



New sponsor, same result. Jimmy Shane wins it all again in San Diego.

by Mac Clouse

Last year at the San Diego Bayfair, Jimmy Shane in the Oberto-sponsored, City of Madison-owned boat, won the race, the driver championship, and the national high-points championship. The Oberto sponsorship ended last year, but it was replaced by HomeStreet Bank. A couple weeks before this year's San Diego race, it was announced that HomeStreet Bank would also be the race sponsor. Jimmy and the *Miss HomeStreet Bank* won the HomeStreet Bank San Diego Bayfair Bill Muncey Cup, the drivers championship, and the national high-points championship.



Chris Denslow

Like the Gold Cup, the field was only eight boats, but the racing in general was good. More important were some off-the-water issues that can have very significant impacts on the future of the sport.

San Diego. We'll test today to see if everything works."

U-27 owner Charlie Wiggins added, "It was a hard road to get everything done, but it will be good to know if everything is fixed. Otherwise, we would have questions all winter."

J. Michael Kelly was still pleased with his Gold Cup win. "It still hasn't sunk in," he said. "I think the more seat time I get, the better I get as a driver. In the milling for the final, my spotter (Tom Anderson) told me that Jimmy wasn't yet in lane one. He told me in very strong words to go for it. We had a new propeller that we hadn't used at all, and it was great. I was surprised

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Testing and Qualifying

The only difference in the field from Detroit was that the U-57 *Spirit of Detroit* was not here. It was replaced by the Wiggins family's U-27 *Dalton Industries*. Its repairs were completed just in time for the boat to get to San Diego. Driver Cal Phipps said, "We probably put 700 hours into fixing the boat. We knew two days before we left that we could be here. I love to race in

My \$0.02 Worth

Editorial Comment



Andy
Muntz

This month's issue has articles that you won't want to miss. Craig Fjarlie had a great time seeing the annual gathering of vintage race boats at Lake Chelan in Eastern Washington and Chris Tracy gives us his impressions of a couple of events that took place recently at the Hydroplane and Raceboat Museum.

Mac Clouse does his usual excellent job reporting on the season's final race at San Diego. He ends with a note of uncertainty for the future that may surprise some readers. Of course, all of us hope things aren't as dire as he suggests they could be.

While the future of unlimited hydroplane racing does include some question marks, a few things did happen this past season that are well worth celebrating.

Here's a toast to Jimmy Shane, for example, who accomplished something this year that only one other driver has done in the modern history of the sport. By

winning his fourth straight national driving title, Shane did something that Bill Muncey, Chip Hanauer, Dean Chenoweth, and most of the other top names in history had not done.

Muncey won three in a row two times, Lee Schoenith and Steve David each did it once, and many others—Chuck Thompson, Ron Musson, Billy Schumacher, Chenoweth, Hanauer, Jim Kropfeld, and Mark Tate—did two straight. The only person to have a longer string was Dave Villwock, who won his fourth straight in 2001 and went on to win seven.

But, the competition was different then. When Villwock established that record, his *Miss Budweiser* was dominating the sport. That is not the case today, which brings me to one more thing to celebrate.

Yes, many are concerned that there were only five races this season and that it was a challenge to get eight boats to appear at many of

them. But, among that small group of competitors, at least half showed a legitimate chance of winning. The racing was close all season long. And, there were three different winners in the five races, which is a remarkable achievement.

The close competition was certainly not the state of the sport when Villwock won his fourth straight, or his seventh.

Regarding the number of races, there is also some promise there. Steve David and others at H1 Unlimited made some excellent inroads to three new race sites: Guntersville, Alabama, Coeur d'Alene, Idaho, and Phoenix. We've got our fingers crossed that something will come of them.

Yes, there are still some issues. I'm personally frustrated by all the penalties. But, I'm also encouraged by the marketing initiatives that Clouse talks about in his article.

Yes, there are some things for which to be optimistic.

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Letters may be edited for clarity and space.

Shane wins it all in San Diego.

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how fast I went when I hit the pedal hard at the start. Now that we have the Gold Cup, we'll focus again on the high-points championship."

The first Friday testing session was at 8 a.m. As is usually the case at that time of day, there was no wind and water conditions were great. Six boats tested. U-27 and U-99.9 did not test. The fastest lap was 161.434 mph by *Miss Home-Street Bank* with Jimmy Shane. "Our set up is good," Shane said. "It is in our best interest to stay conservative to win the high-points championship, but we also want to win the race."

The second test session was at 12:30. The first boat out was the U-27 *Dalton Industries* with Cal Phipps. Everything worked, as Phipps did 145.649 mph. Six boats tested. U-1 did not test. U-99.9, with only one engine, wanted to wait for qualifying. The fastest speed in this session was 159.724 mph by Brian Perkins in the U-21 *All Access Equipment*. Close behind was Andrew Tate in the U-9 *Delta RealTrac* at 159.325 mph. This was Tate's first race in San Diego. "This



Kevin Eacret driving the U-99.9 *Miss Rock*.

course is not as challenging as Detroit," he said. "I can pretty much give the boat all the gas and then just drive with the wing."

The qualifying session was from 2:30 p.m. to 4:30 p.m. There was a light breeze blowing across the course. The water was not as good as it was for the testing sessions. The first boat out was U-99.9 *Miss Rock* with Kevin Eacret. It did two laps at almost the same speed, and then came in. Eacret's fastest lap was 141.783 mph. Jeff Bernard in the U-7 *Graham Trucking II* then did 147.814 mph. Cal Phipps showed that the U-27 *Dalton*

Industries could be competitive with 153.762 mph. U-11 *Peters & May* with Tom Thompson did 147.926 mph. Andrew Tate then set the high speed of 160.972 mph in U-9 *Delta RealTrac*. U-21 *All Access Equipment* with Brian Perkins then did 153.722 mph, much slower than he did in testing. J. Michael Kelly in the U-5 *Graham Trucking* did 157.756 mph. The last boat in Round 1 was Jimmy Shane in U-1 *Miss Home Street Bank*, who couldn't beat Tate's speed. He did 159.900 mph.

In Round 2, the U-99.9 passed. Bernard increased the U-7's speed to 149.422 mph. Phipps increased U-27's speed to 156.813 mph. U-11, U-9, and U-21 all passed. Kelly was able to increase U-5's speed to 158.061 mph, but he could not top Tate's speed. The last boat with a chance to beat Tate's mark was the U-1 with Shane. He appeared to get close with a 160.122 mph, but the speed was taken away due to a fuel violation. Tate's 160.972 mph from Round 1 put him in the fastest-qualifier position.



The fastest qualifier, the U-9 *Delta RealTrac*.



Jared Meyer

Heat One

Heat 1A began at 4:45 p.m. on Saturday. In the milling, Kelly cut across the course to try to get lane one, but Shane sped up and was past when Kelly entered the course. So Kelly was in lane two with Shane in lane one. *Peters & May* was in lane three and Leland was in lane four.

Kelly was first across the starting line with Shane and Thompson close behind. However, all three of them jumped the gun and received a one-minute penalty. Eacret was the only legal starter.

Graham led the entire heat and ran away from the other boats. In turn two of lap one, *HomeStreet* went through *Peters & May's* roostertail while in third place. Leland was in fourth. In lap two, Shane passed Thompson to move into second. At the end of lap three, the finish on the water was *Graham*, *HomeStreet*, *Peters & May*, and *Miss Rock*, but the penalties on the first three boats gave the heat win to Eacret. The other three moved down one position, Kelly to second, Shane to third, and Thompson to fourth.

The three gun jumpers all claimed that the clock was wrong,

relative to the five-minute countdown they were given in the pits. H1 officials told them that the clock was the official start, even if it is not consistent with the five-minute countdown.

In 1B, Phipps cut across the course to the front stretch to try to take lane one from Bernard, but Bernard moved over in front of Phipps, washed down the *Dalton*, and caused the engine to momentarily die. Bernard was in lane one, Perkins in lane two, Tate in lane three, and, after restarting his boat and catching up to the field, Phipps was in lane four.

Tate, Perkins, and Bernard put on a great show. U-7 *Graham* was first to turn one, but *All Access*

passed it in the backstretch. Perkins led Bernard by about one second at the end of the lap, with Tate one second behind Bernard. Phipps was in fourth.

In lap two, the three boats were side by side in the backstretch. *Delta RealTrac* passed the other two from the outside to lead at the end of the lap, but the race was still very close. *Dalton* still trailed in fourth.

In lap three, Tate pulled away to win. Perkins was second and Bernard was third. *Dalton* died at the beginning of the back stretch, its engine a victim of too much salt from the washdown before the start.

Tate, Perkins, and Bernard all agreed that they had fun with the



Chris Denslow

The San Diego pits on Mission Bay.

close racing. Bernard said, “I knew I had to be inside. Brian had top-end speed on me, but I had acceleration coming out of the turns. My spotters told me that Andrew was coming hard on the outside. He had the speed to win from lane three.”

Phipps was not happy. “I got a big gulp of water,” he said. “I had lane one. The officials said that the U-7 had the five-boat-length overlap it needed to be able to move over when I entered the course. We’re having some handling issues. I’m not even sure I would have wanted lane one. The engine quit, but we will clean it up and will be good to go tomorrow.”

Heat Two

Sunday morning was foggy. You could not see the course from the pits, nor could you see Fiesta Island on the other side of the course. Finally, at about 8:45 a.m., the fog lifted.

During the morning testing, the officials had *Delta RealTrac* test by itself. For some reason, the fuel and rpm data that is recorded in each boat’s orange box was not showing up for *Delta RealTrac*. The orange box data is reviewed in the H1 tech truck when a boat comes in from any time on the water. This review is how violations are detected.

When *Delta RealTrac* went out by itself, it had two orange boxes. When it returned, data had been collected in both boxes. The officials decided that *Delta RealTrac* could use just one box in heat two.

Prior to heat two, Eacret talked about his victory in heat 1A, but he also had bad news. “We got some luck to help us win, which is what we needed,” he said. “We had questions about our motor,



Chris Denslow



Jared Meyer



Chris Denslow

[Top] The U-1 *Miss HomeStreet Bank* and the U-5 *Graham Trucking* battled each other all season. [Middle] The U-11 *Peters & May*. [Above] The drivers were available to sign autographs for the San Diego race fans.

STATBOX

HOMESTREET BANK SAN DIEGO BAYFAIR

San Diego, California, September 17-18, 2016

2 1/2-mile course on Mission Bay

QUALIFYING (1) U-9 Delta Realtrac, Andrew Tate, 160.972, 100 points; (2) U-1 Miss HomeStreet Bank, Jimmy Shane, 159.900, 80; (3) U-5 Graham Trucking, J. Michael Kelly, 158.061, 70; (4) U-27 Dalton Industries, Cal Phipps, 156.813, 60; (5) U-21 All Access Equipment, Brian Perkins, 153.722, 50; (6) U-7 Graham Trucking II, Jeff Bernard, 149.422, 40; (7) U-11 Peters & May, Tom Thompson, 147.926, 30; (8) U-99.9 Miss Rock, Kevin Eacret, 141.783, 30.

HEAT 1A (1) Miss Rock 131.486, 400 points, 430 cumulative points; (2) Graham Trucking 116.414 (penalized one minute for jumping the gun), 300, 370; (3) Miss HomeStreet Bank 111.531 (penalized one minute for jumping the gun), 225, 305; (4) Peters & May 108.103 (penalized one minute for jumping the gun), 169, 199. Fast lap (2) Graham Trucking 155.795.

HEAT 1B (1) Delta Realtrac 149.895, 400, 500; (2) All Access Equipment 148.084, 300, 350; (3) Graham Trucking II 145.197, 225, 265; Dalton Industries DNF — , 0, 60. Fast lap (2) Delta Realtrac 154.093.

HEAT 2A (1) Delta Realtrac 147.524, 400, 900; (2) Graham Trucking 142.590 (Class II penalty for missing a buoy in turn 1, lap 2, 50 point deduction, \$250 fine), 250, 620; (3) Peters & May 133.443, 225, 424; Dalton Industries DSQ — flagrant fuel violation, 0, 60. Fast lap (2) Delta Realtrac 149.536.

HEAT 2B (1) Miss HomeStreet Bank 149.023, 400, 705; (2) Graham Trucking II 146.948, 300, 565; (3) All Access Equipment 143.822, 225, 575; Miss Rock DNS/WD — save equipment, 0, 430. Fast lap (2) Miss HomeStreet Bank 150.751.

HEAT 3A (1) Delta Realtrac 153.571, 400, 1300; (2) Miss HomeStreet Bank 151.567, 300, 1005; (3) Graham Trucking 132.655, 225, 845; Dalton Industries DNS/WD — damage to right sponson, 0, 60. Fast lap (2) Delta Realtrac 154.753.

HEAT 3B (1) Graham Trucking II 134.784, 400, 965; (2) All Access Equipment 112.167 (penalized one minute for jumping the gun), 300, 875; (3) Peters & May 112.022 (penalized one minute for jumping the gun/all heat points were deducted for technical violation), 0, 424. Fast lap (2) All Access Equipment 150.907.

FINAL (1) Miss HomeStreet Bank 149.198, 400, 1405; (2) Delta Realtrac 146.285, 300, 1600; (3) Graham Trucking 139.285, 225, 1070; (4) Peters & May 124.047, 169, 593; (5) Graham Trucking II 113.588 (penalized one minute for jumping the gun), 127, 1092; All Access Equipment DNF — broken rudder bracket, 0, 875. Fast lap (3) Delta Realtrac 152.062.

COMPILED BY ALLEN STILES

but we decided to run what had and it worked. The start was nerve wracking because I thought I was where I was supposed to be to be legal. I had to trust my marks and not go up and join the others. Unfortunately, we are going to have to withdraw. We checked our engine last night, and there are too many problems and things that could go wrong. We could trailer fire it and it would blow up, or we could run all day with no problems. We just don't know and can't afford to take the chance with our only motor."

Heat 2A started at 12:47 p.m. The fog moved in again, but it was high and the course was visible. *Delta RealTrac* was in lane one, U-5 *Graham* in lane two, *Dalton* in lane three, and *Peters & May* in lane four.

Delta RealTrac was first in and out of turn one and led *Dalton* at the end of lap one. U-5 *Graham* was third with *Peters & May* in fourth. In turn one of lap two, U-5 *Graham* got caught between *Delta RealTrac's* and *Dalton's* roostertails. It hooked and missed a buoy.

At the end of the heat, Tate won by a roostertail over Phipps. Kelly was third with Thompson in fourth. However, *Dalton's* orange box had bad news. A flagrant N2 and fuel violation caused *Dalton* to be disqualified and to get 0 points. Kelly moved up to second with Thompson in third. Kelly's penalty for missing the buoy was a \$250 fine and the loss of 50 points. He still got second, but received only 250 points, not 300.

"When I got to the turn, there was no lane," said Kelly. "I put myself in a bad position. I went through a roostertail, couldn't see, and missed a buoy. I should have backed off."

When *Delta RealTrac's* orange box was checked, it once again had no data. There was no penalty for this, which did upset some of the other teams.

In 2B, Bernard had lane one, Shane was in lane two, and Perkins was in lane three. Eacret was drawn for the heat, but withdrew. In lap one, all three boats were together in the backstretch, but at the end of the lap, *HomeStreet* was first, U-7 *Graham* was second, and *All Access* was third. *HomeStreet* won by a roostertail over U-7 *Graham*. *All Access* was two roostertails behind U-7 *Graham*.

Heat Three

Going into heat 3A, all *HomeStreet* needed in order to win the driver and national high-points championships was to finish the heat. Kelly cut across the course to the backstretch to get lane one, but he was very early. Tate was in lane two. Shane was being very cautious. He was way back in lane six. To take up some time, Kelly went very wide coming out of turn two heading for the start. Tate moved into lane one, Kelly had lane two, and Shane moved into three.



Chris Denslow

The U-5 *Graham Trucking* with J. Michael Kelly at the controls.

The boats crossed the start together, but *Delta RealTrac* and *HomeStreet* got to the turn before U-5 *Graham*. When Kelly got to the turn, he once again had no lane. U-5 *Graham* went into a roostertail. It lost power briefly, Kelly restarted, but he was way behind.

Delta RealTrac won the heat by a roostertail over *HomeStreet*. Shane ran a conservative race content to get 300 points to clinch the championships. Because of his incident in turn one of lap one, Kelly was never a factor and finished third.

Dalton was drawn for the heat, but the team withdrew. With their loss of points in 2A, they could not be one of the six front-line boats in the final. Plus, the repaired right

sponson was beginning to show some damage. It was getting worse each time they ran, so they decided to withdraw.

Kelly was upset. "In 2A, what happened in turn one was my fault. This time, things were way too tight. There was no room. 9 and 1 did not leave me a lane." When asked about how slow all three boats were going before the start, he said, "We were all under 80 mph."

In 3B, Bernard was early in lane one and received an 80 mph warning. Thompson was in lane two with Perkins in lane three. However, both Thompson and Perkins jumped the gun and each received a one-minute penalty.

Peters & May and *All Access* put on a great show. They were close for all three laps with *Peters & May* narrowly leading at the end of lap one and *All Access* leading at the end of laps two and three. Because they both jumped, they were battling for second and third. U-7 *Graham* was way behind. Since he was the only legal starter, Bernard just had to finish within a minute of them to get first, which he did.

Unfortunately for *Peters & May*, the boat did not pass the tech inspection. A flagrant violation



Chris Denslow

Brian Perkins driving the U-21 *All Access Equipment*.



Chris Denslow

The U-27 Dalton Industries side by side with Delta RealTrac.

resulted in a \$200 fine, a disqualification, and no points for the heat. Thompson still had fun in the heat. “We knew we jumped, but we were racing for positions,” he said. “Brian and I trust each other so we could be close. Even though we weren’t racing for first, it is too much fun to give up the chance to have a good race.”

Final

With only six boats racing, all six made the front line for the final. Kelly cut across the infield and took lane one from Shane as the boats were going down the backstretch before the start. Shane moved to lane two. It appeared that Thompson had lane three, but Tate moved in front of him and forced him to lane four. Perkins was in lane five and Bernard was in lane six. Kelly, Shane, and Tate each received an 80 mph warning and Bernard jumped, getting a one-minute penalty.

U-5 *Graham* was early and had to slow at the start, but *HomeStreet* crossed the start line at speed. *HomeStreet* was first in and out of the turn and led the boats down

the backstretch. At the end of lap one, the order was *HomeStreet*, U-5 *Graham*, *Delta RealTrac*, U-7 *Graham*, *All Access*, and *Peters & May*. In turn two of lap one, *All Access* couldn’t hold its lane and bounced out into U-7 *Graham*’s wake, causing a rudder bracket to break. Perkins finished lap one, but had serious enough rudder flutter that he shut the boat down near the entrance to turn one in lap two.

In turn one of lap two, U-5 *Graham* in lane one went out through *HomeStreet*’s roostertail. U-5 *Graham* lost the skin on the right fairing, lost part of the salt

water air scoop, and cracked the front canard. *Delta RealTrac*, in lane three, had to move out to avoid U-5 *Graham* and passed U-5 *Graham* to move into second. All of this enabled Shane to pull away from his competition.

By the end of lap three, Shane had a one-roostertail lead over Tate. Bernard was in third, Kelly in fourth, and Thompson in fifth. In lap four, Kelly passed Bernard to move into third. *HomeStreet* ran away from the field and beat *Delta RealTrac* by about five roostertails. U-5 *Graham* was third. U-7 *Graham* crossed the finish in fourth, but its one-minute penalty moved it down to fifth, and moved *Peters & May* up to fourth.

Thompson was upset. “I had lane three for the start and then got cut off,” he said. “The officials said no one saw it to make a call. Tate should have been penalized and then we would have been third.” He got more upset later when he was told he was getting a one-minute penalty for going outside the course. It happened when boats had to move out because of Kelly’s incident in turn one. After further review, Thompson’s penalty was



Chris Denslow

Jeff Bernard brings the U-7 *Graham Trucking II* back to the pits.

Chris Denslow



[Above] Jimmy Shane celebrates his victory on the deck of the Miss HomeStreet Bank.
 [Right] Shane hoists the Bill Muncy Cup with Mark Mason, HomeStreet Bank CEO.



Chris Denslow

removed, but there was no call on Tate for what happened before the start.

Shane talked about what could have been. “JMK was early at the start so I had speed on him as I crossed the start line. If we had been close at the start, it would have been a good race. He had an issue in turn one of lap two. I saw rollers in lane one and thought that they could cause a problem for him, and they did. Then I just had to keep ahead of Andrew.”

At the awards ceremony, Shane and all the other drivers, owners, and officials expressed their thanks to HomeStreet Bank for joining Bayfair as the race sponsor. This was the first year of a two-year contract. There was HomeStreet signage everywhere, something that was very nice to see. HomeStreet’s chairman, CEO, and president is Mark Mason. He was at the race and told everyone how pleased HomeStreet has been with its

involvement with hydroplanes. This was very good news.

Steve David used the awards ceremony to announce his resignation as H1 chairman. “This is where I ran my last race four years ago. It is appropriate that it is the site of my last race as H1 chairman. It is time to turn the job over to someone younger. The sport is in good shape.” Steve thanked everyone for their support.

As David leaves, there are some big issues for the sport. The most obvious is who will replace him and what will H1’s leadership structure look like in the future.

On Saturday, the owners listened to two proposals related to the future of H1. Larry Oberto presented a proposal that had \$200,000 of seed money and two people to deal with marketing, sponsorships, and administration. H1 would still be in charge of the racing events. The second proposal was from HomeStreet and included a full-time marketing/promotion

person from HomeStreet as well as banking services. The owners met again Sunday morning to see if there is a way that they can accept both proposals. They left San Diego with nothing finalized.

Another issue involves new race sites. A group from Phoenix was there to talk about plans for a race at Lake Pleasant in February of 2018. There is still hope for Coeur d’Alene in 2017 and Guntersville in 2018. And, of course, there is the issue of the need for more boats and sponsors. What happens next with these issues is unknown at this time.

As we end the 2016 season, the sport is at a critical point. The show on the water this year was excellent, even at events with a small number of boats. There are more potential positive things than we have seen in a long time. But, there are also some of the biggest challenges we have seen. The appropriate questions can be as different as:

“What will the 2017 season look like?” or “Will there be a 2017 season?”

Vintage boats show their stuff at Mahogany & Merlot in Chelan.

by Craig Fjarlie

Mahogany & Merlot continues to grow in participation and community acceptance. The Hydroplane & Race Boat Museum's event on Lake Chelan is by all measures a success. Each year, more people come to watch vintage race boats make solo exhibition runs and put on demonstration heats.

In 2016, five unlimited hydroplanes filled the pit area, along with a large contingent of vintage inboards. The unlimiteds on hand were the 1967 configuration *Miss Budweiser*, *Oh Boy! Oberto* (the former *Savair's Mist*), *Breathless III* (the former *Breathless II*), the replica *Miss Wahoo*, and the replica first *Miss Thriftway*. Restoration work on the winged wonder *Pay 'n Pak* was still incomplete so it was unable to put in an appearance.

Wahoo and *Thriftway* made a number of exhibition runs; *Oberto* soon joined them. *Miss Budweiser* sat on its trailer on Saturday morning, but finally went in the water following the lunch break. *Breathless III* was unable to start on Saturday morning. Mitch Evans received expert help from Ed Cooper and Tad Dean and the engine came to life during the afternoon session.

"As we ran it, we were able to tune on it a little bit," he said. "Towards the end it ran really well and we were able to get some rides in." On Sunday Dean observed, "Ed Cooper has the carburetor about jetted right." Carburetors on an

Allison engine can be tricky beasts; tuning them just right takes patience, skill and maybe a bit of luck.

Missing from the activities was Dixon Smith's *Miss Bardahl*. Smith was in attendance and explained his decision to leave the boat in the shop. "I've been doing this so many years I thought I'd see what it's like to be a tourist."

A number of veteran drivers took inboard boats for exhibition runs. Unlimited official Doug Brow drove H-10 *Miss Vitamilk*, a boat his father drove in competition. The hull was built in 1962 by Ted Jones, Ron Jones, and Bill Brow. "I love it, it's so much fun to drive," Doug Brow stated with a broad smile.

A short time later *Miss E-Lam Plus* crew chief Mike Hanson drove



Lon Erickson



Lon Erickson

[Top] The 1967 configuration *Miss Budweiser*.
[Above] A replica of the *Miss Wahoo*.

N-22 *Bolam's Express*. Hanson built the boat in 1980 when he worked for Don Kelson. "It's the first time I'd been in an inboard in probably 10 years," he explained.

Mike Jones, owner of *Delta Realtrac*, took a turn in the cockpit of H-357 *Pegasus II*. The boat is a Ron Jones design that first raced in 1988. "It was a lot of fun," Jones stated. "That's why you come to Chelan, it's a lot of fun. I haven't driven a 7-litre for probably 35 years."

Chip Hanauer took out 20-F *Thunder Chicken III*, a Kelson hull built in 1980 and owned by Gordy Cole. Hanauer drove Cole's 98 class *Thunder Chicken* in the 1970s before he moved into the unlimited ranks. "That boat was built as a kneeler, like an outboard," Hanauer noted. He won two national championships with it.

Sunday afternoon, a bi-wing stunt plane previously owned by Mira Slovak flew over the lake. By fortunate coincidence, *Miss Wahoo* was on the course at the same time.

Boats stay on the water until 5 p.m. Saturday, but the program ends at 2 p.m. Sunday. Before activity concluded, a former unlimited owner was given a ride in *Breathless III*. Mitch Evans took Tim Donery for two laps on the Lake Chelan course. "As soon as it started I was smiling," Donery said, "because I was sure it wasn't going to start." He admitted he spent a good portion of the time watching the gauges, rather than simply enjoying his first ride in an unlimited.

Mahogany & Merlot has become a highly anticipated activity in Chelan. "It's a great event" Evans emphasizes. "It seems like it keeps growing, which is the best part." Cooper agrees. "The big-



Lon Erickson



Lon Erickson



Lon Erickson

[Top] Doug Brow aboard the H-10 *Vitamilk*.
 [Middle] Mike Hanson settles into the cockpit of the N-22 *Bolam's Express*.
 [Above] Mike Jones behind the wheel of H-357 *Pegasus II*.



Lon Erickson

The pit area in Chelan, Washington.

gest attraction in coming to Chelan, for me, is Mitch and the friendship we developed,” he states. “It’s a beautiful place. We used to come here and work on the boat after Tri-Cities and before Seattle.”

On Sunday afternoon, as the boats were being prepared for the trip home, it was announced that in 2017, Mahogany & Merlot will be held the weekend of October 7 and 8. Anyone who has never watched the event should give serious thought to attending next year’s program. Motel rooms fill up early; make a commitment, make a reservation, and make plans for a great experience. Then remember to thank David Williams and other museum staff for their excellent effort.

Around the Circuit

Race Site News



Chris Tracy

HomeStreet Bank stepped up and was the title sponsor for the San Diego race in September and has agreed to sponsor the race in 2017, as well. By all accounts, the San Diego race received more publicity than in recent years. HomeStreet Bank had their display hull at several venues before the race and there were several newspaper and TV interviews and stories about the race, as well.

Especially of interest for hydro fans that live in Washington, Oregon, California or Hawaii is that HomeStreet Bank offers a debit card with the hydroplane on it. A list of HomeStreet branches can be found at www.homestreet.com and

more details about the debit card is on the bank’s FaceBook page. (Be sure to “like” the HomeStreet FaceBook page; HomeStreet is hydro-brand.)

Steve Montgomery was on vacation in San Diego for the race, but stepped in and helped coordinate the audio Internet streaming for the race and called some of the unlimited heats. Thanks Steve!

In Tri-Cities, it was announced that Mike’s Hard Lemonade was the national high-points sponsor and in San Diego, Steve David announced that Mike’s was the H1 series sponsor. It is hard to understand these developments as the H1

website and H1 FaceBook page are silent and not showcasing Mike’s.

In a contrast to previous races, the helicopter did not fly during the San Diego preliminary heats. A drone was used, but covered only one corner. One helicopter was used for the final heat as well as the drone.

Steve David announced at the San Diego awards ceremony that his tenure as H1 chairman was over. This surprised many, but others remarked that he had always said that he did not plan to be in the position for the long-haul. Hopefully the UNJ can add more to this when a season summary story



Chris Tracy



Chris Tracy

The Squire Shop team holds a reunion at the Hydroplane and Raceboat Museum to kickoff the restoration of their old boat.

is printed. In the meantime, Charlie Grooms, formerly H1 vice-chairman, is the new H1 chair.

THE SQUIRE SHOP hydroplane team reunion was held October 8 at the Hydroplane and Raceboat Museum (HARM). It served as the kick-off for the restoration of a Squire Shop boat. Here are some of the things that were said by a few of the large number of team members that attended.

Bob Steil, owner: “I got the U-2 number for the boat as I wanted everyone to know that the boat was for you, too.” He also explained that Chip Hanauer added much to their firm. Steil also thanked the team and their fans. He recounted one story, when the boat went to Mexico, and they had armed guards. Steil has made a donation to

the boat restoration project.

Chip Hanauer, driver: Hanauer stressed that there was a special relationship with the crew and the company. Chip explained that this was his first job driving a hydroplane and he was also the personnel director for Squire Shops. He also apologized for “wrecking two perfectly good boats that caused a lot of work for the crew.”

Dave Knowlen, boat designer and Norm Berg, boat builder: Knowlen said that Berg built some of the most beautiful boats of the

era. They worked together on *Squire* boats at the shop in Spanaway, Washington.

Jerry Zuvich, crew chief: Zuvich revealed that he was the first paid crewmember on the *Bardahl* crew.

Many folks on the Squire team chimed in and told the story of the 1981 win in Tri-Cities. They had one engine left, their practice engine called “acne.” It was old and had many, many laps on it. All were surprised when it won the race and there was basically nothing left to the engine that worked at the end of the heat.

THE MEMORIAL service for former hydroplane driver and owner Bill Wurster was held at HARM on September 24. It was well attended, including a large contingent of Seafair Pirates in red blazers; Wurster was a founding member of the Seafair Pirates and participated into his 90s. Hydroplane racing chaplain, Jim Riley, conducted the services and told heartwarming stories about Wurster. HARM’s David Williams, retired owner/driver Nate Brown, and Dan Heye also spoke. A huge number of hydro shirts, T-shirts, etc. from Wurster’s basement were available to those attending the memorial service. This was likely the most upbeat memorial service that this writer has ever attended and a great send-off for our hydroplane-racing friend.



The Seafair Pirates honor Bill Wurster.

Chris Tracy

HydroFile

Race Team News



Lon Erickson

U-21 Go Fast Turn Left Racing

The O'Farrell team has recently completed a 2016 season program review and a few items to note have come from it, including the decision to sell the new, nearly completed Dale Van Wierengen hull (right). This is a new hull that has been under construction in the O'Farrell shop for a couple years. By concentrating on one race boat and the sale of the other hull, it will enable plans to step up their program another notch, including upgrades to their engine program in 2017. As they say, "We're in it to win it!"



Go Fast Turn Left Racing



Chris Denslow

Former U-22 hull for sale

The former U-22 Webster Racing hull (below) from 2009 and 2010 has been listed for sale again on ebay by an equipment sales firm from Springfield, Missouri. This hull was originally Ed Cooper's U-3 from 1997 to 2001 and is affectionately known as "Tubby."



Lon Erickson

New Aardema V-12 sets sights on hydro racing

The first actual engine firing of the new Aardema V-12 prototype engine with modern technology incorporated for unlimiteds took place recently. On hand were Pete Aardema, Kevin Braun, and Kevin Aylesworth, among others. The team is hoping for an initial dyno test of their V-12 (above) with goals of making more than 3,000 horsepower at 6,800 rpm.



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**NEXT MEETING OF
UNLIMITEDS UNANIMOUS**

**Sunday, November 13, 2016
Meeting starts at 2 p.m.**

Des Moines Public Library
21620 - 11th Ave. S.
Des Moines, Washington 98198

YOU ARE WELCOME TO ATTEND!