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UNLIMITED NEWSJOURNAL

A Chronicle of Speed

SUPERFAN ISSUE:

It's fun to live your collection.

Many of our readers have huge collections of hydroplane pins, glasses, driver uniforms, art, pieces of boats, and any number of other mementos of this sport. Among them are Sue and John Boone, longtime hydro fans and Seattle race volunteers. During all the years of attending races and events, they have collected memorabilia that they display in their family room. Chris Tracy talked with them about hydroplanes and their collection at their home.

Sue Boone is the same age as Seafair and has attended every single Seattle Seafair race, albeit the first few in a bassinet. She grew up in West Seattle and remembers that they could hear the hydroplane piston engines when unlimited boats went out on Lake Washington. And, when she heard the engine noise, she'd run to the TV and turn on Channel 5, as that station would break into its



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scheduled programming to show a boat out on the lake trying to qualify.

Starting in the 1950s, she attended the Seattle races with her dad each year and she remembers seeing the *Slo-mo-shun V* flip. Attending the races with her dad became not only a tradition, but a special time for Sue and her dad. She recalls that she got her first hydro button at age 4, a Shanty button given to her by driver

Colonel Russ Schleeh.

At age 8, Sue would take the bus, all by herself, from West Seattle to downtown Seattle and transfer buses and go to south Seattle to watch the time trials. That's about the time she started collecting buttons. She'd get into the cold pits with a Seafair pin and then get buttons that teams gave away for free or tossed to fans in the cold pits.

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My \$0.02 Worth

Editorial Comment



Andy
Muntz

For those new to this sport, the “U” that is painted on every boat right in front of the boat number stands for “Unlimited.” Back in the olden days, it meant that there were no restrictions on the size of the engines used in the boats.

With no restrictions, the unlimited-class boats attracted a number of innovators who were willing to try some outlandish things. I recall Austin Snell, for example, who in 1962 tried to power his *Coral Reef* with a V-12 Daimler-Benz engine from a German Bf-109 Messerschmitt fighter plane. Problem was, the Germans mounted their engines on the planes in an inverted position, which meant it was actually upside down sitting in a hydroplane with the manifold on top, thus creating a challenge for the oil scavenge pumps.

Today’s boats aren’t really unlimited, even though they still have that “U” painted on them. For many years, the engines have been

pretty much limited to Lycoming T-55, L-7 gas turbines with tight restrictions on fuel flow and the amount of power that can be applied to them.

When the movement toward turbine engines became serious back in the mid-1980s, part of the reasoning for the change was that the World War II fighter plane engines being used at the time were getting too old. And, they had a good point. Those engines were designed in the early-30s, more than 50 years before.

Well, guess what? The Lycoming T-55 was designed in the mid-50s, almost 60 years ago. That’s why some people are beginning to think about what will come next.

Perhaps an answer is tucked away in the back pages of this issue, for there is an intriguing tidbit that may be a harbinger of an interesting year ahead.

Jay Leckrone and Denise Garl have apparently made arrange-

ments with Steve Morris Engines of Muskegon, Michigan, to use an engine that was developed for use in an exotic car to be built in Dubai and to be known as the Devel Sixteen.

This is no ordinary car. Rumors about it have been flying about the car industry ever since the project was revealed at the Dubai Motor Show in 2013. They talked about a car powered by a V-16 engine that would accelerate from 0 to 60 at an incredible 1.8 seconds and top out at 350 mph.

I’m not saying the 16-cylinder engine built for the Devel Sixteen will revolutionize our sport. Putting an engine in a race boat always creates many unique technical challenges. But, it is fun to see teams willing to try new things.

That, and the rotary engine contemplated by the U-8 team, might make 2017 an interesting year for watching the boats, and the engines.

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Letters may be edited for clarity and space.

Shane, HomeStreet take top honors at gala.

Jimmy Shane and the Miss HomeStreet Bank team took top honors of the night during the annual H1 Unlimited Champions Gala, held at the Marriott Waterfront Hotel in Seattle.

Shane took home his fourth straight Bill Muncey National High Point Championship driver trophy while the community-owned boat that he drove took the National Team High Point Championship for the third consecutive year. The team has taken the national crown in seven of the last nine years.

HomeStreet Bank was also named Sponsor of the Year while the U-1 team also received honors as Crew of the Year while Dan Hoover was named Crew Chief of the Year.

J. Michael Kelly and the U-5 Graham Trucking team were awarded second-place honors in both driver and team categories.

Andrew Tate, the driver of the U-9 race team owned by Mike and Lori Jones, was honored as the 2016 Rookie of the Year. Tate drove his boat to his first career victory by

winning the race in Seattle, the first rookie to win the race since Jim Ranger did it in 1966.

Two of H1 Unlimited's great friends were honored posthumously during the ceremonies. Niles Mayfield received the Vic Nelawake Award as the sport's top volunteer while Fred Farley received a Chairman's Award. Mayfield, the

long-time director of public and media relations for the Tri-Cities Water Follies, passed away in December while Farley, the long-time H1 historian, passed away in April.

The 2017 H1 season will begin with testing in the Tri-Cities on Friday, June 2 and in Guntersville, Alabama, on Saturday, June 17.

The award winners

Sponsor of the Year	HomeStreet Bank
Outstanding Contribution Award	Ted Grange
Montgomery Excellence in Media Award.....	
.....	Mark Brudenell, Detroit Free Press
Vic Nelaware Award	Niles Mayfield
Chairman's Award	Bruce Madej
Chairman's Award	Fred Farley
Chairman's Award	Ken Muscatel
Unsung Hero Award	H1 Rescue Team
Rookie of the Year	Andrew Tate
Official of the Year	Justin Weymouth
Race Site of the Year.....	Tri-Cities Water Follies
Crew Chief of the Year.....	Dan Hoover
Owner of the Year	Scott and Shannon Raney
Crew of the Year	U-1 Miss HomeStreet Bank
Third Place Driver/Team	Andrew Tate/U-9 Racing
Second Place Driver/Team.....	J. Michael Kelly/U-5 Graham Trucking
First Place Driver/Team	Jimmy Shane/U-1 Miss HomeStreet Bank



Chris Denslow

Jimmy Shane (Left) and Mark Mason, CEO of HomeStreet Bank, hold the prestigious Martini & Rossi Trophy, which is presented to the national champion each year.

APBA commissioner overturns the results of Tri-Cities race.

More than four months after the checkered flag was waved on the Columbia River in late July, National Commissioner Charles Strang of the American Power Boat Association made a decision that gave the race victory to Jimmy Shane and the U-1 *Miss HomeStreet Bank*, rather than to the apparent victor, J. Michael Kelly and the U-5 *Graham Trucking*.

The decision upheld an appeal that was filed by the HomeStreet team over a ruling that occurred during the final heat of last summer's event. Shane's boat collided with the U-16 *Oh Boy! Oberto* during a tight duel between the two boats.

A penalty for encroachment was first called on Jean Theoret in the U-16 and Shane went on to

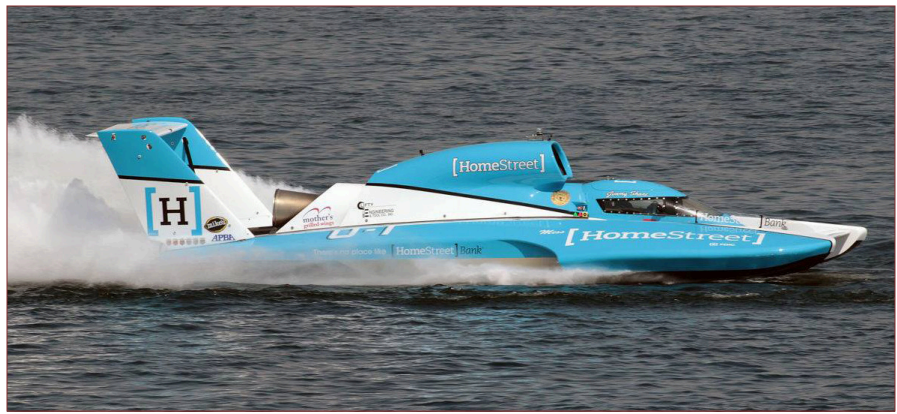
cross the finish line first as the apparent race winner. But, 90 minutes after the race, officials determined that Shane actually had been at fault and penalized the boat one lap, which dropped it to seventh place and gave the victory to Kelly and the *Graham Trucking*.

The HomeStreet team filed an appeal to the decision that included g-force data taken by the “black box” aboard the boat that measures several factors related to the boat’s performance, including the g-forces that occur when a boat turns and at what angle it is turning. According to Charlie Grooms, president of the Miss Madison race team that operates the *Miss HomeStreet Bank*, that data showed that Shane maintained his turning arc through the turn and that it was Theoret’s boat that deviated from its path.

That appeal was at first denied by H1 Unlimited officials, but the matter was then taken to the APBA national commissioner, who acts as the final arbiter on such matters. Strang, at age 95, is considered the supreme court of motorsports and is used by every major national motorsports federation, including NASCAR, to render similar final judgements.

Strang took the case, reviewed the data, watched video of the final heat, interviewed race officials, and concluded in early December that Shane did not encroach on the U-16. As a result, the penalty was removed and Shane was awarded the race victory.

While the ruling meant more points were earned by the U-1 team and fewer points were earned by others, the result did not alter the final national points standings. The revised final standings are shown in the chart on the facing page.



Chris Denstow

Jimmy Shane and the Miss HomeStreet Bank were declared the winners of last summer’s HAPO Columbia Cup at Tri-Cities after a lengthy appeal to the APBA.

Madison and Detroit race organizers discuss possible changes in race formats.

Race organizers in both Detroit and Madison, Indiana, are discussing ways to hold their events differently and less expensively, according to reports in the local newspapers of both cities. Dan Cole, the president of the Madison Regatta, is toying with a way to deliver more race action while Mark Weber, president of Detroit Riverfront Events, is considering holding two races during one weekend of action.

The Madison committee has proposed a two-day event that would feature a round robin series of two-lap duels between the top four boats. The action would be combined with races by Grand Prix West boats and would last no longer than five hours each day, says Cole.

“What we’re trying to do is put on a better race for the fans because I would rather see four boats racing hard than eight going around in parade laps, saving equipment,” he told a reporter for the *Madison Courier*. “We’re trying to reach a younger crowd and they want to see races, not parades.”

Cole admitted that his organization’s financial woes have forced them to look at doing something different. Six of the last seven Madison races have been hampered by rain and high water or by high temperatures.

In Detroit, race organizers recently learned that the UAW-GM Center for Human Resources has ended its two-year sponsorship of the event. Weber says at least three companies are interested in stepping forward to sponsor the race.

Meanwhile, the group planning the race is looking at splitting the weekend into two separate races instead of one race over two days. Sponsoring the primary event during the weekend would cost about \$150,000, according to a report in *Crain’s Detroit Business*, while the second event would be about \$100,000.

Weber told the publication that the reorganizing the race weekend stems from a revolution in the motorsports industry and the public’s tastes. “Going to an event that takes two days is kind of archaic,” he said.

2016 SEASON SUMMARY (REVISED)

Num	Boat	ID#	Driver	Madison 7/2-3	Tri-Cities 7/30-31	Seattle 8/6-7	Detroit 8/27-28	San Diego 9/17-18	Subtotal	Total Pts.
1.	U-1 Miss HomeStreet Bank	0706	Jimmy Shane	1st 1700	1st 1970	2nd 1349	2nd 2000	1st 1405	8,424	8,424
2.	U-5 Graham Trucking	9712 0001	J. Michael Kelly	2nd 1295	2nd 1860	5th 1156	1st 1695	3rd 1070	7,076	7,076
3.	U-9 Bello's Realtrac Performance Les Schwab Delta Research/Realtrac	9210	Andrew Tate	4th 943*	305	1st 1470	6th 1544	2nd 1600	5,862	5,862
4.	U-21 PayneWest Insurance Albert Lee Appliance Miss Al Deeby All Access Equipment	0721	Brian Perkins	3rd 1125	5th 1119	3rd 1027	4th 1354	6th 875	5,500	5,500
5.	U-7 Graham Trucking II	9010	Jeff Bernard	DNS	7th 811	4th 968	3rd 1269	5th 1092	4,140	4,140
6.	U-11 Peters & May	0925	Tom Thompson	5th 637	6th 1119	480	5th 1086	4th 593	3,915	3,915
7.	U-27 Dalton Industries	0717	Cal Phipps	1100	4th 1118	865	60	1160	3,143	3,143
U-3	Grigg's Ace Hardware Miss DiJulio	0203	Jimmy King					1983		
8.	U-16 Oh Boy! Oberito	1496	Jean Theoret	225	3rd 1594	621	30	430	2,215	2,215
9.	U-99.9 CARSTAR/Miss Rock	9899	Kevin Eacret		818	282	844		1,785	1,785
10.	U-57 Spirit of Detroit	9010	Corey Peabody						844	844
11.	U-18 Snuskitush	1218	Dustin Echols		DNQ				0	0

* 80 points earned by the boat were not awarded to the driver because he was not qualified.

Sport mourns the loss of Ron Jones, a leading designer and boat builder.

by Andy Muntz

One could say that designing and building hydroplanes was literally in his genes. Ron Jones, who passed away on January 19, was the son of famed designer Ted Jones, the man credited with developing the prop-riding hydroplanes that completely transformed the sport in the early 1950s.

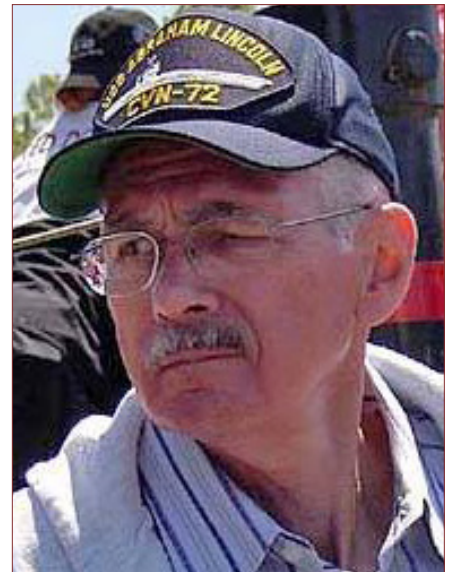
The younger Jones started his designing career at about that same time when still in high school. His first hydroplane was a small 48-cubic-inch class competitor that he sold for a few hundred bucks. That led to other limited boats and, by 1956, to a 7-liter craft named *Whizski*.

His first entry into the world of the unlimiteds came in 1958 when he built the *Miss Bardahl*, which was designed by his father. The

boat would win its first race that season and went on to win the 1958 national championship. Jones later helped the Bardahl team rebuild another of his father's boats, a craft that won three straight national titles and Gold Cups from 1963 to 1965.

His work for Bardahl was so successful that the team turned to him when it came time to create their next raceboat. And, for that task, Jones did something very innovative.

At this point in the history of the sport, all the unlimited hydroplanes were built with the cockpit behind the engine. But, Jones had figured out that putting the driver in the bow made much better sense. The boat would not only be more aerodynamic, shifting the weight of the engine farther aft would also help with its handling.



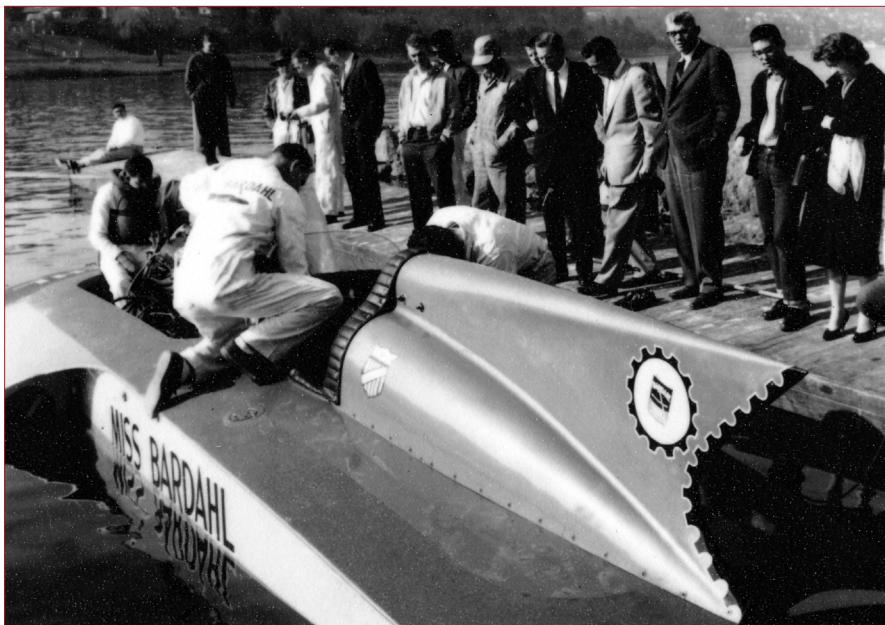
Hydroplane and Raceboat Museum

His father had tried the idea of a cabover when he built *Thriftyway, Too* in 1957, then Jones proved that the idea had merit with the success of a limited boat named *Tiger Too* that he had built in 1961.

The cabover *Miss Bardahl* was built in 1965, but didn't enter competition until 1966. Hopes were high for the boat, until tragedy struck only two races into the season. While racing on the Potomac River in Washington, D.C., the boat lost its propeller, leaped into the air, plunged nose-first into the river, and split in half, killing driver Ron Musson in the process.

Needless to say, drivers and owners weren't keen on the idea of cabover hulls after that accident. But, Jones was committed to the idea and built another when his next opportunity to build an unlimited came along in 1970.

The project was for Dave Heerensperger, a man who had previously campaigned boats



Eileen Crimmin

The first unlimited project for Ron Jones was the building of the *Miss Bardahl*, which was designed by his father. The boat is shown here during its launch in 1958.



Bob Carver

The first unlimited designed by Ron Jones was the ill-fated *Miss Bardahl*, which featured a cabover design and made its debut in 1966. The boat is shown here during a test run on Lake Washington. When racing in Washington, D.C., early in the 1966 season, the boat suddenly nosed into the water and broke in half, killing driver Ron Musson.

named *Miss Eagle Electric* and had most recently tried an innovative boat named *Pride of Pay 'n Pak* that looked a little like a South Seas war canoe, according to one reporter. Heerensperger was not afraid of innovation and, if anything, Jones was innovative, so the two formed a perfect match.

The boat that he produced featured several cutting-edge innovations for the time. It not only was a cabover, but also was powered by a pair of Chrysler Hemi automotive engines and featured a pickle-fork bow instead of the rounded bow that was typical at that time.

The concept never got much of a chance, however, as the engines simply weren't up to the task. They seemed to go lame regularly, were expensive to maintain, and caused the crew to spend so much effort just keeping them running that there was little time to address the handling issues that are always present in a new boat, especially one that is cutting-edge.

Led by crew chief Jim Lucero, the team eventually went back to the old tried and true. They installed a Rolls-Royce Merlin, put the cockpit behind the engine, and

created a boat that became a success for many seasons.

Heerensperger didn't give up on Jones, though. The next project was innovative in its own right.

Even before it appeared for the first time, the press releases about it said the boat would be "new and revolutionary."

The 1973 *Pay 'n Pak* was built with aerodynamic cowlings and a new stronger material called Hexcel, a sort of aluminum sandwich. Attracting most of the interest, though, was a horizontal wing set atop two vertical fins. The *Winged Wonder* would become one of the most successful hydroplanes in the sport's history.

The boat also spawned a revolution in hydroplane design. Pretty soon, every boat owner wanted one. Because of the success of the *Winged Wonder*, Ron Jones quickly became the busiest boat designer

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Hydroplane and Raceboat Museum



Hydroplane and Raceboat Museum

[Top] Ron Jones was always innovative. He designed another cabover in 1970, but this time powered the boat with twin Chrysler Hemi engines. The engines turned out to be the weak link in the project and boat wasn't really successful until it was later fitted with a Rolls-Royce Merlin and the cockpit was moved behind the engine. [Above] One of the most successful boats in history was the 1973 *Pay 'n Pak*, which featured several innovations, such as a horizontal wing and construction using honeycombed aluminum.

It's fun to live your collection.

Continued from page 1

At age 16, Sue was a Skipper Pin girl, selling Seafair Skipper Pins on the street in downtown Seattle, making 25 cents on each pin sold. She recalls making at least \$600 that summer. Later, Sue became a Seattle race pit tour guide, one of the first female tour guides. She still volunteers at Seafair, selling Seafair merchandise.

John Boone remembers in junior high taking the bus with his brother from the Ballard part of Seattle to time trials and races at Seattle's Seafair. At the races he met Bob Senior, who introduced him to button collecting. He helped Senior with the pit tour booth in about 1973 and recalls stuffing goodie bags for pit tours in the 1970s. Eventually John became chair of race logistics and later the fuel chairperson.

When Sue and John got married, they merged their button and memorabilia collections and their collection has continued to grow it over the decades. They have attended races at 10 different race venues

from Evansville, Indiana, to Honolulu, collecting all the time. Individually or together, they have attended all Tri-Cities races, except one.

Sue and John display the vast majority of their collection on the walls and ceiling of their family room. Sue and John exercise in the family room. Sue says, "I hate every second of exercise, but all the hydro memorabilia makes me happy. We are surrounded by our summers. It's fun to live your collection."

Some of their favorite pieces include an original art piece by Mike Fitzsimmons, two hydro T-shirt quilts by Suzanne Niedzwiecki, and ALL buttons and memorabilia about Chip Hanauer, Sue's absolutely favorite driver. She especially likes the inflatable hydro that Hanauer wrote on saying, "Sue, marry me! I love you! Chip Hanauer."

Sue likes to repeat a quote attributed to Chip Hanauer, "Seafair is like Christmas." The Boone's enjoy Christmas in their family room every single day.



Hydro Chic meets Atomic Mid-Century Modern: A tour of the Tracy's vacation cabin.

By Chris Tracy, with photos from Jayne Tracy

Over 30 years ago, Jayne and I bought a small, simple, waterfront vacation cottage on a private island in Puget Sound, accessed by a one-lane bridge. We loved the vibe on the island and the mid-century architecture of the little house. Our goal was to have a comfortable, casual and quiet place to escape to on the weekends and during parts of the summer.

We've always had dogs, so the interior had to be dog friendly, hence no expensive furniture. But, the house had to have the conveniences of home, meaning a full kitchen and bath.

Then there was my hydroplane memorabilia collection. I've always enjoyed collecting art, race posters, frameable photos, models, glassware, and more. Some of the collection has always been on display in the den at our "real" home, but my collection grew far larger than what could be displayed in the den.

So, my wife Jayne and I hatched a plan to use the hydroplane memorabilia collection to decorate our getaway home.

To be honest, we somewhat got the idea years ago after having dinner with Art and the late Dorothy Oberto at their home on Lake Washington in Seattle. Dorothy loved traveling and she bought clothing, hats, collectibles, and even furniture at each destination. Rather than storing what she collected on trips, she displayed everything throughout the main floor of their home and even in the basement. (See the full story, "An Evening With Dorothy and Art Oberto," in the December 2011 UNJ issue.)

We furnished our vacation home with a mix of durable, vintage, atomic modern furniture and decorated the house with my hydroplane memorabilia collection. So, here's a brief tour of some of the memorabilia that we have displayed.

One gets the feel that our house has a boating theme from the



front-yard address marker. We designed and ordered the address marker at the Allied Arts Fair in Richland, Wash., that is held each year during the Tri-City hydroplane race weekend.

So, come on into our cottage.



Once inside and above the front door, is one of several art pieces I have collected by artist Alan Ameel. This one of *Miss Supertest*. Ameel's pieces can be ordered on his website, www.hydroartprints.com.

The dining room is set for the hydro enthusiast. Jayne found the unique, expandable, mid-century dining table, made in Spain from the 1950s. The table centerpiece is the *Miss Century 21* hydro model, expertly crafted by Brian Anderson. Anderson's models are made from pine and hand painted. He can make a model of any hydroplane you'd like and can be contacted at brian5@yahoo.com.



The wine glasses were available to Captain's Club



members who attended the Hawaii race the first five years, when it was sponsored by Outrigger Hotels. I got the placemats from Art and Dorothy Oberto. They are from 2005 and have the Oberto boat superimposed in Venice, Italy!



The Seafair wine is from a fundraiser a few years back. We stocked up on several bottles. Also on the dining room wall is a vintage poster of the *Pay 'n Pak* turbine hydroplane.

Next to the dining area is a vintage teacher desk. We play *Roostertail* on it, a board game sold likely in the 1950s. All the pieces are intact. We keep score with the "Stolen from Art Oberto" pens.



The living room has plenty of hydro items, too. On one wall are three race posters. The 2005 Tri-Cities race poster was signed by just about every driver who attended. The middle poster celebrates the 50th anniversary of Seattle's Seafair and the other poster celebrates the 65th anniversary of Seafair.



The atomic-modern end table has an Oberto boat, a signed Art Oberto bobble head, and an Ameel sketch of *Hurricane IV*. I guess I've watched too much *Big*

Bang Theory, as the boat and bobble head are in original, unopened, boxes!

The single art piece on the right wall is of the U-3 *Vacationville* and is called, "Return of the Thunder," by artist Jim Clary and is signed by Ed Cooper, Mitch Evans, and Jim Clary. The hydroplane art of Jim Clary can be viewed on his website, www.jclary.com/famousthunder.html.



One of our posters would not photograph well, so we moved it to a spot where we could take a decent photo. The 1993 Hawaii race poster is interesting and unique, as it features photos of two drivers, Mark Evans and Ken Muscatel, and a photo of an owner, Bernie Little.



The other corner of the living room has an Owen Blauman *Budweiser* photo, uniquely colorized, and vintage *Bardahl* poster that includes several boats Bardahl campaigned. On the other atomic end table is table centerpiece in the form of the 1962 Skipper Pin, made for the Hydroplane and Raceboat Museum fundraising gala and to help commemorate the 50th anniversary of Century 21, Seattle World's Fair, and the *Miss Century 21* hydroplane.



On the living room coffee table is an assortment of hydroplane books to read, plus a candy dish given to Captain's Club members at a Hawaii race in about 1991.

The mantle of the fireplace has two vintage bourbon containers



(alas, empty), one that celebrates *Miss Madison* and the other the 1972 Seafair race in Seattle. There is another Clary art piece titled “His Most Memorable Race,” hanging above the mantle. The photo is of Jayne and I receiving the potted palm award at the annual Tri-City Royal Order of the Turbine (ROTT) meeting, held during race weekend. The palm recognizes hydro fans.



In the hallway to the bath and bedroom, we have a special photo. Jayne and I are pictured in Art and Dorothy Ober-to’s backyard at their home on Lake Washington. We are with the ROTT potted palm—recipients are required to take it somewhere special. In 1954, the *Gale IV* famously beached itself in the rose garden in what would later become the Ober-to’s backyard.



In the bedroom we have a hand-made, custom quilt, made by Chris Courtright that celebrates the 50th anniversary of Century 21 and includes all the boats that raced that year, with the Gold Cup program depicted in the center. Also on display is a leather and wool Ober-to Racing jacket.



We enjoy the deck at the cabin as much as possible. Often we’ll be drinking refresh-

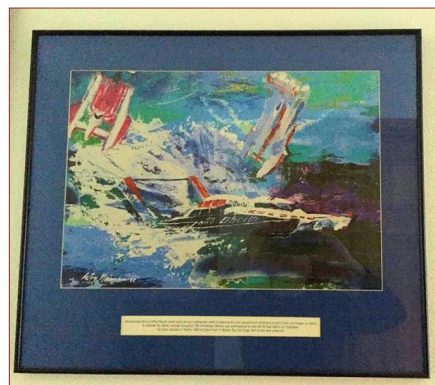


ments from hydroplane memorabilia, such as the mug from the 1991 “Top Gun” Hawaii race. And, while the island, the beach, and the cabin are so special to us, so are the wonderful hydroplane memories showcased at our vacation home.

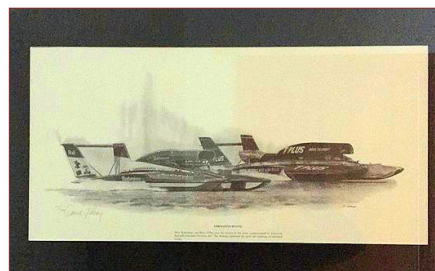
The Tracy’s den at the “Real House.”

While our vacation cottage is home to much of our hydroplane memorabilia collection, several of my favorite art pieces are on the walls of the den at our primary home. Here are five of them. The photos don’t due the art justice, as the picture frame glass makes taking photos difficult and contribute to glare and shadow issues.

The custom-framed poster is of the 1992 LeRoy Neiman painting that depicts the 1988 first-place finish of the *Oberto* in San Diego. It shows two boats going over behind the *Oberto*. The original piece is owned by Art Ober-to, who commissioned Neiman to paint it to help celebrate the 75th anniversary of the Ober-to Sausage Company.



Formation Flying is a black and white drawing by Diane Gray. This unnumbered piece was commissioned by American Specialty Insurance as part of a fundraiser for unlimited driver Ken Dryden, to help pay medical-related costs after he was in a racing accident. As *Miss Budweiser* and *Miss T-Plus* race, the drawing represents the spirit and challenge of unlimited racing.

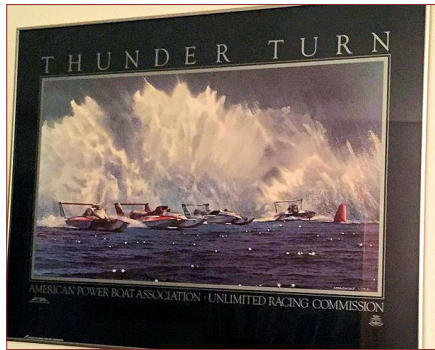


UFO—Unlimited Flying Object. Although there is a fairly widely circulated poster, this is the limited-edition Owen Blauman and Jim Cummins

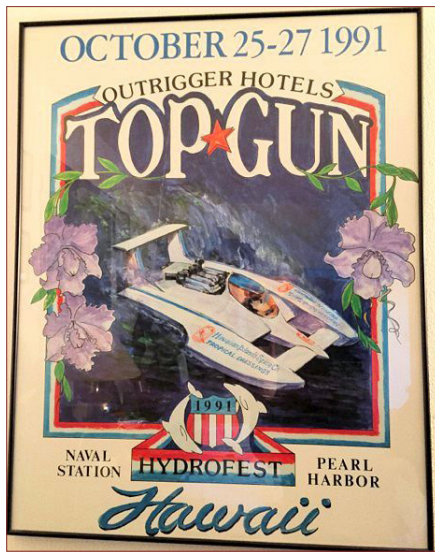
enhanced photo, one of 200 signed by driver Steve David. A certificate of authenticity was provided for each, as well. The goal of the piece was to show there's no limit to the power and excitement of *Miss T-Plus*.



Thunder Turn is a large poster from artist Michael Spakowsky that was produced for the Unlimited Racing Commission and Hudson Galleries.



Many race sites commission a poster for their race. This poster was for the 1991 race in Hawaii, held at Naval Station, Pearl Harbor. The poster features the U-89 *Miss Ginger Honey*, which was the former "bubble Bud." It failed to qualify in Honolulu, but I attended this race and celebrated my 40th birthday there, so it is special to me.



Chris and Jayne Tracy are retired teacher-librarians. Chris is president of Unlimiteds Unanimous, publishers of the Unlimited NewsJournal. Jayne can be best described as a casual hydro fan, but she was responsible for launching the first UNJ website and served as their first webmaster. Jayne is currently president of Seattle Beagle Rescue.

On collecting...

By Ron Suttell

I consider myself a typical Baby Boomer born in 1949 with nostalgic ties to that era. Being a Seattle native during the 1950s and 1960s, I grew up cheering for the local sports teams: UW Huskies football, Seattle Rainiers baseball, Seattle Totems hockey, and of course the local-based hydroplanes—a passion that remains firmly entrenched into my lifestyle today.



Having always been an avid collector from childhood days, whether it be cereal box toys, stamps, coins, buttons, books, baseball cards, photos, sports team souvenirs, post cards, or Seafair programs, my brother Jim and I enjoyed amassing large collections of this "priceless stuff" in our home basement, garage, bedroom closets, or any other handy niche. We'd spend countless hours organizing, packaging, labeling, and carefully storing these collectibles to ensure their long-term preservation for presumably the archeologists of the future to discover.



Although on a much lesser scale due to space, time and resource limitations, I still consider myself a collector today. I have learned to appropriately downsize a great deal, while still enjoying my hobbies. In addition to an extensive treasure trove of hydroplane racing collectibles dating back to the early 1950s, I have also managed to hold on to a modest collection of Alaska Airlines (my employer for more than 40 years) historical items and still keep various favorite sports memorabilia.

Contributions from other collectors.



UNJ correspondent Mac Clouse tells us the story of these two Stan Sayres buttons [above]. The one on the right is like what every other owner has. Clouse got the one on the left in the mid-1990s when he and Niles Mayfield bought a large collection from an Indiana collector. He told them that Bob Williams, the original museum creator, verified it as legitimate. Clouse says it's a very old bad fake or a one-of-a-kind that is real. Either way, it is unique. Clouse also sent us a photo of another prized part of his collection, the old straw cowboy hat that Bill Muncey often wore. It was given to Clouse by Fran Muncey.



One of the most avid collectors of hydroplane items is Bob Senior. His wife, Karin, also is a big hydroplane fan and has this collection of hydroplane models on her piano.



Larry Webb has 15 frames like the one above, filled with his hydro patch collection, which includes boats, regattas, and sponsors. Below is Duane Herin standing in the breezeway of his house in Northwestern Illinois and surrounded by some of his many hydroplane and regatta memorabilia. Born and raised in Madison, Indiana, Herin has been collecting for over 45 years and enjoys trading with other collectors. Check his page on Facebook called HydroHerin, where you'll see more of his personal collection along with extras that he has available for sale or trade.



Remembering Niles Mayfield.

by Mac Clouse

I first met Niles Mayfield in 1989. As usual, I was at the Seattle race guiding pit tours and collecting hydroplane memorabilia. My 12-year-old son, Eric, was with me. He would help me with my tours and keep me alerted as to what was happening with the button sellers and traders who were in the field west of the pits.

When I came back from one of my tours, Eric ran up to me and said, "I just met a guy named Niles. He's a cool guy, and he said he would give you some great deals. I'll introduce you."

Eric was correct, and Niles and I became friends through our passions for collecting. In 1992, Niles did one of his best sales jobs and convinced me to go to the San Diego race with him. That experience started a 25-year run where Niles and I were usually together for at least four races per year. We were at the races as fans, as collectors, as reporters for the Unlimited NewsJournal, as the operators of the Tri-Cities media trailer, and as members of the H1 media team doing the Live Chat blog and posting information and interviews on the H1 website.

During these years, our friendship grew to include much more than just hydroplanes; we became very good friends in life.

Niles was definitely a people person. After graduating from Eastern Washington University, he taught and coached at a middle school in Richland. Then he worked for 30 years at the Hanford Site. He retired in 2012 as a senior training

manager. His professional career was devoted to educating, training, developing relationships, and creating great deals.

Niles loved his family and was proud of their accomplishments. Stephanie, Laura, and Scott have now all completed their college years and they are successful in their careers. Stephanie and Laura also made him a grandpa. Through some match-making by Mark Evans, Penny entered his life at an important time for him and gave him the love, support, and companionship that he needed. She was the love of his life. The night before Niles died, he and Penny went out to dinner to celebrate their 12th wedding anniversary.

Niles had a large extended family, as well. As one of the hydroplane world's biggest collectors, traders, and salespeople, he had a network of "customers" across the nation, especially in Washington, Oregon, California, Indiana, and Michigan. He was always concerned with making sure that his customers were getting all the new collectables that came out each year. While many could not be at the races, he would be there for them. Like me, many of these customers evolved into close relationships, which resulted in a large geographically extended family.

Niles grew up in the Tri-Cities and attended every race. He volunteered to help and eventually became the media director for the race and a member of the Water Follies Board of Directors. As I worked with Niles in the very popular air-conditioned media trailer, I saw Niles at his best. In addition to



Each year for over 20 years, Niles hosted a huckleberry margarita party, often on the Thursday night before the Tri-Cities race. When Niles married Penny, she joined in hosting the fun. Friends, officials, media, drivers, and race team members often attended (drivers and team members partaking in the virgin version of the drink.) The last of these events was in 2015, before Niles and Penny moved to Spokane. Niles always claimed that he personally picked the wild huckleberries, but the NewsJournal has it on good authority that wife Penny often helped pick the berries, too.

working with all the media people and attending to all their needs, Niles was also the "go to guy" for anyone who needed help with any aspect of the race. He could manage people and tasks, and as always, he could make great deals.

Niles' best work with the Tri-Cities race was done in 2015. He worked hard to convince the board that it would be good for Tri-Cities to have the Gold Cup. As part of the promotion for the Gold Cup, Niles and Chris Denslow created an exhibit at a local museum. The exhibit was about the Tri-Cities race and its history and about the Gold Cup and its history. It had lots of pictures and hydroplane-related items on display. The Gold Cup race was a large success, and Niles' efforts were big reasons.

In 2016, Niles did some of his

best work with H1. At the Gold Cup in Detroit, Bruce Madej, the H1 media director, made a last-minute deal to be able to live stream Sunday's events. Bruce would do the play by play, but he needed someone to be his analyst/wingman. He asked Niles. He told Niles he would not do much, because he didn't want Niles to get nervous. Of course, Madej did not need to worry about that! Niles was everything that he was looking for, and did a great job. Madej even told Niles afterwards that he should come out of retirement and begin a new career in broadcasting.

The last race where Niles and I worked together for H1 was last year's San Diego race. Madej could not be there, so Niles and I could do whatever we thought would be interesting for the fans. We did the Live Chat blog, we posted information on the H1 website, and we posted many interviews. We interviewed drivers (including three together), owners, officials, fans on the beach, the developers of a new V-12 engine designed for boat racing, and the CEO of HomeStreet Bank.

At the end of the race, Commissioner Steve David announced his retirement. With the big change in H1 leadership that would follow, Niles and I talked about the fact that this could have been the last race that we would do for H1. If so, we agreed that the last installment of the Niles and Mac show had been a good one. We never thought that it would be the last show because of what happened on December 12, 2016.

Thank you, Niles for all that you did for your family, for the sport, and for your many friends. We will all miss you.

Sport mourns the death of designer/builder Ron Jones.

Continued from page 7

and builder in the sport. During the winter after the boat's debut, Jones received orders for four new hydroplanes to be made of lightweight Hexcel and featuring a horizontal wing just like the *Pay 'n Pak*.

With the former hemi-powered *Pride of Pay 'n Pak* now racing as a Merlin-powered *Miss Budweiser*, and with Jones-designed boats such as the *Weisfeld's*, the *Miss U.S.*, another *Budweiser*, and the *Olympia Beer*, every boat winning a race during the 1974, 1975, and 1976 seasons had come from the drawing board of Ron Jones.

That success turned around in 1977 when Bill Muncey introduced his Blue Blaster and dominated the sport for the next few years. But, when *Budweiser* owner Bernie Little decided he needed something new to compete with Muncey, he turned to Ron Jones. The result was another innovation.

Little wanted to defeat Muncey with power and had just the tools to do it: gigantic Rolls-Royce Griffon engines that were capable of generating an enormous 4,000 horsepower. The challenge for Jones was to build a hull capable of handling that much power.

The result was a boat introduced in 1979 that turned many heads with more innovations, such as an engine and cockpit compartment that was offset to the left to ease in rounding turns. The boat was destroyed during an attempt to set a world speed record late in 1979, but was replaced by another similar boat that would dominate the sport for the next several years.

In all, Ron Jones built or designed a total of about 500 raceboats during his career. And, it's estimated that those boats set about 2,200 world speeds record, a mark that puts him among the most successful designers in history.



Hydroplane and Raceboat Museum

Another innovative boat from the drawing board of Ron Jones was the 1979 Miss Budweiser, shown here after driver Dean Chenoweth completed a test run on Lake Washington. The boat featured a huge Rolls-Royce Griffon engine and a cockpit and engine compartment that was offset to the boat's left side.

HydroFile

Race Team News



Lon Erickson

U-1 Miss HomeStreet Bank

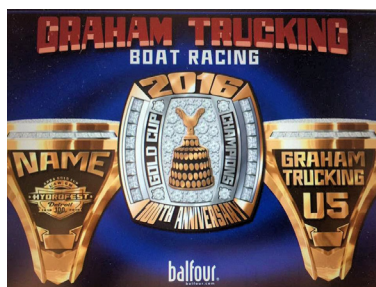
Team updates to the U-1 hull (#0706) continue in the Madison Racing shop. Here is the hull during the holiday break. All the inside hatches are painted, bullnoses done, and ready to continue sanding in preparation for finish paint. In mid-January, HomeStreet Bank announced that it will continue in its role as sponsor for the U-1 unlimited hydroplane. This will be the third year that HomeStreet Bank has been involved with sponsorship in the H1 Unlimited Series, having entered the sport in 2015.



Miss Madison Racing Team

U-5 Graham Trucking

After the U-5 *Graham Trucking* hull (#0001) was brought out west in the fall for major off-season work, the Milton, WA, shop owned by Rob Graham was broken into on Christmas Eve. Fortunately, only tools and copper wiring were stolen and no damage to the boat. Milton police eventually found the stolen items in a car that had been impounded and they are pretty sure of the suspect, but as of late January, he was still at large. After winning the 2016 APBA Gold Cup, the team traditionally receives Gold Cup rings. Here is the artwork mockup for those rings.

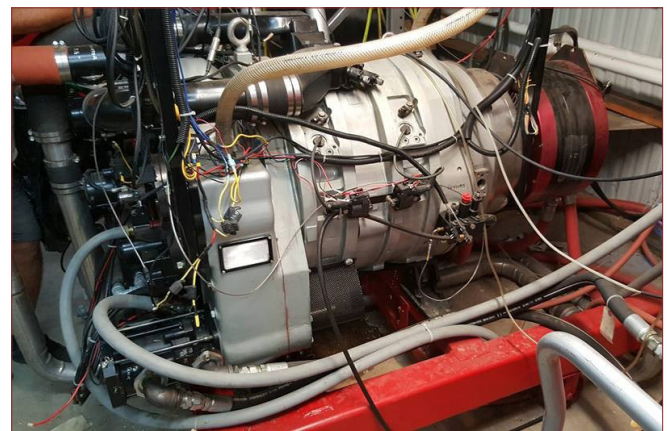


U-8 Racing

Owner/driver Eric Christensen updates the UNJ with news that progress is well under way with the newly formed team. The hull (#9914), former *Miss Freei*, is in the shop and upgrades will be completed soon to meet current H1 tech standards. The U-8 project is based around the concept of a twin-turbo rotary engine, about the same size of the current turbine engines being used in H1. It will be a direct drive setup, running 92-octane fuel, and will bring the noise back to the unlimiteds. The primary focus right now for Eric and crew chief Michael Jarvis is getting the engine program setup in the hull, configured, and systems developed for a concept that has not been done before. Their target for testing is July 2017. Eric has spoken with several associate sponsors, has interested parties, and welcomes title or additional associate sponsorship for U-8 Racing.



Lon Erickson



U-8 Racing Team

U-14 Centurion Unlimited Racing

Centurion Racing has announced the final steps with Steve Morris Engines to setup the U-14 with a new piston power plant. They are in the process of submitting to the H1 Competition Committee a request to use in their hull the Devel V16 engine, aluminum billet, 970 c.i., with twin-intercooled turbos (right). As with all new concepts, the plans are for a development and testing period before entering competition. The testing time frame is fluid at this point, we will update as the project comes together and when this project will hit the water. Owners Jay Leckrone and Denise Garl sat out the 2016 H1 season to regroup and have been working on bringing this new piston engine into the sport.

U-18 Bucket List

Kelly Stocklin has been looking ahead to running in 2017. They have been addressing some of the issues they have run across with his program since its inception. Here is a design change to the air intake cowling, allowing more air in and to keep water out. Kelly also reports they have plans to solve their gearbox issues and those are being worked on.



Centurion Racing

U-99.9 Leland Racing/CarStar presents Miss Rock

After the team took inventory of the two hulls on hand (#9701 & #9899), and after considering overall performance and potential, they are moving ahead with upgrades to the current raceboat (#9899). Internal structural analysis showed that minor repairs are needed, but nothing major. The key area that will be getting attention will be the transom of the *Miss Rock* hull. It will undergo a structural rebuild to maintain the integrity and ride performance. Crewmembers Jimme James, Tom Cusworth, and Brandon Crouse are spending "Turbine Tuesdays" with U-11 owner Scott Raney to learn the ins and outs of T-55 turbines and to enable the U-99.9 team to step up their engine program. Kevin Eacret is planning to resume 2017 sponsorship discussions with current sponsors for the upcoming season.



Bucket List Racing



Lon Erickson

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**NEXT MEETING OF
UNLIMITEDS UNANIMOUS**

Sunday, February 12, 2017
Meeting starts at 2 p.m.

Bellevue Public Library, Room 6
1111 - 110th Ave. NE
Bellevue, Washington 98004

YOU ARE WELCOME TO ATTEND!