

TRI-CITIES THREE-PEAT FOR STEVE DAVID & *OH BOY!*OBERTO

by Ben Keller

Craig Fjarlie photo



Dr. Ken Muscatel and the crew had a short and rough weekend at the Tri-Cities Columbia Cup. The boat with no name was seriously damaged after hitting a large hole in the south turn in 1B. It would be a long couple week for the Superior Racing crew as they repaired the boat for Seattle's Seafair race.

The 45th renewal of unlimited hydroplane racing on the Columbia River, the Lamb Weston Columbia Cup, saw a rare three-peat for the U-1 *Oh Boy! Oberto/Miss Madison* and driver Steve David. *Miss Madison* first won the Tri-Cities race back in the storied season of 1971 so this year marked the fourth win overall for the team on the Columbia River which widens at the Tri-Cities to the extent that the water is also called Lake Wallula. It allowed the team to claim the high points lead over Dave Villwock and U-96 *Spirit of Qatar* (pronounced “cutter”) by a scant 370 points and was Steve David’s 11th career victory.

Qualifying

Eleven boats qualified on Friday, with Villwock and U-96 leading the way on the 2½ mile course at 161.928. David and U-1 were second at 160.972 mph. Neither team was satisfied with their Friday results. “We’re in the hunt,” Oberto crew chief Mike Hanson stated, “but it’s not worth beating up our parts for 20 points.” The 20 points is the difference in season points awarded for qualifying second as opposed to first. Considering the closeness of the points chase, those 20 points might be more important when all is said and done. U-96 didn’t participate in the second round of qualifying on Friday, and U-1 failed to improve on the morning mark. Perhaps the biggest surprise was Nate Brown, driving U-17 *Red Dot* to the third-fastest speed at 157.199.

Other Friday qualifiers were U-25 “Superior Racing” with Dr. Ken Muscatel at the wheel at 156.513, Cal Phipps in U-13 *Miss DYC* at 156.296, Brian Perkins and U-21 *Albert Lee Appliance* at 155.566, U-7 *Graham Trucking* driven by J. Michael Kelly at 155.030, U-5 *Formula* and Jeff Bernard at 153.861, U-100 “Leland Unlimited,” sponsored this weekend by Fleury Auto & Truck parts, steered to a 152.219 mark by Greg Hopp, and U-37 *Miss Peters & May* with Jon Zimmerman driving at 150.763. Rounding out the field was U-22 *Matrix Systems* and driver Mike Weber at 136.622 mph. A twelfth boat in the Lampson pits and the final part of the Ted Porter Flotilla, U-57 *Formula*, remained unqualified.

Friday notes: Mark Evans returns: Although the boat was not ready to hit the water on Friday, Ted Porter stated that the U-57 was to be trailer-fired Friday afternoon. All eyes would be on the ever popular Mark Evans in anticipation of his return to unlimited racing. Jimmy Shane had driven the U-57 earlier for the Formula team. Veteran Jim Harvey is crew chief, with the crew from Evans’ Grand Prix boat twisting the wrenches for the weekend. One of Mark’s biggest concerns was having to wear bifocals so he could read the gauges! On Saturday at the drivers’ meeting chief referee Mike Noonan kept things light, stating that the 11 laps Evans had completed at 130+ would be enough to re-qualify as a driver as long as his boat displayed a handicapped sticker.

Miss Peters & May returns: After one of the more scary accidents in recent memory destroyed their primary race boat in Detroit, Billy and Jane Schumacher leased one of Fred Leland’s hulls (#0010). The team referred to the hull as U-37 v.2.0. Jon Zimmerman was named as driver, replacing J.W. Myers who was injured in Detroit. Driver and boat qualified on Friday at 146.656 in the morning session, improving to 150.763 in session two which was their best mark for the weekend. The boat carried a hybrid paint scheme between the old PICO blue and the bright yellow Peter’s & May wrap. When Schumacher racing took delivery there was little to no hardware in it, so chief Scott Raney and his crew put in 20-hour days to get the hull ready and running. When asked which boat was his favorite, Zimmerman’s 4-year old son responded “*Oberto*.” Jon stated, “We have some work to do!”

Legends Casino Unlimited Dash For Cash was won by U-1 and Steve David, followed closely by Brian Perkins in U-21 and Greg Hopp in U-100.

Vintage Unlimiteds: The crowd was treated to the appearance of four vintage piston-powered unlimiteds: 1962 U-40 *Miss Bardahl*, replica 1955 *Miss Thriftway*, 1980 U-12 *Miss Budweiser*, and 1982



U-00 *Atlas Van Lines*. The vintage boats brought back the thunder missing since Ed Cooper Jr. chose not to race in 2010. The three most-often used power plants of the piston era were represented: Allison, Rolls-Royce Merlin, and Rolls-Royce Griffon. Vintage photos by Karl Pearson.

In Saturday qualifying, Steve David and U-1 surpassed U-96's top speed from Friday at 162.928. This mark lasted about three minutes as Villwock and U-96 then ran 163.579 mph to regain the top position. As to the Porter Flotallia, J. Michael Kelly and U-7 increased their speed to 157.062, Jeff Bernard in U-5 increased to 154.974, and Mark Evans checked in at 132.747 driving the U-57. Greg Hopp also improved his speed Friday, albeit slightly, to 152.322.

Heat One

Drawn separately into 1A and 1B respectively, Steve David and Dave Villwock both won their heats easily, although Nate Brown and *RedDot* nailed the start in 1A and led through the first turn. U-1 caught U-17 on the backstretch and never looked back. Remaining order of finish: U-21, U-22, U-57. The U-5 failed to finish (broken propeller and cooked hot section). A piece of the prop went right through the rear stabilizer, another sliced the deck.

In heat 1B the U-96 and Villwock had the field covered and was well ahead. In the first turn of lap 3, while chasing Cal Phipps and U-13, Dr. Ken Muscatel's U-25 dove into a persistent hole and then hooked nearly 180 degrees to the left, severely damaging the boat and ending his weekend. The heat was declared complete.



Karl Pearson photo



Karl Pearson photo



Karl Pearson photo



Karl Pearson photo

Heat Two

With lanes reversed, Jon Zimmerman and U-37 started on the inside with Brian Perkins in lane 2. Mark Evans and U-57 started as the trailer. The U-21 took off, to use one of Bill Muncey's favorite phrases, "like a bandit" up the backstretch of lap 1 and went on to win with ease. Phipps and the U-13 crossed in second. Nate Brown had as bad a start in heat 2A as he had a good one yesterday in 1A. "I messed up. The crew's working hard. I have to do a better job" stated Brown. The U-17 went dead in the first turn of the heat but restarted to finish last.

Heat 2B was a great competitive heat. While Steve David and Dave Villwock were drawn together, they were in lanes 4 and 5 due to the reversal rule, so the heat ended up being a barnburner. Teammates J. Michael Kelly and Jeff Bernard dueled up the backstretch of lap

1 with Kelly overtaking Bernard for the lead, but U-1 and U-96 began reeling in the two leaders. By lap 3, Villwock demonstrated his superior speed by overtaking everyone on the outside to win. David felt that the U-7 and U-96 were “trying to make an Oberto sausage out of me” by bearing in, but no penalties were called.

Heat Three

Steve David won 3A wire-to-wire in *Oberto*. Starting from lane 3, David nailed the start and held off J. Michael Kelly in U-7. Cal Phipps in U-13 was between roostertails and lost his cowling in the process, failing to finish. Third was Brian Perkins and U-21, fourth went to Nate Brown and U-17. *Oberto*'s average speed of 150.444 was the fastest heat of the weekend.

It was another showcase for Dave Villwock and U-96 in 3B. Starting in lane 1, he grabbed the lead and never looked back. The real race was for second in a spirited duel between Jeff Bernard in the U-5 and Greg Hopp in U-100. The boats see-sawed deck-to-deck with Bernard sprinting to nip Hopp at the finish line.

Final Heat

Dave Villwock and *Spirit of Qatar* entered the final with a perfect 1,200 points. All indications were that their winning ways would continue and that Villwock would tie Chip Hanauer for second place all-time with 61 race victories, one behind racing immortal Bill Muncey's 62. Starting from lane 1, U-96 led at the start. Despite a sticky throttle, Villwock led the field, with David slowly gaining ground in *Oberto*. On the final turn of the final lap, the U-96 veered in from lane 4, cutting off the U-1 and incurring a one-lap penalty (Villwock quickly shut down after crossing the finish line). This left the U-1 crossing the line in first place, but an upset Steve David was completely unaware that the penalty had actually been called, having lost his radio communications during the five-minute milling period before the start. When he returned to the pits the crew was waving three fingers, signifying “three-peat” and the race win. Villwock was told of the penalty as he returned to the dock; he restarted to finish fifth. The U-21 hooked in the upper turn, died, and failed to finish.

After the race, Chip Hanauer offered to buy Steve David a hot dog for protecting his record. Hanauer remains in second and Villwock in third with 60 wins. The High Points lead changed from U-96 to U-1 but remained close, promising for an exciting finish to the 2010 season.



Karl Pearson photo



Karl Pearson photo



Unlimiteds.net photo

Who is the Dominant Boat?

Seattle Evidence for the *Oh Boy! Oberto*

by Mac Clouse
Karl Perason photos

Prior to this hydroplane season, most fans (except those who live in Madison) would have voted for the *Spirit of Qatar* to be the dominant boat of 2010. *Oh Boy! Oberto* was the National Champion last year, but it was helped considerably by the *U-16's* flip in Evansville and its engine failure in the final heat of the season in Qatar. This year, Steve David and the *Oberto* came to Seattle having won two of the three previous races, but each had an *if*. What if Dave Villwock and the *Qatar* had not had a DNS in Madison which forced *Qatar* to be a trailer on the narrow Madison course? What if Villwock had not been penalized for a lane change in the final turn at Tri-Cities? At the Gold



Cup in Detroit, Villwock and *Qatar* were dominant, easily winning all 4 of its heats to win. However, while winning the Albert Lee Cup at Seafair, David beat Villwock in one of the most exciting final heats in history. *Oberto* has now won three of the four races in 2010. Is this evidence that *Oberto* may be the dominant boat this year?

Testing and Qualifying

The Seattle race is held on the first full weekend of August because, historically, that weekend is likely to have good weather. This year, August 1 was on a Sunday; the first full weekend was August 7th and 8th and the race was held two weeks after Tri-Cities, not the usual one week. Unfortunately, Mother Nature wasn't fooled. August 1 was sunny and dry. For the first time in 15 years, this Seafair race weekend had scattered rain with clouds and no sunshine.

Eleven boats were in the pits on Friday. Ken Muscatel's *Car Pros* was still in the shop finishing up repairs from Tri-Cities. Friday's schedule for the boats was light: testing from 8:30-9:30 and qualifying sessions from 11:45-12:45 and 5:00-6:00.

At the end of the day, ten boats had qualified. The fastest, by over 7 mph, was Villwock in the *Qatar* at 155.888. Surprisingly, the second fastest was *Lay's Kettle Cooked* (Greg Hopp) at 148.701; Fred Leland's boat continued to show improvement. David and *Oberto* were third at 148.640. The other qualifiers were *Graham Trucking* (J. Michael Kelly) at 148.026, *Miss Albert Lee Appliance* (Brian Perkins) at 146.368, *Formulaboats.com* (Jeff Bernard) at 146.100, *Miss Red Dot* (Kip Brown) at 145.392, *Miss Peters & May* (Jon Zimmerman) at 141.359, *Washington Truck Dispatch* (N. Mark Evans) at 137.783, and *Matrix Systems* (Mike Webster) at 130.057.

Dave Bartush's *Miss Jillian's* arrived Friday afternoon and did not go in the water. "Jerry Kenney helped us get the *Jillian's* sponsorship. We're still working on repairs from Tri-Cities," said Dave. "We damaged an engine. We had to make a new cowling and a new front canard. I hope we can do a 149 or better. My new crew is doing a good job, and they are learning from each race."

Saturday had more low clouds and scattered light rain. Prior to the morning testing session, Kayleigh Perkins Mallory, Brian Perkins' 22 year-old sister, went out in the *Oberto*. After a couple of starting attempts, she got the

boat going and did four laps; her speeds were 129.706, 143.107, 146.368, and 147.058. Kayleigh became the first woman to drive a turbine-powered hydroplane, and she also is now the fastest woman driver. Kayleigh's outing received lots of attention from the Seattle media.

Not everyone was excited about Kayleigh's session. "I thought this was going to happen in off-time, like last weekend, not on a race weekend. I told my crew we needed a different gear and engine combination for this upcoming qualifying session, and they are moving in slow motion. This has been a big distraction," said Steve David.

David also didn't get the speed he wanted from his boat. He increased his speed to 151.330 to become the second fastest qualifier, but he couldn't overtake *Qatar*. Only 6 other boats went out in the final rainy qualifying session. *Jillian's* (Cal Phipps) qualified at 141.723. Only *Formula* could increase its speed; Bernard did 148.392 to move to the fourth fastest.

Car Pros arrived at about noon. It did not go on the water and was given a Chairman's Option to be the outside boat in heat 1B.

Heat 1

The start for 1A was 2:40. The water was flat with some rain drops. Lane choices put *Oberto* in lane 1, with *Lay's* in 2, *Albert Lee* in 3, *Red Dot* in 4, *Jillian's* in 5, and *Peters & May* in 6. *Oberto* was first across the line and first in and out of the turn. *Albert Lee* was second out of the turn, but *Lay's* passed it in the backstretch. At the end of lap 1, *Oberto* led by a roostertail, followed by *Lay's*, *Red Dot*, *Albert Lee*, *Jillian's*, and *Peters & May*.



Greg Hopp and *Lay's Kettle Cooked*, behind roostertail, trails *Red Dot* and *Oh Boy! Oberto* in 1A.

In lap 2, *Lay's* slowed to a stop near the entrance to turn 1, and *Albert Lee* passed *Red Dot* to move into second. *Lay's* quickly restarted to stay ahead of *Jillian's* and *Peters & May*.

In lap 3, *Red Dot* passed *Albert Lee* to re-take second place. *Oberto* finished 3 roostertails ahead. *Lay's* was fourth. *Peters & May* moved to the inside and passed *Jillian's* at the finish to get fifth.

After *Albert Lee* returned to the pits, officials informed Perkins that he hit the turn 1 exit buoy in lap 3. Since he was already off the course, he was given a 1 minute penalty which moved *Albert Lee* to sixth and moved *Lay's*, *Peters & May*, and *Jillian's* up one spot.

Hopp was disappointed. "I was coming up on *Oberto* and then I went through a fine mist. It wasn't like going through a roostertail, but it put out the engine. It started up right away, but I hope the 75 points we lost doesn't haunt us later."



The U-57 *WTD*, a boat (#9010) and driver (Mark Evans) we haven't seen in several years racing with teammate Jeff Benard in *Formula*.

Heat 1B was at 3:00. *Qatar* was in lane 1, with *Formula* in 2, *Graham* in 3, *WTD* in 4, and *Matrix* in 5. *Car Pros* was supposed to be in 6, but it never left the trailer. The boat was ready, but the hook on the crane didn't fit in the harness to lift the boat. This problem wasn't known earlier since this was the boat's first attempt to go in the water.

Formula and *Graham* were first across the line, but *Qatar* was first out of the turn. At the end of the lap, *Qatar* led *Formula* by a roostertail with *Graham* in third. *WTD* was in fourth with *Matrix* in fifth.

Qatar led by two roostertails at the end of lap 2. *Graham* moved inside to challenge *Formula* for second, and Bernard was penalized one lap for moving in on Kelly in turn 2. *Qatar* finished first with *Graham* second, *WTD* third, and *Matrix* fourth. *Formula* did the extra lap to get fifth.

Heat 2

Sunday was cloudy, but not rainy. In this heat, lane choice was based on the lowest points from Heat 1. The results from 2A turned out to have a major impact on the race.



Kip Brown in *Red Dot* and J. Michael Kelly in *Graham Trucking* battle it out in 2A.

turn 1 of lap 1.

In the backstretch of lap 2, *RedDot* had a one half roostertail lead over *Albert Lee*, which had passed *Graham* in turn 1. When it was announced that *RedDot* had been penalized one lap, Brown backed off and *Albert Lee* and *Graham* moved into first and second. *Oberto* and *Qatar* were still back in fourth and fifth. *Peters & May* restarted, but was a lap down.

Albert Lee stretched its lead to win by a roostertail ahead of *Graham*. *Oberto* was third with *Qatar* in fourth. *Peters & May* was fifth, and *RedDot* died in turn 1, then restarted and did the extra lap to finish sixth.

After the heat, it was announced that Brown was assessed a Class 4 penalty for a lane change that washed down *Peters & May* on then first lap. In addition to the extra lap, *RedDot* lost 150 points.

While *Oberto* and *Qatar* never were factors in this heat, their finish was a big factor. Both had 400 points

from heat 1, but in this heat David had an earlier lane choice than Villwock because Villwock had the faster qualification. By finishing ahead of Villwock, David now had 56 more points than Villwock.



In 2B Greg Hopp in *Lay's Kettle Cooked* and *Formula* and Jeff Bernard put on a good show.

Jillian's was in lane 1 for 2B, with *Formula* in 2, *WTD* in 3, *Lay's* in 4, *Matrix* in 5, and *Car Pros* in 6. *Formula* was first to cross the line and first in and out of the turn. *Lay's* was one roostertail back in second at the end of the lap, followed by *Jillian's*, *WTD*, *Matrix*, and *Car Pros*.

In lap 2, the first three places stayed the same, but *Car Pros* moved into fourth. In lap 3, *Lay's* pulled even with *Formula* in turn 1, but *Formula* used the inside to keep its lead. *Lay's* pulled even again in the backstretch and then won a drag race to the finish to win by about two boat lengths. *Jillian's* was third with *Car Pros* fourth, *WTD* fifth, and *Matrix* sixth.

As the boats returned to the pits, Muscatel was assessed a Class 2 penalty for a violation of the outer course markers. *Car Pros* lost 150 points.

Heat 3

Before the start of heat 3, a name change was announced. Scott Carson is the recently retired CEO of the Boeing Airplane Company. Since the race day was his birthday, he and his family provided some sponsorship to the Webster racing family. For the rest of the race, the U-22 would be *Great Scott*.

In 3A, *Oberto* was in lane 1 with *Lay's* in 2, *WTD* in 3, *Red Dot* in 4, *Great Scott* in 5, and *Car Pros* in 6. *Red Dot* was first across the line and to turn 1, but *Oberto* was first to exit. *Oberto* led *Red Dot* by two roostertails at the end of the lap. *Lay's* was in third, *Car Pros* was fourth, *WTD* was fifth, and *Great Scott* was in sixth.

In lap 2, *Lay's* died coming out of turn 1. *Oberto* stretched its lead to win by four roostertails over *Red Dot*, with *Car Pros* third, *WTD* fourth, and *Great Scott* fifth.

Muscatel was pleased with his boat. "The boat is fast, but with a whole new right side, it is like a new boat again. We have to start over." When the boat was taken out of the water, it was discovered that there was a large hole in the bottom of the new right sponson. The boat was done for the day.

Hopp had bad news as well. "We blew the motor and the gearbox. I felt some vibrations, but I tried to finish to get some points."

In 3B, *Graham* was in lane 1 with *Qatar* in 2, *Albert Lee* in 3, *Formula* in 4, *Jillian's* in 5, and *Peters & May* in 6. *Graham* and *Qatar* crossed the line together. *Graham* led down the backstretch with *Qatar* close on the outside. As the boats neared the finish of lap 1, *Qatar* passed *Graham*. *Formula* was third with *Albert Lee* in fourth, *Jillian's* in fifth, and *Peters & May* in sixth.

Qatar went on to win by three roostertails over *Graham*. *Formula* was third, and *Albert Lee* was fourth. *Peters & May* passed *Jillian's* in lap 2 to get fifth.

With the predictable heat 3 wins by *Oberto* and *Qatar*, *Oberto* had the highest points for the day. Its total of 1025 was 56 points higher than *Qatar's* 969; the 56 point differential earned in 2A would give David the first choice of lanes for the final. Villwock was resigned to lane 2. "I prefer lane 2 most of the time here anyway," he said.

Provisional

The Provisional had *Red Dot* in lane 1, with *Peters & May* in 2, and *WTD* in 3. *Great Scott* was supposed to be in 4, but the engine wouldn't start. "The relay connector broke. It wouldn't spool up," said Webster.

The three boats crossed the line together. *Red Dot* was first out of the turn and led *Peters & May* down the backstretch. Zimmerman passed Brown in turn 2 and led by about six boat



Red Dot, on the outside, *WTD*, the U-100, and *Oberto* jockeying to the lead up the backchute heading for the starting line for 3A.



Spirit of Qatar get very loose on the front stretch in 3B, but goes on to win the heat by a good margin.



Red Dot, *Peter's & May*, and Mark Evans in *WTD* running outside battle for the front position in Provisional and a chance for the final heat.

lengths at the end of lap 1. *Peters & May* got the required overlap, moved inside, and won by three roostertails. *WTD* trailed in third.

Zimmerman was happy with his first win. “We’re excited about being in the final. We have our good equipment for the final. The boat was good, and the water was nice. It was nice to win in my hometown. I’ll be the trailer. I need to survive the rough water and bring the boat back in one piece. The *U-37* crew is awesome. I’m thankful to them and to *Peters & May*.”

Final

The Final happened at 4:40. The clouds were no longer low, but they were still there. The usual late afternoon wind had arrived; the light wind gave the water a light chop. With the first choice of lanes, David took lane 1. *Qatar* was in 2 with *Graham* in 3, *Albert Lee* in 4, *Formula* in 5, *Lay’s* in 6, and *Peters & May* as the trailer.

Graham was first across the line and to the turn, but Kelly jumped the gun. *Oberto* was first out of the turn and led *Qatar* by one-half a roostertail at the end of lap 1. *Graham* was in third, with *Lay’s* in fourth, *Albert Lee* in fifth, *Formula* in sixth, and *Peters & May* in seventh. In lap 2, *Qatar* passed *Oberto* going into turn 1, but the inside lane enabled *Oberto* to regain the lead and exit in first. *Oberto* led by one-half a roostertail at the end of the lap. In lap 3, *Oberto* was able to stretch its lead to about three-fourths of a roostertail. *Lay’s* died at the exit of turn 1. *Qatar* challenged in lap 4, but again the inside lane worked in *Oberto*’s favor. *Oberto* led by three-fourths of a roostertail at the end of the lap. In lap 5, *Qatar* pulled even as the boats entered turn 1. When *Qatar* hit some rough water and bounced, it gave *Oberto* some distance. David pulled away to a roostertail lead down the backstretch. Villwock made one more challenge in turn 2, but *Oberto* held on to win by one-half a roostertail. Third place went to *Albert Lee* and *Formula* was fourth. *Graham* passed *Peters & May* during its extra lap to finish fifth.



The final heat at Seattle may have been the best race of the 2010 season so far. The rough water caused *Spirit of Qatar* to bounce in the corners keeping Dave Villwock from catching *Oh Boy!* *Oberto* and Steve David. *Oberto* had their share of air time, but they were well in front and David had great control of the boat.

Kelly was surprised that he jumped. “I didn’t think I jumped. The thought wasn’t even in my mind. I was real surprised when I heard that I did.”

David and Villwock put on a great show. Both boats were loose and flying. The water was rough but the speeds were fast. The crowd cheered during all five laps. Both drivers appreciated the close, fast racing.

“I needed to not have a couple of bounces in the corner,” said Villwock. “I couldn’t make up time in the corner; it was too rough. I’ve never seen a heat like this before. It was exciting for me from my viewpoint also.”

David explained how he won. “I had to get to the turn before Dave and come out clean. We set up the boat to keep the speed in the turn. Our turn speed was phenomenal. I never felt that the boat was too loose. We kept the prop hooked up in the water. As long as it stays hooked, you are okay.”

At the end of the day, *Oberto* had a 506-point lead over *Qatar* in the national points race. It could be difficult for another team to overcome a 506-point deficit in one race. However, all the teams were confident that a September San Diego race would reappear on this year’s schedule. If so, David’s lead may not be as imposing; a lot can happen in two races. A lot has already happened this year; the *Oberto* team had never won more than two races in a season. With three wins out of four races, *Oberto* is dominating. Will the dominance continue?

Kayleigh Perkins, Her First Unlimited Ride

Photos from Lon Erickson

Sometime in January, crew chief Mike Hanson asked 22-year-old Kayleigh Perkins if she would be interested in testing driving *Oh Boy! Oberto*. Kayleigh said she would be honored for an opportunity. She received an e-mail from Hanson giving her a heads up several months before Seattle then another as it got close with details to follow. Kayleigh said she was “really, really excited” about driving an unlimited, especially the National Champion *Oh Boy! Oberto*.

Kayleigh Perkins has had an exciting time in Washington State, starting in Tri-Cities. After winning the Unlimited Lights B-Main, Kayleigh profited from Paul Becker’s misfortune with his UL-14 *The Yellow Boat* to win her second straight Atomic Cup with UL-72 *Foster Care/TRIAD Technologies*. Becker had a brilliant weekend, but in the first turn of the final hit the ever-present rough rollers and lost oil pressure, allowing Perkins to pull away for an easy victory, averaging 106.445 mph, one week before her wedding.



Once in Seattle the deal was finalized and she would get her shot behind the wheel of *Oh Boy! Oberto*. Like her, Steve David was also “excited” about her driving his boat, but maybe not for the same reasons. He bit the bullet, crossed his fingers, and supported her 100 percent. When it was said and done he was very proud of her.

In Seattle Friday evening, Kayleigh decided to get her final seating/cockpit adjustments done (at top right), rather than take time on Saturday morning.

She had a little difficulty firing up the turbine, but once running she and the boat ran very

well. She ran a fast lap of 147.058 mph, a speed that would have put her fifth among qualifiers, and ahead of her brother Brian at 146.368 mph (the same speed *she* ran on her third lap), for Sunday’s Albert Lee Cup. She is the first woman to drive a turbine-powered unlimited hydroplane.

Kayleigh said she had the strength to drive an unlimited, but quickly found out she didn’t have the stamina needed. She said this is something she would need to work on, but she definitely showed she has the tools to become an unlimited driver.

Kayleigh Perkins and the UL-72 *Foster Care* finished a very close second at Seattle behind friend Paul Becker and the UL-14 *Sammamish Mortgage*.

~~ Editor



STAT BOX

LAMB WESTON COLUMBIA GOLD CUP

Tri-Cities, Washington, July 24-25, 2010

2 1/2-mile course on the Columbia River

QUALIFICATION (1) U-96 *Spirit of Qatar*, Dave Villwock, 163.579, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 162.928, 80; (3) U-17 *Red Dot*, Nate Brown, 157.199, 70; (4) U-7 *Graham Trucking*, J. Michael Kelly, 157.062, 60; (5) U-25 (no name), Dr. Ken Muscatel, 156.513, 50; (6) U-13 *DYC*, Cal Phipps, 156.296, 40; (7) U-21 *Albert Lee Appliance*, Brian Perkins, 155.566, 30; (8) U-5 *Formula*, Jeff Bernard, 154.974, 30; (9) U-100 *Fleury Auto & Truck Parts*, Greg Hopp, 152.322, 30; (10) U-37 *Miss Peters & May*, Jon Zimmerman, 150.763, 30; (11) U-22 *Matrix System Automotive Finishes*, Mike Webster, 136.622, 30; (12) *Formula*, N. Mark Evans, 132.747, 30 (driver not qualified).

HEAT 1A 1) *Oh Boy! Oberto* [1] 146.679, 400 points; 2) *Red Dot* [2] 140.437, 300; 3) *Albert Lee Appliance* [3] 133.477, 225; 4) *Matrix System* [5] 122.001, 169; 5) U-57 *Formula* [6T] 114.343, 127; U-5 *Formula* DNF — sheared propeller shaft, 0. Fast lap (1) *Oh Boy! Oberto* 151.962. **HEAT 1B** 1) *Spirit of Qatar* [1] 145.763, 400; 2) *Graham Trucking* [2] 140.401, 300; 3) *DYC* [4] 138.326, 225; 4) *Peters & May* [6] 127.376, 169; 5) *Fleury Auto & Truck Parts* [5] 124.993, 127; U-25 [3] DNF—spun out damaging hull, withdrew, 0. Fast lap (2) *Graham Trucking* 148.350.

HEAT 2A. 1) *Albert Lee* [2] 143.136, 400, 625 cumulative points; 2) *DYC* [3] 136.050, 300, 525; 3) *Peters & May* [1] 130.753, 225, 394; 4) *Matrix System* [5] 126.406, 169, 338; 5) U-57 *Formula* [6T] 125.663, 127, 254; 6) *Red Dot* 92.714, 95, 395. Fast lap (1) *Albert Lee* 145.398. **HEAT 2B** 1) *Spirit of Qatar* [5] 148.195, 400, 800; 2) *Graham Trucking* [3] 146.408, 300, 600; 3) U-5 *Formula* [1] 145.791, 225, 225; 4) *Oh Boy! Oberto* [4] 144.680, 169, 569; 5) *Fleury Auto & Truck Parts* [2] 132.084, 127, 254. Fast lap (3) *Spirit of Qatar* 153.806

HEAT 3A 1) *Oh Boy! Oberto* [3] 150.444, 400, 969; 2) *Graham Trucking* [2] 146.225, 300, 900; 3) *Albert Lee* [1] 141.268, 225, 850; 4) *Red Dot* [5] 137.494, 169, 564; 5) U-57 *Formula* [6T] 119.139, 127, 381; *DYC* [4] DNF — lost cowling, 0, 525. Fast lap (3) *Oh Boy! Oberto* 151.630. **HEAT 3B** 1) *Spirit of Qatar* [1] 144.293, 400, 1200; 2) U-5 *Formula* [4] 142.659, 300, 525; 3) *Fleury Auto & Truck Parts* [2] 141.617, 225, 479; 4) *Peters & May* [3] 132.221, 169, 563; 5) *Matrix System* [5] 125.494, 127, 465. Fast lap (1) *Spirit of Qatar* 149.835.

FINAL 1) *Oh Boy! Oberto* [2] 146.842, 400, 1369; 2) *Graham Trucking* [3] 141.988, 300, 900; 3) U-5 *Formula* [T] 135.192, 225, 750; 4) *Red Dot* [5] 113.738 (penalized one lap for jumping the gun), 169, 733; 5) *Spirit of Qatar* [1] 106.620 (penalized one lap for lane encroachment, loss of 150 points) -23, 1177; 6) *Miss Peters & May* [6] 99.980 (penalized one lap for jumping the gun), 95, 658; *Albert Lee Appliance* [4] DNF — hooked and died, 0, 850. Fast lap (1) *Spirit of Qatar* 153.050.

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STAT BOX

ALBERT LEE CUP AT SEAFAIR

Seattle, Washington, August -8, 2010

2-mile course on Lake Washington

QUALIFICATION (1) U-96 *Spirit of Qatar*, Dave Villwock, 155.888, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 151.330, 80; (3) U-100 *Miss Lay's Kettle Cooked*, Greg Hopp, 148.710, 70; (4) U-5 *Formula*, Jeff Bernard, 148.392, 60; (5) U-7 *Graham Trucking*, J. Michael Kelly, 148.026, 50; (6) U-21 *Albert Lee Appliance*, Brian Perkins, 146.368, 40; (7) U-17 *Red Dot*, Kip Brown, 145.392, 30; (8) U-13 *Miss Julian's*, Cal Phipps, 141.723, 30; (9) U-37 *Miss Peters & May*, Jon Zimmerman, 141.359, 30; (10) U-57 *WTD*, N. Mark Evans, 139.251, 30; (11) U-22 *Matrix System Automotive Finishes*, Mike Webster, 130.057, 30; U-25 *Miss Car Pros*, Ken Muscatel, DNQ — preparing boat.

HEAT 1A 1) *Oh Boy! Oberto* [1] 138.095, 400 points; 2) *Red Dot* [4] 132.025, 300; 3) *Lay's Kettle Cooked* [2] 126.156, 225; 4) *Peters & May* [6] 119.185, 169; 5) *Jillian's* [5] 118.277, 127; 6) *Albert Lee* [3] 75.117 (penalized one minute for dislodging a buoy), 95. Fast lap (1) *Oh Boy! Oberto* 142.851. **HEAT 1B** 1) *Spirit of Qatar* [1] 138.564, 400; 2) *Graham Trucking* [3] 129.519, 300; 3) *WTD* [4] 117.606, 225; 4) *Matrix System* [5] 111.848, 169; 5) *Formula* [2] 97.795 (penalized one lap for lane encroachment), 127; *Car Pros* DNS — unable to lift boat, 0. Fast lap (1) *Spirit of Qatar* 145.834.

HEAT 2A 1) *Albert Lee* [1] 136.322, 400, 495; 2) *Graham Trucking* [4] 134.654, 300, 600; 3) *Oh Boy! Oberto* [5] 131.984, 225, 625; 4) *Spirit of Qatar* [6] 128.044, 169, 569; 5) *Peters & May* [2] 102.895, 127, 296; 6) *Red Dot* [3] 71.722 (penalized one lap for lane encroachment, 150 point deduction), -55, 245. Fast lap (1) *Albert Lee* 139.443. **HEAT 2B** 1) *Lay's Kettle Cooked* [5] 136.589, 400, 625; 2) *Formula* [2] 136.089, 300, 427; 3) *Jillian's* [1] 122.850, 225, 352; 4) *Car Pros* [6] 118.056 (safety violation, running outside course after race, 150 point deduction, 19, 19; 5) *WTD* [3] 111.231, 127, 352; 6) *Matrix System* [4] 109.314, 95, 264. Fast lap (3) *Lay's Kettle Cooked* 141.473.

HEAT 3A 1) *Oh Boy! Oberto* [1] 134.386, 400, 1025; 2) *Red Dot* [4] 129.917, 300, 545; 3) *Car Pros* [6] 122.599, 225, 244; 4) *WTD* [3] 116.854, 169, 521; 5) *Matrix System* [5] 114.199, 127, 391; *Lay's Kettle Cooked* [2] DNF — blew engine, 0, 625. Fast lap (1) *Oh Boy! Oberto* 140.806. **HEAT 3B** 1) *Spirit of Qatar* [2] 141.167, 400, 969; 2) *Graham Trucking* [1] 136.599, 300, 900; 3) *Formula* [4] 129.878, 225, 652; 4) *Albert Lee* [3] 126.504, 169, 664; 5) *Peters & May* [6] 119.595, 127, 423; 6) *Jillian's* [5] 115.527, 95, 447. Fast lap (2) *Spirit of Qatar* 144.921.

PROVISIONAL 1) *Peters & May* [3] 137.802, 0, 423; 2) *Red Dot* [1] 133.685, 0, 545; 3) *WTD* [4] 123.258, 0, 521; *Jillian's* [2] DNS — engine, 0, 447; *Matrix System* [5] DNS — electrical connection, low voltage, 0, 391; *Car Pros* [6] DNS — hole in right sponson, 0, 244. Fast lap (2) *Peters & May* 138.477.

FINAL 1) *Oh Boy! Oberto* [1] 143.288, 400, 1425; 2) *Spirit of Qatar* [2] 142.714, 300, 1269; 3) *Albert Lee Appliance* [4] 128.469, 225, 889; 4) *Formula* [5] 123.831, 169, 821; 5) *Graham Trucking* [3] 112.917 (penalized one lap for jumping the gun), 127, 1027; 6) *Miss Peters & May* [T] 112.215, 95, 518; *Miss Lay's Kettle Cooked* [6] DNF — broken propeller blade, 0, 625. Fast lap (1) *Oh Boy! Oberto* 144.633.

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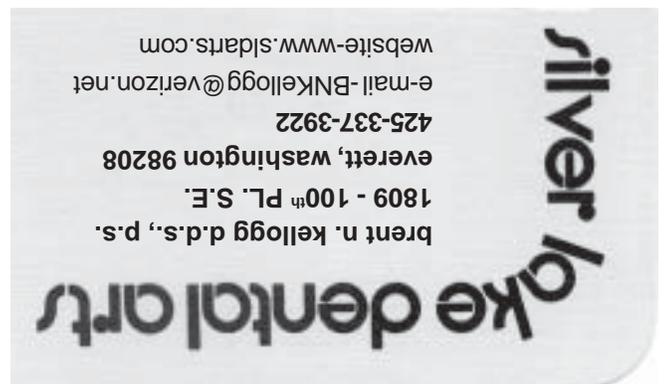
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