



August 2018

UNLIMITED NEWSJOURNAL

A Chronicle of Speed

The hometown team wins the Madison Regatta.

by David Campbell

A TOTAL OF FIVE BOATS MADE THE TRIP TO THE OHIO RIVER TOWN OF MADISON, INDIANA, JULY 7-8 FOR THE 68TH RUNNING OF THE MIDWEST TUBE MILLS MADISON REGATTA, WHICH WAS WON BY JIMMY SHANE IN THE HOMETOWN U-1 *MISS HOMESTREET*. THE FIVE-BOAT FIELD MARKED THE SMALLEST MADISON HAS SEEN FOR A POINTS RACE SINCE 1958 WHEN DON WILSON DROVE THE *MISS U.S. I* TO VICTORY AGAINST A FOUR-BOAT FIELD.

Last year's exhibition at Madison also featured four boats, but didn't count toward the national points standings.

Despite the small field, the large Madison crowd was presented an exciting race that saw four different winners in preliminary heat action and a near-course record in qualifying.

Rick Russell, CEO of sponsor Midwest Tube Mills, pledged \$5,000 of his own money to any boat that bested Dave Villwock's mark of 148.837 mph on the 2-mile Ohio River course. Andrew Tate came the closest, pulling a lap of 148.166 mph in the U-9 *Auxier Marketing presents Delta Realtrac* to claim his second top qualifying spot of the season.

"As I came across the line I asked over the radio whether we



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Chris Denslow



Lon Erickson



Lon Erickson

were 5K richer," Tate said with a smile. "Unfortunately it was bad news, but it was a long enough delay on the radio to make me think we got it."

Shane was second in qualifying at 146.983 mph, Tom Thompson was third at 141.925 mph in the *Reliable Diamond Tool presents J&Ds*, and Dustin Echols was fourth at 130.792 mph in the *U-440 Bucket List Racing*. Rookie Aaron Salmon was unable to make a qualifying run thanks to engine problems with his U-99.9 *CARSTAR powers Miss Rock*.

Only one of the six preliminary heats featured more than two boats, but Shane and Tate were matched together twice to the delight of the crowd.

The first set of heats on Saturday were both two-boat affairs with Tate outlasting Echols in the "A" flight and Shane beating Thompson in the "B" flight. In both races, drivers took pains to make sure to keep the racing close.

The *Miss Rock* gang was able to get its boat on the water on Sunday thanks to an assist from the *J&Ds* team, which loaned them an engine. That allowed Salmon to complete his rookie qualification laps in the morning and to earn a spot in the field.

With Salmon on board, Heat 2A saw the only three-boat field in the preliminaries, but the expected duel between Shane and Tate never materialized. Tate was late at the start and Shane was never challenged as he rolled to the easy win. Tate placed second and Salmon was third.

Heat 2B saw Thompson claim his first-ever heat win at the unlimited level after 113 starts. Thompson pulled away from Echols for the win.

Shane and Tate were again matched up in Heat 3A and unlike the earlier run, this one was much closer. The two boats were deck-to-

[Top] The *Reliable Diamond Tool presents J&D's* with Tom Thompson driving. [Middle] Aaron Salmon brings the *CARSTAR powers Miss Rock* back to the dock. [Above] Dustin Echols in the *Bucket List Racing*.

deck for two laps before Shane slid into Tate's roostertail on the second turn on lap two and became dead in the water. Shane eventually got the boat re-started and finished second after Thompson was hit with a one-lap penalty for jumping the gun. Thompson finished third.

Officials initially called a one-lap penalty on Tate for encroachment, but later rescinded that penalty and issued a \$250 fine, instead. That didn't stop the two drivers from exchanging words on the dock after the heat.

Salmon encountered smoke in the cockpit during his Heat 2A run and the team was forced to withdraw from the race. That left Echols as the only running boat for Heat 3B. Driving on the Wild Bill Cantrell race course by himself, Echols completed the required two laps to claim his—and his team's—first-ever heat win.

"We worked all offseason just to make this boat consistent and faster obviously, but we really want it to last and this weekend, that's what



Chris Denslow



Lon Erickson



Chris Denslow

[Top] Part of the crowd lining the bank of the Ohio River at Madison, Indiana.
 [Middle] The U-11 *Reliable Diamond Tool* presents J&D's passes the pit area.
 [Above] The *Miss Rock* team celebrates when Aaron Salmon becomes a qualified driver.



Chris Denslow



Chris Denslow



Chris Denslow



Lon Erickson

[Top] From the left, Tom Thompson in the U-11 *Reliable Diamond Tool* presens J&D's, Andrew Tate in the U-9 *Delta Realtrac*, and Jimmy Shane in the U-1 *Miss HomeStreet* make their run to the starting line in the final heat. [Middle Left] The *Delta Realtrac* gets loose as it speeds down the front stretch. [Below Left] *Miss HomeStreet* leads the *Delta Realtrac* around the turn. [Above] Jimmy Shane.

we did,” Echols said. “It’s not the way I’d ever want to (win a race), but I’m just excited that we got that win because we were consistent. That means more to us than being fast. The crew is super excited and my dad called me from home and he was in tears. It was a one-boat heat, but it means so much more than that.”

The final heat was anti-climactic. Shane secured lane one before the start and was at the line at full speed when the clock hit zeroes. Tate, on his outside, was a tick behind and that gave Shane all of the opening he needed.

Shane zoomed into the first turn ahead of the field and when Tate got caught up in Shane’s roostertail, the race was essentially over. Shane led all five laps and claimed the win with an average lap speed of 138.899 mph. Tate was second, Thompson placed third, and Echols was fourth.

“We’ve been saving some stuff for the final heat because we know how much it means to these fans,” said Shane, who dedicated the win to the late Dan Hoover, the team’s crew chief who died in February. “We wanted to run as well as we could in the qualifying heats, but we didn’t want to show our hand and it worked just the way we wanted to do.”

The victory was the 17th of Shane’s career, tying him with Billy Schumacher for seventh on the all-time list and just one back of Steve David’s total of 18 wins. It was also the first win for crew chief Cindy Shirley, the first female to ever lead an unlimited team to victory.

“It feels amazing. It feels awesome,” said Shirley, who grew up in nearby Louisville and has attended the regatta since she was a kid. “It’s really great. We cleared tech so everything is great.”

“This is just wonderful for Cindy, especially with the history

STATBOX

MIDWEST TUBE MILLS MADISON REGATTA

Madison, Indiana

July 7-8, 2018

2-mile course on the Ohio River, 28 miles

QUALIFYING (1) U-9 *Auxier Marketing presents Delta Realtrac*, Andrew Tate, 148.166, 100 points; (2) U-1 *Miss HomeStreet*, Jimmy Shane, 146.983, 80; (3) U-11 *Reliable Diamond Tool presents J&D’s*, Tom Thompson, 141.925, 70; (4) U-440 *Bucket List Racing*, Dustin Echols, 130.792, 60; U-99.9 *CARSTAR powers Miss Rock*, Aaron Salmon, DNQ, 0 (driver not qualified until after Heat 1B).

HEAT 1A (1) *Auxier Marketing presents Delta Realtrac* 119.156, 400 points, 500 cumulative points; (2) *Bucket List Racing* 88.163, 300, 360. Fast lap (3) *Auxier Marketing presents Delta Realtrac* 121.073.

HEAT 1B (1) *Miss HomeStreet* 97.444 (penalized one minute for jumping the gun), 400, 480; (2) *Reliable Diamond Tool presents J&D’s* 96.845 (penalized one minute for jumping the gun), 300, 370. Fast lap (3) *Miss HomeStreet* 137.116.

HEAT 2A (1) *Miss HomeStreet* 136.079, 400, 880; (2) *Auxier Marketing presents Delta Realtrac* 127.261, 300, 800; (3) *CARSTAR powers Miss Rock* 113.399, 225, 225. Fast lap (2) *Miss HomeStreet* 139.184.

HEAT 2B (1) *Reliable Diamond Tool presents J&D’s* 84.602 (penalized one minute for jumping the gun), 225, 770; (2) *Bucket List Racing* 79.264 (penalized one minute for jumping the gun), 300, 660. Fast lap (1) *Reliable Diamond Tool presents J&D’s* 123.239.

HEAT 3A (1) *Auxier Marketing presents Delta Realtrac* 140.483 (Level 1 penalty for encroachment on U-1, \$250 fine), 400, 1200; (2) *Miss HomeStreet* 104.838, 300, 1180; (3) *Reliable Diamond Tool presents J&D’s* 95.069 (penalized one minute for jumping the gun), 225, 995. Fast lap (2) *Auxier Marketing presents Delta Realtrac* 143.870.

HEAT 3B (1) *Bucket List Racing* 110.454 (race stopped after two laps, only boat running), 400, 1060; *CARSTAR powers Miss Rock* DNS (electrical system), 0, 225. Fast lap (1) *Bucket List Racing* 112.077.

FINAL (1) *Miss HomeStreet* 138.899, 400, 1500; (2) *Auxier Marketing presents Delta Realtrac* 136.138, 300, 1500; (3) *Reliable Diamond Tool presents J&D’s* 116.451, 225, 1220; (4) *Bucket List Racing* 94.175, 169, 1229; *CARSTAR powers Miss Rock* DNS, 0, 225. Fast lap (2) *Miss HomeStreet* 141.273.

COMPILED BY ALLEN STILES



Chris Denslow

Jimmy Shane leads Andrew Tate down the backstretch.

she has not only with this race team, but this city,” said Shane of his crew chief. “It just a wonderful feeling to win any one of these races, but it probably means even that much more to Cindy. I’m happy for Cindy and I’m ecstatic that she gave me the setup she did in the final heat and we pulled it off.”

Tate wasn’t sure what happened in that first turn, but he was conciliatory after race. “I saw a lot of water. I won’t know until I watch the video, but that’s racing,” Tate said of the final heat. “Obviously everyone saw Heat 3A and what happened there. You win some and you lose some, tick for tack, that’s racing. You live to fight another day and move on.”

Despite the loss Tate still maintains his lead in the points standings as the team chases its first-ever national title. Tate holds a 440-point lead over Shane with Thompson in third, 785 points back. ❖

Driver victories

With Jimmy Shane’s victory at Madison, he now takes his place as seventh on the list of total race victories among drivers in the modern era of the sport (since World War II). Here’s the complete list of the 32 drivers who have won five races or more, as it now stands after the Madison race:

1.	Dave Villwock	67
2.	Bill Muncey	62
3.	Chip Hanauer	61
4.	Dean Chenoweth	25
5.	Jim Kropfeld	22
6.	Steve David	18
7.	Bill Schumacher	17
	Jimmy Shane	17
9.	Tom D’Eath	16
	Ron Musson	16
11.	Danny Foster	15
	Guy Lombardo	15
	Chuck Thompson	15
14.	Bill Cantrell	13
15.	George Henley	12
	Mark Tate	12
17.	Mickey Remund	11
18.	Mark Evans	10
19.	Jack Regas	9
	Mira Slovak	9
	Bill Stead	9
22.	J. Michael Kelly	8
23.	Scott Pierce	7
	Lee Schoenith	7
25.	Bill Brow	6
	Lou Fageol	6
	Bill Sterett	6
	Jean Theoret	6
	Don Wilson	6
30.	Nate Brown	5
	Warner Gardner	5
	Bob Hayward	5

UNJ INTERVIEW: Dustin Echols

"I'm just a diesel mechanic from Seattle, living his dream."

Clint Newman conducted this interview in the pits at Madison, Indiana, on Sunday morning, July 8 of this year. Dustin Echols was about to compete in the final day of the Midwest Tube Mills Madison Regatta and, later that day, would win his first heat in unlimited competition.

UNJ: Dustin, tell us a little about yourself.

Echols: I'm originally from Duvall, Washington, and live in Sultan, Washington, right now. I'm 38 years old, married, and have a daughter, 11 years old. She's also racing. Started racing outboards this year.

I first heard your name when you were racing Scott Pierce's grand-prix boat here in Madison. How was that experience?

It was great. Scotty has been a long-time friend. We live close to each other, so it was a good fit. I was actually competing against him racing for Rick and Shawn Bridgeman for about nine years before that. It was fun racing for both of them.

When I interviewed Scott last year, he said he wanted to help you get an unlimited ride and you got it.

Scott was a big helper and a lot of people working on that boat helped me out also. It was nice to have their support.

What was the biggest difference when you went from grand-prix boats to unlimiteds?

I'm a pretty mechanical guy, so I understand the automotive industry well. I'm a diesel mechanic by trade. The turbines are sort of an

unknown for me. I'm learning those as well as I can. With grand prix, you need to baby them, get them up to temperature and make sure everything is just right before you go. With the turbines, you just go.

What's the difference in the ride?

The top speed on the unlimiteds is obviously more. Our unlimited is unique being a smaller boat. It feels like you are going really, really fast. It's a different feel.

Last year you ran the season for Kelly Stocklin. How did you learn that you had an offer to drive an unlimited?

As a diesel mechanic, a lot of the team owners ask me to work on their haulers and equipment. When Kelly called, I figured that's what he wanted also. I said, "Kelly, let me guess. You need your truck worked on." He said, "No, I'd like you to drive the boat!" So, that's where the conversation started.

In the smaller boats, you gradually worked your way up through the classes?

Yeah. I started when I was 9 years old racing outboards. I moved up 2.5 Mods. I won a world championship in New Zealand, and I won a world championship at Cambridge. I won a few national cham-



pionships and set a world straight-away record that I still hold today. In grand-prix, I set a world record on a mile and a quarter course. We had a lot of success and fun in every class on the way up.

With today's unlimited drivers, who do you admire the most?

Tough question! I admire something in all of them. They are all friends. We all came up in the same way. Several of the guys are really well spoken with crowds. Jimmy Shane is a good representative for



Dustin Echols drives the *Bucket List Racing* at Madison.

our sport. Andrew Tate has a ton of talent. There's something in all the guys that's great. Tom Thompson's perseverance is admirable, too.

Who do you admire the most of the so called "older" drivers?

That's a tough one, also. I admire a lot of what Villwock has done. He's the smart guy when it comes to boat set ups. If there is a problem with the boat, he's smart enough to know what's wrong with the boat and what to do to make it better. That's a really good trait to have as a driver. A lot of guys may not like him, but he's the best there was.

This is a dangerous sport. Do you agree with that?

Yes, I do,

Why do you do this?

It started off, spending time with my family. My dad got me into it when I was real young. It's all I have ever known. As time went by, I have loved the competition. I feel pretty confident in the safety stuff, and I really like working on the boat, competing, and helping out to make it go.

How do you compare your boat with the rest of the fleet?

Our boat is a work in progress. It's a handicap in most ways. The big boats make such big wakes. The holes they create are enormous.

Our boat has a hard time going through there. Our goal with this boat was to start out to get new drivers qualified. Now, we are trying to make it faster and faster. Our acceleration is very comparable with the other guys, but when we get in rough water, that's our downfall.

What happened in Heat 1A yesterday when you hooked in turn one?

It's the famous "Madison hole." I went on the inside lane beside Tate, and as soon as I got inside the corner, the waves were taller than my sponsons were. I tried to get through, but one of the waves grabbed the inside sponson and pulled me around.

You had a little damage to the boat?

Just some minor damage. The right non-trip had an aluminum cap that was peeled back. We worked last night and got it fixed. It probably would have been OK, but we wanted to be safe and we have a lot of running to do today.

Anything else?

I'm just a diesel mechanic from Seattle living his dream! It's been on my bucket list to become an unlimited driver. ❖



Meeting race fans and signing autographs in Guntersville, Alabama.

Photos by Chris Denslow



Tony Bugejea Collection

Atlas Van Lines vs. Budweiser

At their peak, the two iconic race teams competed side by side from 1979 to 1983. Which team had the better of the other?

by Jim Sharkey

For the past several years I have been watching at Tri-Cities an exhibition of the *Atlas Van Lines* (Hull #7700), known as the “Blue Blaster,” run against the *Miss Budweiser* (Hull #8012), also known as the “Juggernaut” or Griffon Bud. I thought I would look up the races where these two boats raced against each other. The more I thought about it, I started to wonder if most people will remember the boats correctly. I have broken this down into several parts:

- ◆ 1979, when the *Atlas* (#7700) ran against the first Griffon Bud (Hull #7912).

- ◆ 1980 and 1981, where the *Atlas* ran against the second Bud (#8012).

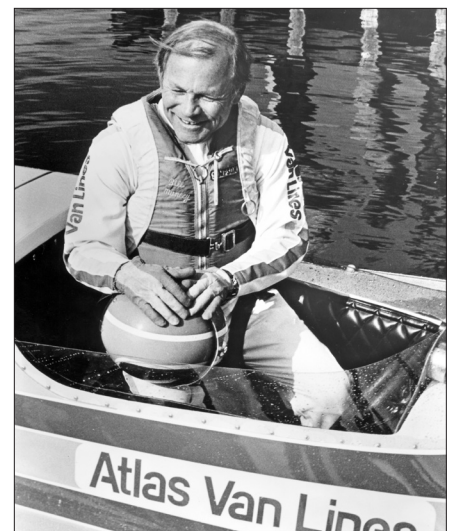
- ◆ 1982 is in two parts, the new *Atlas* (Hull #8200) with Chip Hanauer driving against the second *Miss Budweiser* (#8012) with Dean Chenoweth, and Hanauer against Jim Kropfield in the *Budweiser*.

- ◆ In 1983 it was just Hanauer verses Kropfield.

When I compare the boats, I am basing it on heats where both boats ran against each other and finished the heat. If a boat did not finish or did not start, the other boat scored better by default so I ignored these heats as to the boats going head to head..

The *Atlas Van Lines* debuted in 1977 with Bill Muncey as the driver. The first Griffon *Miss Budweiser* made its debut at the fourth race of the 1979 season in Madison, Indiana. ... **The Tally:** In the 19 heats that followed until the end of

the season, the two boats drew one another 12 times. In six of those heats, either one or the other boats scored no points. In the remaining six heats, the *Atlas* scored better than *Bud* in all of the heats.



Bill Muncey

Atlas Van Lines Publicity



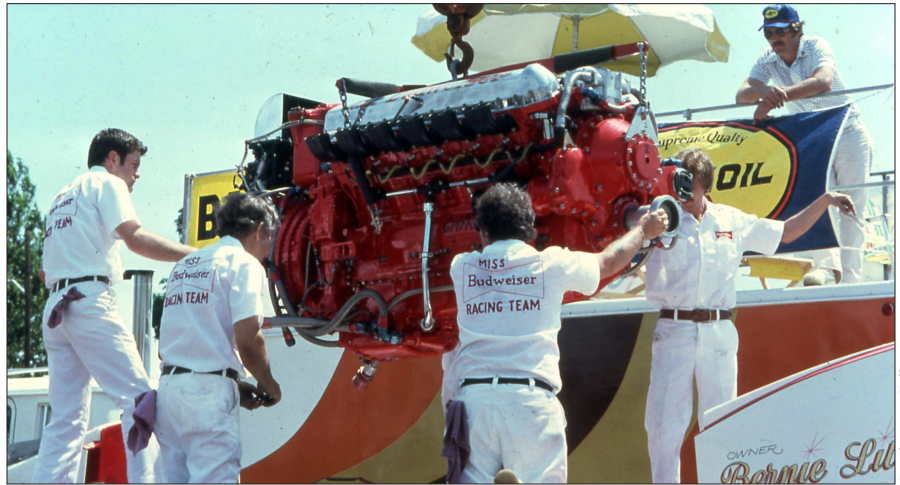
Dean Chenoweth

In the fall of 1979, during an attempt on Lake Washington in Seattle to break the world's one-mile speed record, the *Miss Budweiser* lost a rudder and went over. Driver Dean Chenoweth was hurt, but recovered in time to drive a new *Budweiser* in 1980.

The new *Budweiser* (#8012) made a fantastic start for the 1980 season, scoring 20 consecutive heat wins. ... **The Tally:** In the first six races, the *Budweiser* and the *Atlas* squared off against each other 15 times. In four of those heats, *Atlas* did not score any points due to either not starting or not finishing. *Bud* won 10 of the remaining 11 heats.

During qualifying in Seattle, the *Bud* again lost a rudder and went over. Dean Chenoweth was injured, but was able to drive a back up hull in the last race of the season in San Diego. Meanwhile, to complete the 1980 season, *Budweiser* owner Bernie Little leased Chuck Hickling's *Tempus* hull as a back up for three of the races and put the *Budweiser* display boat into service in San Diego.

As for the Griffon *Budweiser*, it needed enough repair to be out of



Sandy Ross Collection



Cary Tolman

[Top] The business end of the *Miss Budweiser* was the gigantic Rolls-Royce Griffon engine, shown here being installed by the *Budweiser* crew. [Above] The first Griffon-powered *Budweiser* was destroyed during an attempt to set a world straightaway speed record in late 1979.

action until the 1981 season. ... **The Tally:** There were a total of 24 heats scheduled to run in 1981. Only 23 heats were scored. The *Atlas* and the *Budweiser* drew each other 17 times. The *Atlas* failed to score points in five of the heats, and the *Bud* failed to score points in only one heat. The *Bud* got the better of *Atlas* in each of the 11 remaining heats.

The 24th heat of the 1981 season was the final in Acapulco, Mexico, where the *Atlas* flipped and

Muncey died of his injuries. The boat was severely damaged and would not compete again. There is some controversy as to whether Muncey had his craft set up to run too loose and be too flighty in an effort to go for broke, all or nothing. We will never know what was going through his mind at that time. All I know is that he was in the lead and charging hard when the boat flipped. We lost a legend that day. May he rest in peace



Bill Muncey pilots the Blue Blaster onto Lake Washington in 1981.

knowing that he was out ahead of the rest of the field.

In 1982, Muncey's widow, Fran Muncey, had a new hull built (#8200) and picked Chip Hanauer to be its driver. But, we lost another great one during the season when Dean Chenoweth died after the *Bud* blew over while qualifying in Tri-Cities.

I am breaking the 1982 season into two parts: Hanauer against Chenoweth, and then Hanauer against Kropfeld. ... **The Tally:** In the first four races of 1982, *Atlas* and the *Bud* went head to head 13 times. In eight of the heats, no points were scored by one or both of the boats.



Leslee Beetham-Ryan

heats, *Bud* beat *Atlas* three times to two.

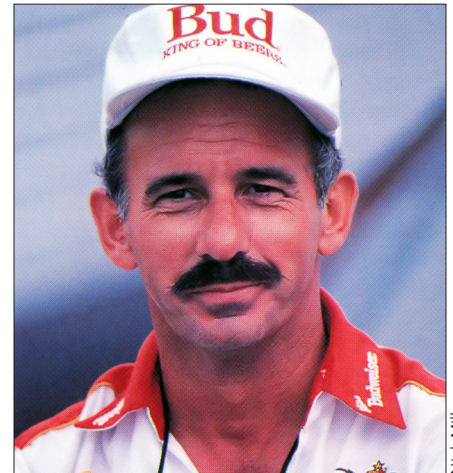
After the *Budweiser* blew over at the Tri-Cities, the boat was withdrawn and towed back to the team's shop to make it ready for the next week's race in Seattle. Ron Armstrong was selected to drive the *Bud* for that race. In the three heats that he drew the *Atlas*, Hanauer won all of them while Armstrong placed second twice and failed to finish. Not bad for someone never being in the boat before.

For the last two races of the season, Jim Kropfeld was picked to drive the *Budweiser*. ... **The Tally:** They were drawn together in five heats. Hanauer beat Kropfeld in four out of the five heats.

The thing I remember most about the 1983 season and these two boats came during the warm

up laps before a heat in Seattle. Hanauer was glued to Kropfeld's left hip all the way around the course. If Kropfeld sped up, so did Hanauer. Kropfeld could not shake Hanauer. So, in front of the judges' stand, Kropfeld used a boat in the infield as a pick and made a sharp left hand turn to across the middle of the course. Hanauer had a choice to make: take out the infield boat or go through Kropfeld's rooster-tail. He chose the later and allowed Kropfeld to get lane one at the start of the heat.

The Tally: During the 1983 season, the boats squared off in 26 heats. One or both of the boats scored no points in 13 of these heats. In the remaining 13 heats, Kropfeld beat *Atlas* nine times to four. As far as race wins, the *Budweiser* was victorious four times, compared with Hanauer's three. ❖



Nick Mills



Tom Brittain

[Left] Chip Hanauer. [Upper Right] Jim Kropfeld. [Above] Kropfeld in the *Budweiser* leads Hanauer in the *Atlas Van Lines* as the two compete in the Sea Gally Emerald Cup at Seattle in 1983.

My \$0.02 Worth

Editorial Comment



Andy
Muntz

Five boats were in Madison, Indiana, when the Midwest Tube Mills Madison Regatta was held. Five. Everybody involved with racing is very thankful to those five teams for making an effort to attend the race.

Sadly, however, H1 Unlimited had promised the organizers of the Madison race that there would be at least six boats in the field. And, sadder still, one can count five teams that maybe could have been there, but decided not to show.

Now, I don't know why those five weren't there. Perhaps they had an excellent excuse for why it just didn't work out for them. Yet, I can't help but imagine what one personality from our sport's past might have said to those boat owners upon hearing that they weren't going to be there.

I'm thinking about Bernie Little, the most successful competitor this sport has ever known.

He was successful because he was totally committed to the sport's success. It wasn't a hobby to him. Boat racing was a serious business to him because he understood that his lucrative sponsorship deal with Budweiser depended on the success of the racing series in which he was taking part. He knew that if the sport failed, his sizeable investment in his boats would become worthless.

In 1977, while testing on Friday before the Gold Cup in the Tri-Cities, the *Miss Budweiser* threw a prop that badly tore up the bottom of the hull. But, by-gawd, Bernie Little wanted to be in the race. So, the team hauled the boat all the way back to Seattle for repairs, a drive that today on four-lane freeways takes about four hours, but would have been even longer back then. The crew worked on the boat all through the night and into Saturday to get it fixed, then hauled it all the

way back to the Tri-Cities early on Sunday morning, arriving in time to finish second in the race.

It was a super-human effort to be sure and having a talented, full-time crew certainly helped, but the incident also points to how serious Bernie Little took the business of racing. Come hell or high water, there was ALWAYS going to be a *Miss Budweiser* at every race.

So, I have to ask today's owners how serious they are. Are they also committed to this sport? Is racing a serious business to them, or is it really just a hobby?

A lot of fans worry about the future of the sport, but if the owners aren't really committed to the sport's success and if all of this is nothing more than a pastime activity to them, then maybe the fans should lower their expectation of what they should hope the future will be like. ❖

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Letters may be edited for clarity and space.

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2 p.m. on Sunday, August 12, 2018

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