



2015 Madison, Indiana Kelly Wins Shortened Race

by Allen Stiles



On Thursday, the sun was shining and the river had crested leaving ten feet dry in front of the judges' stand. Officials were optimistic the river would drop enough to set up the pits on Friday.

Friday morning arrived and the river had barely dropped. Watching the river drop over the next two days was like watching water go down a plugged drain. Seven of the boats were placed along Vaughn Drive and Broadway for fan viewing. The docks were put in place but could only be accessed at the ends. The interior ramps were under water. .

The boats participated in the parade Friday so were rearranged on Saturday. The useable pit area was from the east end of the pit tower to the west ramp and about 20 feet wide. A new schedule was made to get testing and the race in on Sunday without qualifying.

The Grand Prix boats were put into the limited pit area in the afternoon. The plan was to run two heats and a final to complete their race. Four Grand Prix boats went out for their first heat. Three finished and two were damaged from hitting debris on the Kentucky side of the course. This shut

down racing for hours which was a portent of what would happen Sunday. The second section and a final were eventually run.

Sunday morning was more disappointment as the river was still too high to put the unlimiteds in the pits plus the debris was too great to race. Testing was eliminated and the race shortened to two heats and a final. No high points were awarded because the requirements could not be met. Six teams then withdrew to preserve equipment.

U-9 *Les Schwab/Red DOT*, Scott Liddycoat

U-18 *Bucket List Racing*, Kelly Stocklin

U-22 Webster Racing, Mike Webster

U-27 *Dalton Industries*, Cal Phipps

U-96 *ELAM Plus*, Jean Theoret

U-100 Leland Racing, Kevin Eacret

Below are tilt photos of the unlimiteds that didn't want to take the chance of getting damaged before the Tri-Cities Gold Cup, which is only a couple week away.



Above left is Mike and Lori Jones' U-9 *Les Schwab/Red DOT*. ~ Karl Pearson photo; At right is Jay Leckrone's U-12 *Miss DiJulio* being setup in the Madison pits. ~ Karl Pearson photo above left; ~ Chris Denslow photo to the right

Below left is the U-18 *Bucket List* owned and driven by Kelly Stocklin.. ~ Lon Erickson photo; Right is Mike Webster's U-22 on tilt at Madison. ~ Karl Pearson photo



Below left is new owner Charlie Wiggin's U-27 *Dalton Industries*. This is the former U-17 of Nate Brown's. ~ Chris Denslow photo; At right is the 1957 U-36 *Miss U.S.* now owned by Jay Armstrong. It has been beautifully restored to running condition. ~Lon Ericksons photo



Below left is Erick Ellstrom's U-96 *ELAM Plus*, the former U-96 *Qatar*. At right is the U-100 Leland Unlimited. Stacey Briseno represents and runs the Leland team. which was formally owned by the late Fred Leland. ~ Chris Denslow photo below left; Lon Erickson photo to the right



The race format was to run two heats each with two sections. One section would have two boats and the other two boats and a trailer. This was done to avoid the debris. The final heat would have four boats with lane assignments determined by speeds in the preliminary heats. The trailer was the U-12 *Miss DiJulio* because Patrick Sankuer was an unqualified driver who had never driven the boat. Penalties were not assessed for N2 and flagrant fuel violations. Strobe lights were on the boats to indicate going under 80 mph.

Three cranes were in the pits for the five boats. The *Graham Trucking* boats were on the east end. *Miss DiJulio* was in the middle. *Oberto* was next. *Peters & May* was on the far west end at the bottom of the ramp. The equipment trucks were parked along Vaughn Drive except for *Oberto* which was on West Street opposite the ramp.

A schedule was announced and a draw made, but mostly was a guide as adjustments were made to get the boats into the race. Flexible was the word for the day. The course was back to two and one-half miles and went under the Madison-Milton Bridge. J. Michael Kelly was the only driver who had run this configuration.

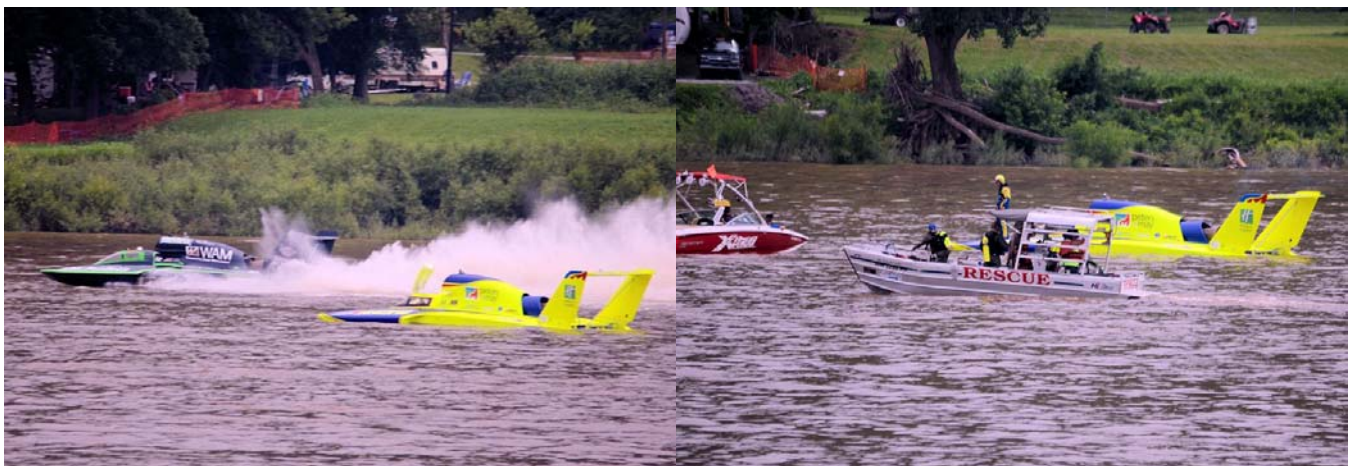
The top two boats drawn into the B section ran first as the A section. U-1 *Oberto* driven by Jimmy Shane hit the start ahead of the U-7 *Graham Trucking II* driven by Jesse Robertson. Shane pulled ahead to a roostertail lead which he maintained to get the victory.



The U-5 *Graham Trucking* driven by J. Michael Kelly, U-11 *Peters & May* driven by Tom Thompson and U-12 *Miss DiJulio* driven by Patrick Sankuer Jr. were in heat 1B. The U-11 was the furthest away up on the north end of Broadway, so was last getting into position delaying the start of the race. Kelly got a decent start ahead of Thompson. Kelly had no competition as the *Peters & May* lost power on the backstretch due to a fuel line failure. Sankuer was far behind as the trailer. ~ Karl Pearson photos

Kelly said it was good to get back on the course. He thought that it will be thrilling for the drivers to go under the bridge. The course was shortened from 2011 to 2014 while a new bridge was constructed. The course did not have an inside buoy at the starting line so his knowledge of the course helped him.

Sankuer had never driven the boat before and said it's fantastic to be in the boat for the first time. *Miss DiJulio* was challenging to operate with more instruments to look at and the boat would lift at times as he was looking at the gauges. ~ Karl Pearson photos



Heat 2A was Shane versus Kelly. *Graham Trucking* was on the inside and *Oberto* on the outside. They were slightly off on the start. Kelly took the early lead and was two boat lengths ahead at the end of the first lap. On lap two in turn one Kelly hit a roller and showed the bottom of the boat breaking the canard. Shane saw the boat skip, then slowed and went outside. Kelly was able to maintain control and keep the lead. On the final lap Shane gained ground entering the last turn. With the broken canard Kelly couldn't hold off Shane losing by a boat length.



Thompson had the start timed well in heat 2B. Robertson was early and had to back off as the boats crossed the start together. Sankuer was the trailer. *Peters & May* hit a roller in the first turn but was able to maintain speed and hold a slight advantage over *Miss DiJulio*. The boats ran side by side as Thompson held onto a boat length lead eventually winning by three boat lengths. Thompson got his first heat win and the first heat win for the Raney's. For Sankuer the race was used as a test session and he got his two heats toward driver qualification. He is looking forward to Tri-Cities and getting qualified.



As the final approached the *Graham Trucking* crew was racing the clock to get the canard repaired. Less than ten minutes remained when repairs were completed and the boat put in the water. Kelly got *Graham Trucking* onto the course on time to set up the final heat. Lanes were assigned by elapsed time. Kelly had a 2 second advantage over Shane, so had lane 1. Robertson was in 3 and Thompson in lane 4. Above, Karl Pearson photos

Shane had his timing down and simply drove around the course at a fairly high speed. Kelly chose to get to the start line with more than one-half minutes to the start and go slower on the inside lane around the course. Robertson was following Shane and Thompson trailed. Shane came up on Kelly at the start line and had to feather the boat slightly as they hit the line together right at the gun. They went side-by-side through turn 1 then *Graham Trucking* with the inside advantage pulled away. Kelly



got a two roostertail lead and maintained it to the finish. Robertson and *Graham Trucking II* ran a steady third. As they were scoring up for the start Thompson felt the boat hit debris and he brought *Peters & May* back to the pits to prevent damage to the hull. Karl Pearson photos



For the second year in a row J. Michael Kelly won and Art and Larry Oberto didn't get the fairy tale ending in its last year sponsoring the hometown boat. Jimmy Shane was trying to pin Kelly to the buoys and hoped for more bad water in the first turn. but once through the turn couldn't overcome the inside advantage.

The Madison Regatta committee and H1 worked together to get as good a race as possible considering the conditions. The teams worked hard as the drivers often said they wanted to put on a good show for the fans. The fans patiently waited and were rewarded with some excellent racing. The fleet now heads to the parched west where high water is not a problem. ~ Lon Erickson photo



Lon Erickson photo



Madison Extras



Karl Pearson photo

On top, J. Michael Kelly gets a kiss from the queen. Shane and Robertson only got to watch; bumner.

Above, the Madison monster and Fred Farley both want lunch, so who's the fastest. Hey, has anyone seen Fred lately?

Below left a drone that flew at Madison. At right is our Madison race reporter and race statistics man Allen Stiles.

Lon Erickson photo



STAT BOX

INDIANA GOVERNOR'S CUP

Madison, Indiana, July 5, 2015
2.5-mile course on the Ohio River

QUALIFYING Cancelled. No testing. No high points awarded. Penalties for N2 and Flagrant Fuel Violations not assessed. Boats that competed: U-1 *Oberto*, Jimmy Shane; U-5 *Graham Trucking*, J. Michael Kelly; U-7 *Graham Trucking II*, Jesse Robertson; U-11 *Peters & May*, Tom Thompson; U-12 *Miss DiJulio*, Pat Sankuer. Boats that withdrew: U-9 *Les Schwab-Red DOT*, Scott Liddycoat; U-18 *Bucket List Racing*, Kelly Stocklin; U-22 *Webster Racing*, Mike Webster; U-27 *Dalton Industries*, Cal Phipps; U-96 *ELAM Plus*, Jean Theoret; U-100 *Leland Unlimited*, Kevin Eacret.

HEAT 1A (1) U-1 *Oberto* 129.547; (2) *Graham Trucking II* 128.547. **HEAT 1B** (1) *Graham Trucking* 129.848; (2) *Miss DiJulio* 94.463; *Peters & May* DNS — fuel line failed.

HEAT 2A (1) *Oberto* 140.312; (2) *Graham Trucking* 140.119. **HEAT 2B** (1) *Peters & May* 129.199; (2) *Graham Trucking* 129.055; (3) *Miss DiJulio* 106.876.

FINAL (1) *Graham Trucking*[1] 141.818; (2) *Oberto* [2] 139.724; (3) *Graham Trucking II* 125.317; *Peters & May* [4] DNS — hit debris on the backstretch scoring up, returned to pits to avoid further damage.

COMPILED BY ALLEN STILES

Karl Pearson photo



Friday's Madison Parade

Lon Erickson photos



Unlimiteds on Parade



Unlimiteds on Parade



More Insight into Madison 2015

Story and photos from Lon Erickson

Going into Madison 2015, the event was presented with some challenges and interesting twists along the way. Uncertain weather prevailed even though the forecasts were generally optimistic up until a week before. High river levels dictated a lot of what eventually transpired but all that couldn't stop H1 Unlimited, the Madison Regatta folks, and the fans from having their usual week long 4th of July Festivities and the Governors Cup on the Ohio river.

Everything from the teams arriving in town mid-week, the Bash at the Bone Yard Grill on Thursday night, boats on Vaughn Drive attempting a set-up day on Friday and Saturday, the spectacular parade through downtown Friday evening, highly anticipated return of the Grand Prix class hydros running on Saturday, Saturday night twilight airshow and fireworks, and eventually getting unlimiteds on the water and racing Sunday. This year brought a couple opportunities that were a bit unusual, all the hydros were actually in the parade on Friday and the crowds that lined the streets got to hear a couple of the GP hydros fire up their big block engines right in the parade. That brought everyone to a stop and cheers from all that lined the route. That all accompanied by teams, crews, volunteers, and fans working together to make this event happen, it was the typical unique experience that happens every year in a little town along the Ohio River.



Above left is a shot of the Bone Yard from the inside Thursday evening. At right the U-11 *Peters & May* on display outside the Bone Yard. There was a big crowd watching the bands and other entertainment going on. The U-1 *Oberto* and U-27 *Dalton Industries* were also on display at the Bone Yard. Below left the U-5 *Graham Truckng* and other lined up behind them on the boulevard. At right the U-12 *DiJulio* and U-36 *Miss U.S.* and other teams along the boulevard.



A limited and the GP boats were also in the parade. At right is the Vintage F-128. Below left is the GP-3 *Hinkle*. At right is the GP-12 *Bob's 401 (K)* driven by Greg Hopp, Center left is Jerry Hopp's GP-15 *Super Shine Auto Detailing*, On the right is the GP-17 *Main Attraction*. At bottom left is the U-19 *Wicked Cider*. To the right is the GP-78 *Premonition*.





The WORX Miss Madison was also in the parade as was Steve David, former *Oh Boy! Oberto* driver and now H1 honcho. H1 Historian Fred Farley was on hand. Many many others, and groups, were also in the Friday parade.

That is only a part of the experience many call Madison, much more happens whether it's meeting old friends or making new ones, going to Hinkles for a great little hamburger, some BBQ at Mumbles, pizza at Bello's, or getting a great meal at the Key West Shrimp House. Maybe going by Dave Johnson's shop and "hydro museum" on Saturday night bumping into Ron Snyder or many other hydro people that come by every year for some food, hospitality, and good talk. Running into Kerry Sauley, the "Button Man", giving out his hundreds of buttons to the kids along Vaughn Drive.



For those who have never been to Madison, it really is much like what you saw in Madison; The Movie. The town itself still has that same feel, you have to take in Clifty Falls State Park, and just make the time to wander around, see the museums, shops, beautiful homes and gardens.

It could be just the fact it's been the first race of the year on the unlimited circuit for quite a while now and everyone is excited to be there, ready to get the show on the road, and all their hard work in the off-season is finally hitting the water. Remember everyone has the same record when they roll into Madison, there have been no winners yet or no losers, just a National Champion and everyone is chasing them.

But for the teams and fans, there is no place quite like Madison.



Above is Dave Johnson's shop and "hydro museum" Saturday evening. Plenty of good food and friends on hand.

Unlimited Hydroplane Winners

Photos & Fun Facts

Author: David Johnson, Copyright 2015 by David C. Johnson

ISBN: 978-0-692-41064-6

**Order from David C. Johnson
Happy Valley, OR
e-mail: TheProf2@aol.com**

Price: \$40.00 usd

214 pages of text and many photos.

David Johnson has written and published a very interesting book of facts, photos and personalities.

Rather than chapters, the book is divided up into signets of various winning hydroplanes, but David includes the “also-rans” and failures as well. These divisions start with the “Early Years” then follow into The Late 1940’s: A Wild Ride, The 1950’s: Speed, Competition & Rivalries, The 1960’s: Boat Races, Tragedy & Competition.

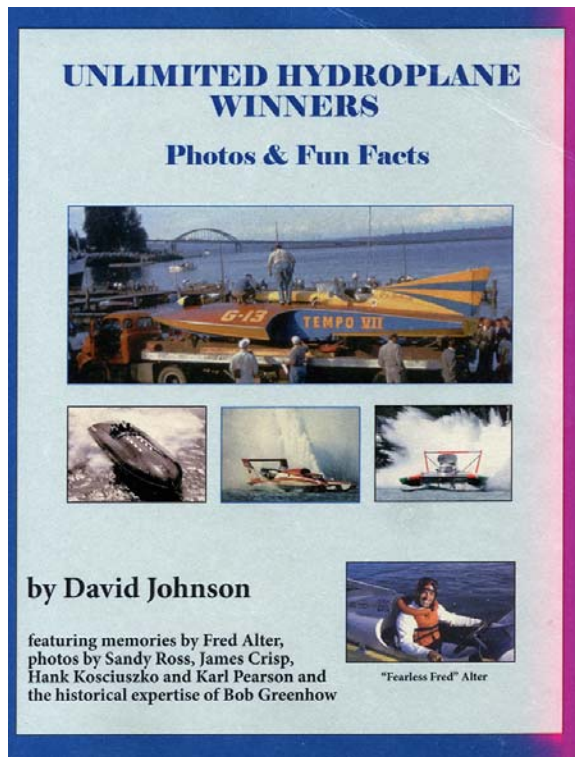
Then the book moves to The 1970’s: Dominance Yet Competition and then The 1980’s The Rise of the Turbines. An excellent comparison follows with The 1990s: Bud & DICO, Hanauer & Villwock in the last decade David notes The 2000s: A Changing of the Guard.

The movie Madison gets reviewed and Fred Alter (to whom the book is dedicated) is Honored.

The last Section is Hydroplane Treasures where David mentions personalities, icons, books, and shows off his hydroplane posters.

Anyone with so much as a passing interest will enjoy this book and its many photos some of them my very own. It’s a great coffee table book and would be a prized addition to your Hydro Library.

Review by Kirk Pagel, Special Projects Editor for the Unlimited NewsJournal.



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**Next Meeting of
Unlimiteds Unanimous**

-everyone welcome!-

Sunday, August 9th

UNJ 2 pm -- UU 2:30 pm

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