



# A Gold Cup Win for the Record

## Dave Villwock Wins His 63<sup>rd</sup>

by Mac Clouse



Ron Harsin photo

Dave Villwock holds the APBA Gold Cup for the ninth time, two behind Chip Hanauer. This was a big victory, his 63rd, finally passing legend Bill Muncey for Gold Cup wins and total victories. Ted Porter's drivers took the other two podium spots. Rookie Scott Liddycoat, left, was second and Jeff Bernard third.

When Dave Villwock tied Bill Muncey with his 62<sup>nd</sup> career race win in the 2010 season ending race in Qatar, the question for 2011 became when would career win number 63 happen. It appeared that it might be this year's first race in Madison, as he was leading the final heat after three laps. The potentially disastrous collision between Villwock's *Spirit of Qatar* and Steve David's *Oh Boy! Oberto* ended the race and Villwock's chance for a win. After repairs were completed in Evansville, Villwock and the *Qatar* capped a dominating performance with a Gold Cup victory in Detroit, making Villwock the all-time winningest driver. This was the fourth consecutive Gold Cup win for Villwock and the Ellstrom team, and his ninth overall.

## Testing and Qualifying

Twelve boats competed for this year's APBA Gold Cup. Eleven were in the pits on Friday morning. The "replacement" *Oberto*, Mike and Lori Jones' U-9 arrived shortly after noon; truck engine and trailer tire problems delayed their arrival from Seattle.

The repair work to the rear of *Qatar's* left sponson and to the skid fin area was obvious; it was unpainted. "Without the help of Ed Cooper and his crew, we couldn't have repaired the boat," said Villwock. "Ed had the materials and equipment that we needed. His shop is almost like the old Budweiser shop. Many of his crewmembers helped with the repairs. Major work was necessary at the skid fin area, and we had to replace one motor mount. Fortunately, *Oberto* hit the strongest area of our boat. It crushed the skid fin area, rather than pushing the fin into the boat. Then it hit the engine, not more of the hull. Ed even gave us one of his old cowlings that fits our boat. We are ready to go. We'll see what we can do on the water. All things considered, if I'm going to set the record, it is probably better to do it here than in Madison!"

J. Michael Kelly did not get to do much with his brand new *Degree Men* boat in Madison. "We had problems keeping the canopy closed. I am excited to run some laps. The boat showed potential. There were no handling issues; it turned easy."

Another "new" boat was Greg Hopp's *Colony Marine Gear*. The all-white Fred Leland hull (#9701) was originally *PICO American Dream* with the vacuum cleaner type snout. Greg explained why they



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chose to switch from last year's boat. "It's flipped a couple of times. It needs new decking and ribs. This year's boat has only been in about four races. We put

in a new cockpit and a new full front wing. Right now, it wants to ride heavy on the sponsons at low speeds. We're still adjusting the set ups, but I have a good feeling about the hull."

Another "new" boat was Ken Muscatel's new boat from last year, now owned by new owner, and crew chief, Scott Raney. However, *Peters & May* was having problems. "The glue just broke on our strut, and we had to re-glue it. We are also having rudder problems. It may be bent. The rudder problem wasn't evident until we started to do some faster laps. We have a backup, but we may have to buy a new one. Our mission this year is to leave the dock, come back, and step up our performance each time." When asked about what it is like to now be an owner, Raney replied, "I feel my responsibilities are the same. There is less outside pressure, but there is pressure from the inside, from me. But we are having a good time."

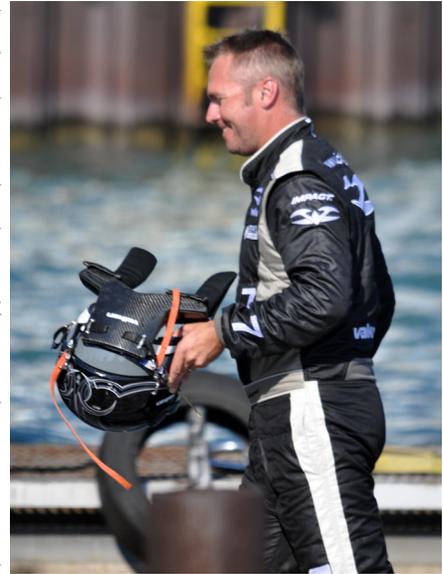


Mike Webster also liked his "new" boat, the former *Oberto* (#8806). "I love the new boat. We have more speed, and it handles well and has better acceleration. We have some motor issues that may be related to the fuel control. We are looking for consistency."

Nate Brown's *Red Dot* had a strong performance in Madison with a second place finish. "Last week was awesome," said Brown. With Kip Brown racing the *Peters & May* 5-litre in Washington, all the driving duties for the Gold Cup would go to Cal Phipps. "We trying a different motor, a new rudder, and different gears," said Phipps. "On the longer course, we want more top end

speed and acceleration. It will take me a few heats to learn the boat. With a new boat and the Detroit River, it's tricky now."

Rookie Scott Liddycoat completed his driver qualification in Madison and finished third in his first race. When asked about driving an unlimited, he said, "I like it. It feels like a big 5 litre until you look at the GPS. It's lots faster. I used to always think about



driving in this class. Now it's hard to believe I am here. I am pleased with my performance so far. Each course is a new learning curve. In Madison, I wanted to be safe in the final so I went for lane 4, but I've always been a lane 1 guy. If you are first to the turn, you have a good shot of winning."

Non-rookie Mark Evans was preparing his boat for another rookie. "We are changing gears in the gearbox. It's a challenge to get the boat ready. We changed the rudder and straightened the skid fin over the winter; the ride improvement is like night and day. I'm trying to get the boat ready for Bianca Bononcini to take it out for her first time in an unlimited."

Also in the pits was *Spirit of Detroit* owner Dave Bartusch, but his boat was not. "The ball game isn't over yet. We have two possible sponsors for next year, and we may even run two boats in Detroit."

After two testing sessions, the Friday Pole Position Qualifying Session was from 5:00-7:00 p.m. As was the case last year, the Belle Isle turn had been moved closer to the Belle Isle Bridge to avoid shallow water. The course was "officially" about 2.75 miles. By the end of

the session, nine boats had qualified. The fastest was Villwock in the *Qatar* at 158.782. The second fastest was *Graham Trucking* (Jeff Bernard) at 156.663. Bernard's teammate Liddycoat was third at 153.073 in the *Valken.com*. The other qualifiers were *Red Dot* (Cal Phipps) at 149.898, *Oh Boy! Oberto* (Jon Zimmerman) at 148.229, *Miss Lakeridge Paving* (Brian Perkins) at 148.208, *Formula* (Mark Evans) at 141.425, and *Colony Marine* (Greg Hopp) at 137.743. The non-qualifiers were *Peters & May* (J.W. Myers), *Matrix System* (Mike Webster), and *Jarvis Fire Water Repair* (Ken Muscatel).

The Oberto team worked feverishly to get their boat out for the qualifying session. It entered the course at 6:59 p.m. and had the sixth fastest speed with a boat that last raced in 2009. Larry Oberto was especially pleased with the Oberto crew. "This was an amazing accomplishment given the circumstances. Only one other team could do this. I was a doubter. They exceeded my expectations. Jon Zimmerman is a solid driver and showed why he is in the seat. Making this session is a big success. There is a reason why they are U-1."

Muscatel in *Jarvis* did one lap over 140 mph and then slowed to a stop exiting the Roostertail turn in the second lap. The blown engine kept the boat on its trailer for the rest of the weekend. *Peters & May* and *Matrix* did not attempt to qualify.

Liddycoat commented about his qualification. "I like the river and the course. It is as rough as everyone said. In the first heat, we'll go for it right away. My personal goal was to do 150, so I'm happy with the 153."

Saturday morning was supposed to have testing from 8:00-9:00 a.m. Before testing could begin, the Coast Guard found a damaged jet ski near the Roostertail turn. Fearing the worst, a Coast Guard helicopter and some Coast Guard boats searched the river for a possible missing jet skier. After not finding anyone, the Coast Guard allowed testing to commence at 10:00 a.m.

During the testing, Bianca did go out in the U-57 *Formula*. She did lap speeds of 113.174, 120.189, 116.077, and 126.829. Bianca is the 24-year-old daughter of Phil Bononcini, who owns the unlimited



Ron Harsin photo

light that Kayleigh Perkins Mallory drives. Kayleigh made her unlimited debut in *Oberto* last year in Seattle.

Before the heats began, Mike Hanson spent some time with Jon Zimmerman, giving him some advice about driving the course. Jon was happy with the opportunity. "I'll drive anything I can. I was surprised at how good our qualifying speed was yesterday. I was feeling out the boat. Today, I'll learn the course. I did do two laps here last year in Ken Muscatel's boat."

Racing was now set to begin. The three non-qualified boats were allowed to race. With 12 boats, each heat would have three sections. The preliminary heats would be four laps. The



Karl Pearson photo

final would be five laps, with five front-row boats plus a trailer. The drivers would fight for lanes. No one could be ahead of the Belle Isle exit buoy before the one-minute gun. The score-up buoy was the entrance buoy to the Roostertail turn. Heats 1 and 2 were scheduled for Saturday, with heats 3 and 4 and the final on Sunday.

## Heats 1 and 2

Heat 1A happened at 1:00. *Degree* was in lane 1, *Valken* in 2, *Colony Marine* in 3, and *Oberto* in 4. This heat was a great way to start the racing. *Degree* and *Valken* were close the entire race. They were side by side in each backstretch. Liddycoat had more chute speed, but the inside lane and some great turning gave Kelly the advantage in the turns. Kelly had a one boat-length lead exiting the final turn and held off Liddycoat in the drag race to the finish to narrowly win. *Colony Marine* was third, with *Oberto* in fourth.

In 1B, Villwock was early to the one-minute buoy and had to circle through the course. Villwock was told by the officials to start on the outside. That left lane 1 to *Red Dot*, lane 2 to *Lakeridge*, and lane 3 to *Graham*.

*Red Dot*, *Lakeridge*, and *Graham* crossed the start with *Qatar* trailing. *Graham* jumped and got a one lap penalty. Shortly after crossing the start, *Qatar* broke its gearbox, which also blew the engine. With one engine damaged in Madison, this left the *Qatar* with only one engine for the rest of the race.

Bernard led the race for all four laps, but his extra lap gave the win to Phipps. Perkins got second. Bernard did the extra lap to get third.

Heat 1C was a race director's nightmare. *Jarvis* did not enter the water. *Matrix* lost its propeller shortly after leaving the pits. *Peters & May*, in lane 1, and *Formula*, in lane 2, crossed the start together. Halfway to turn 1, Evans shut down *Formula*; its propeller split at its base. Myers did four easy laps to finish first.

*Qatar* took lane 1 in 2A, *Formula* in 2, *Matrix* 3, and *Red Dot* in 4. *Matrix* trailed at the start and returned to the pits before



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completing a lap. Villwock used the fastest lap of the weekend, 151.584, to race to a big lead and was never challenged. Phipps finished second with Evans third.

In 2B, *Graham* was in the Belle Isle turn very early to be in lane 1 at the one minute gun. *Degree* was in lane 2, but had speed. Kelly sped past Bernard, got the seven boat overlap, and moved into lane 1. Bernard moved to lane 2, with *Oberto* in 3, and *Peters & May* in 4.

*Graham* was first across the line and used superior speed to lead from wire-to-wire. *Degree* was second. *Oberto* passed *Peters & May* from the inside of the Roostertail Turn in lap 2 to take third place, but Zimmerman was penalized one lap for hitting a buoy, which moved him back to fourth.

Heat 2C had *Valken* in lane 1, *Lakeridge* in 2, and *Colony Marine* in 3. *Lakeridge* was first to cross the line, but Perkins jumped the gun and was penalized a lap. *Valken* and *Lakeridge* were side-by-side when they entered the Roostertail Turn in lap 1. Liddycoat used the inside to pull ahead, but the officials ruled that he slid out and encroached on Perkins. He was penalized a lap and 150 points. The penalty laps gave first place to Hopp. Liddycoat and Perkins did the extra laps to get second and third respectively.

Villwock was happy to score 400 points in 2A. “The boat ran well and we did what we needed to do. We got a good draw. We needed to keep U-100 and U-11 from getting 400 points.”

Bernard expected Kelly’s leapfrog. “I knew Mike would do that. Our spotter is at the opposite end of the course, and it’s difficult for him to see what was happening. I wasn’t concerned because I knew I could beat Mike from lane 2. We just need to be consistent all weekend and stay out of trouble.”

Liddycoat was disappointed that he didn’t get the win in 2C. “I’ll get a win here someday. I’ll just keep driving the way I have been. I’m happy with the way things are going for the team.”



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Also pleased was owner Ted Porter. “All said and done, our drivers did an amazing job. If we continue like this, we’ll be fine. We hope to take home a Gold Cup.”

Perkins was also disappointed. “I was a little too early. We would have had a good chance to win the heat, but that’s part of racing.” Said owner Greg O’Farrell, “We jumped by .06 of a second.”

Phipps was pleased. “We may not be the fastest, but we are leading in points. Now it is a mathematical game. We need to stay clean and get points.”

At the end of the first day of racing, the points leader was *Red Dot* with 760 points from a first, a second, and 60 points from qualifying. *Degree* had 740 and *Graham* had 655. In eighth position was *Qatar* with only 500 points and one engine. If Villwock was going to get victory number 63, a lot of good things would have to happen on Sunday.

## Heats 3 and 4

Sunday had a bit more wind than Saturday. For heat 3, it was blowing against the river’s current making the

water rough. Fortunately, the wind settled down for heat 4 and the final.

Muscatel withdrew *Jarvis*. The Sunday heats would have only two sections with five boats plus a trailer in one section and five boats in the other.

In 3A, *Degree* was in lane 1, *RedDot* in lane 2, *Valken* in lane 3, *Lakeridge* in lane 4, and *Formula* in lane 5. *Matrix* was supposed to be the trailer, but it remained on its trailer. As the boats came through the Roostertail Turn for the start, *Valken's* lane 3 disappeared. Liddycoat had to slow down and started way behind the field. Perkins was penalized one lap and 150 points for taking away *Valken's* lane.



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*Degree* was first to the turn, but *Red Dot* took the lead in the backstretch. *Degree* regained the lead in the Roostertail turn, but *Red Dot* pulled ahead in the straightaway to lead lap 1.

In lap 2 the boats were close in the Belle Isle turn, but Phipps took the lead for good as he exited the turn. Kelly was second. Liddycoat recovered from his late start to pass Perkins and Evans to finish third. Perkins did his extra lap, which allowed Evans to get fourth. After the heat, *Formula* withdrew because of a serious crack in the rear of the right sponson.

In 3B, *Qatar* got lane 1. *Graham* was in lane 2, with *Colony Marine* in lane 3, *Peters & May* in lane 4, and *Oberto* in lane 5. Villwock was first to the turn, took an early lead, and was never challenged. The heat was a parade with Bernard second, Hopp third, Zimmerman fourth, and Myers fifth.



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The results of this heat were very favorable for Villwock. Not only did he get the 400 points he needed, two of the boats that had more points than him entering the heat, *Colony Marine* and *Peters & May*, did not score many points. He was now fourth in points with 900. He now controlled his own destiny; a good performance in heat 4 would put him in the final.

In 4A, *Valken* and *Degree* were early in the Belle Isle turn with *Valken* in lane 1. As they neared the one-minute buoy, Kelly did another leapfrog to take lane 1 away from Liddycoat. *Peters & May* was in lane 3, with *Red Dot* in lane 4, and *Lakeridge* in lane 5.



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As they did in 1A, Kelly and Liddycoat again put on a great show. They were close for all four laps. This time, however, Liddycoat won the drag race to the finish to take first by a boat length. Phipps, the points leader entering the heat, ran a conservative race to take third. Perkins was fourth, with Myers fifth.

In 4B, *Qatar* was in lane 1, with *Graham* in lane 2, and *Colony Marine* in lane 3. *Oberto* died before the start and later restarted but trailed the field. *Matrix* withdrew due to engine problems. As the boats came out of the Belle Isle turn prior to the start, Villwock moved inside the one-minute buoy and then re-entered the course after he passed the buoy. Since this was done during the milling period, he did not “miss” a buoy and was not penalized a lap. However, he was fined for entering the DMZ.

Similar to 3B, Villwock took an early lead and was never challenged. Bernard finished second, with Hopp third, and Zimmerman fourth. Hopp needed to finish second to make the front row for the final. His third place finish moved Liddycoat to the front row, but it did put Hopp in the final as the trailer. The other front row boats would be *Qatar*, *Graham*, *Degree*, and *Red Dot*.

## Final

*Degree*, in lane 1, and *Qatar* were in the Belle Isle turn early, going slow towards the one-minute buoy. *Graham* was doing loops in the Roostertail Turn, coming out of the turn as the other front row boats entered the Belle Isle turn. Bernard’s strategy enabled him to pass the one-minute buoy with speed. He was able to leapfrog Villwock, but not Kelly. *Degree* kept lane 1, *Graham* was in lane 2, with *Qatar* in lane 3, *Valken* in lane 4, *Red Dot* in lane 5, and *Al Deeb* trailing.

Villwock was a little late to the start. Kelly was first to the Belle Isle turn, but Villwock caught up through the turn, and they were side-by-side down the backstretch. Villwock and Kelly entered the Roostertail Turn together, with Bernard close behind in lane 2. From lane 1, Kelly slid out and forced Bernard into *Qatar*’s roostertail. *Graham* lost part of its right rear upright. Villwock pulled ahead coming out of the turn and led at the end of the first lap. Kelly was penalized one lap and 150 points for encroaching on *Graham*.

In lap 3, *Colony Marine* died in the backstretch near the DYC. In the Roostertail Turn, *Graham*’s front wing came loose on the right side. The wing then went upright from the left side, sticking straight up in the air.

Villwock went on to win easily. In lap 4, Liddycoat passed Bernard to get second. Kelly did his extra lap to



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get fourth. Phipps lost his front wing also and was penalized one lap for hitting the outside course buoy near



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the sea wall at the exit of the Roostertail Turn. He finished fifth.

Liddycoat was pleased with his second place finish. “We are showing that we belong. I had to win 4A to get in the final after a bad result in 3A. Today the water was as rough as people told me it would be.”

When asked about driving his damaged boat, Bernard said, “It was darn near impossible. At the end of the



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straightaway, the boat would start to lift, and I'd have to back off. Then I had no wing to get lift in the turns. The wing also blocked my view in the turns. Driving it was the hardest thing I've ever done. In the first lap, Dave and I were catching Mike as we entered the Roostertail Turn. Dave left me room. I followed Mike's arc, but because he slid out, it put me into *Qatar's* roostertail. Entering the Roostertail Turn, I was in a bad spot."

Phipps explained what happened to his canard. "In lap 3, I moved to the inside of the course. I hit a big roller that ripped off the canard. It flew right past my windshield. We didn't get the finish we wanted, but we had a good weekend."

Kelly was pleased with the first real test for his new boat. "I worked every line I could to get lane 1 in the final. It's the best handling boat I've ever been in. Our win in 1A was an unbelievable start to the weekend. We will be fine tuning now. We will be able to test more in Tri-Cities. We'll get more top end speed. I think people will be surprised by some of the numbers we'll do there."

*Qatar* crewmember Danny Walters was beaming. "What a week this has been. This should be a movie." Walters thought his repair work was done for the day, but he was wrong. As one of the race officials brought the Gold Cup to the *Qatar* for pictures, he asked Walters for some help. The cup part of the trophy was coming loose from the wooden base. After searching for a wrench that would fit, Walters repaired the trophy!

Villwock was thankful to everyone who contributed to his record setting win. "Thanks to Ed Cooper and all the other teams who helped today. We were down to one engine and were borrowing parts from other teams. Our wing was damaged in 4B, but Nate Brown lent us their backup wing. In the final, I wanted to be in lane 2 or 3. I knew Bernard was going to try to leapfrog Kelly and me. I was okay with



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being in lane 3. I thought I had enough speed to win from there."

What is next for Villwock? His 63<sup>rd</sup> career win was also his 9<sup>th</sup> Gold Cup win, second only to Chip Hanauer's



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11. His first win was in 1992 on Mission Bay with *Coors Dry*. His first Gold Cup win was in 1996 on the Detroit River in *PICO*. He has nine National High Point Championship titles, and in the last 10 years, he has won 145 of the 223 heats he has started.

The answer to the above question? Probably more of the same impressive results!



Ron Harsin photo

# STAT BOX

## DETROIT APBA GOLD CUP

Detroit, Michigan, July 9-10, 2011

2.71-mile course on the Detroit River

**QUALIFYING** (1) U-96 *Spirit of Qatar*, Dave Villwock, 158.734, 100 points; (2) U-5 *Graham Trucking*, Jeff Bernard, 155.528, 80; (3) U-7 *Valken.com*, Scott Liddycoat, 153.072 70; (4) U-17 *Red Dot*, Cal Phipps, 149.893, 60; (5) U-1 *Oh Boy! Oberto*, Jon Zimmerman, 149.106, 50; (6) U-88 *Degree Men*, J. Michael Kelly, 148.222, 40; (7) U-21 *Lakeridge Paving Co.*, Brian Perkins, 148.204, 30; (8) U-57 *Formula*, N. Mark Evans, 141.423, 30; (9) U-100 *Colony Marine Gears*, Greg Hopp, 137.740, 30; (10) U-11 *Peters & May*, J.W. Myers, 143.059, 0; (11) U-22 *Matrix System*, Mike Webster, 142.615, 30; U-25 *Jarvis Fire Water Repair*, Ken Muscatel DNF — blew engine

**HEAT 1A** (1) *Degree Men* 142.969, 400 points, 440 cumulative points; (2) *Valken.com* 142.553, 300, 370; (3) *Colony Marine Gears* 133.650, 225, 255; (4) *Oh Boy! Oberto* 129.038, 169, 219. Fast lap (2) *Degree Men* 146.567. **HEAT 1B** (1) *Red Dot* 142.115, 400, 460; (2) *Lakeridge Paving* 132.431, 300, 330; (3) *Graham Trucking* 116.040 (passed score-up buoy before one minute), 225, 305; *Spirit of Qatar* DNS — gearbox failure, 0, 100. Fast lap (2) *Graham Trucking* 149.659. **HEAT 1C** (1) *Peters & May* 129.822; *Formula* DNF — split propeller nut, 0, 30; *Matrix System* DNS — sheared propeller shaft, 0, 0; *Jarvis Fire Water Repair* DNS — , 0, 0. Fast lap (1) *Peters & May* 134.855.

**HEAT 2A** (1) *Spirit of Qatar* 147.103, 400, 500; (2) *Red Dot* 140.595, 300, 760; (3) *Formula* 130.603, 225, 255; *Matrix System* DNS — compressor stall, 0, 0. Fast lap (1) *Spirit of Qatar* 151.584. **HEAT 2B** (1) *Graham Trucking* 144.533, 400, 705; (2) *Degree Men* 136.836, 400, 740; (3) *Peters & May* 127.580, 225, 625; (4) *Oh Boy! Oberto* 109.043 (penalized one lap for dislodging a buoy), 169, 388. Fast lap (1) *Graham Trucking* 149.983. **HEAT 2C** (1) *Colony Marine Gears* 125.214, 400, 655; (2) *Valken.com* 114.105 (penalized one lap failure to hold lane on U-21, fined \$150, 150 points deducted), 150, 520; (3) *Lakeridge Paving* 105.644 (penalized one lap for jumping the gun), 225, 555. Fast lap (3) *Valken.com* 147.122.

**HEAT 3A** (1) *Red Dot* 143.264, 400, 1160; (2) *Degree Men* 138.283, 300, 1040; (3) *Valken.com* 129.904, 225, 745; (4) *Formula* 126.004 (withdrew following heat, hull failure behind right sponson), 169, 424; (5) *Lakeridge Paving* 96.210 (penalized one lap for failure to hold lane on U-7, fined \$150, 150 points deducted, -23, 532; *Matrix System* DNS — engine problem, 0, 0. Fast lap (3) *Red Dot* 146.089. **HEAT 3B** (1) *Spirit of Qatar* 144.041, 400, 900; (2) *Graham Trucking* 136.459, 300, 1005; (3) *Colony Marine Gears* 132.748, 225, 880; (4) *Oh Boy! Oberto* 129.654, 169, 557; (5) *Peters & May* 120.212, 127, 752. Fast lap (1) *Spirit of Qatar* 151.073.

**HEAT 4A** (1) *Valken.com* 140.342, 400, 1145; (2) *Degree Men* 140.239, 300, 1340; (3) *Red Dot* 131.844, 225, 1385; (4) *Lakeridge Paving* 127.152, 169, 701; (5) *Peters & May* 93.039 (penalized one lap for jumping the gun), 127, 879. Fast lap (2) *Valken.com* 141.938. **HEAT 4B** (1) *Spirit of Qatar* 138.937, 400, 1145; (2) *Graham Trucking* 132.911, 300, 1305; (3) *Colony Marine Gears* 128.052, 225, 1105; (4) *Oh Boy! Oberto* 114.786, 169, 726; *Matrix System* DNS — engine problem. Fast lap (1) *Spirit of Qatar* 149.804.

**FINAL** (1) *Spirit of Qatar* 138.807, 400, 1700; (2) *Valken.com* 131.360, 300, 1445; (3) *Graham Trucking* 129.239, 225, 1530; (4) *Degree Men* 110.194 (penalized one lap for failure to hold lane on U-5, \$150 fine, 150 points deducted), 19, 1359; (5) *Red Dot* 104.758 (penalized one minute for dislodging an outer buoy at the start), 127, 1512; *Colony Marine Gears* DNF — , 0, 1105. Fast lap (1) *Spirit of Qatar* 145.646.

COMPILED BY ALLEN STILES



Dave Bartush



Bill and Jane Schumacher  
Jean Theoret



Photos; Karl Pearson, top  
Chris Denslow, bottom two

**U-1.** With the repairs from the damage incurred in the Madison final heat now completed, the Madison team's primary hull (#0706), headed to Tri-Cities and the start of the western swing. It was soon discovered that the repairs made had forced some changes to be done that affected the balance of the boat and the center of gravity.

The boat ride was different now at slower speeds, driver **Steve David** and crew needed to make some adjustments to compensate for a little different handling boat. The Tri-Cities race proved to be more of a re-learning curve, while *Oh Boy!* *Oberto* was still fast, it wasn't quite as quick as they had hoped for. By the time they got to Seattle, the adjustments made brought the U-1 back to being one of the top two boats in the series.

**U-11.** The Peters & May team continued to follow their plan to go out, be consistent, and finish heats. In the Tri-Cities, they qualified 4<sup>th</sup> fastest and had an opportunity to allow **Dave Bender**, former UL owner/driver and member of the team, to take the boat out for some test laps. Between the Tri-Cities Columbia Cup and Seattle Seafair, the team used the time to put the boat on display on the Microsoft campus in Redmond, Wash. Seafair race weekend wasn't as kind to the

Peter's & May team as they suffered some shaft/prop problems on Saturday and gearbox issues on Sunday.

**U-17.** **Kip Brown** and *Red Dot* continued with their great start to the 2011 season in Tri-Cities, winning their preliminary heats and placing 3<sup>rd</sup> in the final. They headed to Seattle in 2<sup>nd</sup> place in the National High Points race. The Seattle weekend wasn't as productive for the Our Gang team but they are still in the top three in national points.

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**Lon Erickson**

**U-22.** Great Scott presents Webster Racing has shown they are getting their new hull dialed in with more consistency in their finishes, better showings in qualifying speeds, and heat action. *Matrix Systems* did suffer some hull damage in Seattle and are having the repairs done there before heading south to San Diego.

**U-57.** After Detroit, the Formulaboats.com team discovered the damage the U-57 suffered was more serious than first thought. The decision was made to take the hull to the Evans Brothers shop in Chelan, Washington for the repairs.

**U-96.** The Ellstrom's *Spirit of Qatar* continued onto Tri-Cities and had perfect weekend there. Seattle brought some problems with a cracked strut on Friday and another repair job on Sunday in the same area. They placed second in the race because **Dave Villwock** said he had problems with the bottom hatch in the final.

**U-99.** **Fred Leland** brought a second hull (the 2010 U-100 hydro, #9899), to Tri-Cities. It was sponsored by HAPO Credit Union, and with GP driver **Ryan Mallow** getting an opportunity to qualify the boat for the Columbia Cup. He was successful in getting his laps in to qualify as an unlimited driver, but come race time, they had had various mechanical issues and he didn't get a chance to race.

**U-100.** This year's primary Leland hull (#9701), saw a return to sponsorship from a familiar name in Tri-Cities and Seattle. **Bill Cahill's** Beacon Plumbing name was back on a boat. Beacon Plumbing sponsorship started on one of Fred's boat's back in 2004 and has been absent from the sport since parting ways with the U-37 team after the 2008 season. The U-100 team is continuing with their search for the right balance and handling with the hull for this season.

# Detroit Damage Report

by Michael Prophet

## U-1 *Oh Boy! Oberto* (2)

The Madison team, several of them anyway, showed up at Detroit with a different U-1, Mike and Lori Jones' #9210, which last raced in Seattle in 2009, it's only race that season. Jon Zimmerman was drafted as the Madison driver replacing injured Steve David, who was home swimming laps to recuperate. Crew chief Mike Hanson and six crewmen stayed in Madison to repair their primary hull. The truck transporting the boat broke down near Spokane and didn't get to Detroit pits until early Friday afternoon. The Madison team use some of their equipment to get it set up to run and added Oberto decals Friday. No major damage, but as you can see, the Madison crew pasted



some duct tape to the left sponson sometime during the weekend.

Ron Harsin photos



## U-5 *Graham Trucking*

Jeff Bernard and *Graham Trucking* didn't run into any major problems until the final. There were two different incidences during the heat. The first was when J. Michael Kelly in *Degree Men* slid out from lane 1 and shoved Bernard out and under the roostertail *Spirit of Qatar*, tearing off part (the skin) of the right uptight. Bernard kept running, Kelly was fines. Then on lap the left end of front canard on Graham Trucking came loose in the Roostertail Turn and began flopping around. It eventually stuck straight up in the air and caused Bernard all kinds of handling problems. Fortunately, he was able to finish the race and place third.



Right; Unlimiteds.net photo, bottom; Ron Harsin photo



# U-21 *Lakeridge Paving Co.*

Greg O'Farrell's boat suffered a little structural damage on the repaired right sponson on *Lakeridge Paving Co.* The bottom of the non-trip and sponson started to delaminate Saturday and the Lakeridge crew stuck on a little Bondo, did some sanding, then cut out and added an aluminum patch to the sponson. Photos from Karl Pearson



# U-57 *Formula*



Mitch Evans working on propeller shaft, crew picking out a propeller, and bottom left photo are from Karl Pearson. The rest are from Ron Harsin.

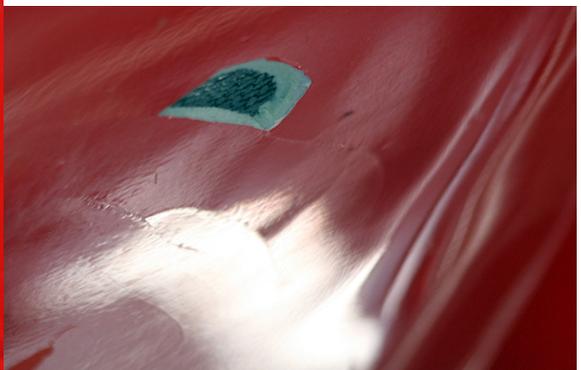


They had to change gears in the gearbox and they also ran into skid fin problems, and then broke out on prop shaft during 1C. After *Formula* was towed in the crew pulled the shaft and installed another one. Ted Porter and the crew then picked a new prop, which Mitch Evans installed.

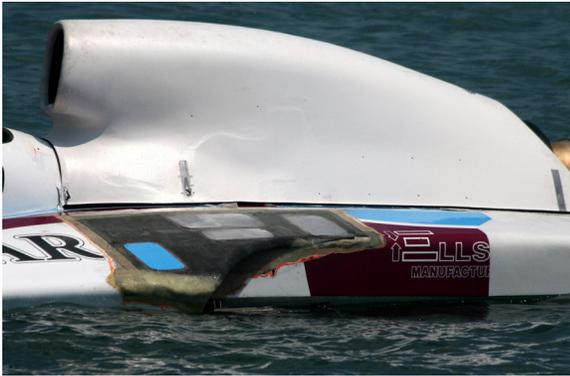
Mark Evans and *Formula* made it through 3A, but that was it. The first word out was that they had a giant hole in the hull. There was a long crack and some dings and chunks knocked out of the hull behind the right sponson. It didn't look all that bad, but it was more serious than it looked.



They cut a large hole in the deck to access the bulkheads inside the sponson and found a broken spar offsetting the sponson. If they had tried to race any more the left sponson may have come off. Ted Porter withdrew the boat. hull After the U-57 was hauled to Chelan, Wash., Mark and Mitch Evans, along with Rick Bowles and crew chief John Walker, repaired the hull for Tri-Cities.



# U-96 *Spirit of Qatar*



Above; Repair work and U-3 cowling shot from Ron Harsin - At right; Villwock and *Qatar* towed in after 1B - Karl Pearson photo

The Ellstrom's *Spirit of Qatar* showed up at Detroit with a major patch on the left side of the deck as you can see in the photo. In 1B Dave Villwock blew a gearbox and turbine, leaving the team with just one of each. It was enough! They also had rear wing problems. They started out with the wing from the U-787, then when it started to come apart used duct tape for two heats until that failed. Nate Brown stepped up and loaned them the spare wing off *Red Dot* to finish the race with.



Above photo from Karl Pearson shows the rear wing they started with. The bottom shot, from Unlimiteds.net, is the U-17 wing they finished the race with. Photo at at left, taken by Karl Pearson, is the engine and gearbox change after 1B.



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