



**NewsJournal Interview by Craig Fjarlie**

**Skip Schott; Part Two**

Last month, in part one, Skip Schott told about his early experience on the *Miss Spokane* crew. This month, in part two, he recaps the 1960 and '61 seasons with driver Rex Manchester. Craig Fjarlie conducted the interview in November, 2008.

**Where did the team get its engines and other equipment?**

We had an engine which was the original engine that we had. I think they bought it from the Hawaii Ka'i people. It was an already converted engine with an old - what I know now to be - a very old Western gearbox on it. At one point the valve covers got painted red. It was known as "the red head." Pretty soon we started naming engines. One of the valve covers for that engine is at the Hydroplane Museum now. It's called the Colfin Morvard. We told everyone it was a Swedish engine. Well, Colfin Morvard stands for John Colman, John Morris, Jack Finlayson, and Don Revard. They were four of the Air National Guard guys that worked on the boat. OK, at the Diamond Cup 1960. No, to back up a second, there's a coupling about six inches long that couples the engine to the gearbox. In an aircraft engine this coupling's maybe eight inches long. Well, everybody else had a machine shop build them a special six inch one. We were real cheap so we took an eight inch one and they cut it, shortened it, and welded it together. I think there were some stress fractures or something in there. Here's a piston out of that engine (holds it in his



Skip Schott. ~ Jon Osterberg photo



Miss Spokane team from left to right: Ken Hamond, Jack Finlayson, Kent Simonson, Hardy Holter, Skip Schott, "Uncle Bob" Hanson, Chuck Pierce, and Johnny Morse. On the deck with the cowboy hat is Dan Finlayson and Vicky Finlayson.~ H&RM Collection photo

hand). Rex had his foot on the floor at the starting line in 1960 at the Diamond Cup, and the coupling broke. The engine went supersonic. I got to take the engine apart because we used to take the engines all apart and try to get as much steel out of 'em so we could sell the aluminum for our soda pop fund. I took it apart with a cutting torch and a hacksaw. When I got the banks off, quite a few of the pistons were not attached to the rods. This piston was up inside the cylinder upside down. It had hit the valves, rolled over and broken off, and it was upside down. So I sawed the top off the cylinder and pounded it out to save as a souvenir. It was our first major explosion and everyone felt real good, the engine had lasted so long. And it was probably tired when they bought it.

### **That was the original engine?**

That was the original engine, the red head.

### **The fact it lasted that long is pretty amazing, really.**

Yeah, well, early on it wasn't run very hard. I think a lot of it was, it was being run under military rpm recommendations, or something. And so, you know, when Rex drove he put his foot in it. But anyway, that piston's now a third the length it should've been.

### **Compressed.**

One of my souvenirs. But even though things like that happen, we were glad to see that he hit the starting line at the right time. He was, you know, 15, 20 feet ahead of, or behind, Muncy and everybody else, so it was a pleasure to work on the boat with Rex.

### **Maybe to back up a little bit, since we're talking about equipment, how did they get the first engine, where did it come from?**

I think it was purchased from Kaiser and the Hawaii Ka'i people, because the boat was purchased from Bill Boeing. It was his spare boat. I think the engine and gearbox were used stuff from the *Hawaii Ka'i*. I don't think Boeing had spare stuff to be selling because I think at that point the *Wahoo* still had an Allison in it. It started with an Allison.

### **In '58 they sat out and converted it to a Merlin for '59.**

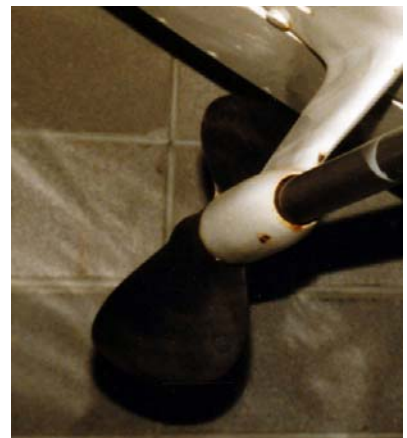
Right, but we started with a Merlin. So they couldn't have gotten it from Boeing, and I'd always heard it was from the *Hawaii Ka'i*.

### **How about propellers, did they just basically have one?**

Well, that was always a big deal. One of the preferred props was a Hi J, then. Hi Johnson. We had a propeller that was our favorite called an elephant ear. It was a big, floppy elephant ear.

### **Two blade?**

Two blade prop. Way before three blades. We had a couple of propellers early on, but this one elephant ear thing worked best on the boat. The other might've been even a Stannus. I remember that name, they were makin' propellers then. And later on after Joe Mascari bought the *Hawaii Ka'i* he was makin' the Italian propellers. A two blade propeller. ~ H&RM Collection photo



### **Yeah, the Cary.**

And everybody seemed to end up with one of two of those. And the price was pretty good. I think we started out with a used Hi Johnson and I think over the years maybe we bought two or three from them. Sent one back one time and they beat on it. Propeller science wasn't very good then. It was black

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magic. You know, if it worked, fine, if it doesn't we don't know why it doesn't work. We don't have a clue. It was quite a while before we even had a way to take the propeller off the boat. We had two shafts with one propeller on one shaft and one on the other. Unlike a lot of people we had splined the gearbox end of the shaft so we could take the shaft out of the boat real easy. Everybody else had a taper on each end and they had to get down in the cockpit with a gear puller or some kind of wheel puller and get the tapered end off. I don't know why it got started that way, but we always had that. And we were running an inch and five-eighths shaft and then pretty soon other people started running inch and three-quarters, which meant their propellers . . .

**Wouldn't fit.**

. . . wouldn't work on our shaft. I don't remember what they cost then, but in comparison to what propellers cost now, they were probably cheaper in '60s dollars. I knew then, but I don't know now.

**We were talking about Rex Manchester. You felt he was the best driver you had?**

He was the best driver we had at that point.

**Was he good at communicating with the crew about what the boat was doing?**

Oh, yeah. He was always enthused. A good guy to be around. Everybody worked with him real well. When we were testing something or trying to make some kind of improvement he would do exactly what he was told. You know, run at a certain rpm, tell us what's going on.

**He could read the gauges while he was driving the boat and come back and give you a report.**

Yeah, he didn't lie as much as some people did. (Laughter.) We found out a lot of people lied because they couldn't read the gauges. It was vibrating so much they really couldn't see what was going on. It's really busy in an open cockpit, rear driver unlimited. He was, until he almost got killed at Pyramid Lake, he was . . . I think he changed completely after that. He was a different person. Just didn't seem to have it. He was a different person after Pyramid Lake. Still a nice guy. When I came to work for Bardahl in '64-'65, he was over here then driving the *Notre Dame*. He and I were still friends, and I don't think he harbored much hard feelings about losing the ride in the boat, *Spokane*, I think he was kinda moving on anyway. But the Pyramid Lake thing really, even for a guy that was tough, he 'bout bit the farm there. ~ Rex Manchester  
H&RM Collection photo



Rex Manchester ~ Media photo

**Well, let's talk about the 1960 Seafair race. Pancho Simonson feels you guys were robbed, and other people say the same thing.**

Oh, we won the race!

**Yeah?**

You've seen the shirts?

**Yeah.**

Yeah, 1960 Seafair winner, with an asterisk. The next shirt will explain the asterisk. You know, us that were there, I jumped in the water. Pancho went in the water. He can't swim!

**The boat was a buoy length away when the flares went off, or something like that.**

Yeah, yeah. Well, we won the race. You watch the museum tapes, we won the race. That's it, you know. We just didn't get the trophy. (*Miss Spokane* was just short of the finish line when the final heat was stopped. -Ed.)

**Right, yeah.**

And Pancho and I may make a trophy some day. We may do that. Enough people will have died that we'll just say we won the race and we'll change the . . . no, it was, you know, we actually were winning a race. That and Pyramid. We'd have won Pyramid if we hadn't flipped. And we were there and the flares went off and so they stopped the race. I guess it was the *Miss*

*U.S. I*, right? Donnie Wilson, who was another great guy. So, they stopped the race and recovered him and got the boat in, and we're gonna run the heat over. So we start to run the heat over and we're heading in. Down at the far end of the course, where very few people can see it, *Thriftway Too* does something. So the flare goes off again. So we bring the boats in again and they're gonna re-run it the second time. And so I say we should tape flashlights on the deck with duct tape, because it's startin' to get dark. They finally made the decision we can't get the heat in today, we're gonna have to run it Monday. And we felt genuinely robbed. And most of the rest of the people did, too. One little known fact, in one of the runnings of the last heat we had broken a stack. We still had some kind of inferior short stacks on the *Merlin*. The stacks would break or bend and it would try to burn the boat up. We didn't have stainless steel. Anyway, we had another stack crack and we were lookin' to borrow some stacks from somebody. The *Hawaii Ka'i* crew, that Dixon Smith's dad was working on, Burns was working on at the time. (*Hawaii Ka'i III* did not participate in the Seattle race. She had been damaged two weeks earlier in the Diamond Cup final. The hull was on display at the pits. -Ed.) They had the absolute premier – would cost you megabucks today – *Merlin* collector stacks. Unique on the *Hawaii Ka'i*. You look at the old *Hawaii Ka'i* pictures, nobody else had stacks like that. They were beautiful, cost Henry Kaiser or Edgar, whoever, a ton of money, ton of money. And they came over and took the stacks off their engine and put the *Hawaii Ka'i* stacks on for Monday. If you look at old pictures, there are certain stainless bands on there that define it as *Hawaii Ka'i* collector stacks. And they never



Rex Manchester and *Miss Spokane* running at Seattle. Above, a helicopter watches the action. ~ Bob Greenhow Collection photo



The U-2 *Miss US 1* (2) in the pits at Lake Pyramid. ~ H&RM Collection

had any problem with it. We ran them on Monday. I don't think there are any pictures of that little-known piece. So anyway, we still were convinced that Seattle was gonna have Muncy win regardless. There was nothin' we could do. And, so, ran on Monday, we didn't win. A lot of people went home Monday. My dad had to take an extra day off work. Lot of people left as soon as the race was over. So, Kent and I brought the boat back. Rex was over with his car and he came back the same time Kent and I did with the boat. We called from either Ritzville or Sprague or someplace out of Spokane and as we got close to Spokane we had a police escort into Spokane. They shut down Riverside in Spokane and there were several thousand people there. I mean, we won the race, but we didn't win the race.

**Was it on TV over there, by chance?**

The race?

**Yeah.**

Probably, it probably was. I'm sure at that time it was.

**Later that season, the Gold Cup was going to be run on Lake Mead. What do you recall from that event? How bad were the conditions?**

Terrible, terrible.

**At least one boat flipped.**

About the only boat that ran really good was the *Miss Supertest II*. They were huge. Sounded like a locomotive runnin' out there. We ran one heat and during the heat broke the windshield from waves. We had a fire in the boat, that was one of the only boat fires I've been in. It was really rough. It wasn't just, "We don't want to run the race," it was real rough.

**Yeah, it was.**

The *Hawaii Ka'i III* had dropped a sponson or something (at the previous race on Pyramid Lake - Ed.). They went from Reno to Morlan Visel's up at Lake Tahoe. They called Les Staudacher and said send us the patterns or send us some frame kits for the sponson and stuff.

Staudacher sent 'em a bunch of stuff and it wasn't the *Hawaii Ka'i III* that he sent. It was sponson frames from one of the last *Mavericks*. And they had to kinda fake it in. They did a super thrash, showed up at Vegas without the boat painted. There are a couple photographs around. It said *Maverickai* in black paint on there. Well, everybody thought it was real funny and, you know, they're gonna paint it with a roller that afternoon. Joe Mascari shows up and it's ballistic, absolutely ballistic. For a short period of time Burns Smith



Gordon Thompson's CA-1 *Miss Supertest II* in the Lake Mead pits. Bob Hayward was the driver. ~ H&RM Collection photo



U-8 *Hawaii Ka'i III* and damaged sponson gets set back on her trailer at Pyramid.Lake, Ron Musson was driving. ~ H&RM Collection photo

and his oldest son quit right there. I think the only person left was Ray Morey, the crew chief. Well, Burns says, "I'm gonna come over and help you guys." (Laughter.) So, he only quit for a short period of time 'cause Joe had second thoughts and kinda saw the humor in it and they unresigned. There were a lot of boats there, and it didn't get any better the next day.

**They had no choice but to call it off.**

It may be a bad time of year to do that.

**It was November.**

Yeah, because I remember when we came back, we came through snow in Nevada. Pancho and I brought his mother's new Dodge station wagon and Kent drove the truck. We're in the middle of the Nevada desert and it's night. Pancho's riding shotgun. He was just a young kid. He always had a cardboard box full of comic books. He's reading a comic book. I fall asleep. I wake up, I'm on the shoulder of the road and the on-coming traffic. Tumbleweeds comin' up over the hood of the car. I grabbed the wheel, get back on the highway. Pancho looks at me and he says, "Went to sleep, didn't you?" And he kept on reading the comic book. He'll verify this story, he remembers it vividly. Well, needless to say, I did not go to sleep again. I was wide awake. That was my Nevada desert story.

**Moving ahead to the next season, you got a second at the 1961 Diamond Cup, but what do you remember about the Seafair race? That was the Donogh plan, the derby format, where they had three races in one.**



Joe Mascari's U-8 *Maverick Kai* and the Hawaii Ka'i crew in the pits in Nevada. ~ Bob Greenhow Collection



Rex Manchester and Miss Spokane prepare to head out on Nevada's Lake Mead. ~ Sandy Ross Collection



Above left Rex Manchester and *Miss Spokane* in Idaho, ~ Bob Greenhow Collection photo - At right is *Miss Spokane* and *Century 21* racing at Seattle. ~ Bob Carver photo

There were three different races.

**You guys were fourth.**

I think we just didn't have it.

**Well, let's talk about the Gold Cup at Pyramid Lake, near Reno.**

Everybody was having...there might've been some bad fuel. That was where they qualified 12 boats in the back room of the Mapes Hotel.

**Oh.**

Us and two or three other boats were the only boats that met minimum qualifying speed. So, the Friday before they had a meeting in the back of the Mapes Hotel and they lowered the qualifying speed so everybody else qualified. I think the story then was if you won the Gold Cup, you got to say where the race was gonna be.

**Yeah.**

Or you could sell it. And I think it was, like, \$10,000. Well, we don't want it anywhere, we want the money! We need money. We never had any money so, you know, \$10,000 was . . . we could-a raced another two or three years. We saw dollar signs. It was rougher than hell as the final heat started going. He was on turn three and it was really rough. I was standing on the *\$ Bill* trailer - they were in that heat also - with the niece of the owner. All we saw was aluminum, the bottom of the boat. Bottom of the boat came up,



Bottom of the boat came up, saw aluminum, went over. All he had to do was come around, we had the race won. So, the rescue boats went out. We were not very far from where they were launching the rescue boats and the patrol boats. Kent ran out into the water, jumped in the back of one of the first rescue boats and headed out. Chuck Pierce and I got in another boat that was heading out, a patrol boat. As we were going out, a couple minutes had transpired. They got Rex, he was coming back. He was hurt bad. A thigh was torn up real bad. The steering wheel, hit the steering wheel with his knees and put two big eight, 10-inch divots in the steering wheel, bent the steering wheel. He got hurt, lacerated really bad, deep in the thigh. The boat went over and he was still in the seat. He was trapped under the boat and he finally got himself free. So anyway, they had him in the boat, bringing him back. I think there was a helicopter involved, because you're way out in the middle of...there's nothing out there. In fact, there's no power there. They had to generate their own power at the little resort. There was telephone, but no power. So, Kent was with Rex, he was concerned about that. Chuck and I go with the patrol boat out to the boat, and it's floating upside down. The patrol boat puts a line on the bow cleat, which was held to the front of the boat by four brass inch-and-a-half wood screws. They're towing the boat in. Just as they start to pull the boat, there's two or three rescue divers in the water. They get on the back of the boat, by the prop, which pushes it down. There's a large belch of air. The bow comes up and the boat starts to sink. This happens faster than I can tell it. It's going down. The divers get out of the way because they can see something's not right. The boat we're in is being pulled backward. We're like, 15, 20 feet away. So we yell at the guy in the boat. He has a bunch of parachute cord and a Clorox

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bottle. We tie one end of the parachute cord to the Clorox bottle and the other end to the bow cleat as it's stickin' two or three feet out of the water, and the boat's going down. And the boat disappears, it's gone. Pretty soon the Clorox bottle is being pulled real tight, it's trying to be submerged. The parachute line's like 100 feet long and it turns out the boat is in, like, 100, 105 feet of water. This Clorox bottle is bobbin' down, because it's right at its end. And that's it. There's a white Clorox bottle and waves. Gone. So the patrol boat takes us back. By this time Rex has been headed for the hospital. The board of directors for Miss Spokane Hydro has a meeting. Since we had a negative bank balance going to Pyramid Lake, now it's even more negative. And they say it's over.

### **They met right there in the pits?**

Met right there. It's over. Leave the boat at the bottom of the lake, it's gonna cost too much money to recover it. We don't have any way to pay for it, we have no money. And they left. Well, one of the loneliest pictures in the world is the empty boat trailer with Pyramid Lake in the background and my brother holding part of the tail of the boat next to the trailer. And that's all we had, the tail of the boat and an empty boat trailer. The board of directors is gone and there's no money. Not that there's no money to get home, there's no money. There's no money. So, pretty soon that afternoon as other people are getting their boats ready to leave, Kent says, "We're not leaving the boat here. We gotta get it up." So then one of the rescue divers, a guy named Ellis, says, "We can get it up." And I say it's however long the parachute cord is, and they guy in the boat says it's 100 feet deep. He says, "We can get it up." He had been a professional diver and talked a good story. It turned out the guy was what he said he was. So, he and Kent conjured up a scheme to get the boat. The first thing Kent did was go around and hustle all the empty fuel drums that were there. And then by next morning we were begging, borrowing, stealing everybody's air hoses. We all had nitrogen cylinders and we would use nitrogen to power our air tools for taking rocker box covers off. It was quick maintenance on the motor. We got over 150 feet of air hose and we got everybody's nitrogen bottle that was given to us. We got 'em from *Seattle Too*, we got 'em from *Bardahl*. Anyway, we got all the nitrogen bottles that we could. So the scheme was to make bridles that would go on these drums, sink the drums, attach the drum to the boat, put the air hose down with an air nozzle on the end, and Ellis would slowly fill the 50-gallon drums with nitrogen to float the boat. Everybody thought this was the most cockamamie scheme, but Ellis did the calculation and, you know, four or five drums with nitrogen, it's gonna raise the boat. We told him how much it weighed, we showed him on other boats where to hook lines, you know, don't hook it to a spark plug lead or something. Hook it to something fairly substantial, you know, the shaft or anything. By Monday afternoon everybody's gone. My parents left, my friend Chuck had to get back to school, the crew had left, the board of directors had left the day before, all the other boats were leaving. Pretty soon at Pyramid Lake it's Kent and Pancho and me, Ellis the diver, and there was one guy that stayed there. He said, "I don't have a job, I got a patrol boat, I'll help you guys out." And a crane, the crane guy took pity on us. That was it, everybody's gone. So we spend the next two days tryin' to get the boat up. There's kind of a learning curve of using 50-gallon drums with nitrogen in 'em to raise hydroplanes from 100 feet of water.

### **One would think so.**

It sounds like a cockamamie story, but it's absolutely true that Ellis the diver sinks 'em down. He's got a bag that has the bungs in it so he can put them in it once he gets the air in, so the air won't all leak out when the drums come up and stuff. We lose a couple drums. He sinks 'em and they're gone. He



can't find it. It's kind of dark down there, I think. At some point Ellis says, "You know, I've only got so many times I can go down to that depth." We say, "You running out of air?" He says, "No, there's this thing about the nitrogen in your blood." (The bends – Ed.) And so we lose some drums and Ellis mentions that he's, you know, only good for so many times goin' down to 100 feet. So, we have some kind of signal on the rope. He takes a rope down with him so he can pull the rope. Two jerks means something, one jerk means something else, and a certain signal is the boat's starting up. We could hear, pssst, pssst. We hear him filling these different drums with the nitrogen, gives it a little shot here and a little shot there. We've used several bottles of nitrogen by now. We don't have a good source for this.

### Limited supply.

Yeah. And these are all jury-rigged together. It, you know, would've made a bad movie. So one of the signals on the rope is that the boat's starting up, and he gives this signal. So it's starting up and we're reeling in the rope which he had attached. We told him to attach it to an engine mount but he actually attached it to the bow cleat again, held on by these four one-and-a-half inch wood screws. So, we're reeling the thing in and we can feel, as we're pulling the rope in, we can feel the boat coming up. And pretty soon you can't hardly pull the rope in fast enough, 'cause it's coming up. All of a sudden, like pictures you've seen of a whale coming out of the water, you can see it under water a little bit, and



pretty soon the bow of the boat shoots out of the water. The bow's up, you can see the engine. It goes up, the drums all around, it does kind of a belch and it lets the air out, and sinks. That's it, it's gone again. Ellis comes up and I think this is the point where he says, "I can't go down again today. We're gonna have to do this tomorrow. But I figured out how to do it. I put too much nitrogen in the drums. I gotta put less in and it'll come up real slow because it's expanding as it's coming up." So we do it the next day. The guy in the patrol boat and the crane guy, now this is kind



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of a challenge. Can this guy and these two kids really do this? We're running out of nitrogen and we've lost drums. We go do it all again. It's coming up real slow, real slow, but it's coming up. At the same time, unbeknownst to us, we think we're pulling on the engine mount. As the boat's coming up, we're pulling it toward shore to try to get it, at least, shallower. And Ellis, he's running out of time, he's running out of air. Everything's gonna stop here real soon one way or another. Pretty soon we've got lots of rope in the boat, and the boat comes up very, very slowly. The last 10 feet looks like it's not even moving. So, it's working. We get Ellis in the boat and we get to shore. There's like four or five drums with rope and nylon straps on 'em. It's leaking some fuel because there's a fuel sheen behind the boat. In those days we didn't really care. We're not worried about an environmental . . .

### **Not in those days.**

No, no. So we get the boat to the pits. It's only six or eight feet deep. And we're right there. The boat's still upside down. And, you know, Ellis is out of air and out of time by now, and we've run out of nitrogen, and that was it. So, I jumped in the water to help rig the boat to roll it over. There was a lot of fuel, I remember getting fuel in my eyes. It was not pleasant. So, with the crane we rolled the boat over and it was hurt pretty bad. Cockpit really, really looked ugly. It was like, why is he alive? It's, this is not, this isn't good at all. We get the boat rolled over and take it up real slow and drain all the water out. It must've been real silty on the bottom, 'cause there was a whole, you know, from two or three feet back of the cockpit the entire transom was just packed with mud which took 'til next winter to get it out. So, we put the boat on the trailer and Kent and Pancho and I head back. Kent had his own personal Standard Oil credit card, and I had maybe \$15, and he had some money, and this was before ATMs or anything like that.

### **You either had it with you or you didn't.**

Yeah, yeah. But the Standard Oil credit card, we knew we had enough, we could get gas. I think we slept in the truck one night, and we stayed in a little flea bag motel another night. I used up all my money and he paid for food and stuff. Later, next winter, I paid him back. It was real, it was very interesting, but it was kind of, "No, we're not gonna leave it here." We're just not gonna do it, you know. I know he made a couple of trips to Seattle that winter returning people's nitrogen bottles and their air hoses. It was quite a legendary story, but then we did not run the boat the next year. The boat sat idle. I went off to school in Los Angeles. The board of directors that fall had a kind of closing of the books meeting. By this time my dad was on the board of directors. There were some debts and Bob Gilliam paid the debts. They were a couple thousand dollars or something. And he got all the assets.

### **For doing that.**

He got the boat. So, Gilliam owned the boat for a while, as it's being stored at Kent's cabinet shop.

**This is the end of 'Part Two' of our interview with Skip Schott. In 'Part Three,' Dave Heerensperger enters the picture as sponsor of Miss Eagle Electric. Be sure to read about it in a future issue of the Unlimited NewsJournal.**



**1) Graham Trucking** – The primary hull (T-6) has undergone an extensive off season check-up and been in the paint shop for a new color scheme. ~ Ted



**HydroFile  
Lon Erickson**



Porter Racing photo

**6) Oberto** –After the departure of **Mike Hanson**, it has been “all hands on deck” for the Oberto team. Team & crew members from all over the country have spent time in Madison getting the boat prepped and painted with a new scheme for 2014. The Oberto/Madison team is in the process of making a

decision if they will have time for a testing session before the Madison Regatta. They had expressed interest in testing on Lake Washington-Seattle home of the Oberto Company and new driver **Jimmy Shane**, that decision is pending. ~ MadisonCame Running photo



**9) Jones Racing** – With a major update and rebuild of areas damaged in 2013, the U-9 team enters 2014 with high expectations. The Jones Racing team will be testing on the Columbia River in Tri-Cities May 31<sup>st</sup>. ~ Steve Montgomery H1 photo



**11) Peters & May** – a change to the boat number for 2014, the boat will carry the designation of GBR 11 and fly the Union Jack flag in 2014. The team is busy with final preparations and an updated paint scheme to head to Evansville for the pre-season exhibition event on June 14<sup>th</sup>, before the season opener at Madison over the 4<sup>th</sup> of July weekend.

**14) Centurion Unlimited Racing** – Jay Leckrone has entered into a 2 year partnership with the DiJulio brothers and has acquired the 2013 U-48 *Snoqualmie Casino* hull, #9610. The team will race the entire circuit in 2014 as *Miss DiJulio*, with associate sponsorship



in the NW from Car Stars and Carpet Liquidators. **Greg Hopp** returns to the driver's seat for the team. Centurion Racing is also working with **Ken Muscatel** for shop space, engines, and other assistance. Photo at left on page 11; From left to right are, Chris DiJulio, Jay Leckrone, and Brian DiJulio ~ H1 photo; To the right is the new U-14 in their shop. ~ Glenn Raymond photo

**17) Our Gang Racing** – as of press date, no commitment for 2014 has been announced. The boat has undergone its usual winter maintenance and is prepped for racing if a situation presents itself and sponsorship is secured.

**18) Bucket List Racing** – **Kelly Stocklin** has purchased the former "G" class hull he leased in 2012 and campaigned on the H1 circuit with a special rules exemption using a T-53 turbine powerplant. He returns as driver/owner and plans are to compete at the four West Coast races this season. ~ Lon Erickson photo



**21) Go Fast Turn Left Racing** – **Greg & Brian O'Farrell** plan to run the full H1 circuit in 2014 with **Brian Perkins** and **Jamie Nilsen** splitting the driving duties. Much needed overhauls to previous repairs were done over the winter. Fox Plumbing has announced sponsorship of the O'Farrell's 21 GFTL boat at Seafair. The number will change to 50 in honor of Fox Plumbing's 50<sup>th</sup> anniversary. The project of the new GFTL Racing hull has resumed and completion is expected in several months. ~ Steve Montgomery H1 photo



**22) Webster Racing** – There has not been any recent news from the Reading, Pennsylvania based team. During the off-season, they have previously announced new crew chief **Dave Lemon**, and **Craig Norton** in charge of deck operations.

**37) Schumacher Racing** – Changes and updates to the 37 hull (#1188) have been completed by **Dave Villwock**, **Dale Van Wierengen**, and team. The hull has recently been at the South Seattle Community College-Automotive Finishing Dept. for a new paint scheme. 2014 season sponsorship is pending, with a commitment from Beacon Plumbing for Tri-Cities and Seattle races only.

**96) Ellstrom Racing/Qatar** - There has not been any recent updates from the Ellstrom team (*the last being March 1<sup>st</sup>*), however numerous reports continue to come in on the status of the new hull and progress being behind schedule. No reports on a driver for 2014.

**100) Leland Unlimited** – Winter maintenance on the #9899 hull, gearboxes, and engines have been



underway at the shop. The 100 team has undergone some changes and an updated team roster will be released shortly. ~ Kevin Peterson facebook page

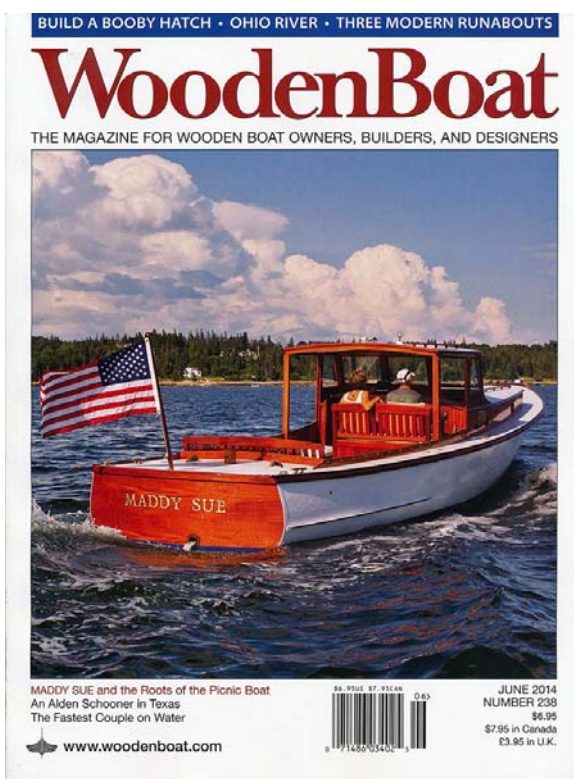
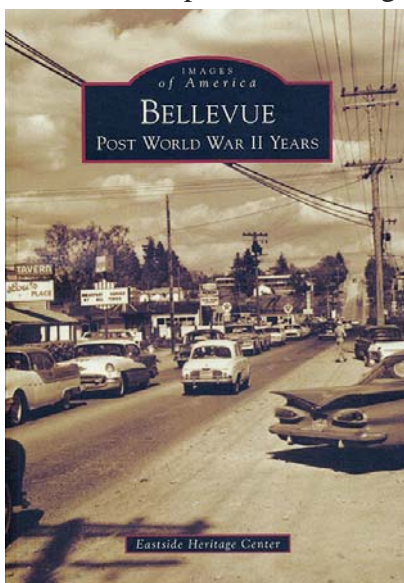


**Evansville Exhibition** – June 14<sup>th</sup> Ed Cooper’s Go3Racing/Master Tire and the GBR 11 Peters & May will participate in a two boat exhibition on the Ohio River as part of ShrinersFest 2014. The unlimiteds last raced in Evansville in 2009.

## Things to Read

The May/June issue of *Wooden Boat* magazine has an article called “Going Steady, Going Fast” about the powerboat racing team of Harold and Lorna Wilson of Canada. The article was written by John Summers and includes some fine historic b&w photos. *Wooden Boat* is not easy to find on the newsstand, but hydro history fans will want to search for this one.

Eastside Heritage Center produces many interesting books on Washington State, and is the publisher of all of David Williams’ books hydroplaneracing.



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wrote. The magazine’s readers all knew the name of his boat, *Press on Regardless*. My expectation is that *Southern Boating* will continue publishing, with Skip Allen, Jr., taking over the tiller. Skip, Sr., leaves the magazine with a firm foundation of loyal advertisers, a long list of regular readers, and a wide circle of friends. He will maintain a place as a legend in the boating world.

# Time Capsule, 50 Years Ago: 1964

by Bob Greenhow & Kirk Pagel

June 21	Dixie Cup,	Guntersville TN
July 5	APBA Gold Cup,	Detroit MI
July 5	Spirit of Detroit,	Detroit MI *
July 25 & 26	Dakota Cup,	New Town ND
August 1 & 2	Diamond Cup,	Coeur d'Alene, ID
August 9 <sup>th</sup>	Seafair Trophy,	Seattle, WA
Sept. 6 <sup>th</sup>	Governor's Cup	Madison IN
Sept. 12 & 13 <sup>th</sup>	President's Cup,	Washington D.C.
Sept. 27 <sup>th</sup>	Harrah's Tahoe Trophy,	Stateline NV
Oct. 4 <sup>th</sup>	San Diego Cup,	San Diego, CA

\* For boats that did not qualify for the Gold Cup, 4 boats entered, 3 finished.

In 1964, the two year old U-40 *Miss Bardahl* (3) (#6240) came out on top once again, winning the APBA Gold Cup in Detroit, the new Dakota Cup, the Seafair Trophy, and Harrah's Tahoe Trophy. The "Green Dragon" also captured the National High points championship for 1964. At right *Miss Bardahl* flying at Seattle. ~ Kirk Pagel photo



A pleasant surprise was the fan favorite, the U-6 *Miss Madison* (2) #6079, placed a very close second to *Miss Bardahl* in the National High Points Standings, with Buddy Byers driving. At right, *Miss Madison* in the Seattle pits along-side the new *Mariner Too* (2). ~ Enid Brown photo



There were five new boats for the 1964 season. They included Goerge Simon's U-2 **Miss U.S 5** (2), Bill Harrah's U-3 **Harrah's Tahoe Miss** (3), The Gale Enterprise's U-90 **Miss Smirnoff**, Shirley McDonald's U-7 **Notre Dame** (5), the U-99 **Mariner Too** (2) of Jim Heerington's, and Sam Palazzolo's odd looking U-66 **Miss Liberty**.

The first new entry shown is George Simon's U-2 **Miss US 5** (2). (This was the second 5 hull. The other was numbered U-20 and ran in only two races last year.-Ed). Don Wilson was the pilot. This **Miss US 5** was designed and built to be a copy of **Hawaii Kai III**, (except for the sponson's, they were like **Miss Bardahl**'s-Ed), which Simon had leased the year before from Joe Mascari and Stu Grey. The Les Staudacher designed and built hull was constructed largely of magnesium, but was a shadow of its predecessor in performance. Unlike the **Hawaii Kai III**, the second **Miss U.S. 5** was very light. The boat only competed in five races in 1964, withdrawing from two, Seattle and Lake Tahoe. **Miss U.S. 5** did play a big part in **Miss Bardahl** winning the APBA Gold Cup. Above, the **Miss U.S. 5** heads out on Lake Washington for a test run at Seattle. ~ H&RM Collection photo



Lake Tahoe and Reno Casino owner Bill Harrah replaced last year's boat after only one year. The third U-3 **Harrah's Tahoe Miss** was designed and built by Les Staudacher back east. The two tone grey boat was powered by a V-12 Allison engine. The boat, nicknamed the "Grey Ghost," was very fast and also very unlucky. She lost three of the first five races due to mechanical breakdowns. Harrah also owned and raced two other **Tahoe Miss** boats. The first one ran as the U-11 in 1962; the former U-00 **Maverick/Miss Reno**. He then had a new U-3 in 1963 designed by Ted Jones. The orange and cream **Tahoe Miss** (2) was built by Jones and George Geoschi. It was very heavy and was eventually sold. At right, Chuck Thompson stands on the bow of the repainted **Harrah's Tahoe Miss** at Seattle waiting for a tow to the dock. ~ Tony Bugeja Collection photo



Shirley Mendleson McDonald had the fifth *Notre Dame*, (her second), designed and built by Les Staudacher this year. The new U-7 *Notre Dame* was similar to the 1962 hull but had flush instead of dropped sponsons. It was first driven by former *Miss Thriftway* driver Bill Muncey, who was replaced by Rex Manchester at Madison. The blue and white boat was powered by a V-12 Rolls-Royce Merlin engine and won the first race of the season, the Guntersville Dixi Cup, and finished sixth in national points this season. *Notre Dame* and Manchester running at Seattle above. ~ Roger Newton's photo



Another new entry is an odd shaped turbo-Allison powered boat owned, designed, and built by Sam Palazzolo in 1963 (It never entered a race that season.-Ed); the U-66 *Miss Liberty*. The flat nosed, shovel like hull was driven by its owner at only one race, ever, the Detoit APBA Gold Cup/Spirit of Detroit Trophy where it failed to qualify. At right is the odd looking (reverse picklefork) *Miss Liberty* on display at Tampa, Florida. Notice the turbo-blower in front of the Allison in photo. ~ Jim McCormick photo



Gale Enterprisises owned the U-90 *Miss Smirnoff*. Gale Inc. built the boat for this season. This was the first of several unlimiteds to carry a name other than *Gale*. It was driven by *Gale IV* and V pilot "Wild" Bill Cantrell.

Believe it or not, there are still "Blue Laws" in the state of Washington. The Washington State Liquor Board of Control gave permission for three teams to refer to their boats as *Miss Budweiser*, *Miss Michelob*, and *Miss Smirnoff* for identification purposes only. They would not allow the sponsor Smirnoff to display their bottle of vodka on the tail fin of the boat, so the crew took it off. You can see the empty spot on the tail. [As a note, most of the "Blue Laws" ended in 1966, putting the bootleggers out of business. You still cannot buy booze before 12 pm in Kent on Sunday's, though (2014).] I guess no one could joke about *Smirnoff* finishing "fifth" in the Gold Cup this year. The Aux stage Allison powered craft won the Washington D.C.





President's Cup this season. Above; *Miss Smirnoff* on the hook with the U-88 *Fascination* on their trailer. ~ Kirk Pagel photo

Rounding out the the new hull line up for 1964 is the U-99 *Mariner Too* (2) owned by Jim Herrington. It was designed by Ted Jones and built by Les Staudacher and the Marine Boat Co. Warner Gardner and Fred Alter drove the Merlin powered boat. They won at San Diego this season. At right is s new *Mariner Too* (2) on the crane at Detroit. ~ H&RM Collection photo



The oldest boat on the hydroplane circuit in 1964 was the former G-13 *Tempo VII* (#5513). It returned this year as the U-8 *St. Regis*. The boat was originally built by Les Staudacher in 1955 for Guy Lombardo, sold to Chuck Thompson in 1957, and had been owned by Francis Racioppi and Norm Manson since 1962. Ed Cantrell purchased the boat after this years Guntersville race. Driver Jim Fyle failed to qualify at the Dixie Cup and Gold Cup this season, then posted a DNF at the Spirit of Detroit race, their last race; ever. Bernie Little ended up with the boat in 1965. It was on display as *Florida Lady*. In 1969 it became *Turbine 1*, a test bed for a G. E. T-38 turbine engine. ~ Rich Ormbrek photo



After sitting out for a year, the former U-4 *Tempest/Miss Burien* (#6004) returned to racing as the U-11 *Miss Michelob* at Seattle. By time it reached Madison, it became the U-44 *The Roostertail*. Pictured here it has no name, but by race day in Seattle it was registered as the U-11 (All that was done in Seattle was to spray-paint over the name on the chines and change the 4 to an 11.-Ed). At the time of this photo the un-named U-4 was on a test run on Lake Washington the day before the Seafair Trophy race. ~ Kirk Pagel photo





Bernie Little had tested the waters in 1963 with his U-13 *Tempo*. He returned in 1964 with the first U-12 *Miss Budweiser*, the former U-11 *Tahoe Miss* (2), and *Tempo*, the former *Goldcupper*. *Miss Budweiser* made all ten stops on the circuit. *Tempo* entered only four races. *Miss Budweiser* tested more than any other boat during Seafair Week. Bill Stead as driver's rep drew *Bubweiser* as the first up for testing on Wednesday. Everybody laughed. ~ Above left, *Miss Budweiser* being launched at Seattle. ~ Sandy Ross Collection photo - Above right, Bernie Little giving rides in *Tempo* at Seattle. ~ H&RM Collection photo

The 1964 race season had a total of 20 boats registered, with 18 of them competing in three or more races.

The following are the rest of the twenty unlimiteds that raced this season.

The U-21 *\$Bill* (2) was owned by Bill Schuyler. The boat was designed and built by Les Staudacher in 1962 as a replacement for the first *\$Bill*, designed and built by Fred Wickens. Billy Schumacher drove the Allison powered boat this season. Billy Schumacher and *\$Bill* head out at Seattle. ~ H&RM Collection photo



The former *Miss Spokane* was designed by Ted Jones and built by Les Staudacher in 1958. Bob Gilliam became the owner after it sank in Pyramid Lake in 1961. He leased it to Dave Heerensperger last season. The Merlin powered hull was rebuilt and repainted and raced as the U-25 *Miss Eagle Electric*. It was driven this season by Norm Evans. At right; *Miss Eagle Electric* launching at Diamond Cup ~ H&RM Collection photo





Above left is the U-55 *Gale V* (3) at Kean's Marina at Detroit. Bill Cantrell is standing in the cockpit. The boat is owned by Gale Electric and was designed and built in 1958 by Les Staudacher. This was the last season for the Allison powered *Gale V*. ~ Sandy Ross Collection; At right is the Stoen Brothers U-75 *Miss Exide* (2) at Seattle. It was designed by Ted Jones and built by Les Staudacher in 1956 as the U-77 *Miss Wahoo*. It became the *Miss Exide* after Milo and Glen Stoen's first *Miss Exide* was burned to a crisp. Bill Brow was the driver for 1964. ~ Kirk Pagel photo



Above is the U-70 *Such Crust IV* (3) owned by Jack Schafer. It was designed by Schafer, Malgrum, and Alter, then built by Mariner Boat Works in 1962. It ran with twin Allison's. Doc Terry, Jimmy Fyle, and Walter Kade drove in 1964. Above left; Walter Kade and *Such Crust IV* at Detroit. ~ Bob Greenhow Collection photo; At right is Bob Gilliam's U-88 *Fascination* (2) built in 1960 as the 1300<sup>1</sup> *Kol roy I*. ~ Enid Brown photo

At right is Dick and Paul Gordon's U-80 *Blue Chip*, formally J. Phillip Murphy's 1957-1960 U-22<sup>2</sup> *Breathless II*. It was purchased by the Gordon Brothers last year. Walter Kade and Fred Alter shared the driving this season. ~ Sandy Ross Collection photo





There was good news and bad news for some of the teams in 1964. There was good news for the Bardahl team at Seattle. Ron Musson gets tossed in Lake Washington after winning the Seafair Trophy race. In Madison, things didn't go as well. The U-40 *Miss Bardahl* (3) and Musson return to the pits with a yellow buoy hanging off her bow.

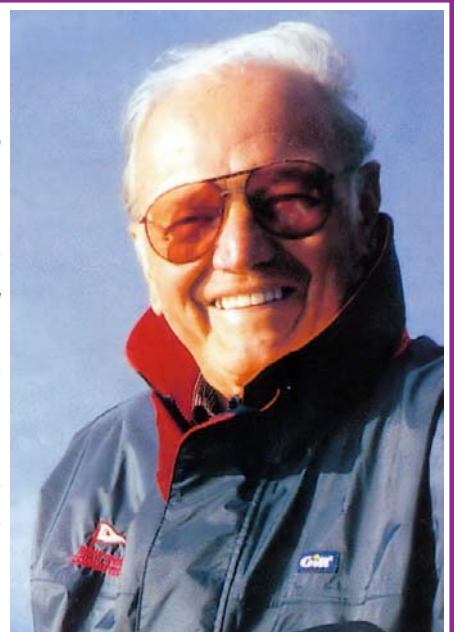
Things didn't go well at all for the Gale team at Seattle. Below the U-55 *Gale V* (3) caught fire after the supercharger blew up and pieces hit the fuel tank. Jerry Schoenith hangs on to the tail as it's towed back to the pits. At right the crew hoses down the toasted engine. ~ All photos are from the H&RM Collection



## Remembering Skip Allen

by Craig Fjarlie

George "Skip" Allen, Sr., Founder and Chairman of *Southern Boating Magazine*, died on March 23, 2014. He was 84. The magazine began publishing in 1972. Initially it was called *Go Boating*, but later the name was changed to more fully represent its regional focus. For a few years, *Go Boating* published the regatta program when the unlimiteds raced at Miami Marine Stadium. In later years, it was one of the few boating publications that retained a column about boat racing. Most of the racing coverage was sailing regattas but occasionally a power boat event was featured, most notably the Key West offshore race. Skip Allen wrote a monthly column, *View from the Pilothouse*, and it was one of the first things I read every month. His enthusiasm for cruising, especially to the Bahamas, was evident in everything he



Southwestern Boating photo

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## NEXT MONTH: Swami 2014

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