



August 2019

UNLIMITED NEWSJOURNAL

A Chronicle of Speed

Shane takes the first two.

With two races completed in the 2019 H1 Unlimited Racing Series, it's already clear that Jimmy Shane and the *Miss HomeStreet* are the class of the field. Shane won both the season-opening Southern Cup in Guntersville, Alabama, and the APBA Gold Cup in Madison, Indiana.

But, saying Shane was a winner both times downplays the actuality, somewhat. The final results weren't even close. He had a perfect weekend in Madison (fastest qualifier and the winner of every heat) and would have done the same in Guntersville except that he jumped the gun at the start of Heat 2B.

Along the way, Shane also set a new course qualifying record, a competition lap record, and a heat average speed record at Guntersville and a course qualifying record in Madison.

With only three events remaining in the 2019 campaign, Shane and the *Miss HomeStreet* hold a 1,081-point lead over their closest rival, the U-12 *Graham Trucking* driven by J. Michael Kelly.

The Graham Trucking team, always a top contender, entered



only two events last year, but has plans to run the entire circuit in 2019. So far, that has resulted in a second-place finish at Guntersville and a third-place finish in the Gold Cup.

Perhaps the season's biggest surprise has been the U-7 *Spirit of Detroit*. While the boat has a solid pedigree as a former *Miss Budweiser* and the winner of 24 races and five national titles during its career, it hasn't shown a great deal of competitiveness in recent seasons. But, so far in 2019, Bert Henderson has driven the craft to third place in the Southern Cup and was the runner-up at the Gold Cup.

Another surprise has been the performance of Dustin Echols and the U-440 *Bucket List Racing*. They had a spectacular weekend at Guntersville when Echols pushed his little boat faster than most fans expected.

Meanwhile, the defending national champion U-1 *Delta Realtrac* seems already out of the running in its effort to make it two titles in a row. The team missed the event in Guntersville because of a scheduling conflict, which means they will miss at least 20 percent of the season. It will be difficult for the team to defend their title having missed that many points. ❖

IN THIS MONTH'S ISSUE:

2 Guntersville race report

9 Madison race report

15 Fran Muncey in Madison

16 Nilsen to drive the U-11

17 My \$0.02 Worth by Andy Muntz

Shane finds vindication on Guntersville Lake.

by Brad Luce

For the second year in a row, the H1 Unlimited Hydroplane circuit began in Guntersville, Alabama. The 2019 Race for the Southern Cup took place June 28 to 30 on beautiful Lake Guntersville. The lake has been proclaimed the South's Fastest Water and, by the end of the weekend, it had provided plenty of high speeds, close competition, and enough intrigue to keep the fans interested. Adding to the intrigue, the race was conducted under a different race format, attempted for the first time.

After losing the 2018 Southern Cup by a single boat length at the finish line, Jimmy Shane and the U-6 *Miss HomeStreet* found vindication in 2019. Shane and his Madison, Indiana-based race team would best a six-boat field with a dominating performance all weekend, culminating in a decisive final heat victory Sunday afternoon. In short, the *Miss HomeStreet* was the class of the field in Guntersville. J. Michael Kelly and the U-12 *Graham Trucking* would finish in overall second place, with Bert Henderson finishing third overall behind the wheel of the U-7 *Spirit of Detroit*.

The field for Guntersville was finalized with the late addition of Rob Graham's second entry, the U-98 *Graham Trucking American Dream* driven by Corey Peabody. In addition to the three teams already mentioned, Peabody joined Tom Thompson and the U-11 *J&D's presented by Reliable Diamond Tool* and Dustin Echols and the U-440 *Bucket List Racing* in the pit area.

Five of the six entries had successfully tested prior to the



Chris Denslow

Jimmy Shane pilots the U-6 *Miss HomeStreet* to victory in the 2019 Southern Cup.

season-opening race, with the U-7 being the lone exception. Missing from the lineup was the 2018 Southern Cup champion U-1 *Delta RealTrac* and driver Andrew Tate. Their thrilling victory just one year before was still fresh in the minds of many fans. Would history repeat itself with yet another close finish? The small field was prepared and anticipation was high for the 2019 event.

Friday:

Friday morning June 28 broke clear and warm. Only a high scattering of thin clouds was visible on the horizon. The water conditions were perfect. The race course would open for H1 Unlimited testing at 9:15 a.m. following a brief delay. It would be an active first test session as all six boats would take to the water.

Shane was the first out and quickly put three laps on the clock, the fastest of which was his first, at 158.188 mph. It was no secret the U-6 race team wanted to top Andrew Tate's top speed a year earlier of 158.626 mph. They were

close. Shane would post a 158.408 mph lap before the first session closed.

Peabody took to the course aboard the red, white, and blue *Graham Trucking American Dream*. The patriotic color scheme seemed a favorite with the local fans. Following up on his laps at the May 31 test session in Tri-Cities, Peabody needed only four more laps to re-qualify as an H1 Unlimited driver. Three of the four laps needed to be above 130 mph. All four laps eclipsed the 130-mph barrier, the fastest being his last at 141.471 mph, which meant Peabody was officially re-qualified. The entire U-98 team took a great sense of pride in what they had accomplished with the former Leland Unlimited hull.

Henderson was finally able to get the U-7 *Spirit of Detroit* out on the water. Getting his bearings on the new course and following a first lap at 120 mph, Henderson was obviously comfortable and ripped off three more laps, each in excess of 140 mph. The fastest was 145.210 mph. The bright-red boat had sent a message: The U-7 would be a player

in the 2019 Southern Cup.

The second fastest lap of the first test session went to the other red boat, the U-12 *Graham Trucking* and J. Michael Kelly. His fast lap was 157.068 mph.

In the second Friday test session, Shane was able to improve his speed from earlier in the day. He turned only two hot laps, the first of which was 159.855 mph and the second at 161.241 mph. The 160-mph barrier had been surpassed, but this was only testing. The *HomeStreet* team wanted to do it when it counted, during qualifying.

All boats again made it out on the water during the second test session. Kelly and U-12 could only manage a 152.142 mph lap.

The revised schedule had Friday's qualifying session set for 3:30 p.m., but as the afternoon progressed, dark clouds could be seen on the horizon and they were moving in quickly. By the time the course was to be opened, lightning was reported in the area and the qualifying session was put on hold. Fans were told over the public address system of the approaching weather system and advised to take cover. Unlike 2018, when fans were evacuated from the race site, this time they were only advised to take cover. Shuttle buses were brought in to provide cover from the heavy rain that was coming. It arrived at the start/finish line around 3:45 p.m, dumping nearly an inch of rain.

After the storm blew through, and shortly after 4 p.m., H1 officials made the decision to proceed with round one of qualification before closing the course for Friday night and then do the second round of qualifying first thing Saturday morning. Peabody was first on the course for qualification, but he went dead in the water on the backstretch of lap one. With the water only available until 5 p.m., valuable time



Chris Denslow



Chris Denslow



Craig Barney

[Top] The drivers are introduced. From the left, Bert Henderson , Dustin Echols, Corey Peabody, J. Michael Kelly, Jimmy Shane, and Tom Thompson. [Middle] The U-11 *J&D's* presented by *Reliable Diamond Tool* won Heat 2B with Tom Thompson at the wheel. [Above] The U-7 *Spirit of Detroit* sits at the dock before going out onto the course. Bert Henderson drove the boat to three second-place finishes and placed third in the event.

Craig Barney



Craig Barney



Chris Denslow



[Top] J. Michael Kelly, driver of the U-12 *Graham Trucking*, signs an autograph for a fan at the autograph event. [Middle] The crew works on the U-11 *J&D's* presented by *Reliable Diamond Tool*. [Above] The U-12 *Graham Trucking* won two heats and finished the Southern Cup in second place.

was ticking off the clock as patrol boats moved in to assist the disabled hydro.

Three boats did get qualified before the course was closed for the evening. The three boats and their fastest laps: *Graham Trucking* (154.506 mph), *Spirit of Detroit* (149.385 mph), and *Bucket List* (145.723 mph).

Saturday:

Saturday morning again broke clear and calm, and qualifying was resumed at 8:45 a.m. Shane would steal the show on absolutely perfect wind and water conditions. On his first official qualification lap of the 2019 season, the *Miss HomeStreet* laid down a speed of 160.924 mph. It would be the slowest lap of the three-lap effort. The second lap was 161 mph and the final lap was officially 162.422 mph. They had accomplished their mission of topping Andrew Tate's mark of a year ago. The team would not make a second qualification run.

All the boats got qualified Saturday morning, with Thompson in the *J&D's* notching the second spot on the ladder at 156.983 mph. But theirs were not the only fast laps of significance Saturday morning.

Echols had qualified Friday afternoon with a fast lap of 145.723 mph and the team was back on the water for a second run Saturday morning. After a 121-mph warm up lap, Echols was on the pedals clocking an improved lap of 148.157 mph. The boat was clearly running better than it ever had. They were approaching the seemingly unreachable 150-mph barrier. Could they possibly find a little more speed on their third and final lap? Echols ran the boat loose and kept the pressure on. The crowd anxiously awaited the speed over the PA system. Then it came: 150.082 mph! They had done it! The fans were appreciative

of the effort and the cheers along the shoreline from the early arriving crowd was impressive.

With qualification in the books, it was time to go racing under the new race format. The new format called for only a single draw for the weekend. Each of the six teams drew a ping pong ball from the bowl and on each was a number, one through six. That number would determine the heat racing matchups for all preliminary heats.

Heat 1A would feature those boats drawing balls numbered one thru four. Heat 1B would feature boats drawing balls five and six, along with those with numbers one and two. Heat 2A would feature those boats with drawn numbers three through six, and so on. The serpentine placement of the boats would continue through heats 3A and 3B.

Two important points to note. Although there were only three heats of racing, each team would run four times in the preliminaries. Secondly, each team would have to run two heats back to back at some point during the racing. (Boats drawing numbers one and two would run in heats 1A and 1B, for example.) Additional time was inserted in the schedule between the "A" and "B" sections of the heats to facilitate the back-to-back arrangement. The format provided for four-boat preliminaries versus the traditional three-boat heats under previous rules.

For the record, the boats and their ping pong ball numbers drawn were as follows: U-440 (1), U-12 (2), U-6 (3), U-11 (4), U-98 (5), and U-7 (6).

It was time to go racing.

Heat 1A would match Shane, Kelly, Echols, and Thompson. On paper, it looked like a dandy with the top three qualifiers. It would not disappoint. At the 1:40 mark before

the start, Kelly cut the race course from back to front and positioned himself inside of Shane in lane two and Thompson in lane three. Echols was on the outside in the *Bucket List*.

The four boats hit the starting line together with Thompson breaking the clock from lane three. Shane would take the lead at the exit of turn one, and lead Kelly down the

back stretch by two or three boat lengths. Kelly would remain in Shane's mirrors throughout the heat and close to within two boat lengths in the final corner, but the *Miss HomeStreet* prevailed in what proved to be very good close racing. Thompson came home in third place with Echols scoring fourth-place points. Shane's fastest lap was his

STATBOX

Southern Cup

Guntersville Lake Hydrofest

Guntersville, Alabama; June 29-30, 2019
2.5-mile course on Guntersville Lake; 42.5 miles

QUALIFYING (1) U-6 *Miss HomeStreet*, Jimmy Shane, 162.442, 100 points; (2) U-11 *J&D's presented by Reliable Diamond Tool*, Tom Thompson, 156.983, 80; (3) U-12 *Graham Trucking*, J. Michael Kelly, 154.506, 70; (4) U-440 *Bucket List Racing*, Dustin Echols, 150.082, 60; (5) U-7 *Spirit of Detroit*, Bert Henderson, 149.385, 50; (6) U-98 *Graham Trucking American Dream*, Corey Peabody, 139.790, 40. (Patrick Haworth had five laps over 130 driving *Spirit of Detroit* to begin his driver qualification.)

HEAT 1A (1) *Miss HomeStreet* 153.490, 400 points, 500 cumulative points; (2) *Graham Trucking* 152.664, 300, 370; (3) *J&D's presented by Reliable Diamond Tool* 143.381, 225, 305; (4) *Bucket List Racing* 127.778, 169, 229. Fast lap (1) *Miss HomeStreet* 155.044.

HEAT 1B (1) *Graham Trucking* 149.732, 400, 770; (2) *Spirit of Detroit* 144.699, 300, 350; (3) *Bucket List Racing* 124.676 (Level II penalty for encroaching on *Graham Trucking* prior to the start, 150-point deduction, \$300 fine), 75, 304; (4) *Graham Trucking American Dream* 124.416, 169, 209. Fast lap (2) *Graham Trucking* 154.836.

HEAT 2A (1) *Miss HomeStreet* 159.311, 400, 900; (2) *Spirit of Detroit* 156.899, 300, 650; (3) *Graham Trucking American Dream* 140.256, 225, 434; *J&D's presented by Reliable Diamond Tool* DNS, 0, 305. Fast lap (3) *Miss HomeStreet* 164.431.

HEAT 2B (1) *J&D's presented by Reliable Diamond Tool* 139.184, 400, 705; (2) *Bucket List Racing* 133.525, 300, 604; (3) *Miss HomeStreet* 116.087 (one-minute penalty for jumping the gun), 225, 1125; (4) *Graham Trucking* 113.039, 169, 939. Fast lap (1) *Miss HomeStreet* 163.247.

HEAT 3A (1) *Graham Trucking* 148.041, 400, 1339; (2) *Bucket List Racing* 132.534, 300, 904; (3) *Graham Trucking American Dream* 128.014, 225, 659; *Spirit of Detroit* DSQ—Safety Zone violation, 0, 650. Fast lap (3) *Graham Trucking* 153.353.

HEAT 3B (1) *Miss HomeStreet* 148.474, 400, 1525; (2) *Spirit of Detroit* 145.576, 300, 950; (3) *J&D's presented by Reliable Diamond Tool* 128.910 (Level II penalty for encroachment, 150-point deduction, \$300 fine), 75, 780; (4) *Graham Trucking American Dream* 126.480, 169, 828. Fast lap (2) *Miss HomeStreet* 152.625.

FINAL (1) *Miss HomeStreet* 149.476, 400, 1925; (2) *Graham Trucking* 148.110, 300, 1639; (3) *Spirit of Detroit* 142.837, 225, 1175; (4) *Bucket List Racing* 133.385, 169, 1073; (5) *Graham Trucking American Dream* 128.323, 127, 955; *J&D's presented by Reliable Diamond Tool* DNS—gear box, 0, 780. Fast lap (2) *Miss HomeStreet* 155.044.

COMPILED BY ALLEN STILES

first one at 155.044 mph.

Heat 1B found Kelly and Echols back out on the water again. Their two boats would be joined by Peabody and the *Graham Trucking American Dream* and Henderson in the *Spirit of Detroit*. While exiting turn one at the one-minute mark prior to the start, Kelly collided with Echols and the *Bucket List*. Despite damage, both boats were able to continue racing as officials reviewed the incident.

The start was ragged as Kelly was the first across the line in lane one. Henderson was a roostertail behind in lane two. The two were followed by Echols and Peabody. Kelly had a big lead off turn one and raced slowly up the backstretch unsure of the damage to his boat from the earlier collision. Sensing the wounded hydroplane, Henderson set sail to run down Kelly and pulled alongside the U-12 as the boats rounded turn two toward

the end of the first lap. Kelly then brought the *Graham Trucking* back up to full racing speed and the two red boats were dead even at the end of the lap. Behind the two leaders, Dustin Echols held a full roostertail lead on Corey Peabody at the end of the first lap.

Following the exciting first lap, Kelly increased his lead over Henderson and won going away. The best racing was behind the two leaders. Echols' big lead over Peabody on lap one was gone by the end of lap two. Peabody had moved the U-98 to the inside of Echols and the newly qualified driver was ahead by only a couple boat lengths. But Echols was not going to go away. He regained the lead by a boat length or two up the backstretch and the two boats exited turn two side by side. In a drag race to the finish line, it was Echols holding off the hard charging rookie by two boat lengths.

It was an exciting moment for

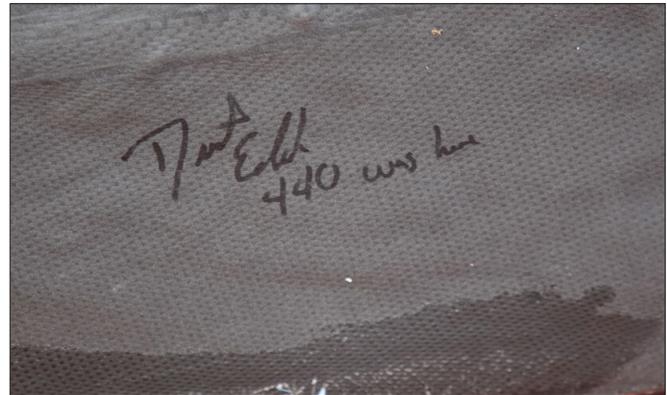
those in attendance and proof once again, the best racing does not always have to be out front. Officials would later issue a lane violation to the U-440 for the incident in turn one prior to the start. They lost 150 points but maintain their third-place finish position.

That was it for the first day of racing at the 2019 Southern Cup in Guntersville, Alabama.

Sunday:

Sunday would again break clear and bright with perfect water conditions. Fans were greeted with good news from the pit area that the damage suffered the day before by the U-12 and U-440 race teams had been repaired and both boats were ready to go racing.

Heat 2A matched the *Miss HomeStreet*, J&D's, *Graham Trucking American Dream*, and the *Spirit of Detroit*. It became a three-boat heat



After their collision in Heat 1B, Dustin Echols (Top) and J. Michael Kelly write greetings to the other on the two repaired hulls.

Photos by Chris Denslow

as Thompson in the U-11 went dead in the water in turn one just prior to the start. He was able to idle the boat to the infield and off the race course. Henderson from lane one was able to get the jump on Shane and lead the field into turn one and up the backstretch. At the end of the lap, it was Henderson by a single boat length over a hard charging Shane on the outside. Shane pulled even up the backstretch of lap two and held a slight lead at the end of the lap. By the end of the heat, the *Miss HomeStreet* had a full rooster-tail lead on the bright red boat from Detroit. Peabody came home third. Shane's fast lap was the final one at 164.431 mph!

After failing to start Heat 2A, Thompson and the U-11 were in a position of needing points and a strong finish in Heat 2B. On paper it seemed a tall order as he was matched up against Shane, Kelly, and Echols. At the one-minute mark before the start, Kelly once again was able to cut the race course, front to back, and put his boat in lane one as the rest of the field trailed up the backstretch. As the boats approached the line, it was Kelly in lane one, Shane in two, Thompson in three, and Echols on the far outside.



Kirk Duncan

Bert Henderson and the U-7 *Spirit of Detroit*.

You could have thrown a blanket across all four boats at the start as they were tightly bunched. Almost immediately after crossing the line, officials advised that the start was under review. Coming out of turn one, Shane and Kelly were side by side and they stayed together through the upper corner with Thompson trialing in third, Echols in fourth. At the end of lap one, it was Shane and the *Miss HomeStreet* by half a boat length.

As the two leaders, still side by side, entered turn one on lap two, the officials announced both the *Miss HomeStreet* and the *Graham Trucking* had jumped the gun at the start and would be issued one-minute penalties. That meant Thompson in the *J&Ds*, who desperately

needed points, suddenly found 'himself in first place and Echols was in second. Echols then managed to take the lead by passing Thompson at the completion of lap two. The lead was short lived as Thompson moved ahead on the inside and came across the finish line in a much needed first place. Echols was second, Shane third, and Kelly fourth.

Heat 3-A was a repeat of Heat 1B on Saturday, featuring the U-98, U-7, U-440, and U-12. Kelly again was able to cut the race course before the start and grabbed lane one. Henderson and Peabody nailed the start and took the field to turn one. Kelly, back by a full roostertail up the backstretch, was able to catch Henderson and secure the lead by the end of lap one. The officials then announced Henderson had illegally entered the Safety Zone prior to the start and was disqualified. Kelly went on to win the heat and the disqualification of the U-7 bumped Echols into second place. The terrific weekend for the little orange boat continued. Peabody came home third.

The final preliminary heat of the day, Heat 3B, featured *Miss HomeStreet*, *J&Ds*, *Graham Trucking*, *American Dream*, and *Spirit of Detroit*. Following his disqualification in the previous heat, Henderson needed a strong finish to ensure a spot on the front row of the final. Thompson,



Chris Denslow

The *Bucket List Racing* (left) was one of the big surprises in Gunter'sville when it qualified over the 150-mph mark for the first time. Rookie Corey Peabody was behind the wheel of the U-98 *Graham Trucking American Dream* (right).

following a failure to start Heat 2A, was in a similar position of needing points for the final.

Both drivers drove aggressively in the milling period before the heat. At 1:35 before the start, Thompson cut the course from back to front and re-entered the front straightaway right in front of Shane. The officials eventually penalized Thompson for the maneuver and deducted 150 points from his race total. Henderson cut the course from the front to the back at 1:10 before the start and grabbed the inside lane. The move worked perfectly and the domino effect moved Shane to lane two and Thompson to lane three. Peabody would start on the outside.

The start was a ragged one with Shane and Thompson trailing the rest of the field by nearly a roostertail at the line. *J&D's* faded in turn one and Shane still trailed Henderson by a full roostertail up the backstretch. Henderson drove valiantly throughout the heat but could only hold off Shane for two laps. Shane went on for the win. The final order of finish was *Miss HomeStreet* first, *Spirit of Detroit* second, *J&D's* third, and *Graham Trucking American Dream* fourth.

Unfortunately for the U-11



Jimmy Shane (left) and team manager Charlie Grooms celebrate their victory.



Jimmy Shane and the U-6 *Miss HomeStreet* lead the *Spirit of Detroit* around the second turn while on their way to victory in the final heat.

team, gear box problems would preclude them from joining the field for the winner-take-all final. After some discussion amongst the officials, it was decided the final heat would include four boats on the front row and a single trailer behind them. The boats to race for the Southern Cup on the front row of final were *Miss HomeStreet* and Jimmy Shane, *Spirit of Detroit* and Bert Henderson, *Graham Trucking* and J. Michael Kelly, and *Bucket List Racing* and Dustin Echols. The trailer boat would be the *Graham Trucking American Dream* and Corey Peabody.

The biggest question going into the final heat was whether anyone could run with Shane and the *HomeStreet*. No one had beaten him head-to-head on the race course, though Kelly and the *Graham Trucking* had given him a couple good challenges.

The boats took to the race course at the appointed hour and once again Kelly was able to cut the race course front to back, this time at the one-minute mark before the start, to secure lane one. As the field rounded the upper corner to come down to the start, it was Kelly in lane one, Shane in lane two, Henderson in lane three, and Echols on the outside.

Henderson was the first across the starting line and the field was

tightly bunched as they entered the first turn. Shane came out with a two-boat-length lead over Kelly and the two raced hard up the backstretch. Henderson was in third. Shane's lead was six boat lengths at the end of the first lap and the drama in this one was quickly coming to an end. Shane just had too much speed for the field. Kelly fought until the very end but would again come up short against the blue boat based out of Madison, Indiana.

Shane with the win was followed in order by Kelly in second, Henderson third, Echols fourth, and Peabody fifth. It was the first win for the *Miss HomeStreet* hull, which was christened last season in the Tri-Cities. It was a dominant performance and fans were left to wonder just how many more race wins this hull might accrue.

As always, Shane was gracious in accepting the first-place trophy from Mayor Leigh Dollar. He thanked his team, his sponsors, and when speaking of the Guntersville community, stated he felt like he was with family. In the end he stated the partnership between Guntersville and H1 Unlimited would go on for years and years to come. As fans of H1 Unlimited racing, we can only hope he is correct. ❖

Another hometown Gold Cup for the Madison Race Team.

by Craig Fjarlie

Jimmy Shane drove *Miss HomeStreet* to victory in the Gold Cup race on the Ohio River in Madison, Indiana. Shane had a perfect race; he was fastest qualifier and then won all four of his preliminary heats before taking the winner-take-all championship final.

Madison regatta officials installed a two-mile course. Many years ago, boats ran beneath the Ohio River bridge that connects Madison with Milton, Kentucky. Now they turn before they reach the bridge. The first turn, which is downstream, sits above a sand bar, which can make the water very rough during racing conditions.

Friday:

Buoys were still being set in place at 10 a.m. on Friday. A drivers' meeting was held at 11 o'clock, with testing scheduled to begin at 11:30. Seven boats were parked along the



Chris Denslow

A young fan poses with the APBA Gold Cup, the oldest trophy in all of motorsports. This year was the fourth time that the city of Madison, Indiana, has hosted the event.

bank of the river: the hometown *Miss HomeStreet* with Shane driving, the U-1 *Auxier Marketing presents Delta Realtrac* with Andrew Tate driving, the U-7 *Spirit of Detroit* driven by Bert Henderson, the U-11 *J&D's presented by Reliable Diamond Tool* with Tom Thompson at the wheel, the U-12 *Graham Trucking*

driven by J. Michael Kelly, the U-98 *Graham Trucking American Dream* driven by Corey Peabody, and the U-440 *Bucket List Racing* driven by Dustin Echols.

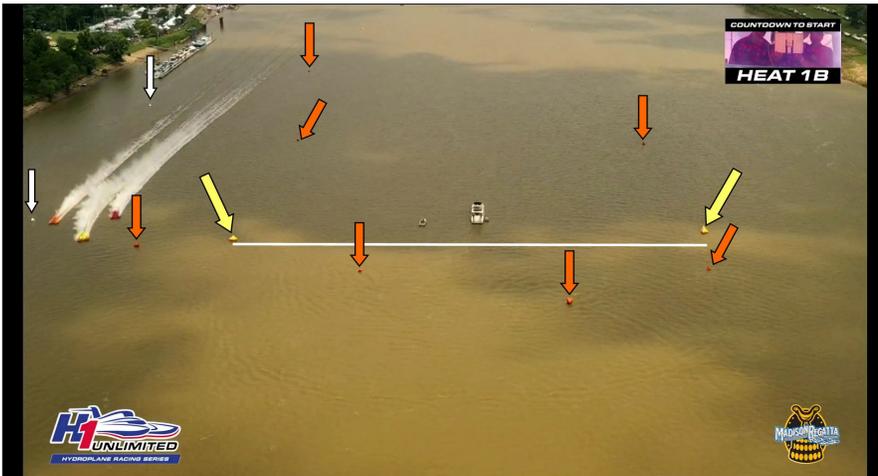
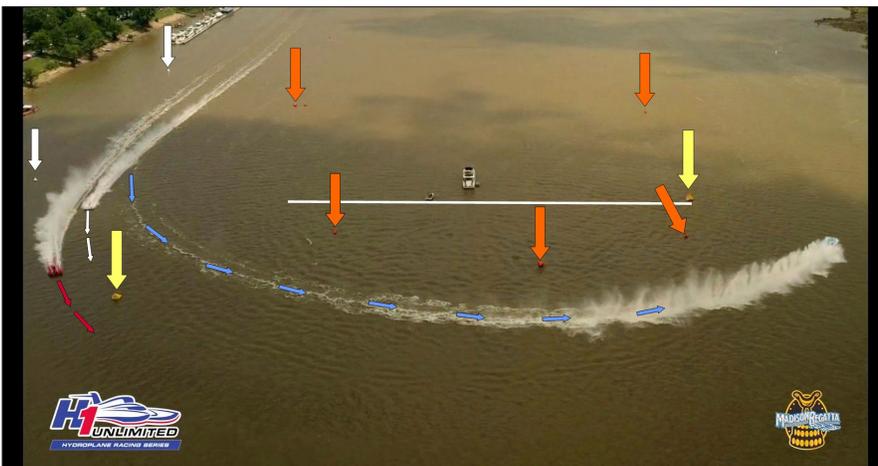
It was 11:50 a.m. when *Miss HomeStreet* went in the water, followed by *Bucket List*. *HomeStreet* made several fast laps while *Bucket List* went around the first turn at low speed then slowly up the backstretch before returning to the pits. *Spirit of Detroit* and *Delta Realtrac* were both in the water but never left the pits. The *Graham Trucking* crew started to put their boat in the water, but placed it back on the trailer instead. There was a considerable amount of debris in the water and buoys in the first turn were out of place. The course was closed.

Corrections were made and at 1:15 p.m. the course was reopened. *Delta Realtrac* and *Spirit of Detroit* were lowered into the water. Ten minutes later, *Graham Trucking* went in the water as *Delta Realtrac* went on the course and ran four laps. As *Delta Realtrac* came in, *Spirit of*



Chris Denslow

Crew members of the U-12 *Graham Trucking* team work on the boat's Lycoming T-55, L-7 turbine engine.



[Top] J. Michael Kelly drove the U-12 *Graham Trucking* to a third-place finish in the Gold Cup, while Tom Thompson and the U-11 *J&D's presented by ReliableDiamond Tool* finished fourth. [Middle and Above] The placement of the buoys in turn one was a continual issue during the race. In the above photos, the entrance and exit pins are identified with yellow arrows, the course markers with orange arrows, and the out-of-bounds markers with white arrows. Note how the location of the entrance pin to turn one changed from Heat 1A [Middle] and Heat 1B [Above]. Also note that in Heat 1A, the path of the *HomeStreet* around the turn is inside the entrance pin while the two other boats are going around the outside of the entrance pin.

Also note that in Heat 1B, a course marker has moved onto the course outside of the entrance pin and that the boats are circling around it instead of the entrance pin.

Detroit went on the course. It was followed in turn by *Graham Trucking*, *Graham Trucking American Dream*, and *J&D's*. *Bucket List* did not run.

The first round of qualifying was next. Boats would run three laps and the qualifying speed would be the average of the boat's best two consecutive laps. The average of *Delta Realtrac's* best two consecutive laps was 141.660 mph. *J&D's* did 138.849 mph, *Graham Trucking American Dream* did 126.396 mph, and *Bucket List* went dead in the water during its third lap, but the average of its first two laps was 132.892 mph. The *Spirit of Detroit* did 133.411 mph and *Graham Trucking* turned 142.735 mph.

Finally, it was *Miss HomeStreet's* turn. The boat's two-lap average was 148.885 mph with a best lap of 149.653 mph. The mark was touted as a course record, although buoys were out of place in one turn.

A second round of qualifying was held. The *Spirit of Detroit* had a two-lap average of 137.088 mph and *Graham Trucking American Dream* did only 124.675 mph. No other boats ran.

At the end of the day a draw was held for Heats 1A and 1B. There would be four boats in the "A" section of each preliminary heat and three in the "B" section. Preliminary heats all would be four laps, with a five-lap final. The draw put *Graham Trucking American Dream*, *Delta Realtrac*, *Spirit of Detroit*, and *Miss HomeStreet* in Heat 1A. *Bucket List*, *J&D's*, and *Graham Trucking* would go in Heat 1B.

Saturday:

A variety of vintage inboards made exhibition runs on Saturday morning. Disaster struck early. Rick Beatty, 60, of Dayton, Ohio, was flipped out of a Lauterbach 7-litre named *Heavy Duty*. Beatty was badly injured and rushed to a local

hospital, where he was pronounced dead. The mishap cast a pall over the pit area.

All unlimiteds except *Bucket List* tested Saturday morning. *J&D's* stopped short of the dock and had to be towed in the rest of the way. The exit buoy of turn one floated loose and was re-set too close to the fourth turn buoy. Other buoys also were out of place. The starting time for Heat 1A had to slide while buoys were re-positioned.

Miss HomeStreet led across the starting line for Heat 1A and was never seriously challenged. The *Spirit of Detroit* ran second with *Delta Realtrac* in third. Tate slowly closed the gap on *Spirit of Detroit* but was unable to get around the boat. *Graham Trucking American Dream* finished a distant fourth.

Thompson and *J&D's* jumped the gun in Heat 1B, resulting in a one-minute penalty. *Graham Trucking* led throughout and won easily. *J&D's* physically ran second, but because of the gun jump, was awarded third place. *Bucket List* physically ran third but was given second place points because of the gun-jump penalty on *J&D's*.

At the end of the day, the draw for Heats 2A and 2B was held. Heat 2A would have *Spirit of Detroit*, *J&D's*, *Graham Trucking*, and *Bucket List*. Heat 2B would feature *Delta Realtrac*, *Miss HomeStreet*, and *Graham Trucking American Dream*.

Sunday:

Sunday was another hot, humid day. A few boats tested in the morning and a few buoys had to be put back in place. Buoys in the first turn had extra concrete blocks added as anchors.

Spirit of Detroit led across the starting line for Heat 2A. In an uncharacteristic move for J. Michael Kelly, *Graham Trucking* was late for the start. *J&D's*, in lane one, pulled

STATBOX

APBA Gold Cup Madison Regatta

Madison, Indiana; July 6-7, 2019
2-mile course on the Ohio River; 42 miles

QUALIFYING (1) *U-6 Miss HomeStreet*, Jimmy Shane, 148.885, 100 points; (2) *U-12 Graham Trucking*, J. Michael Kelly, 142.735, 80; (3) *U-1 Auxier Marketing presents Delta Realtrac*, Andrew Tate, 141.660, 70; (4) *U-11 J&D's presented by Reliable Diamond Tool*, Tom Thompson, 138.846, 60; (5) *U-7 Spirit of Detroit*, Bert Henderson, 137.088, 50; (6) *U-440 Bucket List Racing*, Dustin Echols, 132.892, 40; *U-98 Graham Trucking American Dream*, Corey Peabody, 126.396, 0.

HEAT 1A (1) *Miss HomeStreet* 130.699, 400 points, 500 cumulative points; (2) *Spirit of Detroit* 127.136, 300, 350; (3) *Auxier Marketing presents Delta Realtrac* 126.595, 225, 295; (4) *Graham Trucking American Dream* 100.585, 169, 169. Fast lap (1) *Miss HomeStreet* 137.197.

HEAT 1B (1) *Graham Trucking* 129.101, 400, 480; (2) *Bucket List Racing* 104.555, 300, 340; (3) *J&D's presented by Reliable Diamond Tool* 95.029 (penalized one lap for jumping the gun), 225.285. Fast lap (1) *Graham Trucking* 134.205.

HEAT 2A (1) *Spirit of Detroit* 128.275, 400, 750; (2) *Graham Trucking* 126.491, 300; 780; (3) *Bucket List Racing* 100.860, 225, 565; *J&D's presented by Reliable Diamond Tool DSQ—encroaching on Graham Trucking and forcing it into Safety Zone*, 0, 285. Fast lap (2) *Spirit of Detroit* 130.745.

HEAT 2B (1) *Miss HomeStreet* 98.930 (penalized one lap for jumping the gun), 400, 900; (2) *Graham Trucking American Dream* 79.121, 300, 469; (3) *Auxier Marketing presents Delta Realtrac* 77.490 (penalized one lap for jumping the gun), 225, 520. Fast lap (1) *Miss HomeStreet* 136.630.

HEAT 3A (1) *Auxier Marketing presents Delta Realtrac* 128.731, 400, 920; (2) *Graham Trucking American Dream* 115.680, 300, 769; (3) *Bucket List Racing* 105.668, 225, 790; (4) *Spirit of Detroit* 100.256 (penalized one lap for jumping the gun), 169, 919. Fast lap (3) *Delta Realtrac* 137.793.

HEAT 3B (1) *Miss HomeStreet* 131.482, 400, 1320; (2) *J&D's presented by Reliable Diamond Tool* 124.485, 300, 585; (3) *Graham Trucking DSQ—entering Safety Zone, Level III penalty for dislodging turn-one exit buoy, \$350 fine*, 0, 780. Fast lap (1) *Miss HomeStreet* 142.492.

HEAT 4A (1) *Auxier Marketing presents Delta RealTrac* 135.605, 400, 1320; (2) *Graham Trucking* 132.854, 300, 1080; (3) *Spirit of Detroit* 128.249, *Bucket List Racing DNF—*, 0, 790. Fast lap (2) *Delta Realtrac* 140.154.

HEAT 4B (1) *Miss HomeStreet* 126.110, 400, 1700; (2) *J&D's presented by Reliable Diamond Tool* 123.977, 300, 885; (3) *Graham Trucking American Dream* 110.448, 225, 994. Fast lap (2) *Miss HomeStreet* 129.827.

FINAL (1) *Miss HomeStreet* 135.046, 400, 2100; (2) *Spirit of Detroit* 126.760, 300, 1444; (3) *Graham Trucking* 125.165, 225, 1305; (4) *J&D's presented by Reliable Diamond Tool* 111.524, 169, 1054; (5) *Auxier Marketing presents Delta Realtrac* 108.857, 127, 1447; *Graham Trucking American Dream DNS—*, 0, 994. Fast lap (1) *Miss HomeStreet* 146.053.

COMPILED BY ALLEN STILES



Chris Denslow
119_Madison_Sat_2696.jpg



Kirk Duncan



Kirk Duncan

[Top] The boats prepare to leave the dock for the start of Heat 2A. [Middle] The U-7 *Spirit of Detroit* catches some air. [Above] The crowd enjoys watching the racing action from the shore of the Ohio River.

even with *Spirit of Detroit* at the end of the first lap and took over the lead in turn one. However, all was not positive for Tom Thompson. Officials called him for encroaching on *Graham Trucking* and forcing it into the Safety Zone. *J&D's* was disqualified for the move. *Spirit of Detroit* was declared first, *Graham Trucking* second, and *Bucket List* third. The turn-one entrance buoy came loose and course workers pulled it to the infield, where it remained while Heat 2B was run.

Shane in *Miss HomeStreet* and Tate in *Delta Realtrac* both jumped the gun in Heat 2B. *Graham Trucking American Dream* ran so slowly that *Miss HomeStreet* was able to make up the one-minute penalty for jumping the gun, but *Delta Realtrac* did not. Final results showed *Miss HomeStreet* first, *Graham Trucking American Dream* second, and *Delta Realtrac* third.

The draw for the next heat put *Delta Realtrac*, *Bucket List*, *Spirit of Detroit*, and *Graham Trucking American Dream* in Heat 3A; *HomeStreet*, *Graham Trucking*, and *J&D's* in Heat 3B.

Gun jumps were a problem at Madison this year. Henderson jumped the gun in *Spirit of Detroit* at the start of Heat 3A. Tate drove *Delta Realtrac* wide in the first turn and got into the roostertail of *Spirit of Detroit*. *Graham Trucking American Dream* and *Bucket List* trailed. *Delta Realtrac* passed *Spirit of Detroit* at the end of lap one and extended its lead by a few lengths every lap. *Graham Trucking American Dream* was second and *Bucket List* was third. The *Spirit of Detroit* was fourth because of the gun-jump penalty.

There was anticipation that Heat 3B would have some good, tight racing. Kelly and *Graham Trucking* took lane one at the start, *HomeStreet* was in lane two, and *J&D's* had lane three. *HomeStreet* had a slim lead

in lap one and just past the apex of turn one in lap two, *Graham Trucking* hooked, hit the exit buoy, and dislodged it. *HomeStreet* then ran away with the heat. Thompson and *J&D's* passed *Graham Trucking* and the two had a good duel for the rest of the heat. *Graham Trucking* squeaked past *J&D's* just before the finish line, but it was for naught. *Graham Trucking* was disqualified for the buoy incident.

The draw for the last section of preliminary heats put *Delta Realtrac*, *Bucket List*, *Graham Trucking*, and *Spirit of Detroit* in Heat 4A; *HomeStreet*, *Graham Trucking American Dream*, and *J&D's* in Heat 4B.

Kelly and *Graham Trucking* took lane one at the start of Heat 4A. *Delta Realtrac* was in lane two with *Spirit of Detroit* in lane three, but a roostertail behind. *Bucket List* was outside. Tate and *Delta Realtrac* led into turn one. *Graham Trucking* hit rough water and bounced, allowing *Delta Realtrac* to pull away. *Bucket List* went dead in the water at the end of lap one. *Delta Realtrac* finished a roostertail ahead of *Graham Trucking*. *Spirit of Detroit* was two buoy lengths behind.

Thompson and *J&D's* started Heat 4B in lane one with *HomeStreet* in lane two and *Graham Trucking American Dream* outside and a roostertail back at the start. Jimmy Shane made it look close for the first two laps, then pulled away from *J&D's*. *Graham Trucking American Dream* was well off the pace at the finish.

The winner-take-all final heat would be five laps; four boats would start on the front row with two in the second row. Boats on the front row would be *Miss HomeStreet*, *Delta Realtrac*, *Spirit of Detroit*, and *Graham Trucking*. The second row would have *J&D's* and *Graham Trucking American Dream*. *Bucket List*, which had major engine damage in Heat 4A, was eliminated.



Chris Denslow



Kirk Duncan



Chris Denslow

[Top] From the left, the U-98 *Graham Trucking American Dream* driven by Corey Peabody, the U-7 *Spirit of Detroit* driven by Bert Henderson, and the U-1 *Auxier Marketing presents Delta Realtrac* driven by defending national champion Andrew Tate. [Middle] The *Spirit of Detroit* on the outside of the U-11 *J&D's presented by Reliable Diamond Tool*.

[Above] A look at the docks and pit area in Madison, Indiana.

As the boats entered the course for the final, one had to wonder if Andrew Tate could defend his 2018 Gold Cup victory. He hadn't won a heat, but everyone knew he would be driving as hard as he could. Jimmy Shane, meanwhile, was the odds-on favorite to fulfill the hometown crowd's wishes.

Shane and *HomeStreet* grabbed lane one, while Tate and the *Delta Realtrac* took lane two and were first across the starting line. The two had a close duel for two laps, with Tate maintaining his slim lead. Then, *Delta Realtrac* hooked in turn one of lap two and with that, it was all *HomeStreet*. Shane only had to count the laps until he received the checkered flag. *Spirit of Detroit* kept *Graham Trucking* on its hip and *J&D's* was a distant fifth, while *Graham Trucking American Dream* never made the starting line.

Back in the pits, while the *HomeStreet* team celebrated and the crowd cheered, the *Delta Realtrac* team tried to console themselves that although they hadn't won, at least they took second. Then came



Jimmy Shane drives the *Miss HomeStreet* to victory in the final heat of the APBA Gold Cup. In the background is the U-1 *Auxier Marketing* presents *Delta Realtrac*, the defending Gold Cup champion.

word from the officials that Andrew Tate had jumped the gun by half a boat length. The one-minute penalty for the infraction dropped *Delta Realtrac* to fifth. The *Spirit of Detroit* thus earned second, *Graham Trucking* third, and *J&D's* picked up fourth. The *Delta Realtrac* team, which had thought everything

was fair, was deeply disappointed with the gun-jump call. Officials, however, had a photo that documented Tate's miscue.

Shane was interviewed on the public address and by news media representatives and was congratulated by a throng of well-wishers. He described the course conditions as brutal during the final heat. "The wind turned against the current," he explained. "It was the worst." Still, he relished his victory. "It's an honor to get my name on that trophy once more. An honor for myself, the team, and the City of Madison."

Some participants expressed frustration with rough course conditions and with buoys that kept coming loose. It will be interesting to see whether Madison successfully bids to hold the 2020 Gold Cup, and if so, whether any changes are made to correct some of the problems that were identified in 2019. As decisions are made, H1 needs to keep in mind that Madison is a city that is still pleased when the unlimiteds come to town. It seems there are fewer municipalities where that is true. ❖



The Miss Madson Racing Team celebrates their Gold Cup victory, which they won in front of their hometown fans.

Chris Denslow

H1 Unlimited

Fran Muncey returns to Madison.

by Clint Newman

Not only did the Madison Regatta host the Gold Cup, it hosted Fran Muncey for the first time in 25 years. The Madison fans gave Muncey a warm welcome as she mingled with the crowd on the river bank and waved to those lining historic Main Street as she served as the grand marshal of the annual regatta parade.

Fran Muncey became the owner of the *Atlas Van Lines* in 1981 after her husband, Bill, one of the greatest legends in the sport's history, was killed while driving the boat in Acapulco, Mexico. She campaigned unlimiteds with the names *Atlas Van Lines*, *Miller American*, and *Miss Circus Circus* for the next seven seasons and during that time collected 25 race victories. She is currently seventh on the all-time list of winning owners.

Muncey still follows the sport that she and her husband gave so much to years ago. She keeps busy running her restaurant in San Diego and says that running a restaurant is somewhat like running a race boat. There is something always breaking down, something that needs repairing.

When asked about Bill's desire to keep the team alive if something would ever happen to him, she explained that he wanted Chip Hanauer to take over as driver of the *Atlas Van Lines*. He recognized that Hanauer was a student of the sport and was passionate about unlimited hydroplane racing. He did not let Bill Muncey down, she says.

She discussed the fact that not only do successful drivers have to be good boat racers, they need to be good at public relations and supporting the sport in general.

Bill Muncey and Chip Hanauer were excellent in this regard. They gave countless interviews and interacted with the fans. She said she once suggested that drivers become members of Toastmasters International to learn the skills of public speaking.

A current example of that dedication to the fans came on Sunday evening after this year's Gold Cup, when all was quiet on Madison's hilltop. A long-time hydroplane racing fan and his 7-year-old grandson decided to get a

close up look at the boats that were parked in the motel parking lots. They happened upon the Graham Trucking boats and got out to take a look. The boy was overwhelmed by the size of the boats.

J. Michael Kelly and Corey Peabody were relaxing on the motel's balcony and, upon seeing the pair, both drivers raced down the stairs and across the parking lot to say hello. The conversation and hospitality that followed undoubtedly made the boy a fan for life. Yes, there IS hope for the sport! ❖



Chris Denslow



Craig Barney



Mark Moore

[Top] Fran Muncey and her son, Edward, in the Madison Regatta parade.
 [Left Upper] Fran Muncey poses with her grandsons Dominic (left) and Michael Muncey.
 [Left Lower] Fran Muncey being interviewed by UNJ's Clint Newman.
 [Right] J. Michael Kelly and 7-year-old Landon Moore, a new hydro fan for life.

Oberto sponsors a familiar boat.



Chris Denslow

Miss Madison Racing Team and Oberto Beef Jerky have entered into an agreement where Oberto will sponsor the team's backup boat for the final three races of the 2019 season. The boat, shown above during its debut in Seattle before the Tri-Cities race, carried the Oberto name from 2007 to 2015 and won six national titles during that time.

Nilsen will drive the U-11.

The Unlimited Racing Group, the owners of the U-11 *J&D's presented by Reliable Diamond Tool*, has named Jamie Nilsen to be the boat's driver. He replaces Tom Thompson, who has been with the team for the past eight seasons.

Nilsen, 34, a long-time Pacific Northwest competitor and a resident of Gig Harbor, Washington, began racing outboard hydros at the age of 12 and is a current Grand Prix World driver. He previously drove an Unlimited-class hydro for the Go Fast Turn Left Racing Team in 2013 and 2014.

Thompson issued a statement after the announcement expressing his appreciation to Shannon and Scott Raney, the owners of the Unlimited Racing Group team. "I can not thank the team enough for all the hard work for always having the boat ready and safe," he said. He explained that he did not quit the team, but was told he was let go and "was being replaced for financial reasons and improved results." ❖

LATE-BREAKING NEWS:

Kelly wins the Columbia Cup.

Driving the U-12 *Graham Trucking*, J. Michael Kelly grabbed the inside lane while setting up for the winner-take-all final heat, nailed the start, led the others through the first turn, and stayed there to the end to win his second HAPO Columbia Cup in three years. Meanwhile, Jimmy Shane and the U-6 *Miss HomeStreet* got caught in the back of the field at the start of the final and could manage only a third-place finish in the heat, marring what was on its way to becoming another perfect weekend for his team. He scored the most points during the weekend, however, and extended his lead in the national point standings with only two races remaining. Andrew Tate and the U-1 *Delta Realtrac* finished second in the race. A full report of the Columbia River action will be in next month's issue of the *Unlimited NewsJournal*.

2019 National Point Standings (After three events)

U-6 <i>Miss HomeStreet</i>	5,950
U-12 <i>Graham Trucking</i>	4,539
U-7 <i>Spirit of Detroit/Boitano Homes</i>	3,805
U-1 <i>Delta Realtrac</i>	3,152
U-98 <i>Graham Trucking American Dream</i>	2,829
U-11 <i>J&D's presented by Reliable Diamond Tool</i>	2,190
U-440 <i>Bucket List Racing</i>	2,189
U-1918 <i>Oberto</i>	1,238
U-99.9 <i>Darrell Strong presents PayneWest Insurance</i>	958
U-3 <i>Griggs Ace Hardware</i>	630



Jamie Nilsen

My \$0.02 Worth

Editorial Comment



Andy
Muntz

Last year at this time, there was a great deal of bellyaching and gnashing of teeth among the unlimited racing fans on Facebook about the quality of the live video streams for the first two races of the season. Much of the complaining was unwarranted, I felt, yet it did point out how critically important live streaming of the unlimited races has become.

The broadcasting on the Internet of live racing action is a key component of H1 Unlimited's strategy to attract the attention of new and younger fans to the sport.

In our exclusive interview in the June issue with Ron Perry, the sport's new executive director, he pointed out that the sport needed to engage fans where they are, not where they were 30 years ago. "That means everything must be available online, instantly without interruption," he said. "You will see more drones coming into the picture

and playing a larger role giving awesome shots from the air, and if everything goes right, we will be able to deliver it live for viewers."

Well, apparently everything went right, because the live streaming from Gunter'sville and Madison was superb. The live drone shots were spectacular. And, most amazingly, the production was done at virtually no cost thanks to the dedication of Jared and Tait Meyer, Walt Ottenad, and the drone pilots, Lisa Courneya, Brian Montgomery, and Dave Cooper.

Unfortunately, that team couldn't perform their magic at the Tri-Cities race because the local race organizers had other plans in place that wouldn't allow H1 to fly their drones. John Lynch made arrangements for fans to instead watch the race with a pay-per-view option, but the fact remains that there is definite room for improvement in how some local race organizers

work cooperatively with H1 Unlimited in promoting the sport.

In order to survive in the current marketplace, the sport of unlimited hydroplane racing must attract the attention of a viewing public that depends heavily on video streaming. Done right, such an effort could reach new racing fans all around the world in numbers that would far exceed the amount that can be accommodated on all the race-site beaches combined. If that can be accomplished, it would also attract many top-flight sponsors who are anxious to reach those viewers.

H1 Unlimited has made an excellent start toward that dream. To see for yourself, spend some time on the H1 Channel on YouTube and pay particular attention to the "Race Rewind" videos. I guarantee, you'll be impressed. ❖

EDITOR: Andy Muntz

ASSOCIATE EDITORS: Craig Fjarlie, Chris Tracy, Dick Sanders

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

EDITORIAL BOARD: Clint Newman II, Bob Senior

Unlimited NewsJournal, established in 1973, is published by Unlimiteds Unanimous, an enthusiast club interested in promoting and documenting the sport of unlimited hydroplane racing. Copyright © 2019, Unlimited NewsJournal. Reproduction or transmission in whole or part is not permitted without written approval of the Unlimited NewsJournal.

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

Email: ajmuntz@icloud.com

Letters may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.

2 p.m. on Sunday, August 11, 2019

Lake Hills Public Library, 15590 Lake Hills Blvd., Bellevue, Washington 98007