

DETROIT

GOLD FOR VILLWOCK

by Allen Stiles
Photos Karl Pearson

Winning the Gold Cup is never easy, but Dave Villwock dominated in winning for the eighth time. The victory was his sixtieth, moving him one behind Chip Hanauer and two behind Bill Muncey. J.W. Myers was the victim of a broken skid fin and survived a dramatic accident in the second heat of racing. Steve David stayed ahead in the national points race, and was runner-up for the Gold Cup for the fourth consecutive year and fifth since 2004. (At right: Erick Ellstrom with their third straight Gold Cup; 2007, '09, and '10. The '08 Gold Cup was cancelled).

The Course

Prior to the race H1 announced the racecourse would be three miles, but the course was shorter. A shallow area called Scott's Center Ground Spit is growing west toward the Belle Isle Bridge. The apex of the turn had insufficient water depth. Each straightaway was extended approximately 300 feet west, but the Belle Isle turn radius was not changed. The estimated course length was 2.7 miles. The depth in the turn will be monitored and the course may change again next year.



Testing and Qualifying

The format for this race was to have a testing period in the afternoon followed by a qualifying period. After a break for the off shore boats to test, a second qualifying period was set for the evening so fans could attend after work. Weather and water conditions were good for the testing and qualifying sessions.

During the testing period Dave Villwock was first on the course in *Spirit of Qatar* followed by Steve David in *Oh Boy! Oberto*. All of the boats got in a lap except for *Matrix System Automotive Finishes*. Villwock had the fast lap at 158 followed by Greg Hopp in the U-100 at 150.

Qualifying started with Hopp who did 155 but had an N2 violation. Nate Brown was next in *Red Dot* and qualified at 155.234 with a fast lap of 155.470. Dr. Ken Muscatel did two laps in *Boyland Nissan.com* followed by Jeff Bernard in *Formula* at 151. Mike Webster then took the water for the first time in *Matrix System* and qualified at 139.373 with a fast lap of 140.563.

Villwock was out next and ran a speed that would not be surpassed at 162.308 with a fast lap of 162.607. J. Michael Kelly followed at 151, then J.W. Myers at 152. David could not match Villwock with a fast lap of 158. Bernard raised his speed slightly at 152. The last attempt of the session was Muscatel qualifying at 150.702 including a fast lap of 151.799.

The second session started slowly as Hopp, Brown, and Muscatel went out but did not perform as well as the first session. Cal Phipps then took *Miss DYC* out for a 152.000 qualification with fast lap of 152.131. Next up was Brian Perkins in *Albert Lee* getting a 150.784 and fast lap 150.971. Kelly raised his speed to 153. At the midpoint of the session David came back out but could not raise his speed. Bernard followed with a slightly faster speed of 153. Myers raised his speed to 153. Jon Zimmerman then went out in *Boyland Nissan*, got a fast lap of 151 but not a higher qualification. With a half hour left, Hopp then went out and qualified at 157.770 doing a fast lap of 158.414.

Villwock did a couple of timing runs. David then went out for a last attempt and did three consistent laps to raise his speed to 158.349, but his 158.647 fast lap was well short of Villwock's speed. Kelly raised his speed to 155.781, fast lap 156.169, just

before qualifying was to end. However, qualifying went fifteen minutes more. Bernard could not quite match his teammate getting a speed of 155.246 and a fast lap of 156.096 three one hundredths slower. Muscatel could not raise his speed. Myers concluded qualifying with a speed of 156.598 and fast lap of 157.156 moving up to fifth from eighth.

Spirit of Qatar was four miles per hour faster than *Oh Boy! Oberto*, but only three miles per hour separated the second through seventh qualifiers.

Race Format

All heats would have assigned lanes. In the first heat, lane choice was in order of fastest qualifying speed. For heat two, lane choice was by reverse order of points scored in heat one. Ties were decided by slower qualifying speed. In heat three, lane choice was by most cumulative points in heats one and two. Ties were broken by faster qualifying speed. For heat four, lane choice was by reverse order of cumulative points in heats one, two and three. Ties were decided by faster qualifying speed. The final heat lane selection was in the order of cumulative points in the first four heats. Heats 1 and 2 would have three sections unless a boat withdrew. Heats 3 and 4 would have a trailer if eleven boats were running. The final would have five boats on the front line and a trailer five seconds behind the start (clock zero).

Heat 1

Approaching the start in 1A, Ken Muscatel was early and slowed to avoid jumping the gun. Greg Hopp led a



Calvin Phipps in the U-13 *Miss DYC* chases the U-21 *Albert Lee* and Brian Perkins in 1A.

bunched field across the start. Cal Phipps led through turn 1, but Hopp took the lead out of the turn. Hopp

continued to extend his lead to win. Brian Perkins battled Phipps through the first lap, but eventually settled for third. Muscatel hooked coming out of turn 2 and trailed throughout.

During the milling before the start of 1B, Dave Villwock's right sponson ran over J.W. Myers' left sponson resulting in a monetary penalty for encroachment. Myers led the field across the start. Villwock, Myers and J. Michael Kelly exited turn 1 side by side. Villwock in lane 1 pulled ahead and led Kelly in lane 3 by a roostertail at the end of first lap. Myers was two roostertails behind in third. Nate Brown lagged behind. Villwock pulled well ahead on lap 2.



Myers closed on Kelly up the backstretch. At the apex of the turn Myers lost the skid fin and went through Kelly's roostertail. The boat veered to the right crashing into the bulkhead of the Roostertail banquet facility at an approximately 45 degree angle. Myers climbed out of the cockpit and stood up then collapsed alongside the cockpit until rescuers arrived. His most serious injury was a broken left foot. He returned to the pits before the final heat. Villwock had completed lap 2 before the race was stopped so the heat was completed by rule.



Later *Peters & May* was towed to a marina with a lift and removed from the water. The left sponson was crushed into the boat, the front was damaged back to the cockpit, and the right sponson partially separated. The crew removed all the loose pieces and the boat was brought to pits. Only the center section and rear third of the boat remained.

Steve David had difficulty getting *Oberto* started for 1C, but easily won the heat. Jeff Bernard settled for a distant second and Mike Webster was far behind in third.

Heat 2

The luck of the draw had the top boats in 2A. With first choice Muscatel picked lane 1, then reconsidered and took 5. Bernard took



1, Kelly 2, David 3, leaving lane 4 for Villwock. Kelly, David, and Villwock hit the start together with Bernard and Muscatel slightly behind. Villwock had less than a roostertail lead over David at the end of lap 1 then extended the lead a roostertail on second lap and David settled for a comfortable second on lap 3. The field spread out with Kelly in third, Bernard fourth, and Muscatel fifth.

In 2B, Perkins could not get started so lane 1 was vacant. The field was very early approaching the start. Phipps jumped the gun. Brown



Coming out of the upper turn, the U-96 *Spirit of Qatar* on the outside, tries to take the lead over *Oh Boy!* *Oberto* and U-7 *Graham Trucking* on the inside in heat 2A.



Greg Hopp and *Jarvis Construction* are hot after Nate Brown and *Red Dot* in 2B.

a lap. Villwock got a good start and won easily. Kelly edged Bernard at the end of lap 1, and then went ahead on lap 2 to take second easily. Muscatel dropped back early and took fourth. Muscatel's boat was having a problem with ingesting water through the air intake.

Brown, in the middle, led a bunched field across the start and through the first turn of 3B. David on the inside pulled ahead out of turn 1 and extended the lead throughout. Hopp in lane 2 battled with Brown through the first lap then pulled away on the second lap. Phipps charged

accelerated quickest on the inside and led Hopp in lane 4 by a roostertail at the end of first lap. *Miss DYC* died in the first turn on lap 2. Hopp put pressure on Brown on lap 2 and closed to a roostertail at the end of the second lap. Hopp pulled even in turn 1 and the boats were side-by-side going into turn 2. Hopp pulled within five boat-lengths at the end of lap 3 turning the identical speed as lap 2 at 148.026. Exiting turn 1 the boats were side-by-side as they passed the Detroit Yacht Club into the final turn. Brown came out of the corner with the best momentum and pulled away to win by more than a roostertail. Webster was not a factor trailing in third.

Heat 3

The day started with light variable winds, but storm cells from the west were predicted for the late afternoon.

In lane order inside to out, 3A matched Villwock, Kelly, Bernard, Muscatel, and Perkins. Perkins was early at the start and was penalized



Dr. Muscatel in the U-25 *Boylard Nissan* without cowling fights a losing battle against the U-96 and Villwock in 3A.



Inside and barely seen *Oberto*, running inside, chases the U-100 *Jarvis* and U-17 *Red Dot* in first lap of 3B.



Jeff Bernard and *Formula* hit rough water while chasing Cal Phipp in *Miss NYC* in heat 4A.

up on Brown on lap 2. Phipps went ahead on the front straight on lap 3 and Brown settled for fourth. Webster ran outside and behind throughout for fifth.

Heat 4

Water conditions were getting rougher as the west wind was increasing. 4A was very competitive. Inside out lanes were Phipps, Bernard, Kelly, Hopp, and Brown. The boats were together at the start and into the Belle Isle turn. Phipps, Kelly, and Hopp came out of turn 1 together. Bernard was a roostertail behind and Brown trailed as the boat was having problems. Phipps narrowly held the lead over Kelly through two laps. Bernard moved ahead of Hopp on lap 2. On lap 3 Kelly took the lead and Bernard went to the inside and moved ahead of Phipps at the end of lap 3. Hopp hit a hole killing the engine, but was able to restart to finish fifth. On lap 4 Bernard was gaining on Kelly going up the backstretch. Kelly was in lane 3 going through the roostertail turn and Bernard was hugging the buoys. Coming out of the turn Bernard was closing rapidly, but Kelly was able to win the sprint to the finish by one and one-half boat lengths.

Heat 4B was a parade. Villwock took the lead and won easily. *Qatar's* first lap was 10 mph faster than *Oberto's*.

David cruised in second. Perkins trailed in third. Webster had the propeller shaft sheer as the boat entered the course.

Final

The final was delayed twenty-five minutes for the wind to lessen. The lane selection, inside to out, was Villwock, David, Kelly, Hopp, and Bernard. Brown was the trailer and Phipps the alternate. Villwock was not challenged as he exited the turn first and led David by a roostertail at the end of lap 1. The lead was two roostertails for the next two laps and three at the finish. No one challenged David in second. Hopp briefly gained a couple of roostertails on Kelly on lap 3 then settled for fourth. Bernard in fifth and Brown in sixth pounded through the rough water.



Villwock and *Spirit of Qatar* leads David in *Oh Boy!* *Oberto* and Perkins in *Albert Lee* throughout heat 4B.



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E Lon Erickson

Over the last month there has been speculation about a return to the San Diego Bayfair event for September 2010. Several owners, race teams, race event representatives, and others have been involved or consulted about this possibility. Among the discussions were the topics of race

purse/appearance fees, crew availability, team/equipment logistics, and saltwater conditions. A big issue was the timing of the race. They will only have a week to get to Florida for transport to Doha. Also, would San Diego be added as a regular race on the circuit and pre-requisite for Doha and national points?

The latest news as we go to press is there *will* be a race in San Diego September 17th-19th. **The Air Guard Championship presented by Degree Men.** All registered teams are planning on attending the Bayfair event.

U-1. The Oberto team considered leaving the boat and equipment on the west coast but didn't have enough information about San Diego, so they returned to Madison with the boat.

U-3. As reported on the Go3Racing website, the hull and all equipment is back in the Posey County shop (ready to race), but also has now been prepped for winter. Only time will tell what the future holds for the **Ed Cooper** operation. The Go3 Racing website was also the first to formally confirm, through numerous sources, the on-going discussions and progress on the unlimiteds returning for 2010 to San Diego Bayfair in September.

U-5 & U-7. Both *Formula* and *Graham Trucking* returned to Decatur, Indiana after the Seattle race. There was a poll taken among all the crewmembers to gauge the availability and logistics of going racing in San Diego.

U-13. With the damage suffered in Tri-Cities repaired, the Detroit team moved onto Seattle and also picked up Jillian's Billiards, Restaurant, & Bar as presenting sponsor. **Scott Allen**, team manager for The Spirit of Detroit team tells the *UNJ* that they continue to add to their set-up combinations and learn more about the boat's performance.

U-17. **Nate Brown** and the Our Gang Racing team showed off a new rear horizontal wing configuration at Tri-Cities and also modified their air intake/engine cowling. They tried several combinations, and then suffered some damage to the air intake and new horizontal wing. The team did some repairs, used some modified parts in Tri-Cities and also used them in Seattle. The team is pleased with the performance and results of some off-season modifications to their hull, but is still working on some ride issues.

U-21. **Greg O'Farrell** was quoted that they will have new race boat for 2011. This had been mentioned since talks

surfaced last fall that construction had already started on a new hull before purchasing the current U-21 (#0721) that is racing this year. No more details about whether it will be a two boat team in 2011 or just race one hull.

U-22. The Webster racing team carried an additional sponsor for Seafair, "Great Scott". That was **Scott Carson's** birthday present to himself, to help sponsor a hydroplane at Seafair. Carson is a Boeing executive that has supported the sport for years, a driving force behind the U-787 Boeing Dreamliner bio-fuel hydroplane, helped support the *Miss Wahoo* restoration project with H&RM, and a long time supporter of unlimited racing in many ways. While the U-22 team left their equipment in Seattle, awaiting word on the decision about the possible San Diego event, the majority of the team returned home. After a decision didn't come the week after Seattle, the rest of the team returned to Pennsylvania.

U-25. After the damage suffered in Tri-Cities, the **Ken Muscatel/Ron Jones Jr.** Team needed a replacement right sponson, so an arrangement was worked out with the Schumacher Racing team and they acquired the sponson/canoe intended for the new U-37 hull currently under construction. That new sponson was fitted and matched to the U-25 hull after extensive hours of work between Tri-Cities and Seafair. The boat rolled into the Seattle pits on Saturday needing paint, but was ready to compete. At both Tri-Cities and Seattle, the team went back to the conventional air intake cowling and horizontal rear wing. No word on the future of their experiment with the low-profile engine cowling and no horizontal rear wing.

U-37. Crew chief **Scott Raney** reports to the *UNJ* that the Schumacher Racing team took a well deserved week off following Seafair to re-group and refresh after rebounding from the devastating crash in Detroit of the primary hull #9401 (former *Bud T-4*) and many hours retrofitting the Leland hull (#0010) they leased for the remainder of the season. The team is continuing to work on some modifications to the "replacement" Leland hull, as was evident by their showing in the Seafair consolation and qualifying for the Seafair final heat. **Jon Zimmerman** continues to develop and show his driving skills after initially starting with the U-25 team and then substituting for **J.W. Myers** in the U-37 at Tri-Cities and Seattle. Since getting back to work after Seafair, the team will start working again on the partially completed new hull that's been in their shop for several years. They are currently awaiting delivery of a new right sponson/canoe after "exchanging" their new one to the U-25 team for that teams much needed repairs. The crew is also making some design changes to the new hull, based on different information gathered since its initial conception. The plans are to have the new hull ready to compete for 2011. The damaged primary hull remains at their shop and is being analyzed to help determine the possible cause(s) of the Detroit crash and learn more from that incident. They will be able to re-use some of the parts/equipment from the damaged race boat.

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From the first test session to the end Dave Villwock had the better boat. He and the crew did not make any mistakes. Steve David and crew tried, but could not find the right setup this weekend.

~ UNJ



A very pleased Dave Villwock with his eighth APBA Gold Cup. This ties him with Bill Muncey and leaves him three behind Chip Hanauer who has eleven.



UNJ race reporter and race statistics guru Allen Stiles watching the action and gathering information.

THE GPYC PRESENTS THE JARVIS PROPERTY RESTORATION DETROIT APBA GOLD CUP

Detroit, Michigan, July 11-12, 2010

2.7-mile course on the Detroit River

QUALIFYING (1) U-96 *Spirit of Qatar*, Dave Villwock, 162.308, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 158.349, 80; (3) U-100 *Jarvis Property Restoration*, Greg Hopp, 157.770, 70; (4) U-37 *Miss Peters & May*, J.W. Myers, 156.598, 60; (5) U-7 *Graham Trucking*, J. Michael Kelly, 155.781, 50; (6) U-5 *Formula*, Jeff Bernard, 155.246, 40; (7) U-17 *Red Dot*, Nate Brown, 155.234, 30; (8) U-13 *Miss DYC*, Cal Phipps, 152.000, 30; (9) U-21 *Albert Lee*, Brian Perkins, 150.784, 30; (10) U-25 *Boyland Nissan.com*, Dr. Ken Muscatel, 150.702, 30; (11) U-22 *Matrix System Automotive Finishes*, Mike Webster, 139.373, 30.

HEAT 1A 1) *Jarvis Property Restoration* [1] 140.942, 400 points; 2) *DYC* [2] 136.268, 300; 3) *Albert Lee* [3] 133.774, 225; 4) *Boyland Nissan.com* [4] 113.993, 169. Fast lap (2) *Jarvis Property Restoration* 146.308. **HEAT 1B** (2 laps) 1) *Spirit of Qatar* [1] 152.574, 400; 2) *Graham Trucking* [3] 146.208, 300; 3) *Red Dot* [4] 127.108, 225; 4) *Peters & May* [2] DNF (lost skid fin, crashed into bulkhead), 0. Fast lap (2) *Spirit of Qatar* 157.436. **HEAT 1C** 1) *Oh Boy! Oberto* [1] 146.916, 400; 2) *Formula* [2] 132.221, 300; 3) *Matrix System* [3] 125.615, 225. Fast lap (1) *Oh Boy! Oberto* 152.611.

HEAT 2A 1) *Spirit of Qatar* [4] 152.766, 400, 800 cumulative points; 2) *Oh Boy! Oberto* [3] 148.274, 300, 700; 3) *Graham Trucking* [2] 136.492, 225, 525; 4) *Formula* [1] 130.799, 169, 469; 5) *Boyland Nissan* [5] 125.892, 127, 296. Fast lap (3) *Spirit of Qatar* 158.105.

HEAT 2B 1) *Red Dot* [2] 146.229, 400, 625; 2) *Jarvis Property Restoration* [4] 145.098, 300, 700; 3) *Matrix System* [5] 126.541, 225, 450; *DYC* [3] DNF—electrical problem (penalized one lap for jumping the gun), 0, 300; *Albert Lee* [1] DNS—igniter failure, 0, 225. Fast lap (4) *Red Dot* 149.483.

HEAT 3A 1) *Spirit of Qatar* [1] 147.845, 400, 1200; 2) *Graham Trucking* [2] 143.633, 300, 825; 3) *Formula* [3] 137.547, 225, 694; 4) *Boyland Nissan* [4] 127.279, 169, 465; 5) *Albert Lee* [5] 92.361 (penalized one lap for jumping the gun), 127, 352. Fast lap (1) *Spirit of Qatar* 158.388. **HEAT 3B** 1) *Oh Boy! Oberto* [1] 148.297, 400, 1100; 2) *Jarvis Property Restoration* [2] 143.299, 300, 1000; 3) *DYC* [4] 140.058, 225, 525; 4) *Red Dot* [3] 135.540, 169, 794; 5) *Matrix System* [5] 123.309, 127, 577. Fast lap (1) *Oh Boy! Oberto* 152.157.

HEAT 4A 1) *Graham Trucking* [3] 142.898, 400, 1225; 2) *Formula* [2] 142.652, 300, 994; 3) *DYC* [1] 136.791, 225, 750; 4) *Red Dot* [5] 129.344, 169, 963; 5) *Jarvis Property Restoration* [4] 122.138, 127, 1127. Fast lap (4) *Formula* 147.464. **HEAT 4B** 1) *Spirit of Qatar* [1] 145.338, 400, 1600; 2) *Oh Boy! Oberto* 142.296, 300, 1400; 3) *Albert Lee* [3] 136.282, 225, 577; *Matrix System* [4] DNS—sheared propeller shaft, 0, 577. Fast lap (1) *Spirit of Qatar* [1] 156.373.

FINAL 1) *Spirit of Qatar* [1] 143.971, 400, 2000; 2) *Oh Boy! Oberto* [2] 141.170, 300, 1700; 3) *Graham Trucking* [3] 133.471, 225, 1450; 4) *Jarvis Property Restoration* [4] 130.953, 169, 1296; 5) *Formula* [5] 124.512, 127, 1121; 6) *Red Dot* [T] 118.812, 95, 1058. Fast lap (1) *Spirit of Qatar* 150.129.

COMPILED BY ALLEN STILES

WHERE ARE THEY NOW?

by Bob Senior

Roger D'Eath, 68, is a semi-retired golf club designer and makes his home in Venice, Fla. He raced from '72-76 piloting the U-75 *Miss Miami*, U-76 *Miss Cott Beverages*, U-80 *Super Cinders II*, U-81 *Miss North Tool*, U-56 *Owensboro's Own*, and U-7 *U-Seven*. **Most memorable eye-witness event:** "Watching my brother Tom winning his third Gold Cup, while he was wearing my lucky racing scarf." He follows current unlimited races regularly. **Advice for current unlimited racers:** "The younger guys all need more seat time. The cockpit was always my office. Bill Muncey told me that, and to treat your equipment with respect. You only need to win by a few feet!"



H&RM collection

A Brief History

Roger D'Eath's first unlimited ride was in Gordon Deneau's #7175. It had been designed and built by Les Staudacher in 1971 and named the U-75 *Miss Winton*, but started the 1971 season as *Miss Timex* (1). He lost the Timex sponsor after the Owensboro race and sold the boat to Lou Nuta Jr. It was nameless at the Detroit Horace Dodge Cup then changed the names to *Miss Miami* for the Madison Gold Cup. In 1972 D'Eath took the wheel of the U-75 *Miss Miami* for his, and the boat's, only race of the season, Miami's Spark Plug Regatta. D'Eath finished second in 1C behind the U-7 *Notre Dame* (9) at 91.870 mph then failed to start heat 2A and was done for the weekend.



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Roger D'Eath sat out the 1973 and came back in 1974 to drive for Jack Higgins in the U-76 *Miss Cott Beverages*. He replaced Tom Sheehy at Owensboro, Detroit, and Tri-Cities. His last race for this team was in Seattle racing the boat as *Northwest Tank*

Service (seen in photo at left). His best finish was fifth at Detroit's Gar Wood Memorial; his worst was eighth at Seattle's APBA Gold Cup. Ron Larson took over at next race in Dayton, Ohio. D'Eath's highest qualifying speed on a 2.5-mile course was 109.756 mph run on the Columbia River at Pasco. He qualified at 109.090 mph on a 3-mile course in Detroit.

He also drove for Bob Patterson in the U-80 *Super Cinders II* at Phoenix and San Diego. This hull was originally



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Laird Pierce and Noyes 1967 U-8 **O-Ring Miss**. It was sold to Patterson in 1970 and last ran as **Miss Van's PX** (1) in 1971 then retired until 1974. For this season they added a turbo-Allison and changed the paint scheme from white and blue to yellow, red, orange, and black. D'Eath qualified for the Dessert Thunderboat Classic at 80.899 mph, failed to start 1B, and failed to finish 2C. (In photo at right, a dejected Roger D'Eath and a dead in the water **Super Cinders II** wait for a tow at Phoenix). They failed to qualify for the San Diego Cup.



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For 1975 Roger D'Eath was drove a boat owned by Jim McCormick, George Walther's former U-77 **Country Boy** (1). It was sold to McCormick in 1973 and ran as the U-81 **Red Man II** (2) last season. The boat was rebuilt into a conventional hull for '75 (rear cockpit). It was then leased to Bob Brown after the Owensboro race and D'Eath drove it as the U-81 **Miss North Tool** (1) in Detroit (At right; **Miss North Tool** in Detroit pits). He qualified at 105.058 mph, placed fifth at 82.773 mph in 1A and then failed to finish heat 2B. Moving



H&RM collection

on to the Madison Governor's Cup the boat changed names to **Miss Shenandoah**. D'Eath qualified at 100.00 mph and then failed to finish 1A. The team skipped the Dayton event and raced as **Miss Shenandoah** again at the Tri-Cities Gold Cup (seen in photo below). They qualified at 99.453 mph, failed to finish 1B, and did not start 2B. They made an appearance at Seattle. D'Eath qualified at 95.440 mph but didn't race. This was the final race of the season for the U-81 team and D'Eath.

In 1976 D'Eath drove the former **Miss Miami** that he had driven in 1972. The boat sat on the sidelines in 1973 and '75. Gene Benning and Don Kiefer became the owners in 1974. D'Eath qualified the U-56 **Miss North Tool** (2) at 95.969 mph for the Detroit APBA Gold Cup, but then failed to start in the three preliminary heats.



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They didn't do much better at Madison running as *Owensboro's Own II* (seen at right). D'Eath qualified at 98.039 mph then failed to start 1B. They finished third in 2B at 97.192 mph, but didn't make the final. At Owensboro's Governor's Cup D'Eath qualified *Owensboro's Own II* at 100.111 mph. They ran in one heat, finishing third in 1A at 86.839 mph then failed to start 2B. D'Eath's fastest competition lap was 89.910 mph. Roger D'Eath changed boats for the Dayton Hydroglobe, still driving for Benning and Kiefer, but in the *U-7* (1). It had been designed and built by Gale Enterprises in 1975 and raced as the *U-71 Atlas Van Lines* (7). The hull was 29' 6" in length, 7,000 lbs in weight, and powered by a turbo-Allison engine. Joe Schoenith sold the boat and all the equipment after the '74 season. Disappointedly, Roger D'Eath failed to qualify the *U-7* for the race. He was replaced by his brother Tom and Bill Muncey at the Tri-Cities Columbia Cup. This was Roger D'Eath's final unlimited hydroplane race.



Mike Kress photo



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U-57. The third **Ted Porter** entry was sponsored by WTD (Washington Truck Dispatch) for Seafair and once again had **N. Mark Evans** driving. The team continues to work on the boat, with assistance from **Jim Harvey**. After Seafair, the hull went to Hydros Inc. in Tukwila for additional work.

U-96. The Ellstrom owned *Spirit of Qatar* is in the Seattle shop getting some attention to a damaged right sponson and fitted with a new saltwater air intake. They have sent some motors to Whispering Turbines in Montana for work before resuming the 2010 racing season.

U-100. **Fred Leland** brought out one of his new E-98 Ethanol powered 526 c.i. Indy Maxx Hemi motors and new gearbox planned for his automotive concept U-98 unlimited. He had it on display in Seattle, along with a spec. sheet detailing technical information about the engine. Each motor can produce 2,250 hp at 6500 rpm. Nothing was mentioned about any time frame for when he expects to have the boat ready for any testing.

U-50. It was reported in the last edition that the former *Lakeridge Paving/US Navy* hull (#9399) had been sold by **Greg O'Farrell/GoFastTurnLeft Racing** to **Ted Porter** and Formula Boats to be used as a display hull for promotion and marketing of the newly formed offshore team, "Formulaboats.com". The boat, still with its US Navy colors, was on display at Seafair at the Hydro Fan Zone, but has since been delivered to the Decatur headquarters of PPE Racing.

U-10. Spotted at Seafair were **Matt** and **Adam Gregory** of the Gregory Family and USA Racing. There is still no specific news to report on the future of the U-10 hull. The Gregory's were apparently in Seattle to enjoy the races and catch up with friends in the hydro community.

WHERE ARE THEY NOW?

by Bob Senior

Jack Buhl, 78, spends his summers in Grosse Pointe, Mich. and winters in Florida. Not retired yet! He owns Gibraltar Boat Yard. Buhl was a crewmember with the Schoenith teams: Gale, Smirnoff, and Atlas Van Lines from '60-'74. He was the owner (along with Lloyd Devor), designer, and builder of 1972 U-51 *Sweet Thing*, driven by Walter Kade. **Most memorable eye-witness event:** "Tom D'Eath and George Simon winning the '76 Gold Cup." **Colorful characters?** "All were gentlemen and good friends." He follows current unlimited races regularly. **Advice to current racers:** "The roar of Allison's and Rolls is sorely missed."

A Brief History

Jack Buhl's driver Walter Kade, in photo at right, was the oldest man to drive an unlimited hydroplane; he was 70 at the time. His first ride was in the first U-3 *My Sweetie* in 1951.

The #7251 was an odd looking three-point hydroplane. It was a pickle-fork design with sponson and transom "spoilers." The hull measured 32' in length and 12' 6" in width, and powered by an Allison engine. *Sweet Thing* had a mahogany deck with a yellow engine cowl and tail, and raced out of Detroit.



H&RM Collection



E.K. Muller photo

In fact, it only raced in the Detroit APBA Gold Cup that year. Kade didn't try and qualify until race day morning because of high winds and rough water (the Unlimited Division of the APBA waived a rule, allowing them to qualify). Charlie Dunn, who had sunk *Miss Madison* trying to qualify, said, "There were two and three-foot whitecaps down the backstretch." *Sweet Thing* qualified that morning at 102.396 mph (their best lap was 104.046 mph). They

finished last in heat 1B at 89.108 mph with a fast lap of 92.544 mph, but failed to finish 2B. *Sweet Thing* hooked violently in the Belle Isle Bridge turn, injuring Kade's back. He was treated at the medical tent in the racing pits. The team was done for the day and the season. As it turned out #7251 didn't race again until 1979. Jack Buhl and Lloyd Devor sold *Sweet Thing* to Bob Warner that year and he raced it as the U-15 *Miss Burien Hobby*.



Rich Ormbrek photo

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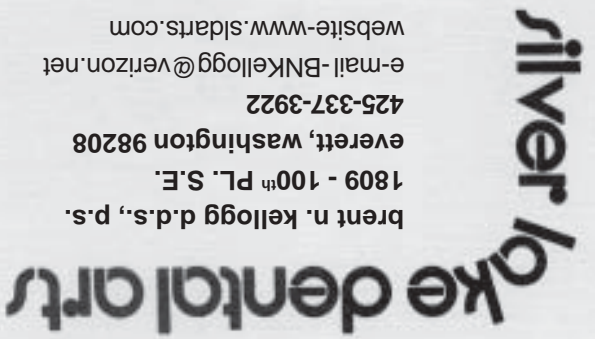
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