



Replacement Hulls & Leased Hulls

by Jim Sharkey

With Matt Gregory's U-88 team leasing Greg O'Farrell's U-21 hull for the Doha races, I tried remembering the other occurrences where teams leased hulls from other teams.

There are several occurrences where a team used two different hulls during the season to keep the team going. These were replacement hulls to replace boats that had been destroyed. Prior to 1967, if a team ran two hulls with the same name they would be listed individually on the National High Points Standings. An example is in 1963



when the U-75 *Miss Exide* (1) (#6375) was destroyed in Coeur D'Alene; the team bought the old U-77 *Miss Wahoo* (#5677) as a replacement hull. They tried to add the points of their two boats together but were stopped from doing so by a ruling from APBA.

In the standings it shows the Exide team placed third and twelfth overall. If these scores had been combined, they would have scored second in the final standings. Above left, the new U-75 *Miss Exide*'s first launch at Seattle. ~ Tony Bugeja Collection - At right, the U-75 *Miss Exide* (2) at Madison. ~ H&RM Collection photo



H&RM Collection photo

The Budweiser and Smirnoff teams had both tried to get this rule changed, as they each ran two boats because of

The new U-12 *Miss Budweiser* (4) being launched at Lake Coeur D'Alene.

early-season crashes. Little ran the former U-7 *Notre Dame* (4) and the Schoenith's replaced theirs with the U-44 *Gale's Roostertail*. The petition was denied in 1966 with the stipulation that it would be permissible the following year.

Not everybody was happy with the rule change in 1967. John Owen of the erstwhile *Post-Intelligencer* wrote an editorial called, "Be serious, Gentlemen!" protesting the whole business. He compared it to Willie Mays being injured while on his way to a batting title. So he gave his name and average to a rookie. The rookie got a few hits and won the batting title as Willie Mays.



The former U-44 *Gale's Roostertail* at Detroit, is now the second U-80 *Smirnoff*, seen racing on Lake Washington. ~ H&RM Collection photo

H&RM Collection



After 1967 there were several teams that used two hulls during the season to keep the National High Points Standings alive. The earliest example of this was the Budweiser team in 1967 (#6612 & #6207). The U-12 *Miss Budweiser* (4), above left seen at Tampa, is hardly worth mentioning except for history. It was destroyed in the Suncoast Cup. The U-12 *Miss Budweiser* (5) is above right. ~ both photos from Sandy Ross Collection

H&RM Collection



The other example is U-32 *Hallmark Homes* in 1971 (#6740 and #7132, which was built in about a month. Above left is the first *Hallmark Homes* testing at Seattle well before the 1971 season began. ~ H&RM Collection photo - At right is the second *Hallmark Homes* getting ready to be towed at Seattle's Seafair. ~ Jeff Mathison photo



In 1969, the Pay 'N Pak team ran two boats: the outrigger (what a sad flop that was) in the first six races and the new conventional (future *Li'l Buzzard*) in the final event. [The *UU* stats scored the hulls separately. Officially the totals might have been combined.] ~ Above left is the U-25 *Pride of Pay 'N Pak* (1) outrigger at Tri-Cities. At right is the U-25 *Pride of Pay 'N Pak* (2) in the pits at Detroit. ~ both H&RM Collection photos



The Atlas team had wrecked their primary hull (#7171) before the 1974 season. They ran #6880 as the U-71 *Atlas Van Lines* (6) for three races. The primary returned and finished the season. The #6880 ran as the U-44 *Atlas Van Lines II* (2) at Detroit then as *Pizza Pete* and *Gale's Roostertail*. Above left, *Atlas Van Lines* (7), at right *Pizza Pete* at Tri-Cities. ~ both H&RM Collection photos

In 1976 a first happened in unlimited hydroplane racing. One team leased out a hull for a couple of races. In 1976, both the Olympia Beer and Miss Budweiser teams leased boats for two or three races while their primary hulls were repaired. The Olympia team leased the U-7 (#7571) for two races after Billy Schumacher wrecked #7474 at Detroit's Gold Cup. Bottom left is the repaired U-74 *Olympia Beer* at Tri-Cities. At right is the former U-7 as the U-74 *Olympia Beer* (2). ~ both H&RM Collection photos



The other camp in 1976 was the Budweiser team who leased the U-96 (#7495) hull for three races after the U-12 *Miss Budweiser* (8) was damaged at Washington, D. C. and Detroit. Below left is the U-12 *Miss Budweiser* (8) testing at Seattle. ~ H&RM Collection photo - Below right is the former U-95 *Sunny Jim* as U-12 *Miss Budweiser* (9) ~ Mickey Kress photo



In 1977 the Natural Light team leased the same hull (#7571) that the Olympia Beer team had leased the year before for two races after Bill Sterett Sr. ran *Natural Light* (1) up a bank at Owensboro's Governor's Cup. Above left is the first *Natural Light*. ~ Jim Dunn photo - Above right is the U-7 before changing to the second U-13 *Natural Light* at Owensboro (Budweiser emblem is on bow). ~ H&RM Collection photo



In 1979 Bernie Little raced the former U-15 *My Gypsy* for two races until his new Griffon powered U-12 *Miss Budweiser* (11) was completed. Above left, a white number 2 covers the 5. ~ Sandy Ross Collection photo - At right is the new boat and Dean Chenoweth after a test run on Lake Washington. ~ H&RM Collection photo

During and after 1979 several teams used two or more of their own boats during the year to score points for the National Championship. From this point on, I am going to concentrate on boats that were leased. I will say that in 1997 Fred Leland used four different hulls to carry the U-1 title during that season. It was not uncommon for Bernie Little or Fred Leland to have two hulls in the pits, both qualified for race day (in 1992 Steve Woomer also had two). On race morning they would have to pick which of the hulls they would race.

In 1980 after *Miss Budweiser* (12) flipped in Seattle, the Bud team pulled out their display hull (#7207) to run as a replacement. The boat qualified, but the team deemed the systems needed a major overhaul, so they leased Chuck Hickling's U-17 *Tempus* (#7817) for three races. At the San Diego race, the backup hull (former *Notre Dame*) was ready to run and finish out the season.



At right is the new Griffon powered U-12 *Miss Budweiser* (12) at Tri-Cities. Bottom left is the *Miss Budweiser* (13), the Budweiser display boat, after qualifying at Seattle. Below right is the U-17 *Tempus* running as *Miss Budweiser* (14) at Seattle. ~ H&RM Collection photos



In 1983 the U-6 *Miss Rich Plan* was damaged in Miami, and the team leased the step hydroplane (#8306), Lauterbach's U-4 *Something Else* as a replacement for the Romulus, N.Y. race. Bottom left is Madison's first *Miss Rich Plan*. ~ H&RM Collection photo-After it was repaired it ran as *Frank Kenney Toyota/Volvo*. Bottom right is the second *Miss Rich Plan* bouncing at Romulus, N.Y. ~ Sandy Ross Collection photo





Steve Woomer ran the former *Pay 'n Pak* (#8025) in 1984 as the U-10 *Miss Tosti Asti* (3) at Madison and Detroit because the flagship (#8410) lost a propeller at Evansville suffering damage. Above left is the U-10 *Miss Tosti Asti* (2) at Seattle. ~ James Smith photo - At right is the U-10 *Tosti Asti* (3) at Detroit. ~ H&RM Collection photo



In 1988 the Miss Madison team raced three boats. The first *Holset/Miss Madison* (#7377), at right, had been replaced after Syracuse. ~ M & J Hooten photo. They leased Ed Cooper's new U-3 (#8803) for the last race of the season in Las Vegas after the by the primary hull (#8806) flipped in San Diego. The U-6 *Holset/Miss Madison* (2), above left at San Diego before flip. - Above right, their replacement, the U-3 seen at San Diego. ~ both H&RM Collection photos



Also in 1988, Richie Sutphen offered to rename his boat after the U-12 *Miss Budweiser* flipped at Evansville in the third heat. Little accepted the generous offer and decals were quickly applied and it ran as the U-66 *Sutphen Spirit/Miss Budweiser*. It finished second behind *Circus Circus*. At left, Mike Hanson and the U-66 *Sutphen Spirit/Miss Budweiser* flying. ~ David Lee photo



The strangest lease was in 1992. At that time, to be eligible to run in the Gold Cup, a team had to at least try and qualify for a prior race. With the Gold Cup the second race of the season, the Keogh & Kerwin U-9 team didn't want to truck all their equipment down to Miami from Detroit, so they leased the Cooper's U-3 (#8803) for a the Florida event. I have a picture somewhere of some duct tape covering the U-3, making it into a U-9. The driver got in and attempted to start the boat for a qualifying run. They couldn't start the boat, so it went down as an official attempt to qualify a boat as the U-9, thus being eligible to run in the Gold Cup. Above left the Cooper's U-3 *Miss DOC*. (2) ~ HARM Collection photo - Above right U-9 *Miss Wellness Plan* (#8809). ~ F. Pierce Williams photo



In 1993, Fred Leland ran his #9299 hull as the U-8 *Tide/American Spirit* at Kansas City after the U-8 *The Tide* had flipped race day morning and was withdrawn from the race. This would fulfill the commitment for the sponsor that a boat raced in every race with its name on it. Above left, Bill Wurster's U-8 *Tide* testing in May. ~ Karl Pearson photo - At right, Fred Leland's #9299 U-100 *American Spirit* at Seattle. ~ H&RM Collection photo



In 1998, Lori and Mike Jones' U-9 team leased Fred Leland's *Miss Crazy Tomato* (#9701), for the San Diego race. Above left is the Jones' U-9 *Graham Trucking* at Seattle. At right in the U-9 *Miss Vons* docked at San Diego. ~ both Karl Pearson photos

In 1989 the Circus Circus team campaigned two boats. The primary hull, *Miss Circus Circus* (4) #8700, was wrecked Syracuse, New York and replaced with #8401, *Miss Circus Circus* (5) for the races in Washington State. At right is the U-31 *Miss Circus Circus* (4) racing at San Diego. Hanauer blew a hot-end in final costing them the National Championship ~ Leonard Dodd photo



On right is the U-31 *Miss Circus Circus* (5), the team's backup boat, returning after a run on Lake Washington for the Seattle Seafair Rainier Cup, Chip Hanauer and the "School Bus" won the race. This boat also ran as the U-00 *Miller High Life* in 1988. ~ Rick Sullivan photo



In 1990 the Circus Circus team again ran two boats, their flagship hull (#8700), and the new three wing hull (#9031). The flagship did all the racing though. The three wing only tried to qualify at Milwaukee, San Diego, and Las Vegas. Bottom left is the U-31 *Miss Circus Circus* (4) returning after a run at Detroit. ~ Jim Vota photo - At bottom right is the U-31 *Miss Circus Circus* (6) and Dave Villwock on a test run at Seattle. ~ Bob Greenhow photo



Dr. Ken Muscatel started the 2002 season racing #9031. After breaking the *Silver Dollar Casino* in half in the final at Tri-Cities, he leased Fred Leland's #9610 for the Seattle race. Then he leased Kim Gregory's #8700 hull (2001 *EMCOR II*) for the San Diego race. On right is the U-25 *Silver Dollar Casino* at Tri-Cities before the final. ~Chris Denslow photo- Bottom left is the U-25 *Fairweather Masonary* (Muscatella) at Seattle. ~Michael Prophet photo - Bottom right U-25 *Mr. Home Loans* at San Diego. ~Craig Fjarlie photo



During the 2009 Evansville race the Ellstrom's U-16 team leased Nate Brown's U-17 for the remainder of the race. Below left is the U-16 Ellstrom at Evansville before the flip. ~Chris Denslow photo - Below right is the U-17 running as the U-16 at Evansville. ~ Ron Harsin photo



In 2010 Schumacher's U-37 team leased Fred Leland's #0010 hull after their boat was destroyed during the Detroit Gold Cup. Below left is the U-37 *Peter's & May* #9401 at Madison. Below right is the replacement *Peter's & May* on the Columbia River. ~ both Karl Pearson photos





In 2011 the U-6 *Oh Boy Oberto* flipped at Madison. After the race the team leased the #9210 hull from Lori and Mike Jones for the Detroit Gold Cup, while the primary hull (#0706) was being repaired. Above left the U-6 *Oh Boy! Oberto* at Madison before the flip in the final. - At right is the replacement U-1 *Oh Boy! Oberto* at Detroit. ~ both Karl Pearson photos



Above left is the 88 *Degree Men* racing at San Diego in 2012. After the Bayfair Muncey Cup Matt Gregory sent the *Degree Men* hull (#9501) back to the Budweiser shop in Tukwila for repairs. He then talked to Greg O'Farrell about leasing the U-21 *Albert Lee Appliance* for the next race in Doha. ~ Karl Pearson photo - The 88 *Snoqualmie Casino* running in Qatar ~ Chris Denslow photo



In the final race of the 2012 season in Doha, the 1 *Qatar* caught fire and was severely damaged. The Ellstrom team decided to not repair the hull and leased Nate Brown's U-17 *Red Dot* for the first race of 2013, at Doha, Qatar. At left is the 1 *Qatar* before the the fire. At right the 95 *Spirit of Qatar* in first race of 2013 season. - both photos from Chris Denslow



In the first race of the 2013 season at Qatar things didn't go well for the U-11 *Peter's & May* (2). It was seriously damaged. Above left is before crash and the wrecked hull after the race. Scott Raney and the team shocked everyone when he purchased the first U-37 *Peter's & May* hull (#9401). That boat was totaled and thought unrepairable after crashing in 2010 at Detroit. Photo at top right shows it just before plowing into the retaining wall. Below that is what it looked like after. The former T4 was repaired and made the second race of the season at Sacramento, as seen at right. ~ Chris Denslow photos



After the 2013 Qatar race Stacy Briseno decided to replace the U-100 #9899 hull, at left, with Leland's newest hull, #0010 for the rest of the 2013 season, above right. It has been a display boat for Degree for Men the last couple years and last raced in 2010 as the U-37 *Peters & May* (3) in Doha, Qatar. ~ Karl Pearson photos

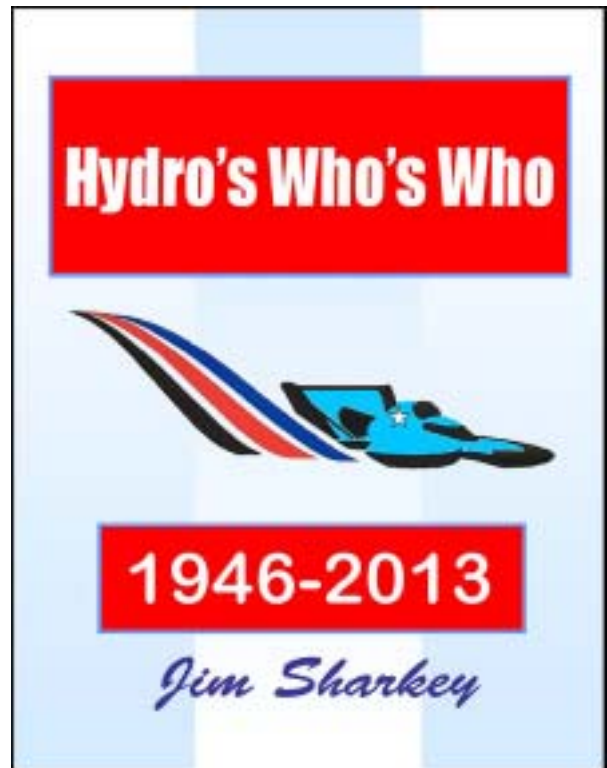


Stacy Briseno's plan's for the #0010 almost came to an end in Detroit when Ryan Mallow did a 360 degree flip. They did for sure at Tri-Cities after new pilot Kelly Stocklin flipped the boat and severely damaged the hull. The Leland team then brought out the #9899 that raced in Qatar once again. It was repainted and finished out the season. Repainted hull on tilt at San Diego. ~ both Karl Pearson photos

With Greg O'Farrell's U-21 racing as the Gregory's U-88 in Doha, Nate Brown's U-17 racing at the 95 in Qatar, and Stacy Briseno changing boats twice in 2013, it just goes to show that there is precedence for a leased replacement or backup hulls to score points for the primary team. I have tried giving some examples of previous occurrences. I hope I didn't leave any of them out. It is hard to remember just who owned what boats at different points in time. -- Good Racing

Hydro's Who's Who, by Jim Sharkey

The author of this article, "Replacement Hulls & Leased Hulls" is Jim Sharkey. Jim is one of our contributing writers to the *Unlimited NewsJournal*, he serves as an H1 Unlimited Official on the west coast, and a lifelong hydro enthusiast. He is also a hydro historian and the author of the book "Hydro's Who's Who by Jim Sharkey", commonly known as "the bible" of reference tools for unlimited hydroplane enthusiasts everywhere. Much of the reference information in this story can be found in his "Hydro's Who's Who" books. The latest updated version of the Who's Who book is now available through the Hydroplane and Raceboat Museum store and online through their website. The book covers 1946 through the 2013 season and contains chapters dedicated to 1) Hull name, U number, date built, years raced, different names a hull raced under, and current hull status, if known. 2) Hull roster ID numbering system used by the pros, the media, fans, and R/C clubs. 3) Drivers, when they competed, boats driven, and years active. 4) Recap of the races, the dates, locations, and final results from 1946-2013. "Sharkey" generously donates the proceeds of the sale of this book to H.A.R.M.



1. Graham Trucking/PPE

The Formulaboats.com U-1 display hull (#9299) has been out on the Boat Show Circuit, seen here at the Fort Wayne show.



Looking ahead to the 2014 season, both the current race hull (#0001), backup hull (#9712), and equipment are being prepped to be race ready, with the possibility the backup boat could appear at several sites on the schedule. The U-1 Racing team



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has an updated website to follow them in 2014, at www.u1racing.com. Display hull and logo photos from U-5 Facebook page.

6. Oh Boy! Oberto/Miss Madison



Off season hull maintenance and cockpit updates are being done on the race boat. ~ MCR photo

There's been no official announcement from



the team, as of February, about who will be filling the seat of the cockpit in the U-6 *Oh Boy! Oberto*. The primary sponsor Oberto, has made some changes to their marketing program and branding, expect some of those changes to be reflected in a new color scheme on the U-6 in 2014. New Oberto logo design above left.

11. Peters & May/URG

Building depth of parts and learning from the 2013 season is the word coming out of the URG team this off season. Seen here is a new carbon fiber

wing for the U-11 Peters & May and a photo from the shop with **Aaron Salmon** working on the backup hull, with the primary race boat in the background getting attention to the bottom of the hull. On previous page a crewman working on #0925 with the #9401 upside down under the A-frame in background ~ URG Facebook photos



14. Centurion Racing

The team has returned the hull (#8700) leased from **Dave Bartush** for the 2013 season to Detroit and Mr. Bartush. The team is now working on a plan for a different hull to run in 2014, several options are being considered.

Since the U-13 hull has been returned to Detroit, there has been no information coming from inquiries to the U-13 team about running in 2014.



17. Our Gang Racing

Off season work continues at the Our Gang Racing shop. Seen here is the team working on the transom and engine bay of the stripped down former U-95 *Qatar* hull. ~ Our Gang Racing Facebook page photos above

21. Go Fast Turn Left Racing

The latest information on the 21 team is they will just be competing in races in Washington state, possibly only Seafair at this point. Team drivers **Brian Perkins** and **Jamie Nilsen** were recently honored as 2013 National Champions in the E-82 *Snoqualmie Casino* 5 Liter hydro.



22. Webster Racing

New crew chief **Dave Lemon** recently left the northwest to spend some time working with the Webster team on the U-22 back in Pennsylvania. We should be getting some updates in the coming weeks from the 22 team.

37. Schumacher Racing

New 37 driver **Scott Liddycoat** has been keeping his driving skills sharpened this winter in another motorsport, he's been all over the country driving the "Dragons Breath" (in photo at right) in MonsterJam Truck events.



57. Evans Racing

Mark Evans recently announced they would not be racing in 2014 and the 57 hull (#9010) and equipment is up for sale. He does have plans to run his converted "4-seater" (hull #9698) at all the H1 races with new outboard power for exhibition rides. Mark also is continuing to pursue projects that include automotive power and a new mold process for building hydroplanes. On left is Mark Evans giving rides in the 4-seater at Lake Sammamish in 2009. ~ Karl Pearson photo -- At right the yellow #9701 "Dustbuster/Casper" on loan to **Murdo Cameron**. Evans is working with Murdo Cameron and the North Idaho College (NIC) Aerospace program to use it for developing the hydro mold building program. Against the wall is another former Leland hull, the auto powered #9810 which last raced as *Miss Thriftway* in 2005. We were told they are using the specifications from both the #9701 & #9810 to create the new molds.



96. Qatar/Ellstrom Racing

Work continues on the new Ellstrom Racing hull, the decking and framework is next. **Erick Ellstrom** reports "*many of the advancements in the new boat will not be obvious to the naked eye and the profile on the water will probably be quite conventional.*" There will be advancements made with new on board computer technology and discussion has been made about a redesigned cowling to test some new concepts..Above is the new 96 hull under construction and the supervision of Ron Jones Jr. ~ Ellstrom Facebook photos

100.Leland Unlimited

Recent conversation with owner **Stacy Briseno** has revealed some changes coming in the team and its crew, along with some decisions on which hull they will be running in 2014. New team manager **Kevin Peterson** has been developing their plans for the season, along with work on the turbine program. We will bring you updates soon. At right is the damaged #0010 and #9899 hulls at the Leland shop in Kirkland. ~ Eric Petring photo



[As a note, the Fred Leland camp now has only three unlimiteds left in stock. Missing above is #9701 hull. Gone are the #9299 and #9399 (“Lucky”), display hulls for Ted Porter; #9610 owned now by Greg O’Farrell; #9698, which is now Mark Evans 4-seater; #9810, former U-60 *Miss Thriftway*, another one now owned by Evans. This hull was willed to **Tim Shattuck**, then went to the Spirit of Kitsap group. They then advertised it on Craigslist where **Mark Evans** bought it this past fall/ winter.-Ed]

At the recent R.O.T.T. Winter Pizza party, 2013 National Champion **Jimmy Shane** was the guest at the event, along with his wife Bianca and son Colton.

Jimmy shared with the group his upbringing around the sport of hydros, his history of driving, and answered many questions from the R.O.T.T. members. Of course, the big question he was asked a few times is where he will be driving in 2014? He did not have a specific answer but did offer up that it was narrowed down to two teams, and “*The answer should appear obvious.*” However, he did say the official announcement would come first from the team and not from him. The timing of that announcement is up to the team. Jimmy Shane and son Colton. Behind them looking on is Ben Keller, UNJ member. ~ Lon Erickson photo



The 2013 H1 Unlimited Awards Banquet and Annual Meeting will take place March 14/15th. The annual meeting will be at Issaquah Hilton Garden Inn on the 14th and the Awards Banquet will be at the Snoqualmie Casino (above photo) in North Bend, WA. on Saturday evening March 15th. The UNLIMITED NewsJournal staff will be attending the awards banquet and will bring you all the news.

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