



June 2020

## Seattle race is postponed until the summer of 2021.

**T**he 2020 H1 Unlimited season has lost another race with the announcement that the event in Seattle has been postponed until next summer. Seafair organizers said the race was postponed because of uncertainty surrounding public health safety combined with guidance from local and state governments.

The Seattle race is the third event canceled this year because of the COVID-19 pandemic. A race that was scheduled for the end of June in Guntersville, Alabama, was canceled in late March and the Gold Cup, scheduled for Madison, Indiana, in early July, was canceled in April. A testing opportunity set for early June on the Columbia River also was canceled.

The fate of the HAPO Columbia Cup in the Tri-Cities is expected to be announced soon and there is no word yet regarding the event in San Diego, which is scheduled for mid-September.

Seafair officials announced that

the Unlimited race was only one of the events canceled by the organization this summer. The Fourth of July fireworks show, the Milk Carton Derby, the Seafair Triathlon, the Boeing Airshow, the Torchlight Parade, and many other community events also were canceled. Seafair said the U.S. Navy Blue Angels have already con-

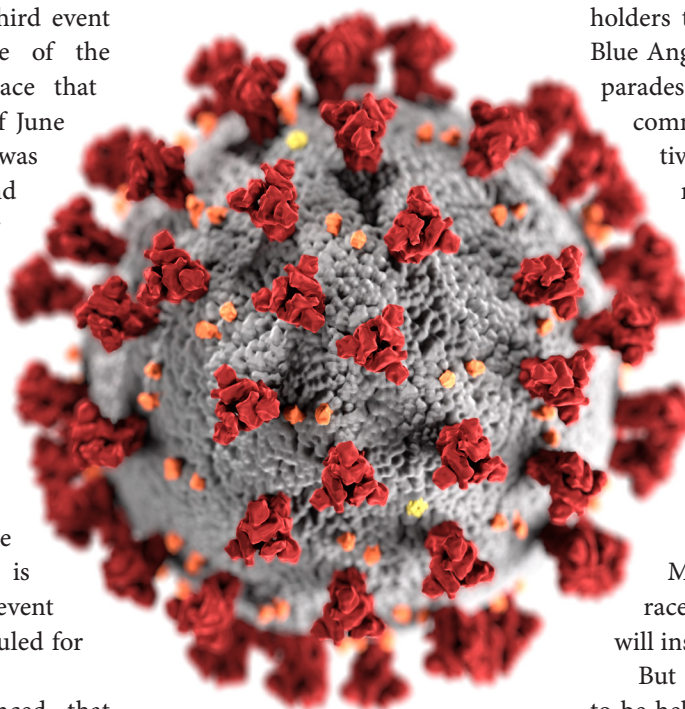
firmed that they will perform in Seattle on August 6 to 8, 2021.

"We are deeply disappointed but together we will get through this emergency," said Eric Corning, the president and CEO of Seafair. "Events will be an important part of our recovery, and we look forward to working with our sponsorship partners, volunteers, and stakeholders to produce a festival with the Blue Angels, fireworks, pirates, clowns, parades, and all of the neighborhood community events. We will stay active in the community this summer to bring people together to celebrate online and in-person, within COVID-19 guidelines."

In Grand Prix racing, the Hydroplane Racing League (HRL) announced in April that it has canceled its 2020 season, but the Grand Prix America (GPA) series remains scheduled.

Many teams that had planned to race in HRL events have said they will instead compete in GPA events.

But many of the GPA events were to be held in conjunction with Unlim-



### ALSO IN THIS MONTH'S ISSUE:

- 2 Comments from H1 Unlimited.
- 3 Stanley Dollar tells his story.

- 11 The Motorsports Hall of Fame of America.

- 13 HydroFile by Lon Erickson
- 14 My \$0.02 Worth by Andy Muntz

ited-class events. With the cancellation of the H1 Unlimited races in Madison and Seattle, that series has been reduced to three events: Tri-Cities; Owensboro, Kentucky; and San Diego. Organizers of the Owensboro event say they remain optimistic that their August race will be held.

In New Zealand, the organizers of a UIM Grand Prix Hydroplane World Championship scheduled for next year have decided to postpone that event until 2022. "We would like to ensure that there are no barriers that will prevent overseas entries from making the journey to what will be a great event," they

explained in a press release.

Another event falling victim to the pandemic was the annual Wheeling Vintage Raceboat Regatta and Chili Cookoff in Wheeling, West Virginia, an event held on Labor Day weekend that typically attracts 50 restored old raceboats. "This is particularly disappointing for us because, for the first time in our 14-year history, we were expecting a significant group of vintage hydroplanes from Seattle and the Northwest Washington area," said Debbie Joseph, co-founder of the event.

Meanwhile, the American Power Boat Association says it will continue to

grant sanctions for the remainder of the 2020 season but reminds race organizers that they must pay attention to the local standards for health concerns and other guidelines.

"The racing world is all about managing risk, in whatever form it may come," said Chris Fairchild, APBA president. "Whether it be wind, water, and yes—now a pandemic—it's now all our job to manage those risks and protect our racers, staff, and spectators so we may continue to race for many years to come. We just need to adapt to our current racing conditions." ❖

## COMMENTS FROM H1

### Jan Shaw, Director of Operations



Due to the current health/regulatory environment, the regattas in Guntersville and Madison, the June Tri-Cities test session, and Seafair for 2020 have been canceled. The cancellations were based on race site perception of what was in the best interest of their communities. H1 Unlimited continues to work with Tri-Cities on their regatta.

The biggest unknown is when Washington state will allow large-group gatherings, and will the timing of relaxing restrictions leave enough time to have successful events. A San Diego regatta is still planned but, being later in the year and pending another governor's decisions, we are currently focused on the Washington state events.

While we are waiting for the return of "The Greatest Show on H2O," we are striving to enhance the H1 fan experience. We are launching the H1 E-League, a virtual unlimited hydroplane racing league, with an exhibition on May 23. We then plan to run it in the off-season, October to April. Here is an overview:

The H1 Unlimited E-League is run via the HydroSim game software with

players from all around the world. HydroSim is a standalone hydroplane racing simulator available via the Windows operating system. It currently simulates the current Unlimited fleet.

**Participants:** Each H1 Unlimited hydroplane team will select a driver with experience in the HydroSim game to represent their team and sponsors. The drivers selected by the race teams will race with paint schemes identical to the schemes of current race teams. Teams are allowed to select multiple drivers with custom paint schemes designed with primary or secondary sponsors in mind. Drivers, spotters, officials, and broadcasters communicate during the race via Discord app and are available to be featured on the broadcast.

**Format:** The H1 Unlimited E-League represents each of the current H1 Unlimited race sites. The schedule for the E-League mirrors the real-world H1 Unlimited hydroplane schedule. Multiple seasons and/or multiple events at each race site can be run on multiple weekends to double exposure and enhance competition.

Individual seasons of the H1 E-League are available to be run in the off-season as well as alongside the real H1 Unlimited schedule. Races are run using the same format as the real-world H1 Unlimited series. One exception exists however, in that the H1 E-League is run as a one-day event.

**Broadcasting:** Each H1 Unlimited E-League race is publicized and broadcast via H1 Unlimited's social media channels (Facebook, Twitter, and YouTube). The H1 E-League broadcast utilizes real announcers and on-screen graphics as well as replays and interviews to keep the viewer engaged in the action.

The H1 Unlimited YouTube channel is shared and featured by race teams, race sites, sponsors, and fans alike. Broadcasts of each race are recorded and available to stream on-demand on YouTube to enhance sponsor visibility and can be shared via social media.

Sponsorships are available. Please email [janetshaw4994@comcast.net](mailto:janetshaw4994@comcast.net) for prices and availability. ❖



Hydroplane and Raceboat Museum

## FROM THE UNJ VAULT

# Stanley Dollar: A gem of a boat racer.

*Robert Stanley Dollar, Jr., represents the Golden Age of motorboat racing, those days following World War II before the dawn of commercialism and before sponsors became necessary. Dollar's boat racing ventures were personally financed, and he did his racing with gentlemanly charm, complete with courtesy and class. Born in 1915, the grandson of Captain Robert Dollar, a lumber baron and founder of the Dollar Steamship Company, young Stan Dollar began his speedboating back when the Elto Quad outboard motor was the thing to own.*

After his father purchased an estate known as Wychwood on the north shore of Lake Tahoe in the Sierra Nevada Mountains, there emerged a series of fierce contests called Tahoe Tavern races that primarily featured members of the Dollar family and the family of Henry Kaiser, another West Coast industrialist, Tahoe resident, and speedboat aficionado. As a result of these races, Lake Tahoe soon became the home of a growing collection of second-hand Gold Cup boats. Dollar's first experience in a "real" Gold Cupper came in 1939 when long-time friends Dan Arena and Danny Foster took their Miss Golden Gate to the lake and Dollar drove it in a contest billed as the Lake Tahoe Championship. For the record, Dollar scored an easy victory over

Henry Kaiser's Lemme Go First and Edwin Oliver's Hey There.

Stan Dollar's first official experience in the big boats came when he entered the 1948 Gold Cup in Detroit with an all-aluminum and rear-engined craft named Skip-A-Long. A year later he placed second in the Gold Cup and won three events: the Detroit Memorial, the Percy Jones Memorial, and the Harmsworth Trophy. His enthusiasm was dampened when his beloved Skip-A-Long sank in the deep waters of Lake Tahoe before racing got underway in 1950, but he continued to participate, driving the Slo-mo-shun V to victory in the 1952 Gold Cup. His career then wrapped up in 1953 and '54 behind the wheel of his own Short Snorter. He also

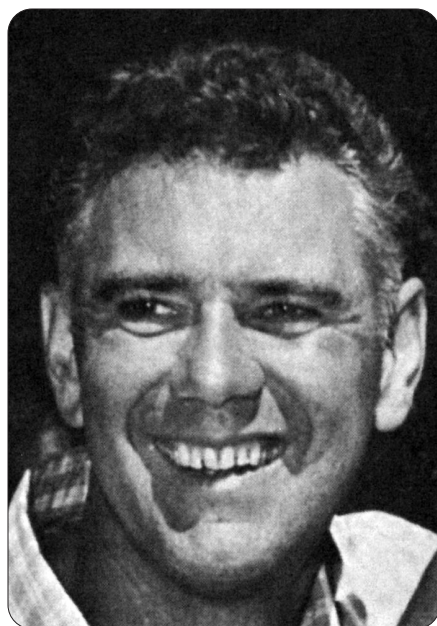
at the time introduced the unlimited fleet to competition on Lake Tahoe, where he won the 1953 Mapes Mile High Trophy.

Following a prolonged illness, Dollar passed away in San Francisco on November 17, 1975, at the age of 60. The following interview was conducted by Dave Speer and was originally published in the December 1976 issue of the Unlimited NewsJournal.

**UNJ: Mr. Dollar, I suppose you grew up over at Tahoe?**

Dollar: That's right. We bought a summer home at the lake in the '20s, the middle '20s, and I had a boat called the Dollar, Jr., built by Nice, and it had about 40 horsepower and a round bottom. It





Robert Stanley Dollar, Jr.

was about the world's fastest boat to me, a great thrill, you know. Probably went 20 miles per hour. Then I got an outboard, the *Stanley Bullet*. Had a Quad on it. You didn't have a rope starter. You had handles and threw it backwards against the compression. It would bounce back and start. Had a battery ignition on it. It was a fun boat, you know, just racing against the other outboards. The others had fishing boats, so to speak, so because Stanley Bullet was a racing boat, it wasn't a great thrill to win. But it was fun to win.

**According to information I have, that was at 9 years of age?**

Yes, that's right. And the other boat at the lake was *Dollar, Jr.* First it was down at Oakland, then I took it up to Tahoe. In that era, we aquaplaned. They didn't know what water skiing was. And the *Dollar, Jr.* was a wonderful boat for that. Made a big enough wake to go over and back and forth. Ran all day with a Scripps Ford. It was a good boat for the kids, so to speak.

**In those early days, the '20s and '30s, how were you exposed to faster boats? When did you become aware of the Gold Cup class?**

Mainly, I subscribed to *Motor Boating*. The Gold Cup was always Indianapolis to me. And I was very fortunate that my father had to go east when Gar

Wood raced Kaye Don in that big fiasco in 1932. My father was a good friend of K.T. Keller [head of Chrysler Motors] and actually I'm a good friend of Bob Keller. Bob went to Hill School and so did I. I think K.T. got me into Hill, really. Mr. Keller asked my father if his son, Bob, could be a cadet on a ship to go around the world. My father had all the ships then and he said OK.

During the race at Detroit, K.T. had a yacht anchored in the middle of the course. It was a real highlight of my life to be there. After the race, George Wood took me for a ride around the course in *Miss America VII*. Actually, Kaye Don had his *Miss England II* in the Chrysler boat well. The company had it for testing their marine engines. A beautiful facility, right on the course across from Belle Isle.

**That's where the *Slo-mos* berthed in later years.**

Well, that would stand to reason, since Stan Sayres was a Chrysler dealer.

**Did you meet Gar Wood?**

Oh yeah. He was the Bobby Darin—the "it"—a great thrill. You remember what the boats looked like? Seat for the driver and one for the mechanic, and an open area, a kind of false transom on it, then the stern. There was no seat for me. There was this batten, maybe a half inch that I held on to. I was quite sure I would fall out.

Gar wanted to sell the *VII*; I think that's how I got my ride. I imagine the price wasn't very right, but, you know, to have a *Miss America* at Lake Tahoe, to race against runabouts—talk about gilding the lily. And in that era, you couldn't just truck them around.

**Do you recall when you first drove in competition? It must have been at Lake Tahoe?**

Yes. Honestly, I think I raced against another guy who bought an outboard up there. Of course, I was nervous and couldn't sleep at night. I had been constantly running my boat, adjusting the carburetor. At the race, I got to the line ahead of him. We were going one lap—they got the outboards out of the way early—and I get to the last turn on the triangular course. The boat wouldn't turn, just kept going sideways. He made

the turn and pulled away to win. My fin had fallen off. I think that it taught me a good lesson: Go over your equipment. Don't sit in the boat all the time, fooling with the carb, trying to get rid of your nervousness.

**In 1935 you and your father traveled to Paris where you were the only American entry in the Spreckels Trophy Race on the Seine River. Your boat, *Uncle Sam*, was the second of two hulls built expressly for that race.**

Yes, The Spreckels [of Spreckels Sugar] lived here in California. My father knew the kids, Dorothy and Alma. She married Jean Dupuy [the Parisian newspaper publisher who sponsored the race]. Kind of interesting that they invited me. We sat at a long table, just like in a movie, with Dorothy at one end and Jean at the other. What's the weather like at your end, you know? Quite impressive.

Ansel Holt and H.G. Ferguson built *Uncle Sam* at Long Beach. We first ran it at Lake Elsinore. Went about 40 miles per hour, wide open. It had one step and was painted white with red and blue trim. It had a specially made Riley bevel-gear drive. This boat was 14 feet long, the first one was 12. This one was stable, the other just got wild. Harry Miller built the engine, 97 cubic inches. It was planned to weigh 300 pounds. It weighed 302! That they had to hit it that close was because in the Spreckels, you had to have a boat that weighed no more than 770 pounds. You could have anything you wanted, five engines, three outboards, anything.

**Didn't you roll the boat?**

The drive froze up as I was going down the course. I flopped over, upside-down, and hit one of the great big old barges tied up along the riverbank. I was upside down when I hit the barge. Then I slid right side and turned into a patrol boat, or tug. The bow of the tug got a hole in it! Then it just sank out from under me. My feet were in the steering wheel, caught, but I managed to get them out.

I forget the name of the engines, the Italian ones they used over there, but they were interesting. Had dual overhead cams and six cylinders, three and three.



Hydroplane and Raceboat Museum

With a Roots blower in front, supercharged like a little Offenhauser. Powerful things. And they had a tractor and pusher propeller. Beautifully machined. The nuts on them, back and front, where sharply pointed. Don't get in the way of that.

**Earlier, at lunch, you mentioned a boat called *Silly Dollar*, and the fact that it also had an interesting mechanical setup.**

Yes, *Silly Dollar* was a boat that we built. It had an outdrive on it. Joe Bansi, who drove *Madame Queen* and *Kingfish*, had Elsinore hulls and he put that together for us. It was a fat, old single-step hydroplane. Ran like a rock. Had a Liberty in it.

**Did the outdrive have some sort of step-up gearing to it?**

I think it was two-to-one. Bansi designed the drive and my father had it built. It had a big bull gear, another gear, and then maybe another one, then you got the drive down to the propeller like an outboard. Then there were three more gears, then a large gear. I think there were seven gears in that mess. What really would happen is that it would act like an oil pump. The gears would just

pump the oil up here and spew it out and the thing would just freeze. At slower speeds it ran fine, but as soon as you powered on, it lasted maybe a mile.

**By the way, how did you happen to come up with the name *Uncle Sam*?**

Just to represent the United States.

**How did your family acquire the *Greenwich Folly*, the Gold Cup winner of 1926 and 1927?**

Paul Scott, of Hall-Scott Motors, bought it and brought it here. And at that time all the racing was between Kaiser and the Dollars. It was, of course, a bomb on the lake. My father bought it for me, frankly, and it came to Lake Tahoe with the name *Baby Skip-A-Long* on it. Lee Scott had changed it. On the hull cradle it still had Greenwich Folly written. I liked the new name, so stuck with it.

**You must have acquired *Cigarette IV* after *Baby Skip-A-Long*.**

That's right. It came later. The man who designed *Baby Skip-A-Long*, Frederick Lord, also designed *Cigarette IV*.

The wealthy families living at Lake Tahoe collected several well-known former champion hydroplanes to use as pleasure craft.

**ABOVE:** The *Greenwich Folly* won the Gold Cup in 1926 and 1927 as was renamed *Baby Skip-A-Long* for its use at Lake Tahoe.

**BELOW:** The winner of the first President's Cup race, held in 1926, was an all-aluminum craft named *Cigarette IV*, the boat in the foreground.



Hydroplane and Raceboat Museum





Jim Dunn Collection

**Cigarette IV carries the distinction of being the first all-aluminum Cold Cupper and won the first Presidents Cup race in 1926. Then, I believe, you renamed her Mercury?**

Initially, my father talked to Lord about how to get more speed from *Baby Skip-A-Long*. Lord said that was as good as he could make it, the end of the line. It would have been a shame to change the powerplant, a Packard. There wasn't anything better in that era, anyway.

So, Lord suggested *Cigarette IV* as a possibility. It had a Curtis Conqueror in it. He always called it a D-12. He told us it went 67 miles per hour and the propellers had speeds stamped on them. Anyway, we took a cab from a Long Island subway to the boat works. She was covered with Vaseline, the whole aluminum hull, and it had a light canvas that had become saturated with Vaseline. And then over that another tarp. Laced liked a mummy. My father offered \$1,500. Lord said, "Hell, Gordon [Hammersly, the owner] will never take it." A month later he called and said, "It's yours."

Oddly enough, as I understand it, it raced at Washington once. The siphon worked backwards,

Lord said, and filled the boat up rather than emptying it. Gordon then took it up to Albany, New York, and raced the train to New York and set a new record. Then he got married. The Misses said, "If you'll quit racing, I'll quit smoking." I don't know if she went around the corner for a few puffs or not, but anyway he got off racing.

Now we have an Allison engine in it. But I want the Curtiss to unravel it. Because she was a beautiful-running hull with that engine. Now, it just torques over and you don't pull any manifold pressure. Six hundred to 700 horsepower on an Allison is nothing. It is no fun, except for acceleration. Just jumps.

**Well, after World War II, with the *Skip-A-Long*, it looks like you wanted to go faster.**

I was overseas for 38 months: Honolulu after Pearl Harbor, Guadalcanal after the fighting, and then started to get into action in the Philippines. Then went through the New Guinea and New Britain campaigns. Ended up in Korea. I was in the field artillery.

So, when I returned, my father told me he had a new present for me, so to speak. I got a hold of a guy to design *Skip-A-Long*. Actually, Ernest

Stanley Dollar's introduction to the big time of boat racing came in 1948 with the debut of his G-25 *Skip-A-Long*, which was made entirely of aluminum. **ABOVE:** Like most of the entries in the Gold Cup that year, the *Skip-A-Long* failed to finish the first heat on an extremely rough Detroit River. **BELOW:** In 1949, Dollar and his riding mechanic, Ollie Meek, won three races (the Detroit Memorial, the Percy Jones Memorial, and the Harmsworth) and won the national title. The boat sank during a test run on Lake Tahoe later that year.



Sandy Ross Collection

Fetske, the designer, knew Lord. He came out with his wife to design the boat.

**You could've picked Hacker or Ventnor to design the boat. Why did you pick Fetske? And was it the aluminum *Cigarette IV* that influenced you to build *Skip-A-Long* of aluminum?**

I don't really remember about the last question, but there was probably some influence there. Actually, Fetske looked me up, hung around here for a week or so. He seemed to be very knowledgeable. He wanted to build a Gold Cup boat. We worked out something like \$1,500 or \$2,000 for the plans. They were supposed to be so simple a five-year-old could build it. That part he did wonderfully well. Box sections. Take a piece of aluminum, cut here, cut off there, cut the bottom, and so on. It was like a Mechano set to build.

He drew it up and I started making a balsa-wood model. When I had trouble bending the balsa, I went to Bethlehem Steel and they gave the formulas, etc. It's easy for a naval architect to do it in his shipyard, but we had trouble bending the aluminum those angles. We just had to fight it through.

I wanted the thing to be designed so the skin sheets would bend over and wouldn't have to be formed. As we got along, I found the sheets wouldn't fit the way he cut them out. Well, we had a parting of the ways during construction. He wanted a supervisory job to show us how to do it. I guess he did too good a job at designing it because we didn't need help. He laid around for a while and then went home.

Well, we had a parting of the ways. We finished the boat up and it was really a dog. I think we put it in Lake Tahoe before we went east in 1948. Wide open it was a dog, but we were all fired up and decided to see the action anyway, knowing we didn't have anything. About the only thing I won was the Silver Cup fastest lap. I was out front going like a bomb and the stuffing box let go, so we came back.

**And, you had a lot of work to do.**

Well, in 1948, we had nothing but trouble with things breaking. First thing,

I sheered the Woodruff key off in the steering. I didn't think anything was powerful enough to do that, but it was a terrible strain on the rudder. When we came back, the thing was running like a barge. It just mucked along. The boat didn't get up at all. Just like the *Monitor* and *Merrimac*. You were sopping wet when you got through.

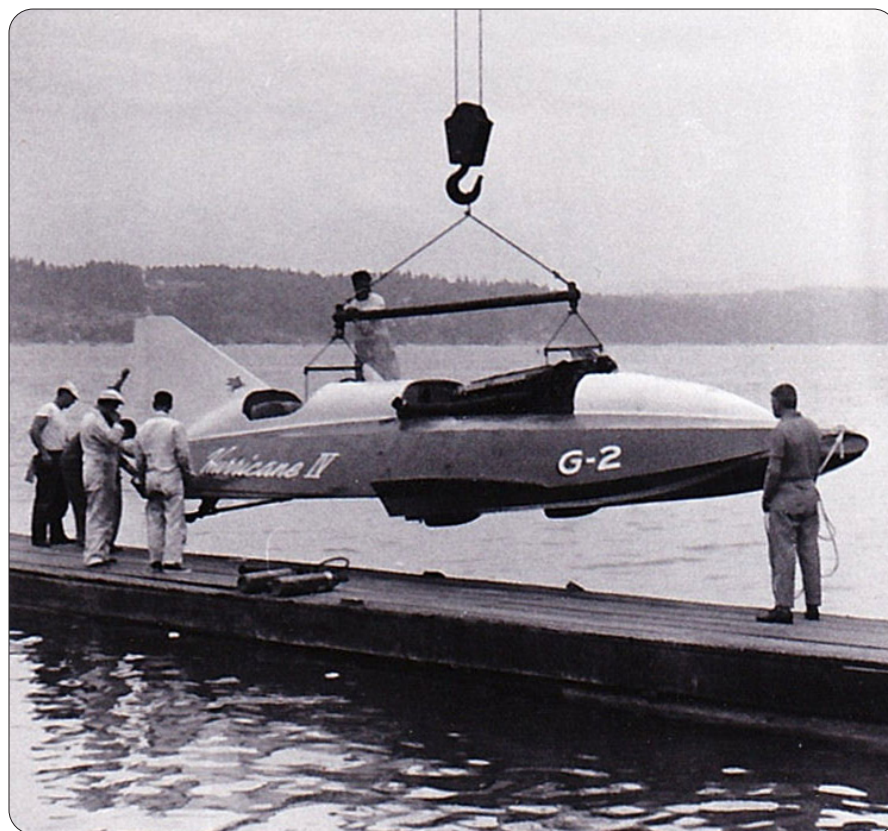
Fortunately, the sponsons were bolted on, so we just unbolted the ones Fetske designed and put on some good deep ones. Actually, they were too deep. Looking back, we didn't have enough power to get up on it. So, the thing would walk. I took Bill Cantrell for a ride in it and he said, "Man, let me out of this little old gentleman. I'm never getting back in this. This thing is awful." He didn't like the bow walking. All it did was wiggle.

We ran every weekend. We'd take it out Saturdays and run until we ran out of gas—almost—we didn't want to drift out to Golden Gate. We'd run until nearly empty or until something would let go. Then we'd fix that, because you never win

a race unless you finish. I think that was a lot of our success. The other things I give my father and Ollie Meek, my riding mechanic, credit for is they had two boys take care of the bottom of the hull, the strut, but mainly the bottom. We didn't have anything come loose above the waterline, all of it being aircraft bolted. Gene Felt was on all electrical systems: starter, instruments, the whole works. Tremble Warren was on the engines and cockpit: steering, rudder, the inside hull. All the jobs were laid out on a work sheet for them. We also added 45-degree non-trips so she wouldn't catch.

Physically it was a hard boat to handle. A lot of work. First, with the shallow sponsons, the tail wanted to come up, which drove the nose down. Then, the newer sponsons were a big change, but it kept falling off. The next job was to get the tail up, which we never accomplished.

**Did you have several sets of sponsons like some of the writers reported?**



Byron Lang

During the Seattle Gold Cup race in 1951, Stanley Dollar took the controls of the G-2 Hurricane IV in the final two heats of that event. The boat's owner, Morlan Visel, drove it in the first heat. The pair combined to take the boat to a fourth-place finish.





Stanley Dollar was hired to drive the *Slo-mo-shun IV* in 1952 and took the boat to victory in that season's Gold Cup at Seattle.

No. Just the originals and the replacements. We just took them off and that was it. I don't even know where the first ones went.

**At the 1949 Gold Cup you finished second in every heat and second overall, and Bill Cantrell beat you in *My Sweetie*.**

There was no question about that.

**What kind of a race did he give you? Any recollections?**

I thought I'd run a steady race, which I did do. I planned to go up roughly 10 miles per hour in speed, if I needed to, but not to chase everybody. In hindsight, I should have just poured the coal on in the last heat. I would have been better off, whether I could beat him or not, I think I could have. I think *Skip-A-Long* was faster than *My Sweetie* at that time. Later, he was faster than I was. It was still early in the season. First, it was the Ford Memorial; I won that. Then the Gold Cup. Then the 100-Mile Detroit Marathon and after that the trials for the Harmsworth. I think the next day was the 100-miler. Gee, I was lucky on that Harmsworth run-off to see who got the Harmsworth Trophy.

If I'm honest, I knew Dan Arena in *Such Crust* was a little faster than I was. Jack Schafer, its owner, talked to the judges and they made it a three-lapper—a kind of helmet dash. It was a horse race as I remember. As I recall, we hit the line together, but he got into the first turn ahead of me. We came out behind him and I was behind him on one side, then the other, then the other, the other. Kind of giving him fits. Going up one side,

going through that damn roostertail, coming out the other, back and forth. I never talked to Dan about it, but I suddenly looked over and here was the final turn. We'd gone to the last turn on the last lap and I think he was looking back at me. He must have been because I looked over and there were the buoys, so I went around. Dan went full bore several lengths ahead of me before he turned. I made the turn and lucked out.

**How did you get the old *Miss Peps V* that you named *Short Snorter*?**

I was having gearbox troubles. The MacKenzie brothers, one of them designed the boxes for the Dossins, who owned *Miss Peps V*, and they built another one for me that I used in *Skip-A-Long*. When I got back there, my gears were getting tired again. Actually, Lou Fageol owned the *Peps* at that moment. And I wanted the gearbox out of it. Fageol said he didn't want to sell just the gearbox, but he'd sell the boat, trailer—the whole thing. It was a pretty good price for the gearbox. All I wanted. It had gas tanks and the steering wheel, I guess. It was stripped to a degree. Didn't have an engine, but I didn't care. So, I bought it and took the gearbox out of it to finish the season in 1949.

**Fageol, for one, was a fascinating personality. Did it ever get to be a war of personalities?**

Chuck Thompson liked me. He hated Lou. I was about the only guy who really got along well with Chuck. I don't think Dan liked him too much, and visa-versa. He wasn't a well-liked guy. I never

Connie Maun



had any run-ins on or off the course.

**As you grew up you came into contact with Henry Kaiser and his fleet of race boats. Did your family's racing on Lake Tahoe influence Mr. Kaiser into going racing?**

I think Mr. Kaiser did what he liked to do. He made up his own mind. He did enjoy it because he liked to go fast. When he was younger, at Tahoe, when they built their place up there, he bought the *Hornet*. He personally drove it. He often came over to our place with his helmet and goggles on. I was in my swim trunks.

**Do you know what kind of engine they had in it?**

A Packard.

**A 621?**

No, the 12-cylinder Packard. I think he first had a Liberty and pulled it out and put the Packard in. Because when we had a Packard in what we called the Red Boat, I sometimes had a problem with the jets leaking. I got the engine from over here at the engineering school, where the kids could take it apart and put it back together. The nuts were all cross-threaded. So, when you put gasoline and pressure on it, it leaked.

**Getting into trivia, what color was *Short Snorter*?**

Blue. A light-blue hull.

**Something like the *Murphy's Breathless*?**

No, *Breathless* was lighter. As I recall, when I got the boat it had the automotive grille and the cover for the Allison, but I think the midget tail was gone. I don't remember seeing the midget tail at all. I think Dan Arena got it for us. Now, whether Lou still had it or not I don't remember.

I do remember that the boat didn't have a tail at first, the bucket-seat hanging out over the back, and I asked, "Where the hell do you sit?" Danny Foster said, "You sit in the midget body. Hell, it looks good. Real racy." Somebody was making them out in LA, and most were used before, the cowling up forward came with the tail as a package.

I always wondered about the name *Short Snorter*. I should have called it *Hop-A-Long*, after *Skip-A-Long*. In fact, that thing was really a bucket out there. It was alright in smooth water. When you got the tail up it would stay up. It would ride like sitting in a chair. But anytime you got into anything, the tail, of course, would fall back into the water. And when you're sitting out behind the tail, it's like being on the end of a diving board with somebody jumping up and down on it. You just went up and down like sitting on a horse without stirrups and the horse is trotting.

I don't think people ever caught the significance of the name *Short Snorter*.

It's a little difficult to explain, but in the service the flyers would get what were called "flying bills" or "dollar bills" or "short snorters" together. They were bills they'd get for flying around—been here, been there, transferred back and forth. Some guys would get a string of 'em. I think you could take a string of them in and get a snort, a drink. But there was no connection between "Dollar," which was me, and "Short Snorter." It was an air force thing. But it was a little boat that made a lot of noise, so that was close enough.

**Under what circumstances did you meet Stan Sayres?**

I think it was back in Detroit. He came back to the Chrysler boat well, before he had the *Slo-mo*. He had some of his hull, I think *Slo-mo-shun III*. I think the *IV* was under construction at the time. I was sure glad some other guy from the West Coast was there, you know. To have a buddy. We didn't spend any time together. It was a visit.

I don't remember seeing Stan again until after Lou Pageol called me and asked if I'd like to drive the *Slo-mo*. Like, he'd talk to Stan if I'd agree. I do feel, obviously, that he and Stan had talked before he called because he didn't run Stan's show. I said I'd love to. And I heard from Stan.

**I can't recall for sure, but it seems**



Hydroplane and Raceboat Museum

Dollar purchased the 1947 Gold Cup champion *Miss Peps V* and drove it in 1953 and 1954 as the G-8 *Short Snorter*. He won the 1953 Mapes Mile High Gold Cup race on Lake Tahoe with the boat.

**to me when you drove *Slo-mo-shun IV* to the '52 Gold Cup win, you had a swept-back fiberglass tail on the boat.**

Gee, I thought I had a tail like the other kids did.

Thinking of those days, Lou Fageol was one hell of a driver. Lou did some very exotic things. I'll never forget Lou when he was driving his Porsche at Pebble Beach. He put an engine in the front and left the one in back, too. Two engines, front and rear wheel drive. It would really scamper and go. He came out of one of the straights going into a turn and shifted it. He got one engine in high gear and the other he wanted to downshift, something like that. He wanted to downshift both of them to brake and the front engine shifted to second and the other stayed in high. So, the back of the car passed the front end. Over it went, rolled a couple of times landing upside down. He went around like a phonograph record into the woods. Of all things, a guy came up to save him. Lou's hanging upside down with gas running out all around him, and the guy has a lighted cigarette in his mouth.

**Do you recall the 1949 win at Gull Lake?**

Sure. Dan Arena and I raced a good one back there. That was a kind of funny story. I don't know if you've seen the Gull Lake trophy, but it was donated by Jack Schafer. It had nude girls, four of them, holding the cup above them. The funny part about it, we got back to the Whittier Hotel in Detroit, and the bellboy comes out to get the bags. He reached down to take a hold of the trophy and someone exclaims, "No, no!" He started to grab the girls at the bottoms. The bellboy turned red.

**What was your relationship with Ollie Meek?**

Very good friends. I knew him in Piedmont, then we moved out to Walnut Creek and didn't see too much of him. We got together boat racing. Dr. Meek, his father, rented a place at Tahoe and Ollie got into it with me. And Jack Sweetman, another guy whose father invented the purolator oil filter for cars. So, three or four of us fooled around with the Red Boat. We never really named it. Just called it that.

**Earlier, at lunch, we talked about this Red Boat. You said you bought it from Dan Arena and, from the photograph, I would say it is definitely Dan's *Miss Golden Gate* that he nearly won the 1938 Gold Cup in.**

Yes. And we never did put a seat into it. Didn't have room with that big Packard V-12 in it. Just sat up there. Most of the races, the steering wheel would come loose. We left it like that.

**Amazing.**

No, just a couple of kids fooling around.

**Meanwhile, back to Ollie Meek.**

Along came the draft and we decided to volunteer to get our year over with. Then, Pearl Harbor came and that ended those thoughts. We were in the same outfit and gradually we split up. We'd be in the same division, but he'd be on one island and I'd be on another. I once sent him a Christmas present: a check for \$1,000,000. Thank you, Santa Claus. So, anyway, he said it was the only million-dollar check he ever got, and it was no damn good, anyway. Couldn't buy a damn thing on the damn island, anyway.



UC Berkeley, Bancroft Library

Dollar and his wife, Nancy, show off a pair of the Lake Tahoe Yacht Club trophies they won in 1953.

*True Magazine* once wrote me asking for one of my oddest or funniest experiences in boat racing. One time I spun out on the turn back in Detroit and I couldn't get started. With an Allison you can tell if you've flooded it or not by the noise. But I couldn't hear the damn engine. I looked up and there's a helicopter, maybe patrolling the course and giving a report. I just wished that the damn thing would go away. So, I sent him a story about the incident.

He wrote back saying there must be something better than that, words to that effect. I didn't have time to write him back, being very busy. Anyway, an article came out about this guy racing a 225 at Long Beach. It told how he raced Stan Dollar with his 1,500-horsepower Allison and cleaned my plow. I never raced at Long Beach, though I did run Uncle Sam there in trials. I just ignored it at the time, but it's bugged me ever since.

Hell, I've lost races. Nothing to be ashamed of. But, what the hell, you can't win them all. It was the little boat against the big giant, the rich against the poor.

So, if you run into that story it's not true. ❖



# The Motorsports Hall of Fame of America.

BY BOB SENIOR

In early 1989, a one-inch item in the back pages of the Seattle Times sports section caught my eye: “Bill Muncey Inducted into the Motorsports Hall of Fame in Novi, Michigan.” Being well aware of Muncey’s hydroplane racing accomplishments, and having never heard of this Hall of Fame, I decided to do some research.

After World War II, Lewis Welch, a resident of Novi, Michigan, a town of about 60,000 people 25 miles northwest of Detroit, placed a Novi Indy dual-overhead-cam engine in an Indianapolis 500 race car called the Novi Special. The car was driven by Ralph Hepburn, Paul Russo, and Duke Nalon in the 1950s.

Colorful Indy racer Andy Granatelli later owned the Novi Special from 1961 until 1966. Design and engineering improvements among Indy cars soon made the car obsolete and it was donated to the City of Novi.

Along came the late Ron Watson, then mayor of Novi, who along with others conceived the idea that all motorsports needed a great Hall of Fame. That old Novi Special race car became the centerpiece that started the idea of the Motorsports Hall of Fame of America. The organizers worked tirelessly to make their dream become a reality, and in doing so built an institution that has earned respect the world over.

The Motorsports Hall of Fame of America encompasses the entire slate of American motorsports. It has established nine categories: open-wheel racing, stock cars, drag racing, sports cars, motorcycles, powerboats, air racing, historic, and at-large.

Charter members inducted into the Hall of Fame in 1989 included A.J. Foyt, Cannon Ball Baker, Jimmy Doolittle,



The main gallery at the Motorsports Hall of Fame of America in Daytona Beach, Florida.

Mark Lachance/Motorsports Hall of Fame of America

Don Garlits, Phil Hill, Barney Oldfield, Richard Petty, and Bill Muncey. In subsequent years the organization has inducted other well-known names such as Mario Andretti, Shirley Muldowney, Sir Malcolm Campbell, Craig Breedlove, Wally Parks, Bobby Allison, Carroll Shelby, Art Arfons, Al Unser, Bobby Unser, Amelia Earhart, Roger Penske, Dale Earnhardt, Keith Black, and Cale Yarborough.

In addition to Bill Muncey, the powerboat category honorees have been Gar Wood (1990), Dean Chenoweth (1991), Bill Cantrell (1992), Ron Musson (1993), Bernie Little (1994), Chip Hanauer (1995), Betty Cook (1996), Bob Nordskog (1997), Carl Kiekhaefer (1998), Bill Seebold (1999), Tom D'Eath (2000), Mira Slovak (2001), Ted Jones (2003), Danny Foster (2005), and Ole Bardahl (2014).

The Motorsports Hall of Fame of America currently inducts someone from the powerboat category every five years. People are voted into the Hall of Fame by a panel of 200 experts and previous inductees.

I corresponded with the organization's then-president Watson and presented to him my boat-racing credentials: Seafair race committee leadership, Seafair hydroplane race team committee chair, Hydroplane and Raceboat Museum board member, and nearly a 40-year observer of Unlimited hydroplane racing. Lo and behold, I was appointed to the nominating committee and voting panel.

I was soon joined on the voting panel by the late historian Fred Farley, historian Jim Sharkey, and Steve Garey, editor of Thunderboat. Andy Muntz, the editor of this publication, was recently added

The Motorsports Hall of Fame of America relies on donations to continue promoting and preserving the history of power boat racing, and there is more they would like to do. Please consider a donation now of any size at [mshf.com](http://mshf.com).



to the list of voters. Chip Hanauer, Tom D'Eath, and John Love are also voters.

Inductions to the Hall of Fame take place every spring at a gala black-tie ceremony.

Voting was recently completed for the 2021 inductees and the results will be announced soon. Those nominated in the powerboat category were Lou Fageol, Tom Gentry, Fran Muncey, Billy Schumacher, Mike and Tim Seebold, and Dave Villwock.

Centered in Michigan until 2015, the Motorsports Hall of Fame of America moved onto the grounds of the Daytona International Speedway in Florida in 2016. The gallery displays a vast and colorful number of racing exhibits that include Bob Nordskog's *Viking Spirit*; Bob Best's *Special Edition*, which was built by Ron Jones, Jr.; and Bill Seebold, Jr.'s *Little Red Twistercraft*, among other powerboat gems.

"We are thrilled to have such important race boats and artifacts on display for our more than 100,000 visitors a year," said George Levy, president of the Motorsports Hall of Fame of America. "We'd like to induct powerboat candidates every year, but that will depend on the support of the boat racing community."

Levy said the Hall of Fame would welcome the donation or loan of important powerboat artifacts, particularly those that relate to one or more of the inductees. He also encourages boat racing fans to nominate their favorite powerboat legends.

The Hall of Fame's mission is to celebrate and instill the American values of leadership, ideas, originality, teamwork, and competition found in all motorsports.

You can find more information about the Motorsports Hall of Fame of America at the organization's website: [www.mshf.com](http://www.mshf.com). ❖



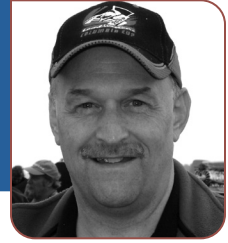
**TOP:** Bob Best's *Special Edition*, which was designed by Ron Jones. **MIDDLE:** Hall of Fame inductee Bob Nordskog drove the *Viking Spirit*. His patch jacket can be seen to the left. **ABOVE:** Guests touring the museum, which is on the grounds of the Daytona Motor Speedway.

Photos: Mark Lachance/Motorsports Hall of Fame of America



# HYDROFILE

## Race Team News by Lon Erickson



### Miss Madison Racing

A formal announcement of more details for the two-boat Miss Madison team was recently shared on the team's social media and website. The U-1 *Miss HomeStreet* (Hull #1801) piloted by Jimmy Shane will be joined by the U-91 *Miss Goodman Real Estate* (Hull #0706) and driver Jeff Bernard (both pictured below, Shane at left). Bernard was a member of the Miss Madison crew 2015 as a spotter and the back-up driver. He re-joined the team last season as driver of the U-1918 *Oberto Super Salami* (Hull #0706) for the three western races, thus becoming the 22nd driver to pilot a Miss Madison hull. Charlie Grooms, president and team manager of Miss Madison, Inc., announced that Bernard will again drive that hydroplane while it races as the U-91 *Miss Goodman Real Estate*. The boat will feature a black, gold, and white paint scheme that was designed by Craig Montgomery (below). Founded in 1991 by John Goodman, Goodman Real Estate is a leading privately held real estate investment company that specializes in multi-family and commercial real estate. Headquartered in Seattle, the company maintains a diversified portfolio of quality commercial property investments across the United States and Canada.



Lon Erickson



**GOODMAN REAL ESTATE**  
An Investment Company

### Spirit of Detroit: Bartush Racing U-7 and U-10

In recent conversations with Bert Henderson and Patrick Haworth, both Bartush Racing drivers are optimistic for the upcoming season, considering the circumstances surrounding the pandemic. The U-7 hull (the T-5, Hull #9712) has been completely gone through: new decks, lightened, and strengthened throughout. A new look for the U-7 is also in the works. The U-10 hull (the T-3, Hull #9501) is getting attention from crew chief Bill Guckian and is near completion. They hope to have it race ready for Patrick Haworth.

### U-11 J&D's: Unlimited Racing Group (URG)

Scott and Shannon Raney recently shared with H1 fans about the off-season work that has been done in their shop. The primary race boat (below) has been prepared for 2020 and they have also spent considerable time and resources into their second hull, the former T-4 hull (Hull #9401) that last raced for the U-11 team in 2016 (bottom photo). Does this mean the URG will campaign two race boats? Scott says, "Potentially we're positioning ourselves to maybe be in that position, maybe we're not."



Lon Erickson



Meyer Hydros

# MY \$0.02 WORTH

Editorial Comment by Andy Muntz



As we watch the 2020 H1 Unlimited Racing Series dissolve because of the COVID-19 pandemic, it might be a good time to remember more positive days. It so happens that this month marks the 70th anniversary of an event that occurred in Seattle that set off the passion for big-time hydroplane racing in the Pacific Northwest.

A Seattle Chrysler dealer named Stanley Sayres, a hydroplane dreamer named Ted Jones, and a talented shipwright named Anchor Jensen had teamed up to create a boat late in 1949 that perfected the idea of a hydroplane that flew across the surface of the water. The *Slo-mo-shun IV* had shown so much promise during test runs that the team decided their boat was ready to challenge the world's straightaway speed record, which stood at 141.74 mph following a run by Sir Malcolm Campbell's *Bluebird* in 1939.

APBA officials were summoned to measure a one-mile course on Lake

Washington near the Sand Point Naval Air Station and set up their timing equipment. There were engine issues and rudder issues with the *Slo-mo IV* and the weather failed to cooperate on several days, but finally on Monday, June 26, 1950, the conditions were ideal. There was just a light chop on the lake.

With Stan Sayres behind the wheel and Ted Jones sitting next to him, the boat roared north from Sayres's boat-house on Hunts Point then was turned around and ran through the course. But the first time through didn't count; there had been a timing error. During the next pass, Jones was flashing hand signals to Sayres to tell him to hold steady on the acceleration, but Sayres misunderstood and shut the engine off before they reached the end of the course.

But, the third time through finally counted—163.785 mph. Then, after a quick refueling, they passed the timers again in the opposite direction and came away with the record. The two-

run average was 160.3235 mph, easily the fastest time ever recorded by a watercraft of any type.

The record run made headlines around the world, especially in Detroit, where the *Slo-mo IV* was headed a month later to compete in the 1950 Gold Cup. There, the experts promised that the boat would wallow around the turns, but Ted Jones proved them wrong when he ran away from the others and took the prestigious event back to Seattle. It was held there for the first time a year later.

Because of what happened 70 years ago, many of us growing up in the Puget Sound area have been enthusiastic hydroplane fans since we can remember. For us, it was the only game in town. So, it's with that anniversary in mind, that the cancellation of this year's racing is especially poignant. It's part of why there will be a particular void in many lives this summer. ❖

**EDITOR:** Andy Muntz

**ASSOCIATE EDITORS:** Craig Fjarlie, Chris Tracy, Dick Sanders

**HYDROFILE EDITOR/WEBMASTER:** Lon Erickson **HISTORIAN:** Bob Greenhow

**EDITORIAL BOARD:** Clint Newman II, Bob Senior

Unlimited NewsJournal, established in 1973, is published by Unlimiteds Unanimous, an enthusiast club interested in promoting and documenting the sport of unlimited hydroplane racing.

Copyright © 2020, Unlimited NewsJournal. Reproduction or transmission in whole or part is not permitted without written approval of the Unlimited NewsJournal.

WEBSITE: [unlimitednewsjournal.net](http://unlimitednewsjournal.net)

EDITOR: Unlimited NewsJournal, 14313 Beverly Park Road, Edmonds, WA 98026.

Email: [ajmuntz@icloud.com](mailto:ajmuntz@icloud.com)

Letters are welcome, but may be edited for clarity and space.

**PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.**

The June meeting has been canceled due to the COVID-19 pandemic.

Check our website for more information.