



What's NEW?!

CHIEF REFEREE MIKE NOONAN EXPLAINS THE HYDRO RULES FOR 2011

Interviewed by Clint Newman

UNJ: Mike, there have been some significant changes to the unlimited hydroplane racing rules for 2011. Let's start in the beginning with the qualifying rules.

Noonan: The testing and time trials procedure was re-written from start to finish. We are putting all of the qualifying into one 2-hour session. We tried this at some races in 2009 and 2010 to create a fast-lap Friday type of situation, giving the boats a chance to get in the water and make it so that this is the only time that counts. This would prevent a boat from running in the morning when it's cool, no fans are there, and the water is nice and smooth making it easy to be the top qualifier. It all has to be done within one set time period of two hours, and is designed to give everybody at least two opportunities to run.

The qualifying order is established by points from the previous year's season or current year points in reverse order. Previously, you could put your boat in the water or hang over the water and you were considered next in line. The teams played games. Now you go to the pit boss and he puts you on the ladder, if you aren't ready to go, you go to the end of the ladder. If you go to Indy, you can't go to an official and say "I'm going to park it here and I'll go out when I'm ready." You've got to go and if you don't, you go to the end of the line. If the time runs out, you may not get another run. There is a two hour limit, no extensions; you've got to go when you have a chance. We will do the best we can to pick up time lost when the course is unavailable (buoy loose or bad weather). At most sites we have a hard time extending time trials at the end of the day because of the Coast Guard.

UNJ: I noticed that if the boats run three qualifying laps, they can't run extra laps just to delay somebody.



James Crisp photo

Noonan: Absolutely. The rules are designed so that drivers can't play games. You can't leave the dock, go out in your position on the ladder and do start practice. If we see that, there will be an instant black flag. If the boat doesn't return to the dock, it will get real expensive. You don't see anybody practicing at NASCAR qualifying. They are out there to qualify and that's it!

UNJ: Other than having the honor of being top qualifier, does qualifying mean much when it comes to starting position now?

Noonan: The points now do count toward the final heat. Before, the points went on your spreadsheet for the year, but the points did not count during the weekend. Point values remain the same as in the past, we just add them during the event and not after.

UNJ: If you don't qualify during that two hour window, you can still qualify for the race, but you won't receive money or points?

Noonan: Yes, and you can't bump anybody out. You are eligible to race without using the Chairman's option, running without running a minimum speed of 130 mph. You are allowed two Chairman's options during the year.

UNJ: I see a rule that says a change of hulls during an event for the purpose of gaining national points is not allowed. It says that once a hull has made a start in any heat, that hull number may not be transferred to another hull for the duration of the event.

Noonan: Passed prior to the 2010 season, that was the *E-Lam/U-17* rule from Evansville. It prevents someone from buying a boat for a dollar and transferring the points to it.

UNJ: Elsewhere in the rules there is something that prevents the leasing of a hull during an event . . .

Noonan: Yes, that's the same rule.

UNJ: That brings us to the starting procedure. No more assigned lanes. How will it work this year?

Noonan: The one minute gun goes off; you have to be behind the exit pin of turn 1. You proceed down the backstretch and establish your lane at the entrance to turn 2, hold the lane all the way around the turn, and to the start/finish line. After the start/finish line, the overlap rule is in effect.

UNJ: And the other important part?

Noonan: The added twist this year is a rule that requires all the boats to pass the Judges Stand at least once at speed, an attempt to prevent someone from idling out of the pit area and all the way around, parking

at the exit pin of turn 1 like was done a few years ago at Detroit.

UNJ: Were other starting procedures discussed before this procedure was agreed upon?

Noonan: We received over 30+ proposals for rules. I sat down and combined, wrote up, grouped them into categories, and then presented them to the Rules Committee. We studied each proposal, and the ones that passed were the ones that came out of committee. We had a few others, variances on the same thing.

UNJ: Who is on the Rules Committee?

Noonan: Ted Porter, Tony Steinhardt, Wes Patton, Mike Hanson, Nate Brown, Dave Villwock, and myself.

UNJ: I know that your concern with fighting for lanes has always been that boats will take each other out before the start. Does this rule avoid that?

Noonan: No, it makes it worse. It will be back to the way it was where you have controversy: "He cut me off!" and "He didn't have overlap!" We will be making more decisions. You have that one minute period; somebody has to make the call. Were you across the line, that imaginary line at the exit pin of turn 1, or behind it? As they go down the backstretch there will be leapfrogging. The guy in lane 1 when you pass the exit pin has got to run at a good clip to get to the start line. The driver in lane 2 will not give up; he will drive faster than the boat in lane 1, take his boat-lengths and move over. The driver in lane 1 won't give it up without a fight; he will accelerate to keep him from getting the overlap. Now, he is either cut off by the boat in lane 2 coming over, or he is moving out behind the roostertail to go around and leapfrog him, in which case he is probably going to come out with a roostertail in lane 3 where somebody already is, and cut them off . . .

UNJ: So the problems just occur a little earlier on the racecourse than they would if they were happening down in turn 2?

Noonan: Everybody says just put a buoy out there, call it a score-up buoy and it will fix all of the problems. This isn't the first time we have done this. You can't compare the starts today with the starts of the 50s and 60s. It took those boats forever to wind-up. These boats accelerate almost instantly. You can't have the same rules and starts. You can put the buoy at the start/finish line, you could say establish your lane at the start/finish line, the entrance pin, the exit pin, all you do is move the problem to THAT pin. Paul McKee (referee) and I, in

'82 or '83, we did that with the score-up buoy, trying to spread out the problems we were having with boats running over each other and washing each other down. We have been trying to figure out a better way to do it ever since.

UNJ: Are there any other changes with the starting procedure?

Noonan: The overlap rule is established at only 5 boat lengths before the start. From the time you leave the dock until the start, you have a 5 boat overlap rule. The overlap is still 7 boat lengths during the race. The idea is that when you are at a lower speed, not racing, milling around trying to find a lane, 5 boat lengths is not going to wash anybody out because the roostertails are a lot lower at slower speeds. You don't have to have that 7 boat lengths to leapfrog a boat, you can do it with 5.

UNJ: Another new overlap rule?

Noonan: It's not new; it's something I put into place about three years ago that didn't make it into past Rule Books. I've always said that whether you were choosing lanes or fighting for lanes, the guy who picks lane 1 has to run lane 1. If a driver picks lane 1 and the other boats competing line up to his right side, the driver then goes down the straightaway in lane 3 and has a nice wide arc to go to the first turn and turn nice and wide. He technically had lane 1 but really he was in lane 3 and everybody was on the outside. The boat in lane 1 pushes everybody out. I have always said that you pick lane 1, you run lane 1. I have emphasized this over and over, and everyone understands how it works. It just never got put in the rule book. The committee agreed that we needed to do it.

UNJ: Is there still an off-plane rule?

Noonan: Yes, the one that has always been there to prevent someone from plowing the course and causing a safety hazard. If you were running so slow that your boat is creating a wake, and the races are going on, we can black flag any boat that is not on plane. (*UNJ:* No off-plane for 5 seconds rule?) The intent was never to use that as a start rule.

UNJ: I understand that you will have two video cameras in each boat this year. How will they be mounted?

Noonan: We used them last year from Tri-Cities on with great results. Check out the H1 Unlimited website. We use the mounting brackets that come with the cameras, supplemented with double-sided tape and

aluminum brackets. The goal is to get a pod or teardrop shell device similar to what NASCAR uses. Right now, a good wall of water could knock the camera off. We will put one camera on the tail looking forward and one on the cowling looking rearward.

UNJ: Will these be used for television *and* officiating?

Noonan: Yes.

UNJ: I guess use of the cameras can lead to more accurate refereeing, but they might have a delaying effect.

Noonan: Right now, nothing requires us to go to a camera. We have not used cameras in the past to make a call. We have used them to confirm calls or to educate the drivers as to what really happened. If we did have to hold up, download the file out of the camera and view it, it would take a lot of time. In the event of a formal protest we can use the cameras to document or decide on the protest.

UNJ: The owners have no particular "right" to require you to look at the tape?

Noonan: They would have to protest, file the \$1,000 fee and write a protest. Then we could use all of the tools necessary. Until we get live telemetry, I don't see how we can delay the results while we slowly download video out of the camera.

UNJ: Haven't you experimented with GPS technology?

Noonan: In 2009 we spent a lot of money at one event to bring in equipment that had been developed for tracking in the Americas Cup. It was spectacular, but the cost was just prohibitive, almost more than the total prize money for the event. After Doha, Sam (Cole) asked me to look into GPS again. We were doing away with choosing lanes and going back to fighting. We needed some tools to be able to help officiate better. I contacted some companies. The most promising one is the company that does NASCAR tracking – where you see the car going around the track with the number pointing toward the car – but it is expensive. But we are working; we never give up looking at new ideas.

UNJ: What about new technical requirements for 2011?

Noonan: We are requiring all teams to present props to H1 Unlimited for recordkeeping. Prior to the season, if you want to run a propeller during the season, a crew chief must bring it to us; it must have a serial number on it. We will weigh it and mark it down in a log to track that prop. We will record when it was used during the event. There is no rule that you can or

cannot run a certain propeller; we are doing this looking down the road at a possible “spec” prop, which means everybody has to run the same propeller or a similar propeller. We are gathering data to see how many different props are used, how much they weigh, things like that. All crew chiefs have to present to us before the season all the props they are going to run. If a crew chief brings in a new prop during the season, he has to bring it to the tech-truck before they run.

UNJ: Will you also record the “pitch” of the blades, that sort of thing?

Noonan: Not yet. That takes extra equipment and time. It’s mainly a matter of recording the serial number and weight.

UNJ: So this is to evaluate whether to come up with a standard prop in the future?

Noonan: Yes. Several proposals for a “spec” prop came before the committee that we did not present to the Board for adoption. Everyone had to run the same prop or props had to be a minimum weight, something like that. Our thought was that before we do anything drastic, we need to gather some data first.

UNJ: How about skid fins?

Noonan: I put together a committee at Sam’s request after Detroit that consisted of Lance Morris, Dixon Smith, Peter Thompson, Doug Ford, and myself. We were going to put out a final report on the skid fin incident in Detroit. However, we can’t put out a final report until the skid fin is found, and it hasn’t been found yet.

In Doha, there were several incidents with skid-fin part failure. I asked Doug Ford to present a report on skid fins at the annual meeting in Las Vegas as to what we can do to bring skid fin standards up to date with modern boat construction and the fins that we are running today. Out of that meeting came about seven Competition Directives (CDs). A CD is a rule that the chief referee presents to the competitors that does not have to be voted on. It can be a safety rule, an emergency thing. We are asking all teams to serial number every part of the skid fin support system on the outside. Brackets, rods, rod ends, and skid fins all have to have a serial number. Secondly, we also asked that they be checked for cracks. That has always been in the rule book, but it has been an item that the crew chief just did and initialed a box on the inspection form. Papers did not have to be presented to the inspector during the annual inspection.

We made it mandatory that the parts with serial numbers be tested and checked, and we no longer take just the initials of the crew chief. We need to see a piece of paper from a firm or company that says they were checked for cracks using Magna-flux or a dye check like ZyGlo. The document must list each part number. It just puts more “teeth” in the rules that were already there. A couple of other Competition Directives talk about how the teams “preload” or use the rods to put some curves or shapes into the fin if the fin wasn’t perfectly aligned. Or, they wanted to straighten the fin or put some curve in or take some curve out. It could be done by tightening the rods. This is not good. Now, nothing can be done to the rods as far as “pre-loading”.

UNJ: Are there any other new rules we haven’t discussed?

Noonan: If an owner owns two or more boats, when one is drawn in one heat, the other boat goes into the other heat. If he owns three or more boats, no more of two of the owner’s boats can run in the same heat or section.

The Chief Referee can declare a heat “complete” even if a boat has not finished running yet, adding one minute to the time, rather than running an extra lap. It will improve the show and save equipment. For example, a boat has to run an extra lap for jumping the starting gun or the boat had mechanical problems and he has an extra lap to run. Everybody else is finished or in the pits. We’ve always had to give the boat the white flag then the checker flag. Now, we can just waive him off, call it a finish, and not give him a DNF (did not finish). We then add a minute to the time (the equivalent of running an extra lap).

UNJ: Thanks, Mike! We are looking forward to a safe and exciting 2011 H1 Unlimited Hydroplane racing season!

~~ UNJ



James Crisp photo



E Lon Erickson

U-1. The Oh Boy! Oberto/Miss Madison team is working on the routine maintenance on the primary team hull, and word has it that everything looks good heading into the 2011 season. New props and possible gearbox work is also in order. Discussion

continues surrounding the back-up hull and sources with the team have been quoted as saying *“they are actively and aggressively pursuing sponsorship for this season”*. Winter attention to the U-6 back-up hull #8806 has been completed and the consensus is the backup hull could be “race ready” within approximately a week’s time. As with all teams, sponsorship and additional crew support are the key factors for seeing a 2nd hull from this group in 2011.

U-5/U-7/U-57. Ted Porter’s PPE, LLC team recently announced that all three hulls will compete in 2011 and they all have “major tune ups” being done in the off-season. Whether all three compete at all races and under what names will be dependant on pending sponsorship arrangements in the works. **Jeff Bernard, Scott Liddycoat, and Mark Evans** are the 3 primary drivers for 2011 with **Bianca Bononcini** involved with Ted Porter’s NDDP plan. Driver assignments and crew line-ups are being evaluated and should be announced shortly. Arrangements for spring testing are being considered at several sites before the season opener in July. During a recent H1 Unlimited “Tuesday Talk” session, Ted Porter was asked about his current hulls and their age. He acknowledged there are plans for a possible future new hull or two and are looking at techniques to cut the build time of new hulls in half. As with most teams that have considered the new rule changes for 2011 and the “fight for lanes” being a big new part of the upcoming season, Ted’s teams have been busy building a stock of back-up parts.

U-11. See the new U-11 (former U-25) shop shot on page 11.

U-13. Dave Bartush’s Spirit of Detroit team has removed decks off the U-13 hull to update and tighten up the boat for 2011, along with replacing more equipment and some tweaks to their motors. Any more discussion and consideration of the 2003 U-2 *Trendwest* hull hasn’t been brought up lately.

U-21. The primary focus for 2011 is on the current U-21 hull with some upgrades to parts and equipment with possible changes to some of the paint scheme. There has been work done on **Greg O’Farrell** “new” hull but no immediate plans to have that completed in time for the 2011 season. More than likely the 2nd hull from this team will be a part of the 2012 plans.

U-22. **Scott and Linda Carson** have joined the Webster Racing team as presenting sponsors for the 2011 Air National Guard Hydroplane Series. The U-22 will be campaigned as “Great Scott Presents” in 2011. This association between the Carson’s and the **Webster** family began during the 2010 season and the Carson’s wanted to continue that relationship with the U-22 team. Scott Carson has been involved over the years in many different assets of unlimited racing and was also recently named to the H1 Unlimited Board of Directors.

U-37. The major developments coming from **Billy and Jane Schumacher** are the announcements of **Jeff Weiding** as the new crew chief and **Jim Harvey** as General Manager at Schumacher Racing. Weiding has been with the U-37 team for approx. five years and brings a variety of skills from auto and boat racing to the team. Jim Harvey has been in hydroplane racing since the ‘60’s, beginning as a crewmember and worked in all facets of the sport as a crew member, crew chief, designer, builder, team manager, and a boat owner. Harvey will be overseeing the project of building a new racing hull for Schumacher Racing, assembling a race team, and sharing his vast wealth of knowledge with that group. Schumacher Racing continues to fill out their new team roster and Weiding will be in charge of a group of maintenance specialists that make up the crew. Work continues on the new hull at **Ron Jones Jr.’s** shop. The process of hanging and mounting the sponsons is underway, along with completion of a new updated concept driver’s capsule. The U-37 crew is busy building new components and systems for the new race boat and installation once the hull is completed. The leased Leland hull they ran in 2010 (#0010) has been stripped down and is getting a new paint scheme for anticipated display duty representing Degree. No formal announcements have been made concerning the specific Degree sponsorship, to this point, but all indications on the team website and press releases indicate Unilever/Degree will be the major sponsor for this team in 2011.

U-100. See U-100 shop shot on page 11.

2010 Damage Report

Part 2

by Michael Prophet

We finish up the damage report with the destruction of the former *Miss Budweiser* T4 below, the near crash of another top contender, and a couple that were more fortunate damage-wise.



U-37 Schumacher Racing

The Schumacher team began the season at **Madison** racing as *Peter's & May* with J.W. Myers behind the wheel. The first race was damage free, but the **Detroit** APBA Gold Cup was a total disaster and nearly a tragedy.

Saturday in 1B, *Miss Peter's & May* was totally destroyed when J.W. Myers crashed into the bulkhead coming out of the Roostertail Turn on the second lap. They had been chasing hard after the leading *Graham Trucking* when *Peter's & May* lost the skid fin and blew through J. Michael Kelley's roostertail. The boat then headed straight for the left side of the pit area and watching crowd. Myers was able to veer the boat right, away from fans, and then plowed into the seawall of the Roostertail Restaurant. (The restaurant has an outdoor party deck surrounded by a steel pipe railing that sits above the seawall.) He hit the seawall at 88 mph (according to the GPS in the boat), with

mostly the left sponson. Pieces of the boat could be seen flying high into the air after it disappeared from sight. Debris was scattered all over the river. A few fans were also showered by debris, but no injuries were reported. (The race was stopped, but considered complete and wasn't rerun.)

When the boat came to a stop J.W. Myers popped open the canopy lid and climbed out on his own, then lay on the deck waiting for the rescue team to arrive. The first thing he asked when they arrived was if everybody on the beach was okay. He was taken to St. Johns Hospital in Detroit by ambulance; alert, talking, and accompanied by his father. Myers broke five bones in his left foot and was kept overnight. After he was released Sunday he returned to the pits, with a cast, and watched the final with the team. After the race, they all went into Detroit for dinner. J.W. Myers, his wife, and his father flew back to Seattle on one of the team's associate sponsors private planes. After consulting with his doctor he had surgery 7-18.

Because of his quick action, Myers was called a hero for avoiding the pit area, which was the reason there were no injuries to the crews or spectators. Everybody was relieved to see him open the hatch so quickly and climb out after the accident. A news report said, "J-Dub: Everyone at the DRRA wishes you a speedy recovery!" Jane Schumacher was also calling him a hero. He may have died if *Peter's & May* had hit the seawall head on.

Miss Peter's & May sat very low in the water as it was towed in. Once on the trailer, the right sponson was barely hanging to the center section, the left one was completely gone, and about a foot of the nose was sheared off. Crew chief Scott Raney said the boat was in bad shape, which was a total understatement. As it turned out, the only thing salvageable was the engine. The crew was able to dry out the turbine and trailer fire it in the busted up boat; a site to see. The last word was the former *Miss Budweiser* T4 was scrap. Others have said, not so fast, it may not be quite yet.

Scott Raney and his wife Shannon left Detroit early Monday with the hauler and



Karl Pearson photo



Karl Pearson photos

broken boat. They stopped in Chicago for a photo opp at the Peters & May Corp. office then returned to Seattle later in the week.

During the two week layoff the Schumacher's leased Fred Leland's #0010 to finish out the season. Scott Raney picked up the red, white, and blue boat 7-16 (the crew was calling it the U-37 v.2.0). It was hauled to their Ballard shop where they began repairing the damaged strut and prepare for Tri-Cities. They partially repainted the boat in the Peter's & May colors for Tri-Cities. They didn't have much yellow and blue paint left; they used most of it up on the primary hull.

Billy and Jane Schumacher announced 7-17 that Jon Zimmerman, who drove the U-25 at Madison for Ken Muscatel, would take over as wheelman for injured Myers the remainder of the season. They were both impressed with his driving at Madison and were please to have him join the team. Myers also had good things to say about him. He's watched him race limiteds for several years in and said he doesn't make mistakes.

The team, new driver, and the repaired and repainted *Peter's & May 2.0* showed up for **Tri-Cities** and ran without any major problems. The boat had the full Peter's & May paint scheme for **Seattle**, which was also trouble free. J.W. Myers was seen in a cast walking around the pits on crutches.



The boat underwent a name change for **San Diego, Degree for Men**. What was interesting about this was it was all vinyl wrap, and put on like a large decal. How it was applied was shown on the team's website.

At Mission Bay Friday, the Deodorant team tried to improve the boat's ride and speed. *Peter's & May* was put on barrels and the crew deepened the air traps to put more air under the boat. Instead, the rear of the boat kept lifting and then it would fall on its nose, according to driver Jon Zimmerman. The team had *Degree for Men* on barrels once again while the crew unmade their changes to the air traps.

J.W. Myers was in attendance minus cast, but with fresh surgical marks on his left foot. He hoped to take the boat out for a few test laps, but the hull spent too much on barrels for that to happen.

The rental boat from Leland was repainted back to Peter's & May colors for the Middle East race at **Qatar**. They didn't have any major trouble; just minor ones (seen at right).



Peter's & May 2.0 on tilt in Columbia Park at top and with new paint job at Seattle in 1A above.



U-57 FormulaBoats.com

Ted Porter ran three boats this season. This one is their #1 backup hull #9010. It last raced in 2008 after the U-7 was damaged at Detroit. It raced at Tri-Cities and Seattle with Jimmy Shane driving. This boat showed up at **Madison** to fill out the field if needed and Shane was the scheduled driver. They also had to borrow a turbine from Nate Brown's team. The crew did trailer fire the engine, but didn't have a coupler to hook things up. Fortunately, they were not needed. The U-57 was also at **Detroit**, but didn't enter race.



The U-57 did enter the **Tri-Cities** Columbia Cup. Mark Evans, who we haven't seen behind the wheel of an unlimited since he was injured at Detroit driving Bill Wurster's U-8 *LLumar* in 2003, was the scheduled driver. The boat ran as the U-57 *Formula II*, (*UNJ* added the *II*). Evans brought his GP crew to help with the boat and Jim Harvey



helped with the setup. After Evans qualified the boat and himself they ran in the trailer position. They had no major problems on the Columbia River or the following week at **Seattle**.

In Friday afternoon's qualifying session at **San Diego**, Mark Evans and **Formula II** were unable to complete a lap because the propeller shaft snapped inside the strut (in photo above). Fortunately, no damage was done to the hull. In 1A *Formula II* died right before the start and wasn't towed in until after 1B.

Their worst damage was at **San Diego**, not with the boat, but to crewman Jim Harvey. He fell when a ladder, leaning against the trailer of *Formula II*, slid out from under him. He broke both of his arms; the C1, T3, and T4 bones in his neck and upper back, and received a serious concussion. He was rushed to a local hospital where he stayed for an extended recovery period. Fortunately, by Saturday he was awake and carrying on coherent conversations, suggesting there would be no lasting effects from the concussion. Mitch Evans traveled from Chelan to replace him on the team.

Jim Harvey went home a few weeks later to recover, wearing a halo, two piece casts on his arms, and upset he couldn't work on the boat. The team now ropes the ladder to the trailer when working on it.

Ted Porter did not send Mark Evans or the U-57 to the Middle East.

U-96 Ellstrom Manufacturing

Eric Ellstrom had a new name and registration number for #0116 this season. It was racing as the U-96 *Spirit of Qatar*. The 96 registration number comes from the Sheik's offshore boats. This is only the second time since 1995 they've had a sponsor and raced under a different name other than *Miss E-Lam Plus* or *Ellstrom* (2008 U-1 *Amos W. Moss* at Seattle).

In **Madison** Friday, the first time out they didn't run many laps because Villwock said he had some electrical issues. Villwock had problems firing up for **3B**. As the rest of the boats left the pits, Villwock was unable to keep the engine going. He tried several times, each time moving a couple boat lengths before stalling. Finally, the one-minute

gun sounded, leaving Villwock with the best seat in the house (in photo at right). The crew had left a dust cover on the engine. *Spirit of Qatar* received no points for the heat and was delegated to the trailer position in the final.

On Sunday in **Detroit** after 3A, *Spirit of Qatar* was hauled out of the pits to have some welding done. It was back in the water and ready to go for 4B.

The Ellstrom team didn't have any trouble at **Tri-Cities** until the final. The throttle stuck on *Spirit of Qatar* and Villwock, despite leading the field, didn't have any speed. That was the least of his troubles though. Because of the throttle problem he shut it down after the lap then was told to run a penalty lap. Villwock re-started the boat and completed the extra lap. The reason for the penalty was that on the last lap Villwock moved over in the apex of the final turn and cut off *Oh Boy! Oberto*. It cost them a monetary fine, 150 points, and the victory.

Seattle and **San Diego** went well for the Ellstrom team and *Spirit of Qatar*, no major damaged at either site.

At Doha, **Qatar** the team ran into trouble. They were the top qualifier Thursday giving them the needed points towards the national title, but the following day they nearly flipped in 1B. Villwock took lane 1, but was late hitting the line and trailed *Graham Trucking* in lane 2. Racing up the backstretch, Villwock seemed to have trouble holding his lane going into the turn and slid out, catching the roostertail of J. Michael Kelly. As you can see, *Spirit of Qatar* nearly went over. Villwock did an outstanding job of keeping the boat right-side up. The turbine ingested saltwater and he was unable to restart, receiving "0" points, which cost them the National Championship.



U-100 Leland Racing

Fred Leland began and ended the 2010 season with #9899. The #0010 was leased to the Schumacher team after Detroit. Greg Hopp doesn't like that boat anyway, even though it is Leland's newest one.

At **Madison** Saturday, Hopp and the unsponsored U-100 failed to start 1C because of a short in the battery. They also suffered electrical problems Sunday and failed to start 3A.

Greg Hopp suffered with fuel problems at **Detroit**. Every lap he ran Friday, until his final qualifying run, was disallowed due to N2 violations. Despite this, *Jarvis Property Restoration* qualified third. In 2B, Hopp said he had trouble in the corners, "But down the straight-aways the boat really moves."

They didn't have any major trouble in **Tri-Cities** running as *Fleury Auto & Truck Parts*. At **Seattle**, though, *Lay's Kettle Cooked* failed to finish 3A. The boat lost a propeller, tore up the strut and bottom of the hull, seen on trailer at right).

San Diego was not much better for the unsponsored team. No damage, but they only received points for qualifying and racing in one heat.

In **Qatar**, Greg Hopp and the still unsponsored boat did better, mechanical wise; at least until 4A when the engine went south. The boat was also late getting home from Florida. Their truck blew a clutch.



New U-11 & Old U-100 Shop Shots

Photos from Lon Erickson

The Unlimited Racing Group team is currently in the process of fabricating new wings, cowlings, deck-work, and other composites & back-up parts for the boat. The U-11 *Peters & May* hull has been stripped down, inspected throughout, and all systems are being rebuilt. Three motors have been completely stripped down, gone through, and are being refreshed, painted and tested in the weeks to come for the 2011 season. A new paint scheme concept has been worked up and final decisions on the exact theme will be completed soon.

Fred Leland's race boat, #9899, has returned from Florida mid-March after being delayed with hauler related mechanical issues (clutch). The boat arrived back to the Leland shop where the crew began rinsing the salt out of the hull. Activity has increased around the Kirkland shop indicating that spring race team maintenance is underway to prep for 2011.

~~ Lon Erickson



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