

UNLIMITED NewsJournal

A CHRONICLE OF SPEED

MARCH 2022

They were always trying. PART TWO



Randy Hall

Tom Martin drives Pete LaRock's *Shakey's Special* onto Lake Washington before the UIM World's Championship in 1973.

BY CRAIG FJARLIE

Last month, in part one, we reviewed nine participants in the Unlimited class who were involved for at least 10 years, but rarely received recognition for their contributions to racing. In part two, we will look at nine more owners and drivers who devoted much of their lives to the sport, yet were often overlooked when awards were passed out at the end of each season. Again, we will feature them in

alphabetical order. The article will conclude with a broad overview of the roles those who were always trying played in hydroplane racing.

Tom Martin

Pete LaRock bought the former *Breathless II* from Bob Gilliam in 1972 and spent a year refurbishing it. As the 1973 season approached, he needed a sponsor and driver. Tom Martin operated a Shakey's

Pizza franchise and agreed to sponsor LaRock's boat, but with the stipulation that he could choose the driver. LaRock agreed and Martin chose himself.

The first season was filled with disappointment as Martin was unable to qualify *Shakey's Special* at Detroit and Madison, managed a 12th place finish at Tri-Cities, and failed to start at Seafair. Things were slightly better in 1974. The boat had a new sponsor and a new name,

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Tom Martin

Sunny Jim. Martin finished fifth at both Owensboro and San Diego.

LaRock bought the former *U-95* and tried to campaign it at Tri-Cities and Seattle with the name *Shakey's Special*. Martin occupied the cockpit, but was unable to qualify. LaRock brought out the former *Breathless II* for San Diego, still with the *Sunny Jim* name, and Martin managed a fifth-place finish.

Miss Budweiser was damaged in 1976 and LaRock's boat, the former *U-95*, became a substitute *Miss Budweiser* while Bernie Little's craft was being repaired. Martin drove LaRock's *Miss Budweiser* to third-place finishes at Owensboro and Dayton. Those were the only races in which Martin competed that season.

Tad Dean bought the former *Breathless II* from LaRock in 1976. Martin drove it at Detroit in 1977 then became the driver of the former *Tahoe Miss* of 1963, which was owned by Bill Wurster and Doug McIntosh. The boat carried a number of names including *City of Kent*, *Kirby Classic*, and *Sizzler*.

McIntosh explained why Martin was the best choice as driver for their low-budget team when he said, "We can count on him to bring the boat back to the dock in one piece." Wurster and McIntosh went separate ways when Wurster bought the former *Notre Dame* of

1962 and retained Martin as the driver. At San Diego, Martin was back in Tad Dean's boat, *Pacific Datsun*, but the engine failed to perform and he was unable to start.

In 1978, Wurster had Oberto as his sponsor. Martin picked up fifth place at Miami. He drove for McIntosh at other eastern races, then for Tad Dean at western events. The next two years, Martin was again at the wheel of the former *Breathless II*, for new owner Tim Donery. The boat carried a number of names including *Schrader Wood Stoves*, *Precision Marine*, and *Jose Murphy's Irish Pub*.

Bob Warner campaigned the former *Miss Timex* of 1971 under the name *Miss Rent-It-Shops* in 1981, and Martin occupied the cockpit. Then in 1982 he drove *Design 360* for Dave Jaeger, picking up eighth place at Seafair. Clay Johnson bought Jaeger's boat in 1983 and named it *Feeke's Beepers*. Martin was unable to qualify at Seafair. At San Diego, Martin returned to his first Unlimited ride when he drove *Jose Murphy's*, but his driving career closed with a DNQ.

Shirley Mendelson McDonald

It's a certainty some readers will be surprised to see *Notre Dame* owner Shirley M. McDonald included in this list. Truth is, she seriously yearned to win the Gold



Shirley Mendelson McDonald

Cup, something her father, Herb Mendelson, accomplished in 1937. Money was no object for her; she was one of the wealthiest women in the United States, thanks to her father's investment in the Fisher Body Company, which became part of General Motors. As an owner, her involvement in Unlimited racing ran from 1962 through 1973. During that period, she campaigned six different boats, yet won only two races.

Shirley McDonald's first boat was a Staudacher hull with dropped sponsons. Its driver was Warner Gardner. In 1962, *Notre Dame* was third in the Gold Cup at

The 1964 *Notre Dame* during a test run on Lake Washington

Seattle and second in the Spirit of Detroit Trophy race. The next year it took third at Madison and in the President's Cup.

McDonald had a new Staudacher hull in 1964, a conventional craft with flush sponsons. Bill Muncey was signed to drive and he won the boat's first race at Guntersville. Muncey left the team part-way through the season and was replaced by Rex Manchester. In '65, Manchester finished second at the Diamond Cup and the Gold Cup. McDonald also entered her first boat at the Detroit and Madison races that year. It was named *Shu Shu* and was driven by Jim Miller, the only time he competed in the Unlimited class.

Manchester started the 1966 season with a second-place finish at Tampa. Tragedy struck at the next event, the President's Cup. First Ron Musson was killed in the cabover *Miss Bardahl*. Then in the final heat, *Notre Dame* hooked in front of *Miss Budweiser*. The ensuing crash claimed the lives of Manchester and Don Wilson. *Notre Dame* was awarded first place based on accumulated points.

A new Staudacher hull made its debut in 1967. Jim McCormick drove the first two races of the season, but was replaced by Jack Regas, who was making a return to Unlimited racing. At Seafair, *Notre Dame* spun in front of *Tahoe Miss*. I remember watching the incident as *Tahoe* flew over the top of *Notre Dame* and Chuck Hickling went flying. A terrified woman near me shrieked, "Stop it, stop it!" Fortunately, the accident looked worse than it was. Both Regas and Hickling lived to drive another day.

Jon Staudacher built a new, snub-nosed *Notre Dame* for 1968. Regas started the season, but another accident forced him to retire from driving. Leif Borgersen took over the cockpit duties at Coeur d'Alene. He garnered second place at the Gold Cup.

McDonald went with a new boat built by Ed Karelsen in 1969. It was a virtual copy of *Miss Bardahl*, which had won the national championship in 1967 and '68. Borgersen drove the new *Notre Dame*



Randy Hall

Dean Chenoweth on the deck of the new *Notre Dame* in 1972.

and earned second place at Owensboro in '69, and captured second at Tri-Cities and the Gold Cup at San Diego in '70. Borgersen moved to the *Hallmark Homes* cockpit in '71 and was replaced by Billy Sterett, Jr., in *Notre Dame*, except Terry Sterett drove the boat at Tri-Cities. A violent crash at Seattle marked the end of the Karelsen *Notre Dame*. The boat was busted in half and sank. Bill Sterett escaped with a broken nose.

Shirley McDonald tried one more time with a new Ron Jones boat for the 1972 season. Dean Chenoweth was the driver. The craft sank at Detroit and was out of action until the final race of the year at Seattle. Chenoweth picked up second place in the season finale, but returned to the *Miss Budweiser* cockpit in 1973. Ron Larsen drove *Notre Dame* in what would turn out to be Shirley McDonald's final season. The boat was unable to qualify at Miami and Larsen's best finish was fifth in the 1973 Gold Cup. When the season concluded, Shirley McDonald closed the book on her dream of winning the Gold Cup.

Bob Miller

Few people spend over 20 years in the Unlimited class. Bob Miller is one individual who did just that. He made his first foray into Unlimiteds in 1960 and

remained involved through 1983. He was both an owner and a driver.

He bought the former *Gale IV*, named it *Miss Everett* and entered it in the 1960 Apple Cup. Red Loomis was the driver at Chelan, Coeur d'Alene, and Seattle. The following year the boat was named *Cutie Radio*, sponsored by two radio stations, and Billy Schumacher drove the craft to third place in the Diamond Cup. Schumacher moved to the cockpit of *Miss Tool Crib*, so Miller began driving his own boat. He took third in the Seafair Queen's Trophy, a semi-feature event for boats that were unable to qualify for the



Hydroplane and Raceboat Museum

Bob Miller



Bob Miller drove his own boat, here named *Electricraft* in 1979.

World Championship. Miller took the boat east and finished fifth at Madison.

In 1962, Miller was sponsored by B&I, the same store that had sponsored Bob Gilliam in 1956. In addition to driving his own boat, Miller drove Gilliam's *Fascination 1* at Detroit, but was disqualified. The fact that Miller lacked a sponsor was apparent at Coeur d'Alene in 1963, when the boat was named *U-Owe-Too*. Miller drove *Fascination 1* at Seafair and Lake Tahoe.

Miller sat out 1964, but returned to action in '65. He drove Gilliam's second *Fascination 1*, which was actually the former *Slo-mo-shun V*. Miller was unable to qualify at the Gold Cup in Seattle. Gilliam sold the boat to Ken Murphy who changed the name to *Berryessa Belle*. Miller continued as driver and managed to take eighth place at San Diego.

In 1966, Murphy picked up a modest sponsorship from Tri-Cities and the boat was named *Miss Tri-Cities*. Its best finish was 10th at Seafair. By that point, some fans were expressing disgust that a boat with such a legendary history had become a back-marker that could barely qualify. Fortunately, its racing days ended at the close of the 1966 season.

In 1967, Miller began a long association with Mike Wolfbauer, owner of *Savair's Probe*, the former *Miss Burien*. Miller finished third in Detroit that year. In 1968, Miller took the wheel of

Bob Fendler's U-35 *Atlas Van Lines*—the "skateboard" hull was never competitive—but Miller managed to take third place at San Diego. The following year Miller drove *Savair's Probe* in one event, the Gold Cup, and finished eighth.

Miller drove for Fendler again in 1970, this time in the U-29 *Atlas Van Lines*. He also handled *The Smoother Mover* for Bob Murphy in '70 and '71, but scored no points either season. Miller sat out 1972.

During the next ten years, Miller moved from one cockpit to another with regularity. In 1973, the name of *Savair's Probe* was shortened to *Probe*. Miller drove it that year and in '74. In 1975, the name of the boat reverted to *Savair's Probe* and Miller drove it in the Gar Wood Memorial race, then was at the wheel of Jerry Kalin's *Miss Vernor's*, where he finished fifth at Seafair.

Miller drove three different boats in 1976. He had his usual assignment in *Savair's Probe* at the Gold Cup in Detroit, then drove *Vagabond* for Doug McIntosh at Tri-Cities, and *Ms. Everett* for Gene Benning and Don Kiefer at Seafair. He did more cockpit hopping in 1977, driving *Savair's Probe* at Detroit and Dayton, then drove for McIntosh at Tri-Cities and Seattle.

If Miller seemed busy switching cockpits in 1976, he was even busier in 1978. He drove *Savair's Probe* at three

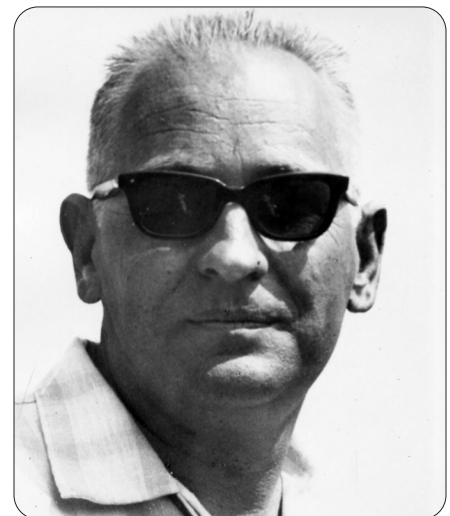
eastern races, then *Elliott Dog Ration* for Doug McIntosh at Tri-Cities, Seattle, and San Diego. *Elliott* was the former *Miss Timex* of 1971.

At Tri-Cities, Bob Steil had two *Squire Shop* boats, U-64 and U-65. Chip Hanauer was scheduled to drive both, but was thrown from the cockpit of the U-65 in its second preliminary heat. Miller was available to drive U-64 in its second heat, but a broken prop caused the boat to go dead in the water. Miller drove *Elliott* in the final and finished fourth. Wait, there's more. Miller acquired Bob Fendler's former U-29 *Atlas Van Lines* and entered it in three West Coast races. Fred Leland drove *Miss B & L Plumbing*.

In 1979, Miller concentrated on driving his own boat at West Coast events. The former U-29 had a new number, U-39, and carried the name *Electricraft*. Miller drove *Savair's Probe* at three eastern races in 1980, then drove the U-39 through 1982. The boat had a number of sponsors and names, including *Kawaguchi Travel Service*, *KISW/Miss Rock*, and *Miss LaJolla Plumbing*. Miller's last season in the Unlimiteds was 1983, and Jerry Hopp drove for him.

Bob Patterson

An experienced boat builder, Bob Patterson built *PARCO O-RING Miss* for Laird Pierce in 1967. When Pierce decided to



Bob Patterson



try a new Karelsen hull in 1970, Patterson bought the boat back from Pierce and campaigned it through 1987. He towed it to the races with a retired fire engine. Mickey Remund was the driver of *Miss Van's P-X* in 1970 and '71. His best finish was sixth in the Oregon Emerald Cup.

Patterson sat out 1972 and '73, but returned in 1974. The boat was called *Super Cinders II* and it sported an unusual paint scheme that was nicknamed "36 shades of vermilion." Roger D'Eath drove in '74 and was replaced by Ron Armstrong the next year. Although Armstrong occasionally drove other boats, he was often in the cockpit of Patterson's craft. Armstrong drove *Super Cinders II* in the 1975 Gold Cup, then at Seafair the boat regained its earlier name, *Miss Van's P-X*, and Jack Schafer, Jr., drove through 1978.

Armstrong was back in the saddle in 1979 and would drive the boat through the end of his racing days. It finished third at Tri-Cities, Seattle, and San Diego, and captured second place in the

Utah Cup. Patterson had a new sponsor in 1980 and the boat was named *Don Campbell's Foodservice* for two seasons. The sponsorship ended and Patterson ran the boat as *U-80* in 1982. Patterson picked up single-race sponsors in 1983 and '84.

Patterson was off the circuit in 1985, and when the boat returned to action in 1986 it had a different look. The cockpit had been moved and what had been a conventional hull was now a cabover. Armstrong drove *Miss Bahia* to a surprise victory at San Diego. It marked the last win by an Unlimited with a round bow. In 1987, the boat had three different names, *Miss Crab Legs*, *Miss Bahia*, and *Lighthouse Inn & Resort* in its final appearance at Las Vegas. Armstrong wrapped up the hull's career with a fifth-place finish.

Jack Schafer, Jr.

The Schafer name was famous with the *Such Crust* boats in the 1940s and '50s. They advertised "Scha-

ABOVE: Bob Patterson's PARCO O-RING Miss in 1968. **BELOW:** Seven years later in 1975, the same boat became the first Unlimited ride for Jack Schafer, Jr.





Jack Schafer, Jr.

fer's Flame Baked Bread." Jack Schafer, Jr., made his entry into the Unlimited ranks in 1975 with Bob Patterson's *Miss Van's P-X*. He drove the boat through 1978. Patterson only ran *Miss Van's P-X* at West Coast races. Schafer's best finish with the boat was fourth at San Diego in 1978.

Schafer was hired to drive for Ken Thompson in 1979. He drove *Myrna Kay* to second place at Detroit. The boat then became *Tri-City Tile & Masonry*, and Schafer was third at El Dorado, Kansas.

In 1980, Schafer attempted to qualify *Miss O'Neil & Knudsen* at San Diego, but it was an exercise in futility. Schafer was driving for Ken Thompson again in 1981 at West Coast races. The boat was named *Thousand Trails* and Schafer snagged second place at San Diego. In 1982, Schafer drove *Tempus* for Chuck Hickling. His best finish was fourth at Tri-Cities.

Schafer's best year was 1983. He drove Fred Leland's *American Speedy Printing* at the Missouri Governor's Cup and the Gold Cup in Evansville, but mechanical trouble prevented him from scoring any points. Things changed later in the season. Bob Taylor had the *American Speedy Printing* sponsorship and Schafer drove for him. He took a surprise win at Tri-Cities and followed up with second place at Seafair.

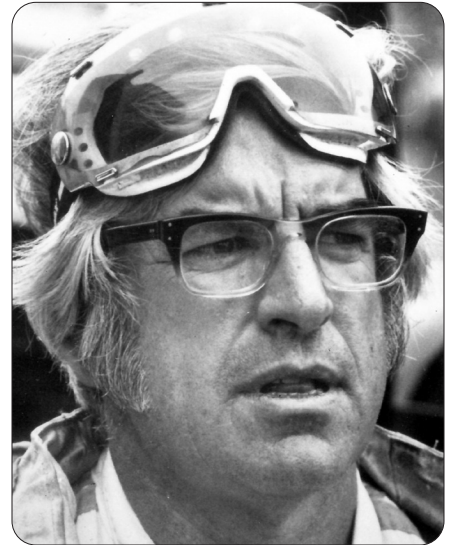
Schafer sat out 1984, but returned

in 1985 to drive Chuck Hickling's tunnel hull *Miss Seattle*. The boat only went to the Gold Cup and failed to qualify. In 1986, Schafer drove Ed Cooper's U-15, the former first *Tempus*, at Madison, Evansville, and Syracuse. He drove Hickling's tunnel hull *Tempus* at West Coast events and finished third in San Diego.

Schafer drove three different boats in 1987. He drove Cooper's U-15 to a third-place finish in the Budweiser Regatta, drove Hickling's *Tempus* at Tri-Cities and Seattle, then handled *Frank Kenney Toyota/Volvo*, the former 1980 *Miss Budweiser*, for Jerry Kenney at San Diego and Las Vegas.

In 1988, Schafer was slated to drive Hickling's *Pietro's Pizza* at Tri-Cities but the boat was unable to start either heat. He also was going to drive Jerry Kenney's boat, named *Pietro's Pizza*, but it was unable to start its first heat and was withdrawn. Schafer drove for Kenney at Seafair and finished seventh. Kenney sold his boat to Tim Donery in 1989. Schafer drove *Miss Northwest* at Tri-Cities, Seattle, and San Diego. He finished one heat at San Diego, enough for ninth place.

From 1990 through 1993, Schafer drove for Brian Keogh. The former *Miss Stroh Light* carried a number of names, including *Unlimited Marine Racing*, *Miss*



Bob Schroeder

Wellness Plan, *Miss Motorcraft*, and *Miss Exide*. Schafer's best finish for Keogh was sixth at Madison in 1991.

Bob Schroeder

Bob Schroeder had his initial experience in an Unlimited race at the 1950 Buffalo Launch Club Regatta, when he drove an inboard named *My Ambition*. His next opportunity came in 1957, when he drove *Wildroot Charlie*. The boat was the former *Gale IV* and was owned by a group of Buffalo businessmen, headed by former APBA President George Trimper.

Bob Schroeder at the wheel of *Wildroot Charlie* in 1957.



Mike Weber drove *Miss Carpenter Communications* in 1998.

Schroeder finished second in the Detroit Memorial and at Madison that season and finished second in national point standings. He handled *Wildroot Charlie* again in 1958 and took second in two events. The boat was listed for sale following the season.

Chester Hardt, who had been a partner in *Wildroot Charlie*, had a new boat in 1959, named *Miss Buffalo*. Schroeder drove it at eastern races and drove *Gale V* in the Gold Cup at Seattle. He was at the wheel of *Miss Buffalo* again in 1960. His best finish was fourth in the International Boundary race. Hardt called it quits at the end of the season, so Schroeder joined Joe Schoenith's *Gale* team for 1961.

Schroeder handled the monstrous *Gale VII* in 1961 and '62. The boat had a 16-cylinder Packard engine, but supercharger trouble prevented it from being competitive. Its best finish was sixth in the '61 President's Cup.

In 1963, Schroeder drove the four-seater *Tempo* for the rookie owner Bernie Little. The next year he drove *Miss Budweiser*, the former U-00 *Maverick*, as well as *Tempo*.

Schroeder stayed on the beach in 1965 and '66, but was recruited by Norm Manson to drive his *Atlas Van Lines* in 1967. That boat was the former *Miss Bud-*

weiser that Schroeder had driven in 1964. By that point, the boat was a back-marker. Schroeder drove it at one race, the Gold Cup in 1968.

Schroeder's cockpit days appeared to be over until he returned in 1974 as the owner and driver of a boat with a wood deck known only by its number, *CU-22*. Schroeder explained its prefix was CU, because it was registered in Canada as well as the U.S. The boat ran in four races, its best finishes were eighth at the Gar Wood Memorial in Detroit and at the Dayton Hydrobowl.

Schroeder's boat made one final appearance at Houston in 1982 with the name *Miss Canada*. Driver Ron Snyder was unable to qualify.

Mike Weber

Born into a racing family, Mike Weber watched his father, Ray Weber, compete in inboard classes. His brothers Mark and Steve also raced, and Mark served as APBA President.

Mike took his first ride in an Unlimited in 1997 at the wheel of *Miss Exide*, a boat owned by Lori and Mike Jones. He only drove in one race, at Las Vegas, and finished ninth. He drove the same boat in 1998, and it carried a number of names throughout the season, including *Miss*

Carpenter Communications, *Miss Cost Less Carpet*, *Miss Graham Trucking*, and *Miss Vons*. Weber was fifth in the Gold Cup and in the Virginia Is for Lovers Cup that year.

In 1999, Weber drove for Ed Cooper. The boat carried different names at almost every race, including *Master Tire*, *Graham Trucking*, and *MSD Ignition*. Weber drove Cooper's boat in only one race in 2000, the Mojave Unlimited Hydrofest.

Starting in 2001, Weber began driving for Kim Gregory. Again, the boat



Mike Weber



TOP: Mike Wolfbauer **ABOVE:** The *Savair's Probe* in 1967.

had a number of names, including *Miss Emcore*, *Miss Grand Central Casino*, and *Miss NYC*. Weber took second at Seafair in 2003 and was third in Evansville. He drove for Gregory through 2004.

In 2005 Chad Sanderson owned *Formulaboats.com*. Weber finished third at the Gold Cup. Weber's final season with the Unlimiteds was 2006 when he drove *Formulaboats.com* for Ted Porter. Weber took third at Evansville and Madison. His last race was Tri-Cities, where he took fifth place.

Mike Wolfbauer

The owner of Savair Products Company in Detroit, Mike Wolfbauer was involved with Unlimited racing from 1964 through 1980. Most of that time he was an owner, but he was briefly a driver as

well. He bought his first boat, the former *Miss Lumberville*, in 1964. Wolfbauer changed the boat's name to *Savair's Mist*.

Ed O'Halloran was Wolfbauer's first driver. The boat was unable to qualify for the Gold Cup at Detroit, but finished third in the Spirit of Detroit race, a semi-feature for Gold Cup non-qualifiers. Jim Fyle took a turn in the cockpit at Coeur d'Alene, then O'Halloran returned to the driver's seat until San Diego, when Red Loomis took over.

Wolfbauer added a second boat to his inventory in 1965, when he bought the former *Miss Burien*. Walt Kade drove *Savair's Probe* at Guntersville, then traded seats with Loomis. *Savair's Probe* took third in the 1966 Gold Cup.

Loomis stepped aside following the 1966 season and Bob Miller took over

as the regular driver of *Savair's Probe*. In 1967, Miller took third place in the World Championship at Detroit. Walt Kade handled *Savair's Probe* in the 1968 Wisconsin Cup and picked up second place. That same year, Wolfbauer drove *Savair's Probe* in two regattas, and did so again in 1969. In '69 he also drove *My Cupiee*, the former U-00 *Maverick*, for Jim McCormick at Madison.

The final year for *Savair's Mist* was 1969. Wolfbauer donated the boat to San Diego, and Kade drove *Savair's San Diego Mist* in the season finale.

Wolfbauer was away from racing from 1970 through '72. Miller drove *Probe*, the shortened name of *Savair's Probe*, in '73 and '74. The boat was idle until 1978 when it appeared at Miami with its full name. Milner Irvin drove it to second place.

Following Miami, Bob Miller drove *Savair's Probe* at a few eastern races through 1980. In its final season, the boat took fourth place in the Spirit of Detroit Regatta, but was unable to qualify for the Gold Cup at Madison. With that, Wolfbauer retired from Unlimited racing.

Todd Yarling

Todd Yarling's parents were workers on the Madison Regatta committee. He made his first appearance in an Unlimited in 1983, driving *Miss Tosti Asti* for Jim Sedam. Yarling finished third in his first race, the Missouri Governor's Cup.

Sedam had a new boat in 1984, and Yarling drove for him through 1987. Sponsors came and went and the boat had numerous names including *Miss Tosti Asti*, *Chet's Music Shop*, *Joe Ricci Spirit of Detroit*, *Miss Cellular One*, *Pantry Pride*, *Miss Coors*, and *Household Finance*. Yarling's best finish in the boat was second in the 1987 Gold Cup.

Although the craft was outclassed by turbine-powered boats, Yarling always gave his best on the racecourse, and fans appreciated his effort. He had support from his sister, Yvonne, who helped work on the crew of boats Todd drove.



Todd Yarling in the cockpit of *Pantry Pride* in 1987.

Yarling handled Alan Vordermeier's *Miss Stroh Light* at two races in 1988. He drove Bill Wurster's *U.S. West Cellular* in the final race of 1988 and continued in the cockpit during 1989. The boat was named *Risley's* at Evansville and Yarling picked up third place.

Yarling was unassigned in 1990, but drove the final two races of 1991 for the Ruttkauskas brothers. He was in the cockpit of Ed Cooper's *Oh Boy! Oberto* at Seafair in 1992.

It would be four years before Yarling had another opportunity. He drove *Chelan's Mill Bay Casino* for Ed Cooper at San

Diego in 1996. Yarling was away from racing again until 1999, when he drove *Miss Madison*. His best finish was third in the Virginia Is for Lovers Cup, his final race.

An overview:

Boat racing has much to offer its participants. Long-term friendships are formed, there are new places to see, and there is pride in accomplishments with boats that have been described as engineering marvels. Each of the individuals who were always trying enjoyed those

side benefits. They also were applauded by friends and fans for their persistence.

Only a few owners and drivers dominate Unlimited racing's top ranks and win its coveted awards. In that regard, opportunities are few for everyone else. The majority who remain involved for years and win one or perhaps two races, find satisfaction by being part of the action. Just the same, their teams provide a place for new, young recruits to learn the basics, whether as crewmembers, rookie drivers, or sponsors who want to try marketing a product with a race boat.

When Bob Gilliam built his first boat in the hobby shop at Fort Lewis, other service members were exposed to hydroplane racing for the first time. When Jack Barrie started Fred Leland's boat with a huge Packard engine, it brought roars of approval from the crowd even though it would be a stretch to call the boat successful. Bob Fendler's last boat had two seats and he used it to give rides to reporters, creating memories that last a lifetime.

There's an old adage that you have to make your own success. For those who were always trying, it's especially true. They are an integral part of Unlimited racing and for that, we are grateful. ❖



Todd Yarling

2022 edition of Hydro Record Book is free.

The third annual edition of the *Hydro Record Book* is now available at no cost on the Unlimited NewsJournal website. The publication serves as a free reference for hydro fans who enjoy keeping track of the records and statistics related to the sport of unlimited hydroplane racing.

This year's edition offers a few corrections from past issues, some embellishments, a couple of tweaks, and a few new categories in an effort to make it even more useful to hydro fans.

The idea of the *Hydro Record Book* stemmed from the old media guides that the late Fred Farley and the Unlimited Racing Commission used to produce some 40 years ago. Although the *Record Book* includes the results of Gold Cups and Harmsworth Trophy races since the beginning of those events, it also compiles the results of every "official" race held since 1922, when the Gold Cup class was established.


(As it explains in the *Record Book*, an "official" race for the purposes of the publication is one where there are at least three starters of the Gold Cup-class or Unlimited-class, and where there are at least two heats of racing.)

The *Record Book* separates records from statistics. A record is an achievement that is officially recognized, such as a race or heat victory. A statistic in the *Record Book* is an unofficial achievement that was developed through an analysis of the records. Included is a ranking of drivers who have had the best percentage of race wins versus the number of races entered, for example.

This year's *Record Book* offers five new categories, all related to the achievements of various boats over the years:

- ◆ Boat names that have won the most Gold Cups.

2022 HYDRO RECORD BOOK AND STATISTICS



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- ◆ Boats that have appeared at the most races.

- ◆ Boats that have won the most heats.

- ◆ Boats that have entered the most heats.

- ◆ Boats that have finished the most heats.

Among the records returning from past editions, but updated to include the results of the 2021 season, are such things

as most race victories among drivers, a complete listing of every driver who has won a race and which races that they won, drivers who have had the most heat victories, owners who have won the most national titles, a complete listing of all owners who have won races, boats that have won the most races, race teams that have won the most consecutive heat victories, the winners of all official races by location, and all standing speed records.

If you ever have a question about hydroplane records or are just curious about the sport's history, the Hydro Record Book is your answer. It's available free on the Unlimited NewsJournal website. You can read it there, bookmark it, download it to your computer, or print your own copy. You'll find it by going to www.unlimitednewsjournal.net and clicking on the link at the top of the page.

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

DRIVERS WITH THE MOST RACE VICTORIES:

1. Dave Villwock.....67	8. Steve David.....18	15. George Henley.....12
2. Bill Muncey.....62	9. Billy Schumacher.....17	Mark Tate.....12
3. Chip Hanauer.....61	10. Danny Foster.....16	Gar Wood.....12
4. Dean Chenoweth.....25	Ron Musson.....16	18. Mickey Remund.....11
5. Jim Kropfeld.....22	Tom D'Eath.....16	19. Mark Evans.....10
Bill Cantrell.....22	13. Chuck Thompson.....15	Mira Slovak.....10
7. Jimmy Shane.....20	14. J. Michael Kelly.....13	

DRIVERS WITH THE MOST GOLD CUP VICTORIES:

1. Chip Hanauer.....11	George Reis.....3	George Townsend.....2
2. Dave Villwock.....10	Ron Musson.....3	Lou Fageol.....2
3. Bill Muncey.....8	Tom D'Eath.....3	Mark Tate.....2
4. Gar Wood.....5	Jonathan Wainwright.....3	Vic Kliesrath.....2
Jimmy Shane.....5	12. Billy Schumacher.....2	Zalmon Simmons.....2
6. Dean Chenoweth.....4	Danny Foster.....2	Bartley Pearce.....2
7. Caleb Bragg.....3	George Henley.....2	

THE DRIVER WHO HAS ENTERED THE MOST RACES:

1. Bill Muncey.....194	8. Bill Cantrell.....118	15. Jerry Hopp.....90
2. Steve David.....183	9. Mark Evans.....109	16. J. Michael Kelly.....87
3. Chip Hanauer.....158	10. Fred Alter.....101	17. Bob Gilliam.....86
4. Mitch Evans.....145	11. Greg Hopp.....97	18. Ron Snyder.....85
5. Dave Villwock.....144	12. Mark Tate.....94	19. Jimmy King.....81
6. Ken Muscatel.....126	13. Scott Pierce.....93	20. Tom D'Eath.....78
7. Mike Hanson.....124	14. Chuck Thompson.....91	

THE MOST RACE VICTORIES BY AN OWNER:

1. Bernie Little.....134	8. Fran Muncey.....24	George Simon.....12
2. Miss Madison, Inc.....35	9. Ted Porter.....18	Gar Wood.....12
3. Bill Muncey.....29	Willard Rhodes.....18	17. William Waggoner.....11
Joe Schoenith.....29	11. Fred Leland.....17	Lori/Mike Jones.....11
5. Erick Ellstrom.....28	12. Horace Dodge.....15	19. Guy Lombardo.....10
6. Ole Bardahl.....27	Steve Woomer.....15	William Bennett.....10
7. Dave Heerensperger.....25	14. Dossin Brothers.....12	

THE MOST NATIONAL CHAMPIONSHIPS BY AN OWNER:

1. Bernie Little.....22	Dossin Brothers.....3	13. George Reis.....2
2. Miss Madison, Inc.....10	Vic Kliensrath.....3	Herb Mendelson.....2
3. Ole Bardahl.....6	Erick Ellstrom.....3	Ted Porter.....2
4. Joe Schoenith.....4	Fran Muncey.....3	William Waggoner.....2
5. Bill Muncey.....3	Willard Rhodes.....3	Joe Little.....2
Dave Heerensperger.....3	Horace Dodge.....3	

BOATS THAT HAVE WON THE MOST RACES:

HULL NUMBER/Boat name when it won 1st race		
1. #0116 Miss E-Lam Plus (a).....27	11. #8401 Atlas Van Lines (g).....17	
2. #0001 (T-6) Miss Budweiser (b).....26	12. #8901 (T-3) Miss Budweiser.....16	
3. #0706 Oh Boy! Oberto (c).....25	13. #5960 Miss Thriftway.....14	
4. #7701 Atlas Van Lines.....24	#7025 Pride of Pay 'n Pak (h).....14	
#8701 (T-2) Miss Budweiser.....24	15. #92102 Coors Dry (i).....13	
6. #8700 Miss Circus Circus (d).....23	16. #6240 Miss Bardahl.....12	
#9712 (T-5) Miss Budweiser (e).....23	#8200 Atlas Van Lines (j).....12	
8. #7325 Pay 'n Pak (f).....22	18. #6812 Miss Budweiser.....11	
#8012 Miss Budweiser.....22	19. #5608 Hawaii Ka'i III.....10	
10. #9501 (T-3/rebuilt in 1995) Miss Budweiser.....18	#6740 Miss Bardahl.....10	

ALSO WON RACES AS ...

- | | |
|---|--|
| (a) Ellstrom, Amos W Hoss, and Spirit of Qatar | (f) Atlas Van Lines and Miss Rich Plan |
| (b) Formulaboats.com, Valken Sports, and Graham Trucking | (g) Miller American, Miller High Life, Miss Circus Circus, and American Spirit |
| (c) Oberto, Miss HomeStreet, and Goodman Real Estate presents Miss HomeStreet | (h) Miss Budweiser |
| (d) Winston Eagle, Smokin' Joe's, Close Call, Wildfire, and Miss Al Deeby Dodge | (i) Tubby's Grilled Submarines, Miss Sun Harbor Mortgage, Les Schwab/Sound Propeller, Delta Realtrac, and Pinnacle Peak Consulting |
| (e) Formulaboats.com II and Graham Trucking | (j) The Squire Shop, Oh Boy! Oberto, and Miss T-Plus |

BOATS THAT HAVE FINISHED THE MOST HEATS:

#8806 Miss Madison (1988-2015).....491	10. #0706 Oh Boy! Oberto (2007-).....288
2. #8700 Miller American (1987-2013).....487	11. #8401 Atlas Van Lines (1984-1999).....260
3. #0001(T-6) Miss Budweiser (2000-).....366	12. #0116 Miss E-Lam Plus (2001-2012).....225
4. #9712(T-5) Miss Budweiser (1997-).....333	13. #9401(T-4) Miss Budweiser (1994-2016).....224
#8808 Mr. Pringles (1988-2002).....333	14. #8803 Risley's Express (1988-1996).....194
6. #92102 Coor's Dry (1992-).....322	15. #9501(T-3) Miss Budweiser (1995-2012).....185
7. #8200 Atlas Van Lines (1982-1998).....305	16. #9299 The Brake Shop (1992-2007).....171
8. #9302 Miss T-Plus (1993-2008).....302	17. #8410 Miss Tosti Asti (1984-1995).....166
9. #7325 Pay 'n Pak (1973-1988).....297	

BEST % OF HEAT WINS vs. HEATS FINISHED FOR TEAM:

NAME/OWNER [Hull Number/Seasons with race team]	WINS	FINISHED	PCT
1. Miss Budweiser/Little [#8012/1980-1985].....	87	110	0.791
2. Atlas Van Lines/Muncey [#8401/1984-1988].....	55	72	0.764
3. Miss Budweiser/Little [#9712(T-5)/1997-2004].....	87	117	0.744
4. Miss Budweiser/Little [#9501(T-3)/1995-2000].....	94	130	0.723
5. Miss Budweiser/Little [#8901(T-3)/1989-1994].....	70	97	0.722
6. Atlas Van Lines/Muncey [#7701/1977-1981].....	79	113	0.699
7. Pay 'n Pak/Heerensperger [#7325/1973-1975].....	58	85	0.682
8. Miss Budweiser/Little [#8701(T-2)/1987-1994].....	98	146	0.671
9. Miss Bardahl/Bardahl [#6740/1967-1969].....	44	75	0.660
10. Miss E-Lam Plus/Ellstrom [#0116/2001-2012].....	141	225	0.627

IN TOMMY WE TRUST

BY JOHN WOODWARD

Since the establishment of the American Power Boat Association in 1903, the world's oldest motorsports organization, dozens upon dozens of great pioneers with legendary status have carried the sport through good times and bad times. That's 118 years of boat racing and still going strong.

One of those great names began racing boats in the mid- to late-40's and steadily moved up to the big Gold Cup boats in 1947. Driving such boats as the 2-G *Hurricane IV*, *Miss Great Lakes*, the original *Gale*, *My Sweetie*, and the mighty twin-Allison-powered *Such Crust III*, Al D'Eath from Detroit built his legacy of racing boats at the highest level. That tradition was



then passed down to his son Tom who started racing outboards in 1958.

After driving and winning in nearly every racing category, Tom D'Eath jumped into the Unlimiteds in 1973, racing for George Simon's *Miss U.S.* The round-nosed conventional hull was a handful, but it gave Tommy the experience he needed to step up into the new Ron Jones-built turbo-Allison-powered 1974 U-2 *Miss U.S.*

D'Eath quickly became Detroit's sweetheart, which helped to bolster the Motor City presence along with two other Schoenith hulls (*Atlas Van Lines* and *Pizza Pete*) in the fleet. Tommy went on to win the 1975 Gar Wood Trophy followed by the 1976 APBA Gold Cup, both races in his hometown of Detroit.

After the 1976 season was over,



LEFT: Tom D'Eath (wearing the helmet) and his brother Roger D'Eath practiced their hydro racing skills at an early age, here in 1949. **RIGHT:** Their father, Al D'Eath, in the cockpit of his national champion Hallett boat named A-17 *Holiday*. Photos from the Tom D'Eath collection.

Sandy Ross Collection



Sandy Ross Collection



Russell Knox



Tommy stepped away from the Unlim- iteds until his return in 1982 driving Bob Steil's U-2 *Squire Shop*. In 1984, Tommy jumped over and drove the new tur- bine-powered U-7 *Lite All-Star* to limited success. He then jumped back into pis- ton power in 1985 as the driver of the U-2 *Squire Shop* hull through 1986.

Tommy got his big break when he got the call from Bernie Little to drive the turbine-powered *Miss Budweiser* (T- 1) in 1988—the former U-7 *Lite All-Star*. D'Eath drove the T-1, the T-2 and the T-3 *Budweiser* hulls through the 1990 season, where he collected his final victory on November 16, 1990, in Honolulu. Sadly, D'Eath's driving career would come to a close after a multi-car crash during a NASCAR Sportsman series race in Char- lotte, NC, on May 25, 1991, where he suf- fered a fractured vertebra.

Tommy ended his extraordinary boat racing career spanning over three decades, but his commanding presence would soon be felt again as D'Eath was called to head up the APBA's new Vin- tage and Historic division in 1994. His vision would soon be felt as the V&H di- vision quickly became the fastest grow-

TOP: Tom D'Eath drove this *Miss U.S.* for three seasons, from 1974 to 1976, and won two races, including the 1976 Gold Cup. **MIDDLE:** His next ride was *The Squire Shop*, which he drove for two seasons and won another two races. **ABOVE:** He drove *Lite All-Star* in 1984.

ing category in the APBA.

It was only a matter of time before the rewards of a fruitful boat racing career would begin to arrive. In addition to his three American Gold Cups, Tommy also won the Prince Edward Canadian Gold Cup in 1974, '76 and 1980. To date he remains the only three-time winner of both events. He went on to win 16 Unlimited races between 1975 and 1990, 12 of which came as the driver of Bernie Little's *Miss Budweiser*.

He is a seven-time world champion in Unlimiteds, Grand Prix, and other inboard classes of the APBA. He was inducted into the APBA Hall of Champions in 1988 and inducted into the Unlimited Hydroplane Hall of Fame in 1997 along with being in the class of 2000 for the Motorsports Hall of Fame of America. The accolades go on and on.

As the APBA's Vintage and Historic communications and marketing representative, it has been my pleasure to have Tom D'Eath featured in the March/April issue of *Propeller* magazine, and again in the September/October 2021 issue with a revealing Q&A by Vintage and Historic Chairman Jeff "Nemo" Buckley.

This last December, the Vintage and Historic committee unanimously voted Tom D'Eath to the inaugural Vintage and Historic "Rudders" award, along with two other well deserving inductees: Bob "Pappy" Moore and the late great Don Kelson. The award recognizes the impact the recipients have had on the sport along with their many years of dedication and selfless service to others.

All three men were recognized at the 2022 APBA national meeting in Orlando, Florida, this last January. In a sport where many of our heroes were lost before their time, it is a pleasure to witness those few that are lucky enough to receive these achievements in person. As an 18-year member of the APBA's Vintage and Historic Division, I am honored to be a part of the preservation and restoration of boat racing history. ❖



Jim Vota



Don Mock



APBA

TOP: D'Eath joined the *Miss Budweiser* race team in 1988 and won that season's national title. **MIDDLE:** In the cockpit of *Miss Budweiser*. **ABOVE:** The recipients and family members of the Rudders Award at the APBA convention. From the left, Christina Kraus, Tom D'Eath, Shaun Kelson, Bob "Pappy" Moore, Jeff Buckley, Edward Kelson, and Janet Kelson,

BOOK REVIEW:

CRUSADER

by Steve Holter

BY FRANKLIN RATLIFF

The great new book *Crusader* by Steve Holter is not only a detailed history of this tragic project, but an in-depth analysis of what went wrong with a radical and innovative effort. It is difficult today to appreciate how ambitious this project was during the era of scarce resources in postwar Britain.

Holter had previously written the book *Leap into Legend: Donald Campbell and the Complete Story of the World Speed Records*.

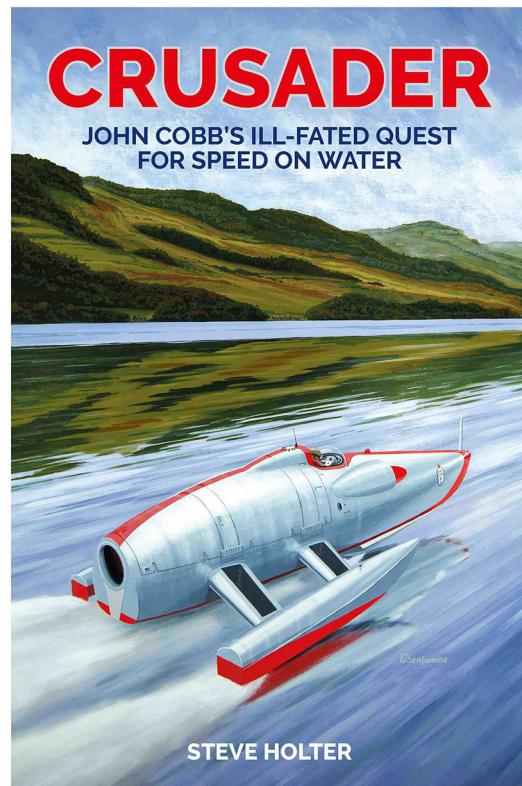
The first three chapters of *Crusader* are devoted to reviewing the histories of John Cobb, Reid Railton, and Peter Du Cane of Vosper in designing, building, and running vehicles for the land and water speed records. Among the revelations is Railton's opinion of what Vosper did wrong when converting Sir Malcolm Campbell's K4 boat from prop-driven to jet, which was mounting the jet engine in the same location as the piston engine instead of moving the cockpit forward and putting the jet engine where the cockpit had been.

Subsequent chapters are an account of the design and build process for *Crusader*, which included not only numerous communication and coordination difficulties between Railton and Du Cane but fundamental disagreements on how a reverse three-pointer should be configured.

An opportunity for success with the *Crusader* project Holter overlooks is when he mentions the team could've gotten access to a Walter HWK 509 rocket motor, the lightweight throttleable rocket motor developed specifically for the Me-163B rocket fighter. The government documents Holter depended on for this reference misunderstood the HWK 509 and incorrectly believed it was a missile motor that had been adapted to aircraft. Using the HWK 509, instead of the huge-diameter, centrifugal-flow de Havilland Ghost Mk 48 turbojet, would've allowed a much lighter and lower boat that probably would've worked better with the reverse three-point configuration.

Two chapters are devoted to the record attempt itself followed by a chapter that examines the possible causes of the crash. Much attention is given in the chapter on "Why?" to the possibility of destructive rudder flutter that could've caused the rudder to break away, along with deficiencies in the hull's structural design exacerbated by the high thrust line resulting from the large diameter of the centrifugal-flow turbojet.

Crusader had two large alloy hoop bulkheads behind the



Cover art by Arthur Benjamin

cockpit that supported the engine and took the loads from the outrigger sponsons. Railton believed that not only should these bulkheads have been connected by box girders, but that there should have been a third alloy hoop bulkhead forward of the cockpit connected to the other two by a box-girder keel. This forward bulkhead would've taken the concentrated loads from the rudder (located at the bottom of the front planing wedge) and front planing wedge.

A fascinating postscript to the story was the discovery of a model of the boat Railton had planned as a successor to *Crusader*, which Railton believed would've corrected the faults in *Crusader*. The model is now owned by Richard Noble. Attempts were made by Railton and George Eyston to get financial backing for another record attempt with this design.

The book is available at Amazon. ❖

HYDROFILE

Race Team News by Lon Erickson



Go3 Racing

While work on the hull is quiet right now at Go3 Racing, other parts of the Allison engines are a year-round task, and there is always another project waiting to be done. Below are the supporting gearbox systems for the Allison running gear.



Go3 Racing Photos

U-11 Unlimited Racing Group

Engine #13 is on its way back to life. Co-owner and crew chief Scott Raney is spending a major amount of time replacing the damaged compressor blades (below) from the damage that happened when #13 engine failed in San Diego.



URC Photos

U-8/U-9 Strong Racing

The U-8 *Miss Tri-Cities* has left the paint area and is back inside the main Strong Racing shop for hardware installation. She's silver and white again! Next up for a paint re-fresh is the U-9 hull.



Strong Racing Photos



U-12 Graham Trucking Racing

I checked in with Rob Graham for an update on his team. The planned relocation of the race shop from Milton to Kent, Wash., is taking a bit longer than planned but it should be completed this spring. Since they weren't able to get into their new race shop sooner, they went ahead and did the repairs on the damage suffered last July in Tri-Cities at the Milton shop. Rob is looking ahead and committed to the 2022 season with the U-12 hull.

U-40 Miss Beacon Plumbing/BLR

New cowling/saltwater scoop, and fairings for the U-40 *Miss Beacon Plumbing* are getting fitted and adjusted for the race boat.



Bucket List Racing Photos

The Royal Order of the Turbine



Lon Erickson

U-11 driver Jamie Nilsen shared his story with those in attendance at a recent off-season event put on by the R.O.T.T. (Royal Order of the Turbine) organization. The get-together is the annual R.O.T.T. West pizza party to talk hydros and look forward to the upcoming season.

Jamie and his dad, Jim, attended the event. Jamie covered his racing history, how he got started, what classes he has driven, and all the way through how he got his break to being in the seat of the Raney's U-11.

Jamie has driven in about all forms of boat racing and holds many records and multiple championships. He started racing with his family at age 12, starting in the J-stock outboards, 1.5- and 5-liter inboards, the Grand Prix class, and now the Unlimiteds. Along the way he has worked and driven for the Schumachers, Perkins, O'Farrell, Pierce, and Raney teams.

Jamie also holds a unique fact, he played and set multiple records at Central Washington University while in their baseball program and is a member of the CWU Hall of Fame. That led to him being signed and playing baseball professionally for one year in the Kansas City Royals minor league system.



Lon Erickson

MY \$0.02 WORTH

Editorial Comment by Andy Muntz



Every group that holds a race will want to have the winner decided at the finish line. But sometimes the circumstances make that impossible. A recent example was last year's Kentucky Derby.

The Kentucky Horse Racing Commission recently disqualified Medina Spirit, the apparent winner of last year's race, for having used a banned substance. Churchill Downs then declared a horse named Mendaloun the winner—nearly 10 months after the race. The delay was so long, in fact, that Medina Spirit had died in the meantime.

The span of time from the race finish to the naming of the official winner reminded me of Detroit's 1956 Gold Cup.

Bill Muncey and *Miss Thriftway* went into the event's final heat behind in points to both Russ Schlee in *Shanty I* and Chuck Thompson in *Miss Pepsi*, but he grabbed the lead coming out of the first turn and remained there to the end. In the process he earned enough points to be the apparent winner of the race.

As he and his crew celebrated, however, word came from the official tower

that a course judge had ruled he destroyed a buoy during the seventh lap. He would therefore be disqualified. The Detroit fans cheered as the Gold Cup trophy was instead awarded to Chuck Thompson, but then the race committee chair decided to withdraw that decision, as well. He announced that the awarding of the Gold Cup would have to wait until the matter was reviewed by a special committee.

The committee met two weeks later on the day after the President's Cup race and reviewed the evidence—especially a grainy kinescope recording that was provided by Seattle's KING-TV, which had broadcast the race. The committee then arrived at their decision: Bill Muncey didn't destroy the buoy and should be awarded the victory.

Yet, that still didn't settle the matter. Horace E. Dodge, Jr., the owner of *My Sweetie Dora*, filed a lawsuit to declare the race "no contest," claiming that his boat should have been allowed to compete in the race. He said his boat was illegally bumped from the field in favor of a boat

that qualified after the course was closed and when the referee was not present.

The APBA's Inboard Racing Commission, which oversaw competition in the Unlimited class at the time, finally made the committee's decision official in mid-November when it upheld Muncey's victory and disallowed the *Miss Pepsi* team's protest that alleged *Miss Thriftway* had destroyed the buoy. A judge then dismissed Dodge's lawsuit a week later.

That resolved the matter—86 days after *Miss Thriftway* crossed the finish line in first place. The controversy was called "a disgrace," according to the report in the *New York Times*, which added that the sport of speedboating was called a "laughing stock" by some and a "sport in jeopardy" by still others.

The issue became the prime motivation for the creation of the Unlimited Racing Commission the following season, as those who owned Unlimited-class hydroplanes were no longer convinced the Inboard Racing Commission was looking out for their interests. ❖

EDITOR: Andy Muntz

ASSOCIATE EDITORS: Craig Fjarlie, Chris Tracy, Dick Sanders

HYDROFILE EDITOR/WEBMASTER: Lon Erickson **HISTORIAN:** Bob Greenhow

EDITORIAL BOARD: Clint Newman II, Bob Senior

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WEBSITE: unlimitednewsjournal.net

EDITOR: Unlimited NewsJournal, 14313 Beverly Park Road, Edmonds, WA 98026

Email: ajmuntz@icloud.com

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

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