



Another Win For Graham Trucking

by Craig Fjarlie



Chris Denslow photo

The 2014 Madison Regatta featured many similarities to the latter half of the 2013 season. *Oberto* had the fastest boat, but when the checkered flag flew, the winner was *Graham Trucking*. This time, instead of Steve David watching victory slip from his grasp, it was Jimmy Shane who missed the podium by half-a-sonson length. J. Michael Kelly capitalized on Shane's miscue and hoisted the Indiana Governor's Cup. Above, the Graham Trucking team and some lovely ladys.

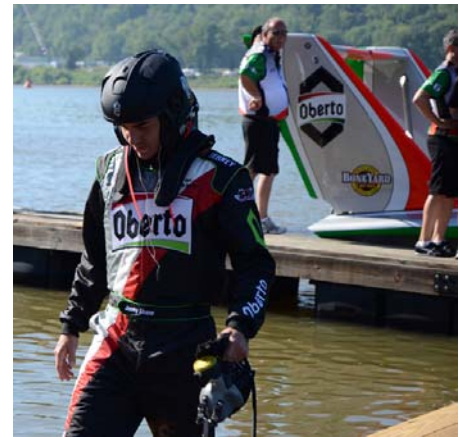
Testing and Qualifying

Conditions were remarkably pleasant for a July weekend in southern Indiana as the pits opened on Friday. Seven boats were in position including #1 *Graham Trucking*, #6 *Oberto*, #7 *Graham Trucking II*, #9 *Red Dot Presents Qatar*, gbr-11 *Peters & May Racing*, #21 *Go Fast Turn Left Racing*, and U-22 *Webster Racing*. The #12 *Miss DiJulio* was still en route from Seattle.

The pits were opened for spectators on Friday morning, as crews began setting up their boats. The first hint of trouble for *Oberto* came when Shane fell ill with a 24 hour flu bug Thursday afternoon. He made a brief appearance in the pits Friday afternoon, but clearly wasn't feeling well. It was fortunate for Shane that no boats were slated to run on Friday.

The course was scheduled to open at 9:00 Saturday morning, but buoys were still being put in position. It was a couple minutes past 10:00 when the first boat went on the water. *Graham Trucking*, with J. Michael Kelly at the wheel, ran a few test laps. Above right, *Graham Trucking* first on the course. ~ Karl Pearson photo; *Oberto* went in the water but Shane was unable to start the engine. The boat went back on its trailer, the crew focusing on a possible battery problem or a defective relay panel.

Go Fast Turn Left with Jamie Nilsen at the helm was next out, followed by *Peters & May* with Tom Thompson, *Qatar* with Jon Zimmerman, and *Graham Trucking II* with Cal Phipps. Meanwhile, the *Oberto* crew trailer fired their boat. Webster Racing, with Mike Webster, ran two laps and went dead in the water in turn 1. As patrol boats moved Webster off the course, *Oberto* went in the water. The crew finished securing Shane's seat belts and closed the canopy as testing time ran out. The crew asked for time to run one lap, but officials declined. Shane climbed out of the cockpit and the boat went back on the trailer. A dejected Jimmy Shane walks back to the pits at right. ~ Karl Pearson photo; The crowd watched an air show as Webster Racing was slowly pulled back to the pits along the Indiana shoreline.



The course re-opened following the air show and this time Shane reeled off several fast laps around the two-mile course, including one at 151.770. The official qualifying period followed the second test session. Top qualifier *Oberto* at left. ~ Karl Pearson photo

Graham Trucking II turned a lap of 138.805, *Go Fast Turn Left* reached 139.941, and *Peters & May* did 141.835. *Qatar* ran next and Zimmerman did an impressive 146.520. Then it was *Oberto's*

turn. Shane ran a best lap of 148.692. *Graham Trucking* was next and Kelly did 146.520, the exact same speed as Zimmerman's best lap. *Go Fast Turn Left* made a second run hitting 140.367. At about that time came word that *Graham Trucking* had an N2 violation.

Another test session followed qualifying. *Graham Trucking II* turned a lap of 142.405 while the best *Graham Trucking* could muster was 140.927. Meanwhile, *Graham Trucking* owner



Ted Porter protested the N2 violation. H1 officials reviewed information and agreed they had misread the file. Porter's protest was upheld and Kelly's original speed of 146.520 was reinstated.

Miss DiJulio, to be driven by Greg Hopp, arrived in town around 4:20 and was moved into the pits just after the course closed at 5:00. On previous page the #12 *Miss DiJulio* in the Madison pits still on tilt. ~ Unlimiteds.net photo; At the drivers' meeting, head referee Billy Noonan said the two unqualified boats, Webster Racing and *Miss DiJulio*, would have an opportunity to qualify Sunday morning. If they did, the first boat to qualify would go in heat 1A, the second into 1B. If one or both failed to qualify, they could take a Commissioner's Option.

The draw put *Go Fast* in 1A along with *Peters & May* and *Graham Trucking*. Heat 1B would feature *Qatar*, *Oberto*, and *Graham Trucking II*. The two unqualified boats took Commissioner's Options; Webster Racing was added to 1A, *DiJulio* to 1B.



Heat One

Sunday dawned cool and cloudy with a strong breeze blowing upriver. The fine conditions of Friday and Saturday were replaced by a racecourse that had bumpy water and a nasty first turn. At left *Peters & May* chases *Graham Trucking*. ~ Lon Erickson photo

Webster Racing was unable to

get on plane for 1A and went dead in the water just past the pit area. At right Webster Racing waits for the heat to end and a tow back to the pits. ~ Lon Erickson photo; *Go Fast Turn Left* had the inside at the score-up buoy but stalled. Nilsen quickly restarted but was a quarter lap behind when he did. *Graham Trucking* was on the inside at the start and took an easy win. *Peters & May* was second with *Go Fast* a distant third.



Miss DiJulio did not go in the water for heat 1B. *Graham Trucking II* went dead in the water near turn 2 during the five minute period but Phipps was able to re-start. *Oberto* took lane 1, *Qatar* had lane 2, and *Graham II* was well back in lane 3. *Oberto* controlled the race. *Qatar* stayed close for a lap



but was a buoy length behind at the finish. *Graham II* managed to finish but needed a tow back to the pits. At right Zimmerman and *Qatar* leaping to catch up to Shane and *Oberto*. ~ Ron Harsin photo

Miss DiJulio trailer fired just before the draw for the second heat. The draw placed Webster Racing, *Graham Trucking II*, *Peters & May*, and *Oberto* in 2A. *Graham Trucking*, *DiJulio*, *Qatar*, and *Go Fast Turn Left* would face off in 2B.

Heat Two

Webster Racing did not start 2A. *Peters & May* had the inside and led into turn 1. *Oberto* closed and the two ran side-by-side up the backstretch. *Oberto* moved into the lead in the second turn and gradually pulled away. *Graham II* trailed throughout. (Phipps and *Graham Trucking II* spun out before the start, but recovered. ~Ed.) *Oberto* trying to leap ahead of *Peters & May* at right. ~ Ron Harsin photo



Qatar had the inside at the start of 2B, but there was no advantage for Zimmerman. He slipped inside the exit buoy of turn 1 and received a one lap penalty. *Graham Trucking* won handily. *Qatar* physically ran second, but with the penalty finished third. *Go Fast Turn Left* picked up second place points. *DiJulio's* canopy came open on the second lap and Hopp was black-flagged. *Qatar* lost its wing during the penalty lap. Above, *Go Fast*, *Graham Trucking*, and *Qatar* in a hot race for the lead in 2B. ~ Ron Harsin photo; Below, the hatch popped open on Greg Hopp's *Miss DiJulio* and the rear wing collapses on Jon Zimmerman's *Qatar*. ~ Ron Harsin photos



The draw for the third heat put *Graham Trucking II* in 3A against *Peters & May*, *DiJulio*, and *Go Fast Turn Left*. *Graham Trucking*, *Oberto*, *Qatar*, and Webster Racing would go in 3B.



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Heat Three

In 3A *Go Fast* led across the line in lane 1, with *Graham II* second. *Peters & May* challenged *Graham II* and took over second place. *DiJulio* trailed the field. *Go Fast* pulled away to an easy win. In turn 1 of lap 3, *Peters & May* bounced badly, then went dead in the water with a



broken bushing in the shaft log. The wind almost blew the boat onto the Kentucky shore before patrol boats arrived. On previous page, *Peters & May* in the air inside with the #21 center and *Graham Trucking II* outside. ~ Ron Harsin photo; At right is a closer look of the bounce Tom Thompson and *Peters & May* took. ~ Chris Denslow photo



Heat 3B should have been a prelude to the final, but turned into a two-boat race instead. Webster Racing left the pits but was unable to get on plane and stopped half-way down the front straightaway. *Graham Trucking* had a broken electrical cable and never left the dock. *Oberto* took the inside and was first across the starting line. Shane had a roostertail lead over *Qatar* going into the first turn and won by two buoy lengths. On right, Shane and *Oberto* running inside with *Qatar* and Zimmerman outside. ~ Ron Harsin photo



The final heat looked like it would be *Oberto's* for the taking. Others on the front line would be *Go Fast Turn Left*, *Qatar*, and *Graham Trucking*. The second row would have *Graham Trucking II* and *Peters & May*. *Miss DiJulio* would be the alternate.

Final heat

Only four boats went in the water for the final heat. *Go Fast* had electrical problems, possibly caused by a bad battery, and stayed on its trailer. *Peters & May* could not be repaired in time from the broken bushing it suffered in 3A. *DiJulio's* left sponson was beginning to delaminate so it was withdrawn as the alternate. As a result, *Graham Trucking II* was able to move up to the front line for the final. The



Ron Harsin photo

wind had calmed slightly at the time the five minute gun sounded, although the Ohio River was still plenty rough.

As the field approached the line for the start, *Oberto* had lane 1 with *Graham Trucking* in lane 2, *Qatar* in lane 3, and *Graham Trucking II* outside. Before the boats reached the first turn, officials announced the start was under review. *Oberto* led through the first turn and powered away up the backstretch. *Graham Trucking* gave valiant chase, but *Oberto* was long gone. *Qatar* physically ran third, with *Graham Trucking II* trailing. The field began to string out as *Oberto* started lap 2. As *Oberto* approached the entrance buoy to the second turn, officials announced Shane had jumped the gun and was penalized an extra lap. That made Kelly the leader. Positions held until the finish. Kelly returned to the dock as Shane ran his extra lap. J. Michael Kelly was greeted by an exuberant crew. *Qatar* was officially second, *Graham Trucking II* third, and *Oberto* fourth. Below, Shane and *Oberto* in the air and in last place with the winning *Graham Trucking* center and *Qatar* outside, roaring down the front straightaway. ~ Lon Erickson photo

Referee Billy Noonan said Shane had jumped the gun by half-a-sonson length. That is almost identical to the amount Steve David was over at San Diego last year, when Jimmy Shane capitalized on his error.

Kelly was happy and overcome by emotion as he celebrated his victory. "On the second lap I almost put it upside down going into the first turn," he said. "It's amazing what a little bit of wind can do to wakes in the first turn." Kelly said he was informed *Oberto* had jumped the gun as he went into the second turn of lap 2. "We leave here on a very good note, going into Detroit," he added.

Shane was gracious in defeat, but his disappointment was obvious. "The boat was fantastic in the rough water," he said. "I'm bummed for the team and bummed for me, but we came out of the weekend first in points."

Madison finally had a successful regatta. In 2012, the weather was so hot several participants were overcome by the heat. Last year, the river was high and clogged with debris, so the race had to be cancelled. This year, everything went as scheduled. It marked the first time an entire race was run on one day since the 2009 Evansville race. It's true the hometown boat didn't win, but the overall success of the weekend sets the stage for an even better regatta in 2015.





Chris Denslow photo



Ron Harsin photo



Karl Pearson photo

STAT BOX

INDIANA GOVERNOR'S CUP

Madison, Indiana, July 6, 2014

2-mile course on the Ohio River

QUALIFYING (1) U-6 *Oberto*, Jimmy Shane, 148.692, 100 points; (2) U-9 *Qatar*, Jon Zimmerman, 146.520, 80; (3) U-1 *Graham Trucking*, J. Michael Kelly, 146.520, 80; (4) U-11 *Peters & May Racing*, Tom Thompson, 143.067, 60; (5) U-21 *Go Fast Turn Left Racing*, Jamie Nilsen, 50; (6) U-7 *Graham Trucking*, Cal Phipps, 138.805, 40; U-12 *Miss DiJulio*, Greg Hopp, DNQ, 0 (arrived late, Chairman's Option); U-22 (no name), Mike Webster, DNQ, 0 (changing engine, Chairman's Option)

HEAT 1A (1) *Graham Trucking* 137.415, 400 points, 480 cumulative points; (2) *Peters & May Racing* 129.487, 300, 360; (3) *Go Fast Turn Left Racing* 116.441, 225, 275; U-22 DNS (engine problems), 0, 0. Fast lap (2) *Graham Trucking* 138.557. **HEAT 1B** (1) *Oberto* 137.130, 400, 500; (2) *Qatar* 133.571, 300, 380; (3) *Graham Trucking II* 122.759, 225, 265; *DiJulio* DNS (not race ready), 0, 0. Fast lap (3) *Oberto* 137.690.

HEAT 2A (1) *Oberto* 126.517, 400, 900; (2) *Peters & May Racing* 123.339, 300, 660; (3) *Graham Trucking II* 105.013, 225, 490; U-22 DNS (engine problems), 0, 0. Fast lap (1) *Oberto* 132.472. **HEAT 2B** (1) *Graham Trucking* 125.781, 400, 880; (2) *Go Fast Turn Left Racing* 113.753, 300, 575; (3) *Qatar* 86.059 (penalized one lap for dislodging a buoy), 225, 605; *DiJulio* DSQ (canopy opened), 0, 0. Fast lap (1) *Graham Trucking* 130.191.

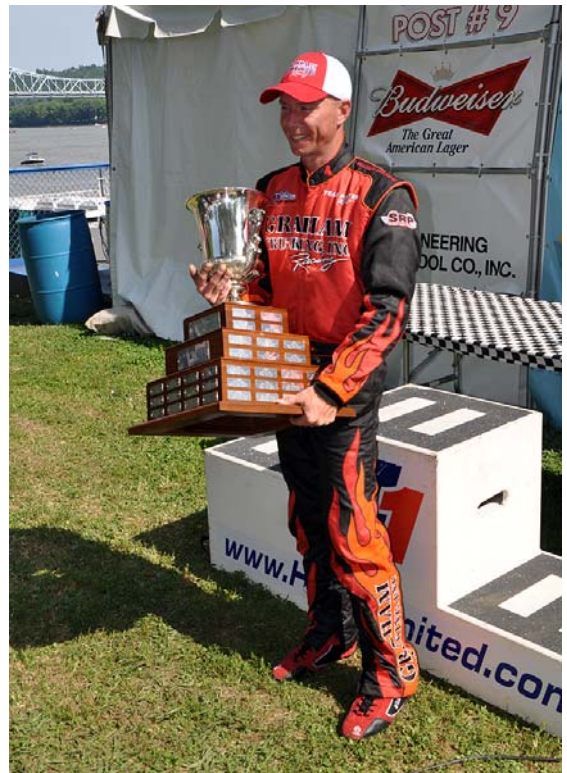
HEAT 3A (1) *Go Fast Turn Left Racing* 123.043, 400, 975; (2) *Graham Trucking II* 108.011, 300, 790; (3) *DiJulio* 98.032, 225, 225; *Peters & May Racing* DNF (blew engine), 0, 660. Fast lap (2) *Peters & May* 127.884. **HEAT 3B** (1) *Oberto* 119.198, 400, 1300; (2) *Qatar* 113.846, 300, 905; *Graham Trucking* DNS (electrical problem), 0, 880; U-22 DNS (engine problems), 0, 0. Fast lap (2) *Oberto* 120.098.

FINAL (1) *Graham Trucking* 129.071, 400, 1280; (2) *Qatar* 124.215, 300, 1205; (3) *Graham Trucking II* 112.290, 225, 1015; (4) *Oberto* 108.474 (penalized one lap for jumping the gun), 169, 1469; *Go Fast Turn Left Racing* DNS (damage to right sponson), 0, 975; *Peters & May Racing* DNS (save equipment), 0, 660; *DiJulio* DNS (cracked right sponson), 0, 225. Fast lap (1) *Oberto* 140.326.

COMPILED BY ALLEN STILES

At top is Bianca, little Colton, and Jimmy Shane all smiles in the Madison pits. Center, Jamie Nilsen talks at the Madison award presentation after winning his first heat. At bottom is our Madison race reporter Craig Fjarlie at right, Mike Kelly, and our webmaster and HydroFile editor Lon Erickson on the phone.

After the Checkered Flag; The Winners at Madison



On the podium from left to right; Jon Zimmerman, J. Michael Kelly, and Cal Phipps with their trophies. ~ Chris Denslow photo; J. Michael Kelly, with big smile, and Madison trophy. Bottom left, Cal Phipps and Jon Zimmerman. To the right, *Graham Trucking* owner Ted Porter. ~ Karl Pearson photos



Vintage Unlimiteds Run at Madison

These two unlimited hydroplanes from the fifty's were at Madison last year, but didn't hit the water because of the conditions. This year fans were able to watch them run on the Ohio River. The U-36 *Miss U.S. IV* was designed and built by Henry Lauterbach in 1957 for George Simon. It entered a total of four races the two year it ran. Don Wilson, Bob Rowlands, and Bud Saile drove. It last raced in the 1958 International Cup in Elizabeth City, North Carolina with Saile driving. *Miss U.S. IV* did win one race, by default; the 1957 International Cup in Elizabeth City, N.C. Rowland drove one exhibition lap with Lauterbach as riding mechanic. It is now owned by Peacock Racing Enterprises, LLC. and driven by veteran Jack Schafer, seen standing at far right.

The other vintage unlimited was the 1958 U-55 *Gale V (3)*. It raced thru 1964. It entered a total of 40 races, failed to finish 6, and won 2. Jerry Schoenith and Bud Saile were the last to drive the boat. The driver and owner now is Bill Black, standing to the left of Jack Schafer on *Gale V (3)*. ~ Karl Pearson photos



Oberto Finds a Way to Win the Gold Cup Dominance and Good Luck in Detroit

by Mac Clouse and Niles Mayfield

Racing photos from Ron Harsin



Above, a happy Miss Madison/*Oberto* team after winning the coveted APBA Gold Cup.

Despite their success in their last few years, the *Oberto* team had one big void. They had never won the Gold Cup. Last year, Steve David lost the Gold Cup due to a controversial call against him while he was leading in the final heat. This year, *Oberto's* Gold Cup luck turned into gold as Jimmy Shane used both an overpowering boat, and some good luck, to win his first Gold Cup, the first for the *Oberto* family, and the second for the Madison owners. While there was a lot of excitement among the fans for the *Oberto* win, unfortunately the overall weekend was disappointing in terms of the number of boats and the racing on the water.

Testing and Qualifying

Because of the lack of sponsors for boats and because some boats were not yet ready for racing, the field was very small. The same eight boats that were in Madison the week before were in the pits in Detroit. Only six actually raced.

Friday afternoon had testing from noon to 4:00 pm. It was sunny, not hot, and the water was good. Jimmy Shane in the #6 *Oberto* showed the speed he had in Madison with a lap of 164.408. When asked

to compare *Oberto* to *Graham Trucking* he drove last year, he said, “They are comparable, but the *Oberto* runs a bit lighter and has a gearbox that will give us power to spare.” Jon Zimmerman in the



#9 *Red Dot/ Qatar* did the second fastest lap at 160.823. J. Michael Kelly, in the #1 *Graham Trucking* did a 158.613 and his teammate Cal Phipps in the #7 *Graham Trucking II* did a 153.583. They had opposite comments about what they needed from their boats. “I want them to tighten the steering. I go into a turn in lane 1 and end up in lane 4. I don’t know how Jimmy kept it in a lane last year,” said Kelly. Phipps said, “I want them to loosen the steering. I want to make the boat light and looser.” seven boats tested. ~ Karl Pearson photos

The qualifying period was from 5:00 to 7:00 pm. The water wasn’t quite as good, and the speeds were slower. In the Gold Cup, the qualification speed is the fastest average of two consecutive laps. Each boat can do 3 laps in its qualifying attempt.

The first boat on the water was Mike Webster in the U-22 *Auto Value/ Webster Racing*. He did a 147.725 and a 144.963 lap, but lost those to a fuel flow violation. In the second round, he qualified



at 141.261. Next out was Tom Thompson in the gbr11 *Peters & May Racing*. Thompson did a lap of 147.378 in the earlier testing, but this time, the boat coasted to a stop with a gearbox problem before completing a lap.

Brian Perkins took the #21 *Miss Al Deebly Dodge/Corporate Fleet Services, Inc.* out and did a 158.341 and a 157.790. However, he lost them to an N2 violation. In round 2, Perkins qualified at 148.302. Phipps then qualified *Graham Trucking II* at 150.707. Zimmerman then took the top qualifying spot with a speed of 160.432 in *Qatar*. Kelly in *Graham Trucking* couldn't top Zimmerman. Kelly's speed was 158.548. Shane then ended round 1 in *Oberto* with a 162.613 to move into the top spot.

Greg Hopp and the #12 *ServPro/Miss DiJulio* passed in round 1. They were the first out in round 2. Hopp did 2 laps at an average of 133.665 to qualify. Unfortunately, at the end of lap 2 the boat coasted to a stop with a frozen gearbox and a compressor problem. Later in round 2, Kelly increased his speed to 159.334.

At the end of qualifying, seven of the eight boats had qualified. But with only one gearbox and only one engine, it did not look good for *Miss DiJulio*. *Peters & May* would get another chance to qualify in the Saturday morning testing. They could also use a Commissioner's Option to join the field. ~ Karl Pearson photos

Heat 1

The best heat of the entire weekend was 1A. It had the top three qualifiers and would provide a head-to-head-to-head comparison right away. Unfortunately, it was the only time these three boats raced in the same heat. *Peters & May* was drawn into the heat, but as expected did not leave its trailer. *Graham* took lane 1 early and moved slowly towards the 1 minute buoy at the exit of the Belle Isle turn. Kelly was careful to keep his speed at the required 80 mph. Shane was content to take lane 2 with Zimmerman in lane 3.

Graham Trucking was first across the start and to the first turn, but *Oberto* caught up in the turn. The boats were side-by-side down the backstretch. *Qatar* was one roostertail back. Kelly used the inside lane in the Roostertail Turn to take a narrow lead at the end of lap 1. In lap 2, Shane had a Gold Cup heat record speed of 160.125 to take a three boat length lead over Kelly. By the end of the heat, the lead was a roostertail. Zimmerman trailed in third. *Oberto* averaged a very fast 157.197 for the heat.



Miss DiJulio was drawn into 1B, but as expected didn't leave its trailer. *Graham II* was early in lane 1 moving towards the 1 minute buoy. Phipps had to slow down which allowed *CFS* to pass him and to gain lane 1 for Perkins. Phipps was in lane 2 with Webster Racing in lane 3. Webster was first across the start and Phipps was first to turn 1, but Perkins caught up in the turn. *Graham II* and *CFS* were side-by-side down the backstretch, but Perkins was able to use the inside lane in the Roostertail Turn to take the lead. He continued to extend his lead to the end of the heat, winning by about half a straightaway over Phipps. Webster trailed to get third.



Heat 2

Heat 2A was another three boat heat as *DiJulio* again didn't leave its trailer. *Graham* was in lane 1, *CFS* in lane 2, and Webster Racing in lane 3. Kelly was first across the start and won easily. Perkins was content to get the second place points and not challenge Kelly. Webster got third.



Heat 2B was also a three boat heat as *Peters & May* stayed on their trailer. *Oberto* got lane 1 without a fight. *Qatar* was in lane 2 with *Graham II* in lane 3. Zimmerman was first across the start, but Shane was first to the turn. Zimmerman pulled even in the turn, and the boats were side by side down the backstretch. As usual, the inside lane in the Roostertail Turn made the difference, and Shane was able to lead at the end of lap 1.



In laps 2 and 3, Zimmerman pulled close to Shane in turn 1, but Shane used the inside to maintain his lead. In lap 4, Zimmerman continued to chase Shane.

Nearing the entrance to turn 1, *Qatar* took two small bounces and then a big bounce that launched it into the air. The boat did a 360 degree flip, landing on the left rear of the boat. It ended up right side up.

Zimmerman returned to the pits sitting up in the rescue boat. He was examined in the pits and released by the doctors. The boat had serious damage to the left rear and a crack in the left sponson. It was done for the weekend. Since 3 laps had been completed, the heat was declared official with *Oberto* first and *Graham II* second. ~ David & Allen Campbell photos



Zimmerman was speaking to people in the pits. “I’m fine. I banged up a rib a bit, but that’s it. I hit a big bump and went up. I thought I landed upside down and was surprised to realize I was right side up. The boat was running very well. The team worked so hard over the winter to repair last year’s damage. All the work paid off.” ~ David Alan Campbell-Sports photos

Perkins was pleased with his heat win. “It was a team effort. This winter we took 200 pounds out mostly from the area of the front near the right sponson. It gives us a lighter nose. It rides better, and it’s faster.”

Kelly was also pleased. “We can’t ask for much more. It is a good start for the weekend. We had a good battle with *Oberto*. We have to find some more speed at the end of the straightaway. So far, this season has been fun.”

Owner Ted Porter said, “We had an awesome day. I’m happy with the performance of both boats. Both drivers are improving.” When asked if he thought the #7 *Graham II* could reach the same level of performance as it did when Scott Liddycoat and Kelly drove the U-7 *Formula*, Porter offered some clarification. “Liddycoat drove the T-6 boat as #7. Now that boat is our #1 boat. When Kelly drove the #7, it was the T-5 which is currently our #7 boat. Mike Allen also drove the T-5 when he won the National Championship as U-7.” He continued, “We are now getting ready to take the training wheels off the *Graham II*. We’ll give Cal more boat to work with. We spent last week doing repairs on Kelly’s boat. It had a crack from the rough water at Madison. All of our crew members have worked with us before, and they can work on both boats.” ~ Ron Harsin photo



At the end of the first day of racing the field was now down to seven boats. The crews from *Dijulio* and *Peters & May* planned to work through the night to be ready to race on Sunday. The draw for heat 3 was postponed to Sunday morning.

Heat 3

On Sunday, it was gray and rainy during the 8:00-9:00 am testing. Shane tested a new engine in *Oberto*. When asked about the water he said, “It’s okay. It’s Detroit water.” When asked if he could see, he said, “No.” Fortunately, the rain stopped at about 10:30. The rest of the day was sunny with clouds.

Dijulio and *Peters & May* formally withdrew. *Dijulio* driver Greg Hopp said, “No go. Ted Porter said he would help us with parts, but there is no stork dropping money from the sky. We’ll have something for Tri-Cities. We have a compressor built already at home. We came back east with just one gearbox

and one motor. The sad thing is we don't know anything about the boat. I'm just guessing about going 80 mph. This is the boat that I qualified in as a rookie in 1999 when it was the *Miss Pontiac*."

With only five boats left, some people in the pits thought that there should just be a five boat heat 3, a five boat heat 4 and a five boat final. However, H1 officials decided to stay with the original plan with 3 boats in heats 3A and 4A and two boats in heats 3B and 4B. Then all five would be in the final.

In 3A, *Graham II* was in lane 1 without a fight. *Oberto* was in lane 2. Webster Racing was supposed to be in the heat. However, ignition problems prevented it from trailer firing, and race officials let them move to 3B. Phipps was first to turn 1, but Shane passed him on the backstretch and went on to win by two roostertails.

In 3B, *Graham* in lane 1, *CFS* in lane 2, and Webster Racing in lane 3, lined up next to each other in the backstretch at the 2:30 mark. It looked like the flag starts of many years ago. Kelly was first across the start and to turn 1. Perkins stayed close for all 4 laps, but the inside lane always gave Kelly the advantage. He won by about a roostertail. Webster finished third.

Heat 4

The draw for heat 4 was the same as for heat 3. As in 3A, Shane let Phipps have lane 1 in 4A. Shane was in lane 2 with Webster in lane 3. Webster jumped the gun.

Graham II was first to turn 1, but *Oberto* caught up in the turn, and the boats were side-by-side up the backstretch. Shane went wide in the Roostertail Turn and kept his speed to finish first at the end of lap 1. In lap 3, Phipps caught up to Shane and was first out of the Roostertail Turn, but *Oberto's* speed gave it the lead at the end of the lap. The boats stayed close in lap 4 with *Oberto* winning by about three boat lengths. Webster did the extra lap to get third.

In 4B, *Graham* was in lane 1, and *CFS* was in lane 2. Kelly and Perkins put on a good show with fast speeds. They were close for all 4 laps. Kelly won a drag race to the finish to win by two boat lengths.



Fortunately, there were still five boats left for the final. Heat 4B ended at about 2:30. The final was scheduled for 4:30. There was talk about running it earlier, but the decision was made to stay at 4:30. The teams had a lot of time to get ready.

"I'm very happy for the team," said Perkins. "We are getting more out of the boat. We have used the same engine all year. What you see is what we get. It's all the speed we have. I hope to get lane 1, 2, or 3."

Phipps was pleased with his results. "It is rough on the backstretch. We just didn't want to break anything today. Jimmy was giving me lots of room in both heats. We will have a good set up for the final. We have been using a new propeller today that seems to be doing well. I'll be happy if I can get lane 3."

Kelly said, "We're going with our 'Final' set up. We are ready. Our boat ride has been good. I would like to be in lane 1 with *Oberto* in lane 5! Seriously, I need to be deck-to-deck with him."

"We are setting up for rougher water," said Shane. "In the heats today, we were testing set ups for running in the outside lanes. From deep in the Roostertail Turn, the boat's acceleration has been incredible. A few people have been pushing the 80 mph requirement. The final may be a good test of the enforcement of the rule."

Final

At about 4:00 pm, the wind picked up. It was blowing up the river from the west. In Detroit, that is not good. Whitecaps were now appearing. The wind and rough water caused the final for the 5-litre class to be cancelled. Fortunately, by 4:30 the wind settled down. The water was still rough, but there



were no whitecaps. Race officials asked Shane and Kelly to give their opinions of the course conditions during the milling period. Both said they could race.

Graham was early in lane 1, going slowly down the front stretch. *Oberto* pulled into lane 2 behind *Graham*, also going slowly. As they headed towards the 1 minute buoy, both looked like the trolling from last year. Kelly was warned, but Shane was not. Both boats sped up as the clock neared the 1 minute mark, and the rest of the field joined them. *Graham* and Webster Racing crossed the 1 minute



mark too early. It was quickly announced that they each received a 1 lap penalty. *Graham* ended up in lane 1; *Oberto* was in lane 2, *Graham II* in lane 3, *CFS* in lane 4, and Webster Racing in lane 5.

Kelly was first across the start and into and out of turn 1. Kelly had a one roostertail lead over Shane, as Shane let him go, knowing that Kelly was 1 lap behind. By lap 2, the heat was a parade. On the water, *Graham* was first, *Oberto* was second, *CFS* was third, *Graham II* was fourth, and Webster Racing was fifth. There were large gaps between the boats.



In lap 4, *Oberto's* strut that holds up the right tail-upright broke off from the upright. The tail was then leaning to the right. What could not be seen, however, was the fact

that the strut was still attached to the rear deck and was dragging in the water. It was also in contact with the propeller. The propeller was like a saw cutting a hole into the strut and this was damaging the propeller. The blades of the propeller were chipped and jagged and beginning to cauliflower. ~ James Crisp photo



The boats finished the heat with *Oberto* first, *CFS* second, and *Graham II* in third. *Graham* and Webster Racing did their extra lap to finish fourth and fifth.

Phipps was very emotional. "Sometimes you can sneak in there. Last week was my first podium finish with the third place. Now to finish third in my hometown area in the Gold Cup is great. Lots of people have shown me a lot of love."

Perkins was exhausted, but happy. “The crew had the boat running better than ever. It was really rough. After the first 2 laps, the water in front of the DYC and out of the Belle Isle Turn was especially bad. We planned on sticking with our starting procedure. We held at 80 mph and tried to play by the rules. I’m happy for Jimmy.”

Kelly had a challenge for the start. “The GPS quit working, and then at the 2:30 mark, my stop watch quit working. I couldn’t judge my speed or where I was. I got an 80 mph warning and put my foot back in it. I thought I would be okay, but they said I was over the line. We used a faster gearbox. It was the fastest boat I have ever driven. Now I know what Steve David feels like, but I have some more years left to try to win here.”

“We were trying to be close,”



said Porter. “We had everything set up. The boat ride was good. We have no major damage. We’ll be ready for Tri-Cities. We are looking forward to the rest of the season.”

“We did it,” said an excited Shane. “We won! This is such a historic trophy and place to race. This is the biggest thing that has happened to me in boat racing. I’ll now have my name on the trophy with all the guys I idolized while growing up. I thought J. Michael was going to be too early. I knew where my marks were to go 80

mph, and he was ahead of those. I knew my marks were okay and that I would be legal. I heard right away that he got the penalty. I just needed to stay ahead of the other guys so I didn’t chase J. Michael. I don’t know whether I would have caught him, or even finished, if I had to push it because of the damage that was happening to the prop in the last two laps. I could feel that something was wrong. Now I want to go to Tri-Cities and break a course record.” Above right Larry Hanson and Jimmy Shane hold up the Gold Cup. ~ Ron Harsin photos above

Sponsor Larry Oberto spoke about the Oberto/Madison partnership. “It is a relief to win the Gold Cup. I’m happy for all the people who contributed to this. It has been 43 years since Madison won their Gold Cup, and this is our first in our 40 years in the sport. In the 1980’s, we had some moderate success by ourselves. Madison also had some moderate success. Fourteen years ago we formed our partnership. It took our partnership to make all this work. Neither of us could be where we are now if we hadn’t teamed up. It was like a merger when the synergies cause the whole to be greater than the sum of its parts. This is the first time we have ever had a perfect weekend. Jimmy fits the

organization perfectly. He is young, and he has a natural ability that over time will grow.” At right a very happy Larry Oberto and Bob Hughes. ~ Karl Pearson photo

In the Gold Cup, Jimmy also had some good luck. If Kelly’s GPS and stop watch had been working, could he have been a legal starter in lane 1? How much longer, and under what kind of stress, could the *Oberto* propeller have lasted? We don’t know the answers, but some good luck did contribute to the *Oberto* win.

So what do we know after the second race of the season? *Oberto* remains a strong competitor. It has only lost one heat this year, when Shane jumped the gun in the Madison final. We also know that the sport needs more boats if it wants to put on a good, competitive show on the water. *Miss DiJulio* and *Peters & May* need to solve their mechanical problems. More boats are expected to join the field in the Northwest, but how competitive will the new Ellstrom boat be and can Dave Villwock be competitive in the rebuilt Schumacher boat? Will Nate Brown show up with a boat? Will the 100 team be there? Kelly Stocklin plans to be there with the *Bucket List* boat. Hopefully for the sport, a field of at least twelve will be in the Tri-Cities. With a full field and good competition, the fans will leave with memories of an excellent event. This is what the sport desperately needs.

A New Date for Detroit

On the Saturday of the Gold Cup weekend, the Detroit River Regatta Association (DRRA) announced that the 2015 Gold Cup would be held on August 21-23. The reason for the move from the normal mid July date was “to avoid the Fourth of July holiday, which typically drives people out of town.” Detroit locals also point out that the mid July period is when the auto industry firms shut down for their annual maintenance. This forced vacation time also drives people out of town.

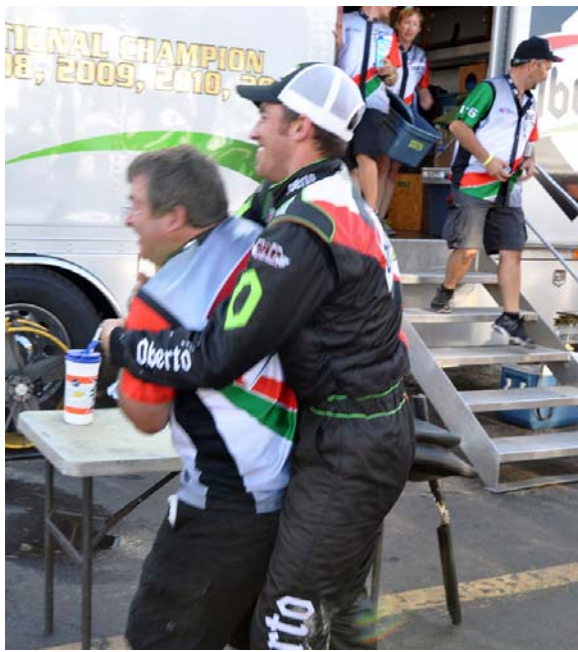
H1 issued a statement supporting the DRRA decision. “Our priority is to ensure that this move benefits fans, sponsors and our teams in a manner that provides a positive impact upon our series. H1 leadership will work to integrate the new dates into the 2015 schedule and coordinate changes with any events which might be impacted.”

The decision caught most people by surprise. On Friday, people were told that there would be a major announcement on Saturday. Most people thought that it would have to do with funding for the race and the possibility of a naming sponsor. There had been rumors of potential involvement by Roger Penske.

Coordinating “changes with any events which might be impacted” may be an understatement and a large challenge. Many of the western-based teams do not like the logistics and costs of fitting Detroit’s new date into the existing race schedule. It would require making two trips to the east, each time for just a single race. Madison likes its July 4th time frame and would not want to change its date. After coming east for Madison, the teams would then go west for the two Washington races. Three weeks after the Seattle race, all the teams again would have to be in the east for the Gold Cup in Detroit. A Labor Day weekend race in Idaho would require all the teams to again be in the west two weeks later. Two weeks later would be the San Diego race. No matter where they were based, many team members said it would be difficult to attend all the races.

Perhaps the race with the greatest risk would be Madison. If the west-based teams can only afford one trip to the east, they may choose the Gold Cup. The number of boats in Madison could be very small. A race in Evansville the weekend before the Madison race could mitigate this risk, as teams may be willing to make the trip if there are payments for two races.

The only conclusion following the DRRA decision is that it adds to the uncertainty that already exists about the 2015 schedule. Will there be a race in Evansville? Will Idaho be on the schedule? Are there any other new possibilities? Can a schedule be designed that will be cost efficient enough to get all the boats to go to all the races? There are now more than the usual number of difficult questions that need to be answered during the winter. ~ **Mac Clouse**



Above, Shane and Hanson in a food fight. ~ Ron Harsin photo; Center, Jerry Schoenith and Jack Shafer. Bottom, Ron Snyder. ~ Karl Pearson photos

STAT BOX

A.P.B.A. Gold Cup

Detroit, Michigan, July 12-13, 2014

2.72-mile course on the Detroit River

QUALIFYING U-1 *Oberto*, Jimmy Shane, 162.613, 100 points; (2) U-9 *Qatar*, Jon Zimmerman, 160.431, 80; (3) U-1 *Graham Trucking*, J. Michael Kelly, 159.332, 70; U-7 *Graham Trucking II*, Cal Phipps, 150.705, 60; (5) U-21 *Corporate Fleet Services, Inc.*, Brian Perkins, 148.301, 50; (6) U-22 (no name), Mike Webster, 141.259, 40; (7) U-12 *Miss DiJulio*, Greg Hopp, 133.664, 30; U-11 *Peters & May Racing*, Tom Thompson, DNQ (repairing gearbox), 0 (used test lap 145.771 to be eligible to compete).

HEAT 1A (1) *Oberto* 157.197, 400 points, 500 cumulative points; (2) *Graham Trucking* 155.927, 300, 370; (3) *Qatar* 143.537, 225, 305; *Peters & May Racing* DNS (repairing engine), 0, 0. Fast lap (2) *Oberto* 160.125. **HEAT 1B** (1) *Corporate Fleet Services, Inc.* 148.164, 400, 450; (2) *Graham Trucking II* 139.515, 300, 360; (3) U-22 128.990, 225, 265; *DiJulio* DNS (out of equipment), 0, 30. Fast lap (3) *Corporate Fleet Services, Inc.* 152.388.

HEAT 2A (1) *Graham Trucking* 147.137, 400, 770; (2) *Corporate Fleet Services, Inc.* 142.099, 300, 750; (3) U-22 125.606, 225, 490; *DiJulio* DNS (out of equipment, withdrew), 0, 30. Fast lap (2) *Graham Trucking* 150.560. **HEAT 2B** (1) *Oberto* 148.941, 400, 900; (2) *Graham Trucking II* 129.269, 300, 660; *Qatar* DSQ (flipped lap four, turn one), 0, 305; *Peters & May Racing* DNS (repairing engine, withdrew), 0, 0. Fast lap (2) *Oberto* 149.202.

HEAT 3A (1) *Oberto* 143.283, 400, 1300; (2) *Graham Trucking II* 141.243, 300, 960. Fast lap (2) *Oberto* 145.499. **HEAT 3B** (1) *Graham Trucking* 149.289, 400, 1170; (2) *Corporate Fleet Services, Inc.* 147.630, 300, 1050; (3) U-22 134.393, 225, 715. Fast lap (4) *Graham Trucking* 153.205

HEAT 4A (1) *Oberto* 146.220, 400, 1700; (2) *Graham Trucking II* 145.677, 300, 1260; (3) U-22 108.478 (penalized one minute for jumping the gun), 225, 940. Fast lap (4) *Oberto* 148.530.

HEAT 4B (1) *Graham Trucking* 150.065, 400, 1570; (2) *Corporate Fleet Services, Inc.* 149.769, 300, 1350. Fast lap (2) *Graham Trucking* 153.131.

FINAL (1) *Oberto* 140.863, 400, 2100; (2) *Corporate Fleet Services, Inc.* 134.876, 300, 1650; (3) *Graham Trucking II* 127.289, 225, 1485; (4) *Graham Trucking* 120.445 (penalized one lap for jumping the one-minute buoy), 169, 1739; (5) U-22 94.171 (penalized one lap for jumping the one minute buoy), 127, 1067. Fast lap (1) *Graham Trucking* 150.237.

COMPILED BY ALLEN STILES

Vintage Unlimiteds Make an Appearance at Detroit

Karl Pearson photos

Below left is the 1960 mile straightaway record holder, the U-2 *Miss U.S. 1* (2), on tilt in the pits at Detroit. It was built in 1957 and last raced in the 1963 Detroit Gold Cup with Roy Duby driving. At the right is the 1965 and '67 U-70 *Such Crust IV* (3) on tilt at Detroit. It was built in 1962 and raced as the U-77 *Such Crust IV* (3), U-70 *Such Crust*, U-70 *Such Crust IV* (3), and U-70 *Lear Jet* in 1966. It was retired after the 1967 season.



At right is the U-12 *Miss Budweiser* (14) at speed on the Detroit River. This boat was originally Chuck Hickling's U-17 *Tempus* (#7817). It ran as *Miss Budweiser* in 1980 with Bob Mashemedt driving. It also ran as U-5 *Frank Kenney*, the Coopers U-17 *Tempus* and the U-15 until 1987. It became *Miss Budweiser* again in 1999, but painted red instead of the original white in the Madison Movie. It is owned by Bob Schoerder. Below are two unlimiteds seen running in Madison, the U-36 *Miss U.S. IV* driven by Jack Schafer and U-55 *Gale V* (3) piloted by Bill black.



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