



DAVE VILLWOCK AND SPIRIT OF QATAR WIN BIG IN TRI-CITIES

by Ben Keller



A smiling Dave Villwock holds the Columbia Cup trophy high after winning his 8th race at Tri-Cities and 64th overall. Steve David on left was second, and Kip Brown on right third.

The 46th renewal of unlimited hydroplane racing on the Columbia River, the Lamb Weston Columbia Cup, saw U-96 *Spirit of Qatar* (pronounced “cutter”) sweep all four heats of racing. It was Villwock’s 64th career victory and the first for the Ellstrom team on Lake Wallula (the local name for the river as it widens at the Tri-Cities) since 2007.

Qualifying

Fourteen boats were in the pits, with Villwock and *Spirit of Qatar* leading the way on the 2.5 mile course at 160.892. Steve David and the U-1 *Oh Boy! Oberto* were second at 159.204 mph. The Oberto team had their primary hull back in action after suffering damage at Madison, albeit with some parts of the hull still in primer. Other qualifiers, in order of their speeds were; U-17 *Red Dot* (Kip Brown) at 156.565, U-11 Stevenson Roofing presents *Miss Peters & May* (J.W. Myers) at 153.149, U-5 *Graham Trucking* (Jeff Bernard) ran 152.261, U-22 Campaign WSU presents *Matrix Systems* (Mike Webster) checking in at 149.571, U-9 *Miss VisitTri-Cities.com*, which was the substitute U-1 in Detroit at the Gold Cup (Jon Zimmerman) at 149.417, U-21 *Albert Lee Appliance* (Brian Perkins) at 148.644, 88 *Degree Men* (J. Michael Kelly) ran 148.299, U-7 *Valken.com* (Scott Liddycoat) at 146.527, U-100 *Miss Beacon Plumbing* (Greg Hopp) at 143.857, U-57 *Formula* (Mark Evans) on the ladder at 142.222, and U-25 *Jackson Catering Co. Richland* (Ken Muscatel) checking in at 131.199.

A fourteenth boat in the Lampson pits, the U-99 *Miss HAPO Summer*, had no boat qualification speed. Rookie Ryan Mallow did complete his driver qualification requirement of fifteen laps and was to drive in heats two and three but U-99 did not appear in any.

On Friday the Dash For Cash was won by *Oberto* and Steve David, followed closely by Jeff Bernard in *Graham Trucking*. Others in order of finish were *Valken.com*, *VisitTri-Cities.com*, and *HAPO*.

The crowd was also treated to the appearance of five vintage piston-powered unlimiteds during the weekend; 1960 U-4 *Miss Burien*, 1962 U-40 *Miss Bardahl*, 1961 *Miss Lumberville* [best known as *Savair’s Mist*] painted as the 1975 *Oh Boy! Oberto*, replica 1955 U-60 *Miss Thriftway*, and replica U-77 1957 *Miss Wahoo*. The vintage boats ran multiple times over all three days of the Water Follies Regatta.

As a side note, in what this writer believes to be a first-time occurrence, every boat and driver finished every single heat of racing over both days of the event.

Heat One

Drawn separately into 1A and 1C respectively, Dave Villwock and Steve David had very different results. In 1A, *Spirit of Qatar* led



Karl Pearson photo

Steve David and *Oh Boy! Oberto* (out of the photo) leave the rest of the entries in his wake winning the Dash for Cash.



Karl Pearson photo

wire-to-wire and scored an easy victory. In the battle for second, *Degree Men* overtook *Peters & May* on the second lap. *Formula* was third and *Beacon Plumbing* finished fourth after going dead in the water and then restarting. In heat 1B *Graham Trucking* and *Valken.com* duelled for the first two laps until Jeff Bernard in U-5 prevailed. Scott Liddycoat was penalized for lane encroachment, losing 50 points but remaining in second place. *Albert Lee* was third and *Matrix* (at right) was fourth. Although drawn into the heat, U-99 with Greg Hopp did not appear.

For heat 1C, Steve David in *Oh Boy! Oberto* missed the score-up buoy prior to the start, resulting in a one-lap penalty and a fourth-place finish. *Red Dot*, although visually in second, was the winner in a parade with *VisitTri-Cities.com* second and *Jackson Catering* third. After the race, David stated in typical fashion “We’ve got the great boat, we just need to get the great driver back.”

Heat Two

It was no picnic for Steve David and *Oberto* in 2A. The “trolling” activities have a down side: U-1 lost power down to idle but fortunately was able to spool up in time, only to be assessed a one-minute penalty for cutting off *Albert Lee* in the final turn of the first lap. The result was a final finish position of fifth place. Kip Brown and *Red Dot* once again were the beneficiaries of David’s misfortunes and finished in first place. *Peters & May* was second in spite of a lane violation (50 point penalty assessed), with Jon Zimmerman and Brian Perkins third and fourth respectively in a parade.

Heat 2B was a great, competitive heat. Teammates Jeff Bernard and Scott Liddycoat duelled for the entire three laps. Liddycoat continued his impressive rookie season in



Karl Pearson photo



Karl Pearson photo



Karl Pearson photo



Karl Pearson photo

Valken.com, pulling off the victory over his teammate in *Graham Trucking* at the line. Third was *Beacon Plumbing* and *Jackson Catering Co. Richland* finished fourth. *Miss HAPO Summer*, with Ryan Mallow scheduled to drive this time, did not appear.

Villwock and *Spirit of Qatar* run away from the field again in 2C. The drop-sponsor *Degree Men* was second and *Matrix* third. Fourth place *Formula* was assessed a 50-point penalty for a lane violation.

Heat Three

Heat 3A was won wire-to-wire by Steve David in *Oh Boy! Oberto*. David nailed the start and held off J. Michael Kelly in *Degree Men* on the first lap, then ran away from the field. Remaining order of finish: *Matrix*, *VisitTri-Cities.com*, and *Beacon Plumbing*.

It was another win for *Red Dot* in 3B, and this time without the benefit of a penalty on another boat, leading wire-to-wire. Starting in lane 2, Kip Brown grabbed the lead and never looked back. Second went to Brian Perkins in *Albert Lee*, followed in order by *Formula* and *Jackson Catering*. The U-99 and Ryan Mallow did not appear.

Dave Villwock and *Spirit of Qatar* won 3C in what for this race had become typical fashion, wire-to-wire by a wide margin. Remaining finishers in order in yet another parade were *Graham Trucking*, *Valken.com*, and *Peters & May*.



Karl Pearson photo

It was another easy victory for *Spirit of Qatar* in 2C, even though *Formula* runs close above with *Degree Men* next and *Matrix* out of the photo.



Karl Pearson photo



Karl Pearson photo



Karl Pearson photo

Final Heat

Red Dot with Kip Brown and *Spirit of Qatar* and Dave Villwock entered the five-lap final with a perfect 1,200 points apiece. *Albert Lee* was permitted to start as the trailer after *Miss VisitTri-Cities.com* withdrew. Leading the first three laps, Steve David and *Oberto* were passed by Villwock and *Spirit of Qatar* who pulled away in laps 4 and 5 for the victory. As in all preliminary heats, all boats finished the final heat. Final order of finish: *Spirit of Qatar*, *Oh Boy! Oberto*, *Red Dot*, *Graham Trucking*, *Degree Men*, *Valken.com*, and *Albert Lee* (penalized one lap for hitting a buoy).

Dave Villwock's win ended Steve David's string of three Tri-Cities wins in a row with *Oh Boy! Oberto*. Heading into Seattle's Seafair Regatta, the Ellstrom team regained the Air National Guard H1 Series High Points lead, overtaking Kip Brown and *Red Dot*. The remainder of the 2011 season promises to be exciting as San Diego and Doha get ever closer.



Karl Pearson photo



Brad Drake photo

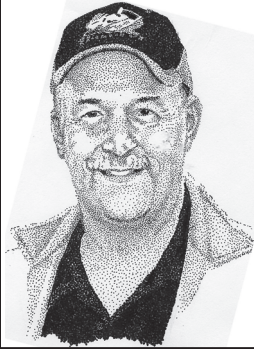
Villwock and *Spirit of Qatar* started out in one piece, seen in above photo catching up with Steve David and *Oh Boy! Oberto*. A few parts of the boat flew off during the last lap, as you can see in the bottom photo.

Vintage Unlimiteds Race on Columbia River

Five piston-powered vintage unlimited hydroplanes put on a great show all during the Columbia Cup weekend in Tri-Cities; U-4 *Miss Burién*, U-8 *Oh Boy! Oberto*, U-40 *Miss Bardahl*, U-60 *Miss Thriftway*, and U-77 *Miss Wahoo*. The crowd loved seeing them. The vintage boats (4) will also run at Seafair, the first time since 2009. ~ Photos by Karl Pearson



H Y D R O F I L E



E Lon Erickson

U-1. After Seafair, the U-1 *Oh Boy! Oberto/Miss Madison* returned to their home shop in Indiana to allow the crew to make a few more changes and finalize major repairs done to the boat after gauging its performance in Tri-Cities and Seattle. The U-1 team will be participating in a four-team exhibition event scheduled for

Friday, Sept. 23rd right after the San Diego race, and before the H1 fleet leaves for the November race in Doha, Qatar. The Washington D.C. event will be held at National Harbor on the Potomac River. This will hopefully lay the groundwork for a return to racing there in June 2012.

U-5. Ted Porter's U-5 *Graham Trucking* and U-7 *Valken.com* boats will be participating in the Washington D.C. exhibition at National Harbor along with the U-1 and 88 teams.

U-7. Recently there has been some crew changes made on the U-7 team, three established crew members are no longer with the team. The team has added **Kevin Stoltz** and **Mark Hayes** to the crew and are ready for San Diego.

U-9. After filling in as the U-1 replacement hull in Detroit and competing as the U-9 at Tri-Cities and Seattle, the **Jones Racing** hull is done for the season and is back at the shop getting repairs made to damage suffered in competition at Seafair.

U-11. During the break after Seafair, the Peters & May team was busy at work rebuilding a gearbox they lost at Seattle. The boat has been at various displays around the NW area, supporting several of their sponsors and getting the word out about their new team. They also worked on building a new saltwater cowling for the U-11 to use in San Diego and Doha. The Peters & May team was one of the four boats that went to Sacramento and participated in the exhibition on Folsom Lake the week before San Diego.

U-13. After sitting out this season, there's news coming from **Dave Bartush's** Spirit of Detroit team. Tubby's Grilled Submarines will be their title sponsor for the 2012 Gold Cup in Detroit. The team has been working on hull improvements and fabricating new parts. They look forward to returning to the H1 series in 2012 but no other details about a full season were addressed in the announcement.

U-17. Our Gang Racing took the break between Seattle and San Diego to spend some time on routine maintenance and minor repairs to the boat suffered during the first three races of the season. They also modified a back-up cowling into an extended salt-water cowling with a controlled flap

door to minimize the chance of saltwater ingestion to the engine.

U-21. Greg and **Brian O'Farrell's** Go Fast Turn Left Racing team was another group that went to Sacramento for the Exhibition. They had a new sponsor come on-board at Folsom Lake. It was TapouT, a company that is involved with MMA/Mixed Martial Arts products. **Brian Perkins** and the team had some issues with fuel flow and never got to run in the exhibition laps turned for the Sacramento event. The TapouT sponsorship will stay on-board for San Diego Bayfair and the boat will be making some display appearances supporting their new sponsor.

U-22. The Great Scott presents Webster Racing hull stayed in the NW to repair damage suffered at the Seafair Albert Lee Cup. Since that time, there have been developments involving another exhibition planned for October in Abu Dhabi. This exhibition is timed to coincide with the U.I.M. World General Assembly meeting. The H1 Unlimited Series is planning on sending two boats for the exhibition, including the U-22 *Matrix Systems*. They are not racing at San Diego.

U-25. Dr. **Ken Muscatel's** Superior Racing team is the second boat going to Abu Dhabi for the exhibition in October, in front of the U.I.M. General Assembly meeting. The Abu Dhabi expedition is being supported by the QMSF along with Peters & May and the boats participating will be "wrapped" in those sponsor theme colors. The scheduling of the Abu Dhabi event will dictate the U-22 and U-25 boats to be shipped earlier to arrive in October for the U.I.M. exhibition and both will not appear in San Diego. From a National High Points position, neither the U-22 nor U-25 would have been in the top 10 boats that have previously made up the fleet to race in Doha.

U-57. Ted Porter's U-57 *Formula* stayed out west after Seattle and went back to **Mark and Mitch Evans'** shop in Chelan, Wash. for repairs and prepping for San Diego.

88. After the Seafair race, the Schumacher team went to work on bottom running surfaces that had begun to peel away, along with building two new saltwater cowlings for San Diego and Doha. The team also had a local Seattle diving company recover their best prop from the bottom of Lake Washington. It was lost during the Seattle event. *Degree Men*, with **J. Michael Kelly** driving, was the third boat that participated in the Folsom Lake Sacramento exhibition to help develop the interest in a full-fledged race in 2012. *Degree Men* will also round out the group of boats participating in the Wash. D.C. exhibition.

U-96. **Erick Ellstrom** reports that the U-96 team will be at full-strength for the last two races of the season. They will have three complete engines, three re-worked gearboxes,

and four new propellers, along with other newly fabricated spare parts such as wings and cowlings.

U-100. After starting the 2011 season with a boat nicknamed Casper (hull#9701), the team has decided to complete the season in San Diego and Doha with the black and maroon hull (#9899) that they ran in 2010. This is the hull that attempted to qualify, as a second Leland hull, in Tri-Cities this year as the U-99 *HAPO Summer*.

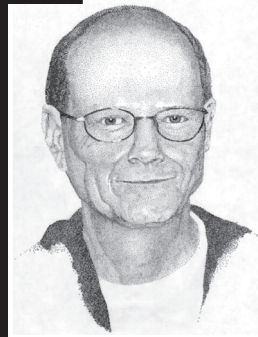
Ryan Mallow ran enough laps with this boat in Pasco to earn his H1 driving credentials. The hull was also the fourth boat to be involved in the Sacramento exhibition, with Ryan filling in for **Greg Hopp**, who had work commitments. Hopp will return to the seat for San Diego and Doha to finish out the 2011 season.

Race Site News. The Lamb Weston Columbia Cup in Tri-Cities, Wash. likely had the largest three-day crowd of fans on the beach of all races this season. (The Albert Lee Appliances Cup in Seattle claims a larger total number of fans only when those in boats on the log-boom are counted.) The number of Tri-City fans on Saturday was nearly as large as what is experienced most Sunday race days!

The weather was great, as it was clear and a bit cooler than most years. Western States Insurance sponsored the popular Dash for Cash late Friday afternoon. The Dash was not without controversy, though, as it has been reported that H1 wanted a cut of the money given to participating boat teams. Event director, Kathy Powell, was able to coordinate a wide array of sponsorships, from the Farmer's Exchange sponsored corner to Thomas O'Neil Cellars providing top-notch wine for the Start/Finish Line Club members, of which many are UU members! Many UU members also attended the ROTT (Royal Order of the Turbine) banquet on Saturday night; this year Los Angeles area resident and UU member, Jim Sharkey, was honored for his contributions to the sport, which include his continually updated book, *Hydro's Who's Who* (available from the Hydroplane and Raceboat Museum Store) and for his volunteer work at race sites. Kim Forsell was awarded the fan award, including the potted palm trophy.

Nearly all teams sent a representative to the Seafair Press Conference for Seattle's Albert Lee Cup. A representative of the Air National Guard said they were proud to be the series sponsor. AT&T and LG joined as presenting sponsors for the Albert Lee Cup; their

**Around
The Circuit**



Chris Tracy

sponsorship allowed Seafair to offer a purse to the winning team and winning driver! \$25,000 was split between the winning owner and winning driver. (Steve David and the Oberto team won the purse. David announced that he was giving a large piece of his prize money to the Seattle area Make-A-Wish Foundation; Children supported by the Foundation had toured the pits in Seattle and clearly made an impression on Steve David.) Sponsor, Albert Lee III, presented Seafair with a 1951 Seafair Program. Hydroplane Museum Director, David Williams, noted that many of the same people that put on the first hydroplane races then pulled together to put on the Seattle World's Fair, and then professional

sports in Seattle. Steve Montgomery talked about the positive impact of the Air National Guard series sponsorship, which will include seven consecutive weekends of prime time coverage on the VERSUS Network; Mike Allen will do color commentary for the shows. Montgomery noted the uptick in fans watching the video streaming of the races. Larry Oberto may have told the real reason why Oberto sponsors their boat year-after-year, when he said, "This sport is family." 83-year-old Art Oberto attended his grandson's wedding on the East Coast and flew back to Seattle in time to hand out Oberto stickers as he walked the beach on Seafair Sunday.

Ken Muscatel noted that there would likely be two or three international races next year, adding perhaps Abu Dhabi, United Arab Emirates and Linyi, China to the current Doha, Qatar lineup. He mentioned that Washington, D.C. and Cleveland are possible additions to the domestic races. Jane Schumacher mentioned that the Degree Men sponsorship was the "largest sponsor in the history of the sport." Greg Hopp noted that a new slogan for their sponsor, Beacon Plumbing, was, "we're back." U-96 Driver, Dave Villwock, made comments about the series sponsor, The Air National Guard, and said, "They are our Minutemen. They save our tails." And U-17 owner, Nate Brown, noted that he talked with one hydroplane fan that was planning to join the ANG. It was also noted that this was the 26th year that KIRO TV was providing wire-to-wire, eight hours of coverage on Sunday. Also, most drivers participated in a pre-race charity fund-raiser at a Seattle area restaurant, Duke's, acting as waiters.

The big race site news was that the tentative Houston race, never officially on the H1 race list, was cancelled, as the water level was too low. While not confirmed, it is widely assumed, that to meet ANG sponsorship requirements additional domestic venues were needed so several boats participated in an exhibition near Sacramento, Calif. Another exhibition is scheduled in Washington, D.C. H1 hopes both sites will be part of the series next year. In addition, *UNJ* sources say that the U-25 and U-22 will appear in Abu Dhabi, UAE in an exhibition and/or be on display, donned in new vinyl to mirror the U-96 and Middle East Sports Federation colors. It is unclear if they will be back-up boats or if the field will be expanded for their participation in the Qatar race.

Etcetera. Thursday before the Seattle race was the annual Hydroplane and Raceboat Museum gala dinner and fundraiser, sponsored this year by Scott and Linda Carson. Several legendary hydroplane drivers attended and were honored, including Jack Regas, Mira Slovak, Fred Alter, John Walters, Chip Hanauer and Dave Villwock. The museum was in grand condition and it was a wonderful experience. Again this year, the silent auction items were located in the museum, but the dinner and live auction were in a tent in the parking lot, although the tent was in a different place to provide better acoustics. The live auction went well, but most thought that the silent auction did not generate as much revenue as usual, likely due to the weak economy. No one goes to the fundraisers for fantastic food, but the \$100 a plate dinner was generally thought to be a bit off, particularly the vegetarian food option.

Keyleigh Perkins-Mallory flips the UL-72 Foster Care at Seattle

Keyleigh Perkins-Mallory had a tough day Sunday. She flipped her UL-72 *Foster Care* in the limited final. As you can see in the photo of her taken by Tom Gordon after the accident, she was not hurt in the incident. The boat on the other hand took a beating. ~ Photos by Karl Pearson



Albert Lee Cup at Seafair

Oberto Returns to Winning Form

by Craig Fjarlie



Chris Denslow photo



Top photo: Steve David and *Oh Boy! Oberto* cross the finish line. Above; At left a very pleased Steve David, crew chief Mike Hanson, the greatest sponsor in the sport, Art Oberto, and Madison the team celebrate at Seattle.

It was a long road back from the accident at Madison for the Oberto team. Their own boat missed the Gold Cup in Detroit, was scarred and out of balance at Tri-Cities, and was still a half-step from its former self at Seattle. A daring final heat starting strategy, skillful driving by Steve David, and a bit of luck produced a victory that was one of the sweetest in sponsor Art Oberto's life.

Testing and Qualifying

There was one name change from Tri-Cities. Ken Muscatel's U-25 was now *Procraft Windows*. Missing from the Seafair pits was U-99 *Miss HAPO*, that rookie Ryan Mallow drove. Mallow was in uniform on the *Albert Lee* crew.

Before qualifying there was a 90-minute test session Friday morning. *Degree Men*, with J. Michael Kelly driving, broke a short shaft and came in on a tow rope. *Albert Lee*, Brian Perkins at the wheel, looked much improved over its performance at previous 2011 races. *Oh Boy! Oberto* handled better than it did at Tri-Cities, but still was riding heavier on the nose than it did before the Madison mishap.

Boats were assigned qualifying positions based on season point standings. That saved the expected showdown between *Oh Boy! Oberto* and *Spirit of Qatar* for the end of the qualifying time period.

N. Mark Evans struggled to reach the 130.000 mph minimum in *Formula*. He managed to hit 130.354. Greg Hopp toured the Lake Washington course at 136.614 in *Miss Beacon Plumbing*. Mike Webster appeared more comfortable in *Matrix Systems* (AKA: Great Scott! Presents Campaign WSU). Webster averaged 139.678.

With its best prop on the bottom of Lake Washington, *Degree Men* came in below its expected speed. Kelly was only able to coax 144.407 from the new boat. Jeff Bernard was just a little faster in *Graham Trucking*, turning a lap of 144.950. Jon Zimmerman, on the other hand, raised a few eyebrows with a lap of 145.316 aboard *Miss VisitTRI-CITIES.com*. J.W. Myers ran 146.564 in *Peters & May*, and Brian Perkins did 148.453 with *Albert Lee*.

Steve David took to the course with *Oberto* and ran a lap of 150.344. Scott Liddycoat was a tick behind with *Valken.com* at 149.950. Kip Brown entered the course with *Red Dot*. Could he eclipse *Oberto's* best lap? No, he was far off the mark with a speed of 145.867. Finally it was Dave Villwock's turn. He pushed *Qatar* to a fast lap of 151.879. Several boats made additional attempts to increase their speed without success. About 15 minutes before qualifying ended, *Oberto* went back in the water. As David took to the course, *Qatar* came off its trailer and was gently placed in the lake. *Oberto* could raise its speed only a tiny bit, to 150.835. With the top qualifying position secure for another weekend, *Qatar* went back on its trailer.



J. Michael Kelly's run in *Degree Men* started well, but sure could have ended better instead of on the end of a rope.



Jon Zimmerman in *Miss VisitTRI-CITIES.com*. above, didn't perform as well in Seattle as they did as *Oh Boy! Oberto* in Pasco. They will literally run into trouble during the upcoming heats.

Ken Muscatel was unable to reach the minimum speed with *Procraft Windows*, so took a Commissioner's Option. As the 13th qualifier, he would be the trailer in the A section of every elimination heat, unless another boat withdrew. Bianca Bononcini drove a few laps in *Formulaboats.com*. She has 15 laps in the boat, but has yet to achieve 130.000 mph.



Karl Pearson photo

Heat One

The draw for heats 1A and 1B kept *Oberto* and *Qatar* separate. *Qatar* was in 1A with *Valken*, *Formula*, *Albert Lee*, *Red Dot*, *Peters & May*, and *Procraft Windows* as the trailer. *Oberto* would go against *Miss VisitTRI-CITIES.com*, *Matrix*, *Degree Men*, *Graham Trucking*, and *Beacon Plumbing*.

As *Peters & May* left the pits for 1A, the short shaft broke. Myers watched the heat a couple hundred yards from shore. *Red Dot* and *Albert Lee* were both early for the start and had to slow down. Villwock hit the line at full throttle and pulled away. *Qatar*



Karl Pearson photo

had overlap on the field at the halfway point of the first backstretch. *Albert Lee* ran second for two laps, then *Red Dot* pulled even and went by. The rest of the field was strung out. Later it was announced that *Albert Lee* was disqualified for a flagrant fuel flow violation. That moved *Valken* up to third, *Formula* to fourth, and *Procraft* to fifth.

J. Michael Kelly slid past the heat 1B score-up buoy too soon and *Degree Men* had to go around again. *Oberto* and *Graham Trucking* came out of the first turn together, but *Oberto* pulled away quickly. Bernard appeared to have his hands full in a boat that was out of attitude more often than not. *Matrix* and *VisitTRI-CITIES* had a good duel for third place, with *Matrix* taking the position by less than two boat lengths. *Degree Men* finished fifth. *Beacon Plumbing* blew an engine in the first turn of lap 2. Greg Hopp tried in vain to restart. *Beacon* went slowly up the backstretch but was black flagged after the other boats had returned to the pits.



Karl Pearson photo

Heat Two

The draw for heats 2A and 2B was held late Saturday afternoon. For the first time this season, *Oberto* and *Qatar* would face each other in an elimination heat. The field in 2A would be *Graham*, *Degree Men*, *Albert Lee*, *Beacon*

Plumbing, Red Dot, Valken, and Procraft again as the trailer. Joining *Qatar* and *Oberto* in 2B would be *Peters & May, VisitTRI-CITIES, Formula, and Matrix*.

Late Saturday afternoon, Mira Slovak took the replica *Miss Wahoo* for two laps around the Lake Washington course. As he pulled away from the pits, he patted the deck with his right hand. A cheer went up from the crowd.

Slovak, who is now 82 years old, made a slow run up the backstretch and around the bumpy north turn, then got on the throttle as he came down the front straightway. For a few seconds, the boat had a full roostertail. He backed off as he crossed the start-finish line. He did the same procedure on the second lap, then brought the boat back to the pits. As he stood up in the cockpit, he was greeted by David Williams and Ron Jones, Sr. Also on hand were Bill Boeing, Jr., Jack Regas, and former Seafair Race Chairman Dr. Randy Pillow.



Karl Pearson photo

Sunday morning dawned cloudy and cool. The lake was rough and a breeze swept across the course. Conditions were only slightly improved when it was time for heat 2A. Most observers were anticipating a duel between Villwock and David in heat 2B, but 2A produced a great show of its own. Liddycoat took the inside and powered through the first turn. *Degree Men* was drenched by *Red Dot* in the first turn and went dead in the water. Kip Brown was disqualified for the lane violation and lost 150 points. *Degree* lost its cowling in the incident. Kelly was unable to restart. *Valken* opened a two-boat length lead over *Graham Trucking* and the teammates ran the entire heat that way. *Albert Lee* finished third, *Beacon Plumbing* was a distant fourth, and *Procraft Windows* was well off the pace in fifth. Above,



Karl Pearson photo

Heat 2B produced one of the best see-saw battles in recent memory, as *Oberto* and *Qatar* ran side-by-side for the entire heat. *Oberto*, on the inside, would gain a slight advantage in the turns, but *Qatar* had superior straightaway speed. *Qatar* won the drag race to the finish line by a boat length. There were other boats in the heat. *Miss VisitTRI-CITIES* finished third, but Zimmerman ran into *Matrix* before the start, was called for encroachment, and lost 150 points. *Formula* finished fourth. *Matrix* failed to finish, and so did *Peters & May*. Myers also was called for a class two encroachment and lost 50 points.



Karl Pearson photo

Oh Boy! *Oberto* hops losing ground to *Spitit of Qatar* as *Formula* trails on the backchute in 2B. David didn't have the power to stay with Villwock.

Heat Three

The draw put *Albert Lee*, *Valken*, *VisitTRI-CITIES*, *RedDot*, *Degree Men*, and *Beacon Plumbing*, along with trailer *Procraft Windows* in 3A. *Oberto* and *Qatar* were drawn together in 3B, plus *Graham Trucking*, *Peters & May*, *Matrix*, and *Formula*.

During the warm-up for 3A, *Valken* broke its stub shaft just past the apex buoy of turn one. As the field came down the front straightway for the start, red flags came out. Officials believed *Valken* was in a hazardous position and stopped the heat.

The remaining boats in 3A needed to be refueled, so 3B was run next. There was no deck-to-deck battle this time. *Oberto* went dead in the water briefly at the score-up buoy, restarted but was last across the line. *Qatar* took an easy victory with *Graham Trucking* two buoy lengths back in second. *Oberto* passed *Formula* and was closing on *Graham Trucking* at the checkered flag. *Peters & May* didn't get off its trailer. The boat had broken a gearbox in 2B and the crew was still changing the box when the heat started. *Matrix* received damage to the left afterplane in 2B and was unable to run. The boat was disqualified. That moved *Formula* up to third place.

The re-run of 3A produced some exciting racing. At the score-up buoy, *VisitTRI-CITIES* ran into the back of *Procraft*. The incident knocked the rear wing assembly off *Procraft* and the boat went dead in the water. *VisitTRI-CITIES* lost its canard wing and had sponson damage and Zimmerman was disqualified. *Degree Men* led at the start with *Albert Lee* in hot pursuit. The two drivers duelled for three laps. Coming off the last turn, Perkins swung wide keeping his boat speed up. The sling shot maneuver worked and he won by a boat length. *Beacon Plumbing* physically ran third, but Hopp was penalized one lap for a lane infraction. That moved *RedDot* up to third, *Procraft* fourth, and *Beacon* fifth. *VisitTRI-CITIES* went dead in the water before the start. After the heat, Referee Mike Noonan beached Jon Zimmerman for the remainder of the day.



Scott Liddycoat and *Valken.com* go dead in the water, another victim of the creeping start, and blocks traffic in the south turn stopping 3A.



Villwock and *Spirit of Qatar* overpowers Jeff Bernard in *Graham Trucking* to win 3B.



Brian Perkins and *Albert Lee* will soon overtake J. Michael Kelly in *Degree Men* for the victory in the rerun of 3A.

Karl Pearson photo

Karl Pearson photo

Karl Pearson photo

Provisional

The six boats going into the final were *Spirit of Qatar* with 1,300 points, *Graham Trucking* with 930, *Oh Boy! Oberto* with 780, *Valken.com* with 695, *Albert Lee* with 685, and *Formula* with 593. The winner of the Provisional would start in the trailer position.

Miss Visit TRI-CITIES was eligible for the Provisional, but scratched. *Degree Men* took the inside and came through the first turn first. *RedDot* ran within two lengths throughout the heat, but Brown couldn't get around Kelly. *Peters & May* was a buoy length back in third. *Beacon* was off the pace in fourth, and *Procraft* was a distant fifth.

Final Heat

The match-up for all the marbles that everyone had been waiting for was about to begin. As the boats milled, *Valken* had the inside. *Graham* was in lane two, *Qatar* had lane three. Where was *Oberto*? Steve David hung back from the leaders, waiting as they crept slowly toward the score-up buoy. Only *Degree Men* was behind him. About 20 second before the one minute gun, *Oberto* accelerated. David swept around the turn on the outside and had a full head of steam when he passed the score-up buoy, legal by a tick. The others were struggling to get on plane. Half way up the backstretch, David had room to move to the inside and he dove for the coveted first lane. At this point he was early for the start and had to slow dramatically as he approached the north turn. The rest of the field pulled even. *Valken* was in lane 2, then *Graham*, *Qatar*, and *Albert Lee*. *Formula* was a couple lengths back, but ahead of *Degree Men*.

Valken and *Albert Lee* crossed the starting line first, but *Oberto* pulled even in turn 1. Villwock made a safe start, a boat length back. In the first turn, he encountered rough water and had boats on both sides. *Oberto* took the turn tight and powered up the backstretch, leading *Valken* by a length. *Qatar* overhauled *Graham* on the way to the second turn, but there would be no repeat of the come-from-behind win at Tri-Cities. *Valken* kept *Qatar* outside, giving *Oberto* the opportunity to put a little distance on the field.



Karl Pearson photo

J. Michael Kelly and *Degree Men* win the Provisional above with a bungy cord and duct tape holding on the remains of the engine cowling.

Beacon was off the pace in fourth, and *Procraft* was a distant fifth.



Karl Pearson photo

And there off! Well, sort of. *Oh Boy! Oberto*, who has a hard time going this slow, and *Spirit of Qatar* are behind the pack as they head for the south turn at full creep.



Brad Drake photo

There was a great battle for second place between *Qatar* and *Valken* in the final. Steve David made a great start and then went outside in the north turn pushing them both out and *Oberto* became uncatchable.

In lap 2, *Qatar* edged ahead of *Valken*, but *Oberto* had overlap on them and David used the whole course, forcing *Qatar* to run through sloppy water. At the exit buoy of turn 2 in lap 3, *Qatar* stayed outside and *Valken* slipped into lane 1. Villwock slowed a bit and *Valken* surged back into second. Now it was a matter of counting the laps.

Racing in the back of the pack was scarcely noticed because of the dueling among the leaders. *Albert Lee* broke a short shaft and went dead in the water. *Degree Men* passed *Formula* and then caught *Graham Trucking*.

Oberto hit rough water going into the last run on lap 5, but came through it. David took the checkered flag more than a buoy length ahead of *Valken.com*. *Spirit of Qatar* was another buoy length back in third. There was a large gap back to *Degree Men* in fourth, *Graham Trucking* in fifth, and *Formulaboats.com* in sixth.

Following the heat, Villwock said his cockpit trap door was leaking. He decided to be cautious and finish, rather than risk having it come open. Most observers felt he would have kept the hammer down had he been leading, but he wasn't going to catch *Oberto* this time anyway.

Steve David received a cash prize of \$25,000.00 from AT&T. On Friday, he had met children from the Make-a-Wish Foundation. He was moved by their stories, and said he would share a portion of the cash prize with the Foundation.

The Albert Lee Cup at Seafair represented a return to winning style for *Oh Boy! Oberto*. Steve David was driving with broken ribs, still wearing a brace. The boat was not quite its former self in terms of balance and handling, but the combination of great driving, a crafty game plan, and more than a little luck put the team back in the winner's circle. San Diego should be a very interesting race.



Chris Denslow photo

Some Familiar Old Faces



Above; Jack Regas on left, U-10, U-12, U-8, U-40, & U-7 driver and William Boeings, former U-77 owner. At right; Dr. Randy Pillow on left, boat designer/builder Ron Jones, and U-77 driver Mira Slovak. Photos by Karl Pearson



STAT BOX

LAMB WESTON COLUMBIA GOLD CUP

Tri-Cities, Washington, July 30-31, 2011

2 1/2-mile course on the Columbia River

QUALIFICATION (1) U-96 *Spirit of Qatar*, Dave Villwock, 160.892, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 159.204, 80; (3) U-17 *Red Dot*, Nate Brown, 156.565, 70; (4) U-11 *Peters & May*, J.W. Myers, 153.149, 60; (5) U-5 *Graham Trucking*, Jeff Bernard, 152.261, 50; (6) U-22 *Matrix System*, Mike Webster, 149.571, 40; (7) U-9 *Miss VisitTriCities.com*, Jon Zimmerman, 149.417, 30; (8) U-21 *Albert Lee*, Brian Perkins, 148.644, 30; (9) U-88 *Degree Men*, J. Michael Kelly, 148.299, 30; (10) U-7 *Valken.com*, Scott Liddycoat, 146.527, 30; (11) U-100 *Miss Beacon Plumbing*, Greg Hopp, 143.857, 30; (12) U-57 *Formula*, N. Mark Evans, 142.222; (13) U-25 *Jack-sons*, Ken Muscatel, 131.199, 30; U-99 *HAPO Summer*, Ryan Mallow, DNQ (driver not qualified).

HEAT 1A (1) *Spirit of Qatar* 142.526, 400 points, 500 cumulative points; (2) *Degree Men* 137.066, 300, 330; (3) *Peters & May* 132.160, 225, 285; (4) *Formula* 127.876, 169, 199; (5) *Beacon Plumbing* 109.561, 127, 157. Fastlap (1) *Spirit of Qatar* 148.148. **HEAT 1B** (1) *Graham Trucking* 145.478, 400, 450; (2) *Valken.com* 142.308 (penalized 50 points for illegal lane change), 250, 280; (3) *Albert Lee* 139.374, 225, 255; (4) *Matrix System* 134.930, 169, 209; *HAPO* DNS — unable to get started, 0, 0. Fastlap (1) *Graham Trucking* 146.571. **HEAT 1C** (1) *Red Dot* 139.591, 400, 470; (2) *VisitTriCities.com* 120.949, 300, 330; (3) *Jack-sons* 114.368, 225, 255; (4) *Oh Boy! Oberto* 104.810 (early at the score-up buoy, had to go around), 169, 249. Fastlap (1) *Red Dot* 140.556.

HEAT 2A (1) *Red Dot* 145.908, 400, 870; (2) *Peters & May* 133.117 (penalized 50 points for failure to hold lane), 250, 535; (3) *VisitTriCities.com* 122.823, 225, 555; (4) *Albert Lee* 120.108, 169, 424; (5) *Oh Boy! Oberto* 106.246 (penalized one minute for encroachment), 127, 376. Fastlap (1) *Red Dot* 148.338. **HEAT 2B** (1) *Valken.com* 147.653, 400, 680; (2) *Graham Trucking* 147.038, 300, 750; (3) *Beacon Plumbing* 127.574, 225, 382; (4) *Jack-sons* 117.519, 169, 424; *HAPO* DNS — unable to start, 0, 0. Fastlap (3) *Valken.com* 148.644. **HEAT 2C** (1) *Spirit of Qatar* 146.776, 400, 900; (2) *Degree Men* 141.814, 300, 630; (3) *Matrix System* 135.615, 225, 434; (4) *Formula* 133.117 (penalized 50 points for serious encroachment), 119, 318. Fastlap (2) *Spirit of Qatar* 151.301.

HEAT 3A (1) *Oh Boy! Oberto* 146.020, 400, 776; (2) *Degree Men* 137.317, 300, 930; (3) *Matrix System* 134.873225, 659; (4) *VisitTriCities.com* 126.853, 169, 724; (5) *Beacon Plumbing* 107.056, 127, 509. Fastlap (1) *Oh Boy! Oberto* 150.235. **HEAT 3B** (1) *Red Dot* 144.941, 400, 1270; (2) *Albert Lee* 140.842, 300, 724; (3) *Formula* 127.124, 225, 543; (4) *Jack-sons* 113.066, 169, 593; *HAPO* DNS — electrical wiring damaged, 0, 0. Fastlap (1) *Red Dot* 145.673. **HEAT 3C** (1) *Spirit of Qatar* 145.393, 400, 1300; (2) *Graham Trucking* 142.187, 300, 1050; (3) *Valken.com* 139.411, 225, 905; (4) *Peters & May* 137.766, 169, 704. Fastlap (1) *Spirit of Qatar* 151.499.

FINAL (1) *Spirit of Qatar* TNA, 400, 1700; (2) *Oh Boy! Oberto* 140.528, 300, 1076; (3) *Red Dot* 139.412, 225, 1495; (4) *Graham Trucking* 137.338, 169, 1219; (5) *Degree Men* 137.057, 127, 1057; (6) *Valken.com* 128.376, 95, 1000; (7) *Albert Lee* 126.315, 71, 795. Fastlap (3) *Spirit of Qatar* 148.760.

COMPILED BY ALLEN STILES

STAT BOX

ALBERT LEE CUP AT SEAFAIR

Seattle, Washington, August 6-7, 2011

2-mile course on Lake Washington

QUALIFICATION (1) U-96 *Spirit of Qatar*, Dave Villwock, 151.879, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 150.835, 80; (3) U-7 *Valken.com*, Scott Liddycoat, 149.950, 70; (4) U-21 *Albert Lee*, Brian Perkins, 148.453, 60; (5) U-11 *Peters & May*, J.W. Myers, 146.564, 50; (6) U-17 *Red Dot*, Kip Brown, 145.867, 40; (7) U-9 *Miss VisitTri-Cities.com*, Jon Zimmerman, 145.316, 30; (8) U-5 *Graham Trucking*, Jeff Bernard, 144.950, 30; (9) U-88 *Degree Men*, J. Michael Kelly, 144.407, 30; (10) U-22 *Matrix System*, Mike Webster, 139.678, 30; (11) U-100 *Miss Beacon Plumbing*, Greg Hopp, 136.614, 30; (12) U-57 *Formula*, N. Mark Evans, 130.354; U-25 *Procraft Windows*, Ken Muscatel, DNQ — did not attain qualifying speed, 0.

HEAT 1A (1) *Spirit of Qatar* 134.868, 400 points, 500 cumulative points; (2) *Red Dot* 131.256, 300, 340; (3) *Valken.com* 128.344, 225, 295; (4) *Formula* 120.062, 169, 199; (5) *Procraft Windows* 107.345, 127, 127; *Peters & May* DNS — sheared short shaft, 0, 50; *Albert Lee* DSQ — flagrant fuel violation, 0, 60. Fastlap (3) *Red Dot* 142.222. **HEAT 1B** (1) *Oh Boy! Oberto* 136.519, 400, 480; (2) *Graham Trucking* 130.059, 300, 330; (3) *Matrix System* 126.953, 225, 255; (4) *VisitTri-Cities.com* 126.535, 169, 199; (5) *Degree Men* 108.585, 127, 157; *Beacon Plumbing* DNF — black flagged, running outside outer markers at slow speed. Fastlap (3) *Oh Boy! Oberto* 138.418.

HEAT 2A (1) *Valken.com* 137.401, 400, 695; (2) *Graham Trucking* 136.952, 300, 630; (3) *Albert Lee* 130.328, 225, 285; (4) *Beacon Plumbing* 118.864, 169, 199; (5) *Procraft Windows* 107.932, 127, 254; *Degree Men* DNF — washed down, 0, 157; *Red Dot* DSQ — washed down U-88. Fastlap (3) *Graham Trucking* 139.551. **HEAT 2B** (1) *Spirit of Qatar* 141.609, 400, 900; (2) *Oh Boy! Oberto* 141.146, 300, 780; (3) *VisitTri-Cities.com* 128.571 (penalized 50 points and \$250 for hitting U-22 while scoring up), 175, 374; (4) *Formula* 119.822, 169, 368; *Matrix System* DNF — hole in hull from collision with U-9, 0, 255; *Peters & May* DNF — gear box failure (penalized 50 points and \$250 for encroachment), -50, 0. Fastlap (2) *Spirit of Qatar* 144.317.

HEAT 3A (re-run) (1) *Albert Lee* 135.742, 400, 685; (2) *Degree Men* 135.184, 300, 457; (3) *Red Dot* 124.137, 225, 415; (4) *Beacon Plumbing* 93.449 (penalized one lap and \$250 for encroachment), 169, 368; (5) *Procraft Windows* TNT, 127, 381; *Valken.com* DSQ — caused stoppage of first running, DIW in turn one prior to start, 0, 695; *VisitTri-Cities.com* DSQ — running outside markers, hit U-25 before start, 0, 374. Fastlap (2) *Degree Men* 138.129. **HEAT 3B** (1) *Spirit of Qatar* 141.061, 400, 1300; (2) *Graham Trucking* 134.907, 300, 930; (3) *Formula* 117.271, 225, 593; *Oh Boy! Oberto* DSQ — flagrant fuel violation, 0, 780; *Peters & May* DNS — replacing gear box, 0, 0; *Matrix System* DNS — hull damage, 0, 255. Fastlap (1) *Spirit of Qatar* 144.224.

PROVISIONAL (1) *Degree Men* TNA, 0, 457; (2) *Red Dot* TNA, 0, 415; (3) *Peters & May* TNA, 0, 0; (4) *Beacon Plumbing* TNA, 0, 326; (5) *Procraft Windows*, TNA, 0, 423. Fastlap (1) *Degree Men* TNA.

FINAL (1) *Oh Boy! Oberto* 136.283, 400, 1180; (2) *Valken.com* 134.547, 300, 995; (3) *Spirit of Qatar* 131.356, 225, 1525; (4) *Degree Men* 123.691, 169, 626; (5) *Graham Trucking* 120.609, 127, 1057; (6) *Formula* 115.390, 95, 688; *Albert Lee* DNF — sheared short shaft, 0, 685. Fastlap (3) *Valken.com* 142.749.

COMPILED BY ALLEN STILES

Sacramento Exhibition

A Capitol Idea!

by Lon Erickson



Wayne Johnson photo

After a 44 year absence, unlimited hydroplanes returned to the beautiful Folsom Lake just outside of Sacramento, California. The ANGH1 Series brought four unlimiteds to stage an exhibition September 8th. The U-11 *Peters & May*, U-21 Go Fast Turn Left Racing, 88 *Degree Men*, and U-100 "Leland Unlimited" (#9899) were on hand to show an estimated crowd of about 1,000 people what they have been missing. Local community leaders headed up by Peter McDermott, media, H1 officials, curious spectators and fans alike came out to watch the four boats put on a show under sunny skies. The boats ran on a temporary 2-mile course based out of the Granite Bay Recreation area.

The four teams were scheduled to run two-boat sessions over several hours.. The U-21, wearing new sponsor graphics of TapouT, a major mixed martial arts company, and the U-11 *Peters & May* were first on the water but when Brian Perkins and *TapouT* suffered from fuel flow issues, they didn't get a chance to run with J.W. Myers in *Peters & May*. U-11 owner Scott Raney said, "This is a beautiful race site, we have a fairly large turnout and it is exciting *Peters & May* went out and made a very nice first run.

The 88 *Degree Men* with J. Michael Kelly and the U-100, with Ryan Mallow filling in for Greg Hopp, hit the lake for a second round

of exhibition laps. To round out the day, all four boats were to run an "exhibition race" but the fuel flow issues continued for Brian Perkins in the U-21 *TapouT* boat and he was left to watch from his boat just offshore.

The three remaining boats put on a great show for the crowd with the U-11 leading them across the finish line, followed by the 88 *Degree Men* and the U-100 Leland Unlimited. U-11 driver J.W. Myers said afterwards, "The water conditions were great, and the course was really nice as well."

"The last time this type of boat raced here was in 1967," media representative Peter McDermott said. "We'd like to do a national event in May for the kickoff of the entire series." McDermott said having the event at Folsom Lake has the potential to pump millions into the local economy. "This event could bring in excess of \$5 million to this community in a week," he said. "We just need the people to be behind it."

The Air National Guard hydroplanes and their exhibition were well received, drivers and teams praised the facilities, and there are high hopes for a full scale event in May of 2012. Before heading to San Diego, all four boats have stops around the Sacramento area doing displays, generating awareness, and promoting the ANGH1 series.

--UNJ



Wayne Johnson photo

IN THIS SEPTEMBER 2011 ISSUE

Dave Villwock and Spirit of Qatar Win Big in Tri-Cities by Ben Keller	1
HydroFile News by Lon Erickson	6
Around The Circuit by Chris Tracy	7
Albert Lee Cup at Seattle; Oberto Returns to Winning Form by Craig Fjarlie	9
Tri-Cities & Seattle Stats by Allen Stiles	16
Sacramento Exhibition by Lon Erickson	17

NEXT MONTH: San Diego Race Report

EDITOR Michael Prophet **ASSOCIATE EDITORS** Craig Fjarlie, Chris Tracy, Dick Sanders
HYDROFILE EDITOR Lon Erickson **DISTRIBUTION** Bob Senior **SUBSCRIPTIONS** Bob Greenhow
SPECIAL PROJECTS Kirk Pagel **EDITORIAL BOARD** Clint Newman II, Bob Senior

Unlimited NewsJournal, established in 1973, is published by Unlimiteds Unanimous, an enthusiast club interested in promoting and documenting the sport of unlimited hydroplane racing. Copyright © 2011 *Unlimited NewsJournal*. Reproduction or transmission in whole or part is not permitted without written approval of the *Unlimited NewsJournal*.

Editor, *Unlimited NewsJournal*, 16418 192nd Ave. S.E. Renton, Washington 98058
or E-mail to: USA1st@msn.com
Letters may be edited for clarity and space.

Next Meeting of Unlimiteds Unanimous

Burien Public Library
400 SW 152nd Street
Burien, Washington

-everyone welcome!-

Sunday October 9th
UNJ 2 pm to 5:15 pm

Silver Lake Dental Arts

Michael C. Johnson, DDS, PS
Brent N. Kellogg, DDS, PS

1809 100th PL SE

Everett, WA 98208

425-337-3922

sldarts@verizon.net

www.sldarts.com