



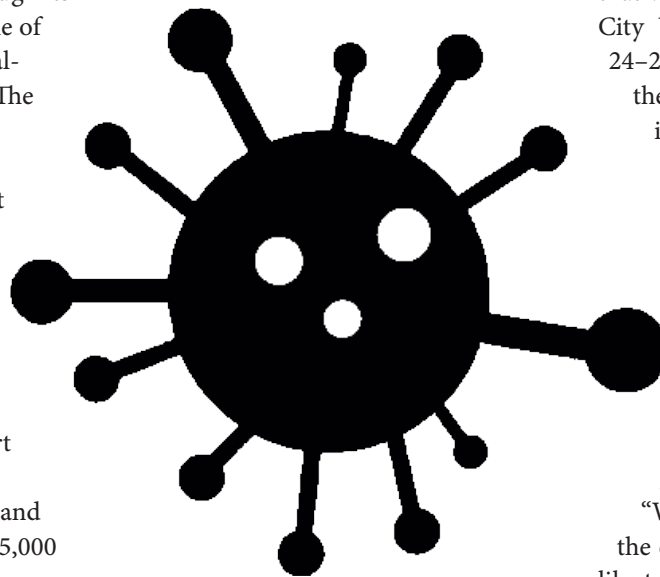
July 2020

COVID-19 WINS!

In an issue that features record keeping and a couple of notable facets of the sport's history, it's only fitting that we also acknowledge this year's victory by the COVID-19 virus, which, though microscopic in size, seems to have conquered the entire 2020 H1 Unlimited Racing Series.

Let's just admit it. Though its only July, the outcome of the 2020 season has already been decided. The winner was an entry named COVID-19, perhaps the smallest competitor the sport has ever seen, but mighty well beyond its size—its power so massive that it has not only conquered the sport of unlimited hydroplane racing but has impacted every other spectator sport in the land. It's also brought the US economy to its knees and has taken the lives of over 125,000 Americans—and counting.

As for Unlimited racing, the latest events to fall victim to the COVID-19 pandemic were the race in San Diego and the race in the Tri-Cities. The first was canceled and the latter postponed.



Add that news to the earlier cancellation of the races in Guntersville, Madison, and Seattle, and that pretty much wipes out the 2020 H1 Unlimited season.

"It is with great disappointment

that we announce the 55th annual Tri-City Water Follies event set for July 24–25, 2020, will be postponed," said the announcement from the Tri-Cities organizers on June 1. "This decision was not made lightly and was reached after much discussion and consultation with local leaders," said Kathy Powell, event director.

"We have decided that due to the current COVID-19 policies it is not feasible to have an event on the last weekend of July in 2020," Powell continued. "We are hoping to be able to hold the event later in the year, and would like to thank all of our fans, volunteers, partners, and sponsors for their support and flexibility during this difficult time."

While the Tri-Cities organizers expressed hope they would be able to hold the event later in the year, others aren't

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confident that will be possible. Only three counties in the state of Washington remain in Phase 1 of recovery from COVID-19, and two of them constitute the Tri-Cities region. (The other one is next door.) That means health department restrictions may not be eased soon enough to make an event possible, even if it's planned for September.

The San Diego organizers made their announcement less than two weeks after the Tri-Cities news. "We evaluated various ways to stage Bayfair during the COVID-19 pandemic and felt we couldn't ensure the health of our fans, volunteers, sponsors, and race teams," said Bob Davies, the race director. It will be the first time that San Diego Bayfair hasn't hosted a race since 1973.

"We're disappointed that San Diego Bayfair won't take place this year," Davies said. "We look forward to getting together again with friends and family in September 2021, in the meantime please stay safe and healthy."

So, with four of five races now canceled, an event in the Tri-Cities in September has become the last hope for the 2020 H1 Unlimited season, and its position is tenuous at best.

Regarding the Grand Prix boats, the Hydroplane Racing League canceled its 2020 season months ago, but organizers of the Hydrofest in Detroit expressed a desire to hold an event nevertheless. That hope ended with an announcement on June 25 that the event has been postponed to 2021.

The Grand Prix America (GPA) series was down to three possibilities at the end of May, but two of those were to be held in conjunction with the H1 events in the Tri-Cities and San Diego. Now we know their fate.

The only other race on the GPA calendar is the Owensboro Hydrofair in Owensboro, Kentucky, on August 15 and 16. At last report, the race organizers there were still hopeful that their event will go on as scheduled. ❖

THE SWAMI SEZ:

The future will return.

Each year we ask the Swami to gaze into his crystal ball, recite incantations, do some hocus-pocus, call up spirits, or do whatever it is he does when wearing that turbin, and then write us an article that foretells what will happen in the coming unlimited season. This year, as you might expect, his efforts came up a bit empty. He explains:

It was a decent off season and we were all looking forward to another season of our favorite sport. Boats had changed hands and a new owner had appeared. The favorites were getting things ready and fans had circled the date on the calendar when boats would hit the water for spring training.

It was to be another short but exciting five-race season played out over four months and four states.

As late as February, things were looking good and then—poof!

Something not even the all-knowing Swami could have predicted. A virus, a damn virus and a pandemic the likes of which had not been seen in 100 years came and slowly started taking away life as we all knew it.

Suddenly games and sport went away, basketball and hockey games were shut down, and series like NASCAR and Formula 1 were put on hold. But all of this pale in comparison to the lives lost from this damn virus. Phrases like social distancing became common and families could not be together for the last moments of loved one's lives.

But, as I learned over a decade when going through chemo for cancer, life, for better or worse, will go on. It may not be the same as before, but at some point "normal" life will be back and for us hydro fans, we will return to the beaches and crowd into the pit areas



and hear the whine of the turbines and experience the thrill of boats simply going around in a circle.

Pandemics come around every 100 years; people and their resiliency will stick around long after this damn virus is vanquished. This is one thing the Swami does know.

See you at the races. ❖

Finding an Unlimited high point.

BY BRIAN ANDERSON

Historically we have used the term “Unlimited” for the largest class of hydroplanes. It attempts to describe in one word what this class is all about. Simply put, it means “everything.” If you could dream it and build it, you could race it—and people did.

There have been many experiments through the years but when was this at its height? Which race in history most exemplifies this simple term of “Unlimited”?

Races from the ‘50s quickly come to mind when seemingly every other race some sort of radical design hit the water. Crafts with double engines, auto engines, and hulls that still defy explanation would show up and then unfortunately would quietly exit.

If you look at sheer numbers, then the 20 boats that showed up in Seattle in 1957 might be an answer, but most of those were *Slo-mo* knock offs and power plants were fairly consistent. Time went on and hulls and power plants remained unchanged and after many accidents in the ‘60s most teams tended to stay with the tried and true.

The ‘70s came and things began to really change. Wings began sprouting on boats and noses were cut into what would be known as a “pickle-fork” configuration. This, along with turbo-charging the old reliable Allison motors and experimentation with Rolls Griffons, got the innovations really moving.

Throw in few different hull designs and what the sport had been touting itself as being finally reached a high point. It was in 1981 on the Columbia River when the greatest variety of equipment came together. Eighteen boats showed up for that event and it was impressive indeed.



James Neff



Left Photo: Brian Anderson
Right Photo: Hydroplane and Raceboat Museum



Hydroplane and Raceboat Museum

TOP: The pits for the 1981 Columbia Cup in the Tri-Cities, Washington. **MIDDLE LEFT:** Brenda Jones was the driver of the U-96 *Miss KYYX*. **MIDDLE RIGHT:** Dave Culley (right) and the *Miss Budweiser* crew work on the team's Rolls-Royce Griffon engine. **ABOVE:** The four-point U-31 *Miss Circus Circus* with Ron Armstrong driving.



Brian Anderson



Tony Bugeja

TOP: The U-19 *Aronow Unlimited* was powered by a pair of Chrysler auto engines and utilized a tunnel hull design. **ABOVE:** The U-25 *Pay 'n Pak* was the first Unlimited to use a turbine engine successfully.

For hull types there were the standard pickle-fork boats such as the *Miss Budweiser* and *Atlas Van Lines*, which sported the cabover design with the driver in front of the engine. There was an old round-nosed, Lauterbach dropped-sponson boat in the U-5 *Machine* and a Bob Gilliam creation that squared off that round nose.

Some of the pickle-forks had drivers in the rear, such as *Captran Resorts* and the former *Pay n Pak*, now known as *Frank Kenney Toyota* with its distinctive rear wing. Then there were the anomalies: the four-point *Miss Circus Circus* with its pointed nose and a tunnel hull in the U-19 *Aronow*.

But the real variety came in the power plants. The *Miss Budweiser* sported a Griffon; the *Atlas Van Lines*, *Squire Shop*, and U-3 *Thousand Trails* used a Merlin; the *Frank Kenney* a turbo-charged Allison; and a stock Allison was in that Gilliam-designed, square-nosed U-44 *Kawaguchi Travel Service*.

It got more exotic from there as the *Aronow* tunnel used twin Keith Black Chrysler auto engines coupled with outdrives. The Lauterbach U-5 used twin Chevrolet auto engines. And, if all this wasn't enough, there was a true oddity as the U-25 *Pay 'n Pak* had something novel called a turbine.

What's more, in the true spirit of "unlimited," it was the first race in the modern era where a woman driver, Brenda Jones, not only qualified but managed to finish fifth in Heat 1A. The rest of the day proved not as good, however, as that was her only finish.

Even though the final was populated by the standard power plant and hull combinations of the day, it turned out to be one of the more exciting heats in history. After Dean Chenoweth was hit with a wall of water during the warm-up, his windshield visor broken and the wind trying to tear his head off, Bill Muncey led for four laps until the *Atlas* had engine problems and slowed. That enabled Chip Hanauer in the *Squire Shop* to pass the *Atlas* and then shoot past the *Miss Budweiser* in the final corner.

This race, with its combination of innovation along with current design theory, more than perhaps any other defines the true meaning of "Unlimited Hydroplanes." ❖

THE 1981 COLUMBIA CUP: FINAL STANDINGS

(1st) *Squire Shop*/Chip Hanauer: Rolls Merlin power ... (2nd) *Miss Budweiser*/Dean Chenoweth: Rolls Griffon power ... (3rd) *Frank Kenney Toyota*/E. Milner Irvin: turbo-Allison power, the former "Winged Wonder" *Pay 'n Pak* ... (4th) *Oh Boy! Oberto*/Scott Pierce: Rolls Merlin power, the former U-95 turbine ... (5th) *Atlas Van Lines*/Bill Muncey: Rolls Merlin power ... (6th) *Tempus*/Bob Maschmedt: Rolls Merlin power ... (7th) *The Machine*/Terry Turner: twin Chevrolet power, round-nose Lauterbach hull ... (8th) *Pay 'n Pak*/John Walters; turbine power ... (9th) *Captran Resorts*/Bobbie Howard: Rolls Merlin power ... (10th) *Miss Rent-It Shops*/Tom Martin: stock Allison power ... (11th) *Thousand Trails*/Jack Schafer, Jr.: Rolls Merlin power ... (12th) *Aronow Unlimited*/Buck Thornton: twin Chryslers in a tunnel hull ... (13th) *Miss Rock*/Bob Miller: turbo-Allison power ... (14th) *Miss KYYX*/Brenda Jones: female driver, turbo-Allison power ... (DNF) *Kawaguchi Travel*/Steve LaCava: stock Allison power, square-nosed hull ... (DNF) *Miss Circus Circus*/Ron Armstrong: Merlin power, four-point hull ... (DNQ) *KWWW*/Mitch Evans: Allison power ... (DNQ) *Design 360*/Jerry Hopp: turbo-Allison power.

Drivers who drove the most different Unlimited hydro hulls.

BY JIM SHARKEY

I have spent hours working on my book *Hydro's Who's Who*. I have tried to provide information that would serve the needs of the average and fanatical race fans. This past winter I asked myself a question: "Which driver has driven the most different hulls?"

Just looking at the book, some of the drivers have driven what seems like a million different boats. But, by looking at the hull numbers, many of these hulls are the same, just a different sponsor for that race. I thought I would sort

my database and see which driver has the honor of driving the most number of different hulls.

Needless to say, I was a bit shocked at the result. Drivers who I expected to be on my list were not there, and other drivers who I had never dreamed of being on it were. Here are the drivers who drove a minimum of 10 different hulls during their career.

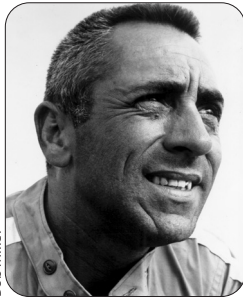
My criteria for the selection was that the drivers had to attempt to qualify, qualify, or drive the boat in a heat during a race. I did not exempt a driver

if he failed to finish due to a DNS, DNF, or a DSQ.

I left out the 1995-15 Boeing boat for Chip Hanauer because it was an exhibition. He did not have to meet the same criteria as the other drivers who qualified for the races (N2, fuel flow, etc.) I also left out Lee Schoenith. He drove the 1953-53 *Gale III* boat during the off season for a time trial, not in an actual race.

My list is as follows:

Fred Alter (21 Hulls)



Bob Miller

1953-05: MISS DETROIT (2), 1953-22: SUCH CRUST III (2), 1953-02: MISS U. S. 1 (1), 1957-02: MISS U. S. 1 (2), 1958-79: NITROGEN, 1959-56: GALE VI (2), 1956-55: SUCH CRUST IV (2), 1962-77: SUCH CRUST (2), 1959-188: MARINER TOO (1), 1958-55: GALE V (3), 1957-222: BLUE CHIP (1), 1965-80: BLUE CHIP (2), 1964-99: MARINER TOO (2), 1967-08: PARCO'S O-RING MISS (1), 1962-07: MISS BUDWEISER II (1), 1966-77:

MISS OWENSBORO, 1965-44: MISS SCHWEPPE, 1967-40: MISS BARDAHL (5), 1968-80: GALE'S ROOSTERTAIL (3), 1973-99: MISS LAPEER (2), and 1968-12; MISS VERNORS (1).

Mark Evans (20 Hulls)

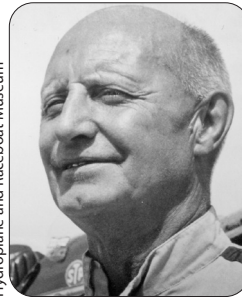


Hydroplane and Raceboat Museum

1962-07: EVERGREEN ROOFING, 1977-04: KWWW RADIO, 1985-17: TEMPUS (2), 1988-09: SUNDEK, 1984-01: AMERICAN SPIRIT (1), 1992-99.9: DALLAS MOTOR COACH, 1993-99.9: KISW/MISS ROCK (6), 1990-19: TACO TIME, 1992-102.5: MISS EXIDE II, 1994-07: PHOENIX SPIRIT, 1995-01: MISS BUDWEISER (20), 1994-01: MISS BUDWEISER (19), 1996-01: MISS BUDWEISER (21), 1996-100: PICO AMERICAN DREAM (2), 1997-01:

PICO AMERICAN DREAM (3), 1996-98: PICO AMERICAN DREAM (4), 1998-100: PICO AMERICAN DREAM (5), 1998-99: PICO AMERICAN DREAM (4), 1995-16: MISS E-LAM PLUS (2), and 1992-10: FORMULABOATS.COM (3).

Walt Kade (18 Hulls)

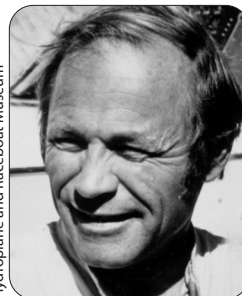


Hydroplane and Raceboat Museum

1948-03: MY SWEETIE (1), 1949-10: DELPHINE X, 1951-03: MY SWEETIE (2), 1952-111: SUCH CRUST III (1), 1949-11U: CRUSTY, 1953-03: MY SWEETIE (3), 1951-51: WHA HOPPEN TOO , 1953-22: PACE-ALONG III, 1953-53: WHAT-A-PICKLE (2), 1952-07: THUNDERBOLT (2), 1961-33: MISS LUMBERVILLE, 1956-88: FASCINATION I (1), 1957-222: BLUE CHIP (1), 1962-77: SUCH CRUST IV (3), 1964-66: MISS LIBERTY (1), 1960-04: SAVAIR'S

PROBE, 1960-13001: TOTUM TRAILER SALES, and 1972-51: SWEET THING.

Bill Muncey (17 Hulls)



Hydroplane and Raceboat Museum

1946-01G: MISS GREAT LAKES, 1953-03: MY SWEETIE DORA, 1955-60: MISS THRIFTWAY (1), 1958-60: MISS THRIFTWAY (2), 1959-60: MISS THRIFTWAY (3), 1957-62: THRIFTWAY, TOO, 1964-07: NOTRE DAME (5), 1962-77: SUCH CRUST IV (3), 1964-02: MISS U. S. 5 (2), 1962-21: \$ BILL (2), 1967-02: MISS U. S. (3), 1968-80: MYR SHEET METAL (1), 1971-71: ATLAS VAN LINES (05), 1975-71: ATLAS VAN LINES (07), 1973-25: ATLAS

VAN LINES (08), 1977-01: ATLAS VAN LINES (09), and 1978-17: TEMPUS (1).

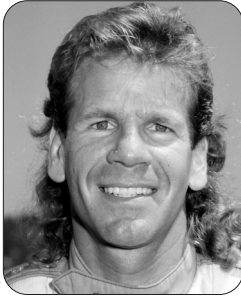
Bill Cantrell (17 Hulls)



Hydroplane and Raceboat Museum

1941-04: WHY WORRY (3), 1948-03: MY SWEETIE (1), SO-LONG, 1949-10: DELPHINE X, 1951-31: WHY WORRY (4), 1951-03: MY SWEETIE (2), 1952-111: SUCH CRUST III (1), 1952-07: SUCH CRUST IV (1), 1953-05: SUCH CRUST V, 1954-54: GALE IV, 1954-55: GALE V (1), 1956-55: GALE V (2), 1955-13: TEMPO VII, 1955-56: GALE VI (1), 1958-55: GALE V (3), 1964-90: MISS SMIRNOFF, and 1965-44: SMIRNOFF (2).

Chip Hanauer (17 Hulls)



Hydroplane and Raceboat Museum

1957-222: BARNEY ARMSTRONG'S MACHINE (1), 1976-64: SQUIRE, 1974-55: THE SQUIRE SHOP II, 1979-02: THE SQUIRE SHOP (2), 1979-31: THE SQUIRE SHOP (3), 1982-00: ATLAS VAN LINES (10), 1984-01: ATLAS VAN LINES (11), 1987-00: MILLER AMERICAN (2), 1990-31: MISS CIRCUS CIRCUS (6), 1987-01: MISS BUDWEISER (17), 1989-01: MISS BUDWEISER (18), 1994-01: MISS BUDWEISER (19), 1995-01: MISS BUDWEISER (20), 1996-01: MISS BUDWEISER (21),

1998-100: MISS PICO (1), 1998-99: MISS PICO (2), and 1993-99.9: MISS PICO (3).

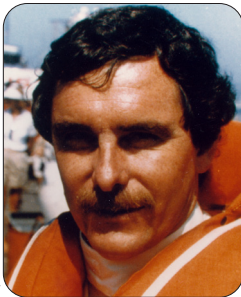
Norm Evans (16 Hulls)



Sandy Ross Collection

1951-37: MISS SEATTLE (1), 1956-04: MISS BARDAHL (1), 1958-40: MISS BARDAHL (2), 1956-07: MISS ROUND TABLE, 1955-10: MISS MOSES LAKE, 1958-25: MISS SPOKANE, 1958-79: NITROGEN, 1960-792: NITROGEN TOO, 1958-47: MISS SEATTLE TOO, 1958-882: KOL ROY TOO, 1957-19: CORAL REEF, 1962-21: \$ BILL (2), 1967-08: PARCO'S O-RING MISS (1), 1960-13001: TOTUM TRAILER SALE, 1971-75: U-75, and 1977-04: CENTURY 21.

Jerry Hopp (15 Hulls)

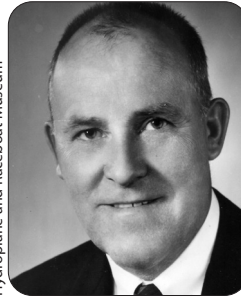


Hydroplane and Raceboat Museum

1971-77: DESIGN 360, 1970-29: MISS MACHINE ROCK BAND (3), 1976-64: MISS RABEN TIRE (1), 1979-02: RIGGINS CRAB HOUSE, 1986-200: MISS MERCUISER, 1973-25: HOLSET MISS MADISON (1), 1980-12: MISS NORTHWEST, 1990-19: TACO TIME, 1994-07: MISS APBA (1), 1997-01: GRAHAM TRUCKING (1), 1997-03: GRAHAM TRUCKING (2), 1996-100: UNITED FURNITURE WAREHOUSE, 1988-06: MISS MADISON (5),

1996-98: JACK-SON'S JERONIMO, and 2000-100: MISS TONY ROMA'S.

Roy Duby (14 Hulls)



Hydroplane and Raceboat Museum

1949-11U: GOLD'N CRUST, 1952-07: SUCH CRUST IV (1), 1953-05: TROT-ALONG V, 1954-54: GALE IV, 1955-56: GALE VI (1), 1955-13: TEMPO VII, 1956-55: GALE V (2), 1957-02: MISS U. S. 1 (2), 1958-55: GALE V (3), 1959-188: MARINER TOO (1), 1964-02: MISS U. S. 5 (2), 1964-99: MARINER TOO (2), 1965-44: SMIRNOFF (2), and 1962-07: MISS BUDWEISER (05).

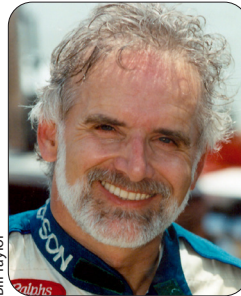
Danny Foster (13 Hulls)



Bob Carver

1946-01G: MISS GREAT LAKES, 1939-10: MISS PEPS V, 1948-01: SUCH CRUST (1), 1949-10: DELPHINE X, 1951-31: HORNET (3), 1951-51: GALE II, 1952-04: MISS GREAT LAKES II, 1955-13: TEMPO VII, 1954-01: MISS SUPERTEST II, 1953-02: MISS U. S. 1 (1), 1957-02: MISS U. S. 1 (2), 1959-56: GALE VII, and 1964-90: MISS SMIRNOFF.

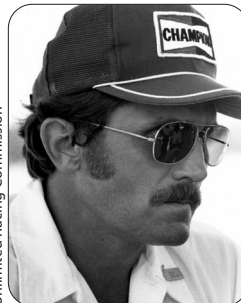
Ken Muscatel (13 Hulls)



Bill Taylor

1980-12: MISS NORTHWEST, 1990-19: JACKPOT FOOD MART (2), 1984-10: SUPERIOR RACING (1), 1992-99.9: KISW/MISS ROCK (5), 1982-00: COMPUTERS & APPLICATIONS (2), 1999-14: MISS NORTHWEST UNLIMITED (2), 1990-31: SECURITY RACE PRODUCTS, 1996-100: SILVER DOLLAR CASINO (2), 1987-00: MISS HOME LOAN, 1996-01: MICHIGAN MORTGAGE, 1993-02: SUPERIOR RACING (4), 2000-100: SUPERIOR RACING (6), and 2009-25: BUFFALO FEDERAL SAVINGS BANK.

Ron Snyder (13 Hulls)



Unlimited Racing Commission

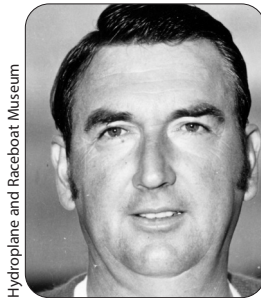
1971-75: JUST-A-PEST III, 1972-06: MISS MADISON (3), 1975-71: JUST-A-PEST, 1976-12: MISS BUDWEISER (08), 1971-77: DETROIT RADIOGRAPHICS, 1972-07: MISS BUDWEISER (13), 1966-15: MISS KENTUCKIANA PAVING, 1973-25: RICH PLAN FOOD SERVICE, 1974-22: MISS CANADA, 1979-02: TRI-CITIES SAVINGS & LOAN, 1988-06: HOLSET MISS MADISON (2), 1988-09: BOSS MARINE SPORTS, and 1989-88: MISS TRI-CITIES (4).

Bob Miller (12 Hulls)



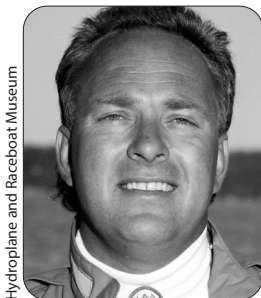
1954-54: CUTIE RADIO, 1956-88: FASCINATION I (1), 1951-37: FASCINATION I (2), 1960-04: SAVAIR'S PROBE, 1968-35: ATLAS VAN LINES (02), 1970-29: ATLAS VAN LINES (04), 1962-07: SMYTH THE SMOOTHER MOVER, 1968-12: MISS VERNORS (1), 1963-03: VAGABOND, 1975-71: MS. EVERETT, 1971-75: ELLIOT DOG RATION (2), and 1976-64: THE SQUIRE SHOP (1).

Bob Gilliam (10 Hulls)



1956-88: MISS B & I (1), 1956-07: SUNNEE, 1958-882: SUDDEN SUNNEE, 1960-13001: KOL ROY I, 1959-21: \$ BILL (1), 1951-37: MISS TRI-CITIES (2), 1957-19: ATLAS VAN LINES II (1), 1970-29: ATLAS VAN LINES (04), 1965-44: VALU-MART (3), and 1979-31: DOMINO'S PIZZA.

Scott Pierce (12 Hulls)



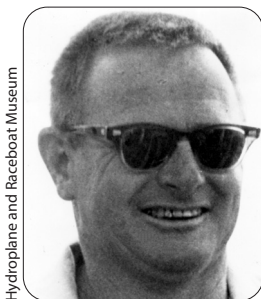
1974-95: MICHAEL'S PRIDE, 1974-74 GILMORE SPECIAL, 1982-55: OH BOY! OBERTO (04), 1976-12: BUDWEISER LIGHT, 1978-17: TEMPUS (1), 1984-08: EXECUTONE (3), 1985-01: MISS BUDWEISER II (3), 1988-08: MR. PRINGLE'S (2), 1987-01: MISS BUDWEISER (17), 1989-01: MISS BUDWEISER (18), 1990-31: MISS TRI-CITIES (5), and 1996-98: CHAPLIN'S BELLEVUE MAZDA/SUBARU.

Chuck Hickling (10 Hulls)



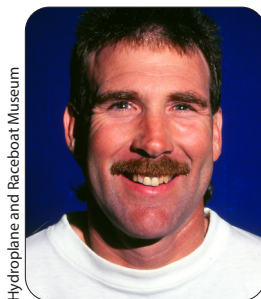
1951-37: MISS SEATTLE (1), 1958-47: MISS PAY'N SAVE, 1958-25: MISS SPOKANE, 1960-04: MISS BURIEN (2), 1959-00: MISS BUDWEISER (01), 1963-13: MISS BUDWEISER (02), 1962-21: \$ BILL (2), 1964-03: HARRAH'S CLUB, 1962-07: SMYTH THE SMOOTHER MOVER, and 1978-17: TEMPUS (1).

Red Loomis (11 Hulls)



1953-05: MUVALONG, 1957-222, BREATHLESS II, 1955-10: MISS TRI-CITIES (1), 1958-40: MISS BARDAHL (2), 1954-54: MISS EVERETT, 1959-21: \$ BILL (1), 1951-37: MISS SEATTLE (1), 1961-33: SAVAIR'S MIST, 1960-04: SAVAIR'S PROBE, 1962-77: SUCH CRUST IV (3), and 1965-44: SMIRNOFF (2).

Dave Villwock (10 Hulls)



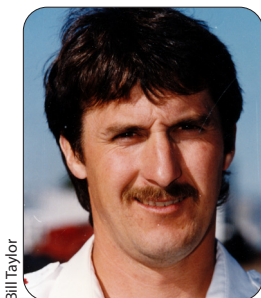
1984-01: MISS CIRCUS CIRCUS (5), 1989-01: MISS BUDWEISER (18), 1990-31: MISS CIRCUS CIRCUS (6), 1992-102.5: COORS DRY, 1993-99.9: PICO AMERICAN DREAM (1), 1996-01: MISS BUDWEISER (20) (T-5), 1996-100: PICO AMERICAN DREAM (2), 2000-01: MISS BUDWEISER (21), 2001-16: ELLSTROM E-LAM PLUS (1), and 2011-88: MISS BEACON PLUMBING (6).

Nate Brown (10 Hulls)



1992-99.9: THE BRAKE SHOP (2), 1988-08: TIDE (1), 1995-16: MISS E-LAM PLUS (2), 1990-31: TRUCKGEAR, 1988-06: OH BOY! OBERTO (09), 2001-16: MISS E-LAM PLUS (3), 1994-01: LLUMAR WINDOW FILM (3), 1992-10: MISS D.Y.C. (2), 1995-01: MISS EMCOR (3), and 2007-17: OUR GANG RACING.

Mitch Evans (10 Hulls)



1977-04: EVANS MARINE, 1982-55: KISW/MISS ROCK (3), 1978-17: PEPSI AMERICA'S CHOICE, 1988-03: RISLEY'S (1), 1992-102.5: COORS DRY, 1993-99.9: KISW/MISS ROCK (6), 1992-99.9: MISS R.S. EASTIN (1), 1997-03: MASTER TIRE (2), 1996-98: APPIAN JERONIMO (3), and 2002-03: VACATIONVILLE.COM (2).

HERITAGE

Historical Perspective by Craig Fjarlie



A BOOK REVIEW: “A Chronology of the Gold Cup Races” by Tim Matyn.

Tim Matyn, a writer and fan of unlimited hydroplane racing from Grosse Point Woods, Michigan, has a new book out with the title, *A Chronology of the Gold Cup Races*. The subtitle is: For the years 1904 to 2004 (from a Detroit fan's viewpoint).

Matyn provides an overview of each Gold Cup race beginning with the first year the race was held. An epilogue updates the history from 2005 through 2018. As the title suggests, the book is a chronology of the Gold cup races.

Matyn makes no attempt to write a thorough dissection of each race and every turn of the propeller. Doing so would have made the book a monstrosity to try to read. As it is, the book gives enough information about each Gold Cup so that the history can be appreciated without the reader becoming bogged down with too much detail.

A few things stand out. For example, many fans have been led to believe that the accident to *Quicksilver* in the 1951 race in Seattle was the first time there was a fatal accident. In truth, there were fatal accidents in races before World War II, often caused when a boat overturned and the driver was trapped under the boat and drowned before help could arrive.

While the Gold Cup is the focus of the book, Matyn includes information about the Harmsworth race in years when it was held. He also mentions straightaway speed record attempts—some successful, some tragic. In more recent years, when national championships have been awarded, Matyn provides results of other races and lists national champion boats and drivers.

There have been numerous name changes to some boats and Matyn consistently references a boat's original name, which helps the reader keep track of hulls through the years. Gold Cup races have been held on courses of various sizes and, yes, various shapes, and Matyn is careful to explain the differences. There also have been numerous changes to scoring systems and formats.

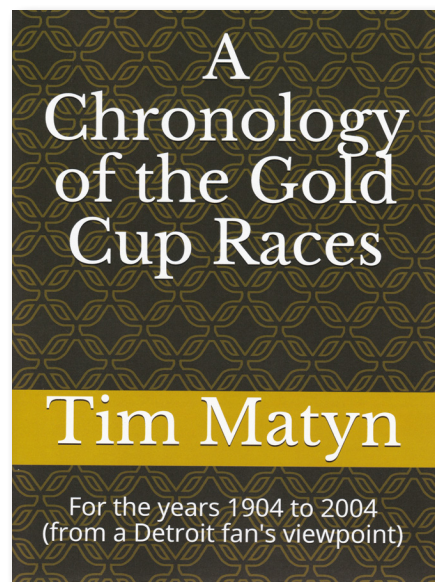
The Gold Cup was put on hiatus during the World War II period and canceled this year because of COVID-19. Remember, in 2008 the race was canceled and declared no contest because of rough water on the Detroit River. Rough water on Lake Mead caused cancellation of the 1960 race.

There are a few minor criticisms of the book. In 1956, Stan Sayres died shortly after the accident to *Slo-mo-shun IV*. Matyn doesn't mention Sayres' passing. Granted, the book is written from a Detroit fan's viewpoint and Sayres was a hero in Seattle, not Detroit, but he was still the spark that ignited the Detroit-Seattle rivalry and to omit his passing seems unfortunate.

Billy Schumacher and Chip Hanauer were big winners of the Gold Cup, but Matyn doesn't mention their initial foray into the unlimited class. Perhaps it's a minor point, but by highlighting their first ride in a thunderboat he could have added a tantalizing hook to keep his readers focused on what was to come.

There are relatively few photos in the book; it would have been nice if Matyn had included more, especially boats that raced before World War II.

The final criticism is that the text suffers from the same thing that afflicts



many self-published books. It should have had another set of eyes give it a final proof reading. One obvious mistake occurred when he wrote about the Rolls engine in the *Supertest* boats and spelled the name as Griffin. He spelled it correctly (Griffon) when writing about *Miss Budweiser*.

Overall, Tim Matyn has written a book that occupies an important place in historical documents about hydroplane racing. Anyone who has an interest in the Gold Cup and desires an accessible source of information about the American Power Boat Association's premier trophy will want to have this book in their collection. ❖

HYDRO RECORD BOOK

In years past, the Unlimited Racing Commission used to produce a Media Guide each year that served as a reference for the sport's records. A record book like that hasn't been produced since 1980, but now an updated version is available ... for free.

BY ANDY MUNTZ

There was a time many years ago when the Unlimited Racing Commission, the sanctioning body at the time, would publish a book each season called the Media Guide. Intended to provide reporters with all the background information they might need to write stories about the sport, the publication provided details about the season's schedule of races, biographical information about the drivers and the owners, and a brief history of the sport.

Always my favorite portion of the Media Guide was the statistical section, where the late Fred Farley, the sport's historian and statistician, provided loads of background about which races drivers had won, the races won by owners, the results of races held at each race site, and so on.

I've always had an interest in data. I was the kid who enjoyed scoring baseball games, for instance, and even received a small scholarship to be the scorekeeper for my university's baseball team. And, because I was also a hydro nut, I found all of that data about past hydroplane races fascinating. I still have all of those old Media Guides and the broken bindings on them serve as a testament to how often they were studied.

Last winter, the owner of an H1 race team visited one of our monthly Unlimiteds Unanimous club meetings

and asked the group whether there is a place where one can get information about past hydro races. More specifically, he wanted to know if anybody maintained records such as how many races drivers had won and what are the current speed records.

To me, he was describing those old Media Guides that Fred Farley used to do, the last of which was published in 1980. So, having just retired and finding that I have more time for hobbies, I committed to make it happen. Little did I know that two months later we'd also get hit with a pandemic and the governor would order me to stay home, which provided even more time to focus on the project.

I wanted to replicate what Farley had done years ago and update the records to cover the past 40 years. But I also thought there should be another significant difference: it should be expanded in the other direction as well.

In writing my book *At the Ragged Edge*, I had the opportunity to take a

deep dive into the sport's early history. While the book focuses on Gar Wood's career, I also spend time in the narrative discussing boat racing in the early part of the century as a way to help set up Wood's story. In researching that, I discovered lots of interesting information about those early races. But, much of that data was missing from those old Media Guides, which covered only the years since the end of World War II.

I therefore resolved to make this new effort something that would include the entirety of the sport's history. My goal was to assemble a list of achievements that considered all of the drivers and owners, not just those since 1946.

Easier said than done, I discovered. Information about early races is a little rough around the edges, let's say. I also realized that a significant barrier to compiling those records was the fact that the structure of many races long ago has little in common with the races that we know today, which meant that

The UNJ Hydro Record Book is available for free on the Unlimited NewsJournal website. If you've got a question about hydro records that you want to answer, you can print the Hydro Record Book, download it, bookmark it, or just read it at www.unlimitednewsjournal.net

treating them as equal wouldn't really be fair to the process.

For example, it was common in the early years of boat racing for an event to feature several different classes of boats all racing together. Even into the late 1940s, many events included one or two Gold Cup-class boats and a bunch of 7-litre and 225-class limited-class racers. Guy Lombardo, being a big draw for race fans because of his fame as a band-leader, entered and won a large number of these events.

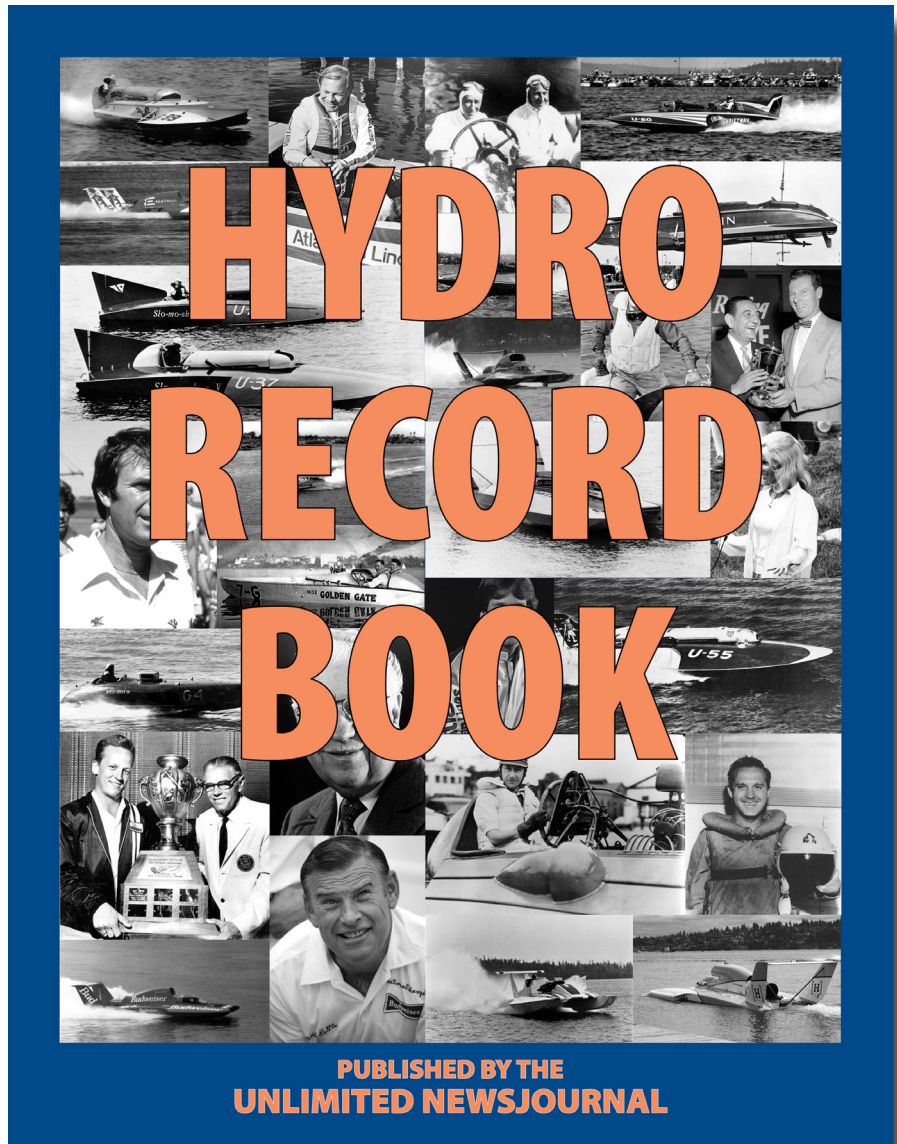
Free-for-all races were also common. The boats would line up for the start, again many classes together, and off they would go in a contest that was essentially one long heat.

So, in order to compile race data that would be comparative to all generations, it became apparent that a standard needed to be established. There needed to be some way to identify which would be an "official" race, and which would not.

To determine that, I went by today's rules, which say a race needs at least three starters to be considered a race. For those old races with more than one class competing against each other, at least three of the starters needed to be Gold Cup-class boats, or the equivalent.

As for those free-for-all races, to be counted as an official race in this effort, an event needs to include at least two heats. Fred Farley saw this issue as well and, in his 1980 Media Guide, no longer counted victories in free-for-all or secondary events in his win totals.

Once the criteria were set, next came the evaluation of which races would be included in the records. Gold Cup races would be included, except those that had fewer than three starters (such as 1936 and 1941); Harmsworth Trophy races that met the criteria also were counted (many had only two competitors); and the vast majority were races meeting the standard that were held after the Gold Cup class was established in 1922.



In the end, a total of 710 races were counted. Creating the Record Book, therefore, became a matter of combining the data from those 710 races into various categories and then sorting that data into 22 different lists.

That's essentially the Record Book you can now access on the Unlimited NewsJournal website. It's a 35-page publication that is there free for you to check when you've got a question, to bookmark, print and keep for your records, or to download to your own computer.

Here's what you'll find inside:

- ◆ Which drivers have won the most races during the entire history of the sport?
- ◆ Which drivers have had the most perfect weekends?
- ◆ Who has won the national driver championships since 1922?
- ◆ Which drivers have won the most titles?
- ◆ A record of every race that each driver has won.
- ◆ Which owners have won the most races?
- ◆ What are the national champion race teams since 1922?
- ◆ Which owners have won the most titles?

◆ A listing of every race won by every owner.

◆ Which boat sponsors have won the most races?

◆ Which hulls have been the biggest winners?

◆ A record of where every race was held, the winning boat for those events, and the winning driver.

◆ The result of every Gold Cup race.

◆ The result of every world championship race.

◆ The result of every Harmsworth Trophy race.

◆ What have been the all-time fastest times recorded on a 3-mile course, a 2.5-mile course, or a 2-mile course?

◆ What are the speed records for the current racecourses?

◆ What are the speed records for Gold Cup races?

◆ A listing of every successful attempt to set a propeller-driven straight-away speed record.

We hope that you'll find our new

Hydro Record Book to be useful. Also, keep in mind that this is a first effort and that it's a work in progress. If you question anything, have a correction, or an idea for an additional list, please let us know.

Again, to access the Record Book, print it, bookmark it, or download it, go to the Unlimited NewsJournal website at unlimitednewsjournal.net.

Here are a few samples of what you'll find:

WHICH DRIVERS WON THE MOST RACES?

1. Dave Villwock.....	67	26. Lee Schoenith.....	7	Terry Troxell.....	3
2. Bill Muncey.....	62	Scott Pierce.....	7	52. Bill Horn.....	2
3. Chip Hanauer.....	61	28. Bill Brow.....	6	George Townsend.....	2
4. Dean Chenoweth.....	25	Bill Sterett.....	6	Frederick Burnham.....	2
5. Jim Kropfeld.....	22	Don Wilson.....	6	Harold Wilson.....	2
Bill Cantrell.....	22	Jean Theoret.....	6	Harry Lynn.....	2
7. Jimmy Shane.....	19	Lou Fageol.....	6	Jack Bartlow.....	2
8. Steve David.....	18	Warner Gardner.....	6	Jim McCormick.....	2
9. Billy Schumacher.....	17	Marion Cooper.....	6	Mark Weber.....	2
10. Danny Foster.....	16	35. Guy Lombardo.....	5	Richard Hoyt.....	2
Ron Musson.....	16	Vic Kliesrath.....	5	Ron Snyder.....	2
Tom D'Eath.....	16	Jonathan Wainwright.....	5	Russ Schlee.....	2
13. Chuck Thompson.....	15	Nate Brown.....	5	Tommy Fults.....	2
14. George Henley.....	12	Stan Dollar.....	5	Tommy Sopwith.....	2
Mark Tate.....	12	40. Fred Alter.....	4	Walt Kade.....	2
Gar Wood.....	12	J.W. Whitlock.....	4	A.J. McGrete.....	2
17. J. Michael Kelly.....	11	Mike Hanson.....	4	Mel Crook.....	2
Mickey Remund.....	11	Mitch Evans.....	4	Fred Blossom.....	2
19. Mark Evans.....	10	44. Bob Hayward.....	3		
Mira Slovak.....	10	Caleb Bragg.....	3		
21. Andrew Tate.....	9	Clell Perry.....	3		
Bill Stead.....	9	George Woods, Jr.....	3		
George Reis.....	9	Howie Benns.....	3		
Jack Regas.....	9	Jeff Bernard.....	3		
25. Dan Arena.....	8	Steve Reynolds.....	3		

WHICH OWNERS WON THE MOST NATIONAL TITLES?

1. Bernie Little.....	23	Fran Muncey.....	3
2. Miss Madison, Inc.....	9	Willard Rhodes.....	3
3. Ole Bardahl.....	6	Horace Dodge.....	3
4. Joe Schoenith.....	4	13. George Reis.....	2
5. Bill Muncey.....	3	Herb Mendelson.....	2
Dave Heerensperger.....	3	Ted Porter.....	2
Dossin Brothers.....	3	William Waggoner.....	2
Vic Kliesrath.....	3		
Erick Ellstrom.....	3		

WHICH SPONSORS HAVE WON THE MOST RACES?

1. Budweiser.....	141	14. Hawaii Ka'i Community.....	10	Beacon Plumbing	4
2. Atlas Van Lines.....	47	15. Thriftway Stores	9	Exide Batteries	4
3. Bardahl Manufacturing.....	27	Century 21 Exposition.....	9	Winston	4
4. Oberto Sausage.....	22	Qatar.....	9	Formula Boats.....	4
Pay'n Pak Stores	22	Such Crust	9	31. Eagle Electric	3
6. Ellstrom E-Lam	19	19. Delta Realtrac.....	8	Pringles.....	3
7. Graham Trucking.....	17	HomeStreet Bank.....	8	T-Plus Engine Treatment	3
8. Progressive Tool (PICO).....	16	Camel (Smokin' Joe's)	8	Great Lakes Broach & Gauge	3
9. Gale Enterprises	14	22. Notre Dame	7	35. Olympia Beer.....	2
10. Miller Brewing.....	13	23. Squire Shop	6	Weisfield's Jewelers.....	2
11. Pepsi	12	24. Supertest Petroleum.....	5	Smirnoff Vodka.....	2
U.S. Equipment Co.....	12	MYR Sheet Metal.....	5		
13. Circus Circus Hotel/Casino	11	26. Llumar Window Film.....	4		

WINNERS OF HARMSWORTH RACES.

LOCATION	WINNING BOAT	DRIVER	OWNER
1903 (x) Queenstown, Ireland.....	Napier (England)	E. Campbell Muir	Seaton Edge
1904 (x) Solent, England	Trefle-a-Quatre (France)	Henri Brasier	Richard Brasier
1905 (x) Arachon, France.....	Napier II (England)	Baron Montagu of Beaulieu.....	Baron Montagu of Beaulieu
1906 (x) Solent, England	Yarrow-Napier (England).....	Baron Montagu of Beaulieu.....	Baron Montagu of Beaulieu
1907 (y) Solent, England	Dixie (USA)	Barclay Pearce	Ed Schroeder
1908 (y) Huntington Bay, NY.....	Dixie II (USA).....	Barclay Pearce	Ed Schroeder
1910 (y) Huntington Bay, NY.....	Dixie III (USA).....	Frederick Burnham.....	Frederick Burnham
1911 Huntington Bay, NY.....	Dixie IV (USA).....	Frederick Burnham.....	Frederick Burnham
1912 Huntington Bay, NY.....	Maple Leaf IV (England).....	Tommy Sopwith.....	Sir Edward Mackay Edgar
1913 Cowes, England	Maple Leaf IV (England).....	Tommy Sopwith.....	Sir Edward Mackay Edgar
1920 Cowes, England	Miss America (USA).....	Gar Wood.....	Gar Wood
1921 (y) Detroit.....	Miss America II (USA).....	Gar Wood.....	Gar Wood
1926 Detroit.....	Miss America V (USA).....	Gar Wood.....	Gar Wood
1928 Detroit.....	Miss America VII (USA).....	Gar Wood.....	Gar Wood
1929 Detroit.....	Miss America VIII (USA).....	Gar Wood.....	Gar Wood
1930 Detroit.....	Miss America IX (USA).....	Gar Wood.....	Gar Wood
1931 (z)..... Detroit.....	Miss America VIII (USA).....	George Wood	Gar Wood
1932 (y) St. Clair, MI.....	Miss America X (USA).....	Gar Wood.....	Gar Wood
1933 (y) Algonac, MI.....	Miss America X (USA).....	Gar Wood.....	Gar Wood
1949 Detroit.....	Skip-A-Long (USA).....	Stanley Dollar.....	Stanley Dollar
1950 Detroit.....	Slo-mo-shun IV (USA).....	Lou Fageol.....	Stanley Sayres
1956 (y) Detroit.....	Shanty I (USA)	Russ Schlee.....	William Waggoner
1959 (y) Detroit.....	Miss Supertest III (Canada).....	Bob Hayward.....	J. Gordon Thompson
1960 Picton, ON.....	Miss Supertest III (Canada).....	Bob Hayward.....	J. Gordon Thompson
1961 (y) Picton, ON.....	Miss Supertest III (Canada).....	Bob Hayward.....	J. Gordon Thompson

(x) Not included as an official race in these records

(y) Not enough starters or not enough heats to be counted an official race for these records.

STANDING ALL-TIME SPEED RECORDS.

ALL-TIME SPEED RECORDS:

	SPEED	DRIVER	BOAT	LOCATION	YEAR
Qualifying	173.384 mph	Dave Villwock	Miss Budweiser	San Diego	1999
Competition Lap.....	166.221 mph	Steve David	Miss T-Plus	Pearl Harbor, HI	1992
Heat Avg.	161.712 mph	Mark Tate	Winston Eagle	San Diego	1993
Race Avg.	156.830 mph	Mark Tate	Close Call	Pearl Harbor, HI	1997

SPEED RECORDS ON A 3-MILE COURSE:

Qualifying	143.426 mph	Dean Chenoweth	Miss Budweiser	Detroit	1980
Competition Lap.....	138.817 mph	Dean Chenoweth	Miss Budweiser	Detroit	1980
Heat Avg. (4 Laps).....	96.476 mph	Chuck Thompson	Miss Pepsi.....	Detroit	1951
Heat Avg. (5 Laps).....	127.659 mph	Dean Chenoweth	Miss Budweiser	Detroit	1980
Race Avg.	120.050 mph	Chip Hanauer	Atlas Van Lines	Detroit	1982

SPEED RECORDS ON A 2.5-MILE COURSE:

Qualifying	173.384 mph	Dave Villwock	Miss Budweiser	San Diego	1999
Competition Lap	166.221 mph	Steve David	Miss T-Plus	Pearl Harbor, HI	1992
Heat Avg. (3 Laps)	161.712 mph	Mark Tate	Winston Eagle	San Diego	1993
Heat Avg. (5 Laps)	154.260 mph	Mark Tate	Close Call	Pearl Harbor, HI	1997
Race Avg.	156.830 mph	Mark Tate	Close Call	Pearl Harbor, HI	1997

SPEED RECORDS ON A 2-MILE COURSE:

	SPEED	DRIVER	BOAT	LOCATION	YEAR
Qualifying	165.974 mph	Chip Hanauer	Miss Budweiser	Evansville, IN	1993
Competition Lap	156.713 mph	Chip Hanauer	Miss Budweiser	Evansville, IN	1993
Heat Avg. (3 Laps)	154.185 mph	Chip Hanauer	Miss Budweiser	Evansville, IN	1993
Heat Avg. (5 Laps)	146.904 mph	Chip Hanauer	Miss Budweiser	Evansville, IN	1993
Race Avg.	145.024 mph	Mark Tate	Smokin' Joe's	Evansville, IN	1996

PROPELLER-DRIVEN STRAIGHTAWAY RECORDS.

WHEN	SPEED	DRIVER	BOAT	WHERE
July 1903	24.9 mph	Campbell Muir	Napier	Queenstown, Ireland
1904	25.1 mph	M. Thery	Trefle-a-Quatre-Feuilles	Monte Carlo, Monaco
1904	26.65 mph	M. Thery	Trefle-a-Quatre-Feuilles	Paris, France
October 1904	28.36 mph	Harrison B. Moore	Onontio	Hudson River, NY
February 1905	29.3 mph	A.D. Proctor Smith	Challenger	Palm Beach, FL
1905	29.93 mph	Tucker	Napier II	Long Reach, England
1905	32.45 mph	Emile Dubonnet	Dubonnet	Monte Carlo, Monaco
1905	33.8 mph	Emile Dubonnet	Dubonnet	Juvisy, France
February 1906	34.17 mph		Legru-Hotchkiss	Paris, France
August 1908	36.6 mph	Clinton Hoadley Crane	Dixie II	Hempstead Harbor, NY
April 1910	43.6 mph	Noel M. Robbins	Ursula	Monte Carlo, Monaco
September 1911	45.21 mph	Frederick Burnham	Dixie IV	Huntington Bay, NY
July 1912	46.51 mph	Tommy Sopwith	Maple Leaf IV	England
September 1912	58.26 mph	Coleman duPont	Tech Jr.	Huntington Bay, NY
May 1914	59.964 mph	Victor Despujois	Santos-Despujois	Monte Carlo, Monaco
1915	66.66 mph	Chris Smith	Miss Minneapolis	Put-in-Bay, OH
September 1919	70.86 mph	Casey Baldwin	Hyrodome IV	Beinn Bhreagh, Nova Scotia
September 1920	74.97 mph	Gar Wood	Miss America	Detroit
September 1920	77.85 mph	Gar Wood	Miss America	Lake George, NY
September 1921	80.57 mph	George Wood	Miss America II	Detroit
November 1924	87.392 mph	Jules Fischer	Farman Hydroglider	Paris, France
September 1928	92.838 mph	George Wood	Miss America VII	Detroit
March 1929	93.123 mph	Gar Wood	Miss America VII	Miami Beach, FL
June 1930	98.76 mph	Henry Segrave	Miss England II	Lake Windermere, England
March 1931	102.256 mph	Gar Wood	Miss America IX	Miami Beach, FL
April 1931	103.069 mph	Gar Wood	Miss America IX	Miami Beach, FL
April 1931	103.490 mph	Kaye Don	Miss England II	Parana River, Argentina
July 1931	110.223 mph	Kaye Don	Miss England II	Lake Garda, Italy
February 1932	111.712 mph	Gar Wood	Miss America IX	Miami Beach, FL
July 1932	117.430 mph	Kaye Don	Miss England III	Loch Lomond, Scotland
July 1932	119.812 mph	Kaye Don	Miss England III	Loch Lomond, Scotland
1932	120.500 mph	Kaye Don	Miss England III	
September 1932	124.860 mph	Gar Wood	Miss America X	Algonac, MI
September 1937	126.320 mph	Malcolm Campbell	Bluebird K3	Lake Maggiore, Switzerland
September 1937	129.500 mph	Malcolm Campbell	Bluebird K3	Lake Maggiore, Switzerland
September 1938	130.910 mph	Malcolm Campbell	Bluebird K3	Lake Hallwyl, Switzerland
August 1939	141.740 mph	Malcolm Campbell	Bluebird K3	Lake Coniston, England
June 1950	160.323 mph	Stanley Sayres	Slo-mo-shun IV	Seattle
July 1952	178.497 mph	Stanley Sayres	Slo-mo-shun IV	Seattle
November 1957	184.494 mph	Art Asbury	Miss Supertest II	Picton, Ontario
November 1957	195.329 mph (x)	Jack Regas	Hawaii Ka'i III	Seattle
November 1957	187.627 mph	Jack Regas	Hawaii Ka'i III	Seattle
February 1960	192.001 mph	Bill Muncey	Miss Thriftway	Seattle
April 1962	200.419 mph	Roy Duby	Miss U.S. I	Guntersville, AL
June 2000	205.494 mph	Russ Wicks	Miss Freei	Seattle
March 2004	220.493 mph (x)	Dave Villwock	Miss Budweiser	Oroville, CA

(x) Mark set on a one-kilometer course. All other straightaway records were set on one-mile courses.

MY \$0.02 WORTH

Editorial Comment by Andy Muntz



The news isn't good. Four of the five races scheduled for this season have been canceled because of the COVID-19 pandemic and the fifth race has been postponed and likely won't happen, either.

Yes, I know. The organizers of the Tri-Cities event are still holding out hope that maybe a race will happen in September. But, frankly, as much as I would like to see that happen, I have to think that it would take a miracle.

The corona virus has hit the Tri-Cities area particularly hard and cases are still surging. Some point out that's because a large and vocal segment of the area's population has shown disdain for the concepts of wearing masks and social distancing.

Whatever the cause, as I write this in late June, the Tri-Cities area remains in Phase 1 of recovery while the rest of Washington state is in either Phase 2 or 3. So, it's not looking good that the area will enter Phase 4 any time soon, which

is what needs to happen if any boat races will take place.

In the meantime, with no races to run, the leaders of H1 Unlimited now have a golden opportunity, if they choose to take advantage of it. They have been given a rare chance to do some serious soul searching and the luxury of time to do significant planning so that the sport will be better when it returns in 2021.

Let's just take marketing, for example. For at least the past 20 years, if not longer, the organizers of the sport have continually expressed their strong desire to reach more people and increase the number of hydroplane fans. But, the first step in getting that done properly has always eluded them.

To market anything effectively, one first needs to know their audience. Who are they? What motivates them? What do they know and believe? What would it take to get them interested in what you're selling? What's the best way to

reach them?

The only way to answer those and many other important questions is to ask them—to conduct market research. Otherwise, you're just guessing.

Then, once you know what makes your key audience tick, you need to develop a plan. What will be your objective? (How will you know you've gotten there if you don't know where you're going?) What messages will appeal to your key audience? What's the best way to reach them? What do you want your key audience members to do when they get your message?

And, that's just a start.

All of this planning takes time—a commodity the sport has now suddenly been given. But a plan needs to be in place well before the racing starts, so time is also wasting. Best to get on this as soon as possible because in less than 12 months, the 2021 season will be getting underway. ❖

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Letters are welcome, but may be edited for clarity and space.

PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS.

The July meeting has been canceled due to the COVID-19 pandemic.

Check our website for more information