



Steve David & Oh Boy! Oberto Victorious at Tri-Cities Despite the Air Shows

by Paul Dughi

“We got the Bernie tree,” said Steve David, driver of the 1 *Oh Boy! Oberto*.

There’s a tradition in the Tri-Cities. The lone tree that provides shade and cover at the far end of the Lampson Pits is a coveted location. For years, Bernie Little and *Miss Budweiser* occupied the space. Bernie liked the tree so much that one year when he found out that it was diseased, he sent his own arborist in to take care of it. In recent years, the tradition is that the winner of the Lamb Weston Columbia Cup gets the tree, and the shade, for the following year.

“Gotta get my team back that tree next year,” said David in the days leading up to the final race. He did just that by winning his fourth Columbia Cup and notching his 18th career win, passing up Billy Schumacher with 17 career wins.

But that’s how the weekend ended. Let’s start at the beginning. Coming into the weekend, three different teams had won three different races. Jimmy Shane with the 5 *Graham Trucking* won in Qatar, Steve David in Sacramento, and Kip Brown with the 95 *Qatar* in Detroit.

Steve David had the fastest qualifying time in the Tri-Cities, as he has all season at 158.766.



Above, the 37 *Beacon Plumbing* goes up and over in 2B . ~ Steve Andrews photo -Below the 100 *Central Coast Airbrush* flips in 3A Sunday. They also flipped at Detroit. ~ Chris Denslow photo



Heat 1

Jon Zimmerman in the 9 Fox Plumbing & Heating presents RedDOT powered by Les Schwab Tires had the second fastest at 166.089 followed by Kip Brown in *Qatar* at 154.424.

The Graham Trucking team had been the second fastest boat all year, but was battling engine problems in qualifying. “We’ll be ready when it’s

time,” Jimmy Shane said. He was right. While finishing fifth in qualifying, when it was time to race, it was Shane at the top of the pack in 1A. Shane said he made a more conservative start, without rolling trolling. “I wanted to see where we needed to be in the Sunday heats,” he said. Second went to Zimmerman in *RedDot* and third went to Mark Evans in *FEDCO*.

Kip Brown in the 95 *Qatar* was definitely trolling along in 1B, grabbing lane one with J. Michael Kelly in the 37 *Beacon Plumbing* in lane 2. That forced Steve David out to lane 3. “Our plan was to run in lane 3,” said David. It worked. David won 1B and it was starting to look like the two fastest boats on the circuit were setting up for a race to the finish in the finals yet again. *Beacon Plumbing* was third and *Central Coast Airbrush* went dead in the water before the start.

Heat 2

In the second flight, the trend continued with David grabbing lane 1 and winning 2A. Heat 2B had to be restarted after a blow-over of *Beacon Plumbing* with J. Michael Kelly.

Kelly flipped the boat three times end-over-end in the west turn of the first lap. The boat landed right-side up and Kelly was okay. In fact, he asked the crew if he should drive it back. It wasn’t until he got out of the boat and saw the damage that he realized that wasn’t a good idea (no propeller). “I feel pretty good for wrecking at 180 mph,”

Kelly said. The propeller broke, pushing the back end of the boat into the water and sending it airborne. “The boat went straight up in the air – about 30 feet,” said J. Michael’s dad Jeff Kelly; “he just couldn’t save it.”

“I had full canard,” said Kelly. “I couldn’t do anything else. I closed my eyes because I thought I would get hurt on this one. Fortunately, I didn’t. *RedDot* finished second, *Peters & May* was third, and Kelly Stocklin now driving the U-100 *Central Coast Airbrush* were DSQ’ed.

Dave Villwock was in the *Beacon Plumbing* team’s corner for the weekend acting as a consultant for Billy and Jane Schumacher’s team. The boat needed to be taken back to Seattle to be repaired. “We can fix it,” said Villwock.

Villwock, who has won more races than any other driver in the history of the sport, is in retirement. “I’m not likely to drive again,” he said. “Maybe pinch hit if someone really needs it.”

The Leland team found themselves needing a pinch hitter when Ryan Mallow, driver *Central Coast Airbrush* abruptly quit the team, but it wasn’t Villwock that got the call. “I’ve made one the hardest decisions of my life today,”



Chris Denslow photo



Karl Pearson photo



Karl Pearson photo

Mallow said on his Facebook page and reiterated later in a TV interview; “There’s a lot more I could say, but it won’t change anything.” The 100 team grabbed Kelly Stocklin, who was in the pits for the weekend, as a substitute driver. Stocklin had qualified as an unlimited driver last year in Tri-Cities.

In the 2B re-start, Shane took away the inside lane from Kip Brown on the backstretch and held on for the win. Albert Lee came in at third place.

Heat 3

David and Shane finally got pitted head-to-head for 3A. “Getting the inside lane is very, very critical,” said Shane. “It’s so rough in the first turn.” Shane seemed to hit the score-up buoy perfectly, grabbed the inside lane, and rode it to victory over David. Zimmerman and *RedDot* finished third.

Then it was on to 3B and another flip. This time, it was the newly-installed driver of *Central Coast Airbrush*, Kelly Stocklin, on



Karl Pearson photo



Karl Pearson photo



Stocklin and *Central Coast Airbrush* ran most of the heat with the bow out of the water, seen in photo at left. The results of this are seen in photo at right. ~ Both Chris Denslow photos

the far straightaway. He was trailing the rest of the boats when he hit a rough patch of water and the boat went up and over, rotating past 360 degrees before landing on the transom (the bow of the boat was light during the lap prior to the up-and-over). “I’m sorry,” Stocklin said on the radio, “but I’m okay.” Stocklin report some back pain, but after a visit to the hospital he said he was indeed fine. “I didn’t do them any favors,” Stocklin said. “When you’re up in the air like that, there’s nothing you can do.” *Central Coast Airbrush* was done for the day.



Karl Pearson photo

Kip Brown and *Qatar* were leading after leading after two laps, but had Tom Thompson in *Peters & May* and Mark Evans *FEDCO* just behind. “We had just changed an engine about 25 minutes before,” Brown said, and he got the performance he needed. With two laps in the books before the flip, the race was stopped and Brown was declared the winner. Coming off a Gold Cup win, Brown and the 95 *Qatar* kept it rolling with a win in the 3B rerun. What’s it take to win a hydroplane race? “Flawless driving” said Brown; “and a little bit of luck.” Thompson in *Peters & May* was third. Photo is on the previous page.

Provisional Heat

The Go Fast, Turn Left Racing team split the driving duties for the weekend in an attempt to get Jamie Nilsen qualified as an unlimited driver. The idea was to run two boats in Seattle. Nilsen got his required laps in during qualifying and got one heat under his belt in 1A. But it was Brian Perkins in *Albert Lee Appliances* in the seat,



Chris Denslow photo

winning the provisional heat and a back row start in the final. “We’re building our confidence level,” said Perkins. Greg Hopp in the U-14 *Miss DiJulio* was third and Mike Webster in the U-22 *Payne West* was fourth.

Final Heat

Then it was on to the 5-lap, winner-take-all finals. With seven boats on the course, the margin for error is small. As the boats try to gain even the slightest edge, it’s easy to make a mistake. Kip Brown in *Qatar* hit the score up buoy a split second before the 1-minute mark and got hit with a one-lap penalty right out of the gate. “We secured lane 1,” said Brown; “and they called me over. I thought I was legal. Our radio guy thought I was legal. I feel terrible for the team.”



Chris Denslow photo

With Brown in lane 1 and Jimmy Shane in lane 2, Steve David again found himself in lane 3. But at the start, David had moved into lane 1. “We put in the acceleration package and it paid off,” David said. “I was able to get the overlap on Kip and Jimmy and take the lane.”

Mark Evans *FEDCO* has the second most wins of any active driver, behind only Steve David. He’s a three-time Columbia Cup winner (1997, 2000, and 2003). In the final, he had *FEDCO* up at speed and sling-shotted ahead of everybody to hit the start line first. “We nailed our start,” said Evans. “That’s the big key (for us to be competitive).” By the time the boats hit the first turn though, it was Steve David in front and Jimmy Shane in second. Coming out of the turn, David started to



Chris Denslow photo

lengthen it out. By the end of lap 1, David had about a half roostertail lead over Shane.

Lap 2 started to be a little closer. Shane was edging into the lead, but couldn't make up the ground. Then, David started to stretch it out to a full roostertail and a two second lead by the start/finish on lap 3 and added to that again in lap 4 with the rest of the field way behind. That's how they would finish, with David and *Oh Boy! Oberto* taking the checkered flag and Jimmy Shane in *Graham Trucking* finishing second. Jon Zimmerman in *Red DOT* wrapped up another strong weekend with a third place finish followed by Mark Evans in *FEDCO*.

"Fourth place, that's big for us," Evans said. "We got their attention."

Tommy Thompson in the U-11 *Peters & May* finished 5th, followed by Jamie Nilsen in the U-21 *Albert Lee Appliances*, and Kip Brown in the 95 *Qatar* courtesy of the one-lap penalty.

The final was truly a two boat race and another example of just how small the difference between first and second can be. Average lap speed for the first place Steve David was 147.654. For second place Shane, it was 147.179. That's a difference of five-tenths of a second over five laps on a 2.5 mile race course. "We got a fast boat," said Shane; "I've got to do a better job of protecting the inside lane."

The day, and the race, belonged to Steve David and the *Oh Boy! Oberto* team. "It was a great race," David said. "Jimmy Shane is the future of the sport. That team gives him a great boat and he is going to be out front for a long time."

"I'm almost 60," said David. "But today, old men rule." For the weekend, Steve David picked up 1600 points, Jimmy Shane 1550, Kip Brown 1141, and Jon Zimmerman 1130. The results gave David a 233 point lead in the National High Points chase going into Seafair weekend in Seattle.

It also gave the *Oh Boy! Oberto* team the tree and a spot in the shade at next year's Columbia Cup.



Chris Denslow photo

Vic Nelawake Unlimited Spirit Award

Chris Denslow was honored by being named the recipient of the 2013 Vic Nelawake Unlimited Spirit Award, which is sponsored by Unlimiteds Detroit. This award recognizes an individual whose voluntary contributions to unlimited hydroplane racing stand out among all the volunteers who have demonstrated selfless dedication and inspiration like the late Vic Nelawake. Chris photographs the action at every race site then selflessly allows his photos to be used by race teams and media organizations. We at the *Unlimited News Journal* appreciate this. As editor, I gather photos from his website that I use in almost every issue. Congratulations Chris, it is well deserved.

~ by Chris Denslow camera





Mike Hanson holds the "Key to Bernie's Tree," Water Follies President Mike Denslow handed the Oberto team as winner of the 2013 Columbia Cup. This earned them the right to set up camp in Lampson Park the following season under the Sycamore tree Bernie Little rescued in the 1980s. The trophy just happens to be the 1984-1990 Syracuse Cup that Little's team won every year in New York. ~ Chris Denslow photo



STAT BOX

LAMB WESTON COLUMBIA CUP

Tri-Cities, Washington, July 27 - 28, 2013
2 1/2-mile course on the Columbia River

QUALIFICATION (1) 1 *Oh Boy! Oberto*, Steve David, 158.766, 100 points; (2) 9 *Red Dot*, Jon Zimmerman, 155.089, 80; (3) 95 *Qatar*, Kip Brown, 154.424, 70; (4) 37 *Beacon Plumbing*, J. Michael Kelly, 151.778, 60; (5) 5 *Graham Trucking*, Jimmy Shane, 151.339, 50; (6) U-11 *Peters & May*, Tom Thompson, 150.155, 40; (7) 57 *FEDCO*, N. Mark Evans, 148.109, 30; (8) 14 *Miss DiJulio*, Greg Hopp, 147.087, 30; (9) 21 *Albert Lee Appliance*, Brian Perkins, 143.963, 30; 22 *PayneWest Insurance*, Mike Webster, DNQ — repairing air diffuser (test speed 147.540 to avoid Chairman's Option), 0; 100 *Central Coast Airbrush*, Ryan Mallow, DNQ — preparing boat (late test speed 143.894 to enter race), 0.

HEAT 1A (1) *Graham Trucking* 145.172, 400 points, 450 cumulative points; (2) *Red Dot* 142.351, 300, 380; (3) *FEDCO* 138.217, 225, 255; (4) *Peters & May* 128.303, 169, 209; (5) *Albert Lee Appliance*, Jamie Nilsen, 125.353, 127, 157. Fast lap (1) *Graham Trucking* 147.275.

HEAT 1B (1) *Oh Boy! Oberto* 148.313, 400, 500; (2) *Qatar* 145.822, 300, 370; (3) *Beacon Plumbing* 143.438, 225, 285; (4) *DiJulio* 128.152, 169, 199; (5) *PayneWest Insurance* 108.128, 127, 127; *Central Coast Airbrush* DNS — escape hatch opened approaching the start, 0, 0. Fast lap (2) *Oh Boy! Oberto* 149.417.

HEAT 2A (1) *Oh Boy! Oberto* 142.222, 400, 900; (2) *Red Dot* 139.456, 300, 680; (3) *Peters & May* 135.242, 225, 434; (4) *FEDCO* 134.265, 169, 424; (5) *PayneWest Insurance* 125.718, 127, 254; (6) *Central Coast Airbrush*, Kelly Stocklin, DSQ — flagrant fuel violation, 0, 0. Fast lap (1) *Oh Boy! Oberto* 148.223. **HEAT 2B (Rerun)** (1) *Graham Trucking* 147.377, 400, 850; (2) *Qatar* 140.043, 300, 670; (3) *Albert Lee Appliance*, Brian Perkins, 136.331, 225, 382; (4) *DiJulio* 134.234, 169, 368; (5) *Beacon Plumbing* DSQ — flipped in first running stopping heat, 0, 285. Fast lap (1) *Graham Trucking* 147.805.

HEAT 3A (1) *Graham Trucking* 148.670, 400, 1250; (2) *Oh Boy! Oberto* 147.869, 300, 1200; (3) *Red Dot* 137.557, 225, 905; (4) *Albert Lee Appliance* 128.028, 169, 551; (5) *DiJulio* 97.914 (penalized one lap for encroachment on U-21), 127, 495. Fast lap (2) *Graham Trucking* 149.531. **HEAT 3B** (1) *Qatar* 144.378, 400, 1070; (2) *Peters & May* 142.134, 300, 734; (3) *FEDCO* 140.934, 225, 649; (4) *PayneWest Insurance* 131.552, 169, 423; *Central Coast Airbrush* DNF — flipped on third lap stopping the heat, 0, 0. Fast lap (1) *Qatar* 145.086.

PROVISIONAL (1) *Albert Lee Appliance* 142.492, 0, 551; (2) *DiJulio* 138.140, 0, 495; (3) *PayneWest Insurance* 137.878, 0, 423. Fast lap (2) *Albert Lee Appliance* 145.607.

FINAL (1) *Oh Boy! Oberto* 147.654, 400, 1600; (2) *Graham Trucking* 147.179, 300, 1550; (3) *Red Dot* 136.505, 225, 1130; (4) *FEDCO* 135.421, 169, 818; (5) *Peters & May* 125.413, 127, 861; (6) *Albert Lee Appliance*, Jamie Nilsen, 116.873, 95, 646; (7) *Qatar* 111.222 (penalized one lap for jumping the score-up buoy), 71, 1141. Fast lap (2) *Oh Boy! Oberto* 149.688.

COMPILED BY ALLEN STILES

Damage on the Columbia River

Bottom left is the damaged *Central Coast Airbrush* on tilt in the Lampson Pits. This was their second flip this season. The other was at Detroit. The #9899 will be replacing the wrecked #0010 in Idaho. The former black and maroon hull last raced in 2013 at Qatar before being replaced at Madison with the #9899. ~ Karl Pearson photo



Above right is the wrecked *Beacon Plumbing* (#1188) being pulled out of the Columbia River. Dave Villwock, consultant for the team, said it would be repaired for Idaho, which it was. Driver J. Michael Kelly was not seriously hurt when the boat crash landed. ~ Chris Denslow photo

Vintage hydros run at Tri-Cities



Above are H&RM's U-8 *Oh Boy! Oberto* and Dixon Smith's restored U-40 *Miss Bardahl* racing on the Columbia River Friday afternoon along with Vashon Unlimited's 1955 U-60 *Miss Thriftway* (1) replica and H&RM's U-77 *Miss Wahoo* replica at speed below. ~ Karl Pearson photos



The Dream Year Continues: Jimmy Shane Wins at Seattle

by Bill Osborne



Ted Porter's 5 Graham Trucking and the Precision Performance, LLC team. ~ Bill Osborne photo

What a year 2013 has been for Jimmy Shane. Since the first of the year, he won two world championships at Doha, Qatar, watched the birth of his son Colton, and most-recently won the Albert Lee Appliance Cup at Seafair. Afterwards, Jimmy recounted his Seafair story.

“It has been a great year. Winning this race for our sponsor Rob Graham in his hometown makes it special. Until winning here, I never realized what a big deal hydroplane racing is in Seattle. We had our struggles this week, but our crew did a great job preparing the boat for the final heat on Sunday. All I had to do was drive it,” said an emotional Jimmy Shane after the final heat.

(The Leland team was a no-show at Seafair. They were busy getting their replacement hull #9899 ready to race in Idaho.-Ed)

Heat 1

“We watched 1A as *Oh Boy! Oberto* was in that heat. As a team we watched Steve David to see his game plan. We figured he would take it easy and not show us too much. It was tough because we wanted to race him heads up all weekend in hopes of gaining ground in the high-points race.” David held back, taking lane 2 with *Beacon Plumbing* in lane 1. Brian Perkins in *Albert Lee Appliances* made a perfect start, but he quickly faded to third. “We didn’t know if Steve was holding back because J. Michael Kelly stayed with him for most of the heat, but after looking at lap speeds, we all agreed that Steve ran just fast enough to win.”

Heat 1B. Jimmy Shane came up to the north turn in lane 3 and slowed because he was early. When it came time to go, *Graham Trucking* did not respond. “We had the same problem Saturday as we had at Tri Cities. The bleed band actuator locked closed so when the engine went below ground idle, it wouldn’t run. I shut down and tried to restart but it wouldn’t light because the bleed band was locked closed. As a group, we were discouraged, but we have a great team and I knew they would fix our problems and we would have a better day on Sunday.”

Both Kip Brown (95 *Qatar*) and Jon Zimmerman (9 *Fox Plumbing Red Dot*) jumped the gun, leaving the win to Mike Webster in 22 *Boitano Homes Performance Tools*. Kip’s response, “My fault. The crew gave me a great boat and I screwed up.” When questioned about timing his start, Kip laughed and said, “I guess I needed more practice!”

In Saturday’s test session, Jimmy Shane explained their strategy. “We changed engines and ran engine number two and it ran well, not as fast as number 1, but it was ok. We were, hoping to get two tests, but a drowning incident on the log boom curtailed practice. After the test, we changed the bleed band actuator on engine 1. We knew we needed to win both elimination heats on Sunday in order to make the final. We agreed that engine number 1 gave us the best chance to win.”

Heat 2

With the pressure on to score points, Jimmy took lane 1 at the start of heat 2A, flanked by Kip Brown, Tom Thompson (in *Peters & May*), Mark Evans (in *FEDCO*), and Brian Perkins who was down one lap for passing the score-up buoy prior to one minute.

Jimmy led the field and never let up, winning the heat. With 400 points, *Graham Trucking* was back in the hunt for the final. Kip’s 300 points kept his chances alive as well. “It helps when we don’t have mechanical failures. We



Chris Denslow photo



Karl Pearson photo



Chris Denslow photo

know Kip is fast, so lane position was very important. We needed this win and another in heat 3 to secure a place in the final. We will make a few adjustments and see what we can do in the next heat.”

Next up, two of the three top qualifiers were matched up in 2B, most notably Steve David in *Oh Boy!*

Oberto. David took care of business, quickly dispatching Jon Zimmerman and J. Michael Kelly in 2B. That being said, the heat provided some entertainment prior to the start. Zimmerman placed *Red Dot* in lane 1 but could not hold off David’s leap-frog.

J. Michael Kelly abandoned his usual lane-1 troll and swung wide, almost going outside the outer course markers. Then, inexplicably, Kelly’s *Beacon Plumbing* made a hard left and cut across the course, traveling inside the buoy line. Kelly slowed to almost a complete stop, then re-entered the race course in lane 2. Prior to the start, officials assessed a one-lap penalty on Kelly.

To make life even easier for Steve David, Jon Zimmerman picked up a penalty for passing the score up buoy too early. The penalties moved Jaime Nilsen to second place, almost assuring himself a place in the final for Greg O’Farrell’s 48 *Snoqualmie Casino*. *Performance Tools* and *Red Dot* rounded out the field until H1 officials reversed the call on *Beacon Plumbing*.

Although Jimmy was concerned about the heat, he and his team spent most of the time sorting out their own strategy. “We had no idea what was going on in the heat. I heard what was going on, but again we were more concerned with our own situation. I never did figure out why *Beacon Plumbing* was penalized and then why the penalty was rescinded.” [The steering wheel came off and he swerved into the infield unintentionally.-Ed] (According to Mike Noonan, “The call on the 37 was reversed because the rule allows a boat to go in side a straightaway buoy prior to the start and re-enter the course without penalty as long as said boat doesn’t improve its position or gain an advantage by re-entering the course. In the past, the rule book stated that a boat would be penalized by missing a course marker prior to the start, but that rule was changed this year.”)

Heat 3

Prior to the start of 3A, Jimmy said, “I saw Kip and J. Michael parked in the south turn, so I thought, there is no way I will be able to take lane 1. I focused on the timing mark to fly around them. We were able to get lane 1 by leap-frogging them both. It’s a risky move, because there isn’t a lot of room to the commitment buoy.” Kip nailed the start and I was two seconds late. He held me in lane 1 perfectly. I had to drive more conservatively in lane 1 because there was no wiggle room. I kept hoping Kip would slide out a give me a chance, but he never let up. He drove a great race, giving me one lane in which to run and not an inch more. Exiting each turn, Kip kept pinning me to the buoy line. He just wouldn’t let me escape.”



Karl Pearson photo



Chris Denslow photo



Karl Pearson photo

Kip Brown beamed after driving perhaps the best unlimited heat of his life. “It was a great race. Jimmy’s a stud. I respect him a lot. I got a better start and wanted to give him room, but not too much. He was filling up my mirror the entire time. The only concern I had was hooking the boat. One small mistake on my part would have put him over, something I absolutely did not want to do.”

Jimmy’s response, “It’s nice to know he is looking out for the competition. As a driver, it amplifies my confidence knowing I can race that close and he will leave me room. Kip is an excellent driver. He raced hard, but clean. That’s all I can ask. I just wish Kip would have opened the door, but he never let up!”

Mark Evans made a great start from lane 5 and ended up third, followed by Brian Perkins and a disappointed J. Michael Kelly in fifth place.

For the third-straight heat, Steve David did not draw Jimmy Shane. The question in David’s mind, should he allow Jon Zimmerman to win the heat, possibly bumping Jimmy Shane to the trailer-boat position? As he did earlier, David powered *Oh Boy! Oberto* to an easy win, followed by Zimmerman, Tom Thompson, Jaime Nilsen, and Mike Webster.



Chris Denslow photo

When questioned about letting Zimmerman win and bump Shane, David said, “That’s not the Oberto style. Our sponsors want us to win every heat, so that was never a possibility.” About the long wait until the final David quipped, “Now, I have to wait and let the butterflies in my stomach collide with the rocks in my head.”

As it turned out, Shane was in regardless of the outcome in 3B. Had Zimmerman won the heat his point total would have been 812, assuring his place on the front row, bumping *Beacon Plumbing* into the provisional with 769. *Graham Trucking’s* second in 3A gave him 770 points. Who says qualifying points aren’t important!

Provisional

The provisional heat was cake walk for Zimmerman, helped by Evans and Thompson who were penalized for score-up violations. Brian Perkins drove *Albert Lee* to second. Evans in *FEDCO* picked up third and Thompson and *Peters & May* did not finish.



Chris Denslow photo

Final

The final pitted David, Shane, and Brown against each other for the winner-take-all Albert Lee Appliance Cup. Entering the final, Jimmy Shane’s goal was to, “Do whatever it takes to secure lane 1. We needed to be inside of *Oberto* and *Qatar*. We weren’t sure how we were going to do it, but we knew we had to be inside to give ourselves the best chance to win. If the opportunity presented itself, we would do whatever we had to do whether it meant trolling or a leap frog. Kip was the first to leave the pits. He cut the course, crossed the starting line and began to troll. I followed him, cut the course and trolled right next to him in lane 2. At about the three-minute mark, I decided this



Karl Pearson photo

was a bad place for me. I was outside of Kip and Steve was running at speed, setting up for a leap frog. At that point I decided to speed up, jump in front of Kip, and take lane 1. We were early, so I shut the engine off at about 2:15 prior to the start between the entrance pin and buoy number 2. I hated doing this, but this is what I needed to do to take lane 1.”

“I was sitting in cockpit, crossing my fingers that the engine would start remembering the problems we had on Saturday. At 1:30 to go before the start, I said, “It’s now or never. The engine relit and I had to focus on timing for the one-minute pin. I didn’t know where Steve was until the entrance of the north turn. It was nice to know he was out there in lane 4.”

Shane made a good start in lane 1 and was helped by Kip Brown who made a perfect start in lane 2. Kelly, in lane 3 made David’s task even more difficult by holding off *Oberto* into the first turn. David passed Brown and Kelly halfway through the first lap. Now, it was up to Jimmy Shane to hold off the three-time defending champion.

“At that point, my concern was trying to run as fast as I could. I never looked in the mirror once in the final. Tom Anderson gave me updates on the other boats. In lap 2, he told me I had a roostertail-length lead over the other boats. I couldn’t believe the lead. Now, all I had to do was finish in one piece.” *Graham Trucking* won followed by *Oberto* and *Qatar*.

Afterwards, Jimmy praised his crew and sponsor Rob Graham. “We were set back after Saturday, not finishing the heat. We got through the mechanical gremlins. Back in the truck, there were a million different scenarios for us. We decided to race our own race and



Karl Pearson photo



Karl Pearson photo

Jimmy Shane stands tall on the podium with trophy along with Steve David and Kip Brown.



Chris Denslow photo

let it all hang out. I decided let the boat hang out too. This is huge for Ted Porter and the Formula Team and for Rob Graham who has sponsored a boat in Seattle since 1983. I feel so blessed to have such a great team and a wonderful family. This really has been an amazing year!”

At left, Jimmy Shane and fiancé Bianca Bononcini with the 2013 first place Seattle Seafair trophy. ~ Chris Denslow photo

[As a note, *Lucero’s U-14 Miss DiJulio*, driven by Greg Hopp, was at Seafair and qualified, but failed to start 1A & 2A. There was serious damage to the bottom of the hull after a propeller blade broke during testing. See page 14 for photos-Ed]

STAT BOX

ALBERT LEE CUP AT SEFAIR

Seattle, Washington, August 3-4, 2013

2-mile course on Lake Washington



Madison Representative Bob Hughes, sponsor Art Oberto, and driver Steve David pose for fans. ~ Karl Pearson photo



Driver turned consultant for the Beacon team and former driver and owner Dr. Ken Muscatel shoot the breeze Saturday at Seafair. ~ Karl Pearson photo



A new pilot for FEDCO? No, just a test pilot. Limited driver Jessie Robertson test runs the 57 FEDCO Friday on Lake Washington. ~ Chris Denslow photo

QUALIFICATION (1) 1 *Oh Boy! Oberto*, Steve David, 152.229, 100 points; (2) 95 *Qatar*, Kip Brown, 149.031, 80; (3) 5 *Graham Trucking*, Jimmy Shane, 148.837, 70; (4) 9 *Red Dot*, Jon Zimmerman, 147.501, 60; (5) 21 *Albert Lee Appliance*, Brian Perkins, 141.437, 50; (6) U-11 *Peters & May*, Tom Thompson, 140.487, 40; (7) 22 *Performance Tool*, Mike Webster, 137.436, 30; (8) 48 *Snoqualmie Casino*, Jamie Nilsen, 137.184, 30; (9) 14 *Miss DiJulio*, Greg Hopp, 134.738, 30; 57 *FEDCO*, N. Mark Evans, DNQ — N2 violations, 130.000, 0; 37 *Beacon Plumbing*, J. Michael Kelly, DNQ — making repairs (test lap 133.913 to avoid Chairman's Option), 0.

HEAT 1A (1) *Oh Boy! Oberto* 140.816, 400, 500 cumulative points; (2) *Beacon Plumbing* 137.799, 300, 300; (3) *Albert Lee Appliance* 130.022, 225, 275; (4) *FEDCO* 128.691, 169, 169; *DiJulio* DNS — broke propeller blade during testing damaging hull, 0, 30. Fast lap (2) *Oh Boy! Oberto* 142.619.

HEAT 1B (1) *Performance Tool* 124.615, 400, 430; (2) *Snoqualmie Casino* 123.880, 300, 330; (3) *Red Dot* 104.027 (penalized one lap for jumping the gun), 225, 285; (4) *Qatar* 101.749 (penalized one lap for jumping the gun), 169, 249; *Graham Trucking* DNS — bleed band problem, 0, 70. Fast lap (2) *Red Dot* 139.773.

HEAT 2A (1) *Graham Trucking* 140.530, 400, 470; (2) *Qatar* 136.885, 300, 549; (3) *FEDCO* 132.047, 225, 394; (4) *Peters & May* 129.136, 169, 336; (5) *Albert Lee Appliance* 94.718 (penalized one lap for jumping the score-up buoy, 127, 402; *DiJulio* WD — damaged hull, 0, 30. Fast lap (1) *Graham Trucking* 142.486.

HEAT 2B (1) *Oh Boy! Oberto* 135.146, 400, 900; (2) *Beacon Plumbing* 130.612, 300, 600; (3) *Snoqualmie Casino* 123.185, 225, 555; (4) *Performance Tool*, 117.461, 169, 599; (5) *Red Dot* 95.641 (penalized one lap for jumping the score-up buoy and one lap for encroachment), 127, 412. Fast lap (1) *Oh Boy! Oberto* 140.250.

HEAT 3A (1) *Qatar* 146.208, 400, 949; (2) *Graham Trucking* 145.746, 300, 770; (3) *FEDCO* 136.763, 225, 619; (4) *Beacon Plumbing* 135.889, 169, 769; (5) *Albert Lee Appliance* 133.552, 127, 529. Fast lap (1) *Qatar* 155.256. **HEAT 3B** (1) *Oh Boy! Oberto* 139.004, 400, 1300; (2) *Red Dot* 134.763, 300, 712; (3) *Peters & May* 126.465, 225, 561; (4) *Snoqualmie Casino* 124.294, 169, 724; (5) *Performance Tool* 123.450, 127, 726. Fast lap (1) *Oh Boy! Oberto* 142.222.

PROVISIONAL (1) *Red Dot* 135.317, 0, 712; (2) *Albert Lee Appliance* 128.991, 0, 529; (3) *FEDCO* 97.579 (penalized one lap for jumping the score up buoy), 0, 619; *Peters & May* DNF — (penalized one lap for jumping the score-up buoy), 0, 561. Fast lap (2) *Red Dot* 138.208.

FINAL (1) *Graham Trucking* 142.874, 400, 1170; (2) *Oh Boy! Oberto* 139.924, 300, 1600; (3) *Qatar* 133.441, 225, 1174; (4) *Beacon Plumbing* 127.075, 169, 938; (5) *Red Dot* 124.913, 127, 839; (6) *Performance Tool* 124.621, 95, 821; (7) *Snoqualmie Casino* 100.056, 71, 795. Fast lap (1) *Graham Trucking* 148.1741.

COMPILED BY ALLEN STILES

The U-1 *Miss Budweiser* (12) and U-00 *Atlas Van Lines* (10) race once again at Seattle's Seafair.



The restored 1980 U-1 *Miss Budweiser* and the restored 1982 U-00 *Atlas Van Lines* ran against each other Seafair weekend. The *Budweiser* was driven by Dave Williams while the *Atlas* was piloted by the original driver Chip Hanauer. Sadly, it broke down Saturday and H&RM was unable to repair it for Sunday.

~Chris Denslow photos

Damage at Seattle



Karl Pearson photo Chris Denslow photo



Above is the damage to the stern of the 37 *Beacon Plumbing* that was done during a Friday test run. It was repaired for Saturday testing and heat 1A. Below is the damage to the U-14 *Miss DiJulio* during a Saturday morning test run, which ended their weekend of racing at Seattle.



Karl Pearson photos



1. Oh Boy! Oberto

As for most teams now that the 2013 season is over, the *Oh Boy! Oberto*/Miss Madison is back home in their race shop on Milton St. in Madison, IN. With **Steve David**'s retirement, the team is now in the process of narrowing down the choices of who will be their driver for 2014. Off-season hull and turbine maintenance is underway, headed up by **Mike** and **Larry Hanson**.

5. Graham Trucking

The 5 *Graham Trucking* is back home in Decatur, IN. for winter maintenance.



U-5 facebook page photo

Shown here with the team back-up hull #9712 in the

background (former *Miss Budweiser* T-5 hull), still in the color scheme the Ted Porter ran in 2012. The overall consensus among most teams is it will be nice to have a full off-season to get updates, repairs, and maintenance done.

9. Jones Racing/Team Red Dot

After suffering some major damage to the transom and bottom of the hull in Coeur d'Alene, and forcing them to miss San Diego Bayfair, the boat is upside down now in the Jones shop and repairs are underway. Decisions for racing



HydroFile
Lon Erickson

in the 2014 season are still to be determined.

11. Peters & May

The U-11 team was looking forward to a return to Coniston Waters, England for another round of participation in Records Week. They were there in 2012 and set a UIM U.K. National kilo speed record for unlimited hydroplanes. Due to some uncertainty in changes to UIM safety regulations, the team will not be going to England for the 2013 Coniston Records Week. The **Scott Raney** led team will be working during the off-season on minor changes to the hull they rebuilt and campaigned this past year.

14. Centurion Unlimited/Miss DiJulio

Jay Leckrone's team is now making decisions about 2014. The hull they campaigned in 2013, **Dave Bartush**'s U-13 hull#8700 was leased for the 2013 season and they are in the process of deciding what direction they will take in 2014. Possibly lease another year, purchase, or obtain another hull to run.

22. Webster Racing

Webster Racing will be looking ahead to 2014 and on the agenda will be off-season maintenance and rebuilding their crew due to some changes late in the 2013 season.

37. Schumacher Racing/Beacon Plumbing

After suffering some additional damage to the rear afterplane area (same area damaged in the blowover in Tri-Cities), the Schumacher team will be busy this off-season with more rebuilding in that area. **Dave Villwock** will continue to serve as consultant in making additional changes to the hull to get more acceleration and chute speed from the newest hull (#1188) on the circuit.



U-9 facebook page photo

57. FEDCO

After Coeur d'Alene, there was team talk of a possible new hull for this team in 2014. With the damage suffered in San Diego and other factors, those plans may turn into a rebuild of the current hull.

95. Spirit of Qatar/Our Gang Racing

The **Nate Brown** led Our Gang Racing team will have an interesting off-season coming. To be determined is what direction the Qatar sponsorship will go, after hearing the Ellstrom team is building a new hull for 2014. It's still early in the off-season and nothing has been formally announced by Our Gang Racing for 2014 plans and sponsorship.

96. Spirit of Qatar/Ellstrom Racing

The latest word from the Ellstrom team is a new hull is under construction in Seattle and will be ready for the 2014 season. Ellstrom Racing has also signed a five year extension with Qatar for sponsorship.

100. Leland Unlimited

The Leland Unlimited team ran the #9899 hull, fresh with a new paint scheme for Coeur d'Alene and San Diego, with newly qualified driver **David Warren** behind the wheel. Going into the off season the plans are to rebuild the newer hull #0010 they started the U.S. circuit with. This is the hull that suffered from two blowovers, one in Detroit and in Tri-Cities. This hull will receive some further upgrades and gives the team a newer, more advanced hull. There is also discussion of some badly needed repairs and updating on the #9899 hull to serve as a backup hull.



Eric Petring photo



deck2deck photo

In San Diego, there were a couple notable people in attendance. **Jean Theoret** was seen around the pits and visiting with several teams. **Matt Gregory** was also there and was asked about the future of their family's racing operation. The boat and equipment is at Hydros Inc. in Tukwila, WA. and when asked about a return, Matt said, *"So much stuff needs to change before we could come back. The sport needs to get back to the point where we can run as a business without having to put our money in it. It needs a series sponsor, and the sport has to be attractive to a boat sponsor. I miss being part of it. We'll see what happens."*

On Friday in San Diego, there was a luncheon meeting and presentation with some promoters from China interested in H1 Unlimited racing. Some of the H1 owners and board were in attendance, along with drivers, wives, and media. No specific news was announced by H1 coming out of the meeting.



Chris Denslow photo

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Next Meeting of Unlimiteds Unanimous

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