

OCTOBER 2015



A Perfect Day and a Perfect Ending for the Oberto Era; Jimmy Shane Wins It All In San Diego by Mac Clouse



Going out winners! A very pleased Larry and Art Oberto on the podium next to Miss Madison team Representative Charlie Grooms, and *Oberto* driver Jimmy Shane, both with a grip on the San Diego Trophy.

At the 2004 San Diego Bayfair, the winner was Dave Villwock in the *Miss Budweiser*. It was the last race for Budweiser, ending 41 years as a series, race, and boat sponsor. This year in San Diego, another 41 year era ended as it was the last race for Oberto as a boat sponsor. With a perfect day, Jimmy Shane and the *Oberto Beef Jerky* won the race, the Driver Championship, and the National High Points Championship. With 88 year old patriarch Art Oberto watching, it was a perfect ending for the Oberto family. The race itself had some unusual happenings—a flip and an injury to Kelly Stocklin, a pre-San Diego on-land accident for the U-5 *Graham Trucking*, and some very bad starts and questionable driving by some of the drivers.

Testing and Qualifying

Eleven boats were in the pits. Gearbox problems kept the Webster's U-22 in Pennsylvania. Although the U-96's skid fin was recovered from the Detroit River, it did not get to Seattle in time for the Ellstrom team to make the repairs and get the boat to San Diego. The rest of the fleet that was in Detroit was joined by Kelly Stocklin's U-18.

The U-5 *Graham Trucking* was damaged before it even got to San Diego. During the drive from Indiana to San Diego, the truck with the boat was parked at a truck stop. Another 18-wheeler side-swiped the boat as it was tilted on the trailer. A new set of uprights was destroyed and there was now a hole at the end of the right rear shoe. The crew spent Wednesday repairing the rear of the boat, and it was ready for the Friday testing. ~ Chris Denslow photos



While J. Michael Kelly and Jimmy Shane were both preparing for the race, both still had some thoughts about the Detroit race. Because of the tight Roostertail turn in Detroit, the 80 mph strobe lights were decreased to 65 mph strobe lights. The consequence was that there was no way of knowing if a boat was going less than 80 mph anywhere on the course. "In the Detroit final, I was right on my marks," said Kelly. "From there, I couldn't have been any earlier and still maintain a speed of 80 mph. There shouldn't have been a boat in front of me." He was referring to the *Oberto* which was ahead of the field in lane 1. Kelly continued, "Our boat appears fixed, but both of our boats need some love this off season. The 5 is more battered than the 7. We'll go hard in today's test session to make sure everything is fixed."

Shane also had Detroit comments. "I had really good timing marks. We were conservative all day until the final. I knew I had room to push the 80 mph mark just enough to get lane 1. Because of the change in the strobe lights, we really don't know if everyone was above 80 mph. We took advantage of everything we could. Our strategy here is to drive smart and finish each heat, but we won't be conservative. We want to win heats."

In last year's Bayfair, Scott Liddycoat ran only one heat in the U-37 before it was disqualified. He was back this year with the U-9. "It was a short weekend last year, but the good thing is that it kept me qualified as a driver. I don't know how fast we'll go here. The crew has been giving me a number for the speed. We have our qualifying set up in the boat. It is nice to run here."

Another person excited to be in San Diego was rookie Kevin Eacret of the U-100. “This has been a complete learning curve for the whole team. It has been a gratifying year. We have opened a lot of people’s eyes. We have been consistent, and we have kept the boat running. As a driver, I had to learn the difference between a GP and an unlimited. My GP boat had instant acceleration. The turbine has to re-spool if you slow down and it takes the 100 about a lap to spool up when we first go on the course. Detroit was an awesome weekend for us. We were consistent and got two thirds and won a heat! For next year, we’ll see what we can do to make the boat better and faster.”



The weather was hot all weekend. Temperatures were in the high 80s with very little wind in the mornings and light breezes across the course in the afternoons. There were two test sessions before the Friday qualifying. In Seattle, Kelly Stocklin’s U-18 *Bucket List* could not qualify. “We worked on the engine since then and we think it is now ready,” he said. In the second test session, the boat was running well in its first timed lap when it blew over just past the start line. The boat went up and over and also barrel rolled. It hit hard on its right side and then landed right-side up. Kelly opened the hatch and was waiting for the rescue boat. He was taken to the hospital with some pain in his neck and back. He was diagnosed with some broken vertebrae. After being fitted for a neck and back brace, he was released from the hospital on Sunday. He will undergo physical therapy after he and his wife slowly drive back to Seattle. The boat had major damage to the right side and to both sides of the front

Kelly Stocklin and the U-18 *Bucket List* Air Show in San Diego

Below, Kelly Stocklin and the U-18 *Snuskitush Enterprises/Bucket List* takes off (Karl Pearson photo), and meet up with the U-7 *Graham Trucking II* and Jessie Robertson (Chris Denslow photo). Soon after, the air show begins. ~ Jerry Imboden photos; The broken up *Bucket List* lands rightside up (Chris Denslow photo),





and was towed into the pits where the wreck was then put on her trailer. Kelly Stocklin was taken to the hospital for a check up. He suffered a neck injury, but was back in the pits Sunday to watch the races. You can see the terrible damage that was done to the boat, broken pieces and all. ~ Karl Pearson photos. Bottom right is the damaged U-18 *Bucket List* on tilt and ready to go home. ~ Chris Denslow photo

The qualifying session was from 2:30pm-4:30pm. U-12 *Red Roof Inns/Miss DiJulio* (David Warren) passed. U-100 *Miss CARSTAR* (Kevin Eacret) did 139.588. U-7 *Graham Trucking II* (Jesse Robertson) did 150.514. Next out was U-11 *Peters & May* (Tom Thompson) which did 141.054. U-3 *HomeStreet Bank* (Jimmy King) did 157.800. U-21 *All Access Rental* (Brian Perkins) did 153.722, and U-9 *Call So. Cal 811/Les Schwab/RedDOT* (Scott Liddycoat) did 152.343. U-27 *Dalton Industries* (Cal Phipps) tied King's top speed of 157.800. U-5 *Graham Trucking I* (J. Michael Kelly) did 155.547. Last out in Round 1 was U-1 *Oberto BeefJerky* (Jimmy Shane) which moved to the top with a 159.503. ~ Karl Pearson photos



In Round 2, all but 3 boats passed. Perkins increased his speed to 155.084. Phipps and Kelly tried to beat Shane's speed. Both increased their speeds, but neither could top Shane. Phipps increased his speed to 158.931 and Kelly to 156.092.

Shane was ready to go had his speed been topped. "I think we could have gone over 160." When asked why the qualifying speeds have been lower at all of this year's races, he said "One reason is that it took a long time to get the boats back from Qatar, and there was less time for teams to prepare for this season. And the rules enforcement is stricter this year. Last year we were very fast, unusually fast"

Phipps' speeds increased each time he went out. "For our 158, we were using a new engine that we hadn't used yet. We'll keep it in for now. We keep making changes and write everything down. We still need some work on handling. I'm not sure I want to be in lane 1 yet"

The repairs to Kelly's boat held, but he had some gearbox issues and couldn't match Shane's speed. He and Shane would continue their rivalry in Heat 1B. "We'll try to beat the U-1. They may not try as hard with their big points lead, but we're both racers and I think you'll see them trying to win. When I leave the pits, I really don't have a strategy for getting lane 1. I just see what happens once I get out there. There is more room to cut across the course here, and that will help."

Heat 1

Saturday had two testing sessions before Heat 1. *Miss DiJulio* was told they could be in the race if they could do a lap of 130 in testing. In the last session, Patrick Sankuer took the boat out. He didn't like what he saw on his dials, and his spotter told him to come in before he attempted a lap.

In 1A, Perkins and Liddycoat cut across the course from the frontstretch to the backstretch to catch up to the field that was slowly going down the backstretch. Perkins moved outside to take lane 5, but Liddycoat squeezed his way into lane 2. Phipps ended up in lane 1, Robertson in lane 3, and King in lane 4. *Access* was first across the start and led the field down the backstretch. In turn 2, Perkins was penalized 1 lap for moving in and not leaving a lane for Liddycoat. At the end of lap 1, the order was *Access, Dalton, Graham II, Les Schwab/RedDot, and HomeStreet Bank*.

In lap 2, Phipps used the inside to pass Perkins. The rest of the order remained the same for the rest of the heat. *Dalton* was first, *Graham II* second, *Les Schwab/RedDot* third, *Home Street* fourth, and *Access* fifth after doing its extra lap.

"I didn't want lane 1," said Phipps. "I wanted lane 2, but when 9 nosed its way in near the score up buoy (entrance buoy to turn 2), I moved out of lane 2 into lane 1." ~ Karl Pearson photo



In 1B, Thompson was way too early in lane 1, and he jumped the gun. Kelly had lane 2, Eacret had lane 3, and Shane was in lane 4. From the outside, *Oberto* was first in and out of turn 1. At the end of the lap, *Oberto* led *Graham I* by a half a roostertail. *Peters & May* was in third, with *CARSTAR* in fourth. Shane stayed outside the entire heat, was never challenged, and won by two roostertails. Kelly was second. Eacret got third as Thompson ran an extra lap.

When *Graham I* was taken out of the water after the heat, the hole in the right rear was not only back, it was bigger. The crew spent until 1:30am Sunday morning re-doing the repair. ~ Karl Pearson photo



Heat 2

As the boats went down the backstretch to form up for 2A, King was back and tried to get into an opening to take lane 2. However, Liddycoat and Perkins shut the door on him, and he had to move out to take lane 4. *Les Schwab/RedDot* was in lane 1, *Access* was in lane 2, *Graham II* was in 3, *HomeStreet*



in 4, and *Peters & May* in 5. *HomeStreet* was first in and out of turn 1, but *Les Schwab/RedDot's* inside position enabled it to lead at the end of lap 1. Liddycoat was followed by King, Perkins, Robertson, and Thompson. The order stayed the same through the finish. In lap 3, King pulled to within two boat lengths of Liddycoat as they entered turn 2, but Liddycoat used the inside lane to win by a half a roostertail.

In 2B, Phipps had a penalty hat trick, receiving 3 different penalties. After *Graham I* and *Dalton* left the pits, they went down the frontstretch side-by-side with *Graham I* inside. Kelly's eventful weekend continued when Phipps cut him off and washed him down as the boats entered turn 1. For that, Phipps was fined and given a 50 point penalty. Later in the milling period, Phipps took lane 1 very early and was way ahead of the field. He slowed down as he neared the start, receiving a 1 lap penalty for falling below 80 mph. Then he still jumped the gun, receiving another 1 lap penalty. As the boats started, *Dalton* was in lane 1, *Oberto* in 2, *Graham I* in 3, and *CARSTAR* in 4. Phipps, Shane, and Kelly were close down the backstretch but Shane passed Phipps to take a one-half roostertail lead at the end of lap 1. Phipps was second, Kelly third, and Eacret fourth. The order stayed the same with *Oberto* finishing one roostertail ahead of *Dalton*. *Graham I* was way back in third, with *CARSTAR* in fourth. Phipp's penalty laps moved him to fourth and moved Kelly and Eacret up one spot each.

Kelly wasn't happy with all that happened before the start of this heat. "I don't know why Cal cut to the turn so early and cut me off. Then I got lane 1 as we were coming out of turn 1, but I saw Cal was way early ahead of us in lane 1. Jimmy was in lane 2 and I couldn't push him out so I had to back off and move out. Kevin was nice enough to move out and give me lane 3, but I lost my chance to start inside of Jimmy." ~ Karl Pearson photo



Heat 3

The start of 3A had some similarities to the start of 2B. *Graham II* was very early in lane 1. It was near the entrance to turn 2 at the one minute gun with the rest of the field still near the exit of turn 1. Coming down the backstretch, King was in lane 1, Liddycoat in lane 2, Shane in lane 3, and Thompson in lane 4. As these 4 boats came out of turn 2, *Graham II* was slowly jumping the gun. With his lane 1 blocked, King had to move out and ended up in lane 4 with Thompson in 5.

Oberto and *Les Schwab/RedDot* were close at the end of lap 1, with a narrow lead for *Oberto*. *Graham II* was third, *HomeStreet* in fourth, and *Peters & May* in fifth. Liddycoat used the inside to lead Shane by a boat length at the end of lap 2. In lap 3, *Oberto* passed *Les Schwab/RedDot* in turn 2 and won by a half a roostertail. *Graham II* crossed the line in third with *HomeStreet* in fourth and *Peters & May* in fifth. Robertson's extra lap moved him to fifth and moved King and Thompson up one spot each. Shane's win clinched the Driver Championship and the National High Points Championship. When *Graham II* returned to the dock, H1 Chairman Steve David was there to talk to Robertson and boat owner Ted Porter. This was the third time this season that Robertson had been that early for a start, essentially making a mess for the other legal starters. Robertson was given a monetary fine and a 250 point penalty for unsportsmanlike conduct. King was very upset. "I worked so hard to get lane 1 and then someone (Robertson) does something stupid. These guys that are obviously so early should be disqualified and told to get out of lane 1 and to come back to the pits." ~ Chris Denslow photo



In 3B, it was Perkins, like Thompson, Phipps, and Robertson in the earlier heats, who was way ahead of the field in lane 1 and was obviously going to jump the gun. He did. Kelly was in lane 2, Phipps was in lane 3, and Eacret was in lane 4. *Graham I* was first in and out of turn 1 and led *Dalton* by one half a roostertail at the end of lap 1. *Access* was in third with *CARSTAR* in fourth. Kelly went on to win by two roostertails over Phipps. Eacret got third as Perkins had to do his extra lap to get fourth.

The field for the Final was now set. *Oberto*, *Graham I*, *Les Schwab/RedDot*, *Dalton*, *HomeStreet*, and *CARSTAR* would be the 6 front-line boats. Robertson's 250 point penalty took him out of the trailer position and gave it to *Access*. However, *Access* owner Greg O'Ferrell chose not to run as the trailer. *Peters & May* would be the trailer with *Graham II* the alternate.

Shane was ready for the Final. "We'll try to win. We have a good set up for the final. If the water had been rougher, I wouldn't have been able to beat the 9 in 3A. In the final, we'll stick to our marks, be confident, and stick to our plan. We don't have to win, but we want to." ~ Chris Denslow photo



Final

In the final heat, *Peters & May* entered the course, went down the front stretch, and then died coming out of turn 1. When the H1 officials got word from the *Peters & May* spotter that it would not restart, they released *Graham Trucking II* to join the field as the alternate trailer.

King cut across the course in front of the field to get lane 1, Shane was in lane 2, Kelly in lane 3, Liddycoat in lane 4, Phipps in lane 5, and Eacret in lane 6, with Robertson the trailer. *Les Schwab/RedDot* was first across the line, but *Oberto* led *Graham Trucking* at the end of lap 1. *Les Schwab/RedDot* was in third, *Dalton* in fourth, *HomeStreet* in fifth, *Miss CARSTAR* in sixth, and *Graham II* in seventh. Although he was in lane 1, King was late into turn 1 and had to slow down as he saw nothing but roostertails in the turn. He exited the turn in fifth place.

In lap 2, Shane had a two roostertail lead. Liddycoat was in second and Phipps was in third, both having passed Kelly. King was in fifth and Robertson had passed Eacret to move into sixth. ~ Chris Denslow photo

In lap 3, Shane still had his big lead and moved into lane 1. Liddycoat was still in second, but Kelly used the inside to pass Phipps and take third. King, Robertson, and Eacret trailed in that order.

In turn 1 of lap 4, *Graham I* went through *Les Schwab/RedDot*'s roostertail and slowed down. *Dalton* and *HomeStreet* passed it, moving *Graham I* to fifth. In lap 5, Kelly used the inside lane in turn 2 to pass King and get fourth. The official order of finish was *Oberto*, *Les Schwab/RedDot*, *Dalton*, *Graham I*, *HomeStreet*, *Graham II*, and *CARSTAR*.

Graham I owner Ted Porter was upset after the race. He claimed that his boat had a white stripe on its side which could have only come from a collision with *Les Schwab/RedDot*. Video showed that *Les Schwab/RedDot* and *Graham I* did exchange a couple of sponson "kisses" as they came down the backstretch prior to the start. The second long "kiss" did leave a white stripe on *Graham I*'s left sponson.

Shane was pleased and explained his strategy. "I wanted to be somewhat conservative so I stayed back a lot at the start so I wouldn't jump. Then I went hard to win. The boat ran very well all weekend. I want to thank the crew, the city of Madison, and the *Oberto* family for a great year with a great ending." ~ Chris Denslow photo



So with the end of the Oberto sponsorship, what is next for the city of Madison owned hydroplane? Team Manager Charlie Grooms had these comments. "Our search for a new sponsor is progressing well. The interest in our team is better than I expected. We are dealing with several Seattle and Indiana firms and some national firms. We are looking at firms that would be more related to products that are retail oriented. We think the approach makes sense. We'll work with firms that understand our sport. We hope to know something before the end of October. We have a lot of work to do over the winter at our boat shop, and we want to get started. We are looking forward to our future with Jimmy (Shane). He and I have a good understanding. We want to be the National High Points Champion, not just a race winner. He has been comfortable with our team, the city, and the sponsor. He understands our goals and objectives. It works for us and for him."

The 2015 season was short, with only 4 races and a Madison "event" However, the competition on the water was great. The boats were fast and competitive. At Bayfair, 7 boats qualified at over 150 mph. H1 now has new leadership. As fans, we appreciate what the new leadership has done so far, and we look forward to next year.



Jimmy Shane wins everything at San Diego. A kiss from his wife and a hug from Larry. ~ Chris Denslow photos



The white mark left on the sponson from the bump in the final with the U-9 *Les Schwab/RedDot* and Scott Liddycoat. No penalty was called. Mr. Porter was a little upset, since the U-5 *Graham Trucking* and J. Michael Kelly finished behind them in fourth place. ~ Chris Denslow photo



STAT BOX

SAN DIEGO BAYFAIR

San Diego, California, September 19-20, 2015

2 1/2-mile course on Mission Bay

QUALIFYING (1) U-1 *Oberto*, Jimmy Shane, 159.503, 100 points; (2) U-27 *Dalton Industries*, Cal Phipps, 158.931, 80; (3) U-3 *HomeStreet Bank*, Jimmy King, 157.800, 70; (4) U-5 *Graham Trucking*, J. Michael Kelly, 156.092, 60; (5) U-21 *All Access Rentals*, Brian Perkins, 155.084, 50; (6) U-9 *Call 811/Les Schwab/RedDot*, Scott Liddycoat, 152.343, 40; (7) U-7 *Graham Trucking II*, Jesse Robertson, 150.514, 30; (8) U-11 *Peters & May*, Tom Thompson, 141.054, 30; (9) U-100 *Miss CARSTAR*, Kevin Eacret, 139.588, 30; U-12 *Red Roof Inn/Miss DiJulio*, Patrick Sankuer, DNQ — , 0; U-18 *Snuskitush Enterprises/Bucket List*, Kelly Stocklin, DNQ — flipped during testing, 0.

HEAT 1A (1) *Dalton Industries* 149.564, 400 points, 480 cumulative points; (2) *Graham Trucking II* 135.068, 300, 330; (3) *Les Schwab/RedDot* 133.237, 225, 265; (4) *HomeStreet Bank* 127.280, 169, 239; (5) *All Access Rentals* 103.303 (penalized one lap for encroachment on U-9), 127, 177. Fast lap (2) *Dalton Industries* 155.292.

HEAT 1B (1) *Oberto* 154.404, 400, 500; (2) *Graham Trucking* 151.184, 300, 360; (3) *Miss CARSTAR* 128.709, 225, 255; (4) *Peters & May* 97.667 (penalized one lap for jumping the gun), 169, 199. Fast lap (2) *Oberto* 155.925.

HEAT 2A (1) *Les Schwab/RedDot* 149.280, 400, 665; (2) *HomeStreet Bank* 148.473, 300, 539; (3) *All Access Rentals* 140.244, 225, 402; (4) *Graham Trucking II* 134.365, 169, 499; (5) *Peters & May* 130.122, 127, 326. Fast lap (3) *Les Schwab/RedDot* 152.219. **HEAT 2B** (1) *Oberto* 150.448, 400, 900; (2) *Graham Trucking* 134.574, 300, 660; (3) *Miss CARSTAR* 129.093, 225, 480; (4) *Dalton Industries* 88.312 (penalized one lap for encroachment, 250 point deduction, penalized one lap for jumping the gun, penalized one minute for not maintaining 80 mph), 88.312, 119, 599. Fast lap (3) *Oberto* 150.710.

HEAT 3A (1) *Oberto* 151.342, 400, 1300; (2) *Les Schwab/RedDot* 150.252, 300, 965; (3) *HomeStreet Bank* 133.845, 225, 764; (4) *Peters & May* 124.640, 169, 495; (5) *Graham Trucking II* 100.760 (penalized one lap for jumping the gun, 250 point deduction for unsportsmanlike conduct), 103.230, -123, 376. Fast lap (3) *Oberto* 155.001. **HEAT 3B** (1) *Graham Trucking* 149.784, 400, 1060; (2) *Dalton Industries* 147.399, 300, 899; (3) *Miss CARSTAR* 131.607, 225, 705; (4) *All Access Rentals* 100.760 (penalized one lap for jumping the gun), 169, 571. Fast lap (2) *Graham Trucking* 150.870.

FINAL (1) *Oberto* 146.448, 400, 1700; (2) *Call 811/Les Schwab/Red Dot* 144.475, 300, 1265; (3) *Dalton Industries* 225, 1124; (4) *Graham Trucking* 141.706, 169, 1229; (5) *HomeStreet Bank* 139.466, 127, 891; (6) *Graham Trucking II* 134.379, 95, 471; (7) *Miss CARSTAR* 121.497, 71, 776; *Peters & May* DNS — , 0, 495. Fast lap (2) *Oberto* 151.263.

COMPILED BY ALLEN STILES

Mahogany & Merlot - 2015

by Craig Fjarlie



The Hydroplane and Race Boat Museum's Mahogany & Merlot event, held the first weekend of October on Lake Chelan, has grown into a major event in the small eastern Washington community. The 2015 renewal featured a large turnout of vintage hydroplanes, boats, and cars, as well as local wine. Anyone who made last-minute plans to attend most likely had difficulty finding a motel room.

Among the vintage unlimited hydroplanes participating in this year's event were the 1962 *Miss Bardahl*, the 1960 *Miss Burien*, the 1967 *Miss Budweiser*, the former *Savair's Mist* still painted up as *Oh Boy! Oberto*, *Miss U.S. IV*, the replica first *Miss Thriftway*, the replica *Miss Wahoo*, and *John Francis My Sweetie*. The latter did not run because of engine problems but drew a crowd of spectators who admired its beauty. Photos from Craig Fjarlie except where noted.





Below left, the replica U-77 *Miss Wahoo* giving someone a ride. At right the 1954 *My Sweetie John Francis*, now owned by Dr. Ken Muscatel. ~ Chris Denslow photos



A number of vintage inboard hydroplanes also participated in Mahogany & Merlot. Among them were the replica 7-litre H-00 *Miss Merion Bluegrass*, the GP-247 *Deepwater Special*, and Bill Brow's 7-litre H-10 *Miss Vitamilk*, freshly rebuilt and refurbished and driven by Doug Brow. Ken Muscatel brought a hull built in 1947 by Morlan Visel. Photos of the last two boats mentioned seen on following page. History of the hull is sketchy, but at one time it is believed to have raced as *Deuces Wild*. Numerous other inboard hydroplanes and a couple of outboards with screaming engines were also on hand. Below left is the *Miss Merion Bluegrass* replica at speed. At right the GP *Deepwater Special*, driver, and crew at the dock.



Chris Denslow photo



Chris Denslow photo



The marina adjacent to the pit area also played host to a number of classic wooden speedboards. Among the standouts is a boat named *Greyhound*. The parking lot held a number of classic cars, from the 1920s to the early 1950s. The portion of the parking lot reserved for the beer garden was a convenient meeting place for participants and fans alike.

Greyhound, at right, was built in Coeur d'Alene, Idaho, by Bob Yandt, in Yandt's Boat Yard. The original owner was R.C. Dillingham of Spokane, Washington. It is a 33-foot long gentleman's runabout with a Hacker V-bottom design. Original power came from a 250 hp sterling engine. The boat won the 1921 Coeur d'Alene regatta, which was held on July 4 weekend. *Greyhound* was later used as a water taxi on Lake Coeur d'Alene. It was restored by its current owner, Alan Thomle, of Seattle, and has been at Mahogany & Merlot every year since 2012.



People who know the location of Mitch Evans' shop were able to stop by and witness refurbishing work being done on *Breathless II*. On Sunday, Tad Dean, a former owner of the boat, painted white undercoating on the deck. Other people who volunteered to help on the *Breathless II* project and were in town included Ed Cooper and another former owner of the boat, Tim Donery. Pancho Simonson brought Evans some two blade props he will need when the boat is ready to run.



Former and current unlimited class participants who were in town for Mahogany & Merlot included Mike Hanson, Mike and Lori Jones, Kelly Stocklin, Jim Lucero, Jack Shafer, Jr. (driver of the vintage *Miss U.S. IV*), Ken Muscatel, Mark Evans, J.W. Myers, Earl Wham, Oberto crewmember Cindy Shirley, and boat builder Don Kelson. In photo at right are; Mike Jones standing behind his wife Lori; Jim Lucero sitting far left; Dr. Ken Muscatel, and others having a gabfest.



Miss Bardahl ran only on Saturday. *Miss Burién* also ran only on Saturday because of hull problems (hole in boat). *Miss Wahoo* had a fuel line issue which caused some concern on Saturday, but once the problem was diagnosed and corrected the boat ran well and several people received rides in it. On Sunday, Ed Cooper did some tune-up work on the Allison engine in *Miss U.S. IV* and that afternoon the boat turned in some impressive speeds for a vintage hull. At left are Ed Cooper, Jack Schafer, and Tad Dean on ladder working on *Miss US IV*.

Unfortunately, the vintage inboard that Morlan Visel built in 1947 did not run well on Saturday, and stayed on its trailer Sunday. Below are a couple of the smaller class limiteds that were also running on Lake Chelan. The 9E *Calypso* at left and F-14 with the *Miss Budweiser* (5) in the background.



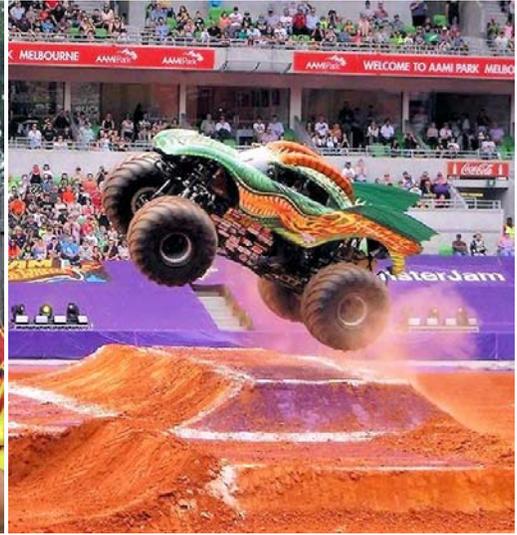
The weather was pleasantly warm both days. Initial concerns about possible high winds proved to be unfounded. Mahogany & Merlot is a great publicity event for Chelan. Now that the fires in the area are out, the community needs the tourists it relies on to rebuild its economy. It's great to see hydroplanes helping make that happen. Given the success of the 2015 version of Mahogany & Merlot, one can anticipate the 2016 event will be bigger and better than ever.



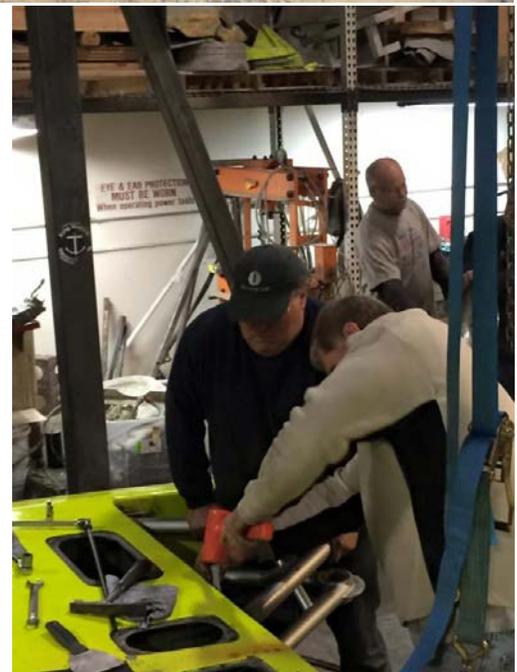
HydroFile
Lon Erickson

At right Scott Liddycoat and toy 'Dragon' truck. At far right the real "Dragon" truck in the air.~ Scott Liddycoat facebook photos

U-9 Jones Racing - While news from Jones Racing has been quiet since Bayfair, driver **Scott Liddycoat** has been busy. He is on the Monster Jam circuit driving "Monster" down under in Australia.



U-11 Peters & May – Off-season disassembly work is under way at the gbr11 shop in Edmonds. Teardown of the turbines and hull hardware after running on the saltwater of Mission Bay. At bottom **Scott Raney** and crewmen hard at work on the rudder bracket and other equipment. ~ gbr/ U-11 facebook photos



U-21 Go Fast Turn Left Racing – After reviewing on-board data feeds and video from the GoPro cameras and Sony Action Cam, there has been some discrepancies with gps information, speeds, and location. The team is working to provide more accurate and informative social media outreach for 2016.
~ U-21 facebook photos



U-27 Wiggins Racing – Crew weekends are underway at the Wiggins raceshop with adjustments being made after their first season. **Jason Lowery** and **Tommy Alfano** shown working on removing parts from the engine bay. Below Jason Lowery and Tommy **Alfano** working in shop. ~ U-27 facebook photos



U-96 Ellstrom Racing – Work has begun at the Ellstrom shop on minor hull repairs and replacement of the hardware damaged in Detroit. A new engine cowling has been built and a backup of other spare parts like wings, bull noses, and uprights. Below left, broken parts for the recycle bin. Center, the new engine cowling; a work in process. At far right, the recovered skid fin that came off *ELAM Plus* at Detroit. At bottom left, a shot of the skid fin area that is that the crew is still working on. At right, crew chief **Mike Hanson** hard at work on the boat. ~ Ellstrom Racing photos.



IN THIS OCTOBER 2015 ISSUE

A Perfect Day and a Perfect Ending for the Oberto Era: Jimmy Shane Wins It All In San Diego by Mac Clouse	1
San Diego Statistics from Allen Stiles	13
Mahogany and Merlot 2015 by Craig Fjarlie	14
HydroFile by Lon Erickson	18

NEXT MONTH: Jay Murphy & *Breathless*

EDITOR Michael Prophet **ASSOCIATE EDITORS** Craig Fjarlie, Chris Tracy, Dick Sanders
HYDROFILE EDITOR & WEBMASTER Lon Erickson **HISTORIAN** Bob Greenhow
SPECIAL PROJECTS Kirk Pagel, Andy Muntz **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 © 2015 *Unlimited NewsJournal*.
Reproduction or transmission in whole or part is not permitted without written approval of the *Unlimited NewsJournal*.

Editor, *Unlimited NewsJournal*, 16418 192nd Ave. S.E. Renton, Washington 98058
or E-mail to: USA1st@msn.com
Letters may be edited for clarity and space.

Next Meeting of Unlimiteds Unanimous

KIRLAND PUBLIC LIBRARY
308 Kirkland Ave.
Kirkland, Washington

-everyone welcome!-

Sunday, November 8th
UNJ 2 pm -- UU 2:30 pm

Silver Lake Dental Arts

Michael C. Johnson, DDS, PS
Brent N. Kellogg, DDS, PS
1809 100th PL SE
Everett, WA 98208
425-337-3922
sldarts@verizon.net
www.sldarts.com