



Two winners in San Diego: Tate wins the Muncey Cup and Shane wins the title.

by Mac Clouse

As competition began at San Diego's HomeStreet Bank Bayfair, Jimmy Shane and the U-1 *Miss HomeStreet* led the race for the national high-points championship with 5,979 points. Andrew Tate and the U-9 *Delta Realtrac* had 5,700 points and J. Michael Kelly and the U-12 *Graham Trucking* had 5,385. Both Tate and Kelly still had a shot at catching Shane.

With only five boats in the pits, H1 officials decided to run all five boats in four heats, plus a final. This meant that Shane, Tate, and Kelly would go head-to-head in five heats of racing. The battle for the points championship would continue all weekend and possibly not be settled until the final heat. For the fans, it was like a race that had five final heats.

It turned out that San Diego had two winners. Shane's win in Heat 3 clinched the national high-points championship, his fifth



Lon Erickson

On the victory stand in San Diego, from the left, J. Michael Kelly and his son Carson, Andrew Tate, and Jimmy Shane.

straight. Tate won the final to win the Bill Muncey Cup.

Testing and Qualifying

The other two boats in the pits were the U-11 *Reliable Diamond Tool presents JeD's* with Tom Thompson and the U-440 *Bucket List Racing* with Dustin Echols. There wasn't much interest in testing. Most

teams just wanted to get to the qualifying and racing without risking any damage to their boats.

Shane was going to be busier than normal. In addition to driving the U-1, he would drive the HomeStreet-sponsored GP-10 in the Grand Prix heats. "We built the boat in 2011 at our Shane shop," he said. "It was a kit boat from Bert

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My \$0.02 Worth

Editorial Comment



Andy
Muntz

In last month's column, I told the story of the 1926 Harmsworth Trophy race and how the famous Gar Wood understood that his investment in his race boats would have been wasted if he didn't have a competitor to race against and fans on the beach to watch them.

I received a couple of letters in response to those comments, one of which told a more recent story. It seems that the chairman of this sport some years back once spoke to a gathering of race fans and asked them to give the hydroplane owners a big thank you for bringing their boats to the race. As the letter writer told me, shouldn't it have been the other way around? Shouldn't the owners be the ones thanking the fans for coming to watch them race?

A number of factors have caused a downturn in the public interest in many sports, including motor sports. But, unlimited hydroplane racing also hasn't done itself any favors by adopting an attitude that says, "Hey, you're welcome to come watch us race our boats," as opposed to saying, "Hey, we're

going to put on a good show for you."

This isn't a problem confined to unlimited hydroplane racing, by the way. Perhaps there are some lessons to be learned from the efforts of Formula One racing to promote itself in the United States.

Under the leadership of Bernie Ecclestone, Formula One used to sell his sport by telling potential race sites that they could experience the glamour of grand prix racing in exchange for a sizeable sanctioning fee. But, as a noted motorsports journalist recently told ESPN, the sport didn't promote itself properly. "Formula One always gave the impression in the past that: Give us your money, here's your race, we're off," he said.

That is now changing with the hiring of Chase Carey as the new CEO for Formula One. He has made it his mission to do a better job of penetrating the vast U.S. market by promoting Formula One racing to a wider public audience as the ultimate spectacle of power and speed.

He talks about changing the sport's promotional effort from a short-term mindset to a long-term mindset. The sport needs to promote itself to a wider public and engage the markets where they race, he says. And, Formula One needs to do a better job of helping its local partners grow the sport.

He also said Formula One will be taking better advantage of media channels such as Facebook and YouTube to engage more fans in every way possible.

Does any of this ring a bell with unlimited hydroplane racing? It should. The problems are almost identical. And, the solutions that Chase Carey suggests for his sport might provide a good roadmap for where H1 Unlimited should want to go, as well.

The bottom line that Formula One has learned is that all of the participants in the sport—owners, sponsors, and race promoters—ultimately need the same thing. It all begins with convincing people to watch them race. ❖

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Letters may be edited for clarity and space.

Remembering Greg Jones, Jeff Minar.

Ellstrom crew members Greg Jones and Jeff Minar passed away near the end of the 2017 season. Both were experienced crew members and their passing leaves a gap in that will be difficult to fill.

Jones was diagnosed with cancer in July 2016. He was told he would probably live a couple months, but he lived more than a year. In his professional life, Jones was a school bus mechanic for the Highline School District. Before joining the Ellstrom team, he worked on Dave Villwock's flatbottom boat and later on the *Miss Budweiser* crew. He was an expert with propellers.

Minar worked on a number of boats in a career that spanned many years. He had COPD and high blood pressure that was difficult to control. Among the boats he worked on were *Mr. Pringles*, *Executone*, and *Jim Harvey's*

Oh Boy! Oberto. On the Ellstrom crew, he was a master at quick hull repairs and working with fiberglass. He also helped as a truck driver.

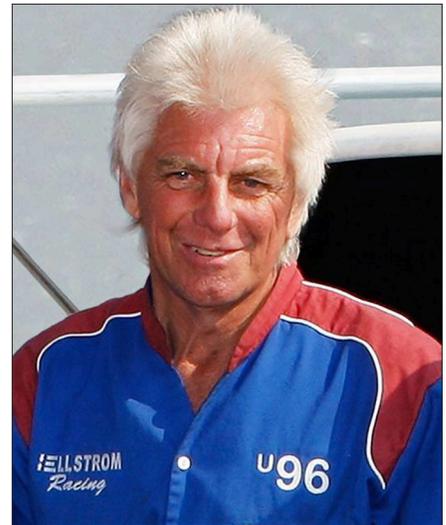
A joint memorial was held at the Hydroplane and Raceboat Museum on Saturday, September 30, that drew a larger-than-expected

crowd. Clearly, Greg Jones and Jeff Minar made their mark on unlimited hydroplane racing. Their skill, helpful attitudes, and years of service will be remembered by their many friends and co-workers. ❖

Craig Fjarlie



Greg Jones and his wife, Jessica.



Jeff Minar

Bill Osborne

Hydro's Who's Who: 1946-2016.

Attention all the hydroplane enthusiasts. What is commonly referred to as "the bible" of reference tools for historical data on the sport of unlimited hydroplane racing has been updated.

Jim Sharkey's *Hydro's Who's Who* is now current up through the complete 2016 season. The book covers the 1946 through 2016 seasons and contains chapters dedicated to:

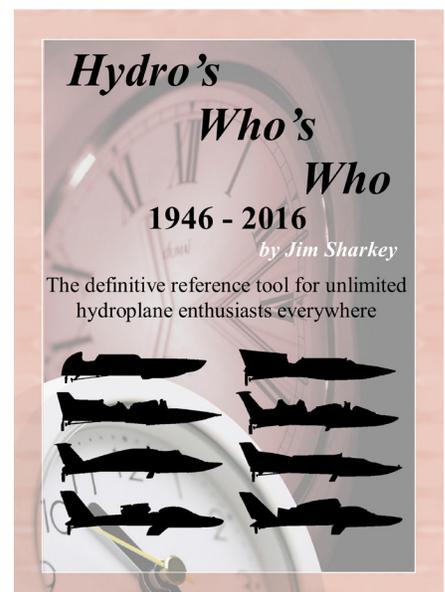
- ◆ Hull name, U number, date built, years raced, different names a hull raced under, and current hull status, if known.

- ◆ Hull roster ID numbering system used by the pros, the media, fans, and R/C clubs.

- ◆ Drivers, when they competed, boats driven, and years active.

- ◆ Recap of the races, the dates, locations, and final results from 1946-2016.

The latest version of Sharkey's *Who's Who* book is available through the Hydroplane and Raceboat Museum store and online through the museum's website. Sharkey is a contributing writer to the *Unlimited NewsJournal*, serves as an H1 unlimited official on the West Coast, and is a lifelong hydro enthusiast and generously donates all the proceeds of the sale of this book to the museum. ❖



Two winners in San Diego.

Continued from page 1

Henderson. It was the winner in 2015 in Detroit as the *Charger*, with Jimmy King driving. It hasn't raced since then, and it has been rebuilt. We'll test today. It will be nice to get in a boat that my family built."

Shane knew what his main focus was, however. "We're here to win the national championship," he explained. "I need to stay ahead of the '9' and the '12' and stretch out the points lead. This weekend's format will make it interesting and good for the show. The fans will be excited. It was a good decision by the officials."

Kelly faced a big challenge as he trailed Shane by only 594 points. "We have repaired everything from our collision in Detroit," he said. "We have some new parts and we fixed some other parts. My right shoulder was a little tender from the sudden stop after I went over the '7,' but I'm fine now. If I'm going to win, I have to win all the heats and the '1' and the '9' need to take points from each other. It should be five really good heats of racing."



The U-1 Miss HomeStreet with Jimmy Shane driving.

Chris Denstow

Tate was also ready to race. "I have a lot of thoughts right now. I have to race hard against the '1' in each heat, but there are four really fast boats. I have to be prepared for whatever situation is on the course. I hope we all make it through all the heats and put on a good show, but the salt water here can ruin a lot of things."

Thompson was eager to race again after his early exit in Detroit. "We are ready to go. The boat should be close to where it was in

Detroit. This weekend will be a lot of fun with good racing. I need to get in the right spots and do the right moves. This is my favorite course, except for the salt."

Friday's first test session began at 9:15 a.m. Tate was first out and did three laps in the *Delta Realtrac* with a fastest of 158.364 mph. Then, Kelly took the *Graham Trucking* out, but came back to the pits before completing a lap. "I had some steering issues in the re-run of the final in Detroit. We still have some issues so I came in," said Kelly. Shane did three laps in the *Miss HomeStreet* with a fast lap of 161.241 mph.

The second testing session was at 1:25 p.m. The only boat to go out was *Graham*. Kelly went out twice and did five laps, with a fastest of 152.824 mph.

The qualifying session was scheduled for 3:30 p.m. to 5:30 p.m. The first boat out was *Bucket List*. Echols did a lap of 101.928 mph and then returned to the pits. Thompson then qualified *Reliable* at 151.423 mph. Kelly did 154.753 mph in *Graham* and Tate



The Graham Trucking team works on one of their engines.

Lon Erickson

did 159.988 mph in *Delta Realtrac*. The last boat in the first round was Shane in *HomeStreet*. He did 161.151 mph to take the top spot.

In the second round of qualifying, the 440, the U-11, and the U-12 all passed. The *Delta Realtrac* team wanted to go out, but asked for time to make some adjustments. After waiting a while, *HomeStreet* crew chief Dan Hoover said, "We put a new prop on. We are going to go out and try to up our speed so that the '9' won't even try a second attempt."

Shane increased his speed to 162.739 mph. Tate did try to beat Shane's speed, but could only improve to 161.920 mph. Shane got 100 points for being the top qualifier and Tate got 80 points for being the second fastest. This gave Shane a 299-point lead over Tate going into Saturday's heats.

Brian Perkins was in the pits, but his U-21 wasn't. "We needed a sponsor two weeks in advance of the race," he explained. "It didn't happen. We are not here, but that also means we won't have a salty boat to clean up."

Perkins wasn't just a spectator. He was driving a 1-liter hydro, as was Kelly. Unfortunately, Perkins flipped his boat in one of the early heats. He was unhurt and the boat was not badly damaged. "I banged my shin and I'm a little stiff, but I'm okay. We will fix the boat and will run the rest of the weekend."

Saturday

Saturday's schedule had testing at 11 a.m. and 1:50 p.m., with Heat 1 at 3:50 p.m. and Heat 2 at 5:10 p.m. Each of the heats would be three laps. The final on Sunday would be five laps.

In the morning session, each of the top four boats went out once. *HomeStreet* did 160.344 mph, *Delta Realtrac* did 157.455 mph, *Graham*



Chris Denslow



Chris Denslow

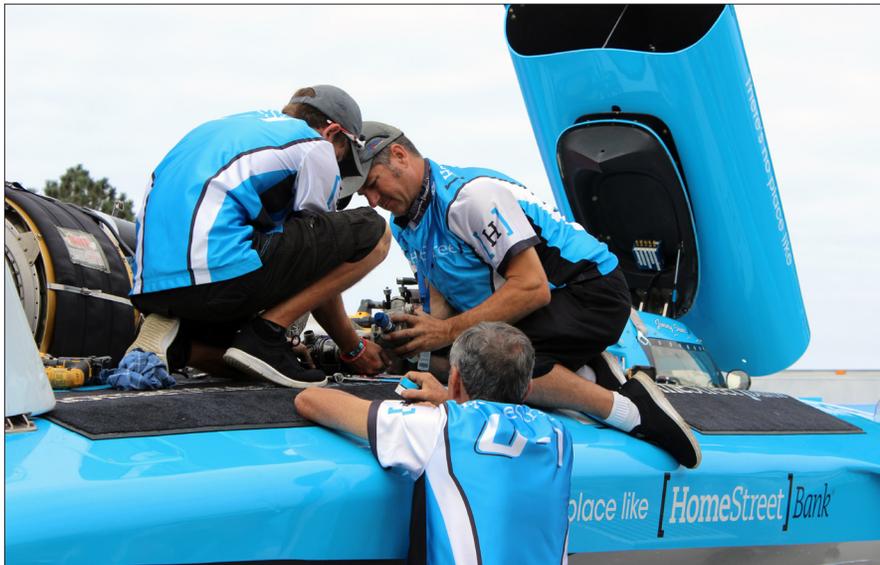


Lon Erickson

[Top] Tom Thompson, driver of *Reliable Diamond Tool* presents *J&D's*, poses with some of his fans. [Middle] The U-9 *Delta Realtrac*, driven by Andrew Tate. [Above] Jimmy Shane gets interviewed for television.



Lon Erickson



Lon Erickson



Chris Denslow

[Top] The U-11 *Reliable Diamond Tool presents J&D's*, driven by Tom Thompson. [Middle] The Miss HomeStreet team works on their boat. [Above] The U-440 *Bucket List Racing* with Dustin Echols at the controls.

did 153.888 mph, and *Reliable* did 141.609 mph. In the afternoon session, only *Graham* tested. The team has been searching for the speed they had last year. In the test, they went back to the skid fin they used last year. That wasn't the answer, as Kelly's best of his two laps was only 151.780 mph.

In Heat 1, *Delta Realtrac* was in lane one, *HomeStreet* in lane two, *Reliable* in lane three, *Graham* in lane four, and *Bucket List* in lane five. In the milling, Kelly cut across the infield early to take lane one down the backstretch. When it became obvious that he was going to be too early, he cut back across the course. When he cut back across to the backstretch, the only lane left was lane four.

Graham and *Reliable* both jumped the gun and were given one-minute penalties. *Graham* was first to turn one, but *Delta Realtrac* and *HomeStreet* used the inside lanes to pass *Graham*, and Tate and Shane were side-by-side down the backstretch. Tate used the inside lane to have about a half-second lead at the end of lap one. Kelly was in third with Thompson in fourth and Echols in fifth.

For the next two laps, Shane would pull even with Tate in the backstretch, but the inside lane enabled Tate to have a narrow lead at the end of each lap. In lap two, Thompson passed Kelly to move into third, but in lap three, Kelly passed Thompson to retake third. The finish order was *Delta Realtrac*, *HomeStreet*, *Graham*, *Reliable*, and *Bucket List*, which was slowly completing laps way on the outside.

After the tech truck inspection, it was announced that *Graham* was disqualified for flagrant fuel-flow violations. The disqualification moved Thompson to third and Echols to fourth. It also caused Kelly to get 0 points, which essentially took him out of the high-

points battle. Tate's win enabled him to pick up 100 points on Shane. Tate now trailed by only 199 points.

In Heat 2, *HomeStreet* was in lane one, *Delta Realtrac* in lane two, *Graham* in lane three, *Reliable* in lane four, and *Bucket List* outside in lane six. Thompson again jumped the gun and received a one-minute penalty.

Shane was first to the turn one and he and Tate were side-by-side down the backstretch with Shane taking a two-boat-length lead into turn two. The inside enabled Shane to have a 1-second lead over Tate at the end of lap one. Kelly was in third, Thompson in fourth, and Echols in fifth. This order stayed the same until the finish. Shane won by a roostertail over Tate.

Shane's win gave him back the 100 points he lost to Tate in Heat 1. His high-points lead was now back to 299. With both Shane and Tate getting points, Kelly was out of contention. "I told 1 and 9 that I won't try for lane one in the next two heats," he said. "I'll let them battle for it. We are down on power and speed."

Sunday

Sunday's schedule had testing at 9:30 a.m. (no boat tested), Heat 3 at 1 p.m., Heat 4 at 2:25 p.m., and the final heat at 4 p.m.

From its performance in qualifying and in the first two heats, it was obvious that *Bucket List* was not the same boat that ran laps of 140 mph in the Northwest and on Friday in Detroit. Owner Kelly Stocklin explained what had happened.

"In Detroit, we hurt our big engine when we lost the drive train. My plan was to fix the big engine and have it here. I was surprised to learn that it was a total loss. So we came here to fill out the field, but we have to run the small engine and



Chris Denlow



Chris Denlow



Chris Denlow

[Top] From the left, U-12 *Graham Trucking*, U-1 *Miss HomeStreet*, and U-9 *Delta Realtrac*. [Middle] The U-12 *Graham Trucking*, with J. Michael Kelly in the cockpit. [Above] The U-12 *Graham Trucking* battles the U-11 *Reliable Diamond Tool presents J&D's*.



Chris Denslow



Lon Erickson



Chris Denslow

[Top] Action at the docks on Mission Bay.

[Middle] The Miss HomeStreet leads the U-12 Graham Trucking, seemingly within an arm's reach of the fans on the beach.

[Above] The start of the final heat. J. Michael Kelly has the inside lane in Graham Trucking, Delta Realtrac in in lane two, Miss HomeStreet in lane three, and Reliable Diamond Tool presents J&D's in lane four.

set up we used in Detroit and we are not very fast.”

Time was running out for Tate to catch Shane in the high-points battle, but he knew what he had to do. “Yesterday the inside lane made the difference. We both won from lane one. I needed two wins because we’re just back to where we were when we started yesterday (a 299-point differential). I have a good idea of what worked to get lane one and what didn’t work. Jimmy will have his own good plans for the start. He has more experience on this course than I do, but I’m learning quickly.”

For Heat 3, *Delta Realtrac* was in lane one, *HomeStreet* was in lane two, *Graham* was in lane three, *Reliable* was in lane four, and *Bucket List* was outside. While Tate got the lane he said he needed, he made a costly mistake. To get to lane one, he crossed from the backstretch to the front stretch to cut in front of Shane. As he turned left onto the course, he passed to the left of an orange course buoy, going inside the buoy, which put him in the DMZ (the area inside the course where patrol boats are stationed and where race boats are not allowed to go). Had he passed on the right side of the buoy, going outside the buoy, he would have been legal.

Tate was first to cross the start line, but Shane had a two-boat-length lead going into turn two. He led Tate by almost 2 seconds at the end of lap one with Kelly close to Tate. Thompson was fourth with Echols in fifth.

In lap two, Shane increased his lead to a roostertail’s length. Kelly passed Tate as Tate slowed after learning that he would get disqualified for his DMZ violation. By the end of lap three, Shane had a two-roostertail lead over Kelly. Tate was in third on the water, with Thompson fourth, and Echols fifth. The disqualification for Tate moved

Thompson and Echols up one place and gave Tate 0 points.

Shane's 400 points and Tate's 0 points gave Shane a 699-point lead for the high points, with only two heats of racing remaining. Even if Tate were to win both heats, he would need Shane to get less than a total of 101 points from the two heats. All Shane needed in Heat 4 to clinch the high-points championship was a fifth-place finish.

In Heat 4, *HomeStreet* had lane one, *Graham* was in lane two, *Delta Realtrac* in lane three, *Reliable* in lane four, and *Bucket List* wide. Tate was late crossing the infield to join the other boats in the backstretch, but lane three was still open for him.

Tate and Kelly were first across the start line, but Kelly fell back in turn one. At the end of lap one, Tate had a half-roostertail lead over Shane. Thompson was in third, Kelly in fourth, and Echols in fifth. Shane did not challenge Tate, and Tate won by five roostertails. Kelly passed Thompson in turn two of lap three to get third, with Echols in fifth.

Tate's win enabled him to gain 100 points on Shane, but Shane still had a 599-point lead with only one heat remaining and thus clinched his fifth consecutive national high-points and driver championships.

While the *HomeStreet* team was celebrating its championship, both Tate and Kelly were talking about Heat 3 and the upcoming final.

"In Heat 3, I thought I would have room to get in front of Jimmy," said Tate. "But I lost my bearings a bit and turned left too early. I needed to go around the course buoy. It was nothing but a driver error. I'll be my biggest critic. We'll be ready for the final. I'm sure Jimmy will go for it so it will be a good race."

Kelly also commented. "In Heat 3, when I passed Andrew, I assumed that he was backing off. I was just

trying to stay out of the way. But don't count us out for the final. We will try to win."

In the final heat, *Graham* was in lane one, *Delta Realtrac* in lane two, *HomeStreet* in lane three, *Reliable* in lane four, and *Bucket List* in lane

five. Shane was first across the start line, but Kelly and Tate used the inside lanes to lead the field down the backstretch. Tate led Kelly by a boat length at the end of the lap. Two boat lengths back was Shane, followed by Thompson, and Echols.

STATBOX

HOMESTREET BANK BAYFAIR

San Diego, California

September 16-17, 2017

2 1/2-mile course on Mission Bay

QUALIFYING (1) U-1 *Miss HomeStreet*, Jimmy Shane, 162.739, 100 points; (2) U-9 *Delta Realtrac*, Andrew Tate, 159.988, 80; (3) U-12 *Graham Trucking*, J. Michael Kelly, 154.753, 70; (4) U-11 *Reliable Diamond Tool presents J&D's*, Tom Thompson, 151.423, 60; U-440 *Bucket List Racing*, Dustin Echols, DNQ — , 0 (Chairman's Option).

HEAT 1 (1) *Delta Realtrac* 154.739, 400, 480 cumulative points; (2) *Miss HomeStreet* 154.380, 300, 400; (3) *Reliable Diamond Tool presents J&D's* 109.422 (penalized one minute for jumping the gun), 225, 285; (4) *Bucket List Racing* 92.331, 169, 169; *Graham Trucking* DSQ — flagrant fuel violation (penalized one minute for jumping the gun), 0, 70. Fast lap (3) *Delta Realtrac* 155.547.

HEAT 2 (1) *Miss HomeStreet* 153.287, 400, 800; (2) *Delta Realtrac* 149.551, 300, 780; (3) *Graham Trucking* 141.033, 225, 295; (4) *Reliable Diamond Tool presents J&D's* 101.296 (penalized one minute for jumping the gun), 169, 454. Fast lap (1) *Miss HomeStreet* 156.391.

HEAT 3 (1) *Miss HomeStreet* 144.845, 400, 1200; (2) *Graham Trucking* 141.842, 300, 595; (3) *Reliable Diamond Tool presents J&D's* 130.711, 225, 679; (4) *Bucket List Racing* TNA, 169, 465; *Delta Realtrac* DSQ — entered DMZ before the start, 0, 780. Fast lap (2) *Miss HomeStreet* 147.135.

HEAT 4 (1) *Delta Realtrac* 144.242, 400, 1180; (2) *Miss HomeStreet* 140.358, 300, 1500; (3) *Graham Trucking* 135.959, 225, 820; (4) *Reliable Diamond Tool presents J&D's* 135.279, 169, 848; *Bucket List Racing* TNA, 127, 592. Fast lap (1) *Delta Realtrac* 150.240.

FINAL (1) *Delta Realtrac* 150.490, 400, 1580; (2) *Graham Trucking* 149.608, 300, 1120; (3) *Miss HomeStreet* 147.443, 225, 1725; (4) *Reliable Diamond Tool presents J&D's* 136.400, 169, 1017; (5) *Bucket List Racing* TNA, 127, 719. Fast lap (2) *Delta Realtrac* 152.302.

COMPILED BY ALLEN STILES

The order stayed the same until the finish. In each of the last four laps, Kelly would gain ground on Tate in the turns, but Tate had better acceleration out of the turn and better chute speed to extend his lead. He finished a roostertail-length ahead of Kelly, with Shane three roostertails behind Kelly.

Tate was pleased with his win, but also thought about what could have been. "A couple of penalties (a buoy in Seattle and a DMZ in San Diego) may have kept us from the national championship," he said. "As long as I learn from my mistakes, things are good. It was a good final. It is always fun to race with J. Michael. I grew up watching him. Thanks to my owners and my crew for letting me be a part of the team. The parity and competition this season was great."

Shane was also pleased. "We accomplished our main goal of winning the national high-points championship. In the final, I was a little late to the start and it is tough to make up ground from lane three against the two good boats that were inside of me. It is a privilege for me to drive for the Madison team. Congratulations to the Graham and Jones teams. We put on a great show all year."

Mark Mason is the CEO of HomeStreet Bank, which was the race sponsor for the second year. "We are excited to be part of the event," he said. "We want to give back to the community and this great family event lets us do that. We hope to be back as a sponsor again next year."

Congratulations to all the Bayfair and H1 officials who

worked hard to make this event the success that it was. The racing was good and the crowd was larger than in recent years. However, the commonly asked question that was going through the pits was, "What is going to happen next year?" The H1 vice chairman is Charlie Grooms, the team manager for the Madison team. When asked about the search for a new chairman, he had these comments:

"We view this to be a slow, more methodical process than in the past. We want to get it right, not just get it done. There are a number of divergent opinions about people for the position and about the sport's direction. The search for the person needs to go together with our planning. Knowing where we are going and how to get there will help define who is best and willing to fill the position. We don't anticipate finding someone and then doing a plan. We want to find someone as part of the plan and then execute the plan," he said.

"We have no specific time-line. We will have an open forum in Seattle to gather information and input from fans and anyone interested in the sport to start the dialogue. We could also do this in Detroit and Madison. We have had one committee meeting and we are still forming the committee. There is strong support from HomeStreet Bank and they have emphasized that we need do this search and planning process in a professional manner. They have a significant desire to help the whole sport."

Please accept Charlie's invitation. If you have thoughts, ideas, suggestions, and, even better, sources of money, please contact Charlie through the H1 website at www.H1unlimited.com. Let's all do the positive things that we can to help the future of the sport we love. ❖

Final 2017 National High-Points Standings

BOATS:

U-1, Miss HomeStreet	7,704
U-9, Delta Realtrac	7,280
U-12, Graham Trucking.....	6,505
U-11, Miss J&D's.....	3,260
U-3, Grigg's Ace Hardware	2,295
U-440, Bucket List Racing	1,803
U-99.9, Miss Rock	1,704
U-7, Spirit of Detroit	1,674
U-21, Abert Lee Appliance.....	1,015
U-16, OH BOY! Oberto.....	937

DRIVERS:

Jimmy Shane.....	7,704
Andrew Tate	7,280
J. Michael Kelly	6,505
Tom Thompson.....	3,260
Jimmy King.....	2,295
Dustin Echols	1,803
Greg Hopp	1,704
Bert Henderson	1,674
Brian Perkins.....	1,015
J.W. Myers.....	937
Kevin Eacret.....	0

The wind wins in Chelan.

The Hydroplane and Raceboat Museum takes several of its boats to Lake Chelan to give well-deserved rides to its volunteers.

by Craig Fjarlie

Mahogany and Merlot is always the first full weekend of October. The way the 2017 calendar is arranged, the event turned out to be slightly later in the month than it has been in recent years. That meant the Hydroplane and Raceboat Museum could be flirting with the arrival of autumn weather when attempting to run boats on Lake Chelan, which is located east of the Cascade Mountains in Washington.

Friday afternoon, October 6, the first hint of trouble appeared when strong winds began blowing through the channel in which Lake Chelan lies. The water was quickly turned into a froth and the forecast was for more of the same until late Saturday night.

The forecast was, unfortunately, accurate. Early Saturday it was announced that no boats would run that day. Conditions would be evaluated Sunday morning and, if things improved, the water would be busy with vintage boats throughout the day.

Unlimiteds on hand included *Pay 'N Pak*, the freshly refurbished 1958 *Miss Bardahl*, Mitch Evans' *Breathless III*, *Oh Boy! Oberto* (actually the one-time *Savair's Mist*), and the replica *Miss Wahoo*. A number of vintage limited inboards were in the pits as well, including the



Lon Erickson

The restored 1973 *Pay 'N Pak* rests at the dock on Lake Chelan while the *Oh Boy! Oberto* takes another museum volunteer for a ride.

replica *Miss Merion Bluegrass*, *Little Miss Thriftway*, and *Miss Vitamilk*, some vintage outboard runabouts, classic mahogany cruisers, and classic cars.

It should be noted that *Miss Bardahl* had direct roots to the history of racing on Lake Chelan. Norm Evans drove the boat to victory in its maiden race, the 1958 Apple Cup in Chelan, when it was powered with an Allison engine. The team later converted to Rolls-Merlin, but the vintage version restored by the museum holds an Allison.

The Hydroplane and Raceboat Museum had an old runabout in the park as a collection point for

donations to the Chelan Food Bank. By the end of the weekend, the boat was filled with food and other useful items for poor and hungry people.

Mahogany and Merlot draws a large crowd of current and former unlimited owners, drivers, crewmembers, and family members. Among those on hand were Dave Heerensperger, Jim Lucero, Ed Cooper, Mike and Lori Jones, Jimmy Shane, Mike Hanson, Mitch and Mark Evans, John Walters, Earl Wham, David Heye, Ken Muscatel, Charlie Grooms, Don Kelson, Larry Oberto, Jeff and Mike Campbell, Tad Dean, Tim Donery, and Pancho Simonson.



Lon Erickson

The *Oh Boy! Oberto* roars onto Lake Chelan.

The Hydroplane and Raceboat Museum held a barbecue Saturday evening in the park. The stiff wind had a cold bite and a number of people who had planned to eat at the barbecue sought shelter elsewhere. People who braved the elements gave the barbecue a positive review.

Sunday dawned sunny and calm. Many people had paid for rides in the vintage unlimiteds and it would take most of the day for the museum to meet its obligations. *Miss Bardahl* ran twice, then was done for the day. *Pay 'N Pak* ran a couple of times, as did *Breathless III*. Most of the rides were given in *Wahoo* and *Oberto*.

Late in the afternoon, at about 4:20, Mike Hanson was in *Miss Wahoo*, rounding the turn nearest the pit area, when the boat hit something. The prop lost a blade. The out-of-balance prop caused the strut to break, which pulled bottom skin away from the battens.

Hanson immediately shut off the engine and requested a tow. The boat was less than 20 yards from the pit area when the towline broke. The back of the boat went under and the boat floated nose-up while

the Region 10 rescue team attached two inflatable lift bags to *Miss Wahoo's* transom. Once the bags were inflated, the boat came back to the surface and floated level. The boat was towed to the crane, slings were attached, and the boat went back on the trailer. The entire process took about a half hour.

The engine got wet. It would be dried out and started when the boat was taken back to the Hydroplane and Raceboat Museum. Materials

for repairs are on order. Museum Director David Williams said he expects repairs to *Miss Wahoo* will be completed in time for the 2018 season.

As the sun moved low on the horizon, hydro activity on Lake Chelan came to an end for another year. The Hydroplane and Raceboat Museum did an admirable job coping with the wind and cool overnight temperatures. In spite of the lack of activity on Saturday, most people went home satisfied with their weekend in central Washington's resort community. There was plenty of time to socialize, savor local wines and apples, and a rare opportunity on Saturday to take a close-up look at the boats in the pits.

Lake Chelan has plenty to offer besides a weekend with vintage hydroplanes. If your schedule allows, consider arriving a few days early or staying a few days after Mahogany and Merlot to enjoy the surrounding areas. It may be a little late in the year for swimming in the lake, but there is a lot more to do. The city of Chelan has historic markers, museums, and restaurants



Lon Erickson

The Hydroplane and Raceboat Museum boats at the dock.

scattered around town. The small city of Manson, a 20-minute drive up the north shore of the lake, is where Mill Bay Casino is located. It's also the site of Blueberry Hills restaurant, a fun place to go for a leisurely breakfast.

More adventurous readers may want to take a few days to travel to the remote town of Stehekin at the opposite end of the lake. There are no roads to Stehekin. The only way to get there is a four-hour ride on the Lady of the Lake ferry, by private boat or seaplane, or a strenuous, multi-day hike. There are places to stay and a restaurant in Stehekin that will make the journey memorable.

Mahogany and Merlot has become a vital part of the hydro-



Miss Wahoo makes a run during Mahogany and Merlot.

Chris Denstow

plane season. People who have resisted attending are missing an enjoyable time. Plan to go in 2018, but once the dates are announced,

make your reservations early. The secret is out and the place fills up fast. ❖

You can help the *Miss Wahoo*.

The beautiful *Miss Wahoo* has been the flagship of the Hydroplane and Raceboat Museum since it was launched in 2009, having run hundreds of exhibition laps and given dozens of rides. During the Mahogany and Merlot event in Chelan, the *Wahoo* hit some debris in the water and broke its propeller. The out-of-balance propeller ripped open a huge hole in the bottom of the boat and it began to sink.

The fast acting rescue crew from Region 10 Rescue quickly got air bags on the transom of the boat so it could be towed into the pits, where it was lifted from the water and placed back on its trailer. The *Wahoo* is now safely back in the museum shop. The engine has been removed and the process of drying out the engine and rebuilding the boat's bottom has already begun.

Steve Compton and Compton Lumber have generously offered to donate all of the wood that the museum will need for the repair, but there is a lot of damaged equipment that the museum will need to replace: \$3,000 for the propeller, \$2,000 for the shaft, \$3,000 for the strut, \$2,500 for new bearings in the gearbox, and \$3,500 for new rod bolts. And, that's not counting the cost of replacing



Chris Denstow

or repairing all of the waterlogged electrical equipment, such as the fuel pump, starter, gauges and switches, magneto, and distributor. David Williams at the museum estimates that the total repair will cost over \$20,000.

The museum is turning to its wonderful fans for help in raising the money needed to repair the *Miss Wahoo*. Please consider making a tax-deductible donation to the Repair the *Wahoo* Campaign. To help, go to http://thunderboats.ning.com/?xg_source=msg_mes_network. ❖

The story of the first Green Dragon.

The 1958 *Miss Bardahl* roars again where it made history almost six decades ago.

When hydroplane fans gathered at Lake Chelan, Washington, last month to enjoy the vintage boats participating in the annual Mahogany and Merlot event, they also were treated to the launching of a race boat that made history on those waters 59 years before. The 1958 version of the *Miss Bardahl* wasn't the most successful boat to carry that name, but it was the boat that began what would become one of the sport's most lasting legacies.

The name *Miss Bardahl* first appeared on an unlimited hydroplane in 1957. Norm Christensen, a self-described marine engineer from Seattle, had supposedly built a hydroplane in his backyard the year

before and convinced Ole Bardahl, the founder of the local company that produced the nation's top-selling automotive additive, to sponsor the boat in four races. The result caused Bardahl to become so enamored with the sport that he contacted Ted Jones the following winter and asked that he build him a new boat for the 1958 season that would mimic the design of the *Maverick*.

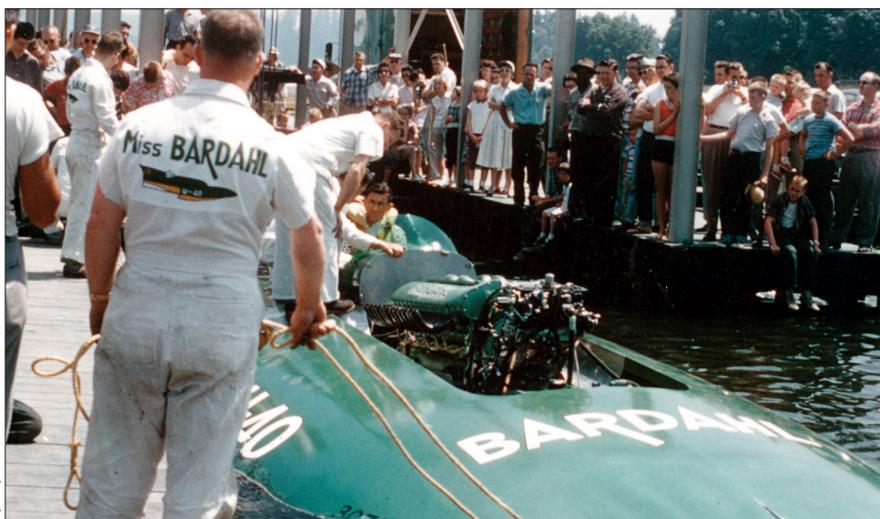
Once Ted Jones developed the design, he gave the responsibility for construction to his son, Ron, who served as foreman and master shipwright. The construction process took only eight weeks, then the boat was turned over to a crew that had been assembled by Bardahl to install the plumb-

ing and electrical systems. By May, it was ready to go. The boat was hauled across the Cascade Mountains to Chelan, Washington, and christened *Miss Bardahl*.

One of the most striking things about the new boat when it appeared for the first time was its color. Though superstition dictated that it was bad luck to paint any race craft the color green, it nevertheless arrived painted the deep hue of an evergreen tree. For that, it quickly became known as "The Green Dragon." It turned out that the color on the deck didn't seem to matter. In its first time in competition, the boat promptly won the Apple Cup with Norm Evans behind the wheel.

The driving responsibilities were turned over to Mira Slovak after the Chelan event, who took the *Miss Bardahl* to another victory in Buffalo, New York, and along the way, collected enough points to win the 1958 national championship.

After the season, Bardahl decided to upgrade his program and had his boat fitted with a Rolls-Royce Merlin engine and hired Jack Regas to do the driving. Three races into the 1959 campaign, however, Regas was seriously injured at the Diamond Cup in Couer d'Alene, Idaho,



The 1958 *Miss Bardahl* on the day of its launching and first test runs on Lake Washington.

Hydroplane and Raceboat Museum

when the *Bardahl* hit the wake of another boat and knocked him unconscious and in critical condition with a skull fracture.

Bill Brow then took over the driving duties and managed a third-place finish in the Indiana Governor's Cup at Madison, Indiana, and a fourth in the Lake Mead Cup in Reno, Nevada, with crew chief George McKernan handling the steering wheel. Despite no race victories in 1959, the boat still managed to finish second in the national standings.

The 1960 campaign again had lackluster results with no race victories. A rookie named Jim McGuire was hired to start the season, but was discharged after only three races. Bill Brow then returned to the cockpit and wrapped up the season with a fourth-place finish in Washington, D.C., a third-place finish in Madison, and a second-place finish in Reno.

After the disappointing 1960 season, some observers began to dismiss the *Bardahl* as an also-ran. "The Green Dragon appears to have lost her fire," said one critic. *Bardahl*, in fact,



Museum volunteers move the *Miss Bardahl* from the Goodwill Industries outlet in Seattle where the boat had been on display for over 20 years.

Hydroplane and Raceboat Museum

skipped the first two races of the 1961 season and chose not to name a driver for his boat until just days before the World's Championship Seafair race in Seattle.

Most fans expected that he would name his son-in-law, Rex Manchester, to have the honor, but he instead selected a rookie named Ron Musson, who many historians now regard as one of the most skilled drivers to ever handle an unlimited hydroplane.

Musson's debut in the cockpit of the Green Dragon couldn't have been better. He won the World's Championship event as well as the Silver Cup in Detroit,

which was shortened by the death of Bob Hayward in the *Miss Supertest III*. When the points were tallied, the *Bardahl* ended up in second place in the national standings behind Bill Muncy in the *Miss Century 21*.

Ole Bardahl decided to build a new *Miss Bardahl* for the 1962 season, a craft that would become one of the most successful in history. With Musson driving, it would win three straight Gold Cups and three straight national titles from 1963 through 1965. The original Green Dragon, meanwhile, was relegated to display duty and was eventually donated to Goodwill Industries in 1969, where it was a star attraction in the Seattle outlet near the International District for more than 20 years.

The Hydroplane and Raceboat Museum took possession of the old *Miss Bardahl* after Goodwill announced it would redevelop its store, and after many years of restoration work by dedicated volunteers, it saw the waters of Lake Chelan again at the Mahogany and Merlot event. ❖



Chris Denslow

The restored *Miss Bardahl* runs again on Lake Chelan, where the boat won its debut race 59 years before.

FROM THE UNJ VAULT: An interview with Ole Bardahl.

With the recent restoration and launching of the 1958 *Miss Bardahl* in Chelan, we thought it would be appropriate to revisit an interview of Ole Bardahl that was first published in UNJ in 1982.

Ole Bardahl was a tall Norwegian immigrant with horned-rim glasses and a distinctive, box-like crew cut who was a living testament to how one can prosper from hard work, a good idea, and some perseverance. He arrived in Seattle in 1922 with only \$32 in his pocket and little understanding of English, became a building contractor in Seattle's Ballard neighborhood, and eventually purchased a small company that manufactured soap, cleaners, and an oil product.

It was that "oil product" that particularly intrigued Bardahl, who recognized that car engines might need special lubricants. So, he mixed different blends of chemicals in the family bathtub and finally came upon a combination that would spawn the nation's top seller of automotive additives and lubricants and make himself a multi-millionaire.

Bardahl saw that high-compression engines would provide an ideal testing ground for his products, so he began sponsoring entries in the Indianapolis 500 race. He also noticed the hysteria that the Slo-mo-shun IV had caused in Seattle and decided hydroplane racing would be another ideal venue for promoting his products, so in 1957 he agreed to sponsor a boat that had been built by a self-described marine engineer named Norm Christensen. During the next 12 years, Bardahl would become one of the most successful and beloved owners the sport has ever known.

Unlimited NewsJournal reporters Bill Osborne and David Greene were granted the privilege of interviewing

Ole Bardahl at the Bardahl Corporation's Seattle headquarters on December 11, 1980.

UNJ: Your first experience with unlimited racing was in the 1957 Apple Cup. What attracted the Bardahl Corporation to unlimited hydroplane racing?

OB: We used all of our racing activities as a high-test laboratory for the automotive products with which we were involved. In a motor car, the parts just don't get the strain that they do in racing. So our racing activities provided a good laboratory for our products.

How did you pick the people on your team, particularly Norm

Evans as driver and Del Gould as crew chief?

At the time there was not too much of a choice since very few drivers on the West Coast had much unlimited racing experience. Norm Evans had driven the *Miss Seattle* before we hired him. As you know he was driving when he won our first victory at Lake Chelan in 1958, so he did well for us. I always picked qualified mechanics to work for me.

Although hardly a week old, the new *Miss Bardahl* ran a steady race to win its first regatta. What were your thoughts after having this early success?



Ole Bardahl in his office at the Bardahl Corporation headquarters in Seattle.

We started in fresh with a brand new engine. It was a rush because we didn't have a chance to try out. So we were rather surprised to win.

On the Eastern Circuit, the 1958 *Miss Bardahl* appeared to drop off the pace. Was there any particular problem with the boat?

Yes. We lost our best propeller and we couldn't run as well.

After a grueling campaign, you won your first national high-point championship. What was your reaction to your first unlimited racing season?

We had pretty good equipment then. And if you don't have good equipment you might as well stay home. Even then you have a tough time to win. So we were pleased.

In preparation for the 1959 season, quite a few changes were made. A Rolls Merlin engine replaced an Allison, George McKernan was hired as crew chief, and Jack Regas was hired as driver. Could you give us the background of these changes?

The Rolls Merlin is a much more powerful engine than the Allison. We felt that we needed this additional power to be competitive in 1959. George came highly recommended to me. Jack Regas was well known, as the driver of Edgar Kaisers' boat the *Hawaii Ka'i* before it was retired.

After these changes, were you pleased by the boat's performance in the first three races of the year under Jack Regas?

Yea. There was some improvement. Regas got hurt pretty bad at Couer d'Alene. He hit a wake and it put him in the hospital. I never did find out what happened over there. Regas, of course, passed out. I asked the turn judges what happened, but they couldn't tell me anything.

After missing the Gold Cup, could you give us the background of your decision to return to racing in the 1959 Silver Cup?

After Couer d'Alene, I had no driver and the boat was pretty well damaged. But then I was able to hire Bill Brow and we went racing again.

Although such proven winners as Russ Schlee and Bill Stead were available, why did you settle on rookie Jim McGuire as your driver in 1960?

Well, Stead wasn't available. At the time he was doing something else so we decided to hire Jim McGuire. He had a good record in small boats.

How did Bill Brow come to drive the *Miss Bardahl* in the 1960 Seafair Trophy?

He was after me for a long time. McGuire decided to return to Canada. Bill Brow was a good driver and very competitive.

In 1960, the Gold Cup at Las Vegas was canceled and caused quite a bit of controversy. Could you give us your comments?

That thing was really a joke. I asked the committee whether they had the money to run the race and they said yes. The reason the race was called off was because they didn't have the money to run the race on Monday after it had been postponed Saturday and Sunday.

There has always been a controversy as to whether a team should shoot for qualifying records. Could you comment on the Bardahl team strategy?

That was one thing I really didn't believe in. I remember a time at the 1964 Detroit Gold Cup when the *Miss Exide* qualified at 119 mph and Musson wanted to go out and beat him. He wanted 120. He said to Leo, "Drop the boat in the water." I said, "No way, you wait until race day." And we won the race on that day at about 105 or 106 mph.

There were reports prior to the 1961 season that you were contemplating quitting racing. Were those reports true and, if so, what caused you to consider retirement?

No. You hear all these rumors. It wasn't true. Sometimes you can be misquoted in the papers. They write something down after you say it and when it comes out, it really isn't true.

After missing the 1961 Diamond Cup, you raced at Seattle with a new driver, Ron Musson. How did you come to hire him?

I saw Musson while he was racing the DuPont boat, *Nitrogen*. He did a good job. The first year he raced for me he was just my driver and then I made him our PR man for Bardahl Manufacturing Corporation and the record speaks for itself.

What led to the dramatic improvement in *Miss Bardahl's* performance in the 1961 Seafair Trophy?

We made quite a number of changes including the angle of attack. Of course, the propeller makes quite a bit of difference, also.



Ron Musson

Bardahl Corporation

Was there any team strategy among the Seattle boats in approaching the 1961 Gold Cup at Reno?

There was no team strategy. You want to be first because that is where the money is. Every man for himself. You want to win even if it's your best friend that you're running against.

At the end of the year of 1961, the *Miss Bardahl* had won two of five races, completed 10 or 12 heats, and defeated the *Miss Century 21* in four out of five major confrontations. What was your reaction to the 1961 season in comparison to the previous two? Why did you decide on a new boat for 1962?

We kept changing the boat as we went along and it got better. I only kept the boat four years because I didn't think a boat is safe after that, since the bouncing in rough water can really shake a boat up. And, of course, you can only change so much on a boat. Pretty soon it is time to try a new boat. ❖

Watch for next month's issue of the Unlimited NewsJournal, when we will complete the remainder of Ole Bardahl's interview from 37 years ago.



Eileen Crimmin



Bob Carver

[Top] The *Miss Bardahl* in the pits at Seattle.
[Above] The Green Dragon makes a test run on Lake Washington.

HydroFile

Race Team News



Lon Erickson

U-1 HomeStreet Racing

The U-1 HomeStreet raceboat and team has been busy, from the H1 open forum in Tukwila, Washington, (below) to downtown Seattle for the HomeStreet Bank Championship Rally, and is now in the Madison, Indiana, race shop (bottom).



Lon Erickson



Jeff Ayler

Go3 Racing

While the race boat has been put away for winter maintenance, Ed Cooper was recently out west attending the Mahogany & Merlot event in Chelan, Washington. Below, he is pictured with Chip Hanauer.



Chris Denslow

U-11 Unlimited Racing Group

Work begins at the U-11 shop with inventory and evaluation of the team's engine program and parts. Seen here is some of the equipment in the U-11 engine shop.



Scott Raney

U-21 Go Fast Turn Left Racing

In attendance at the recent H1 open forum, owner Greg O'Farrell announced off-season activities. Three motors have been delivered to Competition Specialties for maintenance and tune-ups, new propellers are on order, and work on the unfinished Go Fast Turn Left (GFTL) hull #2 will start up again with the goal of running it in the 2018 season. An upcoming team work/crew night is expected soon and updates coming from the GFTL team.



GFTL Racing

Will a new team join the H1 ranks competing in 2018?

Tri-Cities resident Eric Petring (right) and a business partner have recently acquired a 1998 Leland hull known as “Lightning.” This is the hull that flipped twice in 2013, at Detroit and Tri-Cities. Petring is well-known for his Central Coast Airbrush business and has been a crewmember on several teams. At this stage they are formulating plans for crew and to begin assessment and repairing the damage to the hull. Powerplant options are open. Funding and sponsorship will play a big part in how and when this all comes together.



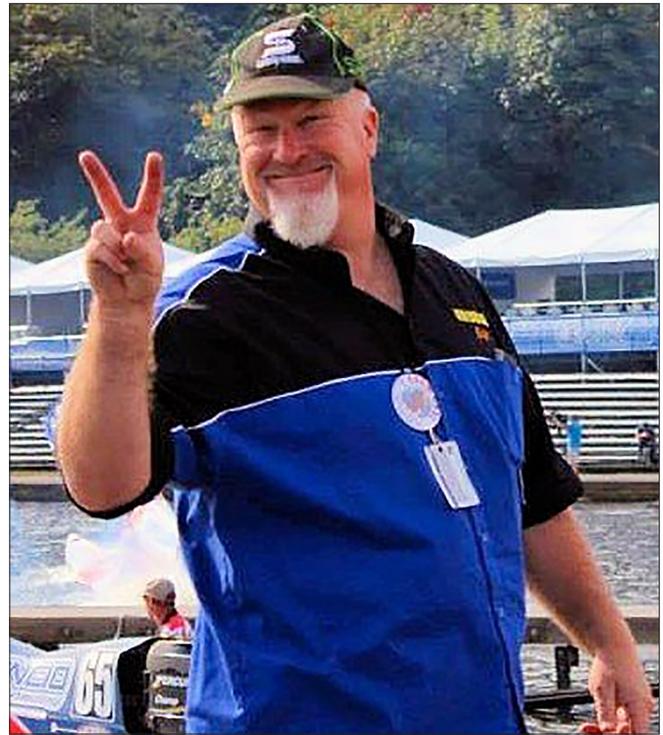
Travis Kloth



Eric Petring



Eric Petring



Lon Erickson

H1 Unlimited 2018 schedule

The tentative 2018 race schedule has the season starting in June at Guntersville, Alabama, with races following in Madison, Tri-Cities, Seattle, Detroit, and San Diego. (All race events will be H1 national points events.) Potential sites under discussion include Phoenix (Lake Pleasant), Hawaii, and Coeur d’Alene, Idaho.



NEXT MEETING OF UNLIMITEDS UNANIMOUS

Sunday, November 12, 2017
Meeting starts at 2 p.m.

Des Moines Public Library
 21620 - 11th Ave. S.
 Des Moines, Washington 98198

YOU ARE WELCOME TO ATTEND!