



# A Bayfair Win and National Championship for Jimmy Shane and the 5 Graham Trucking No Story Book Ending for Steve David By Mac Clouse



Chris Denslow photo

The San Diego Bayfair race is always interesting. It is the fastest course on the circuit, it is a beautiful setting with great weather, and the viewing is excellent. Being this year's last race of the season brought a minus and a plus. The minus was that there were only nine teams that had the equipment and money to compete. The plus was that the battle for the National Championship would likely come down to the final heat. An additional item of interest was that on

Friday, *Oh Boy! Oberto* driver Steve David announced that this would be his last race, ending his 44 year career as a boat racing driver. A story book ending would have David win both the race and that National Championship here as his grand finale. However, a 1/30<sup>th</sup> of a second mistake by David cost him the win and gave both the Bayfair win and the National Championship to Jimmy Shane and the Graham Trucking team. Chris Denslow photo

## Testing and Qualifying

The big news in the pits on Friday was the surprise announcement from Steve David that he would retire from driving after the race. At the age of 59, David said, "It's time. I've told myself for the past five or six years to go when I saw it was time."

Nine boats were in the pits. The damage to the 9 *Red DOT* could not be repaired in time to come to San Diego. As was the case for Coeur D'Alene, the lack of sponsors kept both of Greg O'Farrell's boats in Seattle. At the end of the long racing season, most teams are tired and low on equipment. Not much happened in the two Friday test sessions. In the 9:00 am session, there was no wind and the water was flat. The 1 *Oh Boy! Oberto* (Steve David) did the weekend's fastest lap of 162.851 mph. The 95 *Qatar* (Kip Brown) did a 158.590, and 57 *FEDCO* (Mark Evans) did a lap over 152. In the 11:45am session, the 37 *Miss Beacon Plumbing* (J. Michael Kelly) did a lap of 156.309 before slowing to stop due to a fuel flow problem. The 5 *Graham Trucking* (Jimmy Shane) did a 152.542, and the 100 *Leland Unlimited* (Dave Warren) did 144.469.



Chris Denslow photo

Entering this race, David had a 43 point lead over Shane in the National points race.

The 100 points given to the fastest qualifier was something that both drivers wanted. The Friday qualifying session began at 2:00 pm. There was now a wind blowing across the course which would result in slower speeds. The first boat out was *Beacon*. Kelly did a 155.537, but it was taken away due to a fuel flow violation. Next was *Qatar*; Brown did a 154.713. *Graham*, with Shane, did a 156.862. David then took *Oberto* to the top of the qualification speeds with a 160.267. The 14 *Miss DiJulio* (Greg Hopp) then did a 146.082 and the U-11 *Peters & May* (Tom Thompson) qualified at 146.713.

The last boat in round 1 was *FEDCO*. Evans' first lap was 149.650. Unfortunately, in turn 1 of lap 2, a blade from the propeller broke off and flew through the left rear of the boat and then through the left rear upright. The loss of the blade caused the propeller shaft to vibrate and bend. The strut broke and the loose shaft caused the gearbox to break into two parts. The boat was taking on water from the hole in the rear and from the expanded hole where the shaft enters the bottom. The course was closed as the *FEDCO* was towed in.

Round 2 began with *Beacon* qualifying legally at a speed faster than its fuel flow violation speed; Kelly did a 157.290. *Qatar* increased its speed to 158.111. Shane moved *Graham* to the top of the list with a speed of 160.895. As soon as Shane came in, David went out for his second attempt. David did a 161.571 to retake the top spot and came in after just one lap. The final boat to run was the 22 *Big 5 Sporting Goods* (Mike Webster)



Chris Denslow photo

which did a 141.349. *Leland* passed on both its attempts, but was allowed in the field with a Commissioner's Option based on its 144.469 lap in the morning testing.

David got the 100 points for being the fastest qualifier, and Shane got 80 for being the second fastest. This increased David's National point lead to 63 points. "I think we would have done 162 or 163," said David. "But we were running loose and Mike (crew chief Mike Hanson) said to bring it in."

The damage to the *FEDCO* was extensive and ended its weekend. "The biggest problem is the broken gearbox," said Evans. "I have a backup gearbox that I have leased from Mike Jones, but it is in their truck and they are not here. If it was here, we would thrash and try to repair the other damage to run later today. We are not sure, but the strut may have broken first, causing the shaft to come loose and break the prop when it hit the rear of the boat."

Even with a backup gearbox, Evans would have needed a new shaft, a repaired strut, and significant hole patches. It is doubtful enough thrashing could have been done. However, the significant damage may force an important



Chris Denslow photo



decision for the *FEDCO* team and its sponsor. "The boat was going need a lot of work anyway over the winter," said Evans. "I have been talking with the *FEDCO* people about gearboxes. They are engineers with lots of creative ideas. It's just a matter of time and money, and do they want to do it. I have also been talking with them about dual-piston power. The *FEDCO* owner likes this idea. It is getting harder to get turbines and turbine parts. I recently bought the hull that Fred Leland built for his dual-automotive project. We may go forward in that direction."

## Saturday

Saturday morning had two test sessions. The first was at 10:00am. All eight remaining boats hit the water, except Leland died before it entered the course. There were very few hot laps; most drivers did timing runs and practice starts. *Graham* did a 158.985, *Qatar* did a 155.971, *Beacon* did a 152.988, *Peters & May* did a 147.427, and *Big 5* did a 141.420 for the only hot laps. There was another short testing session at 1:10 pm just before the Drivers Meeting. Only 3 boats tested. *Oberto*



Chris Denslow photo

did some timing runs, and Leland boat did two laps with speeds of 124.460 and 126.871. *Graham* did a 148.539 and a 153.846.

When asked about his relatively slow speeds, Shane said, “We were testing resources for the rest of the weekend. We were also doing some timing runs. The timing markers here are very similar to the marks for the Tri-Cities course, but the saltwater gives the boat more buoyancy and more bite for the prop. The water is calmer now except for the cut (the famous gap in the backstretch that allows wind to blow across the course and has contributed to many blowovers). You have to be careful there. At the cut, the water looks identical to the rest of the course, and you get surprised when the wind hits you. Our strategy for this race will be the same as it has been all year. We have no preplanning for trolling or leapfrogging. We just adjust to the situations that are on the course. I do what I think will work. However, on this course, salt is always an issue that you have to consider.”

The draw for heat 1 took place at the 2:00 pm Drivers Meeting. Both Hopp and Warren were drawn for 1A. Because they would both be driving in a Grand Prix class heat right before the scheduled time for 1A, the race officials solved the problem by deciding to run 1B before 1A. Heat 1B was scheduled for 4:10 pm and 1A for 4:40pm.

## Heat 1

In 1B, *Qatar* and *Beacon* were trolling early in lanes 1 and 2. As they passed the one-minute buoy, *Oberto* leapfrogged both of them and took lane 1 forcing *Qatar* to move out to lane 3. *Big 5* was in lane 4. *Oberto* was first in and out of turn 1 with *Qatar* in second and *Beacon* in third between the first two boats. They entered turn 2 in this order; *Beacon* was a bit behind and took a lot of water from the first two boats as it entered turn 2. *Big 5* was outside in fourth.

By the end of lap 2, David led Brown by 1.5 roostertails. Kelly was back in third with Webster close behind. David went on to win over Brown by 2 roostertails. The salt was causing Kelly’s boat to slow, and Webster passed Kelly from the outside in turn 2 of lap 3 to take third place. Kelly got fourth. After the heat ended, Webster was given a monetary penalty for moving in on Kelly while making the pass.

Some of the *Beacon* team thought that David should have been penalized for cutting off Kelly in the leapfrog before the start. They thought that Kelly was washed down then. Kelly responded, “No, I didn’t even get wet when *Oberto* move over. I took lots of salt in both turns of lap 1 when I was behind both 1 and 95. Even before the salt, it didn’t seem like we had the usual power. I don’t understand why Webster didn’t get a lap penalty. I had to back off to keep from hitting him.” The *Beacon* crew spent the rest of the day, the evening, and Sunday morning cleaning all the salt from their engine.

In 1A, *Graham* trolled early to take lane 1 without a fight. *Peters & May* was in lane 2 with *DiJulio* in lane 3. *Leland* died in the infield during the milling period. From the inside, Shane won easily, ending up ½ of a straightaway



Chris Denslow photo



Karl Pearson photo

ahead of Thompson. Hopp finished third. “Everything went well,” said Shane. “At this time of day, you are looking right into the sun at the one-minute buoy. It is hard to see the boats and the buoys. It might be a problem tomorrow during the final.”

Another crew that was busy Saturday night was the *Leland* crew, trying to solve the issues that caused a DNS in 1A. Unfortunately, when they trailer fired, the engine burst into flames with a fireball of parts coming out of the exhaust tube. Their withdrawal on Sunday morning reduced the field to seven boats. With plans for a seven boat final (six in front line, plus a trailer), the field for the final was known before any of the Sunday heats happened!



Karl Pearson photo

## Heat 2

Heat 2A had the matchup that the fans wanted. *Oberto* and *Graham* were both in the heat. They were joined by *Beacon*. *Leland* was a DNS. There was a lot of dicing in the milling period as David initially maneuvered to stay inside of Shane. Then David moved into lane 1 of turn 1 and began to troll with Shane behind him. Suddenly, David sped up and went through the turn. Shane continued to troll in lane 1 of turn 1 and was joined by Kelly in



Karl Pearson photo

lane 2. After exiting the turn, David cut across the course through the DMZ drawing a \$300 fine. He then sped past Shane and Kelly and moved into lane 1. Kelly then moved into lane 2 in front of Shane, who then sped up and moved over in front of Kelly. When Shane got to turn 2, he moved back out to lane 3 giving lane 2 to Kelly.

*Oberto* was first in and out of turn 1 and led *Graham* by about three boat lengths going into turn 2. The inside lane gave David an advantage, and he led Shane by about 1 roostertail at the end of lap 1. After getting only fourth place points in 1B, Kelly was content to stay back to get third. By the end of the heat, David had extended his lead to 2 roostertails over Shane. Kelly finished third, but lost his points due to a flagrant fuel violation. This violation surprised the *Beacon* team since Kelly was not attempting to catch the leaders and was just “cruising” in third place.



Chris Denslow photo

David's win increased his points lead over Shane to 163. "That was not my plan for the start," he said. "It was just an old man getting lucky. I had two plans, but I didn't do either one. Going through the DMZ enabled me to come around and pass 5 and 37. I was fined. If I have another DMZ violation, it will cost me a lap."

Kelly's day was over. When *Beacon* was lifted from the water, the

crew could see that all the fiberglass was gone from the bottom edge of the left shoe. There was just bare wood. The crew thought that the boat hit something, although this was the same area that was damaged in both the Tri-Cities flip and the Seattle race.

In 2B, Brown was content to start from lane 3 and let the other drivers take the two inside lanes. As the boats moved down the backstretch towards the start, *Big 5*, *DiJulio*, and *Peters & May* were all trying to get inside of *Qatar* to get the inside lanes. Eventually it was Thompson who had no place to go. He had to slow down and moved outside to lane 4. This caused him to get a late start, and he was never competitive in the heat. Webster was in lane 1 with Hopp in lane 2. It was an easy win for Brown. Webster was in second for 1.5 laps until Hopp passed him in the backstretch of lap 2. They finished in this order with Thompson in fourth.

## Heat 3

Heats 3A and 3B were predictable as *Oberto* and *Graham* were not in the same heat. In 3A, *Oberto* won easily from lane 1. *Peters & May* was in lane 2 and used the inside to stay ahead of *DiJulio* to get second.

In 3B, *Graham* and *Qatar* were trolling early in turn 1 with *Graham* on the inside. Brown did not try to take the inside away from Shane. *Big 5* was in lane 3. Shane maintained a one-roostertail lead over Brown in all 3 laps for the win. Webster got third.

The field for the final was easy to determine. There were only six boats left. *Oberto*, *Graham*, *Qatar*, *Peters & May*, *DiJulio*, and *Big 5* would all be on the front line. With a 163 point lead over Shane, David could win the National Championship even with a second place finish in the final. "We want to win the race, but we also want the National Championship," said David. "We'll be fast and be smart."

## Final

*Qatar* entered the course, crossed the start line at speed, and then immediately slowed to a crawl in lane 1. *Graham* and *Oberto* stayed together for a while until *Graham* settled next to *Qatar* as they trolled together in turn 1. *Oberto* sped past both boats at the one-minute buoy and moved over to lane 1. *Graham* had to move to the right and went



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through *Oberto's* roostertail. The front of *Graham* went high in the air. Only the transom was touching the water. Fortunately, the boat did not go over. Shane brought the front back down and moved into lane 2. *Qatar* backed off when *Graham* got light and moved into lane 3 with *Big 5* in lane 4, *Peters & May* in lane 5, and *DiJulio* in lane 6.

*Oberto* was first in and out of turn 1. David led Shane by ½ a roostertail at the end of lap 1. Brown was third, Webster was fourth, Hopp was fifth, and Thompson was sixth. In lap 2, Thompson used the inside to pass Hopp to move into fifth. In lap 3, David extended his lead to 1.5 roostertails over Shane. Brown was in third, a roostertail behind Shane. Thompson used the inside to pass Webster to move into fourth. Hopp was in sixth.

In lap 4, David extended his lead to 2 roostertails. However, it was announced that David had jumped the gun! That moved Shane to first and David to sixth. *Big 5* died in lap 5 and did not finish. David did the extra lap to finish fifth. The finish order on the water was *Graham*, *Qatar*, *Peters & May*, *DiJulio*, and *Oberto*. During the technical inspection, *Qatar* was disqualified for a N2 violation. That made the final order of finish *Graham*, *Peters & May*, *DiJulio*, and *Oberto*. The Final heat victory gave Shane his third straight win and the National High Point Championship.

The second place finish for *Peters & May* was Thompson's best as an unlimited driver. "It's fantastic. We have great sponsors and a great team. The crew worked hard all weekend. I got trapped in heat 2 and got away without too much salt, but the crew cleaned up the salt after each heat. I had a bit of an issue in the first turn of the final. It got pretty crowded in there, but it all worked out."

"Nicely done," said Hopp. "We had a great weekend, a 3<sup>rd</sup> place for the unlimited and a win for the Grand Prix. I ran on the outside all day because I had to stay out of the salt. We only have one motor. In the final, I tried to go fast on the outside to get everyone to jump, but Steve was the only one. I will miss Steve. We had a lot of fun racing each other when I had a more competitive boat. Our plans for next year are up in the air. Jay (Leckrone) wants to stay in the sport but maybe with a different boat. All I know for sure is that I will be with my GP."



Chris Denslow photo



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Karl Pearson photo

Shane was excited and thankful. “It takes penalty free racing, a good team, and a good sponsor to win. It takes a whole package. I was surprised that Steve didn’t get called for a penalty when he leapfrogged me. He didn’t have a five boat-length overlap. There was too much of his roostertail that I went through for it to be enough distance. I knew he was going to come over so I prepared. I had the front wing all the way down. When the boat went up, all I saw was blue sky. The fact that the boat went up may have actually helped deflect all the salt water that I would have taken from his roostertail. After I brought the boat down, I had to settle and concentrate on getting a clean start. Steve was about a half a boat length ahead of me at the start line. I knew it would be close but I thought I nailed the start.” Shane did nail the start. The official photo showed that *Oberto* was about four feet over the line, and *Graham* was touching the line but was not across it.

After initially doubting that he had jumped, David accepted the call after he viewed the photo. “I’m ok with it. I gave it my all. We were obviously the fastest boat, but I was 1/30<sup>th</sup> of a second too early.” When David walked from his boat to the truck, there was a large crowd, all clapping and cheering for him. “It was unbelievable,” he said. “I will not miss the officials, but I will definitely miss the fans.”

Last year, the San Diego race ended in controversy. *Graham* was declared the winner when *Oberto* failed the technical inspection. Weeks later, after an appeal and a review



Chris Denslow photo



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of the technical equipment, the decision was reversed, and *Oberto* was declared the winner. This year there is no uncertainty about the race winner. But instead of the question “Who won?”, the question remaining now from San Diego is, “Who will be the new *Oberto* driver?” Whoever it is will be replacing one of the sport’s best and most well-liked drivers. Thank you, Steve, for all that you have done for the sport.

~ UNJ





Top; U-37 team. Middle; Nate Brown & Mark Evans. Bottom; Art Oberto handing out jerky. ~ Chris Denslow photos

# STAT BOX

## SAN DIEGO BAYFAIR

San Diego, California, September 15-16, 2013

2 1/2-mile course on Mission Bay

**QUALIFYING** (1) U-1 *Oh Boy! Oberto*, Steve David, 161.571, 100 points; (2) *Graham Trucking*, Jimmy Shane, 160.895, 80; (3) U-95 *Qatar*, Kip Brown, 158.111, 70; (4) U-37 *Beacon Plumbing*, J. Michael Kelly, 157.290, 60; (5) U-57 *FEDCO*, N. Mark Evans, 149.650, 50; (6) U-11 *Peters & May*, Tom Thompson, 146.713, 40; (7) U-14 *Miss DiJulio*, Greg Hopp, 146.082, 30; (8) U-22 *Big 5 Sporting Goods*, Mike Webster, 141.349, 30; U-100 *Central Coast Air Brush*, Dave Warren, DNQ — blew PT wheel during testing, changing engine, 144.649 testing speed to avoid Chairman's Option, 0.

**HEAT 1A** (1) *Graham Trucking* 141.871, 400, 480 total points; (2) *Peters & May* 135.656, 300, 340; (3) *DiJulio* 132.332, 225, 255; *Central Coast Airbrush* DNS — engine problem prior to the start (withdrew, out of engines), 0, 0. Fast lap (1) *Graham Trucking* 150.232. **HEAT 1B** (1) *Oh Boy! Oberto* 149.364, 400, 500; (2) *Qatar* 146.527, 300, 370; (3) *Big 5 Sporting Goods* 138.217, 225, 255; (4) *Beacon Plumbing* 137.974, 169, 229. Fast lap (2) *Oh Boy! Oberto* 152.261.

**HEAT 2A** (1) *Oh Boy! Oberto* 155.004, 400, 770; (2) *Graham Trucking* 152.408, 300, 780; *Beacon Plumbing* DSQ — flagrant fuel violation (withdrew, cracked frame), 0, 229; *Central Coast Airbrush* WD — out of engines, 0, 0. Fast lap (2) *Oh Boy! Oberto* 156.734. **HEAT 2B** (1) *Qatar* 146.131, 400, 770; (2) *DiJulio* 134.694, 300, 555; (3) *Big 5 Sporting Goods* 130.938, 225, 480; (4) *Peters & May* 120.949, 169, 509. Fast lap (1) *Qatar* 147.654.

**HEAT 3A** (1) *Oh Boy! Oberto* 136.138, 400, 1300; (2) *Peters & May* 130.483, 300, 809; (3) *DiJulio* 130.002, 225, 780. Fast lap (1) *Oh Boy! Oberto* 141.384.

**HEAT 3B** (1) *Graham Trucking* 148.440, 400, 1180; (2) *Qatar* 145.945, 300, 1070; (3) *Big 5 Sporting Goods* 135.062, 225, 705. Fast lap (3) *Graham Trucking* 150.272.

**FINAL** (1) *Graham Trucking* 145.756, 400, 1580; (2) *Peters & May* 132.657, 300, 1109; (3) *Miss DiJulio* 126.587, 225, 1005; (4) *Oh Boy! Oberto* 124.239 (penalized one minute for jumping the gun), 169, 1469; *Big 5 Sporting Goods* DNF — shut down, gear box failing, 0, 705; *Qatar* DSQ — flagrant N2 violation, 0, 1070. Fast lap (2) *Oh Boy! Oberto* 152.019.

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# More Damage shots from San Diego

Below the left sponson was damaged on the U-14 *Miss DiJulio* and patched up with green duct tape Saturday. The intake also had problems and was fibreglassed and then Greg Hopp added duct tape later. The two photos are from Sunday. ~ All Karl Pearson photos



More damage shown of the 57 FEDCO above. The inside hull engine well and the broken gears and bent shaft. Below; The 37 crew works during the night Saturday and continues stripping the hull Sunday for the trip home to Seattle.



## 1. Graham Trucking

The Graham Trucking hull has been stripped down of most components and



outer wrap in preparation for new graphics for 2014. In addition of naming J. Michael Kelly to drive the U-1 in the upcoming season, Rob Graham and Graham Trucking have



renewed its title sponsorship of Ted Porter's U-1 for 2014. ~ U-5 facebook page photo ~ J. Michael Kelly Karl Pearson photo

## 6. Oh Boy! Oberto

While numerous sources have reported Jimmy Shane as the new driver for 2014, Oberto/Miss Madison Racing has not officially confirmed a driver for the upcoming season. Immediately following the Steve David retirement celebration in Madison, the U-6 crew was back to work on the hull. ~ Oberto Team facebook page photo



## 9. Jones Racing

Hull repairs continue on the U-9, work on the transom damage suffered in



Coeur d'Alene has been completed and work continues with the hull right side up now. Mike and Jeff Campbell can be seen here conferring on work to be done. ~ U-9 facebook page photo

## 14. Centurion Unlimited Racing

The 2013 Miss DiJulio hull has been at the shop getting the final repairs done to the hull before it gets returned to owner

Dave Bartush in Detroit around the first week in December (the hull was leased by Jay Leckrone for the 2013 season). The Centurion Unlimited team is in negotiations to acquire or lease another hull for 2014, details to come as those plans become finalized. ~ U-14 from Lon Erickson

### 37. Beacon Plumbing



After sitting out a season of driving, Scott Liddycoat is

the new driver for the Schumacher Racing U-37 Miss Beacon Plumbing. This move re-unites Scott with his former crew chief Bob Catipovic. Scott was the 2011 H1 Unlimited Rookie of the Year and the U.I.M. World Champion. ~ H1 website photo

### 57. Evans Brothers Racing

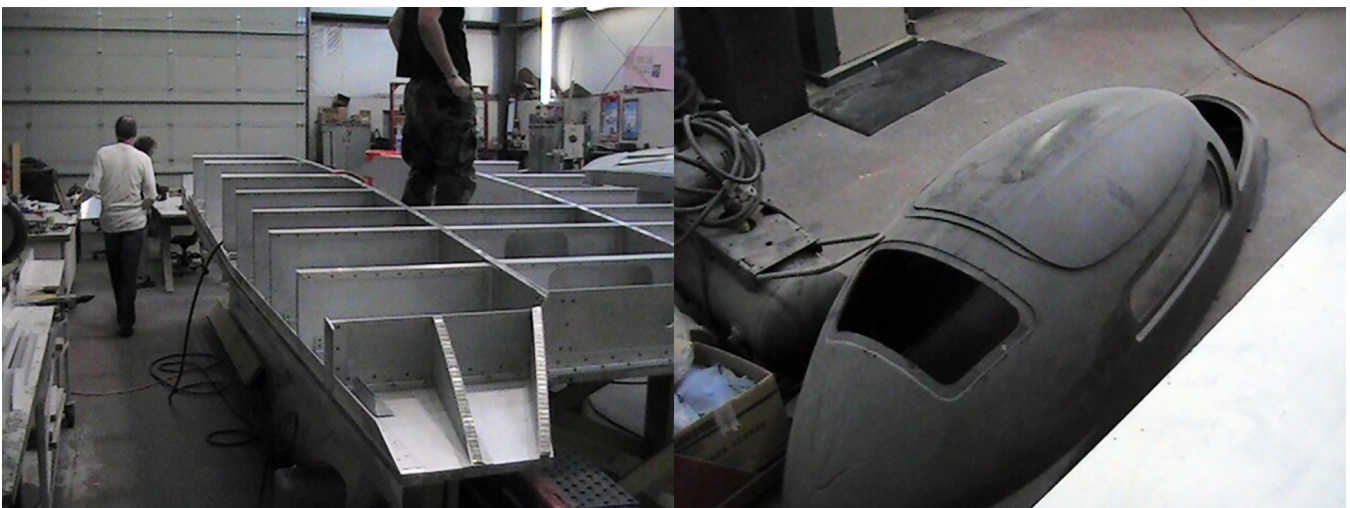
With the withdrawal of unlimited sponsorship by

FEDCO, Mark Evans now has the U-57 back in the Chelan, WA. Shop. The team is working on plans and the direction they will take heading into the 2014 season. ~ Mark Evans facebook page photo



### 96. Spirit of Qatar/Ellstrom Racing

A new high-tech hull for Ellstrom Racing is under construction in a shop in South Seattle. The hull itself is expected to be completed in December, and the raceboat ready in April 2014. Changes incorporated into the new boat include



more flexibility to racing conditions, starting procedures, and further development of advanced computer systems. The big question has not been answered yet, that being who will drive the new raceboat? Owner Erick Ellstrom reports that a number of familiar names have been considered and expects to make a decision before the completion of the boat in April. ~ Ellstrom/H1 website



Big Wake Weekend announced November 12th that for 2014 the H1 Unlimited Series will not be a part of that event. The event held last year at Folsom Lake/Granite Bay was the first race on the 2013 U.S. H1 race schedule. H1 Chairman Sam Cole responded to the loss of being a part of B.W.W. saying "We are diligently working with community leaders and several entities to ensure the return of the World's Fastest race boats in 2014. We plan to announce our new plans for the H1 event within a few weeks."

## Tentative, boat schedule, not officially confirmed

U#	hull	Boat Name	Driver	Sponsor	Owner
U-1	#0001	<i>Graham Trucking</i> former Budweiser T-6	J.Michael Kelly	Graham Trucking	Ted Porter - PPE LLC
U-6	#0706	<i>Oh Boy!Oberto</i>	Jimmy Shane**	Oh Boy! Oberto	Miss Madison Racing
U-9	#9210	<i>Jones Racing</i>	Jon Zimmerman	RedDot	Mike/Lori Jones
U-11	# 9401	<i>Peters &amp; May</i> Group Scott/Shannon Raney	Tom Thompson	Peters & May	URG-Unlimited Racing
U-14	#tbd	<i>Miss DiJulio**</i>	Greg Hopp**	Miss DiJulio	Centurion Unlimited Racing-Jay Leckrone
U-21	#0721	<i>Go Fast Turn Left</i> A limited schedule for 2014?	Brian Perkins		Greg/Brian O'Farrell
U-22	#8806	<i>Webster Racing</i>	Mike Webster	Matrix Systems	Webster Racing
U-37	#1188	<i>Beacon Plumbing</i> Beacon Plumbing/Bill Cahill	Scott Liddycoat	Beacon Plumbing	Schumacher Racing
U-48	#9610	<i>Snoq. Casino**</i> A limited schedule for 2014?	Jamie Nilsen	Snoq. Casino	Greg/Brian O'Farrell
U-57	#9010	<i>Evans Bros. Racing</i> Lost FEDCO sponsorship	Jesse Robertson	tbd	Evans Brothers
U-95	#0717	<i>Qatar**</i> Former U-17	Kip Brown	Qatar**	Our Gang Racing
U-96	#0116	<i>Spirit of Qatar</i> new hull under construction	tbd	Qatar/S. Hassan	Ellstrom Racing

U-100 #0010 Leland Unlimited David Warren tbd Leland Racing  
 Needs rebuild - two flips in 2013.  
 \*\* = recent development

**\*\*\*Other Unlimited Hulls To Consider\*\*\***

U-2 #0302	tbd	tbd	Dave Bartush
Former Trendwest hull-	needs rebuild		
U-3 # 0203	tbd	Jimmy King	tbd
Ed Cooper Go3 Racing	Race ready		
U-7 #9601/#9712	tbd	tbd	Ted Porter - PPE LLC
Former Miss Budweiser T-5	- race ready		
U-10 #9501	tbd	tbd	USA Racing/Gregory Family
Former Budweiser T-3	- race ready ?		
U-11 #9302/0925	tbd	URG - Unlimited Racing Group	
U-11 back-up hull	- needs rebuild		
U-13 #8700 Spirit of Detroit	tbd	tbd	Detroit Unlimited/Dave Bartush
\$\$\$ and equipment depth	is an issue		
U-16 #0116	Former 96 Spirit of Qatar	tbd	Ellstrom Racing
Fire in Doha 2013	- needs rebuild		
U-100 #9899	tbd	tbd	Leland Racing
Black/maroon hull	- needs rebuild		
U-100 #9701	tbd	Leland Racing	"Casper" - needs retrofit
U-787 #9516	tbd	tbd	Ellstrom Racing
Boeing 787	- needs retrofit		
U-??	tbd	tbd	Greg/Brian O'Farrell
New, unfinished hull			

**~ ~ ~ Other Drivers To Consider ~ ~ ~**

Jeff Bernard	Jean Theoret
Cal Phipps	Kelly Stocklin
Ryan Mallow	Kayleigh Perkins

*Plus any upcoming drivers from the limited ranks (much longer learning curve to step up into a turbine unlimited class raceboat)*



## A Change In Direction For the Sport?

In recent months it has been reported that several major players in the unlimited sport have voiced their opinions about a need for a new direction and a long-term plan for the sport to sustain itself and grow. The *Unlimited NewsJournal* has learned that an initial plan from a new group has been presented to boat owners for their consideration. See our website for more information. ~ Editor

# Interview with Steve David

by Craig Fjarlie

Steve David was born in Chillicothe, Ohio, in January 22nd, 1954. He was still a toddler when his family moved to south Florida. Living near the water, he developed an early interest in boats. He started working in a marina when he was nine. "I was always on the water," he remembers. "My parents let me alone in my boats since I was five. Instead of doing things other kids did, I was always out waterskiing and playing with my friends in boats. They were our cars in Ft. Lauderdale. It was only natural to go faster and faster and faster."

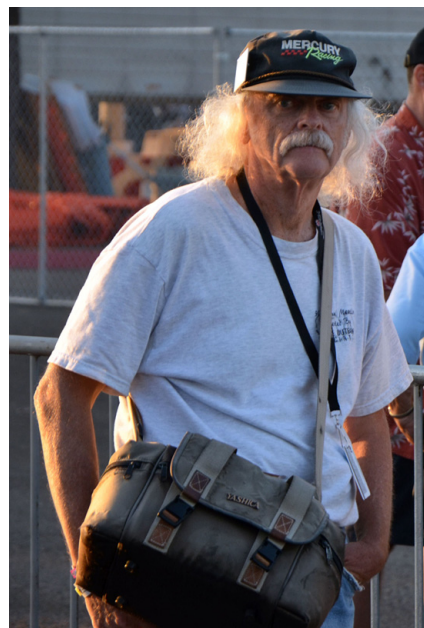
David and his father attended the Gold Coast Marathon that ran each year from Miami to West Palm Beach on Saturday, and back on Sunday. At about the same time, construction was completed on Miami Marine Stadium on Biscayne Bay. "That's when I got involved. I then had a real place to race," he says.

David started in the 48 cubic inch inboard class, a forerunner to the current 1-litre modified class. "I raced those and I raced in a class that no longer exists called inboard pleasurecraft. They were kind of the funny cars of inboards," he explains. He also drove super stock flatbottoms for three years.

David was out of racing while he attended college. He earned an MBA (Masters in Business Administration) from Barry University in Miami. After graduating, he entered the real estate business and later founded his own company. He returned to racing in 1979 in the 850cc class. He also drove in the 1-litre stock, 2.5-litre modified, 5-litre, 6-litre, and 7-litre classes. In 1988, he won the Nationals in the 1-litre class at Valleyfield, Quebec, Canada. "The name some of the guys call me is Dr. Chill," he said. "I'm out there to win. I won't hurt anybody to win, but that's the only reason I'm out there. I'm kind of born to win."

In 1988 David had an opportunity to move into the unlimited hydroplane class. "I was racing at St. Petersburg in the spring of that year." He was approached by Jim McCormick who asked, "Would you like to drive an unlimited hydroplane?" David replied, "I might, if it's a good rig and everything is right." He took his first ride in the boat, *Pocket Savers Plus*, at Miami. "I guess if you race stock cars you ultimately go to Daytona. If you race sprint cars, you want to go to Indianapolis. If you race hydros, you want to get an unlimited."

The following interview with Steve David was conducted by Craig Fjarlie at Seafair on August 3, 2012. Next month, part two will include an update conducted at San Diego in 2013, just after David's retirement was announced. Quotes used in the background information above were from a 1988 interview conducted by Craig Fjarlie. That interview served as the basis of a racer profile of Steve David that appeared in the January, 1989, issue of *Trailer Boats Magazine*.



Karl Pearson photo



Karl Pearson photo

Chris Denslow photo

**The first year was 1988; looking back now, what were your thoughts about unlimited racing, the state of the sport? Of course, you weren't in a top flight boat at that point.**

Yeah, I mean, we were definitely back markers with that U-4, the *Pocket Savers Plus* and the other variants of that. I really, at that point, thought I was having a lot more fun in my 7-litre, you know, 'cause I...

**Yeah, you probably were.**

I was winning, it was my boat (named *Steeler* – Ed.). I could work on it, my daughter could work on it. It (the U-4) was a very low budget team. It was just a complete departure from the way I had raced. I really wasn't that comfortable with it, quite frankly, but I stuck with it the second year, out of loyalty to Bob Fendler. Bob committed to build me a new boat, which he did. It was still a great challenge because whether they had the funding or not, I never knew. I just knew that, sure, the money was going on the team but the team wasn't going anywhere. I kept my boat, actually, and continued to race my 7-litre until I joined Harvey's team. That's when I sold my 7-litre and felt comfortable that I was with a guy that really wanted to compete, you know?

**The first year, you had two different boats because something happened to the first one.**

It burned up. We had it in Seattle, and it burned up back in Owensboro.

**In the shop, yeah. Now, what was the difference? The second boat was a Karelson that was build for Fred Leland. The first one was a Staudacher.**

It was a Staudacher and I'll tell you, the Leland hull was quick. It was a Merlin and we never had the right propellers or stuff like that, but it handled beautifully. It was a good boat. In fact, in San Diego, we were leading that final until we had electrical problems. But it was obvious to me the next season it was going to be a back marker, and that was a very challenging year to say the least.

**That was the second year?**

Yeah, and that's when I was thinking, "I'm just gonna go back to my 7-litre stuff and have some fun." I still ran at the Nationals in Meridian, Mississippi, with the 1-litre and the 7-litre. As long as I had that, I figured, I'll do the unlimited, but big picture, it was either I needed to move into something that was competitive or just go back to having fun. You know, it was not fun.

**In 1990, Fendler had a new boat. Did that show some promise for you?**



Rick Sullivan photo



Leonard Dodd photo



Leonard Dodd photo



I think it would've had we had the money to develop it. We had one gearbox, one gear ratio, you know, one or two props. Good people tryin' to help out. Mark Evans and his brother built the boat, along with Bob Burd. Jones helped out, Ron and Junior helped out. All they lacked, really, was the resources to make that work.

**This is a turbine.**

This is a turbine, three-wing boat. It was the first of his three-wing designs. But it never had the funding to really work the bugs out of it.

**How did you adapt to driving the turbine?**

It took less than...

**To make it work.**

The thing about the turbine is, you wondered, OK, can you leave your foot down, does it continue to climb? So you had to get used to how turbines work.

**Different technology.**

Whole different thing, 'cause with a gas engine, whether it's a Merlin or an Allison or my 7-litre big block Chevrolet, they were all relatively similar. Very quick fall-away action; the turbine wasn't. That took a lot of gettin' used to.

**A different approach to the gas pedal.**

Yeah, yeah, and in that boat I never really got used to it.

**It didn't handle the same.**

It didn't handle; we had one gear ratio that was way too tall.

**So then you hooked up with Harvey. You drove an older boat, it was built in '82. Chip Hanauer had driven it, it had been through some hands.**

The year before that was when (Mark) Tate was driving for them and they'd gone between turbines and Merlins. The year I was driving they were total turbine.

**OK.**

I still knew it was an older boat, etc., but I knew I was with a team that had desires to win and had won. That was a whole different philosophy as opposed to just showing up.

**And the engines were different, you had more equipment to work with then.**

More equipment, more propellers. We were running, in fact it was a Mike Jones gearbox we were using. We finally blew that up! But the next year we had T-Plus with us. I knew if you're with the right people, good things are gonna happen.



Craig Fjarlie photo



Karl Pearson photo

**In 1992 in Hawaii you set a lap record of 166+. Some people have looked at that with a little skepticism. Do you think that was a legitimate lap speed?**

Yeah, what that was...

**You were running really hard.**

We were running strong trying to catch Chip in the back straightaway. That was the first year of the old boat having the new sponsors, and it was really quick. The problem was, and I think it may've been sponson alignment, it had

a bad tendency to pull to the left when you came through a turn. Seattle was a big enough course—I think those were 1,800 or 1,700-foot turns—you didn't have that issue. So I think it was legit because in *T-Plus* when I set that 154 average record, I was running 160 laps like it was nothin'. And I ran that for two laps, came up on the lead on Chip, then just back-pedaled, kept the lead and still averaged 154. So I think that was a legit speed.

**OK, the next year, 1993, you had your first win.**

We actually won in Texas with the old boat, and then won in Hawaii with the new boat. That's when we set the world record. And that's another boat that, given enough time, it would've really been something. It had a unique attitude. It was great going down the straightaways but in the turns it would lose its center of pressure, drop over on the nose and the transom. I called the boat "Christine". From the movie! We had the resources, I think, but then the rules changed. And when you lowered the horsepower the boat just...

**None of the multi-wing boats worked any more.**

Yeah, just didn't work. I'm sure if you had the money to spend I think we could've probably made them work with less horsepower, if you could've blown so much money.

**And the technology was there for the single wings.**

Absolutely. So they filled the boat in, I think, in late '95. After I blew it over in Madison, they filled it in. 'Cause '94 was a miserable year; '95 got better, we won in Kansas City.

**Yeah, you were starting to get a few wins here and there. Harvey was still very much in it.**



Jim Vota photo



H&RM Collection photo



Craig Fjarlie photo

Really in it. We had Bruce McCaw helping out, and Howard Leenderchen helping out, so it was a really strong ownership that he had. *Camel* and *Bud*, they were kinda light years ahead of everybody else, you know. We were struggling. Not in the engine department, we had great engines, but gear ratios, props, we just didn't have that. Had really good team members. Didn't have that really dialed in like they did. We were, had a ton of thirds, you know. But you're only gonna get that . . .

### **The last step, it's . . .**

The increments back then to get from 135 average to 145 were not that difficult; 145 to 150 got more difficult. Beyond that it got really difficult. We used to qualify with the two-wing at Tri-Cities and San Diego always in the upper 160s, you know, 165, 166. So it had some speed but it didn't have what you needed in competition to win.

### **It was about that time you started getting into APBA politics.**

Yeah, I'd been Senior Vice-President in APBA from '92 to '96, and . . .

### **In those years the Senior VP tended to move up to President.**

Yeah, yeah. You had to run, you were elected, you know, at large by the membership. And it was, if you were gonna complain about something, either get involved or shut up, you know! (Laughter.) And I thought I'd better get involved. It was really a wonderful experience 'cause I met an unbelievably dedicated staff, Gloria Urbin and Libby and Sabrina and all of them. Super people in Detroit. The difficult part was the dissension out in the field. I didn't disagree with their disagreements, what bothered me was I think a lot of those folks didn't realize they were tearing it apart and if you tore it apart you got nothin'. There would be no more racing, no organized boat racing. You'd be the fastest person in Kitsap and that's it. This was the standard. In 1903 APBA started and it was the gold standard of sanctioning bodies. So it was critical to me to try to rebuild the trust in the organization, the reach in the organization. We somewhat, I think, accomplished that. My highlight was the TV deal that we put together where we had *This Week in APBA* on Speed Week on ESPN. I was able to get sponsorship from *Powerboat Magazine* and a couple of other companies to pay for that. So part of the deal was whatever race you ran, upload the video to Terry Phipps – he was in Oklahoma City – he would put it together and it would air. So everybody got TV coverage. That was really the highlight. And then my term ended in '97 or so. And then, you know, disengaged at that point because every other organization I've ever led I think it's important that you just pass the reins and hopefully you've started something good and then move on.

### **Somebody else carries it on.**

Yeah.

**Now, in Hawaii when you were about to take over, about two weeks before your term started, you and Mike Jones (the outgoing APBA President – Ed.) sat there and had a skull session. You were taking notes and everything about what to expect and who to deal with. One of the other things that happened in your term was you got to try other categories of boats. You took a ride in some outboards.**

It was a stock C, for the first time, with Tammy Dawe. May she rest in peace. (Outboard racer Tammy Dawe died of an aneurism in early 2012, at age 40 – Ed.) Her family was so, so kind to me. I went out to actually watch this



Above, the U-2 T-Plus upside down at Madison in 1995. David is on top of the hull waiting for a ride back to the pits.

Craig Fjarlie photo

race in Parker, Arizona. I'd just gone through my divorce. And Tammy and Ernie and the family said, "C'mon out, visit with us, and take a C Stock for a ride." And they were so cool and Tammy was just, I mean, she was a special spirit. I actually got the start going to the first turn. Didn't know that you had to put weight on the left side to get it to turn, and the two little Love brothers from California zipped right past me. And then the next start I jumped the gun. So that was my C Stock history.

### **Did you ever drive a tunnel boat?**

In 1969 I ran a Molinari with, uh, that would've been I think a 125 Mercury. Getting ready for the Gold Coast Marathon. I was gonna co-team with the owner. His last name was Miller, I forget his first name. He was havin' too much fun and never came into the pits.

### **One of the other things you did was you fired Bill Doner. You saw something. What was the process? Was it difficult?**

The process; that was the flagship category for us. Bill was a very good promoter. There were internal issues—which unfortunately I can't discuss because of the agreement that we entered into—that I didn't think was the right thing to do. It was after the Seattle race. I called Bill and said, you know, your term is over. He was somewhat gentlemanly about it. Then I got a call from Bernie Little about 30 seconds later. Bernie called me and said, "Who the hell are you? That was my best friend." Bernie is not the American Power Boat Association. I said, "Sir, I'm the President, I do what I think is best for the entire organization. I appreciate your input but what's happening is the right thing." He kept at me for a little while but I was never a buddy of Bernie. Never wanted to drive his boat. But, we had to do it. Things had gone in a direction that could've greatly impaired the organization.

### **You took a year off from driving just after your term ended as APBA President.**

Yeah, my father had died, in January of '99. It really took the wind out of my sails. Dad was my . . . when I started racing he came to the races. We rode together, he was my travel buddy, I don't know how many thousands and thousands of miles. Just took the wind out. I did drive for Harvey that year. But at Tri-Cities, his sponsor, which was Freddie's Club, thought I wasn't driving hard enough. I talked to Harvey, I said, you know, I think you need to get another driver. I was here, actually, in Seattle going back with my daughter, Emma. Harvey called and said, "What do you think?" I said, "Don't let me stand in the way. You need his money, I will happily step down." We went to the (Seafair) press conference and announced it. We never said anything about Freddie's. I really wanted to go home. (Mark Tate took over the Freddie's Club cockpit at Seattle – Ed.)

### **In 1998 you blew the boat over in the north turn at Seattle.**

Yeah, blew it over in the north turn. Just about the same place Mark Evans did the year before.

### **But it didn't hurt the boat that badly, you basically walked away.**

Yeah, it landed upside down relatively gently. I walked away, that was it.

### **You got a chance to come back in 2001 with the Madison team.**



H&RM Collection photo



Larry Dong photo

In February, I got a call from Charlie Grooms. They had a nice kid from Alabama, Gadsden. Charley Wiggins was going to drive. Charley had gotten hurt, the bottom hatch had come out during a race (the year before—Ed.). Then he went over I think in his Grand Prix boat in Detroit. His wife basically said, “That’s it.” He stepped down. Then they put Todd Yarling in it and went over at Barrie, Ontario, with it. Charlie called me, said, “Are you ready to come back?” I think Charlie said something like, “You done with the pity party?” I felt like I had a hand on my shoulder from a distance. I said, “Yes.” I knew they had not been competitive. And I asked him, I said, “Do you guys really want to win?” They had been fast before. He said, “We really do, we just gotta rebuild and get there.” So I really felt as though they were on a mission. They had that fairly-tale win in ’01 in Madison when *Bud* jumped; Terry (Troxell) pulled them over. And they won. In ’05 they started talking about building a new boat. I knew the momentum was there, and so I just hung in there for the long haul.



H&RM Collection-FWPW photo

The U-6 Oh Boy! Oberto and Steve David at Detroit in 2001.



This is the end of part one of the interview with Steve David. Next month, in part two, he recaps his years with the Madison team up to and including his last race at San Diego in 2013.

At left is Bill McFadden, co-owner of the U-4 *Pocket Saver Plus* in 1988, and Steve David. ~H&RM Collection photo; Bottom left is Jim Harvey, *T-Plus* owner, and Steve David on the dock at Madison in 1995 ~Craig Fjarlie photo;

At bottom right is Steve David, Bob Hughes with the Madison Trophy, and the U-6 Oh Boy! Oberto crew in 2001 ~ Craig Fjarlie photo.



# The Passing of the “Old Pro”, Danny Foster<sup>T</sup>

*The Unlimited hydroplane racing fraternity has lost another of its all-time greats; Danny Foster of Grosse Pointe Woods, Michigan. He passed away on November 2, 2013. He was 95 years old.*

Danny Foster was the first hydroplane superstar of the post World War II era. He drove unlimited hydroplanes full time

from 1946 to 1955, and continued running hydros part-time until 1965. He started out with Dan Arena as a mechanic on the 1-G *Miss Golden Gate* boats in 1937.

## RIDES

1946 -'47 G-4 *Miss Great Lakes*

1947 G-99 *Miss Peps V*

Cup, [Red Bank,

National Sweepstakes, non APBA]

1948 G-4 *Miss Great Lakes*

1950 U-1 *Such Crust* (1)

1950 U-10 *Delphine X* New Martinsville West Virginia Imperial Gold Cup

1951 G-99 *Such Crust I*

1951 G-31 *Hornet* (3)

1952 -'53 U-51 *Gale II*

1953 -'54 U-4 *Miss Great Lakes II*

1954 U-23 *Wha Hoppen Too*

1955 -'56 G-13 *Tempo VII*

President's Cup; Elizabeth City, N.C International Cup; and Madison Governor's Cup; [Copper Cup did not count]

1956 CA-1 *Miss Supertest II*

1957 U-2 *Miss U.S. 1* (2)

1962'63 U-57 *Gale VII*

1965 U-90 *Miss Smirnoff*  
did not count]

## VICTORIES

Washington, D.C. President's Cup 1946

Detroit, Michigan Memorial, New York APBA Gold

New Jersey Auerbach Trophy, Red Bank, New Jersey

Detroit, Michigan APBA Gold Cup

Detroit, Michigan Silver Cup 1950

Detroit, Michigan Silver Cup 1952 and '53

Detroit, Michigan Detroit Memorial/with Guy Lombardo

Detroit, Michigan Silver Cup, Washington, D.C.

Picton, Ontario Prince Edwards Trophy

Stateline, Nevada Ponderosa Trophy [consolation event, did not count]

Danny Foster won 14 races during his full-time involvement, and was nicknamed “The Old Pro.” He will be missed.



Danny Foster and wife in 1950~H&RM Collection photo



Danny Foster in 1953~ Tony Bugeja photo

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