had really worked over their heads. They felt the construction was too light and went way the other way until it was so heavy that you could drop it off the Empire State Building and it wouldn't come unstuck.

What kind of things was Brantsner trying to do with the boat? What did it do?

He was trying to make the boat aerodynamically stable. Unfortunately, it was too stable. So stable it wouldn't get free. It just wouldn't break loose from the water and go fast. Mechanically the boat ran well, but whenever we ran into any slop, the boat would fall into the holes because it didn't have enough aerodynamic support. After a while we decided to close off the aerodynamic venting and get the thing to cushion itself on the water. We got it to stabilize a bit. From there we tried other things.

That obviously took you one step further.

From there I went to work for Bob Fendler on the *Atlas U-19*. And that boat had some very definite handling problems. Fortunately, I got a chance to learn and try some of my ideas on the boat. The boat was horrendously bad on the straightaway. God, it was 13 years old or so. It could not run over 130 mph without being dangerous. We got the boat to run 165–170, maybe, in the straight. And do it very nicely.

How did you accomplish that?

We made sponson changes. We also made some propeller changes. We worked on that area quite hard.

Then you stuck it out with Fendler a while longer?

Yeah, I stayed with him during the winter. Then at the end of that season we decided to build a new boat and go to automotive power. Building the new boat was probably a smart idea, but going to the auto power was probably a horrible mistake. That was the U-29.

A lot of people share the common conception that the hull was designed and built by Fred Wickens.

No. It definitely was not. Dick Brantsner and I designed it. Primarily, I did. In fact we designed it at the Lionel factory at Hillside, New Jersey. Actually, the crew, the U-29 crew, built the boat. Fred was down there every day, right in there with us, and he advised us on a lot of things because he had more experience than all of us put together in building boats. So, he was invaluable in that respect.

You obviously had a great deal of respect for Dick Brantsner? He was definitely a major influence on your design ideas?

I think that Dick, more than anything else, taught me to be more analytical about the boats. More scientific about the boats. Because that's the way he thinks. He says, "Look, OK, we've got a problem. Why do we have a problem? How do we approach it?" That is his strong suit.

What were the things you were trying to make happen that weren't happening on the other boats?

We were trying to improve the turning capabilities of the boat. The name of the game in boat racing, as in any other kind of racing, is to make up the time in the slowest part of the course. And, it was obvious the boats were really pigs around the turns. And, I mean really pigs. The boats that were running fast—like the *Bardahl* or *Miss Budweiser*—were doing good in the turns. But the others were



Hydroplane and Raceboat Museum

When Lucero joined the Pay 'N Pak crew in 1970, his first assignment was to oversee the operation for Pay 'N Pak 'Lil Buzzard.

just horrible.

Technically, or design-wise, how did you try to execute this idea?

Basically, we tried to move the aerodynamic center of lift closer to the center of gravity, which meant moving the break in the bottom further back. And, we used wide sponsons. We didn't move the center of gravity too far back, it was back about 25 inches or so, maybe 30. That proved to be too far back, although the boat turned well. The engines [twin Chrysler Hemis] were a disaster. I think we made three races before I quit.

Now, own up to this: Who decided to put the engines in?

Well, I was a good part of it. Myself and Keith Newton. They looked like they could cut the program, and we decided that was the thing to do. They looked like the wave of the future.

The engines just couldn't last.

Oh yeah. We couldn't make an engine last more than a few laps. We were working on such a limited budget that we couldn't do the right things. Chryslers are not cheap. That's what bit us basically. And, we were trying to do everything ourselves. Heck, we built the boat, built the trailer, and did all the engine work ourselves. It was just too much. There was too much pressure. Towards the end we were working 24-hour shots, three or

four times a week, and the whole thing dissolved.

In terms of the boat's potential, you were not unhappy?

In fact, I was very pleased with it. It had some problems on the straight-away. It was pretty goosey, but I think that could've been cured pretty easily. But it turned excellently. It was probably the best turning boat on the circuit, I think. We couldn't turn over 120 on the straights and we were still turning 95 to 100 laps

What was the next step?

I went to work with *Pay 'N Pak*.

What first drew you to the team? Was it that you felt that maybe you were going to get another chance to express ideas? Was it that you felt Dave Heeren-sperger would be committed to spending the money to do the job?

OK. There were several things. One, was that there were several close friends of mine—Dwight Thorne, Dixon Smith, David Smith—working on the boat. People that I respected a lot. That was a great starting point. Also, it was obvious that Dave was willing to spend the money to make the boats right. That takes the financial pressure off of you, and I don't care how you look at it, that's a gigantic amount of pressure on a guy. If you're conscientious at all you're going to be

looking at that to make sure you're doing the right thing for the guy you're working for. If he can't afford to spend a thousand dollars for a particular thing, you'll try to find some other way around it.

Would it be fair to say that was really the first time you didn't feel that type of pressure?

Oh no. I didn't feel the pressure with the *Notre Dame*. There was money to burn. But there was a distinct lack of talent and organization on that thing, too.

When you first went with Pak, what was your responsibility?

We were running both boats at that time. The Chrysler-powered boat and *'Lil Buzzard*. Dwight Thorne was kind of overall crew chief, and I was given the responsibility to sort of chief the *Buzzard*. It didn't work out that way because we were all pretty much equals on the boat. Everybody had his area of responsibility.

Since it was a conventional-type hull, not innovative in any way, you were in sense taking a step backward?

Yes. Very definitely. It was obvious to me the Chrysler boat had, at least the hull had, considerably more potential than the *'Lil Buzzard* did. The *'Lil Buzzard* ran well, in fact it ran much better than it had any right to. In fact, that hull won one race that year and should've won a couple more. When Tommy [Fulfs] got killed in it, the boat was riding better than it had ever ridden before—but it was a very fluke deal.

Was the *Buzzard* pretty well set up when you got to it?

Oh no. No, it was a very bad-riding hull. We did a lot of things to it, and we talked a lot about it. I was working with very capable people, and I just couldn't say "this and that" will work and we'd do it. We had to talk about it, and I had to prove myself right, or at least convince them that's what should be done.

Try to give me an idea of the thought process involved in setting up a hull. Is it a matter of little steps? What is it?

You have to observe the boat. It's really a trial and error deal. You set the



Randy Hall



Randy Hall

Above are two pictures of the same boat taken a year apart. **TOP:** *Pride of Pay 'n Pak* appeared in 1970 as a cabover powered by twin Chrysler Hemi engines. **ABOVE:** During the offseason, Lucero was instrumental in converting the boat to Merlin power with the driver behind the engine.

boat up initially thinking that, well, these things should be right. But, it's like test flying an airplane. There's going to be little things that come up that you just don't have any way of knowing about until you run. In boats it's even worse because there is less science involved. Less known about what things really should be.

The people must play an important role, as well?

Very definitely. There's a real problem in boat racing. Well, there's a distinct lack of the kind of people in boat racing that have the capability to do what needs to be done to make the boats right. Just because it doesn't pay well enough. It's obvious that an aerodynamic or hydrodynamic engineer isn't going to work for peanuts. I just happen to be lucky enough

to have come up with, through trial and error, some things that will help the boat. But, that's the only reason. It isn't because I'm so much smarter than anyone else I've been reasonably successful.

While you worked on the *'Lil Buzzard*, did you have anything to do with the cabover hull?

I tried to stay completely away from that when I first went to work for Dave. I thought that I should stay away from it because it was Ron Jones's thing. He did design it and I felt he wanted to work it out his way. He and I had some different ideas on things. Also, it was a Chrysler project—it was his design and he knew more about it than I did.

What did you feel he was trying to do with the boat? How did that work into

your ideas for the boat?

Well, he and I were basically trying to achieve the same goals: Make the boat turn well. But we were going about it differently. We had different cures in mind. I like to work with the sponsors a lot because I feel there's a lot to be improved there. They did a lot of work with props because Ron feels there's a lot to be improved there. And he's right. I felt there was too much weight on the propeller for the way the boat was reacting—there may have been, there may not have been. I don't know.

With the cabover *Pay 'N Pak*, was the center of balance back like the boats now, or had Ron gone that far?

It started out way back and then it moved forward. The longer we had the boat the farther the c.g. moved forward.

How did you become crew chief? And, how do you go about convincing somebody to turn their boat around so drastically?

Well, I was basically the only one left, kind of. But before that, David had offered me the job. After Seattle, we decided to give the Chryslers one more chance—which was San Diego. They did

a good job for us, but they were horribly expensive and, for us, very maintenance high. Instead of spending time working out the boat, we were spending time trying to keep the engines running. So, at that time we decided, well we've got all these Merlins, we know they can run reliably, and we know they make a lot of horsepower. We decided to switch it to Merlin power at that point in time. And, the way the boat was set-up, we could not possibly put a Rolls in the boat and keep the engine in the front.

The engines dictated the change more than the change dictated the engine.

Yes. Although, that's the way I wanted it, anyway. So, it was very fortunate that it worked out that way

You don't care where the cockpit is as long as the boat goes?

Not really. I feel it is somewhat safer to be in the back than in the front. The driver takes more of a beating. But to me, I don't care. It's not worth it to end up losing a driver by having him sit in the front. If the boat noses in, he'll be pitched out instead of going down with the boat. If he feels comfortable in the front, we'll

put him there. The visibility is great up there. But, then again, George [Henley] hasn't complained about visibility in our boat.

After the '73 Gold Cup, was there a feeling that you wished you hadn't sold the boat to *Budweiser*?

Oh, no. There were three different ways to look at it. One, we got a very fair price for the old boat. In fact, a darn high price. Granted it was an excellent-running boat. And, we also felt we could build something faster, and I think we pretty well proved that. I think that Bernie Little would've quit the sport if he hadn't gotten a competitive-running hull, and I don't think the sport can afford to lose him. He's a colorful guy.

When it came time for the new boat, who was the person to say what it would look like? What was Heerenperger's role in the design? What did you say?

I'd say Dixon and myself because that's all there was then. We knew what we wanted—a boat that ran like the old one but was 800 pounds lighter. That's where the honeycomb stuff came up. Dave gave us a very free hand.

Whose idea was that?



Jim Lucero is perhaps best known for his role creating the "Winged Wonder" *Pay 'N Pak* in 1973.

Dixon's and myself. We did all the research, talked with the Hexcel people, came up with the design specs for what we needed—the whole works. Fortunately, it worked. Generally speaking, we all worked together enough to know that when we want to do something we'd better have a good reason for it.

What was Ron Jones's reaction when you went to him with this idea?

Well, I'd say he was less than enthusiastic about it. Ron is an independent guy and he's got a lot of pride. It was basically his own design—basically the same thing as the old boat. People don't like other people coming into their field of expertise and telling them what to do.

The shell was his design, but did the sponsons bear any resemblance?

No. They were pretty different. We've got some different ideas about how a hull should be set up. The old boat was set up my way and it worked successfully. So I naturally thought justified in calling the shots on the new hull.

Did he try to talk you into full-length air traps?

Oh, we talked about it. I think the discussion went something like, "Do you want full air traps?" I said, "No." He said, "OK."

What about the wing?

I think the wing is an excellent safety device, but I don't think it is absolutely necessary to the performance of the boat. As is evidenced by the *Budweiser*, and that boat runs pretty well without one. We can make minor changes in its performance by tuning the wing some. In fact, Dave Heerensperger had as much to do with that as anybody. He insisted on having a wing on the boat.

Is that right?

David was thinking of it from a publicity standpoint.

Is there anything the present U-1 cannot do that you wish it could do?

I think that the boat isn't quite as efficient in the straightaways as it should be. It's pretty good in the turns, in fact probably better than anything else run-



Lucero with Pay 'n Pak driver George Henley.

Hydroplane and Raceboat Museum

ning right now. But I think we can improve the straightaway characteristics. By the way, on the wing, every time I turn around, I read some article that the Craig Breedlove Speed Team, whatever the heck that is, designed the wing. I've never met Craig Breedlove. He didn't have an ounce of anything to do with this boat. I'd like to dispel that right now.

What are you doing to a Rolls now, that you weren't doing in 1970?

Today we try to take it easier on the engine. We try to make the boat work better so that the engine doesn't have to work so hard. That's why we sold the old boat. We knew it took a lot of horsepower to push it. They'll probably get upset with me saying it, but the boat has never gone as fast since we sold it. We can make the new boat go that fast and kind of stroke it.

Have you reached that point where it is harder to get more out of your engines? Now, is it going to be a further perfecting of the hull?

No. I think we can get more horsepower, and the way to do that is the way the Allison guys are doing it—take the

load off the engine. It's just a question of going about things in the right manner. This year we haven't needed it but in the future we may.

If you were to go to turbocharging, would you go to an Allison?

If we were to, and right now we don't have any plans to, we'd turbo a Merlin because it would be economically unfeasible for us to turbo an Allison. We've got a lot of Merlins left. We know what we can do with them. We feel we can make them competitive. To sell them wouldn't make good business sense.

If you were given a free hand to design and build a new boat, what would you come up with?

About six months ago I had it pretty well formulated in my mind what I'd want to do. But after watching the new Jones boats, I'm not so sure. I think it would be somewhat along the lines of this boat. We'd make some structural changes because the honeycomb has worked out very well in some areas and in other areas it hasn't worked out well at all.

Who selects your drivers?

David and I. The number one criterion is what kind of job they do out on the racecourse. But no matter how good a job they do on the course, if he presents a bad image for the company we can't afford to hire him. We'll sit down and talk about potential drivers, who's available and who would do the best job for us.

You've often been critical of many drivers.

Well, one area where there is room for improvement is driving. I think there are too many drivers that are just seat-of-the-pants guys who don't relate worth a damn to the crew. They come in and say the boat is "yacking," or something like that. What the hell is a "yack"? Too many don't approach their driving in a professional manner. To me, if a driver isn't doing his thing on the course, he ought to be doing it on the beach—watching other drivers, mapping strategy, improving their skills. They feel that once they get the ride that all they need to do is jump in the boat and drive it. And that stinks. There's too many of those guys around.

George is pretty good about this, isn't he?

Yes. He thinks a lot about what's going on out there. Early in the season George had some troubles with the boat. He'll admit this. He was either going into the turn too fast, too slow, or in the wrong lane. We were able to help him by showing him video tape of what was going on. I don't know of anyone else who does this. When everything is right, I want him to go out there and drive the hell out of it. He thinks a lot about what's going on. What he's going to do.

Many camps seem totally, or at least borderline, disorganized and they never get the same combination twice while testing. Do you feel a lot of that going around?

Oh yes. Most of that stems from inexperience. I was the same way when I started boat racing, and I hope I'm not that way now. People just don't have the background to do the things they need to do—and I don't know where they can

get it readily. We try to come up with accurate data on what we've done in the past, and why, so that we can judge for the future.

What about the sport itself?

We need to work harder to put on a good show. I can remember, a ways back, thinking this sport had about a year and a half to go because there were only six or eight boats, but God, about three races this year we've had 15 boats. That's not bad. I don't know if we can handle any more. We need more competitive boats, but I think that'll come. Next year I look for probably seven competitive boats, whereas this year there's been basically four, off and on.

How many races a year is too many?

I think that 10 races is plenty. I'd like to see 10 races with a little more prize money. And be more selective about the places to run. I don't think driving across country is a big deal. It's a little hard on the crews, but we can bear it. The most important thing is to get quality race sites. Detroit has had boat races for years and years and years, but I still think it is a crappy place to race. I don't care what they say about Sand Point, there's no way Sand Point can even come close to Detroit. On a good day Detroit is horrible.

What about the people that run the sport?

I'd like to see improvement made as far as technical and safety committees go. I don't feel that the people in those areas are qualified from a practical point of view—to do the job they are doing. I think the sport has made a good move in hiring professionals to promote the sport. I would like to see them work harder at promoting the race sites. Not just getting a site, but helping people at the race to put it on. Muncy did an excellent job at San Diego—at least I assume he had a lot to do with it. And Gene Whipp did a bitching job at Dayton. We need more of that. I think we also need better press relations.

Maybe we'll see a change soon?

I doubt it. The owners are a pretty

tough group. All those guys, Lee and Bernie, and David. It would be pretty hard for anybody to tell those three, hey, this is the way it is going to be. Period! I don't know if there's anybody who can do that. Personally, I would like to see the format so that the winner of the final heat was the winner of the race. That's easy for the fans to understand. I don't know of a single type of race that isn't that way.

Yet the Fan Plan, the way it worked this year, has been less than ideal.

Right. But I think you'll find that the top running boats, no matter who they are, go out to win. Perhaps the answer is an elapsed-time thing? Look at what some of the other sports are doing. And make the qualifying mean something. That used to be a big deal. Now it's nothing.

What about next year? What about your future?

As far as I can see I'll be working for *Pay 'N Pak* for a good long time. They're good people to work for. I don't anticipate any changes. If we do build another hull, it isn't going to be an over-the-winter project because I want ample time to test.

What motivates you? What makes Jim Lucero tick?

I dig boat racing. I like to compete. I think this is one reason David and I get along so well—because he loves to compete. The whole company is like that. I like the people, too. I've found that I can compete well and satisfy my desire. On the other hand, the way I look at it, I'm earning my living doing this stuff and if I come up with something that gives our operation an advantage, there's no way I'm going to let it leak out. That's not the name of the game. The name of the game is for *Pay 'N Pak* to win—not *Budweiser* or somebody else. ❖

The vintage hydros roar.

BY CHRIS TRACY

deal weather greeted the four vintage unlimited hydroplanes that tested on Lake Washington in Seattle on May 16. The Hydroplane and Raceboat Museum brought three of its boats: *Notre Dame*, *Squire Shop*, and the *Miss Wahoo* replica. But the buzz around the pits was about the christening and launch of the newly rebuilt *Harrah's Tahoe Miss*.

The day started with a small bumper-car incident. After crew chief Jeff Richards drove some slow laps in *Notre Dame*, he returned to the pits and bumped into the bow of the *Miss Wahoo*, which was sitting in the water at the dock. No damage to the *Notre Dame*, but there were minor cosmetic dings to the *Miss Wahoo*.

Next on the water was *Harrah's Tahoe Miss*. The boat originally raced in 1964 and many years later eventually wound up in the Dave Bartush collection. Steve Hayden purchased the hull and it has been meticulously restored under the leadership of Mike Hanson. No detail

was overlooked. Even the boat trailer features white-walled tires, like in days when Bill Harrah campaigned the boat. Dixon Smith piloted the boat for a few slowish laps in a shake-down run and returned to the pits.

There was a break in the water action as a driver meeting was called. The

decision was made to take the drivers out on a boat and go through the course, so all knew where the buoys and course markers were located. When the course reopened, *Miss Wahoo* went out and ran much faster laps than the previous two boats did earlier in the day; Jere Heiser drove.



The featured attraction at the event was the launching and test runs of the newly restored *Harrah's Tahoe Miss* with Dixon Smith driving.

Photos by Craig Fjarlie



John Watkins then took *The Squire Shop* out and ran laps at similar speeds to the *Miss Wahoo*, but it was clear that something was not right. The engine appeared to surge, at times.

The *Notre Dame* and *Miss Wahoo* went out several more times, often taking a rider with the driver. *Notre Dame* owner John O'Brien took a turn at driving his boat. Both boats ran strong laps. The *Notre Dame* had been plagued with water leaks and the crew was eager to test to see if the over-the-winter work had solved the water issues.

Harrah's Tahoe Miss went out several times, testing three props and often running strong laps. *The Squire Shop* had engine gremlins. The crew attempted a trailer fire, but the engine would not turn over. The boat was lowered into the water near the end of testing, but failed to start.

A crowd of several hundred turned out for testing and all appeared anxious to see the vintage boats run exhibitions this season. ❖



The Hydroplane and Raceboat Museum put three of their boats on Lake Washington for shakedown runs and to provide rides for various donors. **TOP:** *Miss Wahoo*. **MIDDLE:** *The Squire Shop*, which was launched last year after several years of restoration. **ABOVE:** the 1962 *Notre Dame*.

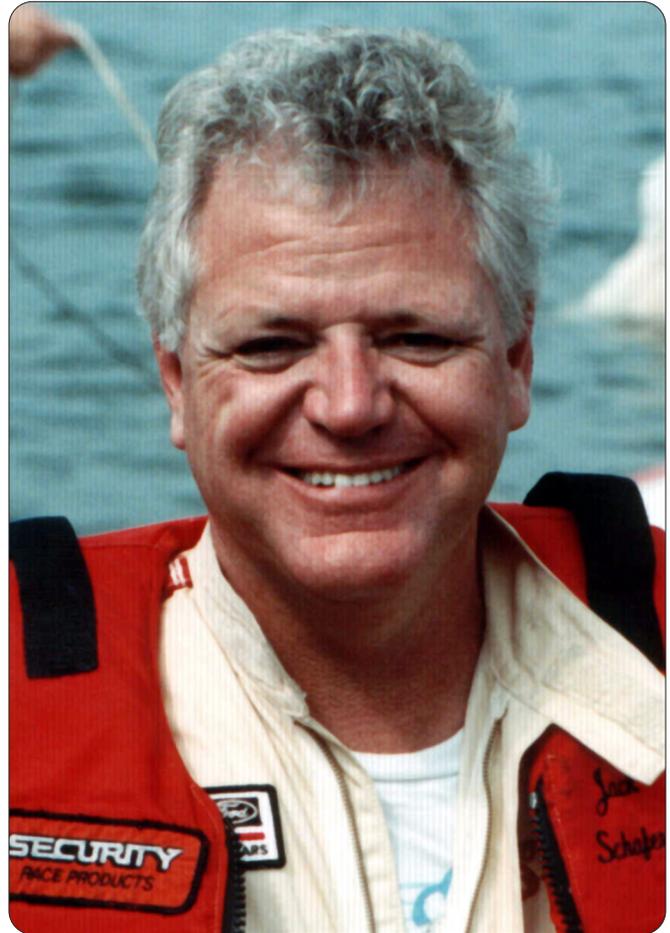
We remember Jack Schafer, Jr.

We are sad to report the passing on May 4 of Unlimited driver Jack Schafer, Jr., in Wenatchee, Washington, at the age of 78 years. Schafer came into the sport naturally. His father, Jack Schafer, was a long-time participant in the sport with a string of eight *Such Crust* hydroplanes that promoted his Detroit-area bakery business from 1948 to 1967.

Jack Schafer, Jr. got his first Unlimited ride in 1975 behind the wheel of Bob Patterson's *Miss Van's P-X*, which he drove for four seasons. He then spent time in a former *Miss Budweiser* when it was named *Myrna Kay* in 1979, drove the auto-powered *Miss O'Neil & Knudsen* in 1980, and eventually found his way back into that old *Budweiser* hull. Driving it at the Tri-Cities in 1983 with the name *American Speedy Printing* on its deck (pictured below), he won the Columbia Cup—his first and only Unlimited victory

The remainder of his career was spent with driving assignments that took him back and forth between four different hulls. He saw action in Chuck Hickling's *Tempus*, drove for Ed Cooper in boats such as *Miss Freedom Festival* and *U-15*, and handled the former Griffon-powered *Budweiser* when it was owned by Jerry Kenney in the late 1980s and ran as *Frank Kenney* and *Pietro's Pizza*. He drove it again as *Miss Northwest* in 1989 then drove for Brian Keough in a boat that had several names, including *Miss Wellness Plan*. His last ride was in 1993.

In addition to his one victory, Schafer placed second four times during his career and finished third six times. ❖



Hydroplane and Raceboat Museum



K. Nugent

HYDROFILE

Race Team News by Lon Erickson



Go3 Racing

The Griggs presents Miss Ace Hardware is looking forward to racing again at the Gunter'sville Lake Hydrofest. The boat is getting last-minute preparations done in the shop and prepped for the 2023 season.



Go3 Racing

Bucket List Racing

Both Bucket List hulls, the U-40 Bucket List and the U-440 Boitano Homes, are painted, graphics applied, and ready. Drivers Dustin Echols and Brent Hall have been getting their cockpits laid out and set up for the testing in the Tri-Cities.



Strong Racing

The photo below shows Bill Cahill (left), owner of Beacon Plumbing, and team owner Darrell Strong at the sponsor kick-off celebration held recently in the team shop. The rebuilt U-9 Beacon Plumbing is behind them. The U-8 Beacon Electric hull is on its trailer and is ready for testing in the Tri-Cities.



Strong Racing



Bucket List Racing

Wiggins Racing

A major milestone was reached recently as the left center section deck was permanently installed. The U-27's remaining deck sections will go down over the next couple of days at the Alabama shop of Wiggins Racing.



Wiggins Racing

Water Follies Spring Testing

The spring testing session at the Tri-Cities on Friday, June 2 is anticipated to be a full day of hydro testing. Things do change, as every year has shown, but we expect to see the U-1, U-91, U-8, U-9, U-11, U-21, U-40, and U-440 teams. Several teams have major rebuilds or updates to be tested, drivers in different boats, and new drivers to be certified and qualified to run in the Unlimited class. In addition, Water Follies officials tell us that possibly a vintage and Grand Prix hydro will be part of testing. Below, the volunteers help set up the course buoys for last year's test on the Columbia River.



Lon Erickson

Schumacher Racing

The U-37 Schumacher hull and equipment was recently announced as being on the market again for sale. Contact hamptonyachtgroup.com for more information.



Lon Erickson

COMMENTS FROM H1

Jan Shaw, Director of Operations



The 2023 season is finally here. The opportunity for the race teams to test their boats is now only a few days away and the year's first race will come in about three weeks. It promises to be an exciting campaign with several new changes among the competitors.

The race circuit will be the same as last year. We get underway on Friday, June 2 with testing on the Columbia River at Tri-Cities, Washington, then we will get the H1 Unlimited Racing Series underway at Guntersville, Alabama, where the teams will compete in Hydrofest from June 23 to 25. Look for a racecourse with wider turns.

A week later the fleet will gather on the banks of the Ohio River for the Madison Regatta in Madison, Indiana, then they will head west to the Columbia Cup in the Tri-Cities on July 28 to 30. The weekend after that will be the return of the APBA Gold Cup to Lake Washington. It will be the first time the oldest trophy in American motorsports will

be held in Seattle since 1985. The season will wrap-up with the San Diego Bayfair event on September 15 to 17.

Most of the boats competing in those races will feature something different, whether it's a new sponsor or a new driver. The defending national champion U-1 *Miss HomeStreet*, for example, will have rookie Dylan Runne in the cockpit. He comes to the Unlimited class with an impressive career in limited racing.

That boat's teammate in the Miss Madison Racing Team, the U-91 *Miss Goodman Real Estate*, also will have a new driver in Andrew Tate, a former national champion and one of the sport's most talented competitors. His boat, one of the most successful in the sport's history, will also feature some changes this year.

While the drivers in the Strong Racing Team will be the same as last year, both boats will have new identities under the umbrella of a single sponsor. The U-8 will again be driven by J. Michael Kelly and will be red with the name *Bea-*

con Electric on its

deck. The U-9 will return with Corey Peabody back in the cockpit after his devastating crash last season and will be white and named *Beacon Plumbing*.

Kelly and Sharon Stocklin will also campaign two boats. The U-40 will be back with Dustin Echols behind the wheel and the U-440 will enter the Pacific Northwest races with the name *Boitano Homes* and with rookie Brent Hall driving. Scott and Shannon Raney also will return with Jamie Nilsen driving the U-11, but with the boat carrying the name *Legend Yacht Transport* for most of the season.

We also expect to see the Allison-powered U-3 *Griggs presents Miss Ace Hardware* at Guntersville and the Tri-Cities, at least, and we hope that both Greg O'Farrell and Charley Wiggins will be able to get their boats out of the shop and onto the water at some point this summer.

So, it's time! Let's go racing! ❖

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Letters are welcome, but may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS

2 p.m. on Sunday, June 11, 2023

Mercer Island Public Library, 4400 88th Avenue SE, Mercer Island, WA 98040