



Sacramento

Oberto Wins Big Wake Weekend

by Craig Fjarlie



Chris Denslow photo

This photo by Chris Denslow pretty well sums up why *Oh Boy! Oberto* was able to run away with the win in the final. The final turn before the start of the final heat shows Steve David in the red/green *Oberto* was in about lane 4-5 coming around the exit buoy. J. Michael Kelly (orange boat) in lane 3 appeared to bear out, cutting off Tom Thompson (yellow boat) and hosed Thompson down. Kelly then corrected back in towards Jimmy Shane (black/red boat) in lane 2. Kip Brown (white boat) in lane 1 didn't seem to have much speed coming to the line, and starting in lane 1 with the shortest way around, he should have been more of a factor. Jon Zimmerman (white boat) way outside in lane 6 actually did ok and was in the race for a couple laps, but running outside there wasn't much chance of getting around all the other boats. David was able to get a clean start and had a good run at the starting line since he wasn't caught up in any of the dicing and mess in lanes 1-4. This photo shows six of the seven boats coming out of the last turn before the start. No penalty was called on Kelly for bearing out or encroaching on the yellow *Peters & May* boat.

From the photo alone, it appears to be an infraction looking at the angle of the orange boat bearing out (compared to the other boats) and not following the arc of the turn or lane he was in. At the point of the photo, Thompson is already taking evasive action to avoid being cut-off or hit by Kelly. A turn judge in a boat probably could not have seen this in all the spray and roostertails but the view overhead from the referee's helicopter should have caught this and is the very reason they are above the course with a view to make such calls. ~HydroFile Editor Lon Erickson

For decades, the final race of the year in the continental U.S. frequently took place in California. Having the opening race in California was something that never happened—until now. The first domestic race of 2013 was the Big Wake Weekend on Granite Bay, Folsom Lake, just east of Sacramento. Steve David guided *Oh Boy! Oberto* to a convincing victory, winning the final heat with relative ease. Jimmy Shane finished second in *Graham Trucking*.

Testing and Qualifying

The unlimiteds raced on Folsom Lake in 1966 and 1967, so in a sense the 2013 race was a return to a previous site, but for all intents and purposes this year's event was a first time regatta. As would be expected, there were some first race blues. The course wasn't set in until Friday morning. There was no running water in the pits on Thursday. Equipment needed by scorers and timers, including printers, copiers, and an internet connection, was unavailable until Saturday. Still, when problems were identified, the race committee went into motion to resolve them. By the time of the final heat on Sunday afternoon, most things were running smoothly.

The course was a two-mile oval. Because of shallow water near the pit area, the racing lanes were a long way from shore, similar to the course on Lake Washington. There was a narrow lane from the pit area to the course that drivers had to navigate to avoid running aground. The lane was the width of one buoy length, and was just past the start-finish line. There were 10 boats on hand, and two cranes in the pits. That meant each crane operator was responsible for getting five boats in and out of the water. A small cherry picker was used in the pits to move engines, gear boxes, and other equipment from trucks to boats. While final set-up preparations were being made on Friday morning, there was time to wander through the vintage boats pits just outside the main pit area. *Skip-A-Long* was there on tilt. *Shanty II* was next to it. The boat has been re-powered with an automobile engine, and some changes have been made to the running surface. *Shanty II* was set flat and people were encouraged to climb into the cockpit for a photo opportunity. A few steps away, Don Edwards was there with his *Golden Komotion* drag boat.



Our author Craig Fjarlie in blue shirt behind Don Edward's 29 *Golden Komotion*. See vintage and some other boats on page 6.

The course opened for testing at 10:30. The first boat out was Nate Brown's U-95 *Qatar*, with Kip Brown at the wheel. He was followed by J. Michael Kelly in U-37 *Performance Chevrolet*, then Mark Evans in U-57 *FEDCO*. Steve David was out next with U-1 *Oh Boy! Oberto*, then Jimmy Shane in U-5 *Graham Trucking*. Testing was halted briefly because of an electrical problem in the pits. When the course re-opened, Shane was back on the water, followed by Jon Zimmerman in U-9 *Red Dot*, then Kelly.

Qualifying was scheduled Friday afternoon from 3:00 until 5:00. First out was Tommy Thompson in U-11 *Peters & May*. The team was running the repaired T-4 hull, not the boat that was damaged in Qatar in February. Thompson made two slow laps then started back to the pits. He was off plane, entering the lane back to the pit area when the boat hooked an outside course marker with the left sponson. He dragged the buoy a few yards before going dead in the water. Thompson opened the canopy, got out and unhooked the buoy line from the sponson. He was towed in, but the process took until 3:40 because the boat drifted into shallow water. The patrol boat was unable to tow the hydroplane back to the pit access lane so a different patrol boat had to take over and finish the tow. When *Peters & May* was finally back at the dock, *Performance Chevrolet* headed out to the course.

Only six boats had qualified at 5:00. Fastest was *Oh Boy! Oberto* at 150.441, followed by *Graham Trucking* at 148.071, *Performance Chevrolet* at 142.574, *Red Dot* at 142.048, *Qatar* at 139.426, and *FEDCO* at

135.769. *Oberto* also turned a lap of 153.191 and *Performance Chevrolet* did 145.134, but both laps were disallowed because of N2 violations.

The four unqualified boats had their lap speeds timed during Saturday morning testing. Mike Webster turned in a speed of 131.921 in U-22 *Rocky Mountain Window Tint*, and Thompson ran 132.489 in *Peters & May*. Greg Hopp in U-14 *Toyota* managed a lap of 119.039, and Ryan Mallow did 128.859 in U-100 *Central Coast Airbrush*. The latter two ended up taking a chairman's option to get into the race.

The draw put *FEDCO*, *Performance Chev*, *Qatar*, *Graham Trucking*, and *Central Coast Airbrush* in heat 1A, scheduled at 5:00 Saturday afternoon. Heat 1B, at 5:30, would have *Red Dot*, *Rocky Mountain Window Tint*, *Oberto*, *Peters & May*, and *Toyota*.

Heat One

Central Coast Airbrush never left the pit area for heat 1A. *Performance Chevrolet* had the inside and led into the first turn. At the apex of the turn, *Graham Trucking* pulled even. The two went up the backstretch side-by-side. At the end of lap 1, *Graham* had a slight lead. Meanwhile, *Qatar* settled into third and *FEDCO* trailed. *Graham Trucking* slowly extended its lead and won by a roostertail over *Performance Chevrolet*.

Oberto had an easy time of it in 1B, but Steve David put on a good show for the spectator crowd. In lap 2, he slowed to allow *RedDot* to close the gap. *Oberto* pulled away again on the last lap and won with ease. *Red Dot* was second, *Peters & May* was a steady third. *Toyota* was a distant fourth, and *Rocky Mountain Window Tint* trailed.

The draw for heat two was held immediately following heat 1B. *Qatar* would go against *RedDot*, *Performance Chevrolet*, *Peters & May*, and *Rocky Mountain Window Tint* in 2A at noon Sunday. Heat 2B, at 12:30, would have *FEDCO*, *Graham Trucking*, *Oberto*, *Toyota*, and *Central Coast Airbrush*.

Heat Two

RedDot took the inside during the warm-up to 2A, and Zimmerman did an effective job of



Steve David and *Oh Boy! Oberto* were the top qualifier at Sacramento.

Chris Denslow photo



Chris Denslow photo



Chris Denslow photo



Chris Denslow photo

trolling to be sure no one slipped inside of him. *Performance Chevrolet* started in lane 2. *Red Dot* led into the first turn and slowly put distance on *Performance Chevrolet*. *Peters & May* was another roostertail back in fourth. *Rocky Mountain Window Tint* was off the pace in fifth.

Graham Trucking parked in lane 1 during the warm-up for 2B. *Oh Boy! Oberto* attempted to leap-frog it just before the one minute gun, but Steve David slid past the score-up buoy early and suddenly was a lap down. *Oberto* physically led the heat, but it was all for show. *Graham Trucking* was the winner, followed by *FEDCO*, then *Central Coast Airbrush* and *Toyota*. *Oberto* was fifth. *Central Coast Airbrush* lost its engine hood in the first turn.

The draw for heat three put *Graham Trucking*, *Red Dot*, *Performance Chevrolet*, *Qatar*, and *Toyota* in 3A, scheduled for 1:50. Heat 3B at 2:10 would have *Peters & May*, *FEDCO*, *Oh Boy! Oberto*, and *Rocky Mountain Window Tint*. *Central Coast Airbrush* had minor hull damage and withdrew from the rest of the race.

Heat Three

Red Dot was first across the starting line for 3A, but was a second early jumping the gun. *Graham Trucking* physically took the lead in the first turn and went on to win. *Red Dot* physically ran second but had to go an extra lap. *Qatar* was the second legal finisher, with *Performance Chevrolet* third. Kelly's boat appeared to be wallowing in the rough conditions. *Toyota* was fourth, then *Red Dot*.

Oh Boy! Oberto handily won heat 3B. *Peters & May* ran second, with *FEDCO* third. In the first turn of lap 3, *FEDCO* moved to the inside and closed on *Peters & May* but was unable to get by. *Rocky Mountain Window Tint* was a distant fourth.

The Provisional heat was cancelled when *FEDCO* was the only boat that wanted to run. The final heat, at 4:00, would have *Graham Trucking*, *Oh Boy! Oberto*, *Red Dot*, *Performance Chevrolet*, *Peters & May*, *Qatar*, and *FEDCO* as the trailer.

Final Heat

Conditions on Folsom Lake were rough all weekend, with long, loping rollers. With seven boats on the course for the final, the water was bound to be challenging.

The entire field was late for the start. *Oh Boy! Oberto*, in lane 4, was a second late, but that was a second better than any of the other boats. *Oberto* powered through the first turn. By the exit buoy, David had control of the course and it was all over except counting the laps. *Graham Trucking* gave chase for a lap but to no avail. *Red Dot* physically ran third. At the apex of turn 2, Zimmerman was called for a class 3 lane violation against J. Michael Kelly in *Performance Chevrolet*. The infraction drew a one lap penalty and \$250 fine. *Performance Chevrolet* finished third, followed by *Qatar*, *FEDCO*, *Peters & May*, and *Red Dot*.



Chris Denlow photo



Karl Pearson photo



Karl Pearson photo

Following the race, Steve David was pleased with the way *Oh Boy! Oberto* handled the rough water. He said conditions were worse than a typical day on Lake Washington. “Even if I’m in the fourth lane, I can beat everyone except maybe the 5,” he said. “We have a new canard on the boat, and I’m still getting used to it. It’s lighter, more responsive to my foot.”

Most spectators went home enjoying what they had seen: A good unlimited race, numerous races by outboards, and exhibition runs by vintage inboards. A lot of hard work went into putting the Big Wake Weekend together, and early indications are that the effort was successful.



Top; David wins; Center, Mike & Lori Jones; Bottom, driver Jon Zimmerman & Sam Cole. ~ Chris Denslow photos

STAT BOX

BIG WAKE WEEKEND

June 1-2, 2013

2-mile course on Folsom Lake; Sacramento, California

QUALIFICATION (1) 1 *Oh Boy! Oberto*, Steve David, 150.441, 100 points; (2) 5 *Graham Trucking*, Jimmy Shane, 148.071, 80; (3) 37 *Performance Chevrolet*, J. Michael Kelly, 142.574, 70; (4) 9 *Red Dot*, Jon Zimmerman, 142.048, 60 points; (5) 95 *Qatar*, Kip Brown, 139.426, 50; (6) 57 *FEDCO*, N. Mark Evans, 135.769, 40; (7) 11 *Peters & May*, Tom Thompson, 132.489, 0 (speed during test session); (8) *Rocky Mountain Window tint*, Mike Webster, 131.921, 0 (speed during test session); 14 *Toyota*, Greg Hopp, DNQ, 0 (Chairman’s Option); U-100 *Central Coast Airbrush*, Ryan Malloy, DNQ, 0 (Chairman’s Option).

HEAT 1A (1) *Graham Trucking* 138.226, 400 points, 480 cumulative points; (2) *Performance Chevrolet* 136.385, 300, 370; (3) *Qatar* 131.195, 225, 275; (4) *FEDCO* 116.974, 169, 209; *Central Coast Airbrush* DNS—fuel pump wired backwards, 0, 0. Fast lap (2) *Graham Trucking* 141.176. **HEAT 1B** (1) *Oh Boy! Oberto* 131.908, 400, 500; (2) *Red Dot* 130.575, 300, 360; (3) *Peters & May* 118.123, 225, 225; (4) *Toyota* 112.390, 169, 169; (5) *Rocky Mountain Window tint* 105.558, 127, 127. Fast lap (3) *Oh Boy! Oberto* 135.808.

HEAT 2A (1) *Red Dot* 134.671, 400, 760; (2) *Performance Chevrolet* 127.621, 300, 670; (3) *Peters & May* 125.025, 225, 450; (4) *Qatar* 123.671, 169, 444; (5) *Rocky Mountain Window tint* 114.512, 127, 254. Fast lap (1) *Red Dot* 136.252. **HEAT 2B** (1) *Graham Trucking* 128.654, 400, 880; (2) *FEDCO* 120.628, 300, 509; (3) *Central Coast Airbrush* 115.866, 225, 225; (4) *Toyota* 113.974, 169, 338; (5) *Oh Boy! Oberto* 99.625 (penalized one lap, early at the one minute buoy), 127, 627. Fast lap (1) *Oh Boy! Oberto* 144.450.

HEAT 3A (1) *Graham Trucking* 133.584, 400, 1280; (2) *Qatar* 127.471, 300, 744; (3) *Performance Chevrolet* 118.090, 225, 895; (4) *Toyota* 108.715, 169, 507; (5) *Red Dot* 96.845 (penalized one lap, jumped the start). Fast lap (3) *Graham Trucking* 135.705. **HEAT 3B** (1) *Oh Boy! Oberto* 127.175, 400, 1027; (2) *Peters & May* 122.390, 300, 750; (3) *FEDCO* 121.615, 225, 734; (4) *Rocky Mountain Window tint* 112.968, 126, 423; *Central Coast Airbrush* WD—hull damage under right bullnose, 0, 225. Fast lap (1) *Oh Boy! Oberto* 136.534.

FINAL (1) *Oh Boy! Oberto* 133.425, 400, 1427; (2) *Graham Trucking* 130.316, 300, 1580; (3) *Performance Chevrolet* 123.017, 225, 1120; (4) *Qatar* 119.570, 169, 913; (5) *FEDCO* 115.471, 127, 861; (6) *Peters & May* 107.971, 95, 845; (7) *Red Dot* 104.750 (penalized one lap, fined \$250, encroached on 37 lap two, turn two), 71, 104.750. Fast lap (1) *Oh Boy! Oberto* 141.132.

COMPILED BY ALLEN STILES



Above photo from Chris Denslow, the rest are from Karl Pearson

Old Boats & New Paint

After Qatar there are three new paint schemes for the Sacramento event; Porter's U-5 *Graham Trucking*, the Schumacher's U-37 *Performance Chevrolet*, and Stacy Briseno's U-100 *Central Coast Airbrush*, hull #0010. Another boat not seen in quite a while is Mike and Lori Jones' #8401 display. On the vintage front, there are three boats most of us haven't seen a lot of. The G-13 *My Sin*, G-25 *Skip-A-Long*, and the U-29 *Shanty II*. More photos from Sacramento on page 11 and 21.



H1 TWEAKS THE RULES FOR 2013

Chief Referee Mike Noonan sits down with the UNJ for his annual interview on rules changes for the H1 Unlimited Hydroplane Racing season.

Conducted by Clint Newman

UNJ: Well, Mike, here we are again, doing our rules change interview. Let's go straight to the mandatory starting procedure question! I understand that there have been no changes.

Noonan: No, there were no proposals or suggestions ... a lot of ideas, but nothing hard as far as written rules that were presented. The

committee just had to go with what was proposed and we did not agree on any changes. So, it was left as is. There were a couple of proposals, for example, the N2 (the engine speed, actually the propeller speed) could not drop below 60% at any time. That could be monitored with our equipment. We would have to bring the boats in, check for fuel violations, N2 violations, and then check to see if it went under 60%. The penalty would be issued after the race was over, anywhere from 20 minutes to an hour after the heat. We did not think that was a viable solution, so it failed to leave committee.

UNJ: I think there was a proposal to change the 5 boat length overlap rule to 3 during the pre-race milling period?

Noonan: Again, we felt like that was cutting it too close. If you said you have 3 boat lengths, you would take it and wash out half the field before the race ever started, especially in saltwater. We didn't want to take out anybody for the final heat.

UNJ: Last year when we talked, you told us about an experiment with GPS systems that you were trying. I think the idea was that the boats had to maintain a speed of 100 mph at all times?

Noonan: There would be a minimum speed, whether 100, 90, 110 mph, that was to be determined. We started out in Madison trying to try the process. In Madison, we had so many heat related injuries and issues with people "going down", that we were unable to do anything. Plus, we had so much heat we had some equipment failure. Sitting a GPS transmitter in a black dashboard in the sun was not good.

UNJ: Again, it seemed to me that the situation was that this would cause another penalty to be issued after the race.

Noonan: If the system works as advertised by the manufacturer, we would be transmitting the GPS data "live" to the judges' stand. We would have software written that would indicate the speed with colors. Green would be above the speed, yellow would be below the speed, and if you go below the speed for a certain number of seconds, it would turn red. Everyone could see that, and as soon as it turned red, the penalty would be issued. GPS is easy to read "live", it's easy to record and look at later. But, it's hard to transmit that data back to the judges' stand from



Clint Newman

Chief Referee Mike Noonan

7 moving boats and look at 7 different GPS speeds at the same time on a single display, or to do it fast. The hard part is the live telemetry data.

UNJ: I guess that has been put on “hold” for a while?

Noonan: Actually, I’m working on that as a special project this summer. We have the manufacturer helping out, and I’m going to work on that during the season. We will experiment and put more effort into trying to see what can be done.

UNJ: You had a situation in San Diego last year where a decision was made that the boat that crossed the finish line first had a technical violation. Then, after an appeal, the decision was reversed based on an appeals committee’s findings. Can you explain how that happened and what you have done, hopefully, to avoid these situations in the future?

Noonan: Some of the data we were getting during the season was unreliable. We knew there was a problem with something, but we could never put our finger on exactly what it was. We were getting good high pressure flow meter data, but we were getting garbage or “noise” for the low pressure. We had to jump back and rely on the high pressure. In Seattle, when the U-6 *Oh Boy! Oberto* won, the low flow data was garbage. We ignored it because it was not useable. It was showing numbers that you know couldn’t happen. It would go from 10 gallons a minute to a tenth of a gallon back to 9 gallons a minute, all in the matter of a tenth of a second. The fuel couldn’t change that much. That was thrown out and we used the backup, the high pressure flow.

By the time we got to San Diego, we kept making changes and nothing changed the data. The rule says that if all of our equipment is found to be good, you assume that the party is guilty. The same data showed up in the final in San Diego, and the U-6 was disqualified. We knew at that point that the best way to find out what was going on was to have them protest, and then we would start the process of putting it to a committee, sending all of the equipment out.

We hand delivered our data loggers that were from a company called Racepak Data Systems to their headquarters in the Los Angeles area. They tested the flow meters, the cables, and the recorder, and found that during the manufacturing process, a ground strap was left off. The shields on our cables were never grounded to the circuit board. That allowed a lot of noise to be introduced on that low flow meter cable line. The fix was simple. We had them solder jumpers on to all the boards that made the signal ground connected to the chassis ground of the circuit board, thereby eliminating the extraneous noise. Tests after that showed that the data was good, using the same cables and flow meters that we had been using. We don’t know why those jumpers weren’t there from day one.



UNJ: You have also created a new position of Chief Engineer. Is that related to this same situation?

Noonan: Very much so. We have a Chief Inspector who is primarily looking at boats during construction, boats during racing, looking for failures, flaws, breakages, making sure that repairs are good. But, we had nobody was looking at things like the data. Is there a better way to get data? Should we be using different flow meters? The GPS is another engineering type project. Sam (Cole) created the new position of Chief Engineer and assigned Doug Ford

that job. His job is to talk to and work with the companies that make flow meters, GPS, Racepak data, and come up with better ways to do what we are doing. We needed a different look, somebody from the outside, not somebody that has been doing it for so many years.

The other thing this allows us to do is to put a second set of eyes on the data in the truck. We have the data being downloaded and read, looked at. That word was passed on to the chief referee who couldn't see it due to logistics. Any penalties that are noticed or found will be shown to the Chief Engineer. He and/or the Chief Referee can make the decision based on that.

UNJ: The owners and crew chiefs will designate one person at each race to be the data contact person for all of the teams??

Noonan: Every team wants to see everybody else's data. It was getting to be a real problem with them coming to the truck and bothering our data technician. Now, we release it to one person. We release it at the end of each day after everything has been determined and cleared, all penalties have been issued, we have reviewed the data, then we will put it on some sort of memory device, and give it one representative at each race. If the teams want it, they go to that representative and get it. Usually it is a crewmember.

UNJ: We have talked about appeals. I think it has always been the case that no appeal can be made of a judgment call by a referee. Is that correct?

Noonan: That is actually a new rule, put back in the book this year. It was taken out around the time that ABRA took over from Hydro Prop. Some of the owners went through the book and threw out everything they didn't like because they were able to start with a clean slate. One of the things that they didn't like was that they couldn't protest a call. It was put in that any owner could protest any adverse decision that affected their team. What that caused was that in every heat, there was a protest. A call was not made and they thought it should have been, or a call was made and they thought it was wrong. Appeals committees were appointed. Heat 2A in Tri-Cities could be determined 6 months later by a committee. It put us in a bad situation. The results wouldn't be known for months.

There is not a sport out there, motorsports, professional or amateur sports, where the owner of a baseball team can protest a slide into home plate and the call, or a ball and strike call. We are making calls; they are balls and strikes, judgment calls. They should not be appealable. If a judgment call is made like jumping the gun, a lane change, chopping somebody off, those calls are not protectable, putting us in line with everybody else. We went back to the way it always was Judgment decisions cannot be protested . . .

Now, the other side of that is that protests and appeals are allowed in 3 situations:

1. There is a suspension;
2. You can protest the legality of a competitor; and
3. You can protest a technical decision. If the inspector finds you to be illegal, you can protest that decision and it will go to a committee to make a final decision.

UNJ: What is meant by the legality of a competitor?

Noonan: If you feel that someone is cheating and it is not being found. Whether it is wrong engine parts, too large a prop, running illegal fuel, bypassing the system, those things can be protested. If you write a thousand dollar check, you can protest those decisions.

UNJ: There have been a few changes dealing with the Provisional boat in the final heat.



Chief Engineer Doug Ford

Noonan: A Competition Directive we issued after the 2012 Doha, based on an incident that happened with the trailer boat in the final heat. The Provisional starter who was supposed to trail the field, crossed the line by 5 seconds in the final heat, went up there early, got in the way, and interfered with the starting procedure. He was told to get out of lane 1 early, before the 1 minute gun, moved out of the way as told, but then, as the boats approached the turn, moved back into lane 1, and interfered with the results of the final heat. Therefore, that boat was disqualified for not following orders.

After that, it was clear that we needed very specific starting procedure for the Provisional boat. The rule book didn't say you could take lane one from anybody else, even though you were 5 seconds back. We specified that now, the provisional boat cannot occupy lane 1 at any time, cannot interfere with the start, must follow the field around, and must start 5 seconds after the start. If they are less than 5 seconds after the start, they can jump the gun.

UNJ: Just what is a Competition Directive?

Noonan: It is a rule change that is instituted during the season that cannot wait for the rules change cycle once a year. It addresses some obvious need, lack, a void in the rules, a change that needs to be made. Between the two Doha races we found out the rule book didn't specifically say where the provisional boat had to start. That was typically given by the Chief Referee verbally. We needed a rule saying where you must start and what happens if you don't start. A Competition Directive was issued (in writing) until the rules book could be changed. If the Chief Engineer tells me that we need to change the type of material on a skid fin rod or we need to increase the diameter of the rod for safety, we don't have to wait a year to get that done.

UNJ: You have made a few changes dealing with unsportsmanlike conduct, unbecoming conduct of a driver, a team member, official, or others. Could you sum that up for me?

Noonan: It takes existing rules and added verbal, language based penalties. It has always said that you couldn't do anything on the racecourse that endangered competitors. You couldn't hit or start a confrontation with another competitor. We needed a rule to cover more verbal situations, abusing a sponsor, making public statements that are embarrassing to the teams. We want to keep sponsors, especially new sponsors, from being embarrassed and possibly driven out of the sport because of things they saw, offensive conduct by anybody. We want to make our sport more professional and in line with other major sports.

UNJ: When we talked last year, you told us that special permission had been given to Kelly Stocklin to run a different turbine engine. How did that work out?

Noonan: I think Kelly was extremely pleased. He went through a lot of disappointments and some equipment failures, some self-induced, running that much horsepower in that kind of boat. He accomplished what he wanted which was to qualify; he made heats, including a final heat. So, that was probably his Bucket List Racing goal. He qualified as an unlimited driver and raced his own boat. Over all, the boat showed that a smaller boat with a smaller turbine, the T-53, can run and compete. I think he didn't anticipate the equipment failure he had, based on using a grand prix style gearbox with the horsepower that turbine can produce. He went through a learning curve, but I think Kelly would consider it a success.

UNJ: I understand that the responsibilities of race officials are undergoing some changes.

Noonan: We are running out of officials, especially if we are expanding. If we pick up 2 or 3 races in the states and 2 or 3 races overseas, as we found in Doha, we had a lot of people who just couldn't make it. A vacation was planned or vacation days off were used up. We were short and we had to find some people to go out and do jobs that they had never done before. We need more people.

We have to train new people, expand the pool, plan for succession. We will use a lot of existing officials, put them in new positions, and train them. Instead of having the Chief Referee run the race making all the calls and decisions, we will let several people do that job. We will have a lead or head referee at each event, always on the judges' stand. He will be the final say as to calls. There will be two referees in the helicopters, and when it comes to calls on the racecourse, those three people will be making the calls.

Our referees will move around. At every race, there will be a different person as lead referee. Billy Noonan, Jack Meyer, Brian Hajny, Doug Brow, and others will be working as lead referees so that in any event they had to run a race by themselves, they could. We are looking at getting more people involved in the technical side of it. We want to add inspectors. We are talking to inboard inspectors, finding people to help Peter (Thompson). We have at least two helpers on the East and West Coast.

I will keep the title of Chief Referee, keeping that responsibility from an APBA and insurance standpoint as the key person in charge of the event from a sanctioning body standpoint. If we have an event with unlimited and 3 or 4 other classes of boats, all those referees report to me as far as safety and overall risk management. It will give me time to work with the equipment, the GPS, helping Doug (Ford) trying to find alternative ways of reading data. At the same time, I can keep an eye on the race site, especially the new ones, making sure they are doing things right, correcting mistakes, but I will not be the one who watches the event and make the calls.

People don't realize that when the referee in the helicopter makes the call, the Chief Referee makes the decision, "Do I support him or not?" If I go by his call, I'm the one who announces the disqualification or penalty. They think I made the call. Really, it was the referee in the helicopter and all you do is support him. If you don't support your people, then they won't do it anymore. You put people up there you can trust, and you back them up. And, there are the two turn judges; they are our eyes on the course in the turns. They will be making the calls.

UNJ: Thanks, Mike! We hope you and H1 have a safe and exciting 2013 season.

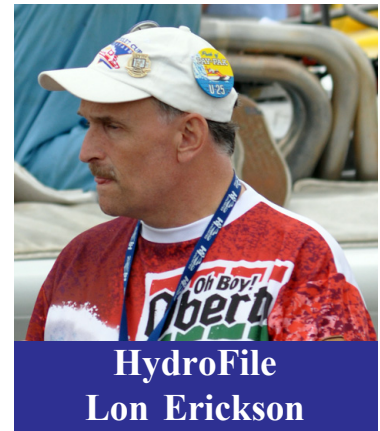
The U-100 team had some issues in Sacramento, fuel pump gremlins, destroying their cowling and some damage to the bull nose and bottom, which eventually forced them to withdraw after heat 2B. Crew chief **Steve Peterson** and the crew have repairs underway on the damaged running surfaces and will be updating a Leland style cowling to take on the eastern race swing. Owner **Stacy Briseno** reports they learned a lot running this hull for the first time in Sacramento and is encouraged for the rest of the season. They will have Jarvis sponsorship on board for the Gold Cup and continue work on securing additional sponsors. Below; The U-100 *Central Coast Airbrush* in 3B at Sacramento minus engine cowling, and their driver **Ryan Mallow**. ~Chris Denslow photos



Continued from page 13

1. Oh Boy! Oberto/Miss Madison

After experiencing some engine gremlins and due to the short turn-around after the winter Doha events, the Oberto team detoured after the Sacramento win and brought their boat and equipment to the Hydros Inc. shop in Tukwila, WA for some work, before returning to Madison. Their engines went to the “secret” dyno shop that Hydros Inc. maintains offsite, for maintenance and tuning in preparation for the Madison race and balance of the 2013 season.



11. Peters & May/Unlimited Racing Group

Scott and **Shannon Raney**'s URG is getting caught up now after Sacramento and the tremendous endeavor to get the T-4 hull rebuilt and race ready this spring. Work



continues on an additional motor for the season and making some changes to the boat from what they learned running at Big Wake Weekend. They accomplished what they set out to do in their first race and now are making the small modifications to the hard work they put in. Scott says about Sacramento “it was nice to actually have an opportunity to sit down and watch the boat run, rather than be thrashing and making repairs.” ~ Lon Erickson photos

14. Centurian Unlimited Racing

Jay Leckrone's team has been hard at work since getting the former **Dave Bartush** hull just weeks before the Sacramento event. A few issues came up at Folsom Lake that prevented **Greg Hopp** from being up front contending but they have identified those issues and are working to resolve them. Team spokesman **Denise Garl** reports that Hopp will be driving the boat in Madison and Detroit (*it was previously thought there might be a conflict with a GP event at Valleyfield on the Gold Cup date*), and they are excited to have him on board. The crew is working on fixing some fuel flow issues now and repairs to some bull noses before leaving for Madison and Detroit. ~ Lon Erickson photos



37. Schumacher Racing

Dave Villwock was with the 37 team in Sacramento and had the opportunity to spend some time with the crew trying some recent changes to improve the handling. The boat is back in the shop getting prepared for the eastern swing, and will run with the Beacon Plumbing name in Madison. ~ Bill Moore photo



95. Qatar/Our Gang Racing

Nate Brown and team are making some modifications to the hull of the 95 hull. After review of some on-board video,



they noticed some areas of water and airflow over the boat they feel are affecting performance and visibility. On the left side of the hull, behind the sponson, they are installing a deflector lip or spray rail to redirect the flow of water and air. Also a deflector is being put on the left side of the cockpit to keep spray off the canopy, along with caps on the tips of the sponsons to help reduce water flow and spray over the front at slow speeds. The boat will receive a new complete refresh of the Qatar paint scheme before they head to Madison. ~ Our Gang Racing facebook photos

100. Leland Unlimited



Lon Erickson photos

Continued on page 11

Mira Slovak

A Daring Pilot

In the Right Place

At the Right Time - Part 2

by Steve Nelson

This is the second article in a three part series about Unlimited Hall of Fame driver Mira Slovak. In this issue, Slovak talks about being a national driving champion in two different sports, and looks back at three different hydroplanes he drove during golden age of racing.

A New Team for 1958

No matter how you slice it, the '58 racing season was one of the best ever, especially for the fans. Twenty seven active boats competed in 13 different races, and the first four races were won by four different teams! The Gold Cup that year pumped out one huge headline after another. Seattle fans rejoiced when the hot pink *Hawaii Ka'i III*, with fan favorite Jack Regas at the wheel, came out of mothballs to win the Gold Cup, while Bill Muncey escaped with his life when his *Miss Thriftway* lost a rudder and slammed into a fully manned Coast Guard cutter, sending both boats to the bottom of Lake Washington.

Slovak began the season driving *Miss Burien* after Boeing's *Wahoo* was pulled from competition so the crew could convert from Allison to a Rolls-Royce Merlin engine. Meanwhile, cross town rival *Miss Bardahl* of Ballard carried high hopes into the season. The prior year, owner Norm Christensen made his racing debut, bringing one engine and limited funds to the Apple Cup at Lake Chelan, Washington (Ole Bardahl was his sponsor). But for 1958, Ole Bardahl arrived with a new boat from Ted and Ron Jones. The new *Miss Bardahl* was a highly touted publicity machine that won the season opening Apple Cup with Norm Evans at the wheel. Despite the impressive win on his



At top, *Miss Burien* on trailer at Lake Chelan before the wreck. Above, the crew and the severely damaged *Miss Burien*. ~ H&RM Collection photos

home turf, Evans was fired a few weeks later with very little public explanation. In the final heat of the Apple Cup, *Miss Burien* suffered sponson damage. The crew put on a car wash to raise money to repair the boat, but this left Mira without a ride.

Four days after that, Mira Slovak was hired to replace him. Bardahl crew chief Del Gould told a local reporter “Mira has experience and ability. We’re tickled to get him.”

Slovak joined a young racing team that was primed and ready for battle. With Slovak at the wheel, *Bardahl* finished in the top three in just about every race the team entered. In the process, Slovak won the Connors Memorial in New York, and the Rodgers Memorial (an exhibition) in Washington, D.C. But several other boats, including *Miss U.S. 1* and *Maverick* were also tearing up the circuit. As the season wound down, all three teams had an excellent chance to win the high point race. The national title would be decided at the Sahara Cup on Lake Mead, the last race of the year.

It All Comes Down to This

On race day, all the favorites did well. *Maverick* won heat 1A, *Miss U.S. 1* took heat 1B, and *Miss Bardahl* finished first in heat 2A. The final heat would sort things out, both for the Sahara Cup, and for the national title. In the end, Donnie Wilson aboard *Miss U.S. 1* took the checkered flag, winning his third first place trophy in as many tries. But by finishing second in the final heat, Slovak earned enough points to power the new *Miss Bardahl* to the national title . . . with five points to spare! It rates among the slimmest high point victories in unlimited history, and was the best birthday gift ever for Slovak, who turned 29 years old the very next day.

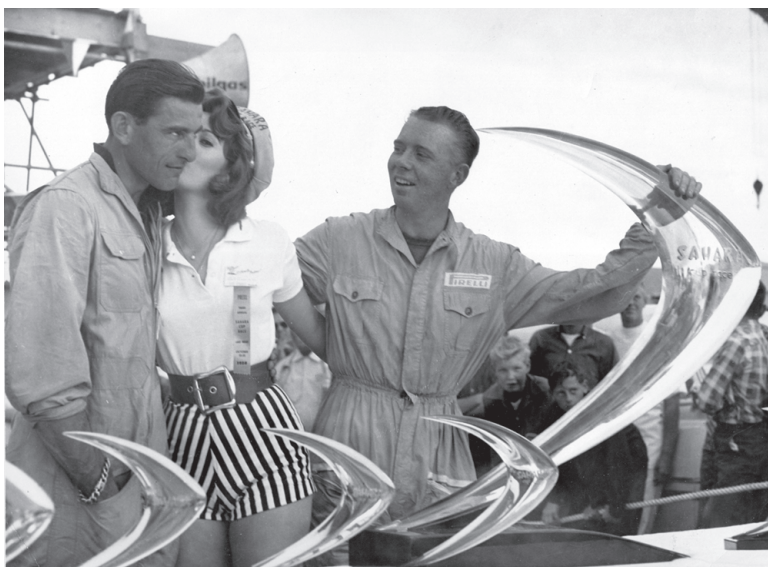
During the off season, the hydroplanes were quiet, but Slovak still found adventure. One afternoon he was flying solo aboard a Howard seaplane off the coast of British Columbia. His assignment that day was to deliver helicopter parts for Boeing. Lucky for Slovak, he was flying over water. Unluckily for Slovak, his engine sputtered to a stop, forcing an emergency landing. The seaplane dropped quickly and bounced to a sudden stop about ten miles off shore in the gray swirling seawater of the Queen Charlotte Sound. It was a landing Slovak would not forget.

“The landing was rough. The first contact was a nice touch down, the second one hit hard, the third one was violent, and the fourth one practically threw me under the water. I came back up again, and then I was just sitting out there. A fishing boat came by, and I had a rifle with me. I was shooting and finally one of those guys came by and gave me a tow. We went to Namu. It was a fishery. And since then, I hate fish, because I smelt the fish for one week that I was up there.”



The crew launching the U-40 *Miss Bardahl* (2) at Seattle. Mira Slovak placed second in the APBA Gold Cup behind Stead in the U-12 *Maverick*.

H&RM Collection photo



Mira Slovak gets a kiss after placing second in the Sahara Cup behind Don Wilson, at right, driving the U-2 *Miss U.S. 1*. Slovak and *Miss Bardahl* won the National Championship that year.

Bob Miller photo

The Best of Both Worlds

In 1959, Slovak shifted gears again. He was hired by Continental Airlines as a co-pilot on DC-3 passenger flights from Denver. But on weekends, Slovak - the hydroplane driver - was back on board the Seattle based *Wahoo*, the “*Miss*” had been dropped. By this time the crew had converted her to a Rolls-Royce Merlin engine, and the mahogany and red speedboat was firing on all cylinders (the tailfin also had mahogany and white chevrons). Out of four races entered, Slovak won two that summer, including the Lake Mead Gold Cup and the President’s Cup trophy in Washington D.C.



File 10 photo

At Lake Chelan above, the boat was named the U-101 *Miss Wahoo*. It changed to the U-101.5 *Wahoo* for Seattle’s APBA Gold Cup where they finished fourth. Mira Slovak also won their final two races.

As a full time commercial pilot, Slovak had to walk a fine line. He says Continental President Robert S. Fix tolerated his passion for boat racing, but others in the company were not so accommodating. In fact, Slovak was actually fired from Continental. The dreaded pink slip came just a few days before Slovak scored his huge hydroplane victory on the Potomac River.

“The [Continental] operations guy fired me, because I was racing unlimiteds, and he felt it was bad publicity for the airlines. But fortunately . . . Mr. Fix and Mr. Boeing were friends. So Mr. Boeing calls Mr. Fix and says ‘What’s going on up here? You fired him? What for? He just won the President’s Cup.’ (laughs) ‘So I was back again.’”

Fix allowed Slovak to continue to race boats, partly because Slovak was so successful, and partly because Fix himself was a former aerobatic thrill seeker. But even with the long leash, Fix was not thrilled with Slovak’s dangerous side job.

“Mr. Robert S. Fix, the original creator of Continental, was a stunt pilot himself. He called me a dirty name once in awhile, and say ‘You so-and-so . . . knock it off.’”

An Unforgettable Meeting

The irony of a Czech winning the President’s Cup was not lost on Slovak. He remembered the turbulent war years of his childhood when Boeing bombers flew over his hometown, and when victorious American soldiers marched into Prague. Now, 14 years later, Mira Slovak was having a remarkable conversation in the oval office with his good friend Bill Boeing, Jr., and with President Dwight D. Eisenhower, Supreme Commander of the Allied Forces during World War II.

“They had a 15 minute slot for us. But after 45 minutes . . . three times the aide came by and said ‘Mr. President, you have important business.’ And he said ‘Just a second, I’m talking to him. Just a second . . . Just a second . . .’ And he was asking Bill Boeing about the jet, about the Boeing Company, and so forth. And then we were talking about Czechoslovakia. He said ‘I was in Prague.’ I said, ‘I remember Mr. President. I was a kid waving at you at the main square. I remember him, in 1945. I was just 16 years old.’”

Boeing says Slovak held nothing back to win on the Potomac River. “As soon as I mentioned hydroplanes and he heard about the President’s Cup, it became his burning desire to win that race. Going back to the oval office and meeting Eisenhower was what he wanted. I could see that ever since escaping from the iron curtain in those early days, this was a dream of his.

“He drove a fabulous race that time. The final heat was done with eleven cylinders, because we had torched the valves on the engine. So we ran with eleven cylinders, but he was still able to pull it off. I think Mira was on cloud 9 after that.”

The *Wahoo* Accident

The 1960 Seafair Regatta in Seattle is remembered for many things, including a contested victory for Bill Muncey in *Miss Thriftway*. It was also memorable because three drivers, including Mira Slovak, spent time in the hospital (Don Wilson in *Miss U.S. 1* and Russ Schlee in *Thriftway Too* were the others). The problem for Slovak occurred in heat 1B when *Wahoo* was running fast in the north turn. As speeds reached 160 miles per hour, the boat caught both sponsons.



The wrecked U-101.5 *Wahoo* floats quietly in the Lagoon on Lake Wahington after the flip in Seattle's Gold Cup. ~ Rich Ormbrek photo

“The *Wahoo* was one of the boats which I destroyed. I felt like I just couldn't do nothing wrong. I was kind of even surprised. It was there for me. *Wahoo* was running like a clock, the speeds were right on top. The next thing I know, Dallas Sartz [in *Miss Seattle Too*] is pushing me. I says ‘Oh boy, I get you’. I go into the turn, I push the throttle a little bit too much, and the next thing I'm in a snap roll.”

Local newspapers described his accident. “With a lurch, *Wahoo* caught, then spun, and the whipping action of the roll flung Mira in a swift arc into the racing lanes of the turn.” He was unconscious and drowning when Bob Larsen [KOLroy driver] jumped into the water to rescue him. Slovak was pulled from the water by helicopter.

Two days later he was out of shock but still under heavy sedation. Slovak announced from his hospital bed that he would retire from the sport to fly for Continental. Owner Bill Boeing Jr. had also seen enough, and said he would retire his damaged hydroplane from any more competition. However, in time, both the driver and boat would race again. The boat was not seriously damaged and was rebuilt. In October that year they both returned. Slovak qualified *Wahoo* second fastest at the infamous Lake Mead Gold Cup.

Moving On

After his boat crashed in 1960, Boeing took a break from racing, and locked *Miss Wahoo* in the boathouse. Not only did his commercial helicopter business have him flying in other directions, but Boeing also realized that boat racing was changing. The number of ‘sponsored’ hydroplanes was increasing, as was the speed, and the danger, and the financial commitment. Boeing reminded himself that he entered racing because he enjoyed it, not because he was selling a product.

Boeing said, “We operated on a rather modest budget compared to most of them. I think the year we won two races . . . the total cost was \$40,000. So that was a pretty reasonable effort, to win two races that year.

“As for the boat itself, I was rather amazed they were able to race it as long as they did. I always figured that boat had a timed life to it. It was a time for me to [step back]. I was involved for a few years, and that was enough.”

A True Showman

Slovak slipped away from the sport after his 1960 accident, but the hydroplane fraternity did not forget him. He was at the Seattle race in 1961, but on the official barge. Mira Slovak was honored by sportswriters in 1962, when they voted him into the Stanley S. Sayres Hydroplane Hall of Fame. Slovak was now part of an exclusive club of drivers and owners who had helped redefine boat racing over the previous decade.

The next winter, while downhill skiing in the Swiss Alps, Slovak began to ponder a new opportunity. The Czech Air Force was parting with some worn out Bücker Jungmann airplanes, the same aircraft that Slovak had trained on. He knew what these planes could do. Slovak tracked one down in Vienna, but was disappointed to discover that the shabby fabric-sided biplane was beyond hope. Then he found one in Zurich. Though it was not in flying condition, Slovak bought it, and shipped it to Santa Paula, California, where he had the aging aircraft completely

overhauled. He loaded it with an American engine to double the horsepower, and added new instruments, new fabric, and a fresh coat of white paint with gold trim.



An original Bucker Jungmann above left. ~ Areo LK photo - And, Mira Slovak in the restored Bucker Jungmann airplane on right. ~ Mira Slovak photo

In years to come, Slovak flew fast and furious in his beloved Bucker Jungmann, performing aerobatic tricks between heats at west coast hydroplane events. Twice, during early Atomic Cup races at Tri Cities, Washington, he flew underneath the blue Columbia River bridge stopping hearts and traffic at the same time. It was Slovak's way of reminding fans that he had mastered flying long before he ever dipped a propeller in water. Soon, his aerial antics brought just as much notoriety as his racing skills on the water. Slovak says he performed in many air shows nationwide, despite having no formal aerobatic training.

"I never was a professional air show pilot. Instead of practicing before the air show, my training - my practice time - was at the air show! I just enjoyed doing it, that's all."

His desire to put entertainment ahead of competition speaks volumes about how Mira Slovak began to see himself, both in the air and on the water.

"People are looking at you, and people want to see excitement. Sometimes if there wasn't too much excitement, I tried to create excitement for them. Like in some races . . . there were fast boats and slow boats. If you get in a heat with the slow guys, then let them go at it for a few times. Of course, in the finale, take it away from them. But at least the people love it. They went crazy. The underdog . . . he's in front of the hot shot. It was a big deal. So there was excitement for them."

Right is Left, and Left is Right

In early 1963, two brothers from Seattle commissioned a new hydroplane. Milo and Glen Stoen hired boat builder to Ed Karelsen to construct it using a Ted Jones blueprint. Hydro fever was still running high in Seattle, and the Stoen brothers talked Slovak into driving their brand new boat. The bold orange-red boat with white thunderbolts would be sponsored by the Exide Battery Company of Cleveland, Ohio. But Karelsen was in a hurry to build it, and reportedly cut some corners. When he substituted staples for screws, Slovak says Ted Jones got worried and walked away from the project.

With the Detroit Gold Cup only a month away, the new hydroplane was finally lowered into Lake Washington on June 7, 1963, the first day of summer



The crane lifts out the new U-75 *Miss Exide* after her first run on Lake Washington. Mira Slovak on dock with his back to camera.

H&RM Collection photo

vacation. The test launch was a major media event, and the pits were packed. Reporters, competitors, photographers, and fans showed up to witness the maiden voyage of Seattle's newest hydroplane, *Miss Exide*. Newspaper accounts the following day used words like 'Terrific!' and 'Sparkles', while boat manager Al Benson announced "... there were no real problems'.

Former *Miss Exide* crewman Bob Woolms was there.

"That was quite the day, when they took it down to christen it. Somehow the news traveled quite quickly. Everybody found out we were going to be down there. So... we put the boat in the water, and normally the boat goes off to the right. There was a big rocky eddy that the boat had to go around. But as soon as the boat takes off out of the pits, the boat takes off left, toward the end of the little bay."

Slovak corrected the boat, and took *Miss Exide* for several nice laps around the lake. But after returning to shore, Slovak whispered something to *Exide* crew chief George McKiernan. Woolms explains.

"When he came back in, Mira says to George (he used to call him 'Yorge'), 'we have a problem.' He says 'I turned the boat to the left, it goes to the right. I turn the boat to the right, and it goes left.' We put the gearbox in backwards! (laughs) Nobody knows that story. I think there were even some crewmembers that didn't know it. In a way it was funny, but I didn't know about it until later, because Mira didn't tell anybody about it except George. Mira was such a pro, and he knew how important it was because the press was there. He didn't want to make a big deal, because of the sponsorship and everything. (laughs) He didn't want anybody to know."

Slovak recently confirmed the story is true. "Bob is right. If I may say so, the test run was quite uncomfortable, I was talking to myself very loudly 'right is left... left is right!'"

A Quick Exit for *Miss Exide*

The gearbox problem was the least of the *Exide* team's concerns. Simply put, the new boat was wild to drive. Slovak took a beating in his first race, but still managed a fifth place finish in the 1963 Gold Cup in Detroit.

The second race for *Miss Exide* was in North Idaho, at the Coeur d'Alene Diamond Cup. It had been only 51 days since the boat's test voyage. The crew had ironed out some kinks, but the boat was not yet balanced right. The



Steven Betts photo

Mira Slovak sits on top of the seat in the U-75 *Miss Exide* as the crew gets ready to pull her out after a spin on the Detroit River.



Bob Carver photo

Slovak and *Miss Exide* running on Lake Coeur d'Alene well before everything went "poof" and it disintegrated.

late Roger Hudson, Diamond Cup organizer, was on hand Saturday, and later told friends that the boat looked unstable during preliminary heats.

“We watched *Exide* jump completely out of the water. You could see several feet of daylight under the hull.”

Despite those challenges, Slovak guided the new *Miss Exide* into Sunday’s final heat. But disaster struck as he raced side by side with Bill Muncey in *Miss Century 21*.

“Muncey won two heats, and I won two heats. So we met on the final. They knew it was going to be a fight. And somehow he goofed up on his start. I was on the inside, and he was outside. He was slowly sneaking on me, and I could see him on the right side. So I tried everything, to push him on the side and the wide turns. That didn’t work out. So on the next one, I said ‘OK, I’ve got to go faster’. I gave it to her and . . . poof.”

The shiny new plywood boat got its wild nose down at 150 miles per hour, and simply disintegrated, catapulting Slovak into the cold waters of Lake Coeur d’Alene.

Coeur d’Alene tugboat operator Fred Murphy was watching from his committee boat. He said driver Warner Gardner immediately stopped his *Notre Dame* and began searching for Slovak amidst the colorful blanket of floating boat debris.

“Colonel Gardner . . . stood on the bow of his boat after cutting the switch. Suddenly, he saw the orange helmet worn by his unconscious friend. Warner Gardner dove into the water and had to swim down about six feet. He brought Mira to the surface and held his face out of the water until the Coast Guard rescue boat arrived moments later.”



The wreck of the U-75 *Miss Exide* on display brought a lot of sightseers after the accident at Coeur D’Alene, Idaho. ~ H&RM Collection photo



An injured Mira Slovak. ~ H&RM Collection photo

Slovak was in bad shape when they whisked him to the hospital. His face had taken a beating when he shot through the windshield.

“I always liked to look on top of the windshield screen with my goggles. The screen, when she threw me out, went right here.” (Slovak points to his mouth). “I had plastic surgery . . . so I don’t feel it. It was open, from here to there.” (Slovak points to his chin). “I had a broken leg, broken teeth, and open, from here to here.”

Slovak received dozens of stitches in his chin, to go with his broken vertebra and busted ribs. He healed, but the accident had taken its toll. [Slovak was going to drive the ex-Wahoo as soon as he recovered from the Diamond Cup crash. But Continental gave him a choice of flying or racing. He chose flying. So, for the second time Slovak retired from hydroplane racing while lying in a hospital bed.

Going Even Faster

Slovak soon resurfaced in Nevada in an even more dangerous sport. He met up with WW II ace Bill Stead, a boat racing buddy who had driven *Maverick* to the 1959 unlimited hydroplane

National Championship. Stead was organizing the first ever Reno Air Race, and asked Slovak to pilot his very fast F4F Grumman Bearcat.

Air racing, then and now, is a true white-knuckle sport in which pilots race 100 feet off the ground at speeds in excess of 400 miles an hour. Tragically, since the inaugural Reno Air Race in 1964, 20 pilots and 10 fans have lost their lives at the annual event. But success carried Slovak in Nevada during that inaugural year, and he was crowned the National Champion of that sport as well.

In the next installment . . . Mira Slovak talks about the 1966 racing season . . . and about several more accidents that he as lucky to survive.



Mira Slovak sitting in his Smirnoff Vodka F4F Grumman Bearcat airplane at the 1959 Reno Air Race. ~ Mira Slovak photo

TROPHYS, WINNERS, & COUPLES



Instead of a trophy, seen at left (~photo from Karl Pearson), the top three winners got placecards, at right.

Below left is Holly and Dave Villwock. At right is Cathy and Mark Evans.

~photos from Chris Denslow).



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