



H1 Banquet Highlights

by Chris Tracy
Photos by Karl Pearson

The annual unlimited hydroplane series banquet was held February 25 at the swanky Westin Hotel, in Seattle. Unlimiteds Unanimous, publisher of the *Unlimited NewsJournal*, was well represented as we purchased a banquet table for ten. Thanks go out to Ellstrom Manufacturing, as we understand that they provided support for the Seattle venue.

The banquet's traditional functions are to formally thank all that have supported the races during the past season, honor winners and participants with awards and trophies, and provide a glimpse into next season. Attendees gathered outside the Cascade Room of the Westin Hotel for a social hour, while Debbie Montgomery, wife of Master of Ceremonies Steve Montgomery, played the piano. We also viewed and voted on the categories of Professional Action Photos, Professionally Taken People Photos, and Fan Photos for awards that would be announced at the banquet.

After the crowd of over 200 people entered the banquet room, Sam Cole methodically made the rounds saying hello and making small talk with folks at each table, including the Unlimiteds Unanimous table; this was a classy gesture. Usually those attending events like this are not there for the food, but those selecting steak dinner found it to be outstanding and most could not believe the huge size of the steak!

Sam Cole's speech focused mainly on thanking the series sponsor, Air National Guard (ANG)



Westin website photo



Hey, look at us. Well most of us. From left to right are Craig Fjarlie, Ben Keller, Kirk Pagel, Chris Tracy, Mike Prophet, and Lon Erickson. Dan Lopez, Bob and Karen Senior, and of course the photographer Karl Pearson, are missing.

and he talked about likely expanding the race schedule to include a race in China. Chinese representatives were impressed with the boats and the videos. Cole stated that even though there was much competition to bring other classes of boats to China to race, it was the unlimiteds that captured the attention of the Chinese when he recently visited China. Cole's focus was more on celebrating the past season that included improved videos, cable TV, etc., and said he "was looking forward to next year." A promotional video for the 2012 was shown. He noted that more information would be rolled out within the next several weeks. And while he talked about hoping to work with the ANG in the future, there was no formal series sponsorship renewal announcement, nor was a tentative 2012 race schedule announced.



Walt Farley receives Best Live TV Coverage Award for Seattle KIRO TV.



Peters & May CEO Dave Holley, after receiving Chairman's Award.

Some interesting tidbits were revealed during the award's ceremony—

The Race Site Sponsor of the Year was given to the Detroit Yacht Club, but it was noted the Bill Rands wrote the big check that enabled the race to be run in 2011. Thanks Bill!

The Race Site of the Year was awarded to Detroit, and Sam Cole mentioned that the mayor of Detroit was a big supporter of the race and Detroit city support needs to be budgeted in their next fiscal year, a reason why the 2012 Gold Cup needs to be after July 1.

In accepting the Best Live TV Coverage Award, Seattle's KIRO TV's representative Walt

Farley noted that it takes more than 2,500 man-hours to put on the Albert Lee Cup and Seafair Parade.

The Chairman's Award was given to Dave Holley, from Peters and May Group Ltd., noting that Holley had the vision to take the sport around the world.

The *UNJ* understands that H1 considered having their meetings and the banquet in Las Vegas. Tri-City Event Director, Kathy Powell, said what was all on our mind when she accepted the Award for Excellence; she thanked H1 for having the banquet and H1 meetings in Seattle where her event could easily send more representatives.



Formula owner Ted Porter, will he race next season?

When Ted Porter accepted an Award of Excellence, he noted, "If I'm not back next year, you'd be nuts not to pick up one of my drivers."

Jeff Bernard confirmed what many of us had already heard rumor of, when he accepted a Finish Order Award, saying that Ted Porter may run one boat next year.

When Steve David and Larry Oberto were accepting awards, it was revealed that Oberto inked a new 3-year sponsorship agreement with the Madison-owned boat. Oberto had great quotes, such as, "I can't believe how much a paint job costs." But David stole the stage when he pointed to Erick Ellstrom in the audience and bet him \$5,000 that his team would finish in front of the Ellstrom team in 2012. Minutes later, Bob Hughes called and added another \$5,000 to the Mitt Romney-style bet, so the bet with Ellstrom was \$10,000.

When accepting the National Championship, Dave Villwock remarked, "Sometimes the best seasons are when you have to fix the boat."

"The U-96 beat us fair and square," said Steve David, when accepting second place for National High Points.

When accepting the National High Points Championship, Erick Ellstrom told the story of a lie he told his father, Sven, when they were considering building a new boat in 1994. Sven asked how much it would cost to build a new boat. Erick gave his dad a number; it was way low! And Erik told Steve David and Bob Hughes,

"I'll take that bet."

UU's Bob Senior won the Vic Nelawake Spirit Award and received a standing ovation from the crowd.

Other interesting notes——

The San Diego race has been rumored to be in jeopardy, but representatives from San Diego were at the H1 meetings and banquet.

No representative from Degree/Unilever was present, which left Jane Schumacher and J. Michael Kelly to accept Degree's Marketing Awards.

Dr. Ken Muscatel attended the banquet. He recently had heart surgery but looked fit and healthy.



Left to right; Charlie Grooms, Larry Oberto, Steve David with Trophy, and crew chief Mike Hanson.



Captain Perry far left and Sam Cole far right with the Ellstrom Team in between. Erick Ellstrom and Dave Villwock at right with trophy. Sven Ellstrom at left. The Spirit of Qatar Team received the Martini-Rossi Trophy.



Bob Senior; wife Karen at bottom left.

No one was at the banquet to represent Webster's U-22.

Banquet functions are usually not Fred Leland's style, but no one else from his team was at on hand.

UNJ sources heard that some folks had encouraged U-3 owner, Ed Cooper, to attend. But, as expected, Cooper did not.

Neither Albert Lee or anyone from the Perkins family attended the banquet. Greg O'Farrell represented the U-21.

<http://www.h1unlimited.com/2012/02/2012-h1-unlimited-banquet-winners/#> is the web link to find a complete list of awards and recipients.

A Few More H1 Banquet Shots from Karl Pearson



Clockwise: Dave Villwock and Steve David at right with the brand new Bill Muncey Drivers Championship trophy. Villwock's name is on it for 2007 & 2011, David's name is on it for 2005 & '06 then '08 through 2010. The Patton Family below was awarded a well deserved Special Contributions award. Mark Evans got a big laugh when he received the Fan Favorite award. He held up proceedings on his way up saying, "I had to load my camera." He took several photos while up there. Valken.com driver Scott Liddycoat received the Rookie of the Year Trophy.

~~ Ed.



The First Nitrous Oxide-Injected Hydroplane in the World.

by Dave Neil

It was a machinist, Richard (Dick) Flynn, and Dr. Edward “Doc” Johnston, a surgeon, both from Spokane, Washington who were responsible for designing, developing, and installing the first nitrous injection boost system in a hydroplane. It was during the summer of 1957 that Dr. Johnston watched *Thriftyway Too* run in Seattle. He went home to Spokane with a hand full of drawings he had made on graph paper detailing the shape of *Thriftyway Too*. At about the same time Mr. Flynn, a machinist, was doing some engine work for the *Thrifty Auto Special* dragster. He also began to research fuel additives during the winter of 1957 by spending a couple of evenings per week for several months at the Spokane Public Library. Neither of the two men had met at this time.

Mr. Flynn began by looking up the subject of the fuel additive “Nitro” in the N volume of an Encyclopedia. He noted the references listed for nitrous oxide. With the help of a librarian, he requested numerous articles on nitrous oxide from a wide variety of publications, trade journals, magazines and texts. He came across materials that stated German scientists in the 1930’s developed the use of nitrous oxide to significantly improve the performance of their fighter planes in combat.

The key information he learned was that when nitrous oxide was injected into the intake of a German fighter plane’s engine with additional fuel, the engine would produce incredible increases horsepower nearly instantly. Their system was also used to enhance the high altitude performance of their bombers. The Germans had not developed very efficient superchargers for their aircraft engines. The system was called Gehiem—Mittel-1 (translation: secret medium-1) Mr. Flynn discussed his findings with other crew members of the dragster team for possible use. During this time in 1958 Doc Johnston was building a 7-litre hydroplane in his garage from the drawings he made of the *Thriftyway Too*. Doc Johnston used mostly hand tools, avoiding power tools, to build his hydro because he was afraid of injuring his hands which would prevent him from being able to operate on his patients.

For Dick Flynn’s findings to be put to use, the crew of the *Thrifty Special* needed a test vehicle. They convinced crewmen George Warczski to allow Dick to install a bare bones nitrous system in his family auto, a ’59 Thunderbird, which had a 300-hp, 430-cubic inch engine. Mr. Flynn designed, built, and installed the nitrous boost system based on his ideas on how it might operate and on what he had read. This was all done by trial and error. The system consisted of a single six-pound blue nitrous bottle with a 600 lb. pressure regulator valve attached to the top of the tank. The bottle was located on the floor board behind the driver’s seat. He rigged a line from the regulator up to the front seat and connected it to a single ball valve so the driver could manually operate it when it was time. The regulator was set at 12-15 lbs. The outlet line from the ball valve ran simply into the side of the air cleaner housing that was mounted on top of the carburetor. Mr. Flynn also replaced the stock sized fuel jets in the carburetor on the *T-Bird* with oversized ones. He learned



The suffix ‘T’ denotes aircraft carrier, ‘Träger’. Only seven T-1s were built and was replaced by the T-2 which used the GM-1 experimental nitrous oxide system and flew in Norway in 1943.



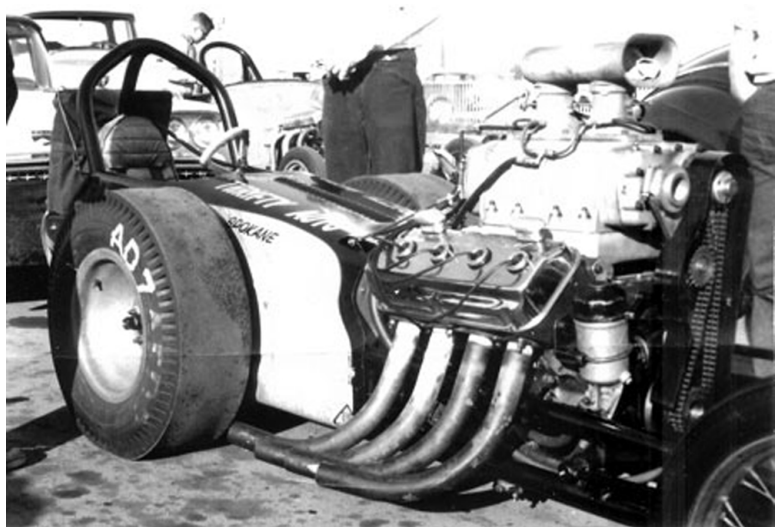
1959 Ford Thunderbird

this was a must from his readings at the Spokane library. He knew he must increase the fuel to the engine when nitrous was used to obtain performance and keep the engine from self destructing. The gas allowed a controlled burn, not an explosive burn. Mr. Flynn recalls the power increase off the line was incredible. The stock T-Bird engine w/nitrous would literally spin the rear wheels. The car was 19 mph faster in the quarter mile and reduced the elapsed time by a full two seconds!

From the successful nitrous testing done with George Warczski's T-Bird it was decided to design and install a nitrous system for the *Thrifty Special* with its 392 Chrysler Hemi engine. Mr. Flynn designed the system for the dragster, sketching/ brainstorming ideas, and working calculations for fuel, air flow and nitrous rate. The system consisted of two blue 6-lb nitrous bottles mounted under the cowlings above the driver's feet and behind the engine. The two bottles were again connected to a pressure regulator valve. By trial and error he determined about 12 lbs of pressure would work the best. He ran a line from the regulator directly into the inlet side of a spring loaded on-off valve next to the throttle pedal on the floor board. The valve was the type that was spring loaded in the off position. To activate the valve he fabricated a mechanical linkage connected to the foot throttle. The linkage was adjusted to activate the valve at the very bottom of the travel of the foot pedal. A flexible hose was connected to the outlet side of the valve and was run to a drilled and tapped hole in the back center of the engine block. He also tapped the other end of the hole that went through the block into the oil galley area where the lifters were located. He fabricated a steel line and connected one end to the threaded hole and then ran the other end to a fabricated block manifold. From the manifold ran eight separate steel lines to each of the eight intake ports in the heads. (all of this was within the oil valley inside the engine).

At about the same time in 1959, also in Spokane, Doc Johnston had finished building his 7-litre hydroplane and began racing it. He named it after his wife, Annie, and the Oldsmobile convertible she drove, thus the name on their boat was "Annie's Olds

Some engine work and machining needed to be done on the boat and his crew chief, Corky Mathews



leconcepts photo

recommended a machinist working at a nearby shop in North Division who also was involved in drag racing. His name was Richard Flynn. This is how they initially met.

About two years later in 1961, Doc Johnston decided to build an improved 7-litre cabover in his garage, again using mainly hand tools. It was about this time that Doc learned about Dick's nitrous system he was successfully using in the *Thrifty Special* dragster. Doc Johnston asked Dick if such a system could be installed in his new race boat and if Dick would like to be a crewmember on the boat, which was going to be named *Annie's Dodge*.

Dick took him up on the offer and became a crewmember. Doc and Corky selected a 426 Dodge wedge engine to power the new boat and a Hilborn fuel injection to supply the fuel.

Dick began by brainstorming a method of supplying nitrous some way through the Hilborn fuel injection system. Again there were no text books at the time to go by, he was inventing as he went. He ended up designing a nitrous boost system that could use the fuel injectors of the Hilborn system which was significantly different from the system he designed for the *Thrifty Auto Special*. The boat's system consisted of single 22-lb. blue nitrous bottle instead of two 6-lb. bottles but both systems were connected to a regulator. He decided to mount the bottle and regulator behind the engine and to the right side inside a hatch in the deck with a steel bracket to the right stringer. He ran a line from the regulator up to the right side of the cockpit (the cockpit was in front of the engine) a few inches above the floor to the inlet side of a mechanical slide off/on valve.

He also selected and installed a slide handle with a

marine cable attached to connect the lever on the slide valve. When the handle was pushed fully forward the nitrous and extra fuel systems were activated. A line was run from the outlet side of the slide valve to a block manifold that had eight ports on it, similar to the dragster system. But instead of running eight lines directly to the intake manifold ports as in the dragster, he ran steel lines to each of the eight fuel injectors. Mr. Flynn did some intricate machining on each of the fuel injectors. Below the throttle plate he drilled two holes opposite one another and threaded each of them. There was also a similar slide valve connected to another manifold that had eight ports on it with eight lines running to the other side of each injector; this was the added fuel system. On the outlet side of both manifolds each of the eight ports had orifices with sizes that could be interchanged. (This is how Dick made adjustments to the flow of the extra fuel and nitrous, changing the pill diameters in the orifice.) Doc Johnston would take the boat out during practice sessions in the mornings prior to racing to test different adjustments that Mr. Flynn would make to the system. It was simply trial and error. He would ask Doc what he thought and how the engine sounded. [There were no written specifications, they were, "Inventing the use nitrous oxide in power boat racing."] All of this was done in 1961-62. Boy, did it work! When that handle was shoved forward the power came up nearly instantly. The boost system was a success and eventually the word got out that nitrous could significantly improve the performance of boat racing engines.

It was Dick Flynn that should be credited with inventing, innovating, designing, and fabricating the first successful "Nitrous Boost System". As a crewmember he would make adjustments at each race to the system to make it as effective as possible. The boat was very competitive.

It was around 1963 that a crewmember of the new unlimited hydroplane *Miss Exide* learned of the use of nitrous oxide in a 7-litre hydroplane from Spokane. The crewmember, Bernie Van Cleave, drove over to Spokane from Seattle to meet and talk with Doc Johnston about his new boost system. Van Cleave had learned earlier from Mira Slovak, the former unlimited driver of *Miss Wahoo* about nitrous injection. Mira, the driver for the new *Miss Exide* (which was under construction at the time), had been a Czechoslovakian pilot who flew former German war planes during his air force training in the late 1940's. Slovak had personal experience with a Messerschmitt 109 G with a GM-1 (Goring-Mischung-1) Nitrous Boost System during his flight training in 1947.

Crewman Van Cleave returned to Seattle and developed a different type of nitrous injection system for *Miss Exide*, using an electric push button on the steering wheel connected to two electric valves: one for nitrous and one for the added fuel. He also dumped the mixture directly into the throat of the *Exide*'s supercharger on the Rolls-Royce Merlin engine instead of through fuel injectors as Doc Johnston's boat had. (During his evenings at home in Seattle he did calculations and developed ideas on how the system should work at the kitchen table with his small son at his side.)



H&RM Collection

1965 U-75 *Miss Exide* running at Seattle with nitrous oxide before exploding.



File 10 photo

H-25 *Annie's Dodge I* in pits

The system was successfully tested the week before the Seattle race in 1964 at Coeur D'Alene, Idaho and *Miss Exide* became the first unlimited to successfully use nitrous.

Doc Johnston raced *Annie's Dodge I* very successfully in the early 1960's and then decided to build a third 7 litre cabover hydroplane in his garage. He named it *Annie's Dodge II* which of course had another nitrous boost system in it. He sold *Annie's Dodge I* to Norm Majer, who renamed it *Majer's Ford*. It was raced successfully several seasons. Being a Ford dealer in Spokane, he had the engine changed to a Ford factory racing engine that came directly from the factory.

The boat was sold a second time to another Spokane surgeon and pediatrician, Dr. Thomas Gilpatrick M.D. who was a friend of Doc Johnston. Doc Gilpatrick renamed it *Quick Delivery*. Dr. Gilpatrick had become interested in racing by helping on the construction of *Annie's Dodge I* in Dr. Johnston's garage; they even sometimes operated on patients together. Doc Gilpatrick successfully raced *Quick Delivery* with relief driver Larry Schultz. They used a Keith Black Chrysler engine with Dick Flynn's nitrous system. Their engine man, Fred Rodgers, enlarged the oil passages throughout the engine to help improve lubricating. Gilpatrick made an attempt on the world kilo record on Lake Sammamish with one run at 165 mph. On the return run, he turned a 153 mph because he pulled a rod out of a piston in the last 150 yards. The following year in the spring he tried another kilo run using a Ford 428 SOHC engine and had runs of 159 mph each way.

Looking back fifty years ago it was the experience Dick Flynn gained while a crewmember on the *Thrifty Auto* Dragster that became invaluable when it came to developing the world's first nitrous boost system" in a hydroplane, *Annie's Dodge I*.



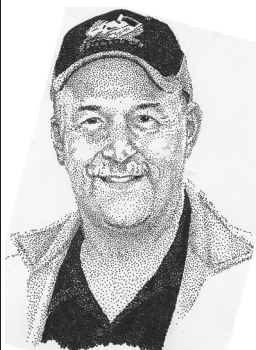
Tab 10 photos

The former *Annie's Dodge I* running as the H-251 *Majer's Ford*.

A Fiery Ending at Seattle's Seafair for *Miss Exide* (2)



H&RM Collection photos

E **Lon Erickson**

U-1. (Ellstrom Spirit of Qatar) Plans continue to do some major off-season updates to the hull that has been racing since its debut in 2001. The Ellstrom crew will be going through, taking time to do some much needed updates to ensure the structural integrity of the hull and

improving on-board systems. The team will also be getting a new and improved race shop area in another portion of the Ellstrom Industries complex which will allow them space and the proper equipment to work.

U-3. Go3 Racing reports that **Ed Cooper** continues to build his inventory of turbo-charged Allison parts & engines, and the U-3 "Turbinator" hull is stored comfortably away, awaiting it's time to go race again.

U-5, 7, 57. Nothing official to report coming out of the PPE, LLC Racing stable and the fleet of boats for sale. The Porter family and 3 teams were in attendance at the H1 Awards banquet in Seattle but no announcements were made since reporting they were leaving the sport. Unofficial sources have mentioned the possibility of one hull competing in 2012 and an in-direct reference to that effect was made at the banquet. Time will tell for this team in 2012 . . .

U-6. Announced at the banquet was a new 3 year agreement between the Oberto sponsorship and the Miss Madison organization. Routine work is taking place in the Madison shop with **Larry Hanson** rebuilding motors and crew working on hull and systems maintenance.

U-9. The Jones Racing team continues to make great progress on the updating their hull with a brand new cockpit and safety capsule for driver **Jon Zimmerman**. Work has also been done on the transom of the boat and to the sponsons, along with new paint for the trailer. **Mike Jones** is pursuing sponsorship arrangements and the plans for 2012 are to run the entire circuit.

U-11. Peters & May has renewed as the title sponsor with the U-11 URG team for 2012, CEO Dave Holley said it was an easy decision to continue working with URG and driver JW Myers. The team is

now working on some changes based on things they learned running this hull acquired from Superior Racing in the spring of 2011. Off-season rebuilds to engines and gearboxes are well underway. A third motor has been started and in the process of assembly along with complete systems updates.

U-13. Last report, Sept. 2011, from owner **Dave Bartush**'s Detroit Unlimited team is they had signed on Tubby's Grilled Submarines title sponsorship for the 2012 APBA Detroit Gold Cup and were planning on winter hull improvements and completing a significant amount of parts fabrication to compete in 2012. No further updates or comments coming from the U-13, as of March 2012.

U-17. The Our Gang Racing team is in the process of routine spring maintenance and are very pleased in the condition of their hull upon return from Doha. They are stepping up their gearbox program another notch and have begun manufacturing their own gear sets to be more competitive and reactive to different course layouts. A few other upgrades include steering systems updates and some work on the cockpit lid and hatches.

U-21. During the winter there has been some progress made on the "new" **Greg O'Farrell** hull in their shop that had been started a couple years ago. No definite time frame on the new hull has been announced, but if finished it could see the water this summer. After having the TapouT name on their current race boat (#0721) in Sacramento, San Diego, and Doha, all indications are that TapouT will not be back in 2012. As of Feb. 2012, sources from within the team are indicating the Go Fast Turn Left team may not campaign a full circuit unless additional sponsorship is added. Albert Lee Appliance sponsorship is on-board for Seattle and the team is planning for Tri-Cities.

U-22. As noted in January, **Eric Bell** has joined Webster Racing as crew chief for 2012. Work has begun updating the #8806 Webster hull with a new **Dale VanWieringen** built (Bud style) cockpit and systems, new cowling, new paint, more gearbox updates, and two refreshed turbines for the upcoming season. They have also added **Tom Alfano** as another new crewmember, bring more engine and gearbox experience to the Webster team.

U-25. No specific plans for 2012 yet coming from the Superior Racing team, however for those not aware, we are pleased to report that **Dr. Ken Muscatel** is doing fine after his recent heart surgery in mid-January.

88. Schumacher Racing reports through their public relations representative **Owen Blauman** that Degree Men will not be returning as a sponsor of the Schumacher Racing team for 2012. There were negotiations over a few months and several sponsorship package options discussed, all including a professional and competitive raceboat and display hull. At the end of February, Degree Men's agency contacted Schumacher Racing and informed them they would not be sponsoring Schumacher Racing and Degree Men would be sponsoring another hydroplane team for 2012. Team manager **Jim Harvey** and crew chief **Jeff Weiding** had been "laid off" during the winter months awaiting the return of the boat and equipment from Doha. In light of recent developments, plans moving forward in 2012 are unknown at this time, though the race boat is now back in the shop and some changes to the exterior graphics have been made. There has been no word on the status of the Degree Display hull that had been making appearances supporting that sponsorship. The display hull, # 0100, was leased from **Fred Leland** after serving as a replacement hull for the second part of the 2010 season.

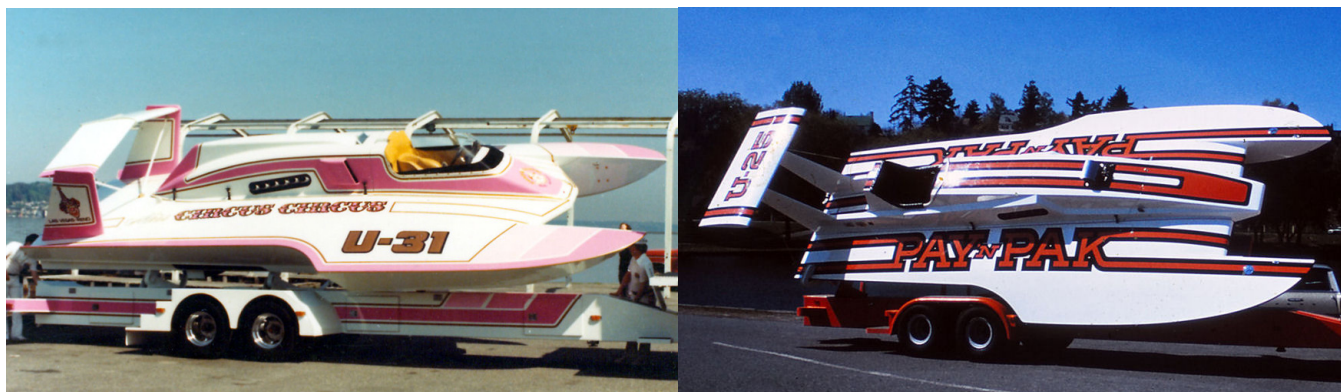
J. Michael Kelly did travel to New Zealand again this past winter and competed in their unlimited grand prix class championships, as he has for several years before. Luck was not with him this year, as **Peter Knight's** "The Boss" suffered mechanical issues that kept J. Michael out of any real contention.

U-100. Leland Racing had reported that the plans for 2012 were to be focused on more updates and running hull #9701 aka "Casper," the white hull that started the 2011 season before they ran hull #9899 in the last three events. There has not been any recent updates or work on either hull in the last several weeks. There was some activity directed towards the auto-concept hull that **Fred Leland** has been developing over the past couple years, however no specific timeframe has been updated.

Testing. During the winter months, several teams have expressed interest testing this spring. Plans have not been firmed up as of yet, teams were working the spring work schedules around the anticipated announcement of the 2012 H1 Series schedule and the first race date. Testing sessions are generally geared around the first race date and then secondly, the actual availability, overall costs, and scheduling of a testing session. Typically, for the west coast teams, there has been an opportunity to test in conjunction with the ULHRA and HARM vintage spring testing in April or May on Lake Washington (which this year might not happen), travel and test in Tri-Cities, or participate in an "exhibition" at the Tustin' n Racin' limited inboard race event in June on Lake Sammamish, outside of Seattle. We expect to hear more about testing from a couple teams soon.

Breaking News. A *UNJ* source told us that it looks like the Sacramento race will not happen this year. We should have more information on why in next month's issue.

Vintage News. *UNJ* has heard that **Bob Steil** is acquiring the old U-31 *Miss Circus Circus* (3) (#8031) hull to restore as the U-2 *The Squire Shop*. We also heard that Dr. Ken Muscatel has bought the 1973 Winged-Wonder to restore as the U-25 *Pay 'n Pak*. ~ H&RM Collection photos



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NEXT MONTH: The John Humes Story Part 1

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Letters may be edited for clarity and space.

Next Meeting of Unlimiteds Unanimous

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