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A Chronicle of Speed

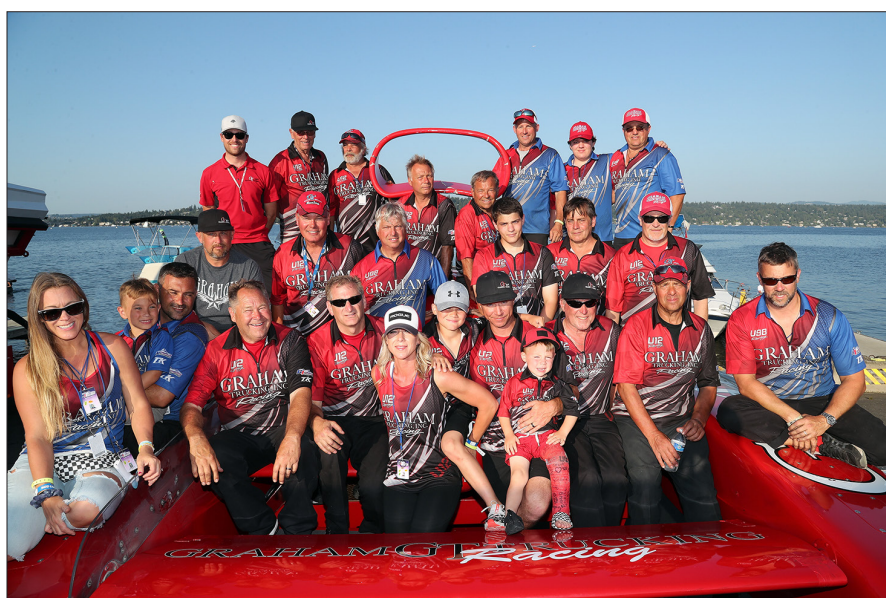
Kelly, Graham Trucking win the Pacific Northwest races.

The trophies for both the HAPO Columbia Cup race held in the Tri-Cities, Washington, and the HomeStreet Bank Cup held in Seattle were both awarded to J. Michael Kelly and the *Graham Trucking* team, but those victories only tell part of the story.

The trophies tell us that Kelly was able to win when it counted, during the running of the winner-take-all final heat in both cases. But that story overlooks the fact that Jimmy Shane and the *Miss HomeStreet* still remained at the top of the field.

In both the Tri-Cities and Seattle, Shane and the *HomeStreet* were on their way to perfect weekends when the final heats began. They had been the fastest qualifier and had won every preliminary heat up to that point. Then, there came problems in the final.

At the Tri-Cities, the issue was straight forward. Shane found himself caught in traffic while preparing for the start and was not able to recover. In Seattle, the problem was more complicated, as is explained in the race report inside.



The Graham Trucking team after the Seattle victory.

So, while Kelly took the trophies home, Shane continued to collect more points and now has a comfortable 1,443-point lead over Kelly in the national standings with only one race to go. With 1,700 points up for grabs in San Diego, it seems that his national championship hopes are secure.

The defending national champion, Andrew Tate and the *Delta Realtrac*, had successful outings in

both Pacific Northwest races, placing second both times.

One of the nicest surprises was the third-place finish in Seattle for the hard-working team of the *J&D's presented by Reliable Diamond Tool*, which is now driven by Jamie Nilsen. Making its first appearance of the 2019 campaign was the familiar name of *Oberto*, which took fourth-place honors at both races with Jeff Bernard driving. ❖

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Graham Trucking wins a clean Columbia Cup.

The season's largest field has a race with no injuries, no collisions, and no controversies in the Tri-Cities.

by Dan Lopez

As is becoming the norm on the H1 circuit, the largest field of the 2019 season was the one at Tri-Cities, Washington. After Friday's qualifying, nine of the 10 boats had recorded qualifying speeds.

Topping the list of qualifiers, as he has done at every race so far this season, was Jimmy Shane in the U-6 *Miss HomeStreet*, who turned in a qualifying run of 163.573 mph around the Columbia River course. Second fastest when the qualifying had ended was defending national champion Andrew Tate in the U-1 *Delta Realtrac*, with a speed



Chris Denslow

J. Michael Kelly and *Graham Trucking* fly to victory in the HAPO Columbia Cup.

of 158.233 mph, and third was J. Michael Kelly in the U-12 *Graham Trucking*, who circled the course at 155.881 mph.

Qualifying with the fourth fastest speed was Jamie Nilsen, who had just been named the week before as the new driver of the U-11 *J&D's presented by Reliable Diamond Tool*. He qualified at 154.588 mph. Next at 152.021 mph was Jeff Bernard in the U-1918 *Oberto Super Salami*, the former *Miss HomeStreet* boat that was making its first appearance of the season.

Rounding out the field were Bert Henderson in the U-7 *Spirit of Detroit/Boitano Homes* (151.543 mph), Jimmy King in the Allison-powered U-3 *Griggs Miss Ace Hardware* (148.079 mph), Dustin Echols in the U-440 *Bucket List Racing* (146.129 mph), and Corey Peabody in the U-98 *Graham Trucking American Dream* (132.139 mph).

The one exception to scoring



H1 Unlimited

Jimmy Shane and *Miss HomeStreet* were the fastest qualifier at 163.573 mph

a qualifying speed was the brand-new U-99.9 *Darrell Strong presents PayneWest Insurance*, which lost its bottom escape hatch on a morning test run. Driver Brian Perkins wasn't hurt, just wet. Divers unsuccessfully searched the bottom of the river for the hatch cover. Other measures that didn't work were to try to borrow one from another team and even sending an airplane to Seattle to fetch a replacement.

The solution to the team's problem was to borrow a hatch cover from the former *Spirit of Qatar*, which was 160 miles away in Chelan, Washington. After it arrived, the Go Fast Turn Left crew was able to cut and grind on it so it could be installed in time for Saturday's racing.

Also included in the program were the air show, Grand Prix West hydros, E350 hydros, and six vintage unlimiteds: the *Miss Wahoo* replica, the *Green Dragon*, *Miss Bardahl*, *Blue Chip*, the *Winged Wonder Pay 'n Pak*, *Bill Muncey's Blue Blaster Atlas Van Lines*, and the 1982 *Atlas Van Lines*.

It was while the latter three were running that a spectator decided to climb from the deck of the Blue Bridge that spans the Columbia River next to the racecourse and stand on a support beam that is below the deck of the bridge. This caused the authorities to close everything down until the person was removed.

This was accomplished just in time for the Dash for Cash to be run. *Boitano Homes* and *Graham Trucking American Dream* hit the start right on the money. Meanwhile, *Graham Trucking* and *HomeStreet* had both left the pits late, but after three laps, the finish was just as one would expect with *HomeStreet* first, followed by *Graham Trucking*, *Boitano Homes*, and *Graham Trucking American Dream*.



Lon Erickson



H1 Unlimited



H1 Unlimited

[Top] The boats at the dock being prepared to head out onto the Columbia River racecourse. [Middle] The U-440 *Bucket List* rounds a turn with the U-11 *J&D's* presented by *Reliable Diamond Tool* in the background. [Above] Shannon Raney (right) the owner of the U-11, watches as crew members help driver Jamie Nilsen get ready to race.



H1 Unlimited



H1 Unlimited



Chris Denslow

[Top] Graham Trucking leads the Miss HomeStreet and the Spirit of Detroit/Boitano Homes at the start of Heat 1A. [Middle] The U-3 Griggs Miss Ace Hardware (left) and the U-1 Delta Realtrac. [Above] Fans crowd the shoreline to watch the action.

The HAPO Columbia Cup was again run using the Gold Cup plan with four sets of preliminary heats that were each four laps around the two-and-a-half-mile course.

In Heat 1A, *Boitano Homes* had lane one at the start, next to *Graham Trucking*, then *HomeStreet*, and *Bucket List*. *J&D's* had to start on the outside because it was the first heat that Nilsen had entered for several years. Jimmy Shane and *HomeStreet* came out of the first turn leading, followed closely by *Graham Trucking*, which was able to stay within a roostertail of the leader throughout the heat. *Boitano Homes* finished in third. Echols in *Bucket List* chased *Boitano Homes* for a time and ultimately finished nearly a half lap behind the winner. *J&D's* went dead in the water during the second lap.

Jimmy King didn't engage in the speeding up and slowing down that the other drivers did before Heat 1B. He just drove around the course at high speed, hit the start in lane three, and led into the first turn. Andrew Tate in *Delta Realtrac*, however, exited the turn with the lead for good. *Griggs Ace Hardware* stayed close behind throughout and finished second about two roostertails behind. *Oberto* started on the inside and stayed close for a time before dropping back to third. *PayneWest* finished in fourth with *Graham Trucking American Dream* fifth.

In Heat 2A, J. Michael Kelly took the inside lane in the *Graham Trucking* next to *HomeStreet*, *Oberto* in lane three, *Graham Trucking American Dream* in lane four, and *PayneWest* on the outside. Exiting turn one, the *Graham Trucking* and *HomeStreet* were virtually tied until Shane pulled away, eventually going on to a three-roostertail win. *Graham Trucking* finished in second, followed by *Oberto*, *PayneWest*, and *Graham Trucking American Dream*.



Jeff Bernard

In Heat 2B, King drove the prerace period as he had earlier. Tate grabbed the lead with *Delta Realtrac* coming out of turn one, followed closely by *Griggs Ace Hardware*, *J&D's*, then *Bucket List*. *Boitano Homes* had gotten washed down in the turn and was in last place. *Delta Realtrac* went on to lead all the way to the checkered flag. King kept up the chase throughout for a close second and *Boitano Homes* was able to pass both *Bucket List* and *J&D's* to finish third, a roostertail in front of *J&D's*.

J&D's was unable to start Heat 3A because of igniter failure. Andrew Tate in *Delta Realtrac* grabbed the inside lane next to *HomeStreet*, with *Boitano Homes* in lane three and *PayneWest* in lane four. Bert Henderson and the *Boitano Homes* led to turn one, followed closely by *PayneWest*. *HomeStreet*, however, came out with the lead for good while *Delta Realtrac* went on to finish second. *PayneWest* trailed for most of the heat before passing *Boitano Homes* to finish in third.

The *Bucket List* blew a gear box before the start of Heat 3B, which

STATBOX

HAPO Columbia Cup Tri-City Water Follies

Tri-Cities, Washington; July 27-28, 2019
2.5-mile course on the Columbia River; 52.5-mile race

QUALIFYING (1) U-6 *Miss HomeStreet*, Jimmy Shane, 163.573, 100 points; (2) U-1 *Delta Realtrac*, Andrew Tate, 158.233, 80; (3) U-12 *Graham Trucking*, J. Michael Kelly, 155.881, 70; (4) U-11 *J&D's presented by Reliable Diamond Tool*, Jamie Nilsen, 154.588, 60; (5) U-1918 *Oberto Super Salami*, Jeff Bernard, 152.021, 50; (6) U-7 *Spirit of Detroit/Boitano Homes*, Bert Henderson, 151.543, 40; (7) U-3 *Griggs Miss Ace Hardware*, Jimmy King, 148.079, 30; (8) U-440 *Bucket List Racing*, Dustin Echols, 146.129, 30; (9) U-98 *Graham Trucking American Dream*, Corey Peabody, 132.139, 30; U-99.9 *Darrell Strong presents PayneWest Insurance*, Brian Perkins, DNQ – repairing hatch, 0 (Chairman's Option).

HEAT 1A (1) *Miss HomeStreet* 151.016, 400 points, 500 cumulative points; (2) *Graham Trucking* 150.015, 300, 370; (3) *Spirit of Detroit/Boitano Homes* 132.892, 225, 265; (4) *Bucket List Racing* 122.312, 169, 199; *J&D's presented by Reliable Diamond Tool* DNF – , 0, 60. Fast lap (1) *Miss HomeStreet* 155.004.

HEAT 1B (1) *Delta Realtrac* 145.182, 400, 480; (2) *Griggs Miss Ace Hardware* 144.094, 300, 330; (3) *Oberto Super Salami* 135.769, 225, 275; (4) *Darrell Strong presents PayneWest Insurance* 130.193, 169, 169; (5) *Graham Trucking American Dream* 125.813, 127, 157. Fast lap (1) *Delta Realtrac* 147.473.

HEAT 2A (1) *Miss HomeStreet* 147.032, 400, 900; (2) *Graham Trucking* 144.645, 300, 670; (3) *Oberto Super Salami* 138.732, 225, 500; (4) *Darrell Strong presents PayneWest Insurance* 133.268, 169, 338; (5) *Graham Trucking American Dream* 127.312, 127, 284. Fast lap (2) *Miss HomeStreet* 150.907.

HEAT 2B (1) *Delta Realtrac* 145.907, 400, 880; (2) *Griggs Miss Ace Hardware* 145.127, 300, 630; (3) *Spirit of Detroit/Boitano Homes* 134.190, 225, 490; (4) *J&D's presented by Reliable Diamond Tool* 133.809, 169, 229; (5) *Bucket List Racing* 117.271, 127, 326. Fast lap (1) *Miss HomeStreet* 146.501.

HEAT 3A (1) *Miss HomeStreet* 148.384, 400, 1300; (2) *Delta Realtrac* 144.591, 300, 1180; (3) *Darrell Strong presents PayneWest Insurance* 140.600, 225, 563; (4) *Spirit of Detroit/Boitano Homes* 139.622, 169, 659; *J&D's presented by Reliable Diamond Tool* DNS – fuel control valve failed, 0, 229. Fast lap (1) *Miss HomeStreet* 152.583.

HEAT 3B (1) *Oberto Super Salami* 142.054, 400, 900; (2) *Graham Trucking American Dream* 121.456, 300, 584; (3) *Graham Trucking* 121.340 (penalized one minute for jumping the gun), 225, 895; *Griggs Miss Ace Hardware* DNF – broke propeller and shaft, 0, 630; *Bucket List Racing* DNS – lost propeller shaft, 0, 326. Fast lap (1) *Graham Trucking* 153.762.

HEAT 4A (1) *Miss HomeStreet* 151.154, 400, 1700; (2) *Graham Trucking* 148.680, 300, 1195; (3) *Delta Realtrac* 141.427, 225, 1405; (4) *Oberto Super Salami* 137.812, 169, 1069; (5) *J&D's presented by Reliable Diamond Tool* 126.990, 127, 356. Fast lap (2) *Miss HomeStreet* 152.785.

HEAT 4B (1) *Spirit of Detroit/Boitano Homes* 143.040, 400, 1059; (2) *Darrell Strong presents PayneWest Insurance* 137.059, 300, 863; (3) *Graham Trucking American Dream* 129.644, 225, 809; *Griggs Miss Ace Hardware* W/D – hull and equipment damage, 0, 630; *Bucket List Racing* W/D – hull and equipment damage, 0, 326. Fast lap (2) *Spirit of Detroit/Boitano Homes* 144.411.

FINAL (1) *Graham Trucking* 149.546, 400, 1595; (2) *Delta Realtrac* 147.526, 300, 1705; (3) *Miss HomeStreet* 138.856, 225, 1925; (4) *Oberto Super Salami* 138.436, 169, 1238; (5) *Spirit of Detroit/Boitano Homes* 137.880, 127, 1186; (6) *Darrell Strong presents PayneWest Insurance* 128.335, 95, 958; (7) *Graham Trucking American Dream* 125.488, 71, 880. Fast lap (3) *Graham Trucking* 151.739.

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ended the team's day and possibly their season. *Graham Trucking* went across at the start too early and incurred a one-minute penalty. This handed the lead to Jimmy King, who looked to be headed for the win until a propeller blade broke loose on his *Griggs Ace Hardware* in the final turn. *Oberto* and Jeff Bernard ended up winning the heat and, although *Graham Trucking* nipped its teammate *Graham Trucking American Dream* just before the finish, it wasn't enough to offset the penalty. As a result, *Graham Trucking American Dream* got second ahead of *Graham Trucking*.

In Heat 4A, Bernard took the inside with *Oberto*, Kelly and *Graham Trucking* had lane two, *HomeStreet* was in lane three, and then *Delta Realtrac*. *Graham Trucking* led at the start and at the end of the first lap with *HomeStreet*, *Delta Realtrac*, and *Oberto* following in that order. Less than three roostertails separated all four. A half-lap later, *HomeStreet* took over first place for good. *Graham Trucking* went on to finish second, three roostertails back. *Delta Realtrac* dropped back to finish third, followed by *Oberto* and *J&D's* in fifth.

Three boats were left to

compete in Heat 4B. Brian Perkins and *PayneWest* were in lane two and led into the first turn with *Boitano Homes* on the inside. Henderson came out of the turn with the lead and went on to win the heat. After challenging *Boitano Homes* briefly, Perkins dropped back and settled for second. *Graham Trucking American Dream* was in third place from start to finish.

The *HomeStreet* had clearly been the fastest boat in the race so far, so before the final heat it was apparent that the only way that someone else could win was if Jimmy Shane was forced to start in lane four or farther out. That's what happened. Bert Henderson locked up lane one in *Boitano Homes* with Kelly and *Graham Trucking* beside him.

Andrew Tate and *Delta Realtrac* didn't leave the pits until less than four minutes before the start, which allowed him to steer directly to the outside of *Graham Trucking* and lock up lane three. Meanwhile, Shane and *HomeStreet* were a little late and trailed over the line inside *PayneWest*. *Boitano Homes* was on the outside.

Graham Trucking took the lead over *Delta Realtrac* and went on to score the victory. *HomeStreet* chased *Oberto* for third place, trying to pass on both the inside and outside at various times. Finally, at the last turn, Bernard left enough room for *HomeStreet* to get by on the inside and finish third. *Oberto* held on for fourth. *Boitano Homes* was outside and behind *Oberto* and was often even with *HomeStreet* but couldn't catch the salami boat and finished fifth. *PayneWest* came home sixth and trailer boat *Graham Trucking American Dream* scored seventh place.

No injuries, no collisions, no major controversies and the fans went home knowing who won. ❖



Lon Erickson



Chris Denslow

[Top] From the left, the U-99.9 Darrell Strong presents *PayneWest Insurance*, the U-98 *Graham Trucking American Dream*, and the U-6 *Miss HomeStreet*.
[Above] The *Graham Trucking* side-by-side with *Oberto*.

Kelly wins another, after most fans had gone home.

Controversy once more in Seattle.
For the third year in a row, the winner
wasn't the first boat to cross the finish line.

by Kay Brewer

The fourth race of the season saw a fleet of eight H1 unlimited hydroplanes make their way to Stan Sayres Pits in Seattle for the 69th year of racing on Lake Washington. For the first time, Seafair's title sponsor was HomeStreet Bank.

Friday morning's testing and qualifying on the two-mile course was blanketed with overcast clouds and a slight wind, which made qualifying a challenge for many of the drivers. "Conditions are not ideal," said Jimmy Shane, veteran unlimited driver of the U-6 *Miss HomeStreet* and the top qualifier with a speed of 154.513 mph. Andrew Tate was nearly five miles per hour slower, qualifying at 149.120 mph in the U-1 *Delta Realtrac*.

The previous weekend's winner of the HAPO Columbia Cup in the Tri-Cities, J. Michael Kelly and the U-12 *Graham Trucking*, fell to third in qualifying with a speed of 148.450 mph. "We are happy with a third place," he said. "Faster is always better but we will be there."

Jamie Nilsen, driver of U-11 *J&D's presented by Reliable Diamond Tool*, made two attempts to leave the dock during morning testing, but was forced to shut down and be towed back to the pits due to fuel

control issues. The team would later resolve the issues and qualify at a speed of 147.266 mph, putting them fifth in qualifying.

For the second year in a row, the junior stock outboard hydroplanes (JSH) hit the water with a full fleet of 12 boats. For some of the drivers, this was their second time making an appearance at Seafair. Meanwhile, Seattle Outboard Association brought three rookie drivers in attendance. The young JSH drivers, starting at the young age of nine, were excited to race at Seafair, a race they had been watching for many years.

Most of the little hydroplanes were dressed up to match the H1 unlimited hydros and the unlimited drivers were there at the side of these young drivers to give them tips, offer advice, and cheer them on. Many of the Seafair fans swarmed the junior pits with curiosity. The JSH drivers and crew were quick to sign autographs and answer questions.

The JSH boats hit the water on Saturday morning for their first heat of the day. The wind and rough water conditions gave the drivers a whole new lesson to the phrase "keep the wet side down" during



The two Graham Trucking boats in the Seattle pits. At left is the U-98 *Graham Trucking American Dream* and to the right is the U-12 *Graham Trucking*, the eventual race winner.

Lon Erickson



H1 Unlimited



Lon Erickson



Lon Erickson

[Top] J. Michael Kelly gives some pointers to his son, Carson, in preparation for his competition in the junior stock outboard hydroplanes. [Middle] The J-Stock hydros, which features racing for children from 9 to 14 years old, was a popular event for the Seattle race fans. [Above] The vintage boats circle the racecourse. From the left, the Griffon-powered *Miss Budweiser* built in 1980, Bill Muncey's "Blue Blaster" *Atlas Van Lines* of 1977, and the "Winged Wonder" *Pay 'n Pak*, which was built in 1973.

heat racing. But, thankfully, all 12 drivers knew the throttle works both ways and came back safely after three nail-biting laps of heat racing.

Junior Stock Hydro is where many of the H1 unlimited drivers, such as J. Michael Kelly, Jimmy Shane, and Andrew Tate, got their start in hydroplane racing. As a fourth-generation driver, Carson Kelly, the son of J. Michael Kelly, drove his junior *Graham Trucking* boat to win the final heat on Sunday.

Finn Echols, the daughter of Dustin Echols, proudly supported the U-440 *Bucket List* team for the second year in a row. Cassie Linkous, a rookie driver with only one other weekend of racing under her belt, drove the boat she helped build at the Hydroplane and Race Boat Museum in Kent, Washington. She was star struck as driver Andrew Tate gave her a few pointers before heat racing.

Having boys and girls of the ages 9 to 14 was a show stopper to many of the fans as they entered the pit area. Entries in the junior class were Cayden Cole, Cat Cole, Findley Echols, Jack Heiser, Madden Henshaw, Chandler Jablinski, Carson Kelly, Cassie Linkous, Morgan McMurphy, Finn Peterson, Jack Peterson, and Andrew Vaillancourt.

Just before 11 a.m. on Saturday, the winds calmed down as the E350 class hydros made their way onto the course. The driver of the *PayneWest Insurance*, Kurt Myers, was late for the start but quickly gained ground on Steve Huff of Huff Racing on lap two. The two went nose-to-nose to the checkered flag when Myers was barely able to take the win.

As H1 unlimited racing action got underway with Heat 1A, Canadian driver Bert Henderson in the U-7 *Spirit of Detroit/Boitano Homes*

was assessed an 80-mph warning at one minute and 30 seconds to the start. Jamie Nilsen nailed the start in lane four and led the fleet of four H1 unlimiteds to turn one. J. Michael Kelly took his signature lane one through turn one and drove deck-to-deck against defending Seafair champion Andrew Tate for the first lap. On the second lap, Tate hit some rough water on the backstretch and quickly lost ground to Kelly.

First place went to Kelly and the newly renamed *Graham Trucking/Beacon Plumbing*, second was Tate driving the *Delta Realtrac*, and third went to Nilsen in the *J&D's*. After receiving a one-minute penalty, Henderson came in fourth aboard the *Boitano Homes*.

One-minute penalties seemed to be the game changer this weekend as action moved to Heat 1B. Driver Jeff Bernard of the U-1918 *Oberto Super Salami* and Corey Peabody of the U-98 *Graham Trucking American Dream* both crept their way to the start too early and both jumped the gun. Brian Perkins in the U-99.9 *CARSTAR powers Miss Rock KISW* was almost enticed over the line early as well, but scuffed off enough time in the turn before the start.

The many laps that morning working on timing marks proved to pay off for Jimmy Shane, as he came to the start at full speed. During lap one, all eyes were on Perkins and Peabody as they fought it out until lap three, when Peabody went wide in turn one and gave Perkins second place. After all of the penalties were assessed, Shane took the win.

Unlike Friday and Saturday, the weather conditions on Sunday morning were much better for testing. First to hit the water was Nilsen and the *J&D's* so he could work on his timing runs. Kelly tested the 80-mph speed limit for a few laps then brought the *Graham Trucking* back to the dock. Tate decided to show off

the speed of his *Delta Realtrac* and did a few hot laps at over 149 mph. Peabody completed one lap during the morning testing session then later entered the course again for one more lap.

At 11 a.m., the unlimited

vintage hydroplanes gave the fans a trip down memory lane with Chip Hanauer behind the wheel of the *Atlas Van Lines* that he drove to many victories in the mid-1980s. Former unlimited driver Kip Brown jumped into the seat of Bill

STATBOX

HomeStreet Bank Cup Seafair Festival

Seattle, Washington; August 3-4, 2019
2-mile course on Lake Washington; 28-mile race

QUALIFYING (1) U-6 *Miss HomeStreet*, Jimmy Shane, 154.513, 100 points; (2) U-1 *Delta Realtrac*, Andrew Tate, 149.120, 80; (3) U-12 *Graham Trucking/Beacon Plumbing*, J. Michael Kelly, 148.450, 70; (4) U-1918 *Oberto Super Salami*, Jeff Bernard, 147.269, 60; (5) U-11 *J&D's presented by Reliable Diamond Tool*, Jamie Nilsen, 147.266, 50; (6) U-99.9 *CARSTAR powers Miss Rock KISW*, Brian Perkins, 143.646, 40; (7) U-7 *Spirit of Detroit/Boitano Homes*, Bert Henderson, 137.200, 30; (8) U-98 *Graham Trucking American Dream*, Corey Peabody, 135.785, 30.

HEAT 1A (1) *Graham Trucking/Beacon Plumbing* 140.226, 400 points, 470 cumulative points; (2) *Delta Realtrac* 134.780, 300, 380; (3) *J&D's presented by Reliable Diamond Tool* 129.474, 225, 275; (4) *Spirit of Detroit/Boitano Homes* 92.633 (penalized one minute for not maintaining 80 mph), 169, 199. Fast lap (1) *Graham Trucking/Beacon Plumbing* 142.009.

HEAT 1B (1) *Miss HomeStreet* 134.741, 400, 500; (2) *CARSTAR powers Miss Rock KISW* 131.154, 300, 340; (3) *Oberto Super Salami* 97.069 (penalized one minute for jumping the gun), 225, 285; (4) *Graham Trucking American Dream* 94.414 (penalized one minute for jumping the gun), 169, 199. Fast lap (1) *Miss HomeStreet* 140.710.

HEAT 2A (1) *Miss HomeStreet* 145.625, 400, 900; (2) *Graham Trucking/Beacon Plumbing* 139.142, 300, 770; (3) *Delta Realtrac* 136.954, 225, 605; (4) *Graham Trucking American Dream* 119.167, 169, 368. Fast lap (1) *Miss HomeStreet* 148.929.

HEAT 2B (1) *J&D's presented by Reliable Diamond Tool* 136.319, 400, 675; (2) *CARSTAR powers Miss Rock KISW* 131.879, 300, 640; (3) *Spirit of Detroit/Boitano Homes* 124.919, 225, 424; *Oberto Super Salami* DNF – fuel control valve failed, 0, 285. Fast lap (2) *J&D's presented by Reliable Diamond Tool* 137.564.

HEAT 3A (1) *Miss HomeStreet* 140.640, 400, 1300; (2) *Delta Realtrac* 136.387, 300, 905; (3) *Graham Trucking/Beacon Plumbing* 125.885, 225, 995; (4) *Graham Trucking American Dream* 116.785, 169, 537. Fast lap (1) *Miss HomeStreet* 144.277.

HEAT 3B (1) *Oberto Super Salami* 136.764, 400, 685; (2) *J&D's presented by Reliable Diamond Tool*, Jamie Nilsen, 300, 975; (3) *CARSTAR powers Miss Rock KISW* 134.231, 225, 865; (4) *Spirit of Detroit/Boitano Homes* 123.968, 169, 593. Fast lap (2) *CARSTAR powers Miss Rock KISW* 141.880.

FINAL (1) *Graham Trucking/Beacon Plumbing* 136.154, 400, 1395; (2) *Delta Realtrac* 131.965, 300, 1205; (3) *J&D's presented by Reliable Diamond Tool* 127.756, 225, 1200; (4) *Oberto Super Salami* 123.636, 169, 854; (5) *Miss HomeStreet* 113.309 (penalized one minute for not maintaining 80 mph), 127, 1427; (6) *Graham Trucking American Dream* 109.946, 95, 632; (7) *CARSTAR powers Miss Rock KISW* 101.195 (penalized one minute for jumping the gun), 71, 936. Fast lap (1) *Miss HomeStreet* 141.835.

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H1 Unlimited



Lon Erickson



H1 Unlimited



[Top] Jimmy Shane and the *Miss HomeStreet* fly across the waters of Lake Washington. the boat was the fastest qualifier for the race and won all of its preliminary heats. [Middle] The U-1918 *Oberto Super Salami* driven by Jeff Bernard. [Above] The brand-new U-99.9 *CARSTAR* powers *Miss Rock KISW*, driven by Brian Perkins.

Muncey's 1977 *Atlas Van Lines "Blue Blaster"* and Danny Heye drove the *Pay 'n Pak*, which was formally nicknamed "Winged Wonder." The *Pay 'n Pak* was originally built by famous boat builder Ron Jones in 1973 and was restored to its current condition in 2017.

David Williams, the executive director of the Hydroplane and Raceboat Museum, was behind the wheel of the Griffin-powered 1980 *Miss Budweiser*. The museum has many volunteers who work hard night and day to restore and refurbish the history of hydroplane racing. Seeing them on the water as a race fan brings back so many memories of "this one time at a boat race" while the crews clap and cheer to see all their hard work pay off. This exhibition gave the fans just a tease of the Mahogany and Merlot event to be held in Chelan, Washington, in October.

The second heat of E350 racing was missing the bright-yellow *Leisure Pool 'n Spa/Woodward Embroidery* boat driven by Michael Jarvis. After battling through the rough water Saturday, his boat would succumb to a large hole in its bottom. With one less boat in the heat, the E350s gave the fans some excitement as Steve Huff and Kurt Myers nailed the start at full speed. Myers held Huff tight to the turns until the last lap, when Huff lost power.

The drivers in unlimited Heat 2A displayed aggressive, crafty driving before and during the race. During the five-minute gun, Shane gave Tate a little "love tap," as Shane later called it, coming out of turn one. Running side-by-side down the back stretch coming up behind Kelly at two minutes and 30 seconds to the start, Tate moved in onto Kelly who was in lane one, forcing Shane and the *HomeStreet* boat to the outside lane.



Three hydroplanes side-by-side. From the left, the U-11 *J&D's* presented by *Reliable Diamond Tool* with Jamie Nilsen at the wheel, the U-1 *Delta Realtrac* driven by Andrew Tate, and the U-12 *Graham Trucking/Beacon Plumbing* driven by J. Michael Kelly.

Once the green flag came up and the race was underway, Shane gave a little payback to Tate in turn two of the first lap when he squeezed Tate in close to the *Graham Trucking*. From that point on, and having made that statement, Shane hammered down for the heat win from lane three. Kelly was second, Tate was third, and Peabody would up in fourth. After the heat, crew members were seen looking at the sponsors of both the *HomeStreet* and *Delta Realtrac*. Shane explained that after a little bumper boat, he let Kelly and Tate go ahead at the start.

In Heat 2B, Bernard was in lane one in the *Miss Rock*, Henderson was in the second lane in the *Boitano Homes*, and Perkins settled in lane three. Taking the longest way around the course on the outside was Nilsen in the *J&D's*. All four boats were early to the start while Perkins led them across the line. The first lap was a great match up between Bernard in the *Oberto* and Nilsen in the *J&D's*, as they were dead even coming down the front stretch at the end of lap one. At the apex of the next turn, the *Oberto* developed fuel control issues and

lost power.

The *J&D's* led the remainder of the race by two roostertail lengths and gave the U-11 team their first Seafair win. "The best is yet to come," team owner Scott Raney promised. "We will keep learning."

The third round of heat racing had a déjà vu feel about it because the same boats were drawn in heats 3A and 3B and had competed against each other in heats 2A and 2B, respectively.

First out of the Stan Sayres Pits for Heat 3A was Peabody in the *Graham Trucking American Dream*. Shane left the pits at three minutes and 30 seconds before the start and headed onto the course where he stole the start, clearing making a statement that he was looking for another perfect weekend of racing. Behind Shane, the other drivers were breaking boats trying to catch up to him. In fact, on lap three, the *Graham Trucking* lost its engine cowling. Somehow it caught onto the back wing and held there for the entire heat. Later, Kelly said he was battling canard issues, as well.

The results for Heat 3A had Shane in first place in *HomeStreet*, Tate in second with the *Delta Realtrac*, Kelly was third in *Graham Trucking*, and Peabody was fourth



From the left, the U-7 *Spirit of Detroit/Boitano Homes* driven by Bert Henderson and the U-99.9 *CARSTAR* powers *Miss Rock KISW*.

AN EDITORIAL OPINION:

Final heat fiasco in Seattle: A call for change.

After the final heat in Seattle, three teams asked for a driver's representative and the race finish was under review. A half hour after the race, there was the scheduled award/trophy presentation on TV and Jimmy Shane/*Miss HomeStreet* awarded the win. About an hour later, all was reversed, and J. Michael Kelly/*Graham Trucking* was declared the winner. What an embarrassment for all parties. Screw ups like this have a negative impact on public relations for race sites and their sponsors, and for race teams and their sponsors; it impedes fan building and infers H1 incompetence.

Executive Director Ron Perry, H1 board members, public relations contact Owen Blauman, and H1 Chief Referee Rick Sandstrom are all accountable, as any one of them should have interceded before the scheduled award/trophy presentation.

Since H1 has proven more than once that they are unable to communicate timely and correct final heat results, I suggest that race sites negotiate a clause in their contracts with H1 to help prevent future issues and financially penalize H1 should they happen. Race sites should demand in their contracts something like the following template.

1. An award/trophy presentation will be scheduled one half hour after completion of the final heat.

2. H1 shall identify a specific person who shall report official final heat results within a half hour of the conclusion of the final heat to a specified race site representative and the award/trophy presentation shall proceed.

3. Should no official results be reported to the race site official within a half hour of the completion of the final heat, then the race site and H1 shall agree that the order of finish in the final heat is the official finish and an award/trophy presentation shall proceed.

4. Should final heat results be in dispute for more than one half hour after the completion of the final heat, the specified H1 official shall communicate this to the specified race site official BEFORE the award's presentation and the awards/trophy presentation will be delayed for up to one hour from the scheduled presentation. The H1 official shall provide the race site representative with the order of finish within the one-hour delay and the award/trophy presentation shall take place.

5. Should H1 not provide the stipulated race official with order of finish as stipulated in item four OR if H1 changes the order of finish after the award/trophy presentation, then H1 shall forfeit 20% of the total sanctioning fees agreed in the H1/race site contract.

The goal is not for race sites to pay less fees, but rather to provide a significant financial penalty so to incentivize H1 to work with race sites to provide an accurate and timely order of finish before the award/trophy presentation. ❖

*Christopher Tracy, President
Unlimiteds Unanimous, publishers of the Unlimited NewsJournal*

in the *Graham Trucking American Dream*.

Heat 3B was a continuation of the 80-mph rule being enforced. Bernard in the *Oberto* and Perkins in the *Miss Rock* were both issued warnings to bring up their speeds as they crawled toward the start line. The start was under review as the four boats bunched up out of turn one. Bernard got his fuel issues figured out and, as he went into lap two, his left mirror was filled with the image of Perkins and the *Miss Rock* and his right with the image of Nilsen and *J&D's*. After a close three laps, Bernard took the win, Nilsen took a close second, and Perkins was third by only a half a boat length. Henderson collected fourth-place points for the *Boitano Homes*.

The five-lap final heat was an exciting one with *HomeStreet*, *Graham Trucking/Beacon Plumbing*, *J&D's*, *Delta Realtrac*, *Miss Rock*, and *Oberto* as the lead boats and *Graham Trucking American Dream* as the one trailer boat. The *Boitano Homes* was withdrawn from the event and its engine cowling, which matched the damaged cowling on the *Graham*



*The Spirit of Detroit/Boitano Homes
and some local seagulls.*

Lon Erickson

Trucking because both are former *Miss Budweiser* hulls, was installed on the U-12, thus causing that boat to carry the names of several sponsors.

At two minutes before the start of the race, Shane slowed to a crawl and nearly went dead in the backstretch when the boat's engine suffered a ground idle, earning him an 80-mph warning. Kelly also received an 80-mph warning just 20 seconds before the start.

The race started with Perkins flying across the start line like a rocket and down to turn one in lane five. After a review of the start by the H1 officials, Perkins was called for jumping the gun and received a one-minute penalty. Midway through the first lap, it also was announced that Kelly received a one-minute penalty for going under 80 mph before the start, but he never let up on the throttle and continued to challenge Shane, who was holding the lead. Tate took a close chase in lane three as the rest of the field spread across the Ted Jones Racecourse.

After leading all five laps, Shane came across the finish line to collect the checkered flag. Kelly came across the line next but with an apparent one-minute penalty, which meant that although Tate was third across the line, he had apparently finished second and Nilsen in the *J&D's* was fourth across, but third. Perkins was fifth across the line, but with a one-minute penalty for jumping the gun, Bernard was sixth, and Peabody crossed the finish line seventh.

Shane jumped off the powder-blue *HomeStreet* boat with a big smile on his face. "To have the hometown sponsor be here with the eyes on you, this is the race to win," he told the reporters. "It was a team effort and we have a great team dynamic." The trophies were

presented to Shane, Tate, and Nilsen before the local TV cameras and they sprayed each other with champagne in celebration.

But H1 officials were discussing a possible change in the outcome. After reviewing the videos from the boats, they determined that Shane had violated the minimum 80-mph rule and was assessed a one-minute penalty, thus taking the winning trophy from the *HomeStreet*. The *Graham Trucking* team also called for a review of the 80-mph penalty their boat received and, after checking Kelly's onboard camera, H1 officials reversed their call and gave the *Graham Trucking* the top podium

finish. They were winners two weekends in a row.

The official order of finish for the 2019 *HomeStreet Bank Cup* at Seafair was: (1st) U-12 *Graham Trucking/Beacon Plumbing*, J Michael Kelly; (2nd) U-1 *Delta Realtrac*, Andrew Tate; (3rd) U-11 *J&D's presented by Reliable Diamond Tool*, Jamie Nilsen; (4th) U-1918 *Oberto Super Salami*, Jeff Bernard; (5th) U-6 *Miss HomeStreet*, Jimmy Shane; (6th) U-98 *Graham Trucking American Dream*, Corey Peabody; and (7th) U-99.9 *Carstar powers Miss Rock KISW*, Brian Perkins.

Congratulations to the *Graham Trucking*! ❖



H1 Unlimited



Lon Erickson

[Top] The crew of the *Graham Trucking/Beacon Plumbing* deal with the boat's damaged engine cowling, which detached during Heat 3A and smashed into the boat's wing. [Above] The *Graham Trucking* won the final heat using an engine cowling borrowed from the U-7 team.

Around the Circuit

Race Site News



Chris Tracy

The season-opening **Southern Cup** in Guntersville, Alabama, was a well-run event. The H1 streaming was good and utilizing drones added to the coverage. H1 used an innovative heat draw and speeds were fast, but not exactly sure how fast, as the racecourse was not surveyed.

Last month's UNJ showed pictures of the first turn in **Madison** where buoys were all over the place and buoys differed in placement from heat to heat and placement in some heats looked unsafe. And the strobe lights evidently didn't work well, or referees failed to call infractions, as strobes were clearly on for long periods of time for some boats during the heat score-ups. One announcer remarked that in the final heat, one boat was too close to the start/finish line at one point in the score-up to not go under 80 mph and violate the under 80-mph rule, but that boat was not penalized. The free H1 streaming product improved even more in Madison.

In Tri-Cities, the strobe light issue plagued the **HAPO Columbia Cup**. The UNJ was told that drivers were instructed, due to issues with faulty strobes, to use the "honor system" in the final heat and not go below 80 mph in the score-up. Gone was the free H1 streaming product in Tri-Cities and replaced with a vendor-provided, pay-per-view streaming, available outside of the greater Tri-Cities area. The pay-per-view proved hard to understand how to connect various technology products to it, and many questioned charging for streaming.

Attendance and weather were great all three days at the HAPO

Cup. Again, Tri-Cities used a modified Gold Cup format with an additional set of heats, so 1A and 1B and 2A and 2B were held on Saturday.

Fun fact in the Tri-Cities: Many people have commented that the Friday attendance at the Tri-Cities race was really, really large compared to all other venues. There is a simple reason; a large part of the Hanford workforce, the area's largest employers, work a four-day work week and have a three-day weekend.

The strobe issue was almost insane in Seattle at the **HomeStreet Bank Cup** as evidently there were not enough functioning strobe lights to go around, which meant some boats ran with them and some without. So how were rules applied equitably? Good grief.

Seafair added an innovative twist to provide play-by-play with Log-Boom Radio. The Mercer Island High School radio station was used to broadcast the play-by-play all weekend to those on shore or on boats on the log boom. (Mercer Island is an island in Lake Washington that is near the Seattle racecourse.) Some of the radio on-air talent included high school students—a great way to bring in a younger fan base. The Log-Boom Radio streamed great on my smart phone, too.

Seafair tried a new schedule, which put the popular Blue Angels air show later in the day. It worked well. Please continue this format in the future! Attendance was good and the weather was great, especially on Saturday and Sunday. HomeStreet Bank customers got into

the Seattle race for free and had their own admission gate.

Next stop will be the HomeStreet Bank-sponsored race in **San Diego**. Rumor has it that, at least at first, the race was going to be by invitation only, with six boats invited. We'll see.

ROTT:

The Royal Order of the Turbine held its annual dinner and Hydroplane and Raceboat Museum fund-raiser auction Saturday night before the HAPO Columbia Cup. UNJ's Bob Senior coordinated the auction. The Potted Palm Fan Award was passed on to Quinton Miller. The annual award for their contribution to the sport was presented to Brad Luce, longtime play-by-play announcer for the unlimiteds.

There was some heartache at the event as long-time ROTT Pubah, Chuck Love, was not in attendance and in home-hospice care. ROTT members loved Chuck's sense of humor and enjoyed the role he



Chuck Love

played as ROTT leader, especially in assessing small fines to members for humorous infractions; fines went to the Hydroplane Museum. [Ed. Note: Chuck Love passed away in early August. RIP, hydro buddy.]

Hydroplane and Raceboat Museum:

The annual dinner gala and fund-raiser had a new date and place this year. It was held the Saturday after the Seattle race at the elegant Hyatt Hotel on Lake

Washington in Renton, next to the Renton Boeing plant.

The hotel ballroom was large enough for the museum to display both the vintage *Budweiser* and *Bardahl* hydroplanes. There was concern that the new date, apart from the Seattle race, might negatively impact attendance. (The museum runs vintage boats the weekend of the Tri-Cities race and the next weekend at Seafair and traditionally held the gala in-between, which has proven to be

really difficult on museum staff and resources.)

Attendance on the new date appeared to be close to the same as in the past and museum Director David Williams announced that the auction brought in about \$84,000, including \$2,100 paid for the driving uniform that Andrew Tate wore when he won the 2018 Gold Cup. A video about boat builder Ed Karelsen was shown and Karelsen was inducted into the Hydroplane Hall of Fame. ❖

The sport mourns the passing of Bill Doner.



Bill Doner, one of the most colorful characters in motor sports and a former commissioner of the Unlimited Hydroplane Racing Association (UHRA) passed away on August 16 at the age of 80.

Doner gained his fame as an enthusiastic promoter of drag races up and down the West Coast. His radio ads promoting “64 Funny Cars” at Seattle International Raceways were well known by anyone who listened to radio in the Seattle area during the 1970s.

His contribution to the sport of drag racing was so great that he was

inducted into the International Drag Racing Hall of Fame in 2012.

In April 1994, unlimited owner Steve Woomer organized a change in the leadership of the UHRA, forcing out Don Jones and replacing him with Doner, who promised to interject some excitement into the sport with more quality boats, more race sites, and more live TV. “He’s a mover and a shaker, and that’s what this sport needs,” Woomer told a reporter for the *Seattle Times*.

While the commissioner, Doner implement fuel restrictions to even out the competition and introduced N2 monitors to restrict the loads placed on engines and therefore help smaller teams that didn’t have truckloads of spare engines.

But, like Jones, he also became the victim of a revolt among the owners. Two factions had formed within the sport in 1998: those who wanted more races, better marketing, and more boats, and those, led by *Budweiser* owner Bernie Little, who liked things the way they were.

In August 1998, spurred on by those in the former group, Steve David, acting as president of the APBA, asked Doner to resign. So he obliged and tendered his resignation. ❖

2019 National Point Standings

(After four events)

U-6 Miss HomeStreet	7,377
U-12 Graham Trucking	5,934
U-7 Spirit of Detroit/Boitano Homes	4,398
U-1 Delta Realtrac	4,357
U-98 Graham Trucking American Dream	3,461
U-11 J&D’s presented by Reliable Diamond Tool	3,390
U-440 Bucket List Racing	2,189
U-1918 Oberto	2,092
U-99.9 PayneWest/Miss Rock	1,894
U-3 Griggs Ace Hardware	630

My \$0.02 Worth

Editorial Comment



Andy Muntz

During the running of the Kentucky Derby earlier this year, the horse that crossed the finish line first was judged to have committed what boat racers would call a lane infraction. It veered to the outside while rounding the final turn and impeded the progress of another horse.

After the finish, the 160,000 fans at Churchill Downs and the many millions of viewers on NBC Sports were forced to wait while the track stewards took 22 minutes to review the film and make their ruling. Only then could the fans see the placing of the traditional garland of roses around the neck of the winning horse. To do it earlier, race officials knew, would have invited a public relations disaster.

Something similar happened at the unlimited race in Seattle this summer, but the incident was handled far differently. And, the difference speaks quite loudly about the way the two race organizers

view their relationship with their fans.

In the Seattle case, the boat that crossed the finish line first was accused of committing a penalty while the boats were setting up for the start. Yet, nothing about it was said to the fans. While the awards ceremony was held at its appointed time, while the apparent winner hoisted the trophy above his head, the champagne sprayed, and confetti shot into the air, race officials were meeting not more than 100 feet away to decide whether the guy up on the stage saying nice things about his crew and sponsor had actually won the race.

Those officials did in fact ultimately decide to change the race results. Critics complained about the late call, but heaven knows that change can happen in any form of racing after the finish. Others argued that the starting rules themselves need to be reviewed. But what troubled me was the message

the secrecy conveyed to those who had come to watch the race.

The people who run the sport often talk about their desire to attract more fans, and I believe they mean what they say. But they sometimes also do things that convey something else, that engaging fans and being straight with them is not the sport's highest priority.

They are sometimes inclined to say with their decisions that it's great that people might want to watch them race their boats, but if there's ever a debate between their established operating procedures and the need to earn the public's trust, the former will always win.

Rick Sandstrom, the chief referee at the Seattle race, now understands the ramifications of that kind of attitude. In explaining to a reporter what happened, he had to admit that the episode "makes us look like idiots." ❖

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Letters may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.

2 p.m. on Sunday, September 8, 2019

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