

UNLIMITED NewsJournal

A CHRONICLE OF SPEED



OCTOBER 2024

Andrew Tate wins the title.



Chris Denstlow

Andrew Tate drives the U-91 *Miss Goodman Real Estate* on Mission Bay in San Diego during the 2024 Gold Cup race.

With a strong performance driving *Miss Goodman Real Estate*, Andrew Tate carried the momentum of two early-season race victories into the western portion of the H1 Unlimited circuit and clinched his second national driver's title on Saturday of the APBA Gold Cup on Mission Bay in San Diego. Corey Peabody went on to win the contest aboard *Beacon Plumbing*, the third Gold Cup in a row for his Strong Racing team, and his second time in the winner's circle for the sport's most prestigious event. Taking second was his teammate, J. Michael Kelly, the winner of last year's Gold Cup.

Tate said he was glad he was able to

accomplish one of the two jobs his team went to San Diego to do.

We'll have full details about San Di-

ego's 2024 Gold Cup in next month's issue of the *Unlimited NewsJournal*.

Final 2024 Points Standings

1. Andrew Tate (Miss Goodman Real Estate).....	7,419
2. Corey Peabody (Beacon Plumbing)	6,050
3. Dustin Echols (Flav-R-Pac).....	3,837
4. J. Michael Kelly (Beacon Electric).....	5,080
5. Jamie Nilsen (Miss Mercurys Coffee).....	4,377
6. Dave Villwock (Miss Apollo).....	3,132
7. Gunnar O'Farrell (Boitano Homes)	1,693
8. Bobby King (Graham Trucking).....	746

ALSO IN THIS MONTH'S ISSUE:

- 2 Gunnar O'Farrell interview
- 4 The story of Miss Pay 'n Save

- 10 New 'n Rumors 50 years ago
- 14 Around the Circuit by Chris Tracy

- 15 My \$0.02 Worth by Andy Muntz

GETTING TO KNOW GUNNAR O'FARRELL

Unlimited racing's newest driver is Gunnar O'Farrell, the grandson of Greg O'Farrell, owner of the U-35 Gutters by Keith presents Boitano Homes. O'Farrell was born in Bellevue, Washington, in 1998. "I'm a young one," he admits with a laugh. Although he is new to the Unlimiteds, O'Farrell has been involved in racing for much of his life. The following interview was conducted by Craig Fjarlie at Tri-Cities on July 27.

UNJ: What were some of your early interests and experiences?

We started racing in, well, I think I was eight years old when he [Greg O'Farrell] first came on the Unlimited circuit. So, after that I started running the small J boats. Got my feet wet in that for a couple years. Took a few years off and then stepped into the inboards: 2.5, 1-litre, 5-litre, stuff like that, and then finally came up here.

When you started in J outboards, did you mostly run hydro or runabout or both?

Well, I just had a hydro. My sister and I both ran hydro, ran J, AXS, K-Pro, A Stock, and then later on I did a little C Stock, C Runabout, both classes with one of J. Michael's boats.

Who built your first boat, then?

Me and my dad and my grandpa built my boat. My sister bought hers. We built 'em at the hydro museum when I was eight, so...

They had a project for that.

Yup, yeah.

And then you took a couple years off,



Chris Denslow



O'Farrell tests the U-35 *Boitano Homes* during the pre-season test session on the Columbia River in late May.

and...

Yeah, took a couple years off, just me. I was still part of the Unlimited team, but I wasn't racing myself. Then I got back into it.

And what class did you get back into?

First it was a 1-litre, then I stepped up to 2.5, and now I'm running 2.5 Mod, as well as some other boats. I still run a 2.5 Stock.

Who built those?

One of 'em is a Henderson, the other one Dale VanWeringen built it. The one that I run now, the 2.5 Mod is mine; Ron Jones, Jr., built it in 2000.

Must've been one of his last boats.

It was, yeah.

And who does your engine work?

For the small boats?

Yeah.

I got my engine out of California, a company called Espinger. They do some stuff for the stock boats, too, and a couple other mod boats. They're my engine builder.

And how about your props?

Scott Baker. He does my props. I think he does everyone's props.

When you got into the Unlimited, did you have that as a future plan the whole time, or did it just work out?

It worked out. I wanted to do it, I didn't know it was gonna happen so soon. I'm glad it did 'cause, you know, I'm glad we're here. It's my second year, second race, so, happy to be here.

You only had one race last year.

Yeah, we did, the Gold Cup in Seat-

tle last year, and did all right. I mean, I still had to do all my qualifying laps, so I was stuck to the outside and behind for a couple of 'em. But now that's out of the way I'm right up there with 'em.

Yeah. Do you feel that maybe sometimes you have to be a little careful with guys who have been out there for 10 years or something?

Yeah, I worry, I mean, they know what they're doing a lot more than I would and I just, really go out and learn it, watching them, trying to see what they do, see what I can do to keep up with them.

Then, going into a corner, in a tunnel between two roostertails.

I have not been in a tunnel yet [laughs]. I have not, but probably won't happen this weekend because of all the boats breaking down, but hopefully next week we can get in there and get some mix...

It's a bit of a learning curve, too.

Yeah. I've been right on the outside of 'em going through the corner. I've got that, but no one on the outside (of me), yet.

You're definitely going to Seattle.

Yeah, we'll be in Seattle.

Well, we've covered quite a bit, thank you for your time.

Thank you. ❖



O'Farrell's first experience in competition came at the 2023 Gold Cup in Seattle when he drove the U-60 *The Beast Unleashed Miss Thriftway*.

FROM THE UNJ VAULT: THE FASTEST DRUG STORE AFLOAT

The story of Miss Pay 'n Save

BY DAVID L. PETERSON

At the end of the 1957 racing season, the U-37 *Miss Seattle* was a tired, battered hull tied for 18th place in the National High-point standings. The former *Slo-mo-shun V* had seen a lot of action and now appeared to be no longer competitive. In March of 1958, a decision was made by a newly formed organization known as Hydroplanes, Inc., to purchase a new contender that would be sponsored by the Pay'n Save drug store chain of Seattle.

Hydroplanes, Inc., which had been preceded by Roostertails, Inc., consisted of a group of businessmen headed by Milo and Glen Stoen. Following its organization, developments moved quickly. Arrangements were made with veteran boatbuilder Les Staudacher to purchase a new hull that he had recently built on speculation. In the middle of March, Jim Ausland and Chuck Hickling left by truck to finalize the deal and return to Seattle with their new charge.

After taking turns driving round the clock, the pair arrived at Staudacher's plant early one Friday morning. Within 24 hours, both the hull and new trailer were ready for the trip back to Seattle. In what must of have been a record for that time, the round trip from Seattle to Detroit was completed in eight days and five hours!

According to Les Staudacher, the U-47's design was a combination of the best-liked features of some of the boats

he had built, primarily the lines of *Tempo VII*. Called "Tempo 58," the boat measured 30 feet in length with a 12-foot beam. With drop sponsons, she resembled the Lauterbach-built *Miss U.S. IV*.

One distinctive feature was the hull's strut location, which was directly under the transom. There were several reasons behind this change. By bringing the pro-

PELLER aft of the hull, damage caused by thrown propeller blades would be avoided without losing efficiency when the boat ran on a plane. In the event of cavitation while starting, a plate would be mounted over the prop to aid low-speed performance.

From the outside, the U-47 appeared to be a conventional three-pointer with

THE SPONSOR: A conversation with M. Lamont Bean

If you lived in the Pacific Northwest during the 1960s and 1970s you likely remember Pay 'n Save drug stores. Started in 1940 with an outlet in downtown Seattle, the retail chain grew and prospered under the leadership of its founder Monte Bean to the point that it operated a total of 313 stores with names such as Pay 'n Save, Ernst Hardware, Sports-west sporting goods, Lamonts apparel stores, Bi-Mart, Yard Birds, Schuck's Auto Supply, Von Tobel's, and Price Savers in 10 western states as well as in Canada and Great Britain. During the company's early years, the Seattle community had a strong passion for hydroplane racing. As a result, many local companies got involved in the sport as boat sponsors. Pay 'n Save, led by Monte Bean's son, M. Lamont Bean, was no exception. The company offered its name to a new

Continued on pg. 9



Bob Carver Photos

ABOVE: The *Miss Pay 'n Save* during a run on Lake Chelan in 1958.

RIGHT: Driver Al Benson in the cockpit of the newly christened *Miss Pay 'n Save* along with Seafair Queen Sandra Teslow and the boat's sponsor M. Lamont Bean, CEO of Pay'n Save Drug Stores, and his wife.

a large spoiler under the bow. Internally, there were structural changes from previous Staudacher unlimiteds. A larger sheer clamp was used in the sponsons, plus metal-clad plywood was used on all of the frames. The engine stringers were reinforced with aluminum plating. Staudacher felt that the selective use of metal would give the hull the least possible weight but with the necessary strength.

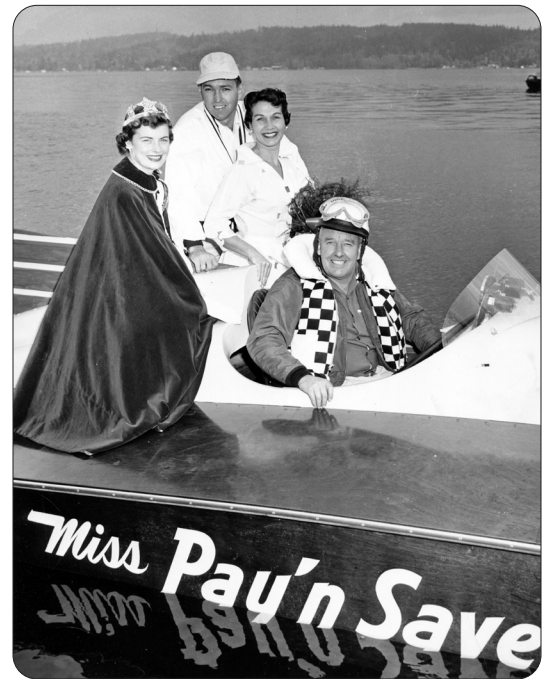
Another improvement was the use of oak instead of spruce in many areas within the hull, including the bottom frames and deck beams. Staudacher felt that spruce was not strong enough for the job.

In regards to the added strength of the new hull, the most important reason for moving the strut to a position under the transom was for greater rigidity. Most of the boats of that time had trouble keeping their struts lined up. It was thought that the U-47's strut would be kept more secure if it were bolted to the transom, which was the strongest part of the boat.

The *Miss Pay 'n Save* was powered by a Rolls Merlin. Her colors were mahogany, light blue and dark blue with a yellow/blue-striped tail. Her crew chief was Wes Kiesling, who had worked on the *Slo-mos* and *Hawaii Kai III*.

Piloted by Al Benson, the U-47 was readied for the first race of 1958, the Apple Cup in Chelan. During test runs, speculation on the new strut location ended after the first run. Performing better than expected, the craft turned well and had good acceleration.

The first taste of competition came in Heat 1B of the 1958 Apple Cup, where *Pay 'n Save* finished



Bob Miller

fourth. Driven by Benson, a boat-shop owner from Seattle, the U-47 was troubled finished with a bed leak and finished with much of Lake Chelan in the hull. (A water fitting to one of the propeller-shaft bearings had broken.)

Bad luck continued in Heat 2A. Benson had to pull his craft to the infield when the oil-inlet fitting at the gear box snapped, spraying oil at nearly 100 pounds pressure at his feet.

Things were even worse at the next event, the 1958 Diamond Cup. The boat barely managed to cross the starting line in Heat 1B before two connecting rods failed. The U-47 was out for the day.

In the 1958 Gold Cup in Seattle, Al Benson qualified the *Pay 'n Save* at 95.632 mph. In Heat



Bob Miller

The *Miss Pay 'n Save* at its christening on April 26, 1958, at the Sand Point Naval Air Station on Lake Washington in Seattle.

1B, Benson, described by a Seattle newspaper as a “driving fool,” fought it out with hard-driving Lee Schoenith in the *Gale VI*. After a desperate bow-to-bow battle, and after losing the lead half-way through its last lap, the Seattle craft surged past its Detroit rival to the echoing cheers of a partisan crowd. Benson’s winning speed was 93.701 mph to 93.636 mph for the *Gale VI*.

During the running of the infamous Heat 2A, at almost the same time Bill Muncey’s *Miss Thriftway* was ramming the Coast Guard cutter, *Pay 'n Save* erupted in a sheet of flame. Benson immediately threw his craft into a tight turn. Said Benson, “I blew my supercharger. A fire shot up. Then my boat swamped in. The spray she kicked up doused the fire. When the spray settled, I saw everyone was past me and I saw Muncey heading straight for the Coast Guard cutter. I was sitting there helplessly 300 yards away.”

After a ninth-place finish in the Gold Cup, the *Pay 'n Save* sat out the East Coast races and rejoined the fleet at the Sahara Cup. After breaking an engine in qualifying, she made a legal start in order to get her sponsorship money.

In retrospect, her old, battered sister ship (the *Miss Seattle*, which had run as a separate team and was driven by Chuck Hickling) actually outperformed the

brand-new U-47. So ended her first year of competition.

In 1959, Chuck Hickling assumed the cockpit of *Miss Pay 'n Save*. Chuck, who had put the engine and the shaft in the hull, always felt the strut was too long. “When the wheel was really turning, the nose wanted to, go down. It only ran well in rough water,” he said.

Rough-water conditions were the key factor in the running of the 1959 Apple Cup. Twelve boats qualified, including a new *Maverick*, *Miss Thriftway*, and *Nitrogen*.

In Heat 1B, Hickling dueled Jack Regas in the *Miss Bardahl* for most of the contest, closing the door on the final lap

to secure victory.

As the weather deteriorated, a brisk chop gave way to rollers that all but eliminated any real racing.

Heat 2A saw the *Pay 'n Save* get out in front and stay there to win her second heat of the day.

As the lake became a blanket of whitecaps, a driver’s vote brought a postponement and eventual cancellation of the final heat. For winning both heats and accumulating 800 points, *Miss Pay 'n Save* and Chuck Hickling earned their first wins.

The *Pay 'n Save*’s riding characteristics worsened at the Diamond Cup.

In, Hickling’s own, words, “The boat jammed so hard I don’t know how it stayed together. I was thrown into the gearbox and it pulled all the ligaments in my right leg. *Pay 'n Save* could have been a real contender if we’d brought the strut down, about an inch.”

Mira Slovak drove the U-47 in the second elimination heat, spun the craft out and finished 11th overall. Hickling drove the *Miss Spokane* the rest of the season.

Al Benson returned to drive the *Pay 'n Save* in the 1959 Gold Cup, again held on Lake Washington. After qualifying at 108.216 mph, the “fastest drug store afloat,at” finished sixth overall.

After *Pay 'n Save* left the sport as a sponsor, the U-47 was renamed *Miss Se-*



Sandy Ross Collection

The *Miss Pay 'n Save* during a run on Lake Washington in 1958.



Bob Carver Photos

The *Miss Pay 'n Save* with Al Benson in the cockpit.

attle Too and finished the 1959 season by taking fourth at Reno and third at Lake Mead.

The 1960 season began on a positive note as Norm Evans and Dallas Sartz combined to drive the *Too* to victory in that year's Diamond Cup.

Evans won Heat 1A on Saturday, then departed and flew East to compete for the Harmsworth Trophy.

Sartz took over on Sunday, winning Heat 2A and finishing second in the final to take the first-place trophy.

Running only at West Coast races, *Seattle Too* finished fourth in the Seafair Trophy Race, where she had the fastest heat of the day. Sartz did not finish at Reno, then qualified for the Gold Cup, which was declared "no contest" due to poor weather conditions.

The 1961 campaign brought fifth-place finishes in the Diamond Cup and World Championship Regatta on Lake Washington. After being the fastest qualifier in Seattle at 113.445 mph, the U-47 led eventual race winner *Miss Bardahl*, driven by Ron Musson, for three laps in the first heat). The *Too* did not qualify for the Gold Cup because of gearbox problems.

In what was to be her final year of competition, *Miss Seattle Too* entered 1962 with a new crew chief, George McKernan, and a driver controversy.

The 1962 Diamond Cup found Bill Brow and Dallas Sartz listed as co-drivers for the U-47. Not wanting to share

his ride with anyone, Sartz met with the Stoen brothers before qualifying opened and relinquished his half of the driving chores to Brow.

Driven by the Burien milkman, the U-47 finished third in Heat 1B, second in Heat 2B after a spirited duel with Ron Musson in the new *Miss Bardahl*, and third in the final heat.

Dallas Sartz regained the reigns of the *Too* for the 1962 Gold Cup on Lake Washington. After qualifying third fastest at 112.188 mph, *Seattle Too* was drawn into Heat 1A.

Flying down the front straightaway at the start, the U-47 nosed in and disintegrated in a spectacular accident that ended both her career and that of Sartz.

Dallas Sartz had the following recollections: "The boat just wasn't riding good that day. I'd had it out in the morning before the race and it had just taken off at 125 mph, it just got airborne. So, we brought it in and borrowed another prop to put on it for the race, hoping it would help it some. It apparently didn't alleviate the problem. It was on the start that the boat got airborne and porpoised and nosed in. I was going about 155 mph; the water was a little rough."

A race postmortem revealed the U-47's back broken, a missing right sponson and her hull full of gaping holes. Sartz suffered a fractured left leg, spent 74 days in a hospital and never raced again.

There was always a feeling that the

U-47 could have been a world beater. To try and substantiate this claim, Bill Muncey was recruited to make a clandestine test run on Lake Washington in the late 1950s.

After two early-morning runs, Muncey reported, "That is the sweetest-running boat I've ever piloted. It's heavier than anything I've ever driven, but also faster than anything else on the water!"

In analyzing the overall success of the U-47, one has to weigh two race wins (one of which occurred under horrible weather conditions—the 1959 Apple Cup—and one where two top contenders succumbed to mechanical difficulties (the 1960 Diamond Cup) against her wild riding characteristics and inconsistent performances.

On a more positive side, the U-47 gave indications of what the Stoen brothers' racing team, Hydroplanes, Inc., would show us in later years when it campaigned the *Miss Exides*. Bill Brow and George McKernan, in particular, showed flashes of the brilliance that was to come in the future.

Unfortunately, for most people, the most vivid memory of the U-47 is of her spectacular demise in the 1962 Gold Cup. I prefer to look at her as a testing ground for two future superstars. ❖

This story first appeared in the February 1987 issue of the *Unlimited NewsJournal*.

M. Lamont Bean (cont'd)

Continued from pg 5

hydroplane introduced in 1958 that would compete as *Miss Pay 'n Save* for most of two seasons and in the process would win the 1959 Apple Cup in Chelan, Washington, before being renamed *Miss Seattle Too*. In March 1986, David Peterson had the opportunity to sit down with Bean, then the CEO of Pay 'n Save, at the company's headquarters in Seattle. The following article, first published by the *Unlimited NewsJournal* in the May 1986 issue, was the result of that conversation.

UNJ: How did you first become interested in unlimited hydroplane racing?

Bean: There were two groups that were interested in hydroplaning. One was the Stoens, Milo and Glenn, and also the Andersons who were contractors. They had purchased the *SloMo V*, repaired it, and run it for one year.

They wanted to buy a new hull and bring it out, so they got hold of Les Staudacher and he built this step-down design. They were looking for someone to help carry the financial burden.

Did you have any contact with hydroplanes prior to this?

Our office was on Harrison Street and under this space we were leasing was, strangely enough, the shop for the *Hawaii Kai*. I was able to walk down the steps, they had made quite a shop out of it, and see what they were doing.

When were you first approached by the Stoen/Anderson group?

This was in 1957 prior to the first year that we ran. I don't know how they happened to come up with my name, but they came in and I had a meeting with them and we talked about bringing in a new hull. I was concerned about



M. Lamont Bean in 1958.

liability and concerned about a lot of things because our store chain was very small at the time, only about a dozen.

What they were offering was that they would bring the boat in, and all we would be doing is leasing advertising space on the hull. And it would be called the *Miss Pay 'n Save*. There would

be no other financial obligation except for an agreed upon fee for so many races. We spent a grand total of \$25,000 for the first year. You couldn't buy an engine for that today maybe.

We ran it for two years at the same kind of a fee. Looking back it was a very good investment on our part because it gave us name recognition at a time when we needed it so badly. In 1958, if you were to ask one hundred people on the streets of Seattle what Pay 'n Save was you might have gotten 10 who knew we were a drug chain. It made people conscious of our advertising and of our presence. When they saw our stores it meant something to them. We were the guys with the hydroplane and it was a community effort and it meant something to them.

You primarily raced only on the West Coast, you never took the boat back East.

No, no and the reason was that I was only interested in strictly a personal self-interest company approach. It didn't do me any good to have my boat race back in Detroit except on the broadcast coming back to Seattle.

Did you accompany the boat to any of the races outside of Seattle?

Yes, we went to Coeur D'Alene



A crowd gathers at San Point on Saturday, April 26, 1958, for the christening of the *Miss Pay 'n Save*.

Benson & Beasty



Al Benson

and we went to Chelan where we won the Apple Cup. We took it once to Lake Mead where we blew up before we started.

Where did you keep the Miss Pay 'n Save?

Hawaii Kai was out of the boat business at this time. I remember when Edgar Kaiser came in with his family to look at the boat, and they later decided to retire. So they took their boat out and we moved our boat in. They had some things that were very helpful to us. They had a great big steel beam in there that was heavy enough to lift the whole boat. We could lift it up and work on it, the trailer right under it.

It was kind of fun. The boat was just right underneath my desk, although, if I'd known what kind of fuels they were racing in it I'd might not have been quite that happy!

Did you have a full-time crew?

We had a full-time crew chief, Wes Kiesling, he worked there and we got to be quite good friends. And then they had a bunch of volunteers that would crank up prior to the start of a season. But even during the year they would come in and do things. Mainly it was an all-hands effort getting ready for the

season.

Why did you get out?

We raced it for two years, and then the third year I had perceived it's fun, I got emotionally involved with it, it's good for the company but I had got all the value out of it that I thought we would get. I could never figure out why Willard Rhodes of *Thriftway* kept putting huge funds in the system. They kept at it, and I kept saying, now Willard, you've been getting a dollar back for every dime you put in and now you're getting a dime for every dollar.

Was there any significance behind the number U-47?

The first *Slo-mo* was 27 and second was 37 and since the Stoens and Andersons owned the *Miss Seattle* the next number was 47. They asked me if I liked the number and I said I think it's a great number.

Did you ever drive the Miss Pay 'n Save?

No! As a matter of fact I was scared to death of it. I went out in it and I promised myself that if I ever lived through that last ride I'd never do it again!!! My first ride was in the *Miss Seattle* with Chuck Hickling. It was at a company picnic and he was taking people out in the straightaway and they were given a 100-mph card.

The crew kept getting after me "When are you going to take your ride?" I told them I'd already done that in the *Miss Seattle* but they wanted me to go out in the *Pay 'n Save*. They were setting up for the Gold Cup [1958] and they said today's the day. So, I went out with Al Benson who was driving the boat at the time.

I was prepared for the noise but not the heat. On the *Pay 'n Save* the collectors would go beyond cherry red, they would get white. He hit the first turn, and I was absolutely petrified! I looked up at Benson, was banging him on the knee, to tell him to slow down, and he wasn't even paying any attention to me! He doesn't see, hear or even have any

awareness of me even being there, he's concentrating completely on making this turn.

It was wet, hotter than hell, and I got scared to death. He didn't do just one, he did three loops. I never did get his attention until he was coming down taking the throttle off and he's got this big smile on his face. I got out of the boat, kind of mad, and just walked up and got in my car and left.

Did you get your 100-MPH card out of that? Do you remember what your speeds were, or did you stop to ask?

[Laughing] After a while we got to chuckling about that. I asked Benson and he said 149 in the straights.

There were reports of a clandestine test run that Bill Muncey made in the Pay 'n Save, would you comment on that?

I got pretty well acquainted with Bill, we became friends and I went over to his house a few times. He came over to see me and we went out to lunch a few times. We got to talking about the boat and he said "You know that boat will really go, I'd like to try it." So, I said, "Sure, I'd like you to. I'd like you to tell me about it." So, we set up for this and Bill said I don't want Willard to find out about this.

Later, after an early-morning test run, he told me "It's scary, that boat reared right up, it's a quick boat!"

What was the highlight of your career?

Bringing the 1959 Apple Cup trophy back to Seattle in the back of my car.

Do you ever have the urge to get back into the sport?

No, not really. It's really involving. I have a lot of fond memories but I don't personally have any interest in racing involvement with the company.

Do you still follow racing?

Oh yes, we go down to the pits at Seafair time. ❖

News 'n Rumors from 50 years ago

This publication produced its first issue in November 1973. As we conclude the 50-year anniversary celebration of covering this sport, we thought it would be fitting to look back half a century and remember the news and rumors that unlimited hydroplane fans were discussing at the time and that were published in the October 1974 issue of the *Unlimited NewsJournal*. As you'll see, there was much going on at the end of the busy 1974 season.

U-1 Pay 'N Pak



Randy Hall

Wrapped up its second consecutive national championship with a solid victory at Madison. Finished the season with 12,527 points—the most any boat has racked up in so many years I can't remember when???? Camp will stay with present hull for '75 but will build own replacement for 1976 season. Congratulations. George Henley has raised speculation that he may not return to the U-1 next season.

U-2 Miss U.S.



Hydroplane and Raceboat Museum

In Detroit for overhaul. Ron Jones did look at hull at his Costa Mesa shop and could not recommend rebuilding the twisted remains. He confirms he did offer to rebuild at a materials plus labor, plus percentage override but it certainly wasn't attractive to Simon financially. After San Diego Kerth returned hull and a truckload of honeycomb to Detroit. Hope to be in water by February. Is U.S. using Gale dynamometer to test turbocharged Allison and will exchange notes with Gale team this winter to

aid in refinement of turbos.

U-3 Mister Fabricator



Hydroplane and Raceboat Museum

Numerous problems with new turbo charger set-up prevented *Mister Fabricator's* appearance at Phoenix, San Diego, or Jacksonville

U-4 Kirby Classic



Randy Hall

Returned to Seattle after San Diego Regatta. The carpet-sucker boat finished 10th in national high points. Has been used recently for display purposes.

U-6 Miss Madison

Hydroplane and Raceboat Museum



Took third at hometown race and third at Jacksonville. It seems the biggest problem for the U-6 crew in 1975 will be to retain E. Milner Irvin III in the cockpit. He's a comer and may get a bigger ride.

U-10

The former *Savair's Mist* is still upside down. Was not ready for San Diego as earlier reported (obviously). Steve Whalen's interest in the boat was recently purchased by partner Bob Tucker, reports San Diego correspondent Kevin Braun.

U-12 Miss Budweiser

Randy Hall



Howie Benns was seriously injured in a motorcycle accident enroute to San Diego and Dean Chenoweth returned to *Miss Budweiser* cockpit at San Diego. Capped his three-race season with a win at Jacksonville, Florida, to tag second spot on high-points race. Dean would like to take another ride in '75. Jim Harvey, *Budweiser* crew member, reports present hull will be rebuilt and run next season. Isn't it time we see a Griffon engine again?

U-14 Miss O'Neil & Knudsen

The team's funky crew chief was in attendance at San Diego. Rudy Dutcher states the boat would've "been there except owner Walt Knudsen hurt his leg" ... Also claims to have turbochargers for Ford engines. ... He also sez he will test drive. He also... Seems like we've been this way before????

U-21

Former *Valu-Mart* is still painted as U-22 *Sunny Jim* display boat.

U-22 Sunny Jim

Randy Hall



Al Thoreson is no longer crew chief of the *Sunny Jim*. The peanut butter, jelly jam, and soda pop company will most likely continue sponsorship next year. Should test in two or three weeks ... Lots of engine work due for winter.

CU-22

Hydroplane and Raceboat Museum



Bob Schroeder's entry registered a DNQ at Madison, failed to start two heats at Jacksonville.

U-29 Lincoln Thrift 2

Hydroplane and Raceboat Museum



Phoenix appearance of *Lincoln Thrift* was a one-shot appearance. Its quick white, yellow and blue paint scheme made a nice 1 G-boat team effort. Ron Armstrong drove in his last race before total retirement.

U-44 The Roostertail

Hydroplane and Raceboat Museum



Failed to score at Madison. Skipped Phoenix, San Diego, and Jacksonville events. *Atlas Van Lines* will reportedly buy hull for display.

U-50 Probe

Hydroplane and Raceboat Museum



Was expected at Madison but did not show.

U-55 Lincoln Thrift

Randy Hall



Designer Ron Jones states the U-55 is the biggest disappointment he's had. The crew has tried numerous set-up ideas except the wing to get the craft riding properly. To Jones the wing is an integral part of the hull and is necessary for the aerodynamic stability of the boat. Owner Bob Fendler wants the *Lincoln Thrift* riding correctly without the wing. So, if the wing comes off, the boat won't go out of attitude. Hull is identical to *Miss U.S.* and left the shop with wing installed. Lots of testing and hard work this winter.

U-56 Justa-Pest III

Hydroplane and Raceboat Museum



Name *Justa Pest III* is now written on the boat. Qualified as alternate at Madison. Got to run (but failed to score) when *Country Boy* withdrew. No report as of now on 1975 plans.

U-71 Atlas Van Lines

Randy Hall



This hull probably raced for the last time at Jacksonville under *Atlas Van Lines* colors. Gale team plans a new boat for next season. Lee Schoenith reportedly has first option on new Staudacher hull now on the jig. Frankly, Ron Jones says a Staudacher copy of *Pay 'n Pak* is already finished. Look for Muncy and company to successfully test before Atlas signs a new contract.

U-74 Valu-Mart

Randy Hall



Bill Schumacher will return to the cockpit in 1975 with sights set on the national championship. Skipped Jacksonville after steering system failed at Madison and will spend time at Ron Jones's shop again. Will definitely have a new moniker for '75,

probably Leslie's Special or Miss Weisfield's. Look for return of its wing also.

U-76 Miss Technicolor



Hydroplane and Raceboat Museum

Technicolor sponsorship has reportedly ended with Jacksonville race, but is not confirmed by owner Jack Higgins. But he has expressed an interest in four bladed propellers and a desire for a second all-aluminum boat in 1975. Tom Sheehy replaces Ron Larsen in the cockpit at Jacksonville. So, what else is new?

U-77 Country Boy



Hydroplane and Raceboat Museum

The Karelson *Budweiser* hull arrived at Madison pits a half-hour before qualifying ended and Salt Walther blew a supercharger in the first heat. We expect the stunning dark-blue, white, and red *Country Boy* (the new one) to make a '75 appearance with twin Chryslers.

U-80 Super Cinders II



Doug Hall

(Name not painted on hull) registered a DNS one heat and a DNF another at Phoenix. They blew their only (and immacu-

lately detailed) turbocharged Allison while attempting to qualify at San Diego. Classy paint job of yellow basic with reddish rectangle speed stripes and large black numbers. Roger D'Eath drove in both events.

U-81 Red Man



Randy Hall

Fuel-feed problems returned to plague the *Red Man* at San Diego, and a disappointing performance followed. McCormick returned to the cockpit at Madison and Jacksonville. Jim feels the U-81 is damaged beyond repair. The Miami accident has seriously impaired handling in the corners, he says. He is interested in the new U-77 hull. Tail was back on for the last two races. Fifth at Madison fourth at Jacksonville.

U-95



Bob Carver

Flashy speed stripes have been painted over in white on the turbine craft. Only the "Flying Tiger" teeth on the sponsons remain. The team has disbanded. The boat is for sale at \$150,000. The shop is locked. The year of the turbine is dead. Thank you, Jim Clapp and company. God, it's sad.

Red Ball Express, Solo, Sweet Thing, Miss Lapeer, and Bob Gilliam are still out there somewhere.

It was a long and rugged season. Only three boats: *Pay 'n Pak, Budweiser,* and *Miss Technicolor,* made all 11 events. Only two drivers: Henley and Muncey, survived the merry-go-round.

AROUND THE CIRCUIT

Race Site News by Chris Tracy



Leadership changing at Seattle's Seafair.

On September 7, Seafair hosted an appreciation dinner for the volunteers that helped this past summer with Seattle's Seafair events, including the Apollo Mechanical Cup Unlimited hydroplane race. It was a time to thank all volunteers and recognize the efforts of some volunteers "that went the extra mile" with volunteer awards. I, also, was able to chat with Seafair's president and CEO, Eric Corning, at the event.

After 24 years with Seafair—including the past five years as president and CEO—Corning announced earlier in the year that he would be leaving Seafair in September. He doesn't plan to retire, and Corning doesn't have another job lined up, but he will look to future work opportunities after he completes his tenure at Seafair.

We talked about his time at Seafair. Corning has been Seafair's leader that has organized and staged neighborhood and city parades, air shows, fleet week, fireworks displays for July 4, brunch with the Blue Angel pilots and more—all in addition to conducting the Unlimited hydroplane race. And through the years, he worked with the business community with Seafair's title sponsors such as Amazon, Boeing, Alaska Airlines, HomeStreet Bank and Apollo Mechanical, plus a host of supporting sponsors. Corning was not just Seafair's leader, but he is a hydroplane racing fan and an *Unlimited NewsJournal* reader.

Corning talked about the trying times at Seafair when he was at the helm. That was during the pandemic, when all traditional Seafair events were canceled. During the pandemic, the Seafair staff was whittled down to one person: Eric Corning. Seafair even gave up their of-



The crowd at Seafair's annual Volunteer Appreciation Event.

Chris Tracy

rice. I asked him how Seafair got through the pandemic and he said, "many sponsors stuck with us." And they did some non-traditional events, like towing hydroplanes through neighborhoods in order to showcase their sponsors.

The 2024 event was the 75th Seafair celebration and Corning was clearly proud of some things that happened this year at Seafair weekend. Corning explained that Seafair has worked to involve youth with Seafair Weekend. The J-Hydro exhibition at Seafair featured youth from 9 to 16 racing their boats. The nearby Rainier Beach High School football team was instrumental with the parking operations for Seafair Weekend. The Mountlake Terrace High School Robotics Club was part of Seafair. The Mercer Island High School students were at Seafair all three days, broadcasting radio live from the pits on their high school radio station.

On the business side of Seafair, Corning pointed to the success of the private hydroplane and air show viewing

area called The Deck. New in 2024, The Deck was geared to younger spectators and was sold-out all three days. And the reception tent for the Blue Angels at the airport, was sold out, and featured meet-and-greets with the Blue Angel pilots. Corning also told me that their first-year Unlimited race title sponsor, Apollo Mechanical, was happy with their sponsorship of the Unlimited race.

While Eric Corning's time at Seafair has come to an end, Emily Cantrell has been hired as Seafair's new President and CEO. Cantrell has a long work history with non-profits, including having worked earlier in her career as the media coordinator for Seafair. At the end of the Seafair volunteer awards, Eric Corning was recognized with an appreciation gift. And all the volunteers gave him a standing ovation. Best of luck to Eric in his future endeavors and thank you for all your work with Seafair.

My bet is I'll see Eric at future Seattle Unlimited races, but he'll be a spectator—once a fan, always a fan. ❖

MY \$0.02 WORTH

Editorial Comment by Andy Muntz



Imagine that you're working on the sports desk for your local daily newspaper on a Sunday afternoon during the summer. It's your job to gather information that will fill a certain number of column inches of space in the sports section for your newspaper's Monday-morning edition.

Being a typical Sunday afternoon, there should be plenty of news for you to choose from. From the wire services, you'll receive a story about the results of that weekend's PGA golf tournament, maybe also about the results of the NA-SCAR or IndyCar race. Baseball games are underway across the country and one of your fellow reporters is covering the Sunday afternoon game of the local baseball team and will write a story about that.

In today's newspaper business, where editorial staffs have been reduced to almost nothing, that's roughly how the sports news in your local newspaper is put together each week. The stories are compiled from a variety of sources—wire services, press releases, and stories that are filed by the newspaper's own reporters or by stringers who have been hired to cover certain events. The person at the sports desk collects all of these pieces, edits the copy so it will fit in the space that is available, and the result is Monday's sports page.

If you're a public relations person for a sport like hydroplane racing and you want to get news about your event into that sports section, you'll need do two things: send the newspaper the results of your race while it's still newsworthy, and write the press release in a way that is useful to the busy editors.

Years ago I used to help H1 by writing press releases about the race results after a race had happened. Having been in the news business, I know that time-

liness is beyond important and that deadlines are absolutely critical. Timeliness because sports news has a very short shelf life. To a daily newspaper, there's not much value in the result of an event that was held several days ago. As for deadlines, consider the case of radio and TV, where the five o'clock news will start at five o'clock, whether your news is ready, or not.

As a result, when I helped H1, I always tried to get the news about the race delivered to the media outlets as soon as possible so it would still be newsworthy when it arrived and so it would make the deadline for that night's broadcasts. There were times after a race had ended when work crews were literally tearing the official tower down around me as I was frantically pounding away on my laptop composing the race report.

I soon learned that it was easier and quicker to just stay home, remain in contact with the people at the race site, and write and distribute the information from the comfort of home—where I have reliable power and Internet access, both of which are hard to find at a race site. And, I'll admit, I'm sure I was sometimes a pain in the backside to those people who were at the race site because, with one eye on the clock and knowing that media deadlines were passing, I would pressure them to get me the information as soon as they could.

Like the local newspapers and TV stations, this publication also receives the news about the races. We are different, though. While the person on the news desk on Sunday afternoon is probably not aware that a hydroplane race is even taking place and has plenty of other stories to use if a press release about the race result never comes, we cover this sport and know how to get information about the race results without depend-

ing on an H1 press release to tell us what happened.

So, with that in mind, let me tell you about the press information we received from H1 Unlimited this season.

After the Guntersville race, we received the race report about 20 minutes after five o'clock on Monday evening, more than 24 hours after the race had ended, and far too late to be included in any Monday-morning newspaper or to be newsworthy to any radio or TV station. For the Madison race, the race report arrived the following morning—better, but still old news to a reporter for a daily newspaper or a radio or TV station.

Regarding the Tri-Cities race, we never actually received a recap of Saturday's action, but found something had been posted that afternoon onto the H1 website. We did, however, receive a press notice on Sunday morning informing us of a one-time-only interview opportunity to talk with J. Michael Kelly about his accident the day before. As for a report of the race, though, that never came. The heat results didn't get posted to the H1 website until the following Thursday.

The information from Seattle was much better. We received a report about qualifying results shortly after those became final, another report about Saturday's heat results arrived that same afternoon, and a report of the final results appeared in our email inbox on the actual day that it happened.

For San Diego, the press releases about the result have yet to arrive.

By the way, we know that these delays were not the fault of the timers and scorers. They did their jobs as quickly as they could after each heat had ended. I also know that Walt Ottenaud, the H1 webmaster, posted information to the website as soon as he received it. The

hang-up was located somewhere else in the organization.

As a publication that covers the sport, we can make do without prompt information from H1. We'll find it elsewhere. What worries me, is all those media outlets—the radio and TV stations and the daily newspapers that might cover the sport if they were just given information to use. These are the outlets that the boat and race sponsors, as well as the sport itself, must get coverage from if this sport has any chance of growing. The sport can't assume that the people on the sports desks are going to take the time to search for the H1 website in order to get results of a race they may not even know is happening.

Simply sending the news is the first and most obvious way to get media coverage for a race. Another is the necessity to send that information in a way that would be useful to the busy people who receive it.

Perhaps you've noticed that newspaper writing has a specific style. It's different than a novel, or a term paper, or even a magazine article. There is a method for writing news and sports stories for a newspaper—it's a particular style of writing that tends to get to the heart of the

matter without a great deal of fluff. The important aspects of the story are typically summarized in the first paragraph, which journalists call the lede. The paragraphs that follow provide additional detail and the supporting information about what happened.

And, there's more. There is a specific format used throughout the industry that is detailed in a publication called the Associated Press Stylebook. Every reporter and editor knows the AP Stylebook. It gives them guidance on the proper way to present information, such as whether you spell out a number in the copy or convey a number in digits. It also spells out the specific format that all newspaper use for publishing the results of sporting events—baseball box scores, league standings, and race results.

The press releases that we received from H1 Unlimited this year were not written in a way that even remotely resembled journalism style or followed the AP Stylebook. They summarized the heat results and offered quotes that could be used in a story about the race. To the reporter receiving it, this is like ordering a meal at a restaurant and being served the ingredients to put together yourself.

This may not seem like a big deal

until you consider that overworked person at the sports desk on a Sunday afternoon. Imagine that you're the one getting all these fully composed stories from the wire services and your stringers and reporters, all written in AP style. Then you receive a press release that's not. You're pressed for time. Which one are you likely to use: the story that you can just plug in without much effort or the one that you'll have to rewrite?

Why not avoid the possibility of the race-result story being left on the cutting room floor? It doesn't take much effort to write the press release properly, so it will have a better chance of being used and actually published.

That's the whole point of this effort, isn't it? We want the sport of unlimited hydroplane racing to get all the public attention it deserves. That's what the boat and race sponsors want, too.

It should be an easy thing to do: Get the race results out quickly and also written and formatted properly. For a sport that has made a big deal about wanting to do public relations better than it was done in the past, wouldn't that be a good place to start? ❖

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PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS

2 p.m. on Sunday, October 13, 2024

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