

# UNLIMITED NewsJournal

A CHRONICLE OF SPEED

JULY 2024

## A full day of spring testing.



Chris Denslow

The U-11 *Miss Mercurys Coffee* makes a run on the Columbia River sporting its impressive new paint job.

BY CHRIS TRACY

Perfect weather and water conditions greeted seven Unlimited hydroplanes that gathered May 31 for the Tri-Cities Spring Splash, the spring testing event. In addition, several limited boats and the vintage *Miss Thriftway* ran. *Miss Thriftway* also gave some rides.

The event was sponsored by Apollo Mechanical, Columbia Park Golf Tri-Plex, and Pape Rentals, and all was put together by the Tri-City Water Follies. The event was expanded this year to include a beer garden and a concert after testing. The crowd of spectators was the

### Tate wins in Guntersville.

The 2024 H1 Unlimited Racing Series got underway with a victory by Andrew Tate in *Miss Goodman Real Estate* in a storm-shortened Southern Cup in Guntersville, Alabama. Tate, the fastest qualifier for the race, grabbed the lead at the start of the final and pulled away. Jamie Nilsen finished second in *Miss Mercurys Coffee*, J. Michael Kelly was third in *Beacon Electric*, and the sport's all-time champion Dave Villwock returned to racing and took fourth-place with *Miss Apollo*. The victory was the 10th in Tate's career and the first for sponsor John Goodman. The Unlimited hydro fleet will next travel to Madison, Indiana, where they will compete on the Ohio River for the Indiana Governor's Cup. We will have more details about the Guntersville race, as well as the Madison race, in next month's issue of the *Unlimited NewsJournal*.

### ALSO IN THIS MONTH'S ISSUE:

5 A summary of rule changes for the 2024 season

7 Hitting a few high spots in the career of Danny Foster

18 San Diego awarded the Gold Cup  
18 My \$0.02 Worth by Andy Muntz



Chris Denslow

largest I've ever seen at spring testing.

Boats ran all day and there was little down time. The first Unlimited boat went on the course at 9 a.m. and the last run was at 5 p.m. Except for a brief lunch break, boats were on the racecourse all day long. The event was more than just testing as several boats unveiled their new paint schemes.

Streaming was provided by H1's new Internet streaming team, headed by Brad Luce. Between testing boats, drivers participated in comprehensive interviews that will be used by H1 throughout the year. Local SWX also streamed the event in the morning and their lead commentator was Kay-dub Myers Brewer. Matt Yarno and Jan Shaw were the H1 referees; newly appointed chief referee Jonathan Abbott was not present.

Testing is just that, testing. All teams went out numerous times and tested various engines, combinations, etc. It's not necessarily an event to run the fastest laps, but here are the fastest legal laps from each boat (most teams had even faster laps, but they were not legal).

- ◆ U-1 *Beacon Electric*: 162.604 mph
- ◆ U-9 *Beacon Plumbing*: 160.034 mph
- ◆ U-11 *Miss Mercurys Coffee*: 158.537 mph



Chris Denslow



Chris Denslow

**TOP:** The two Strong Racing Team entries in the pit area at the Tri-Cities. **MIDDLE:** The race team for the U-11 *Miss Mercurys Coffee* gathers in the pit area before the testing begins. **ABOVE:** Defending national champ J. Michael Kelly rounds a turn in *Beacon Electric*, which was showing off its new paint scheme for 2024.

◆ U-12 *Graham Trucking*: 152.533 mph

◆ U-21 *Go Fast Turn Left Racing*: 151.622 mph

◆ U-40 *Bucket List Racing*: 161.330 mph

◆ U-91 *Miss Goodman Real Estate*: 165.828 mph

I put my critical eye on the boats that ran, and these are my observations:

### **U-1 *Beacon Electric***

A dramatic new paint scheme was unveiled at testing: red, yellow, and silver. On tilt, the boat simply looks great. On the water, the boat was pretty fast, too. I did notice in the first run, the boat was jerky through the turns, indicating that handling was not perfect. It improved in subsequent runs. J. Michael Kelly was flying the boat more as the day progressed. Its fastest lap was the second fastest of the day.

### **U-9 *Beacon Plumbing***

The boat also sports a new paint job, still mostly white, but with blue and some yellow. The blue on the boat is almost reflective. Looks terrific on tilt and sitting in the water, but basically looks white when running. The boat consistently ran smoothly, but laps tended not to be as fast as three other boats. I heard they hurt a motor in their last run, when the boat lost power and stopped.

### **U-11 *Miss Mercurys Coffee***

The U-11 has a new sponsor and an impressive new paint job: red, black, and white. It appeared that the U-11 had the largest crew of all the boat teams, until I realized that several people were from sponsor *Mercurys Coffee* and they all had *Miss Mercurys Coffee* shirts on, just like the crew.

The first time out, the boat did not make it to the racecourse and instead turned around and went back to the pits. There was a steering cable issue that was fixed. The boat went out several times, ran smoothly, and handling appeared to



Chris Denlow



Chris Denlow



Chris Denlow

**TOP:** Peabody in *Beacon Plumbing*, also with a new look, speeds across the waters of the Columbia River. **MIDDLE:** Gunnar O'Farrell pilots the U-21 around a turn. **ABOVE:** Last season's Rookie of the Year, Bobby King, drives the U-12 *Graham Trucking* in a test run.

be improved from testing last year.

### **U-12 Graham Trucking**

Same paint design as last year. This was an opportunity for driver Bobby King to get more experience in the boat. King drove the U-12 in two races last year and was H1's Rookie of the Year. The boat handled well, but fastest speeds were off the pace of several other boats.

### **U-21 Go Fast Turn Left Racing (Boitano Homes?)**

Gone is the U-60 number and the Thriftway colors. Back is the traditional green, white, black, and yellow paint of the U-21. After the boat arrived in the pits, fairly large Boitano Homes decals were applied to the cowling. Driver Gunnar O'Farrell sported a new driver suit, too.

Spring Testing was an opportunity for O'Farrell to get more seat time. First time out the boat was fairly glued down, but less in later runs. Generally, a good ride, but sometimes a bit bumpy in the corners.

### **U-40 Bucket List Racing**

The Tennessee-orange will be back on the boat for the eastern swing, but the Flav-R-Pac colors will replace that for



Chris Denslow

Andrew Tate had the day's fastest run with a lap of nearly 166 mph in the U-91 *Miss Goodman Real Estate*. The boat raced last season as *Miss HomeStreet*.

the western races. The team decided to run with the cowling snorkel, usually the choice when running in salt water. Driver Dustin Echols said part of the focus in the off season was to try to settle the boat down and get a better ride.

First time out the boat was pretty glued down, but he flew the boat much more in later test runs. Echols was really happy with the boat ride. Speeds were fast and handling was solid. Be sure to follow the Bucket List Facebook page and especially watch videos called Bucket List—All Access, as they provide lots

of team details.

### **U-91 Miss Goodman Real Estate**

This was Andrew Tate's first time driving this boat, as the Goodman sponsorship moved to the former *Miss HomeStreet* hull. The classy gold, black, and white paint scheme that was on last year's hull, is now on this year's boat.

The boat looked great, handled well and ran fast. Things were not completely perfect, though, as Tate turned the boat off on one of his runs when the gearbox oil pressure dropped. Each run was fast, but several of the faster laps the boat ran were not legal. Their fastest legal lap was the fastest lap of all boats. Tate appeared to be the only driver to make some timing runs during testing. Goodman was the first Unlimited boat on the course at 9 a.m. and the last one on the course at 5 p.m.

It was a good day of testing.

It looks like the *Goodman Real Estate* boat might be the boat to beat, but several other boats are clearly close. The new racing rules were posted on the H1 website the day before testing. With no 80-mph rule and a different starting procedure, a perfect start likely will produce the best chance to win, especially with so many hulls that are so closely matched. It's going to be a competitive season. ❖



Chris Denslow

Dustin Echols drives the U-40 *Bucket List Racing* during a test run on the Columbia River. The boat will have its traditional Tennessee-orange paint scheme for the eastern races, then will again carry the colors of Flav-R-Pac when it competes in the west.

# Keeping track of the rules.

## The new H1 Unlimited rules for 2024.

BY ANDY MUNTZ

**T**he Unlimited hydro races will look different this season, thanks to some rule changes that have been implemented by H1 Unlimited. The 2024 rules suddenly appeared on the H1 website without explanation immediately before spring testing and then additional changes were posted the weekend before the first race.

The changes weren't apparent, however, unless one took the time to compare the new version with those of last year. Don't worry. We've saved you the effort.

After a close analysis of the 2024 rules and the 2023 rules, we've uncovered where the rules have changed. A new section forbidding gambling has been added, for instance, and a practice put in place last year that required a crew member to have physical contact with their boat before the five-minute signal is now in the rules.

Here is a summary of some of the other changes. Some are fairly significant:

### Multiboat Teams

Remember when Bernie Little used to bring two *Miss Budweisers* to a race site and then decide the day before which one he'd enter in the event? That potential has returned.

A little history. The rule that allowed Little to bring more than one boat to a race was changed many years ago largely because race sites objected to providing facilities (cranes, electricity, water, etc.)

to a boat that was taking room in the pits but that wasn't going to be in the race. So, the rules prevented the points earned by one boat to be applied to another, unless the original boat was deemed unseaworthy.

Under the 2024 rules, the unseaworthy requirement has been dropped. A team can now use more than one boat to earn points on behalf of a single hull number during the season. The owner has until a half-hour before the start of the first heat to decide which boat will be racing and earning points in that event.

### Start Procedure

This will be the most noticeable rule change. The controversial rule that required the boats to maintain a speed of at least 80 mph before the start has been eliminated. In its place will be a starting procedure that features a score-up buoy and a commitment buoy.

To understand this, a little history will again be helpful.

In the old days, the boats were required to "maintain a planing attitude" as the drivers were fighting for lanes between the one-minute gun and the start. This worked fine with shovel-nosed hydroplanes powered by piston engines, but when turbines came along and the space between the sponsons grew wider, the boats were able to accelerate more quickly and it became harder for officials to judge when a boat was in a planing

attitude. This led to a tactic where the drivers would grab their favored lane, plug along at a slow speed, then quickly accelerate in a last-second run for the starting line.

The officials hated the practice, saying the fastest boats in the world shouldn't crawl along at a speed slower than a fish boat trolling for salmon, so they have spent the past 30 years trying to prevent the boats from trolling during the fight for lanes before the start. Problem is, preventing trolling has been like a game of Whack-A-Mole. Every time a solution has been devised, another consequence has popped up, and the complaints continued.

We went into detail about the history of the starting procedure in our January 2020 issue. In short, officials have used four different tactics to try to eliminate trolling:

- ◆ Enforce a minimum speed with various speed-measuring devices,
- ◆ Assign the boats to lanes,
- ◆ Implement a score-up buoy, or
- ◆ Drop the starting clock altogether and use flag starts.

Over the years, as each of these tactics was attempted, fans and participants grew to dislike each of them for one reason or another, so the officials would respond by switching to another of the potential solutions. The sport has gone through several rounds of these changes. Enforcing an 80-mph minimum speed



Chris Denslow

During most of the past 30 years, race officials have been trying to outlaw trolling by the boats before the start of a heat, as these two are doing here before a heat in San Diego in 2019.

was the most recent, but its application was a subject of constant complaints. So, this year, the officials have once again switched to one of the other four tactics. This time it's the score-up buoy's turn to take another shot at conquering trolling.

The score-up buoy was most recently used in 2013. For new fans who haven't seen how it works, the boats aren't allowed to pass the score-up buoy until a certain time before the starting clock is set to reach zero. The idea is, the boats will be forced to travel at some increased speed in order to cover the distance from the score-up buoy to the starting line during that given time.

The lessons of history have told us, however, that the score-up buoy hasn't eliminated trolling. It just moved it to another place on the racecourse. Instead of trolling to the starting line, the boats would troll to the score-up buoy.

Will it be different this time?

In the 2024 version of the rule, the score-up buoy will be placed at the start/finish line, which means the boats can't cross that point before a certain time that will be established at the drivers' meeting. If a driver passes the score-up buoy too soon, he will be required to move to the outside lane. The boats will then continue around the course and will be

locked into their lanes when they reach the commitment buoy, which will be at the entrance to turn two.

### Jumping the Gun

In the new rules, if a boat crosses the starting line with 15 seconds or more on the starting clock, the boat will have to go around the course again before it can start legally. The old rules implied this, but didn't actually say it. If a boat crosses with more than three seconds remaining (between 3.0 and 14.9 seconds) it will be disqualified and have to return to the pits. If it crosses with less than three seconds left on the clock (between 2.9 and 0.1 seconds) it will be assessed a one-minute penalty. More on this in a second.

### Trailer Boats

Under the old rules, a boat starting a heat in the trailer-boat position could not cross the start/finish line until five seconds after the starting clock reached zero. Under the new rule, the trailer boat can't cross the line until 10 seconds after zero.

### Penalties

What used to be one-lap penalties will now be one-minute penalties. And, under the new rules, a boat will be disquali-

fied if it receives two or more one-minute penalties in a heat.

Again, a little history—the sport has been down this road before.

The assessment of a one-lap penalty for infractions such as jumping the gun, encroachment, missing a buoy, etc., was used in Unlimited racing since the very early days. A time penalty then appeared in 2006. In the years that followed, its use became a mixed bag. The one-minute penalty was sometimes assessed, and sometimes not, and was often combined with lap penalties, dollar fines, and points deductions to make the matter even more confusing for fans.

By 2018, the rules were changed so that one-minute penalties were charged for most infractions, but fans and the radio announcers trying to describe the action to them often had a hard time trying to figure out what order the boats were running in. A fan can see a boat and imagine that it's one lap behind, but a fan can't see one minute. So, to simplify things, the sport went back to the old standard and one-lap penalties returned.

Now, the time penalties are back. We'll see if they work any different this time around.

### Tech Rules

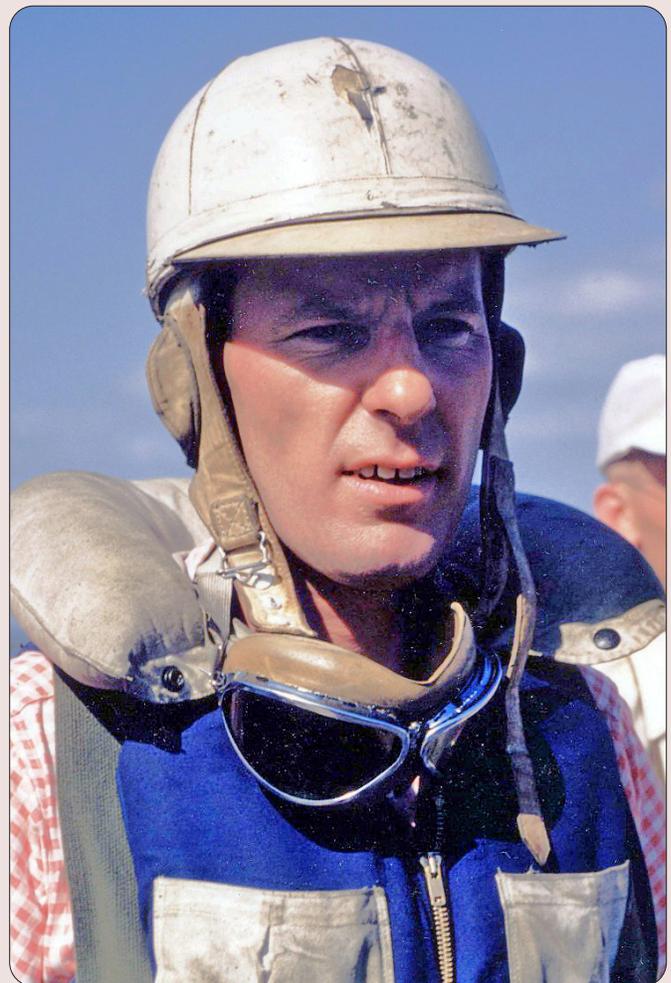
There are also a number of changes to the Tech Rules. There are new standards for lifting slings, the labeling of an expiration date on driver restraints, the agents used to extinguish fires, the use of fuel that a team brings to the race site, and the testing of rudder and skid fin mounts as well as steering cables.

If you're interested in the new Tech Rules, download yourself a copy from the H1 website. ❖

# DANNY FOSTER: Hitting a few high spots in an ubiquitous career.

**D**anny Foster can rightly be included among the greats of hydroplane racing. With a national championship to his credit and 17 race victories, including two Gold Cups, Foster was once described by the *Madison Courier* as the sport's first superstar of the post-war era. "He was to the 1940s and '50s what Bill Muncy was to the 1960s and '70s," wrote editor Dave Taylor.

Perhaps what's even more intriguing about Foster's career is all the important projects and events in which he was involved. Danny Foster was your all-purpose hydro helper. He can be considered a single thread through much of boat racing's history over a span of more than 40 years.



Hydroplane and Raceboat Museum

---

The following is taken from a conversation that occurred in Foster's Grosse Pointe, Michigan, backyard during a long summer evening in the early-1980s. As E.K. Muller, Dave Speer, and John Love listened, and as birds sang in the nearby trees and as his wife, Ruth, furnished them with gallons of iced tea, Foster talked—talked? He was a brass band all by himself. He chortled, gestured, exclaimed, and laughed loudly as he recalled his remarkable career and as his charmed audience recorded it all on tape.

What follows are Foster's recollections of some of the high spots during the early years of his history with the sport. This conversation was originally published in the December 1984 and January 1985 issues of the *Unlimited News-Journal* and is now brought to you again, this time with a few minor updates.

BY E. K. MULLER

**Danny Foster began the conversation by recalling the early days during the Great Depression. Like many Americans who experienced those grim circumstances, he faced life with energy and native optimism.**

*FOSTER:* Stanley Dollar, Dan Arena, Junior [Edgar] Kaiser, and myself were all neighbors. And Lou Fageol. Naturally, living on Lake Merritt in [Oakland] California, the water was where we played! Junior Kaiser and Stanley Dollar had more money—I mean their families had more money than some of us. But we competed in outboards. So, all of us in high school days were neighbors, and it was a funny thing that we all ended up in Gold Cup-type racing.

Fageol was older; he was out of school. Dollar was in a private school. But Junior wasn't. This was before his old man [Henry Kaiser] became part of the Big Six. He was strictly cement.

Dan and I joined one another after the outboard days when we couldn't beat one another and it just got so expensive that we said it's better if the two of us start building one of something. Lou Fageol really started us in inboard racing. See, Fageol was the kind of guy that... He wanted to race, and he'd go get six hulls to get other guys in, so he had somebody

to race against. He wanted to get a class started on the West Coast, single-step hydroplanes with Model B Fords. Inboards, about a 16-footer. I don't know what it was called in those days, but it was a limited-type class.

What happened was, Arena's dad was in the winery business, a family thing—his grandfather, the Golden Gate Winery. Mr. Arena was a wine broker. He had vineyards and a warehouse in Modesto, California. The old man says, "I'll sponsor you kids but you gotta work for me during the summer, during the grape season." 'Cause, like anything else, when the grapes are ripe, boy, you gotta get 'em into the winery. So that was the agreement.

The way we got a hull was that Fageol ordered seven of 'em, all by one builder. I think he built seven. We bought the hull, our first boat: *Miss Golden Gate*. It was as good as anyone's there, even though we were competing with guys like Fageol and, you know, big-dollar guys in those days. We were just kids.

Well, Dan and I got out of the Model A stage. We bought a French Hisso, an old World War I engine. Again, Lou Fageol was the instigator, made the engines available. We used the same hull, took out the old Ford.

These Hissos were about 180 horsepower, 1,800 or 1,900 [rpm]. It was a nice engine; it was light, didn't weigh much more than that cast-iron engine. All metric.

Dan and I cut our teeth on this crazy old French Hisso. We sat in the boat with our legs under the exhaust stacks. I mean, we just got in with the engine! We just rode along with the engine. And the boats did about 60.

We ran the French Hisso about a year. Then, Mr. Arena had gone east for some brokerage business, and in Philadelphia he located, out at the Navy yard, an American-made Hisso, a Wright E-4. 'Cause he was a sportsman, I mean he loved the boat racing. He sent it home to us kids. That was like a Christmas present.

**In the neighborhood was a man named Lloyd Taylor. He was a machinist, a craftsman, and had built a race car or two. The "kids" told Taylor that they were boat people. He took an interest and welded up a steel propeller for them. Along came the E-4. They wanted to turn more than the usual 1,850 rpm, but "everybody tells us we can't because were gonna drop the valves in it." Taylor, perhaps inspired by the Miller racing engines, fabricated a cure. With the**



Danny Foster (left) teaming with his childhood friend Dan Arena.

**V-8 wound up to 3,600, the chain drive failed. "We fried it." So, Taylor built a gearbox.**

That was Lloyd Taylor that did all that. He was the brains. Anything we had trouble with, he'd come up with an answer. And, it worked.

**Taylor went on to invent the Crosley engine. Arena and Foster, with their revved-up Hisso and their handmade gearbox and their welded steel propeller, went on to win the Pacific Coast Gold Cup championship three years in a row.**

It was just no contest! Nobody ever knew what we did. We had an engine that looked just as stock as theirs.

**Foster held different jobs: with the winery, with a fellow who taught him about outboard engines, with a custom painter of Packard automobiles, with a midget-car racer...**

He says, "You can help me in the pits." Pretty soon I was working on the cars, the next thing I was starting to drive, and then I was racing seven nights a week. But I was still riding mechanic with Arena, like once a month.

Arena kept reading about the Gold

Cup in Detroit. Maybe we should go back there. In those days it was Dodge and Mendelson and those guys. And the rules, our engine fit into. Arena talked his dad into sponsoring us if we'd go east, but it would take a brand-new boat. Our single-step hydroplane wasn't fast enough—it was about 68 miles an hour, best we could do.

**Arena decided that one of the new limited hulls built by Ventnor would do the job. But Ventnor wanted \$2,200 F.O.B. Atlantic City: "More money than we'd ever seen." Through the kindness**

**of Pop Cooper, who sent them photographs of his three-pointer, *Tops*, Arena and Foster built a boat.**

We scaled it all off; Dan laid the thing out. Arena can do the engineering. He could even in high school, I think. He could draw a hull. Ventnor put the sponsons on the outside of the hull, but Arena said, "There's a patent here; we'd better change it." He put the sponsons under the hull, only half sticking out.

We got help from this man that built outboards. It was done in his shop in Berkeley. I forget the man's name, but I'll never forget him putting the bottom on. He always used a Yankee screwdriver, and he was so... "This is the last one, Arena!" Zing, right through the bottom. Had to take out the whole section.

**First time on the Oakland Estuary, with all the equipment from the single-stepper, the new *Miss Golden Gate* did 75 mph. Father Arena paid the \$500 entry fee, Mrs. Arena offered her '35 Ford coupe as a tow car, and away they went, "Loaded for bear, right over Donner." On their route east, at the Bonneville Salt Flats, two Englishmen were challenging the mile.**

We got into Wendover, with this wooden trailer, and this boat, and a Ford sitting like that. This guy in the service station says, "What d'ya got here?"

And we said, "Why that's a boat," you know. "We're going east to race."

**They stayed overnight and very early the next morning watched Capt.**



After building *Miss Golden Gate* at their home in Oakland, California, Foster and Arena towed the craft to Detroit to compete in the 1938 Gold Cup.



Hydroplane and Raceboat Museum

With Dan Arena at the steering wheel and Danny Foster riding along to monitor the engine, the pair took the *Miss Golden Gate* to a second-place finish in the 1938 Gold Cup in Detroit.

**“We said, ‘Why no, it’s right out in front. You wanna go see it?’ They almost died. The next day, retractions: ‘They weren’t millionaires. They were just two kids with a boat!’”**

**George Eyston try, and John Cobb set, the land-speed record. Then it was on to Detroit, Belle Isle, and the Detroit Yacht Club.**

When we sent our entry in, the newspapers in Detroit said, “Two California millionaires are coming here to challenge these guys for the Gold Cup.” Well, we drove in, and they said, “Where’s your boat? Are you shipping it by train?”

We said, “Why no, it’s right out in front. You wanna go see it?” They almost died. The next day, retractions: “They weren’t millionaires. They were just two kids with a boat!”

We had a lot of questions to answer. What kind of engine, all the details. We said, well, we had an E-4, developed about 225 horsepower. And they said, “Oh, hell, everybody around here has tried those engines. They ain’t gonna work.” We said it worked good for us. To make a long story short, we ended up second in the race. We beat all the American boats. We had some trouble with the throttle. Other than that, the damn thing ran, and I guess it’s still running. It’s up in Tahoe.

**Count Theo Rossi won the 1938 Gold Cup, but the heroes were Arena and Foster. Herb Mendelson [owner of the *Notre Dame*] hired Arena. Foster had business left in California.**

I finished up my midget racing, and I won the Pacific Coast Championship with my car. My folks got after me—the war rumbles—and my dad says, “You’d better settle down. You’re going to be walking in that Army if you don’t do something.”

I said, “I’m going to fly.”

**Foster did fly. His credits from Navy Aviation-Engineering School, and some private lessons, met the requirements for a flight-training**

**class that the Army Air Corps offered him. It was an odd program, and things got odder. Dan won his wings as a second lieutenant, but flunked the physical-eyestrain, a temporary condition. A civilian once more, he became a test pilot for an Army repair depot, then a flight instructor at a contract school. Back in the Air Corps, this time a private first-class flying for the ferry command, he delivered A-20s and B-25s, twin-engined warplanes, off the Southern California assembly lines. Foster’s rank, or lack of it, posed hilarious problems. His commanding officer sent him to officer’s training—again. Only this was infantry officer’s training. Foster didn’t graduate. They made him a warrant officer instead.**

A maverick with wings. I went all over the world as a warrant officer, and nobody knew what I was. I was having a ball. I made a lot of trips to England. Finally, they sent me to high-altitude training, and I was assigned to The Hump, CBI [China-Burma-India Theater]. We had the C-46—that’s a workhorse. I became a night-route check pilot—check everybody out at night. I never flew in the daytime, so I never knew what China looked like.

And Arena, he’s writing me letters. What we’re going to do after the war, what kind of engine will we put in the boat. Well, I had flown P-38s, and I said, “Allison, it’s the only way to go.” ‘Course, I love the P-38. Was on the first group that flew ‘em clean across the Atlantic. The P-51s that were going to England were flown to New Jersey, set on boats, and taken across. I never got to fly one of them. Out of the Ferry Command, women flew all of the P-51s—WASPs. It was a very closed cockpit, the

old square back. I was six foot and I just didn't fit in there with a parachute on.

**When the war ended in August 1945, Arena got out well before Foster did. The APBA met that fall and opened up its rules for Gold Cup racing. Engines, like the Allison, of unlimited displacement would be allowed. Arena bought from Lockheed a brand-new, surplus P-38. It was flown to Monument Field at Concord in the Bay area, and was pushed across the road to the shop where Arena started building *Miss Golden Gate III*.**

I got home from India about July [1946]. They were just putting the engine in. I got to help, and put it in the water the first time, and all that. Of course, we came to Detroit with that Allison, and nobody'd ever seen 'em. We got a lot of help from some GM friends that Arena had known when he was working on Mendelson's boat. Those were the McKenzie brothers, four of them, and they had all been with Dodge. And the Meldrum brothers.

***Golden Gate III* was the first boat to use a war-time V-12. It caused a stir upon arrival and a sensation in the race: loud, wild, fast. Gene Arena now rode with his big brother.**

Arena drove it in the Gold Cup. Lombardo beat us. Then Arena had to get back for the grape season. He wanted to sell the boat here, and Al Fallon bought it, providing I would stay and drive it. Well, I told Arena I had nothing to do—I was just on leave.

Took it down to Washington. Al rode with me. We just had a ball with that thing.

**The unruly hull, renamed *Miss Great Lakes*, won the 1946 President's Cup in straight heats. And, it was Foster's first Unlimited race as a driver.**

The boat was basically a three-point-er that was trying to surface. I have pictures of it where about every 40 feet it blew the tail out. And you backed off, because you just didn't understand what was happening. Nobody was prop-riding then.

After the Washington race, I came back here to Detroit and tried to set a world record with it.

**About halfway through the mile, Foster lost the boat. The rudder arm broke at 150 mph and the boat turned sideways and tossed Foster and a mechanic into the river. The mechanic had some teeth knocked out.**

I broke all my ribs, had black eyes and stuff, but other than that I was all right. The boat... I didn't think they'd ever repair it, but Al did. Then he started to drive it himself.

I got one of three Ventnors built before the war. Fageol had one, and George Cannan had another, and there's one other: *My Sin*. I put an Allison in it for the Dossin brothers. Went to them with the idea. I'd met them, and they were interested in a boat. When I got the contract, Bob Allinger [who built Foster's race

cars and the gearbox for *Golden Gate III*] came back. He built all the cowling and everything. I had an aluminum race-car body out behind the hull, because the hull was only 22 feet, I think.

I drove it as *Peps V* and won the Gold Cup. But it was way too small a boat. Way too much engine. It got by. It was the only thing available at the time.

**If anyone kept track, Foster and *Miss Peps V* won the national championship in 1947. The Dossins, looking for better equipment, accepted a proposal from Clell Perry to build and campaign their next *Miss Pepsi*. The small hulls and makeshifts that introduced the Allison were about to be displaced by new boats, better suited for the purpose. Foster soon heard from Ventnor Boat Works.**

They wanted to know if I could come to Atlantic City and set an Allison in an order they had for Dan Arena and



Hydroplane and Raceboat Museum



Hydroplane and Raceboat Museum

**TOP:** Officials and interested bystanders inspect *Miss Golden Gate III* and its Allison engine before the 1946 Gold Cup. **ABOVE:** Three weeks after the Gold Cup, Danny Foster drives the boat, now renamed *Miss Great Lakes*, to victory in the 1946 President's Cup in Washington, D.C.



**TOP:** Danny Foster accepts the Gold Cup trophy from defending champion Guy Lombardo following the 1947 contest. **MIDDLE:** Danny Foster at the controls of *Miss Peps V* in 1947. He not only won the Gold Cup that season but also four other races as well as the national championship. **ABOVE:** Foster visits the White House to accept his second-straight President's Cup trophy from President Harry Truman.

Jack Schafer. I went down, put the engine in, and supplied the gearbox.

We pioneered, Arena and I, I think, all of the gearbox work. Arena made his gearbox for the Gold Cup boats, and I made the gearboxes for mine and *Skip-A-Long*. That was one design.

**Those early installations were V-drives. Next came the engine-mounted boxes. Western Gear made one for Stan Sayres in 1949, for an Allison. But the Merlin turned clockwise, so its box needed an extra gear.**

I had Charley Volker make me the Rolls-Royce gearbox, which is now the Western. I sold two of them to Sayres for his *Slo-mos*.

All that came right here from Detroit. They're still using the same thing today. They might be made by somebody else, but they never changed the design.

**We heard the name of *Skip-A-Long* back there a minute ago. Stanley Dollar had his fabled boat under construction in 1948.**

Stan hired some boat designer, some guy in the east. I was back in Oakland and Stan called me up. He wanted a gearbox. And I says, "Sure, I'll build you a gearbox, just like the *Peps*." I came back and got everything started.

He called: "How's the gearbox coming?"

And I said, "I'm on schedule, how's the boat?"

He says, "Terrible. My designer quit me."

I said, "What kind of a designer have you got?"

And he says, "Well, this guy is a real boat designer, and he built me a four-pointer."

And I said, "Well that ought to be novel. I never heard of a four-pointer."

I went out, and you should have seen it. It was something else, even then. Quarter-inch aluminum everything: bottom, two sides. And it had demountable sponsons that weighed 900 pounds apiece! We weighed 'em.

He says, "How 'bout you finishing



Hydroplane and Raceboat Museum

this thing?”

I said, “Oh! My god, I don’t know anything about it.”

He says, “You can get it running.”

And I said, “Well, if you’ll let me hire my men, I’ll help you with it.” So Ollie Meek and Bob Allinger, again, went to work on the *Skip-A-Long*.

Ollie Meek and Stan are buddies. All through high school, everything. Even in the Army! Ollie—he’s one of the neighbors, again. Then Ollie Meek married the Hills Brothers Coffee gal and that put him out of our class. He got a promotion. He’s up in Dollar’s class now, see? But Ollie was a real good worker and a hell of a nice kid.

**They worked on *Skip-A-Long* and completed the basic hull. Question was, where to put the engine?**

I asked Stanley, “Do you sit in the back or in the front?”

He said, “We don’t know. The guy designed it and this is as far as we got.”

So, I put it on a teeter-totter. With those 900-pound sponsons, and the teeter-totter behind the sponson, the damn’ boat sat like that. The only place we could put the engine was as far back as we possibly could. And then the damn thing was nose-heavy.

The boat was originally a round front. None of us knew how to make the



Hydroplane and Raceboat Museum

**TOP:** Danny Foster won a second-straight Gold Cup by piloting *Miss Great Lakes* across a treacherous Detroit River in 1948. **ABOVE:** Foster didn’t drive in 1949 but helped his friend Stanley Dollar with the development of his all-aluminum *Skip-A-Long*, which won three races that year, including the Harmsworth Trophy.

front end, so we rolled it up there to get some of the weight back. We had the first pickle-fork! Not because we knew what we were doing, but because we didn’t know how to make it the other way. We couldn’t form the metal.

We got the damn thing so it half-way balanced. So, we put the *Skip-A-Long* in the river, in Martinez, California. Fired the engine up, everything worked keen, but you couldn’t turn that thing in San Francisco Bay. That four-pointer ran just like it was built—on rails. He and Ollie would pull like this, and the boat went

just as straight as a die.

He says, “What are we gonna do now?”

The only thing I could think of, I says, “We gotta make a three-pointer out of it.” So, we filled the back in, and hung the strut on it, and put the rudder in the back, and by-god he could turn it.

We got the thing so it would steer, and we said, “Well, we’ll go east.” No cowl, no seats, no nothing. Just a big aluminum box with an engine sitting in it and two boards to sit on. And we’re going east racing, see?

# Danny Foster's Driving Stats

YEAR	BOAT	HULL#	RACE RESULTS						HEAT RESULTS					
			RACES	1st	2nd	3rd	DNQ	START	DNS	FINISH	1st	Pct.	Top 3	Pct.
1946	Miss Great Lakes	4601	1	1	0	0	0	3	0	3	3	1.000	3	1.000
1947	Miss Peps V	3910	6	5	0	0	0	22	0	21	11	0.524	13	0.619
1948	Miss Great Lakes	4601	3	1	0	0	0	5	4	3	2	0.667	3	1.000
1950	Such Crust	4801	6	1	1	1	0	13	4	10	1	0.100	9	0.900
	Delphine X	4910	1	1	0	0	0	2	0	2	1	0.500	2	1.000
1951	Such Crust	4801	6	0	0	0	1	8	6	3	0	0.000	3	1.000
	Homet	5131	1	0	0	0	0	1	1	0	0	0.000	0	0.000
1952	Gale II	5151	3	1	0	1	0	7	2	6	2	0.333	6	1.000
1953	Miss Great Lakes II	5204	4	1	0	0	0	7	7	4	3	0.750	4	1.000
	Gale II	5151	1	0	0	0	0	1	0	1	1	1.000	1	1.000
1954	Miss Greak Lakes II	5204	1	0	1	0	0	3	0	3	1	0.333	2	0.667
	Wha Hoppen Too	5151	2	0	0	0	0	5	2	2	1	0.500	2	1.000
1955	Tempo VII	5513	7	5	0	0	0	19	2	18	13	0.722	14	0.778
1956	Miss Supertest II	5401	2	0	0	0	1	1	0	1	0	0.000	0	0.000
1957	Miss U.S. I	5702	1	0	0	0	0	2	0	2	0	0.000	1	0.500
1962	Gale VII	5956	1	0	0	0	0	2	0	2	0	0.000	1	0.500
1963	Gale VII	5956	1	0	0	0	1	0	0	0	0	0.000	0	0.000
1965	Miss Smirnoff	6490	3	1	0	0	1	5	0	5	3	0.600	5	1.000
<b>TOTALS:</b>			<b>50</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>106</b>	<b>28</b>	<b>86</b>	<b>42</b>	<b>0.488</b>	<b>69</b>	<b>0.802</b>

**Foster went before Skip-A-Long did, because he was driving for Fallon again.**

We were good friends. My wife and his wife. They were good people. We just had lots of fun.

**Miss Great Lakes had been changed since the post-'46 accident. It was better balanced, engine back somewhat for one thing. The ride never did get comfortable, though.**

I think the fin was changed when I cracked it up, on the mile trial. Originally, we had two fins on the *Golden Gate*, and it hunted—back and forth. We finally took one off and eliminated that problem. When Fallon rebuilt it, he put a different fin on it. And it originally had a brass strut. Al's brother was a craftsman when it came to steel, and he made a forged-steel strut that was the most beautiful thing you ever wanted to lay your eyes on. He ground it; it was all ground forging. That must have cost him time, three months, but it was a gorgeous piece of work.

Then we put a universal joint between the engine and the gearbox, and we never had any more gearbox trouble.

**Foster drove Miss Great Lakes at Gull Lake, then at the 1948 Gold Cup, he won it again, though it was barely afloat toward the end. Nobody else finished more than a heat. The event, quickly labeled the Destruction Derby, affected**

**the future concept and format of Unlimited racing. Danny Foster becomes, well, a bit emotional about it all.**

It was just like the ocean. This [wind]

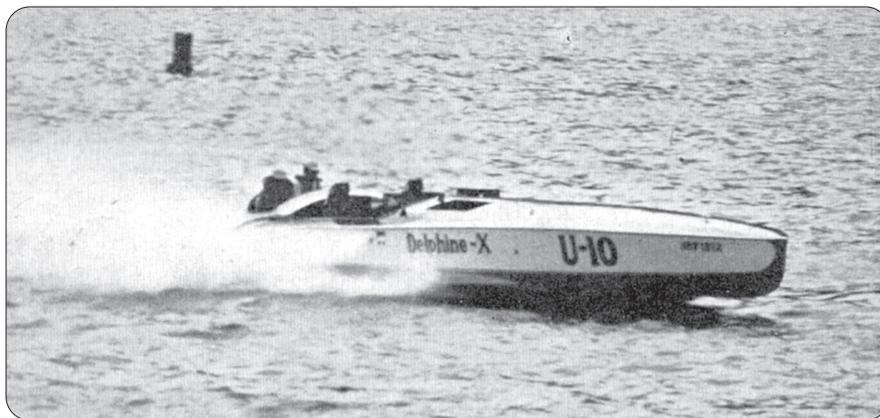
was right up the river. Just terrible. Well, in those days they didn't stop the race. They didn't care whether you lost your boat or not.

There was some stipulation that you couldn't win the Gold Cup without going 90 miles. Whether there were any other boats in the race or not. When I was the only one running, I couldn't get it through my thick skull why I had to keep going. I kept asking: "Give me the flag!"

You look around in this ocean and there ain't a soul. The last heat, I was the only one to show up for the start, and I still had to go 30 more miles. Up and down! Ten times around. It wasn't fast. I didn't go any faster on the chute than I did in the corner. It just was chugging. Hell, the dashboard was hanging in the cockpit, the hood was up, the spikes were sticking through the deck!



Hydroplane and Raceboat Museum



Hydroplane and Raceboat Museum

**TOP:** Foster drove *Such Crust* in 1950 and 1951, and drove it to victory in the 1950 Silver Cup.  
**ABOVE:** Foster drove Horace Dodge's *Delphine X* to the winner's circle during the 1950 Imperial Gold Cup race in New Martinsville, West Virginia..

We stayed below the Belle Isle Bridge, the first boatyard. We had our own crane. I just made it, bolted on the slings, and “pffftt,” sunk in the water to here. It would have gone completely under.

**Skip-A-Long was in town, too, running without any superstructure. “The Thundering Scow” at the Gold Cup and, a week later, the Silver Cup.**

Everything mechanically was working and he could get it around, wallow a little bit. We redid the sponsons, took all that junk off to turn. I call up my guy at Kay Industries in Detroit, and I said, “Jim Webster, I’m going to send you an all-aluminum box.” This guy had a reputation for being a beautiful aluminum maker. He worked on the aluminum dirigible. Did you ever hear about that being made here?

His metal-bangers made this beautiful aluminum cowl that covered the engine. We got it upholstered and everything, all here in Detroit. We didn’t finish the boat in California.

**The ‘48 season came to a close. Foster was busy the year ‘round.**

I was coming back and forth to Detroit from the West Coast. I did a lot of limited boat racing. We used to come back from the coast with a double-decker. I’d sell ‘em and race ‘em all summer. *I’m In*, and *Miss Leading*, and *Miss Kress* and, oh, I had all kinds of them. Whoever bought it, I named it for them and then I just drove it. We furnished this house with prize money that I made in the limiteds. Not the Unlimiteds; there was no money there.

**Foster joined Dollar again for the 1949 campaign with Skip-A-Long. He was consultant, not driver.**

I stayed with them. We campaigned, and we won the Harmsworth.

Stan came back, and his dad knew K.T. Keller, so we had the Chrysler Boat Well. They made us this special place to put the boat. You just open the door and there’s the river.

The damn thing didn’t run bad, with



Sandy Ross Collection



Hydroplane and Raceboat Museum



Bob Carver Photos

**TOP:** Danny Foster and his wife, Ruth. **MIDDLE:** With Lee Schoenith away in the Army, Foster saw action in Joe Schoenith’s *Gale II* in 1952. He won the Silver Cup that year, then helped Schoenith win another Silver Cup with the boat in 1953. **ABOVE:** Foster spent most of the 1953 season driving *Miss Great Lakes II*, and took a victory in the Detroit Memorial.



Sandy Ross Collection



Sandy Ross Collection



Hydroplane and Raceboat Museum

**TOP:** The 1955 campaign became one of Danny Foster's most successful when he drove Guy Lombardo's new *Tempo VII* to victories in five races. **MIDDLE:** Foster perches on the deck of *Tempo VII* while owner Guy Lombardo sits in the cockpit. **ABOVE:** In 1956, Foster helped manage an effort by Canadian J. Gordon Thompson to challenge for the Harmsworth Trophy with his *Miss Supertest II*. Foster tested the craft extensively and entered it in two races.

the wheels we had. It was like a tank. You were safe in it. Stan liked it. "Boy," he said, "this is keen." It was nice and quiet; the engine was way behind.

It wasn't a surface-propper. It would wallow in the corner, but smoke down the straightaway. Just stand on it. That's time we used everything the Allison had. We put about that much extension on a standard exhaust pipe and gained about 400 rpm.

We did all kinds of stuff with that boat. We never had any mechanical failure. Bolted the engine in, and the gearbox. Nothing ever moved. We didn't have any crinkles in the deck... Quarter-inch, can you imagine? It ran a 100-mile race. Marathon. He won a Chrysler car.

Then we went back to Tahoe. They had their annual race up there. It's a big day.

They put the course at the south end of the lake. Stan lives at the north end. So, we said, "Well, if we run along the shoreline, that'd be the best, because if there's any trouble, we'll be in shallow water."

Ran the race. And, ah... I'm sure we won?

**Contemporary accounts are vague on that point, stating that *Skip-A-Long* froze its gearbox during an "exhibition run."**

After, we were towing the boat back to Stan's house. The guy with the towboat... It's much shorter to go across the

lake than go up the shoreline. And the boat sits very low in the water, with all this aluminum on it.

Up at Tahoe there must be 50, 30- or 40-foot Gar Wood runabouts. Every one of those rum-runners came out to look at us. Here's old *Skip-A-Long*, damn waves'd come along, 'stead of the boat going like this, the wave goes like this and half of it's spilled in the boat, see? It wasn't a quarter of a mile and the damn thing was so full of water it started this wallowing. And the more it wallowed, the more boats came over to see. And the harder this guy would pull. Pretty soon it backed up and pulled us [the tow boat], and we had to cut the rope. It was 600 feet where she went down.

We'll end our visit with Danny Foster at this point. The *Skip-A-Long* was eventually recovered from the depths of Lake Tahoe in 1984. While the boat was on the bottom, Foster continued with his remarkable career, which would include many other high spots. Among them:

- ◆ Starting a business partnership: Boyer-Foster Co.
- ◆ Launching young Bill Muncey in limited racing.
- ◆ Driving the Ventnor *Such Crust* during 1950 while Arena, in a separate camp, drove his own design, *Such Crust II*. Foster won the Silver Cup.
- ◆ Driving *Delphine X*, more or less as a lark, at New Martinsville. He won his only stint in a step boat.
- ◆ Installing a Merlin experimentally in *Such Crust II*, which he took to Lake Mead at the end of the season.
- ◆ Next year, 1951, he converted both Schafer boats to Merlin power.
- ◆ Relief driving, on occasion, *Hornet* (1951), *Wha Hoppen Too* (1954), *Miss Supertest II* (1956), and *Miss U.S. I* (1957).
- ◆ Driving *Gale II* while Lee Schoenith was in the Army. Foster won the 1952 Silver Cup.
- ◆ Driving sister-ship *Miss Great Lakes II* to victory at the 1953 Detroit Memorial.
- ◆ Putting together the *Tempo VII*

package for Guy Lombardo, and driving the boat with flair and great success in 1958.

- ◆ Managing J. Gordon Thompson's Harmsworth program. Modifying the Griffon engines and setting up *Miss Supertest II*, which he test drove.
- ◆ Crashing *Miss Supertest II* at 200 mph in the mile trap.
- ◆ Now and then taking on a project for George Simon, in or out of boats Foster won the 1956 International Cup, the only time he drove Simon's first ("best rough-water boat ever built").
- ◆ Developing respiratory equipment that led Joe Schoenith to establish Gale Medical.
- ◆ Ironing out some bugs in *Gale VII*, powered by a 16-cylinder, 3,300-cubic-inch Packard. Foster spun a prop and

sank it, but Joe Schoenith thanked him for getting rid of the monster.

- ◆ Substituting for Bill Cantrell in *Miss Smirnoff*. Foster won a secondary race at Tahoe.
  - ◆ Trying another mile, on his stomach, in an outboard.
  - ◆ Overseeing Simon's effort to turbocharge a Merlin.
  - ◆ Inventing and patenting an out-drive, which [in 1984] continued its promising development.
- Danny Foster would eventually pass away on November 2, 2013, at 95 years of age. He left behind a legacy in boat racing that is best described as simply excellent. Even more than a great driver, he was versatile, talented, and creative. Probably no one else in racing can match his accomplishments over all. ❖



Hydroplane and Raceboat Museum

A spry Danny Foster at 90 years old.

# San Diego awarded the Gold Cup.

**H**1 Unlimited has announced that the 2024 APBA Gold Cup will be held on Mission Bay in San Diego on September 13 to 15. It will be the 114th running of the prestigious race, the oldest in American motor sports.

This year's event in San Diego will mark the 60th anniversary of when the unlimited hydroplanes first competed on Mission Bay. That 1964 race, called the San Diego Cup, was won by Warner Gardner in *Mariner Too*.

According to today's event organizers, the city's Bayfair has become the

largest beach festival and powerboat race weekend in Southern California.

This year's race will mark the fifth time the Gold Cup has been held in San Diego. The first came in 1969 when Bill Sterett drove *Miss Budweiser* to victory on Mission Bay. The last time the Gold Cup was held in the city was 1989, when Tom D'Eath drove another *Miss Budweiser* to the winner's circle.

A year ago, the Board of Governors for San Diego's Bayfair had canceled the 2023 event because they faced steep increases in production costs and expected

sponsorship losses. Bob Davies, the race director, said the organization would use the year to re-evaluate what they were doing and to look at their options.

"With the return of Bayfair to this year's schedule, it was important for the Gold Cup to make a return to Southern California after more than two decades," said Mike Denslow, chairman of the H1 Unlimited board. "The San Diego fans love unlimited hydroplanes racing and we know the battle for the Gold Cup will be an incredible show on their race-course." ❖

## MY \$0.02 WORTH Editorial Comment by Andy Muntz



**T**he interview of Danny Foster in this month's issue brought to mind an important story that continues to have a huge impact on today's sport, and for which Foster had a front-row seat. A long-standing tradition began to change just as Foster got involved in Unlimited racing. Today, more than three-quarters of a century later, that transition is still not fully complete in many respects.

When Foster and his buddy Dan Arena hauled their home-built *Miss Golden Gate* to Detroit in 1938, the idea of commercial sponsorships for hydroplanes was as foreign to those in the sport as the notion of turbine-powered boats that could fly. It simply wasn't within the realm of possibilities.

Boat racing wasn't professional—it was a millionaire's hobby that was organized by yacht clubs. It would have been preposterous to imagine Zalmon Simmons naming his boat "The Beautyrest Special" instead of *My Sin*, or for Count Theo Rossi to name his boat "Miss Martini & Rossi" rather than *Alagi*.

Foster won his first race driving *Miss Great Lakes* at the 1946 President's Cup, but at the same time an initial crack in the impulse against sponsorship was also taking place. A boat formerly known as *Dukie* was entered in the contest with the name *Pepsi Cola III*. To the officials who ran the sport, this was just too much. Painting the name of a product on a race boat was intolerable—never mind that *Miss Golden Gate* was actually promoting the Arena family's winery and not the bridge, and that *Miss Great Lakes* was actually promoting Albin Fallon's Great Lakes Broach & Gage Company and not the huge lakes of the upper Midwest.

This serious breach of etiquette was committed by three brothers: Walter, Roy, and Russell Dossin, the owners of a Detroit company named Dossin's Food Products, a business that happened to be the bottlers and distributors of Pepsi Cola in Michigan and Northern Ohio. One of their employees was on the crew of *Dukie*, asked the Dossins for financial help for the race team, and the brothers decided to give them some money in ex-

change for renaming the boat *Pepsi Cola III*, just as they had named their personal cruiser *Pepsi Cola II*.

The Dossins were so enthused by the boat's appearance at the President's Cup, they contacted Danny Foster and he arranged for them to buy an old 7-litre hydro from Lou Fageol. It was rebuilt to Unlimited-class standards and Foster was hired to be its driver. You may remember in the interview that he described the boat as being way too small with way too much engine.

The Dossin brothers planned to name the boat *Miss Pepsi*, but by this time a full-blown controversy about their previous boat had erupted. Mel Crook, a columnist for *Yachting* magazine and an APBA official, was dead set against the idea of commercialism in the sport and had lobbied the sport's biggest personality, bandleader Guy Lombardo, to side with him. A proposal for a rule to forbid sponsor names on race boats was brought before the sport's leadership before the 1947 season and was enthusiastically supported.

But, the Dossins adopted a countermove. They sent their new boat back to the factory and revised the name that was painted on its side. The “i” in Pepsi was removed, a Roman numeral “V” was added to represent the five-cent cost of a bottle of Pepsi-Cola, and the whole thing was embellished with a curly-cue that ran from the capital “P,” swept under the other letters, and emerged upwards right behind the “s.” While the boat was registered with the non-commercial name of *Miss Peps V*, the fans who looked at it saw the name as “Pepsi,” despite what the race officials saw on the paperwork.

To their amazement, little *Miss Peps V* became the year’s most dominant player. Danny Foster drove it to victory in four major races, including the Gold Cup and President’s Cup, and won that season’s national championship.

The Dossins were now completely captivated by boat racing, so decided to have a new boat built for the 1948 season and again proposed to name it *Miss Pepsi*. At the same time, the strong feelings against sponsors was beginning to soften, perhaps because the participants felt that the push toward commercialism could no longer be resisted. So, this time, the APBA referred the matter to a

five-person committee to work out.

After much discussion, the committee members ended up falling on opposite sides of the issue. Two supported the idea of allowing the names of sponsors on the race boats and two were opposed, which gave the deciding vote to the chair—Leonard H. Thompson. Convinced that it was folly to hold back the tide of commercialism any longer, Thompson cast his vote in favor then took the question to the APBA Board, which voted unanimously to accept the committee’s recommendation.

Some die-hards still didn’t like the idea, though. When the Dossin brothers built the new hydro in 1948 and legitimately painted *Miss Pepsi* on its side, Crook refused to call the boat by its name in the articles he wrote for *Yachting* magazine. He instead referred to the boat by its registration number: G-99. He even continued the practice with their next boat, which was built the following year—that is, until the Dossins complained to the magazine’s editor.

This change alone didn’t transform the sport from a millionaire’s hobby to a professional enterprise, however. In some ways that transition is still underway.

For the next decade or more after sponsor names were officially allowed, the sport was still tentative about the idea of commercialism. There was one aspect of the idea that was still not fully resolved until a ruling by the U.S. Tax Court in 1963 made it permissible to deduct from federal taxes the cost of operating a hydroplane that was being used to promote a product.

A problem that came up in one of the court cases leading to that ruling was the matter of prize money, for example. Millionaires with their hobby boats weren’t interested in getting prize money. They were happy with the trophies and silver platters that race sites gave them even into the early-1960s. But, that worked against commercialism. One of the federal judges who was asked to rule on one the tax cases remarked that it was no way to run a legitimate business that hoped to earn a profit.

The old traditions of boat racing still play a role; and money is still a challenge. For instance, today’s races are still organized by non-profit civic organizations that are strapped for cash. So, the idea of commercialism, conceived in the late-1940s, is still a concept that the sport struggles to make viable. ❖

**EDITOR:** Andy Muntz

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

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

The 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 © 2024, Unlimited NewsJournal, Reproduction or transmission in whole or in part is not permitted without written approval of the Unlimited NewsJournal.

WEBSITE: [unlimitednewsjournal.net](http://unlimitednewsjournal.net)

Letters are welcome, but may be edited for clarity and space.  
Send comments to: [ajmuntz@icloud.com](mailto:ajmuntz@icloud.com)

**PLEASE JOIN US AT THE NEXT MEETING OF UNLIMITEDS UNANIMOUS**

2 p.m. on Sunday, July 14, 2024

Bellevue Public Library, Room 2, 1111 110th Ave. NE, Bellevue, WA 98004