

OCTOBER 2013



Jimmy Shane Scores Big as the Coeur D'Alene Diamond Cup Rears Back to Life

by Steve Nelson

Karl Pearson photo



It was a 'grand slam' victory for U-5 *Graham Trucking* over Labor Day weekend, at the resurrected Diamond Cup race in Coeur d'Alene, Idaho. Jimmy Shane scored huge points by finishing first in qualifying, first in all three of his preliminary heats, and first in the 7-boat final. In the process, the U-5 took home a new H1 trophy and clawed its way to within 43 points of U-1 *Oh Boy Oberto*, with only one race left on the 2013 schedule.

Oddly enough, the perfect weekend for Jimmy Shane may have been overshadowed only by the race itself, as Diamond Cup organizers proved to the world that they could indeed host a successful unlimited hydroplane racing event after a 45 year hiatus. For the city of Coeur d' Alene, race organizers, boat teams, and an army of volunteers who stepped up to help, the weekend could not have gone better.

As the boats and trailers arrived in advance of the Labor Day weekend, race teams not exactly sure what they would find. They were directed just outside the city limits to the Silver Beach Marina, about 2 miles east of the old downtown Coeur d' Alene location, which hosted it's last unlimited hydroplane race in 1968. By Thursday evening, when all the truck drivers had wedged their boats and equipment into their assigned sliver of the pits, teams found that the four classes of race boats were split into two pit areas, separated by 1.2 miles of shoreline.

Two of the H1 unlimited hydroplanes were located amongst the vintage hydroplanes and Grand Prix boats at the far southeast end of the event (U-14 *DiJulio* & U-100 *Sahara Pizza* because their drivers also raced GP boats). The other eight H1 boats were assigned to the northwest pits, nestled high on a bluff amongst Ponderosa Pine trees overlooking the Silver Beach Marina. That second vantage point generated a lot of looks, as racers eyeballed the 50-foot vertical drop from the boat trailers to the floating dock below. Team members faced a walk of 300 paces from the highest portion of the pits to where the boats were lowered into the lake water. But as the weekend unfolded, concern over the extra steps melted as boat crews discovered that the upper pits provided generous views of the entire race course; a wonderful feature found nowhere else on the circuit.

QUALIFICATION ROUND

Drivers were anxious to get their sponsons wet Friday. Since the course was new, none of the drivers had been on it, or anywhere else on this lake for that matter. After the early morning test session, drivers reported that the new Coeur d' Alene course "felt a lot like Seattle", but rougher. By the time the weekend was over, even with gorgeous weather conditions, drivers would discover just how rough the enormous lake could be.

A single two-hour qualifying session had been scheduled for after lunch, but wind and whitecaps closed the course by mid-afternoon, extending the qualifying round into Friday evening. J. Michael Kelly was the first driver to top 140 MPH, when the U-37 *Beacon Plumbing* qualified at 142.399 MPH. Just before the course was temporarily closed, the U-9 *Fox Plumbing/Red Dot/Les Schwab* boat rolled through some bad luck. Driver Jon Zimmerman was at the far end of the course when a propeller blade broken away and did some extensive damage to the bottom of the boat. Zimmerman said he knew instantly that something was wrong. *"It was a horrible vibration. You could hear it, feel it, taste it. I shut it off as quick as I could, but the damage was done by then. It was taking*



The Coeur 'd Alene Resort Golf Course Terraces, hydroplane pits, and Silver Beach Marina.

Karl Pearson photo



Karl Pearson photo

on water. We had to get a line on it quick...so it didn't sink. The rescue boat ran the slings out to us. As long as we were moving, we were staying afloat." ~ Below left Karl Pearson photo



The terrific propeller vibration had ripped the strut off the boat, which in turn exploded the gearbox and tore out the bottom out of the hydroplane. It was the end of the weekend for Zimmerman and the U-9. ~ At right Steve Nelson photo

As the dinner hour approached and the wind warnings subsided, one boat after another pulled away from the dock in a spirited attempt to raise their qualifying speed before sunset. For nearly all of the drivers, their final attempt was their fastest, due to calming waters and adjustments made for rough water. The only exception was the U-95 *Qatar*, which lost credit for a final lap of 145.410 at just before 7pm, due to an N2 violation. At the end of the day, Jimmy Shane in the U-5 *Graham Trucking* topped the qualifying board with a speed of 147.124 MPH.



Karl Pearson photo

Steve David said he liked the course, but talked about the challenges. *"It's beautiful. One of the prettiest . . . and roughest on the circuit. But the boats will just have to adapt to it. You've got to pay for the beauty somehow, and here, it's just going to be rugged water. We ran in the morning when it was really rough, and then even when we qualified last night it was still rough. Here, even without the wind it is still lumpy. You can have a boat two miles away, throwing a swell, and there is nothing to stop it."*

HEAT 1A

On Saturday, August 31, 2013, fans lining the shore and logbooms witnessed something that hadn't occurred on Lake Coeur d'Alene in 45 years; a heat of unlimited hydroplane racing. Five boats headed onto the course, met by a steady breeze and sunny skies. The field included the U-5



Karl Pearson photo

Graham Trucking, the U-11 *Peters & May*, the U-57 *FEDCO*, the U-14 *Miss DiJulio*, and the U-100 *Miss Sahara Pizza*. Based on qualifying speeds alone, Jimmy Shane in *Graham Trucking* was the boat to beat, with Tom Thompson in *Peters & May* expected to push him.

Shane grabbed lane 1 at the onset, with Thompson in lane 2, followed by Mark Evans, Greg Hopp, and rookie Dave Warren assuming the 'trailer boat' position. Shane led the field at the start, but it didn't look easy. Tom Thompson's U-11 was right on his hip going into turn 1, and then pulled into a short lived lead on the backstretch. By lap 2, the U-5 led by a roostertail, even though Jimmy Shane was turning laps of barely over 126 MPH. The lead held up, however, and by the end of the lap 3 Jimmy Shane took the checkered flag, followed by Thompson, Evans, Hopp, and Warren.

Despite the win, the boat didn't feel right. The winning U-5 had averaged only 127.222 MPH. Shane said it felt like something was wrong. *"The game plan [in heat 1A] was to not run the equipment harder than we had to. But at the same time that was as fast as the boat would go. So, it's a good thing we got the inside lane in heat 1A. If Tom Thompson had been inside of us, he would have beat us, easily. We got very lucky. Very, very lucky."*

HEAT 1B

As they pulled onto the racecourse, drivers in Saturday's 1B immediately contested for position. J. Michael Kelly in the U-37 *Beacon Plumbing* battled early with Kip Brown in the U-95 *Qatar* for lane 1, with Steve David in the U-1 *Oh Boy! Oberto* joining the hunt. With one minute to go before the start of the heat, *Beacon Plumbing* seemingly had lane 1 wrapped up. But after passing the exit pin, Steve David tried to leapfrog past Kelly on the backstretch. Kelly showed some very quick boat speed and was able to retain his lane 1 position, leaving David in lane 2, and Brown out in lane 3. Mike Webster in the U-22 *Payne West Insurance* was the only driver who seemed content to drive on the outside.

It was as clean start with full roostertails at the green flag, with Kelly and David accelerating hard into the first turn. The question would be whether David, the defending National Champion, would have enough overall speed from the second lane to overtake *Beacon Plumbing*. David clocked a very fast 142.090 mph and pulled slightly ahead the lap 1 straightaway, but Kelly caught him with superior inside cornering.



Karl Pearson photo

Once the boats encountered rough water in lap 2, however, David was able to assert himself. He held a full roostertail lead going into the final lap. In the end, it was all Steve David and *Oh Boy! Oberto*, followed by Kelly, Brown, and Webster running a distant fourth.

J. Michal Kelly said he wanted to push Steve David harder, but the rollers sapped his strength *"I probably would have been closer to Steve David if I could have run as hard as Steve the whole race. But that last lap I probably only averaged 90 mph, because I was so gassed. I just need to go out there and focus a little bit more on relaxing. I think I was just too tense, and I tend to pull on the steering wheel a lot, which will drain you. With the skid fin adjustment, I'm hoping I can relax and know the thing isn't going to be pulling on me. I was really tired!"*

Steve David was happy with the victory, but said the rough water had taken a toll. *"We went through two props yesterday. Generally you'll get 150 or more laps out of a prop, give or take. But in rough water, when it comes in and out, it loads and unloads and just stresses the daylight out of the prop. Every time it lands, you are in the air, and the prop doesn't know it. You come in the water all of a sudden, and it loads it. That's how you break blades. So we did the equivalent of probably five races worth of damage in a couple of laps. So, it will be a matter of trying to figure out how to survive this course."*

A special presentation was held Saturday afternoon in a tree-shaded area next to the upper pits. Several members of the extended Bardahl family attended, including Bardahl Chairman Evelyn Bardahl-McNeil, and Bardahl

President and CEO Hugh McNeil. The company sponsored Saturday's heats, in the name of Bardahl and in memory of the late Rex Manchester, former driver of the U-25 *Miss Spokane* and U-7 *Notre Dame* hydroplanes. Evelyn Bardahl-McNeil, who was widowed when Rex was killed while racing in 1966, presented a special trophy to each winner of Saturday's heats. "After all these years, the names 'Bardahl' and 'Rex Manchester' are still . . . together. The heat sponsorship was a wonderful idea. It was [Diamond Cup President] Doug Miller's idea, to name the first two heats after Rex, and our company. It was such a nice idea because Rex has been gone a long time, and my children never knew him. It's been a long, long time [for the Diamond Cup]. But we're back, and it's starting all over again here, and it's just wonderful."



H&RM Collection photo

An autographed photo of Rex Manchester and the U-25 *Miss Spokane* in 1960.

long time [for the Diamond Cup]. But we're back, and it's starting all over again here, and it's just wonderful."



Above left three Bardahl girls with two of the heat trophies, and at right is Jimmy Shane with the 1A trophy and Evelyn Bardahl-McNeil. ~ Karl Pearson photos

DASH FOR CASH

Late Saturday, fans got an unexpected treat when four drivers agreed to provide the dash for an unscheduled race for cash. The fastest qualifiers were given the outside lanes, putting Tom Thompson in lane 1, Jeff Bernard aboard the U-95 in lane 2, Steve David in lane 3, and Jimmy Shane on the outside. No points were awarded, but three of the unlimiteds raced at full speed for all three laps, providing fantastic side by side racing in the late afternoon sun. Several lead changes through all three laps left the outcome in doubt until *Oh Boy!* Oberto found some extra speed in the final half-lap, and took first place.

Oddly enough, the only boat that struggled in the match-up was Friday's fastest qualifier, *Graham Trucking*. The acceleration problem that Jimmy Shane felt in heat 1A continued to get worse. With the boat back on the trailer,

Shane said the crew was now able to diagnose the problem. *“The throttle pedal must have broken, either qualifying or testing Saturday morning, and started bending. The more the boat ran, the more it was bending back farther, and the less throttle we were getting. We were only getting half throttle in the Dash for Cash. So, I knew something was going on. I could tell the throw of the pedal was not the same as it had ever been.”*



Chris Denslow photo

The U-5 crew fixed the problem that evening, and by Sunday morning, *Graham Trucking* was once again ready to go.

SUNDAY, SEPTEMBER 1, 2013

Sunday morning brought two surprises to Lake Coeur d' Alene. The first came during early morning test session. The morning's fastest 'test' time came, not from either of the fastest two qualifiers, but from *Beacon Plumbing*. Driver J. Michael Kelly liked the calmer water, and clocked the U-37 in a lap of just under 150 mph. *“The guys have been working hard on the boat. We had a pretty good boat yesterday. We didn't make too many changes. We went out and ran a couple fast laps; a 148 and then clicked off a 149. So, it feels good because it shows we are making progress. It takes time.”*

Kelly said the changes were minor. *“The only real change was a skid fin adjustment. Yesterday it was pulling pretty hard to the left, so I got pretty tired driving it. Right now it's mainly getting the motor tuned in and gearbox combos and propellers, and trying different things. We know we can go up in gear ratio right now, but we are going to stick with what we had in that testing. That is going to be our race set-up.”*



Chris Denslow photo

The other news Sunday came from the FEDCO camp, where Mark Evans announced that young team member Jesse Robertson (in photo at left) would drive the U-57 all day. Evans stated Friday that Robertson would have an 'opportunity'. But by Sunday, that 'opportunity' had become 'full time driver', at least during the Diamond Cup. Perhaps the bouncing water conditions convinced Evans to move the timetable up. *“I've been driving since 1969, racing snowmobiles and everything under the sun. The body parts are starting to really hurt, so to speak! (laughs) It's time to get a younger guy up in there. Both for the fans, and to keep me from being in that cockpit too much. So, it's just great to have Jesse on board, and pick up the pace. I might do a little driving as we go along, and do some testing. But I think I'm*

about done with the full on competition. All those little trips to the hospital over the years aren't all they are cracked up to be. I'm not interested in that anymore.”

Robertson was thrilled with the assignment. *“I had a sense that I was going to drive. But I didn't think I was going to have the whole day to myself, to get all my qualification heats in. I thought I was going to get one here, and one in San Diego. So, I had no idea until he told me this morning. It was a big surprise. I'm kind of glad he didn't tell me last night because I probably wouldn't have slept!”*

As the morning calm inched closer to heat 2A, it became clear that the resurrected Diamond Cup was being well received by Coeur d'Alene. Thousands of fans staked their turf along the shoreline, trying to find the best bleacher seat or patch of green grass to view the races from. Vendors were busy as well. One T-shirt booth ordered additional stock on both Friday and Saturday nights, and quickly discovered that some shirt styles were still selling out.

HEAT 2A

Heat 2A, sponsored by 'UnlimitedNewsJournal.Net,' generated the only real controversy of the day.

The heat pitted Sunday's fastest boat in testing, the U-37 *Beacon Plumbing*, against Saturday's Dash for Cash winner, *Oh Boy! Oberto*. Rounding out the four boat field were this year's Gold Cup winner, *Qatar*, and *FEDCO*.

From the get go, the three fastest boats jockeyed for position. Rookie driver Jesse Robertson hung back in a 'trailer boat' position, just hoping to notch his first of two heats to fully qualify as an unlimited driver. By the time the trolling and leapfrogging were done, Kip Brown was in lane 1, Steve David in lane 3, and J. Michael Kelly sandwiched in between. As they roared across the starting line, fans were treated to an exciting first lap duel, as J. Michael Kelly emerged as the early leader, pouring in on at 140.872 MPH. As they entered lap 2, the bright orange *Beacon Plumbing* carried a one-boat lead over Brown. But as they rounded turn one, the frontrunners got a little close, and the U-95 quickly climbed *Beacon Plumbing*'s roostertail. Fans gasped as the U-95 was launching high into the air, but fortunately, Brown rode the wall of water back down safely and continued racing. Within 30 seconds, course announcers declared that officials were assessing a one-lap penalty to the U-37, for lane encroachment.

Entering lap number 3, Kelly maintained a 15-second lead over David, Brown, and Robertson. David was content to stay behind the bright orange U-37, since the one-lap penalty actually placed the front runner in last. And that's how they crossed the finish line, with David apparently collecting first place points. However, as the boats reach the shore, announcers declared that the violation was under review as a 'precautionary lap' only.



Karl Pearson photo

Steve David was not at all happy. He was very direct when asked about the officiating. *"Make the call. If you don't know, don't call it, because the rest of us are going to slow down to save equipment."*

A short time later it was announced that the original call would stand and David would be awarded first place. J. Michael Kelly would fall from first to last, and would receive an additional 100 point penalty, reducing his heat total to only 69 points. The ink on that decision was barely dry when officials reviewed the video. Having a clearer picture of what happened, Doug Brow then met privately with drivers Kelly and Brown. He later announced that the U-37 had been reinstated as winner of 2A, pushing David to second, followed by Brown, and Robertson.

Brown, whose boat had been in the middle of the fray, was gracious. He said officials got it right. *"I don't have any issue with it. I had lane 1, which was what I was going for, and got a good start. He had a fast boat, and I had a good boat. Unfortunately [in the second lap] I couldn't hold lane 1, and skipped out about half a lane. That's all it took to get into his roostertail. Then, you're just along for the ride. Thankfully it didn't go upside down. It came back down, and not real hard. I had to re-spool and re-fire, but I had enough of an advantage on the 57 to stay in third place."*

HEAT 2B

Compared to 2A, 2B was a cake walk, albeit a fast one. Only three boats made it on the course, after Greg Hopp's *Miss DiJulio* was unable to start. Jimmy Shane in *Graham Trucking* claimed lane 1 early, with Tom Thompson's *Peters & May* occupying lane 2. Mike Webster's *Payne West Insurance*, opted out of the trolling club, and instead

charged quickly around the course to cross the starting line at sustained speed. Webster's strategy appeared to be working as he crossed the starting line first, giving Jimmy Shane a run for the money. But the hot running U-22 seemed a little too hot when the boat shut down in a cloud of oil smoke on turn 2 of the second lap. This opened the door for another victory for Jimmy Shane, with *Peters & May* awarded



Chris Denslow photo

second. Shane's fastest lap was clocked in lap number two at 133.99. Shane said Webster and his crew really had the U-22 running well.

"The 22 guys definitely found some speed, and they are a team to look out for. They were running extremely well. I was running flat out the entire race and they were hanging right with me."

After the heat, U-22 Crew Chief Eric Bell said the boat lost a bearing at the top side of the gearbox, causing the shaft to rotate out of balance. *The heavy vibration then began taking out parts of the engine. "We were excited because we had the boat running the best we've had it running all year. We had held off the 11 the whole time and almost into the third lap when Mike felt a real bad vibration. It transferred back and took out the bearing in the front of the engine, as well as the oil tank lid. So basically we dumped all our oil into the engine bilge. We didn't kill the engine, but we hurt the oil tanks. It's bitter sweet, because we go home knowing that we finally go the boat up to potential, but now we've got more work to do."*



Chris Denslow photo

HEAT 3A

Any hope that the weekend's top two qualifiers would race head-to-head for points before the final were dashed when the random draw put the U-1 and U-5 in separate heats again. But as it turned out, Steve David's race was over before it began. As *Oh Boy! Oberto* pulled away from the dock, the U-1's favorite propeller was lost to Lake Coeur d'Alene. The shiny \$15,000 propeller slipped to the lake bottom with the short shaft still attached. After a quick tow to shore, David could only watch as the other drivers battled for precious points.

With Mike Webster also on shore, the remaining three boats included J. Michael Kelly in *Beacon Plumbing*, Greg Hopp in *DiJulio*, and trailer boat Dave Warren in *Miss Sahara Pizza*. Predictably, Kelly claimed lane 1, and easily outpaced the two boats to tally another 400 points at the checkered flag. Hopp finished second, and Warren, now a fully qualified unlimited driver, finished third.

Even in a heat where only three boats competed, there were plenty of punishing rollers. Greg Hopp was able to finish the race in second, even though the U-14's tail was leaning precariously to the port side by the end of lap number 2.



Karl Pearson photo

For Steve David, it was tough to watch. *“That hurt us. That was our best prop. “*

J. Michael Kelly was pleased with the win. *“It’s a shame the Oberto didn’t make it out. But we are running good. This place is definitely an interesting place to run. I love being here.”*

Because of that rough water, his fastest lap was only 125.581 mph. Kelly looked forward to some rest before the final. *“It was very rough out there, even with just the three of us. The rough water definitely levels the playing field. I’m going to ice my arms, or something. It’s definitely a work-out out there. I don’t know how the rest of the guys are doing, I should be good to go, but I’ve got to go recover for a little bit. It’s rough.”*

HEAT 3B

Jimmy Shane made it look easy in 3B as he cruised to his third straight preliminary heat win of the weekend. The U-5 eased into lane 1 during the ‘posturing period’ before the start of the race, and took complete control from there, leading by a full roostertail at only half a lap into the race. The competition for second and third, however, was hotly contested for the first two laps. Kip Brown in the U-95 had the early edge, while Tom Thompson in the U-11 challenging him from lane three. By the third lap, Brown had opened a sizable lead to finish a strong second place in the heat over the *Peters & May*. Fourth place went to young Jesse Robertson in *FEDCO*, whose goal was to simply to finish the heat, so he could be fully qualified as an unlimited driver.

Despite the perfect weekend, Jimmy Shane was not taking anything for granted. He said the rough water would tell the tale of the final heat. *“It’s soupy, soupy. With these conditions, it is really an equalizer for a lot of boats. Everybody has to run through this rough stuff, and it’s all over the racecourse. We are going to take what we got, read the data, and see if we can get the boat set up a little better for this rough stuff, and take it to them in the final.”*

Tom Thompson, happy with 300 points, agreed that the choppy course would be the wild-card in the final. *“It is a race of attrition, and that happens at a lot of races. Being smart, and making sure you are in the right spot at the right time, and just watching for those big holes so they don’t gobble you up. “*

FINAL

The first Diamond Cup champion in 45 years would be decided under sun-drenched skies. A moderate breeze and choppy water prevailed, the same racing conditions that racers had seen all day long day. For the first time all weekend, fans would see *Graham Trucking* go up against *Oh Boy! Oberto* in head-to-head competition. With a seven boat field, including a rookie driver in the mix, the 5-lap final was shaping up to be a good one.

With thousands of new fans watching from shore and from expensive boats tethered to the log boom, several of the hydroplanes bolted from the floating dock at the six minute mark, and quickly jockeyed for position. J. Michael Kelly immediately cut over to lane 1 on the back stretch, and began trolling with well over three and a half minutes



Karl Pearson photo



Karl Pearson photo

to go. Steve David in *Oh Boy!* *Oberto* joined him in lane 2, and Jimmy Shane came around in lane 3. *Qatar*, *Peters & May*, *Miss DiJulio*, and *FEDCO* rounded out the crowded field.

Once past the turn-1 exit buoy, Jimmy Shane hit the throttle and quickly snatched lane 1 away from trolling Kelly and David. Kip Brown in the U-95 saw Shane's maneuver, and followed suit. So as the boats approached the starting line at full speed, Shane held lane 1, Brown was in lane 2, Kelly in 3, David in 4, Thompson in 5, Hopp in 6, and rookie Robertson in lane 7.

As the unlimited screamed across the starting line, the U-37 in lane 3 edged slightly ahead of the U-5, who battled from the inside. Perhaps Kelly's new found speed in *Beacon Plumbing* surprised him as well, because the course official would later rule that Kelly jumped the gun by a fraction of a second. Meanwhile, with the race fully underway in turn 1, Brown found himself wedged between the U-5 and U-37, with the U-1 just outside of all three. To avoid the heavy traffic, Brown backed off a bit and let the boats fan out as they exited turn 1. Going down the backstretch, Shane and Kelly were in an impressive dogfight for first, with David trailing in their roostertails. Brown vs. Thompson battled a tight race for fourth and fifth, with Hopp and Robertson behind the rest.

Kelly rocked side to side in the rough water of turn 2, allowing Jimmy Shane to assert himself as the leaders came around to begin the second lap. By now Steve David trailed the leaders and found himself eating water as he waited for an opening. In that second lap, Kelly continued to show strong boat speed and the ability to put pressure on Shane, but the rough course in lane 4 was not helping him.

Midway through the race, the U-1 moved into lane 1 behind Shane as the U-5 continued to lengthen his lead. As the lead pack of three headed down the backstretch, they encountered Greg Hopp's U-14 in their path with apparent engine trouble. Hopp pulled to the outside just in time for the traffic to pass. With two laps remaining, *Beacon Plumbing* thrilled the crowd with several wild hops, as J. Michael Kelly tried desperately to close the gap on Jimmy Shane. Meanwhile, Brown's U-95 strengthened his edge in his battle with the U-11, well behind the leaders.

The final lap saw no more changes in the running order. Shane in the U-5 got the checkered flag, but because of the early start, J. Michael Kelly was penalized a lap, for sixth place. That gave second place to Steve David in the U-1, and Kip Brown's U-95 was awarded third. Tom Thompson was later disqualified for a fuel violation, bumping rookie Jesse Robertson into fourth, in his very first final as an unlimited driver. And for all the big air and



Karl Pearson photo



Chris Denslow photo



Chris Denslow photo

dramatic rocking that *Beacon Plumbing* endured in a spirited chase for the lead, J. Michael Kelly was handed a fifth place finish. Greg Hopp was listed as a ‘Did Not Finish’.

From the driver’s perspective, Kip Brown said had wanted to avoid traffic, but it didn’t work that way. *“Frankly, after feeling what Lake Coeur d’Alene had for us, I wanted to get out of here with two sponsors still attached to the boat. My intention was to go for lane 1, or lane 4 or further out. I really didn’t want to be in the middle. As it turned out, we kind of set ourselves up for a leap frog. Jimmy Shane was inside me, and he moved over all the way to lane 1, and I just followed him to lane 2. That put J. Michael and Steve David outside of us.”*

Steve David gave credit to Jimmy Shane. *“Jimmy did a great job with his hole shot there. That made the race. I was in a lot of heavy water back there. A bunch, but I was trying to get inside. I thought if I could only just stay inside, maybe I could get him. Just couldn’t.”*

J. Michael Kelly was surprised he jumped the gun. *“I actually thought I was a half-second late on the start. I thought the rest of the guys were pretty late. But the video showed I jumped the gun. It’s just a shame. The one thing I can feel good about is that I do have a boat that, next year when we come here. I think we can win with. I’m excited. I think our team is heading in the right direction.”*

Rookie driver Jesse Robertson was very pleased with a fourth place finish. *“It was nice and rough, but we all had the same water. We all had the same conditions, so we just did what we could with them.”*

Jimmy Shane said he had his hands full with J. Michael Kelly. *“I knew he was close on the start, and I had to race him hard because if he didn’t jump the gun he was going to be right there running for the lead, so I was very fortunate I was able to get a little bit ahead of him, and get some room to drive around the rough stuff.”*

Having now won his fifth unlimited race, Shane mentioned the Saturday evening ‘Dash for Cash’ as being a turning point for his team. *“We had success all weekend . . . except for the Dash for Cash. We are extremely lucky we decided to run in the Dash for Cash, because we figured out we had a broken throttle pedal. We were able to fix that, and today we ran perfect*

Compliments for GDA

No matter how you measure it, the 2013 Diamond Cup was a success. Lots of fans, warm sunshine, and some good old fashioned boat racing. Vendors sold more hot dogs and T-shirts than anyone could have imagined. Hundreds of volunteers stepped forward, including 20 key players from the Tri-Cities, to help make the weekend a success. And there were plenty of compliments to go around.

Winning driver Jimmy Shane called Coeur d’Alene “a postcard”, and said he couldn’t wait for next year.



Karl Pearson photo



Karl Pearson photo

Oh Boy! Oberto Representative Owner Bob Hughes used the word “*Stunning*”, in a good way.

U-1 driver Steve David said, “*This is the roughest racecourse that any of us have ever raced on. Rougher than the Detroit River, rougher than Lake St. Claire, rougher than an off-shore race. But it’s probably the most beautiful race site you will go to. You can’t beat the scenery or the fans.*”

And the biggest smile award when to Diamond Cup President Doug Miller, who poured his heart and soul into the race effort. “*I am 200 percent numb. The doubters can go home now.*”

Looking Forward

The weekend’s biggest celebrity was U-37 owner Billy Schumacher, who patiently signed autographs and posed for pictures with fans. As the last driver to win a Diamond Cup in 1968, he was the most recognized ‘old timer’. Schumacher is excited about his boat’s future. “*J. Michael told me when he came in [from the final heat] that he actually had speed on Graham Trucking. From the second lane, it is really hard to do anything in this kind of water conditions when it is lumpy like that. But he was pulling up to him, and said ‘I had speed on him’. If he’d had the inside, I’m sure he would have won the race. He jumped the gun by about a foot. That’s a small fraction of a second. When you are going 180 miles an hour. I feel good about the future. My sponsor from Seattle was here. He was just tickled pink about the possibilities for next year. He’s a happy camper. We are still going to go and try to win San Diego, and I think we have the boat that can do it now.*”

Steve David had a fast boat, but lost some precious ground in the HI national high point race. He arrived in Coeur d’Alene in first place, with a 663 point cushion. By the time his trailer headed back to Seattle, that lead had dwindled to a slender 43 points. But David still put a good spin on it. “*Going into San Diego its only 43 points. This is great! This is the closest the sport has been in a long time. You know, it used to be Bud would be about 3,000 points ahead right now. So it’s going to be great competition. Looking forward to the next race!*”

Looking forward, yes. But also looking back at heat 3A, when *Oh Boy! Oberto* lost a shiny prop, and a golden opportunity to earn precious points. If the U-1 *Oh Boy! Oberto* fails to win the national high point race later this month, it makes one wonder what could have been, had things had turned out differently during the 2013 running of the Diamond Cup, on the sparkling waters of Lake Coeur d’Alene.

A right is Diamond Cup President Doug Miller, who put a lot of work in the last two years into getting the HI to come back and race in Idaho after 12 long years. The former Diamond Cup ran from 1958 thru 1966 and in 1968 and has done away with the drunks and hooligans.

~ Press photo

~~ UNJ

A Brief History

The winners of the former Diamond Cup were; the U-60 *Miss Century 21* in 1961 and ’62, U-60 *Miss Thriftway* (3) ’63, U-75 *Miss Exide* (2) 1964 and ’65, U-3 *Tahoe Miss* (3) in ’65, and U-40 *Miss Bardahl* (5) in 1968 ~ Editor





On the podium above are; Kip Brown 3rd place, Steve David 2nd place, and the victor Jimmy Shane. Below is a happy couple, Jon & his lovely wife JoAnne Zimmerman. ~Chris Denslow photos



STAT BOX

DIAMOND CUP

Coeur d'Alene, Idaho; August 31-September 1, 2013

2-mile course on Lake Coeur d'Alene

QUALIFICATION (1) U-5 *Graham Trucking*, Jimmy Shane, 147.124, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 146.797, 80; (3) U-37 *Beacon Plumbing*, J. Michael Kelly, 142.399, 70; (4) U-95 *Qatar*, Kip Brown, 142.177, 60; (5) U-100 *Miss Sahara Pizza*, Dave Warren, 139.933, 50 (no driver points); (6) U-11 *Peters & May*, Tom Thompson, 137.756, 40; U-22 *PayneWest Financial*, Mike Webster, 134.657, 30; U-57 *FEDCO*, N. Mark Evans, 132.909, 30; U-14 *Miss DiJulio*, Greg Hopp, DNQ — no attempt during qualifying, below 130 testing speed, 0 (Chairman's Option); U-9 *Red Dot*, Jon Zimmerman, DNQ — broke propeller blade during qualifying, 0 (withdrew).

HEAT 1A (1) *Graham Trucking* 127.222, 400 points, 500 cumulative points; (2) *Peters & May* 124.540, 300, 340; (3) *FEDCO* 118.275, 225, 255; (4) *DiJulio* 110.325, 169, 169; (5) *Miss Sahara Pizza* 105.245, 127, 177 (no driver points). Fast lap (3) *Graham Trucking* 128.930. **HEAT 1B** (1) *Oh Boy! Oberto* 138.683, 400, 480; (2) *Beacon Plumbing* 132.744, 300, 370; (3) *Qatar* 129.936, 225, 285; (4) *PayneWest Financial*, 122.683, 169, 199. Fast lap (1) *Oh Boy! Oberto* 142.090.

HEAT 2A (1) *Beacon Plumbing* 135.635, 400, 770; (2) *Oh Boy! Oberto* 125.002, 300, 780; (3) *Qatar* 115.334, 225, 510; (4) *FEDCO*, Jesse Robertson, 104.324, 169 (no driver points), 424; *Miss Sahara Pizza* DNS — fuel flow, 0, 177. Fast lap (1) *Beacon Plumbing* 140.872. **HEAT 2B** (1) *Graham Trucking* 132.515, 400, 900; (2) *Peters & May* 118.772, 300, 640; *PayneWest Financial* DNF — damaged gearbox, engine, 0, 199; *DiJulio* DNS — oil leak, 0, 169. Fast lap (2) *Graham Trucking* 133.990.

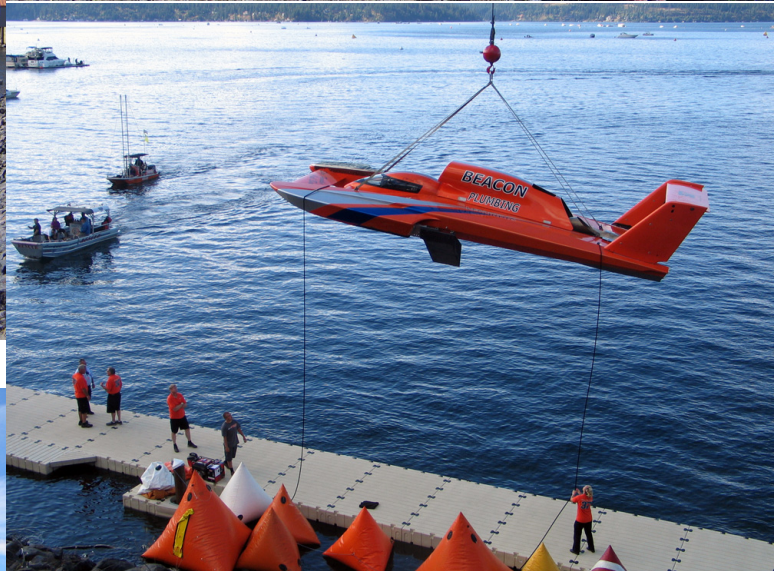
HEAT 3A (1) *Beacon Plumbing* 125.581, 400, 1170; (2) *DiJulio* 112.692, 300, 469; (3) *Miss Sahara Pizza* 108.721, 225 (no driver points), 402; *Oh Boy! Oberto* DNS — sheared propeller shaft leaving pits, 0, 780. Fast lap (1) *Beacon Plumbing* 129.874. **HEAT 3B** (1) *Graham Trucking* 129.015, 400, 1300; (2) *Qatar* 125.138, 300, 810; (3) *Peters & May* 120.365225, 865; (4) *FEDCO* 100.108, 169 (no driver points), 593. *PayneWest Insurance* DNS — unable to make repairs in time, 0, 199. Fast lap (2) *Graham Trucking* 130.647.

FINAL (1) *Graham Trucking* 131.117, 400, 1700; (2) *Oh Boy! Oberto* 128.220, 300, 1080; (3) *Qatar* 124.298, 225, 1035; (4) *FEDCO* 110.487, 169, 762; (5) *Beacon Plumbing* 103.230 (penalized one lap for jumping the gun), 127, 1297; *Miss DiJulio* DNF — bullnose coming apart, 0, 469; *Peters & May* DSQ — flagrant fuel violation, 0, 865. Fast lap (1) *Graham Trucking* 144.767.

COMPILED BY ALLEN STILES

Diamond Cup shots from Steve Nelson

As you can see, it's a loooong way down to the dock on Lake Coeur d'Alene. In three of the photos you can see the Silver Beach Marina. Directly below, six boats are docked and getting ready to race. At right, two returned to the dock; *Oh Boy! Oberto* on hook and heading for the pits high above. *Beacon Plumbing*, U-9 (just before it was damaged), and *FEDCO* are lowered from above for test runs in three of the photos



Five Vintage boats show for the 2013 Diamond Cup

A very welcome site for the new Diamond Cup. Dave Williams and the H&RM team brought five unlimited hydroplanes to Coeur d'Alene, Idaho; The U-8 *Oh Boy! Oberto*, U-40 *Miss Bardahl*, U-60 *Miss Thriftway*, and the U-77 *Miss Wahoo*. They put on a great show all three days of the event. Below the run up the backstretch during Saturday's vintage race. Sadly Dixon Smith's *Miss Bardahl* was a not in this shot. ~ Karl Pearson photo



The U-8 *Oh Boy! Oberto* goes bow up during a Saturday vintage race on Lake Coeur d'Alene.

~ Chris Denslow photo



Below left the U-12 *Miss Budweiser* and U-40 *Miss Bardahl* (3) replica in a hot race Saturday. Bottom right the U-77 *Miss Wahoo* and U-60 *Miss Thriftway* go head-to-head Saturday. ~ Karl Pearson photos

As a note; *Miss Bardahl* (3) finished 10th in 1962. In 1963 it DNF. In 1964 the U-75 *Miss Exide* (2), former *Miss Wahoo*, won by beating *Miss Bardahl*. *Miss Bardahl* (3) finished 3rd in 1965 behind *Notre Dame* (5) and the victorious *Miss Exide* (3).



October Vintage Hydroplanes & Faces at Lake Chelan



Lined up at the dock above are *Miss Wahoo*, *Oh Boy! Oberto*, and *Miss Bardahl*. Below are *the Gale V(3)*, *Miss Wahoo*, *Miss Bardahl*, and *Miss Thriftway*. The Grandview On The Lake Resort and Hotel is in background~ Karl Pearson photos





Mitch and Mark Evans above. Below left are Chip Hanauer, Jim Lucero, and Dr. Ken Muscatel. Bottom right is someone we haven't seen for awhile, U-3 owner Ed Cooper (Karl Pearson photos). Bottom left is Jimmy Shane and Bianca Bononcini with their new baby Colton. By time you read this they will be husband and wife (Chris Denslow photo). Congratulations from UNJ.



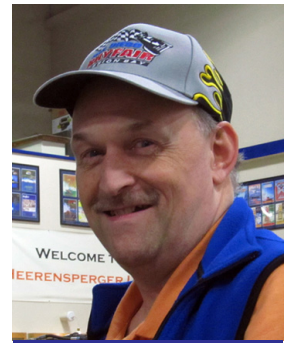
1. Oh Boy! Oberto

The U-6 *Oh Boy! Oberto*, seen at left, hull was recently on display duty for short time in October. It made an appearance at the Suffolk Peanut Festival in Virginia supporting associate sponsor Lipton Tea.

The Oberto Corporation announced they would be dropping the “*Oh Boy!*”



phrasing from the branding of the all natural pork & beef jerky products in the Oberto line and also coming out with new packaging and color schemes in their marketing plans. It is not known at this time how those changes might affect their sponsorship and branding on the raceboat. The “*Oh Boy! Oberto*” branding will remain on their classic Oberto products. ~ Photo from Oberto facebook page



**HydroFile
Lon Erickson**

14. Centurion Unlimited/Miss DiJulio

The U-14 Centurion Unlimited Racing team is currently working on winter maintenance, minor repairs, and salt water clean-up after San Diego. Centurion Unlimited owner **Jay Leckrone**, along with team manager **Denise Garl** are looking forward to their options heading into the 2014 season, while details have not been announced.



yet, they are excited for next year. Plans have already begun, talks are underway with sponsors, and they look to add some additional crew to the team. ~ Lon Erickson photos

In other developments, Miss Madison Racing, owner of the current U-1 *Oh Boy! Oberto*/Miss Madison team has filed an appeal to the A.P.B.A. on the results of the 2013 Gold Cup. They initially

initially protested a call against **Steve David** in the final heat, immediately after the event. H1 Unlimited ruled it was a judgment call made and could not be reviewed. The last option was to file the appeal with the A.P.B.A. which governs powerboating racing in the U.S., they will have the final ruling. No timeframe has been announced for a decision from the A.P.B.A.

Mark Evans has acquired the former Leland hull #9810. It last ran as the U-60 *Miss Thriftway* in 2005 and driven by **Steve Hook**. He failed to qualify. After that Fred Leland began converting it to three engine Hemi automotive power before his passing. Mark has plans to continue with a program using two automotive powerplants. He says more details to come, along with the people involved with this project. Below is what it looks like now in Chelan. He purchased the hull off of CraigsList. - Below Craigslist posting photos



Jim Clark photo



The 2013 H1 Unlimited Hydroplane Series events began airing on the CBS Sports Network Sunday, Oct. 6 starting with the Doha, Qatar race from February and the balance of the events will air on subsequent Sundays, 10/13, 10/20, 10/27, through November, 11/3, 11/10, 11/17. and 11/24. H1 Unlimited has announced an interruption to the 2013 television schedule. More information coming.



H1 Unlimited announced in early October the 2013 H1 Awards Banquet and Annual Meetings would be Nov. 8-9th at the Belterra Resort and Casino outside of Madison, Indiana. In a new development, the H1 Awards Banquet and Meetings have now been postponed and rescheduled to sometime in January, with more information to follow.

IN THIS OCTOBER 2013 ISSUE

Jimmy Shane Scores Big as the Coeur d'Alene Diamond Cup Roars Back to Life by Steve Nelson	1
Diamond Cup Stats by Allen Stiles	13
Diamond Cup Shots from Steve Nelson	14
Five Vintage Boats show for the New Diamond Cup	15
October Vintage Hydroplanes & Faces at Lake Chelan	16
HydroFile by Lon Erickson	18

NEXT MONTH: San Diego Race Report

EDITOR Michael Prophet **ASSOCIATE EDITORS** Craig Fjarlie, Chris Tracy, Dick Sanders
HYDROFILE EDITOR & WEBMASTER Lon Erickson **HISTORIAN** Bob Greenhow
SPECIAL PROJECTS Kirk Pagel, Andy Muntz **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 © 2013 *Unlimited NewsJournal*. Reproduction or transmission in whole or part is not permitted without written approval of the *Unlimited NewsJournal*.

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

Next Meeting of Unlimiteds Unanimous

BELLEVUE PUBLIC LIBRARY
1110 110th Ave. NE
Bellevue, Washington
-everyone welcome!-

Sunday, November 10th
UNJ 2 pm -- UU 2:30 pm

Silver Lake Dental Arts

Michael C. Johnson, DDS, PS
Brent N. Kellogg, DDS, PS
1809 100th PL SE
Everett, WA 98208
425-337-3922

sldarts@verizon.net
www.sldarts.com