



## Three races, three winners.

Three races into the 2016 H1 Unlimited campaign, the sport has honored three different race winners. The latter two events were not without controversy, however.

Following the final heat of the HAPO Columbia Cup in the Tri-Cities, it appeared that Jimmy Shane in the *Miss HomeStreet Bank* had won his second straight victory, following on his win at the season opener in Madison, Indiana.



### IN THIS ISSUE:

- 2 My \$0.02 Worth  
by Andy Muntz
- 3 Letters from readers
- 4 Tri-Cities race report  
by Ben Keller
- 9 A new race in Phoenix
- 10 Seattle race report  
by Bill Osborne
- 16 An interview with  
H1's chief referee  
by Craig Fjarlie
- 18 Remembering  
Bill Wurster
- 19 Around the Circuit  
by Chris Tracy

There had been a collision between Shane and Jean Theoret in the *Oh Boy! Oberto* during the final heat, but both boats continued and Shane ended up crossing the finish line first ahead of J. Michael Kelly.

The team celebrated another victory as the fans went home thinking Shane had won two in a row, but race officials thought differently. They decided that Shane had encroached on the U-16 and penalized him one minute, which gave the race victory to Kelly and the *Graham Trucking*.

A week later in Seattle, there was more controversy and more penalties. In fact, there was a

penalty of some sort in every heat the boats ran.

Again, Shane was right in the mix of things, as was Kelly in the *Graham Trucking*. But, both also were penalized for various infractions. In the end, the victory honors went to promising rookie driver Andrew Tate aboard *Les Schwab*.

Not only is a victory by a rookie driver a rare feat, it also turned out to be the first victory by a boat based outside of the state of Indiana since *Qatar* won in Detroit in 2013.

Inside this issue, you'll read the details of both the Tri-Cities and the Seattle races.



The participants in the final heat at the Tri-Cities head onto the Columbia River.

# My \$0.02 Worth

## Editorial Comment



Andy  
Muntz

In the last issue of the *NewsJournal*, I discussed the new app that was developed by H1 Unlimited to provide immediate information for race fans. More recently, I saw an article in the *Los Angeles Times* that seems to support the wisdom of the sport going in this direction.

The article was about the NBC Network's broadcast of the Summer Olympic Games in Rio de Janeiro and how viewership took on a different flavor than the network had planned. While the ratings for the broadcasts on NBC were very high and far exceeded that of the competitors, the number of viewers was still down as compared with the London games of four years ago.

The biggest difference, network executives have discovered, is that much larger numbers of people were choosing to watch Olympics event online rather than when they were being broadcast. "NBC's broadcast is not the only way

people are consuming the Olympics," said Mark Lazarus, chairman of the NBC Sports Group. "Just like the way newspapers and magazines are not only consumed in print."

It has become widely known in the business that the way that people watch television programming has greatly changed in recent years. Those in the Millennial generation, those born between about 1980 to 2000, are especially doing things different. They spend far less time watching television programming live and instead take it for granted that they can always watch a particular event online at a time that is most convenient for them.

It just so happens that while young fans are turning toward online viewership, H1 Unlimiteds is providing that online viewership opportunity through its app. The first step, of course, is to get young fans interested in the sport. If that happens, then the app is ready to

serve them the way they prefer to be served.

Speaking of the app, here's another opportunity for those who have an interest in the history of this sport.

Ever thought it would be great to have a resource where you could find out anything about races, boats, or drivers since boat races have been held? Walt Ottenad, the developer of the H1 app, is working on another project to compile all of the sport's history in one place. He hopes to assemble all the race data, driver information, and boat histories since 1903, including photos and videos, in a history app.

It's a mammoth project, and one that can only be done with enough help. Do you have an interest in the sport's history? Let me know if you're willing to lend a hand. Please contact me using the information below and let's see if we can help make this happen. The end result should be a valuable resource.

**EDITOR:** Andy Muntz **EDITOR EMERITUS:** Michael Prophet

**ASSOCIATE EDITORS:** Craig Fjarlie, Chris Tracy, Dick Sanders

**HYDROFILE EDITOR/WEBMASTER:** Lon Erickson **HISTORIAN:** 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 © 2016, Unlimited NewsJournal. Reproduction or transmission in whole or part is not permitted without written approval of the Unlimited NewsJournal.

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

Email: [ajmuntz@icloud.com](mailto:ajmuntz@icloud.com)

Letters may be edited for clarity and space.

# We love to hear from our readers.

Thank you so very much for the OUTSTANDING Unlimited Hydroplane News!! I've been a fan and following Unlimited Hydroplanes since 1963. To me they are the ONLY sport that matters. And through the years, you guys and gals have provided coverage that I cherish, THANK YOU!

Paul D. Lichtenberg

## A few thoughts:

Thank you for your recent editorial in the *Unlimited NewsJournal* pointing out that the sport of unlimited hydroplane racing needs to appeal to and attract a younger audience in order to survive. I do agree, as I have three sons, grown now in their late 20s and early 30s, who were treated to many trips to the Stan Sayres pits during Seafair, Tri-Cities, San Diego, and other related events while they were growing up. I wanted to ensure that they witnessed the thrill of what I experienced as a youngster by being as close to the action as possible.

While your emphasis was on embracing the new technologies, cell phone apps and social media, etc. (which I agree with), I believe there are some other more fundamental problems with the sport that are contributing to what seems to be a continuing steady decline in energy and community enthusiasm about our beloved hydros. Below are a few of my thoughts:

◆ We desperately need more races on the circuit and particularly at metropolitan areas. The decline and fall of almost all the Eastern race sites is depressing. Even

Detroit is barely surviving. Miami seems to be off the table, so how about another Florida site with a more upscale economy? And upper New York State used to be a hot bed for unlimited. There must be some tradition-minded community interest there. And Washington D.C. Seems there would be money from Nevada as well to again host an event at either Lake Tahoe or other suitable. Texas usually has a lot of resources, so it seems there might be something there, too.

◆ Why are there so few big national sponsors of hydroplanes? Local insurance companies, regional banks, plumbing companies and the like have had to step up. My hats off to them for doing so! But, the lack of continuity in hydro names from one race site to the next is not conducive to wide-spread, long-term fan interest. Where are the big names that NASCAR typically draws for their race cars?

◆ Make all the heats go five laps, instead of three. What has happened is that the heat races are so short you feel cheated at the end, just when things start to get interesting. If the old-technology boats and engines could go five and 10 laps, why are we so timid to test the endurance of today's equipment?

◆ The myriad of rules, infractions, and official referee decisions seem to completely baffle the average fan, expecting to simply see the fastest boats compete, go all-out and winner-take-all at the end. The starting count-down clock should be a huge image visible from the pits and from as many vantage

points on the shore as possible. Other technical details, such as fuel flow, size of propeller, number of engine changes, size of this, size of that, what happened to UNLIMITEDS?

◆ Then there is the "Seattle problem," as I see it. I find that the Seattle race site has become one of the least fan-friendly in the last several years, with it's over-attention to a clinically clean race environment by placing the race course so far from the shore it is no longer exciting to attend in person. It's better to watch it on TV. I understand the concern with safety, but the ridiculous measures that have been taken at Seattle have nearly ruined it for Joe-fan.

Ron Suttell  
Tacoma, WA

## Bill Haworth passes away.

Veteran boat racer Bill Haworth passed away on August 9 at the age of 92. Haworth had been a member of the Miss Madison racing team for over 20 years and at one point served as the team's crew chief.

After serving as a paratrooper with the 82nd Airborne Division during World War II, Haworth worked at the Jefferson Proving Grounds munitions testing facility near Madison, Indiana, for over 30 years. He became involved with the town's race boat in the late 1970s and, with Ralph Richey, was co-crew-chief of the team for the 1984 season.

# Kelly wins controversial HAPO Columbia Cup.

By Ben Keller

In one of the most controversial final heats and subsequent results in the history of unlimited racing on the Columbia River, U-5 *Graham Trucking*, driven by J. Michael Kelly, was declared the winner of the HAPO Columbia Cup. The race was held on the wide portion of the Columbia River known as Lake Wallula in 90-degree weather on Sunday, considerably cooler than the 100-degrees-plus on Friday and Saturday. The former *Budweiser* T-6 hull was elevated from third to first after all of the penalties were sorted out. Even in victory, Kelly showed sympathy of sorts for Jimmy Shane in U-1 *HomeStreet Bank*, who was first across the line in the final heat. "I know what it's like when you thought you had won, and then you didn't," stated Kelly.

## Qualifying and testing

A field of 10 H1 hydroplanes lined the Neil F. Lampson pits for



The U-3 *Grigg's Ace Hardware* on the sling.

Chris Denslow

qualifying. Jean Theoret, in the final lap of his attempt on Friday, ran 160.000 mph on the 2.5-mile oval, fastest of the weekend and good for 100 points. It took some getting used to the idea of *Oh Boy! Oberto* graphics on the U-16. The CEO of Oberto Brands announced in late July that the company's name would be aboard Ellstrom's boat at Seattle. Then, shortly before the Tri-Cities event, Ellstrom said the boat also would race on the Columbia River. Crew chief Mike Hanson had the Ellstrom sled running as well as ever.

Checking in second on the ladder was U-9 *Les Schwab*, which

was driven by rookie sensation Andrew Tate at 159.337 mph (80 points). Crew chief Jeff Campbell heads up a veteran crew consisting of some former Bud wrench-twisters along with others who know how to put together a competitive raceboat for owners Mike and Lori Jones.

Jimmy Shane was next in the U-1 *Miss HomeStreet Bank* at 158.066 mph (70 points). The two *Graham Trucking* entries were next, U-5 and J. Michael Kelly at 156.862 mph (60 points) and U-7 at 152.785 mph (50 points), driven by Jeff Bernard. U-21 *PayneWest Insurance* qualified at 150.943 mph (40 points) with Brian Perkins at the wheel and U-11 *Miss Peters & May* at 148.608 mph (30 points), driven by Tom Thompson, were next. Eighth on the ladder at 144.736 mph (30 points) were Jimmy King and U-3 *Grigg's Ace Hardware*, the lone Allison V-12 piston-powered boat in the fleet. The team lost two of its four engines in testing and qualifying. They were damaged but repairable, just not for this weekend or for Seattle. Ninth place for



The U-1 *Miss HomeStreet Bank* rounds the turn on the Columbia River.

Chris Denslow

qualifying was U-99.9 *CARSTAR/ Miss Rock*, at 138.130 mph (30 points), driven by Kevin Eacret. U-18 *Snuskitush Enterprises*, driven by Dustin Echols, failed to qualify after damaging a gearbox early in the day on Friday.

### Dash for Cash

Jimmy Shane (U-1) won the Dash for Cash with Andrew Tate (U-9) second and Tom Thompson (U-11) in third place.

### Vintage Unlimiteds

A total of five piston-powered vintage unlimited hydroplanes appeared on Friday, Saturday, and Sunday, thrilling the 45,000 fans lining the shores of the river, especially those of us who go back to the days when these boats ran in competition. The 1962 U-40 *Miss Bardahl* owned by Dixon Smith, the replica 1957 U-77 *Miss Wahoo* from the Hydroplane and Raceboat Museum, the replica 1955 U-60 *Miss Thriftway* owned by Steve Compton, and the replica 1955 *Gale V* owned by Bill Black all ran together.

The fifth participant was provided by Mitch and Mark Evans, who have meticulously rebuilt the former *Breathless II* and quasi-*Hawaii Ka'I III* and renamed it *Breathless III*, the latest vintage restoration project to be completed. All are powered by Allison engines except for *Miss Bardahl*, which uses a Rolls-Royce Merlin.

The anticipated “re-enactment” of the 1955 Gold Cup between *Gale V*, who won the race on bonus points without winning a single heat, and *Miss Thriftway*, didn’t occur until Sunday when the two

finally ran side-by-side. Trivia time: The other three ran together in the same heat only one time, in Heat 1B of the 1963 President’s Cup, with *Miss Wahoo* as the second *Miss Exide* winning the heat. *Miss Bardahl* was disqualified and *Breathless III* as the first *Blue Chip* did not finish.

### Grand Prix West and Five-Litre hydroplanes

The Grand Prix boats had a confusing and odd series of events that resulted in David Warren in GP-19 *Sahara Pizza* winning the final heat as the only legal finish-



Chris Denstlow



Chris Denstlow



Chris Denstlow

(Top) The *Gale V* and the *Miss Thriftway* recreate their famous battle in the 1955 Gold Cup. (Middle) *Miss Bardahl*, the newly restored *Breathless III*, and the *Miss Wahoo*. (Bottom) The winner of the Grand Prix event, the GP-19 *Sahara Pizza*.



Lon Erickson

(Above) *Graham Trucking* leads the others across the line at the start of Heat 1A, but the U-16 will pass it going into the first turn. (Far Right) H1 tech inspector Dan Walters (left) installs a strobe on the U-5 *Graham Trucking* while crewman Andrew Werling preps the boat. (Near Right) Andrew Tate signs an autograph for a young fan.



Chris Denslow



Lon Erickson

er. Jerry Hopp in GP-15 *Happy Go Lucky presents The Pub* took the checkered flag, but didn't see it so was disqualified for running an extra lap. GP-12 *Miss Local 598 Plumbers and Steamfitters*, driven by Greg Hopp, did not finish, and GP-20 *Blown Income Racing* with Ed Preston driving, was penalized after jumping the gun. Ironically the final was the only heat finish all weekend for David Warren.

Jim Mauldin won the Washington National Guard 5-litre regatta in E-31 *Mauldin Well Service*. Kurt Myers in E-26 was second. E-87 *Problem Child's Nasty New Heifer* was third, driven by Bill Strain. Rochelle Hill in E-46 *Miss Galaxy* failed to finish, and Wally Johnston's E-98 *Agitator for Sale* did not start.

### Heat One

H1 decided to move the racing schedule for Saturday up and shorten heats from four laps to three, expecting high winds that never came.

Heat 1A was won by U-16 *Oh Boy! Oberto* and Jean Theoret over

U-5 *Graham Trucking* and J. Michael Kelly. Andrew Tate was third in U-9 and Jimmy King fourth in U-3. U-21 with Brian Perkins was fifth. Theoret led the field to the first turn from lane three, driving around Kelly and running away up the backstretch.

Heat 1B was a showcase for the beautiful blue U-1 *Miss HomeStreet Bank* and Jimmy Shane. Starting in lane two, the Hoosier hydro was never headed. Second went to Tom Thompson in U-11 in a strong performance. Jeff Bernard grabbed third in U-7 *Graham Trucking II*, and Kevin Eacret in U-99.9 finished fourth.

### Heat Two

Heat 2A was anticipated as a barnburner between Theoret in U-16 *Oberto* and Shane in U-1 *HomeStreet*, and it didn't disappoint.

The two battled deck-to-deck for nearly the entire three laps. Jeff Bernard was penalized for failing to maintain the 80 mph speed minimum, but stayed in lane one nevertheless, which put U-1 in lane two and U-16 in lane three. Shane was faster in the corners, Theoret on the chutes, but the latter was unable to get around the U-1. Theoret's boat finally slowed in the final turn of lap three. Jimmy King managed third place in *Grigg's Ace Hardware*, and Tom Thompson finished fourth. The penalty dropped U-7 to fifth.

Heat 2B saw J. Michael Kelly get the inside lane in U-5 *Graham Trucking* and go on to win easily, especially after U-9 *Les Schwab* threw a propeller blade and suffered damage to the strut and gearbox. The damage forced the withdrawal of the boat for the rest of the race. Brian Perkins finished second in

the U-21 PayneWest Insurance and U-99.9 CARSTAR/Miss Rock finished third with Kevin Eacret at the helm.

### Heat Three

Sunday's schedule was not adjusted and heats returned to four laps with a five-lap final.

Heat 3A was won with ease by Jean Theoret in U-16. Jimmy King in the piston-powered U-3 was second. Tom Thompson in U-11 was third and U-7 fourth with Jeff Bernard.

Heat 3B finally saw J. Michael Kelly and Jimmy Shane drawn together, with Kelly prevailing from lane one. Starting a bit late and on the outside, Shane eventually drove around Brian Perkins in U-21 for second place, but the battle with Kelly never materialized. Kevin Eacret finished fourth in U-99.9.

### Heat Four

Heat 4A saw Jimmy Shane return to his winning ways in the Hoosier boat with a Northwest sponsor,



Chris Denslow

Graham Trucking driver J. Michael Kelly (left) chats with Brian Perkins, the driver of the U-21.

# STATBOX

## HAPO Columbia Cup

Tri-Cities, Washington; July 30-31, 2016  
2.5-mile course on the Columbia River

**QUALIFYING** (1) U-16 Oh Boy! Oberto, Jean Theoret, 160.000, 100 points; (2) U-9 Les Schwab, Andrew Tate, 159.337, 80; (3) U-1 Miss HomeStreet Bank, Jimmy Shane, 158.417, 70; (4) U-5 Graham Trucking, J. Michael Kelly, 156.862, 60; (5) U-7 Graham Trucking II, Jeff Bernard, 152.785, 50; (6) U-21 PayneWest Insurance, Brian Perkins, 150.943, 40; (7) U-11 Peters & May, Tom Thompson, 148.608, 30; (8) U-3 Grigg's Ace Hardware, Jimmy King, 144.736, 30; (9) U-99.9 CARSTAR/Miss Rock, Kevin Eacret, 138.130, 30; U-18 Snuskitush, Dustin Echols, DNQ — gear box failed, 0.

**HEAT 1A** (1) Oh Boy! Oberto 151.432, 400, 500; (2) Graham Trucking 147.653, 300, 360; (3) Les Schwab 147.465, 225, 305; (4) Grigg's Ace Hardware, 138.261, 169, 199; (5) PayneWest Insurance 131.727, 127, 167. Fast lap (3) Oh Boy! Oberto 152.622. **HEAT 1B** (1) Miss HomeStreet Bank 141.709, 400, 470; (2) Peters & May 139.175, 300, 330; (3) Graham Trucking II 135.370, 225, 275; (4) CARSTAR/Miss Rock 130.346, 169, 199. Fast lap (1) Miss HomeStreet Bank 144.759.

**HEAT 2A** (1) Miss HomeStreet Bank 148.594, 400, 870; (2) Oh Boy! Oberto 146.826, 300, 800; (3) Grigg's Ace Hardware 136.503, 225, 424; (4) Peters & May 130.356, 169, 499; (5) Graham Trucking II TNT, 127, 402. Fast lap (3) Miss HomeStreet Bank 150.157. **HEAT 2B** (1) Graham Trucking 146.266, 400, 760; (2) PayneWest Insurance 139.130, 300, 467; (3) CARSTAR/Miss Rock 131.027, 225, 424; Les Schwab DNF — broken propeller blade, 0, 305 (withdrew). Fast lap (2) Graham Trucking 147.654.

**HEAT 3A** (1) Oh Boy! Oberto 148.432, 400, 1200; (2) Grigg's Ace Hardware 144.890, 300, 724; (3) Peters & May 141.021, 225, 724; (4) Graham Trucking II 138.333, 169, 571. Fast lap (2) Oh Boy! Oberto 149.965. **HEAT 3B** (1) Graham Trucking 149.707, 400, 1160; (2) Miss HomeStreet Bank 144.769, 300, 1170; (3) PayneWest Insurance 141.732, 225, 692; (4) CARSTAR/Miss Rock 134.823, 169, 593. Fast lap (3) Graham Trucking 151.778.

**HEAT 4A** (1) Miss HomeStreet Bank 146.164, 400, 1570; (2) PayneWest Insurance 141.793, 300, 992; (3) CARSTAR/Miss Rock 131.095, 225, 818; (4) Graham Trucking II 87.455, 169, 740. Fast lap (1) Miss HomeStreet Bank 149.533. **HEAT 4B** (1) Graham Trucking 144.360, 400, 1560; (2) Peters & May 139.163, 300, 1024; (3) Grigg's Ace Hardware 137.740, 225, 949; (4) Oh Boy! Oberto 114.855 (penalized one lap for encroachment), 169, 1369. Fast lap (3) Oh Boy! Oberto 151.141.

**FINAL** (1) Graham Trucking 144.375, 400, 1960; (2) Oh Boy! Oberto 139.507, 300, 1669; (3) Grigg's Ace Hardware 136.583, 225, 1174; (4) PayneWest Insurance 134.604, 169, 1161; (5) Peters & May 133.766, 127, 1151; (6) Graham Trucking II 122.594, 95, 835; (7) Miss HomeStreet Bank 122.292 (penalized one minute for encroachment), 71, 1641. Fast lap (1) Miss HomeStreet Bank 150.468.

COMPILED BY ALLEN STILES

HomeStreet Bank. Brian Perkins in the U-21 passed Jeff Bernard and the U-7 for second. Bernard went dead in the final turn so Kevin Eacret and the 99.9 finished third. U-7 restarted and crossed the line for fourth.

Heat 4B resulted in J. Michael Kelly and the U-5 *Graham Trucking* continuing their winning ways after surviving a near-miss during the score-up when Jean Theoret cut off Kelly, forcing him through a wall of water and causing damage to the right-side upright. The *Oberto* was penalized one lap for the infraction, relegating the boat to fourth place. The U-11 (or gbr11, depending on your point of view) continued a very steady afternoon with Tom Thompson picking up second-place points. Jimmy King ran third in U-3.

### Final Heat

The final consisted of a six-boat front line (U-1, U-5, U-16, U-11, U-21, U-3) and U-7 got in as the trailer after U-99.9 decided not to run. All seven drivers were warned during the score-up for going under the 80 mph minimum speed, but none received a second warning.

Jimmy Shane in lane one and Jean Theoret in lane two waged an intense deck-to-deck battle for the first two laps before colliding hard near the apex of the west turn. Theoret was immediately assessed a one-lap penalty, giving Shane the lead for the remainder of the heat. It seemed that Theoret backed off after becoming aware of his penalty, allowing Kelly in U-5 to pass him to take second place on the water.

Kelly had started late and was initially in third place. After the



Chris Denslow



Chris Denslow



Lon Erickson



Chris Denslow

(Top) A young fan enjoys her inflatable Miss HomeStreet Bank while wading in the Columbia River. (Second from top) The hydro fleet gets ready to roar onto the racecourse. (Third from top) Brian Perkins on the inside lane battles with Tom Thompson aboard the U-11 *Peters & May*. (Above) The race winner, the U-5 *Graham Trucking*.

heat was over, H1 officials reviewed video of the race and reversed the penalty, stating that it was Shane and not Theoret who failed to maintain his lane, resulting in the U-1 being relegated to seventh place after finishing first on the water. "It was a very close call," stated Commissioner Steve David. "It appears Jimmy didn't fully make an arc in the turn and hit Jean".

*Oh Boy! Oberto* was second after the penalty reversal. "I let him go after the penalty," Theoret said. "Had I known I wouldn't have let up." A happy Ed Cooper and Jimmy King were elated at their third-place finish. "Sometimes it's good to be lucky," stated King. Brian Perkins garnered a fourth place finish in U-21, with Tom Thompson in U-11 finishing fifth. U-7 *Graham Trucking II* finished sixth.

This writer had a chance to view video from several different perspectives, including GoPro video mounted on the boats. The helicopter video shows a very different perspective. It is uncertain as to whether a penalty was warranted. Be that as it may, many of the folks watching the race on the beach left the riverfront thinking Jimmy Shane had won. There has to be a way to come to a final conclusion sooner in the interest of accuracy.

Heading into the Albert Lee Seafair Trophy in Seattle, J. Michael Kelly and U-5 *Graham Trucking* gained 319 points on U-1 *Miss HomeStreet Bank* toward the High Point Championship. Every heat, every point earned in qualifying has increased importance with three races remaining on the circuit. U-1 leads U-5, 3,341 points to 3,255, a scant 86-point difference.



J. Michael Kelly addresses the crowd during the awards ceremony after the race.

Lon Erickson

## H1 announces it will hold a future race in Phoenix.

Unlimited hydroplane racing will return to Arizona, according to an announcement made by H1 Unlimited Chairman Steve David. "We are excited to announce that H1 has received a commitment to bring the unlimited hydroplanes back to Phoenix, Arizona, for a national high points race," he said.

The event, to be known as the Copper Cup, will be held in either 2017 or 2018 on Lake Pleasant, which is located northwest of the Phoenix metropolitan area. If the race is held in 2017, it would be scheduled for the weekend of February 24 to 26.

The unlimiteds raced on Lake Pleasant in 1968, in an event that attracted 20,000 spectators and was won by Bill Sterrett in the *Miss Budweiser*.

The hydros later returned to Arizona in 1974, 1975, 1995, and 1996 to run head-to-head match

races on Firebird Lake near Phoenix and again in 1999 and 2000 with races on Lake Havasu.

This was the second time this year that David has announced a new race for the H1 Unlimited series. In June, he announced that the sport also will be returning to Guntersville, Alabama, with a test in 2017 and a high-point race in 2018.

"I cannot thank H1 official Ted Grange enough for the outstanding work he has provided this sport, not only at the race sites working the pit area, but during the off-season as he travels for meetings to help this sport find more race sites for our circuit," David said. "We know the sport needs to have more race sites and Ted has spent countless hours working to grow this sport with interested parties across the United States and this year we have added two sites.

# Penalty-plagued Seafair race goes to rookie Andrew Tate.

By Bill Osborne

Andrew Tate became the first rookie driver to win the Seafair race since Jim Ranger won on Lake Washington exactly 50 years ago. Tate, the son of four-time driving champion and two-time APBA Gold Cup winner Mark Tate, secured lane one in the *Les Schwab* and made a perfect start enroute to winning the 2016 Albert Lee Cup at Seafair. His first thoughts were of his family.

“Mom and dad are moving into a new house this weekend, so they couldn’t be here,” he said. “Yes, I called dad and he was very happy. I also wish my grandfather could have seen this. I know he would have been excited, too.”

The 2016 Albert Lee Cup at Seafair set a dubious record that can be tied, but not broken; there was at least one penalty called in each heat of this year’s event. Unlike the last race at Tri Cities, the winner on the water, Andrew Tate, took home the first-place trophy.

The weekend began with nine boats set to qualify on Friday. Throughout testing and qualifying, Jean Theoret’s *Oh Boy! Oberto* was the class of the field. “Erick has given me a great raceboat and I like racing here, so hopefully we will have a good race,” Theoret said early Friday morning.

## Qualifying

Under Chamber of Commerce blue skies and excellent water



Bill Osborne

conditions, Theoret ran laps of 149, 148, and 150.093 to capture top honors for qualifying. Everyone in the Ellstrom camp was cautiously optimistic. After their problems last week, the team didn’t bask too long in the glow of their position.

To no one’s surprise, Jimmy Shane took second place in qualifying. Jimmy King, who qualified at 142, said it best. “150 is impressive, but I just don’t think anyone can turn in those times on race day, so we’ll see how things shape up on race day.”

Some people were surprised that Andrew Tate was less than two-tenths of a mile an hour off Shane’s 147.737. Mike Campbell, a long-time *Budweiser* crewman and a key component of Tate’s team said, “We are happy to be back after breaking a prop and damaging the boat last week at Tri Cities. I thought we would be fast, but this surprises me a bit. Andrew has learned so quickly how to keep this

boat aired out and running efficiently. Don’t be surprised if he has a good race here.”

The field was rounded out by J. Michael Kelly’s *Graham Trucking* (U-5), Brian Perkins in *Albert Lee Appliance*, Tom Thompson in *Peters & May*, Jeff Bernard’s



Lon Erickson

Jean Theoret

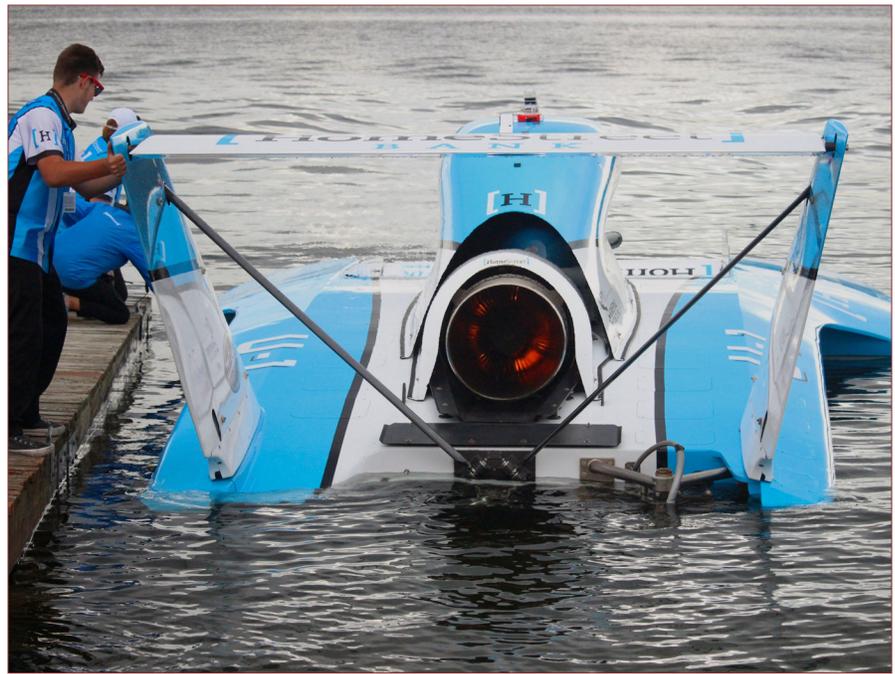
*Graham Trucking II*, and Kevin Eacret's *CARSTAR/Miss Rock*.

Prior to the race, officials warned the participants that the 80 mph minimum speed rule would be enforced. Each driver was reminded that a warning would be issued once during a heat for dropping under the minimum speed. A second violation would result in a one-minute penalty.

One of Friday's highlights came when I spotted an old friend, Jim Ranger. "You know that 50 years ago to the day, I was fortunate enough to win this race. I thought it would be fun to come see how things have changed. I have to confess, I never thought we would see turbine-powered boats capable of turning laps of 150 mph. There were many laps where *My Gypsy* didn't hit 150 at any time on the racecourse. I wish we had the safety systems boats have today. So many of my friends would still be alive. Who knows, maybe another rookie will win this weekend."

## Saturday

During the milling time prior to the start of Heat 1A, two 80 mph warnings were issued, one to Brian Perkins at the 1:30 mark and one to Jimmy Shane at the 50-second



Jimmy Shane lights up the turbine engine on the *Miss HomeStreet Bank*.

Lon Erickson

mark. Shane guided *Homestreet Bank* into lane one, but had to slow down to avoid jumping the gun. As he made his run to the start, Shane was penalized one minute for dropping under the minimum for the second time. The violation handed the lead to J. Michael Kelly. Shane ran hard for two laps, trying to overcome the penalty, but to no avail. Despite turning in a lap of 152.811 mph, Shane finished in fifth place.

For a brief moment, Jimmy King was alongside Kelly until his *Difulio* looked as if it might blow over as it completed lap one. By the

time King settled his boat down, the race was virtually finished. Brian Perkins drove *Albert Lee* to third, followed by Kevin Eacret's *Carstar/Miss Rock*, and Jimmy Shane.

Jean Theoret's race was over in Heat 1B more than a minute before the start. He picked up a warning for going under 80 mph at 2:30 and the one-minute penalty at the 1:50 mark. Theoret ran hard, hoping to make up enough time to improve his position after the penalty, ultimately finishing third after Tom Thompson picked up a one-minute penalty of his own.

Andrew Tate started third, but caught and passed Jeff Bernard for second place at the end of lap three. "We were patient," Mike Campbell said afterwards. "Andrew was gaining ground on every lap. In the end, it was closer than we thought." Tom Thompson finished fourth.

Greg O' Farrell's team struggled as they had two gearbox failures. "The frustrating thing with this is we don't know why it happened." His crew loaded one of the



Bill Osborne

Brian Perkins literally flies around the Lake Washington racecourse aboard the U-21 *Albert Lee Appliance* during Heat 1A.



Bill Osborne



Bill Osborne



Bill Osborne



Bill Osborne

(Top) The U-3 Miss DiJulio takes a big leap during Heat 1A. (Second from top) In action during Heat 2A, HomeStreet Bank has the inside lane against the U-9 Les Schwab and the U-99.9 CARSTAR/Miss Rock. (Second from top) The U-5 Graham Trucking leads the U-16 Oh Boy! Oberto during Heat 2B action. (Bottom) The fleet gets ready for Heat 3A.

gearboxes into a truck and took it back to the shop. After a long night, the damage was repaired and the gearbox was back in the pits Sunday morning.

### Sunday

Needing redemption from Saturday's disappointment, Jimmy Shane made a perfect start and won Heat 2A after a brief battle with Jeff Bernard's *Graham Trucking II*. "We needed that one," Shane said. "I needed to keep the boat over 80 mph and a clean start."

Once out in front, Shane was never challenged. Andrew Tate took advantage of Jeff Bernard and Brian Perkins, who both jumped the gun, collecting 300 points for second. Kevin Eacret continued to quietly impress observers as he drove a clean heat, picking up 225 points for third place.

Jean Theoret kept his boat speed up and brought *Oh Boy! Oberto* to the line at full speed on the outside of Heat 2B. Before the start he said, "Our boat ride is excellent and we are very fast, so if I don't get a good lane, I still think I can win from the outside." Unfortunately, Theoret was early and he was forced to run an extra lap.

Kelly took advantage of Theoret's misfortune and guided *Graham Trucking* (U-5) to a second-straight heat win, almost assuring himself a place in the final. Afterwards, the Graham pit area was all smiles. Crew chief Tom Anderson was pleased by the results. "J. Michael's timing was perfect. He hit all of his marks, which made timing the start work well."

Jimmy King's *DiJulio* continued to run consistently. "After burning up two engines last week," King noted, "we were a bit nervous. Last week, cylinder number five failed on two engines. What are the odds of that happening? So far this week, everything is working." The 300 points earned, made the final heat well within their grasp.

Heat 3A became a must-win situation for Jean Theoret in *Oh Boy! Oberto*. On the water, it appeared as if Theoret accomplished his mission, leading wire-to-wire. But, not so fast! The first evidence of a problem was the damage done to J. Michael Kelly's right upright. Graham's Tom Anderson called for the driver's rep to see why *Oberto* was not penalized. Upon further review officials hit Theoret with a class III penalty, a \$250 fine and a one-lap penalty, failure to hold his lane. The U-16 also picked up a \$100 fine for an N2 violation. The penalty to Theoret handed the heat win to Brian Perkins in *Albert Lee Appliance* and moved Andrew Tate up to second, followed by Kelly and Theoret.

Jimmy Shane made a good start in lane two and then ran just well enough to win. "Why risk our equipment unnecessarily?" True to his word, Shane eased around Jeff Bernard and garnered another 400 points. Jimmy King collected 225 points for third while Kevin Eacret was disqualified for a DMZ violation at the 1:59 mark.

By rule, Eacret was disqualified, but he did not have to exit the racecourse. So, he kept running. "I got one buoy, but it was still called. I've raced for years and can't remember getting two penalties in all that time. Today, I picked up two

# STATBOX

**ALBERT LEE APPLIANCE SEAFAIR CUP**  
Seattle, Washington, August 6-7, 2016  
2-mile course on Lake Washington

**QUALIFICATION** (1) U-16 *Oh Boy! Oberto*, Jean Theoret, 150.093, 100 points; (2) U-1 *Miss HomeStreet Bank*, Jimmy Shane, 147.737, 80; (3) U-9 *Les Schwab*, Andrew Tate, 147.598, 70; (4) U-5 *Graham Trucking*, J. Michael Kelly, 147.504, 60; (5) U-21 *Albert Lee Appliance*, Brian Perkins, 145/091, 50; (6) U-3 *Miss DiJulio*, Jimmy King, 142.272, 40; (7) U-11 *Peters & May*, Tom Thompson, 139.267, 30; (8) U-7 *Graham Trucking II*, Jeff Bernard, 138.020, 30; (9) U-99.9 *CARSTAR/Miss Rock*, Kevin Eacret, 134.285, 30.

**HEAT 1A** (1) *Graham Trucking* 144.105, 400 points, 460 cumulative points; (2) *Miss DiJulio* 138.893, 300, 340; (3) *Albert Lee Appliance* 131.807, 225, 275; (4) *Miss HomeStreet Bank* 103.783 (penalized one minute for not maintaining 80 mph), 169, 249; (5) *CARSTAR/Miss Rock* 95.219 (penalized one minute for dislodging a buoy), 127, 157. Fast lap (2) *Miss HomeStreet Bank* 152.181.

**HEAT 1B** (1) *Les Schwab* 132.894, 400, 470; (2) *Graham Trucking II* 130.994, 300, 330; (3) *Peters & May* 115.460, 225, 255; (4) *Oh Boy! Oberto* 98.680 (penalized one minute for not maintaining 80 mph, 169, 269. Fast Lap (1) *Oh Boy! Oberto* 142.405.

**HEAT 2A** (1) *Miss HomeStreet Bank* 133.224, 400, 649; (2) *Les Schwab* 131.416, 300, 770; (3) *CARSTAR/Miss Rock* 94.011 (penalized one minute and 100 point deduction for running outside the course markers), 125, 282; (4) *Graham Trucking II* 92.757 (penalized one minute for jumping the gun), 169, 499; (5) *Albert Lee Appliance* 92.275 (penalized one minute for jumping the gun), 127, 402. Fast lap (1) *Miss Home StreetBank* 134.637. **HEAT 2B** (1) *Graham Trucking* 141.676, 400, 860; (2) *Miss DiJulio* 133.830, 300, 640; (3) *Oh Boy! Oberto* 101.116 (penalized one minute for jumping the gun), 225, 494; *Peters & May* DNF — ran into a roostertail, 0, 255. Fast lap (1) *Graham Trucking* 142.185

**HEAT 3A** (1) *Albert Lee Appliance* 132.371, 400, 802; (2) *Les Schwab* 129.753, 300, 1070; (3) *Peters & May* 126.876, 225, 480; (4) *Graham Trucking* 117.130, 169, 1029; (5) *Oh Boy! Oberto* 100.303 (penalized one minute for encroachment), 127, 621. Fast lap (2) *Oh Boy! Oberto* 139.773. **HEAT 3B** (1) *Miss Home Street Bank* 136.669, 400, 1049; (2) *Graham Trucking II* 135.189, 300, 799; (3) *Miss DiJulio* 131.892, 225, 865; *CARSTAR/Miss Rock* DSQ — DMZ violation prior to the start, 0, 282. Fast lap (1) *Miss Home Street Bank* 138.185.

**FINAL** (1) *Les Schwab* 136.540, 400, 1470; (2) *Miss HomeStreet Bank* 135.801, 300, 1349; (3) *Albert Lee Appliance* 125.731, 225, 1027; (4) *Graham Trucking II* 119.370, 169, 968; (5) *Graham Trucking* 108.914 (penalized one minute for encroachment), 127, 1156; *Miss DiJulio* DNF — penalized one minute for not maintaining 80 mph, pulled off course to save equipment), 0, 865; *Oh Boy! Oberto* DNF — broken propeller shaft, 0, 621. Fast lap (1) *Les Schwab* 138.432.

COMPILED BY ALLEN STILES

violations. I feel so bad for our crew who worked so hard this weekend. I feel like I let them down.”

Prior to the final, there was some question as to whether or not *Oh Boy! Oberto* would race from the trailing position. After changing a gearbox, the U-16 was lowered into the water, joined by the six front-line boats: *HomeStreet Bank*, *DiJulio*, *Graham Trucking*, *Graham Trucking II*, *Les Schwab*, and *Albert Lee Appliance*.

At the 1:30 mark, Jimmy King cut the course at the north end, hoping to secure lane one. As he entered the racecourse, his boat slowed, earning him a warning for going under 80 mph. Tate, Kelly, and Perkins followed King into the south turn.

Hoping to take lane one, Jimmy Shane cut the course, but was too late, so he fell in behind the pack, just inside of Perkins. Lane four was not a good place, so now all Shane could do was hope to find an open lane as the boats made the run to the start.

Entering the north turn, Kelly and Perkins bumped. The penalty was given to Kelly, ending his chances of repeating as Seafair champion. Afterwards, Kelly was upset. “I would like to see the pictures, because I thought Brian fouled me.” After viewing the video, Kelly remained convinced of his innocence.

As the boats approached the line, King dropped off plane for what seemed like a fraction of a second. *DiJulio* received a one-minute penalty for going under 80 mph, thus ending *DiJulio’s* chance of winning the race. Tate, at full speed, hit the line in lane two. Shane made a bold move and took lane three. Things got scary for a second as



Lon Erickson



Bill Osborne



Bill Osborne

(Top) *HomeStreet Bank* crew chief Dan Hoover (left) has a discussion with his driver, Jimmy Shane. (Middle) The boats are being launched in preparation for the Final Heat. (Bottom) From the top, the U-3 *Miss DiJulio*, the U-21 *Albert Lee Appliance*, and the U-7 *Graham Trucking II* enter the racecourse before the start of the Final Heat.



Bill Osborne

The three boats to have race victories so far this year run together during the Final Heat at Seattle. From the left, the U-5 *Graham Trucking*, the U-1 *HomeStreet Bank*, and the eventual Seattle winner on the inside lane, the U-9 *Les Schwab*.

*HomeStreet Bank* went sideways and caught some air. Shane calmly settled down his steed and went after the leaders. By the time Shane got things sorted out, Tate had a commanding lead. "It's really hard to catch and pass here in Seattle, but I gave it my best. Today, that wasn't enough," Shane said afterwards.

Brian Perkins guided *Albert Lee* to third place, although the third-place trophy was given to Kelly by mistake. Fourth went to Jeff Bernard in Team Porter's number two boat and J. Michael Kelly finished fifth overall. In the end, King did not finish because of a leak in the water jacket, which would have caused them to burn up a piston. Theoret failed to finish because of a broken prop shaft.

Seafair 2016 will be remembered for multiple reasons. On the downside, the log boom and shore crowds were down, partially due to marginal weather. The race set a dubious record for penalties; every heat had at least one-cited violation.

On a positive note, the 2016 season has produced three winners in three events. The win by the Jones boat wasn't a total shock as

the crew, led by Jeff Campbell, has done an amazing job, taking a boat that seemed well past its prime and turning it into a viable contender. "All we needed was a driver who was willing to run the boat the way we set it up. Andrew listens and certainly has the skills to be a pretty good driver."

At the awards ceremony, Andrew paid tribute to "Grampa Joe who was my role model." Tate's future is bright. There is no doubt that he has the potential to be one of the all-time greats. Will he match his father's career numbers? Only time will tell, but it should be fun to watch.

## Late-breaking news:

J. Michael Kelly in the U-5 *Graham Trucking* grabbed the inside lane at the start of the Final Heat of the UAW-GM Spirit of Detroit Hydrofest APBA Gold Cup and went on to win the sport's most prestigious trophy. Jimmy Shane in *HomeStreet Bank* finished second. More details of the Detroit race will be in next month's *NewsJournal*. Meanwhile, here are the most current national point standings with only the San Diego race remaining:

RACE TEAM	POINTS
U-1, Miss HomeStreet Bank .....	6,690
U-5, Graham Trucking.....	6,106
U-21, PayneWest Insurance (a) .....	4,667
U-9, Les Schwab .....	4,267
U-11, Peters & May .....	3,354
U-27, Dalton Industries (b) .....	3,139
U-7, Graham Trucking II.....	3,072
U-16, Oh Boy! Oberto.....	2,290
U-99.9, CARSTAR/Miss Rock .....	1,355
U-57, Spirit of Detroit .....	844
U-3, Go 3 Racing (b).....	0
U-18, Snuskitush Enterprises.....	0

Notes:

(a) Also raced as Albert Lee Appliance and Al Deeby Dodge.

(b) Points earned by the U-3 in Tri-Cities and Seattle were credited to U-27.

# A Conversation with H1 Referee David Shaw

*H1 Unlimited has a new head referee in 2016. David Shaw was born in Paterson, New Jersey, and spent most of his life in Succasunna, near Lake Hopatcong. He moved to western Delaware after retiring from his 38-year career as a public school teacher. "Delaware is much easier to live in than New Jersey," he explains. "It's cheaper." Shaw has been a member of the APBA since 1973, starting his racing career as a riding mechanic in a Jersey Skiff, and spent the next 20 years racing in various inboard classes. He also has been a referee in inboard racing for more than 30 years. In the following interview, conducted at Madison by Craig Fjarlie, Shaw discusses how he became involved with boat racing, the various classes in which he has raced, and his decision to become a referee.*

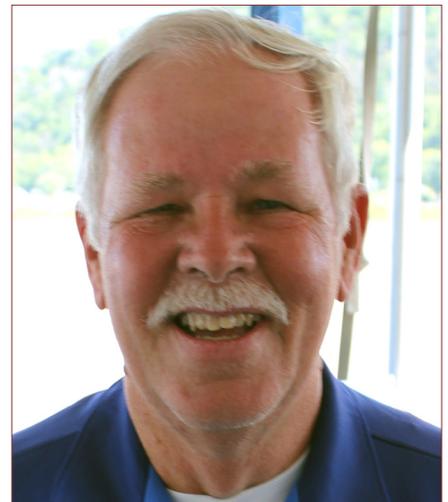
## **How did you get started racing? Was your family involved?**

No, we had a summer home on Lake Hopatcong. My neighbors were into fast boats. I don't know if you know Ken Brodie with a Grand Prix boat. Well, Ken Brodie, Sr., had a house three doors from us. He was partnered with a next-door neighbor Bill Muller on an SK boat. Then Bill bought a skiff. He needed somebody to ride with him. Bill was a big guy and he probably weighed, like, 250, 270, and I weighed 110. He thought maybe between the two of us we'd actually sort of be like normal. So, back in the early '70s I worked helping Bill on the SK boat. Then '73 started buying the skiff. In '74, I bought a hydro from Charlie Williams, a 145, and raced that for a couple years. Then after Dave Sooy's mishap (his son had an accident in Miami where he was killed) Susie, his daughter, decided to retire from driving. He had a little boat and one day down in Havre de Grace, at Stu Shane's home race, Dick had the boat there on display. He came over to me and said, "Hey, Dave, you have a skinny ass. How much do you weigh?" So,

when I told him 110 pounds his eyes lit up. He said, "Look, would you drive the little boat for me? It's a great boat but nobody will ever buy it unless they see it run." So, we'll give it a try. Went to Harrisburg the next weekend with the deal being that if I liked the way the boat handled and he liked the way I was driving we'd stay at it, and if not, when I came in we'd say thank you and go the other way. I was in it, the first heat I ever won. So the end of the weekend I asked Dick, "Do you like the way I'm driving?" He says, "Oh, yeah, do you like the way the boat handles?" "It handles better than anything I've ever driven. Yes, I do." So we shook hands on it and I drove for him for a couple of years.

## **What class was that boat?**

That was a 72 boat. My boat was a 145, but it was older and it just wasn't competitive. Of course, me being new, didn't know anything. So working with Dick I learned an awful lot. We had a very successful several years. After that I was in a 2.5 Mod, and we ran that. It was old, it wasn't competitive. The



class was hurting. A lot of times we were the fourth legal starter and we were staying out of the way 'cause we knew what we had just was not something. We were 30 miles an hour slower. But we ran that a couple years. I was given another one by a fellow named Eddie Murphy, and I drove for him. He had a Roberts hull that Stu Shane built. And it was getting up in age, (he) had arthritis in his back where he couldn't drive it. Then when his back got so bad that he couldn't even work on it any more, he gave us the boat. We ran that for a couple years. We weren't the fastest but we were determined, nobody had more fun.

**If it's not fun it's not worth doing.** **Yeah.**

Exactly. No matter where I go, I get to go to some neat places I never would have gone, and I meet some of the greatest people in the world.

**So, how did you get into officiating? You do it at the inboard races, too?**

Yup, I've been doing inboard races 25 or 27 years or so. We had a couple of people who did not call things as fairly as I would have liked, and I didn't like that. I'd never say that I don't make mistakes, and I'm not wrong, but I'm very happy to tell you it doesn't matter who it is out there. If it's somebody I've never met or my best friend, I call it as fairly as I can, you know, and that wasn't always happening. I think the first race they asked me to do was Red Bank. I had just finished my training and I got a call from Bobby Moore and he said, "We'd like you to be the referee at Red Bank." And I said, "I just finished my training." I said, "You mean assistant" (referee). He says, "No, I want you to be the referee." Aw, no! And my first drivers' meeting, I got up there and, you know, I had to run the drivers' meeting, and I looked and there was Steve David, Wes Carmen, Wheeler Baker, Duff Daily, all these great drivers, and no, I can't do this. I just drove a T boat. Then I said, "Well, this is what they're paying me for." So I did. But it was very unnerving the first time. I looked at people that I respected and I admired in everything they had done, and now I'm going to be the one who was in charge of what they did. It made me stop and think a whole bunch.

But I've been doin' the inboards ever since. Now I also do some, if they need me, stock outboard. I've done an OPC race. A couple years ago I was chief ref for APBA. As such, I took all the tests. When people were in a bind, if they needed somebody and I could help out, I would run the race for them. That's not to say I felt comfortable doing it. The inboards, that's been my thing for more than 40 years.

**Yeah.**

So, yeah, I'm very comfortable with them. But just to see one or two races and now I'm in charge of an OPC race, it's completely different.

**Yeah, it is.**

And all I can do is, you know, tell 'em up front and go, "I know your rule book, I'll do my best and if you don't like it then next day you find somebody else. But right now, this is what you're stuck with so that's what we're gonna do."

**Now, how about the unlimiteds? You're the head referee this year.**

Yeah, I was really surprised. I thought Brian (Hajne) did an absolutely fantastic job.

**Yeah.**

I was shocked, I did not expect it. I thought Steve (David) was kidding. I've known Steve for 40 years. But when he explained why Brian wanted to step down, the new baby and work, uh, big shoes to try and fill. I'm confident we have a great crew, but there has to be a learning

curve. I mean, I had either been racing or spent all my money going racing. So there were really no races on the East Coast. For a couple years there was Syracuse and there was a race I was running that weekend in my own boat so I never got there. So before last year I had been to the last President's Cup and the mid-80s we had four unlimiteds in Philadelphia. And that was my experience with unlimiteds.

**You never got down to Miami for one of their races?**

No, I was a school teacher.

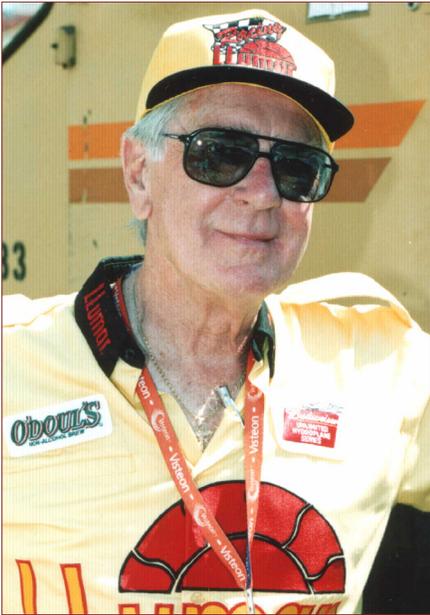
**That was always the wrong time of year.**

Yeah. I always wanted to go, but then I had a choice. I could either spend the money to go to Miami and have a great time and then miss four races of my own with my own boat. But it was always fun driving. I guess you make choices. I was here last year, Seattle, and Detroit. And everybody else on the line, only Bob Abbott who is new this year, has a whole lot more experience than me. I felt sure they'd want one of those guys to be the chief and Steve said, "No, we want you." I said, "All right, all I can promise is I'll do my best and feel free to fire me at any time, we'll still be friends." You know, when you're referee, you ruffle feathers.

**It's bound to happen.**

Yeah, but that goes with the job, I can deal with it. But what I'll guarantee you is at the end of the night I can look in the mirror and look at a person who has called it as fairly as he possibly can.

# Remembering owner/driver Bill Wurster.



By Craig Fjarlie

Bill Wurster passed away in the early hours of August 1 at the age of 93. Wurster was among the most popular owners in recent unlimited history. Always open and willing to talk to friends and supporters. His casual demeanor made him a fan favorite.

Wurster began his involvement with boat racing in outboards. His favorite was the fast D Racing Hydro class. It is noteworthy that he recently sold one of his engines to J.W. Myers, who raced it earlier this year. Wurster came to a couple Seattle Outboard Association events to watch it run.

One of the people he met in outboards was Bob Gilliam, who was active with unlimiteds, but still kept his hand in outboard classes. Gilliam built a new unlimited in 1972 and Wurster recruited Valu-Mart stores as sponsor for the boat. With that, he was given the opportunity to drive it. He drove for Gilliam for two years, then

drove for Bob Murphy. In 1976, Wurster started his own team in a partnership with Doug McIntosh. The two shared shop facilities. Wurster's best finish as a driver was third at San Diego in 1977. A few days after the race Wurster had a heart attack, which forced him to give up driving.

Wurster remained involved in unlimited racing as an owner. He had a number of partners in the early years, including Steve LaCava, Jerry Lovell and Jurgen Sauerland, and George Johnson. Drivers included Tom Martin, Bob Miller, Bob Maschmedt, Steve LaCava, and Johnson. Wurster picked up Executone as his sponsor and, with Scott Pierce as driver, the team scored Wurster's first victory in 1985 at Miami. Pierce scored wins in Detroit in 1987, Madison in 1988, and Miami in 1989 under Mr. Pringle's sponsorship. One of Wurster's biggest wins took place in 1992, when George Woods drove Tide to a thrilling victory at Seafair.

Wurster's later drivers included Nate Brown, Mark Evans, Myers, and Jean Theoret. In 2005, Theoret drove Llumar to victory at Seattle and Nashville. The team finished third in season point standings.

Shortly after the conclusion of the season, Wurster sold the boat to Billy and Jane Schumacher and retired from active racing.

Some people retire from racing and are never seen again. Not so with Wurster. He remained interested in the sport that he deeply enjoyed. He often attended races as a spectator, visiting with friends, fans, and associates, and offering encouragement to new participants. Even though his health was failing, he attended races in 2015. Another heart issue prevented him from going to Tri-Cities this year, but he followed events closely from his hospital bed.

Wurster's passing produced a profound sense of loss among his dearest friends. He was unique among owners because he remained approachable throughout his life. He never let success go to his head. Those who worked with him all have fond memories. They were loyal until the day he decided it was time to depart from active racing. He leaves a legacy of success in the sport.

A memorial for Wurster will be held at the Hydroplane & Race Boat Museum in Kent on Saturday, September 24.



Wurster's last action as driver of a hydroplane came aboard *Oh Boy! Oberto* in 1977.

# Around the Circuit

## Race Site News



Chris Tracy

The race season is in full swing. Here are some items in the news so far.

It is no surprise that owners are looking for ways to generate more revenue, especially since there is no series title sponsor and no Doha race. In past years a series title sponsor and/or the Doha race generated substantial income that was passed to owners.

The UNJ has heard that some owners, apparently led by Erick Ellstrom, are expecting the race sites to work with owners to generate more income for teams. Those owners contend that teams without substantial sponsorship are losing money. Ellstrom has said he will support the races that work to increase revenue for teams.

There was some chatter between the Madison race leaders and the owners shortly before the Madison race. In the end, Ted Porter sent the U-57 to Madison so that eight boats were present. Notably, the Ellstrom (U-16) and Cooper (U-3) owned boats did not race at Madison. As I write this column in August, it is my understanding that the Madison Regatta has not fully met its financial obligations to H1 for the 2016 race.

The series moved on to Tri-Cities (Richland, Pasco, Kennewick), Wash. for the HAPO Columbia Cup. Erick Ellstrom, about a week before the race, decided that since race director Kathy Powell and the Tri-City Water Follies Board were

supportive of owner needs, that he'd race his U-16 there. Cooper had already arranged for sponsorship in Tri-Cities.

In addition, Cooper picked up some additional sponsorship that was originally to go to the U-27, which was badly damaged in Madison and not able to race in the Pacific Northwest races. And, in a fascinating move, the U-3 gained complete series status and resulting prize money, since it, in rules terms, replaced the U-27, which meant the points earned by the U-3 went to the U-27.

A dash for cash was held late Friday afternoon, with four boats. The Tri-Cities race utilized a format similar to the Gold Cup, with four preliminary heats. Heats 1A, IB, 2A, and 2B were held on Saturday. Those heats were scheduled to be four laps, but with a wind storm predicted, were shortened to three lap heats. Preliminary heats were four laps on Sunday. During the race it was announced that Mike's Hard Lemonade is the H1 High Points sponsor.

At Tri-Cities, about 50 members of the Royal Order of the Turbine (ROTT) Club met for dinner on Saturday night. U-16's Mike Hanson was honored by ROTT for his contributions to the

sport as a crew member, driver, and crew chief. Hanson had volunteered to work late on the U-9's gearbox that broke earlier that day, so U-9 owners Mike and Lori Jones accepted the award for him. The fan award, called the potted palm, was awarded to Chet Lepinski. About \$1,700 was raised in a memorabilia auction for the Hydroplane and Raceboat Museum (HARM).

The annual Seafair press conference was held on Tuesday, August 2 at Seattle's Space Needle. Great venue! Seafair has almost entirely new key staff and this was their first race. At the press conference, Richard Anderson, Seafair's new CEO, announced that Seafair's goal was building community and shinning the light on fun. He promised better food and better



Lon Erickson

transportation to the hydro race. Good news. But, transportation information should have been pushed out earlier and more aggressively to the community.

Albert Lee III, announced

that Albert Lee Appliances will sponsor Seattle's race through 2018 and that Albert Lee was sponsoring the U-21 at the Seafair race. Lee shined and stole the show at the press conference when he showed off his homemade cereal box, Seafair cereal with new CEO Richard Anderson's picture on the box.

There is a new communications director at Seafair. I'd suggest to Seafair that they point out to the media all of the unlimited folks attending the press conference, so media are alerted to the opportunity to interview them after the conference. For example, owners Shannon Raney (U-11) and Lori Jones (U-9) attended, but were not introduced. I'm not sure many media representatives knew them or their roles. J. Michael Kelly represented unlimited drivers and spoke at the press conference. Mark Allen was the press conference emcee.

Thursday, August 4, was the annual gala and fundraiser for the Hydroplane and Raceboat Museum (HARM). About 300 people attended. Former Seahawk player and TV anchor Steve Raible was the master of ceremonies. Ron Musson, Billy Schumacher and Evelyn Bardahl McNeil were inducted into the Hall of Champions.

Musson's daughter, Michelle, talked about her dad. Bardahl-McNeil thanked her boat designers and crew and especially those from those days that were present and "still upright." Steve Montgomery narrated a video about Schumacher's career and Leslie Rosenberg talked about his former driver, Billy Schumacher. Rosenberg said his boat went 10 mph faster when Billy took over the wheel.

Schumacher talked about how he got into boat racing and the classes he drove in, including racing an outboard as a kid that was powered by a 5 hp motor he got from his dad. Schumacher noted that to win in unlimiteds, one needs a fabulous crew. "Because of them, I was able to win." He loved racing with

others and talked warmly about fellow drivers. Maybe Schumacher's best and most heartwarming line was when he talked about the time when he was dating his future wife, Jane, and he told her, "I love you as much as I loved my first outboard motor." About \$70,000 was raised in the auction for HARM.

After attending the well organized and operated Tri-City race the week before, Friday at Seafair was starkly different. Volunteers were told to park at the Veteran's Hospital about two miles from the pits, but the parking lot access directions were not completely correct and, way worse, NO shuttle buses ran on Friday to the pits. Volunteers had no idea what to do.

There was no Internet in the press box much of Friday and media and photographers had trouble sending stories, photos and video. When the Internet was hooked up, it often was slow or sporadic throughout the weekend. Want to buy a pit pass? Good luck, as you'd need to be clairvoyant on Friday. There was no signage AT ALL at the pit pass booth on Friday.

The Captain's Club premium viewing area was eliminated and merged with lagoon viewing area. Former Captain's Club members were upset that the view was not nearly as good and there sometimes was an unpleasant milfoil smell from the lagoon. Some of the food vendors did not open on Friday, a contradiction to the better food that was promised.

Unfortunately threatening weather and some rain on Sunday morning brought a smallish crowd to the race and likely a much bigger viewing audience watching the race on TV. The race was great and many things worked well, such as better views of the boats from the cold pits, less congestion in the general pit area, etc. But, one could tell that the new Seafair administration is in the middle of a learning curve.



**Dr. Brent N. Kellogg**  
DDS  
1809 100th Place SE | Suite A  
Everett WA 98208  
(425) 337-3922  
sldarts@verizon.net  
www.SLDArts.com

## NEXT MEETING OF UNLIMITEDS UNANIMOUS

**Sunday, September 11, 2016**  
**Meeting starts at 2 p.m.**

Kingsgate Public Library  
12507 NE 144th Street  
Kirkland, Washington 98034

**YOU ARE WELCOME TO ATTEND!**