



After Further Review: Jimmy Shane the Winner in San Diego

By Mac Clouse

The fans at the San Diego Bayfair race saw Steve David in *Oh Boy! Oberto* win the final heat. The awards ceremony which usually quickly follows the finish of the race was delayed. The fans were told that a technical review process was the reason for the delay. After about an hour's wait, the fans saw David awarded the first place trophy, and they left thinking that *Oberto* had won. About an hour later, it was announced that *Oberto* had been disqualified due to a "flagrant fuel violation." This resulted in everyone in the final moving up one position and gave the victory to Jimmy Shane and *Graham Trucking*. It was Shane's second win of the season and his career. Ironically, in both of his wins, he has finished second on the water to David, but penalties on David have resulted in Shane's winning in Tri Cities and San Diego.



Chris Denslow photo
Steve David and the 6 *Oh Boy! Oberto* crosses the finish line in front of Jimmy Shane and the 5 *Graham Trucking*, but as it turned out David was DQ'ed, setting off a fiasco that still drags on today.

Testing

This was a race where there was more interest in the off-the-water activity than what was happening on the water. In the summer, there was the uncertainty of whether the unlimiteds would be in San Diego. Last year, lane choices were used because of the fear of salt damage that could happen if the boats trolled while fighting for lanes. This year, the decision was made to let the drivers fight for lanes. On Saturday, it was announced that for this race, and future San Diego races, the race would be the Peters & May North American Championship sanctioned by the APBA and the Canadian and Mexican Boating Federations. There were also rumors circulating of a second race in Qatar to be held about a month after the already scheduled January 2013 race.

There were 11 boats in the pits. Without a sponsor, Greg O'Farrell's U-21 and Brian Perkins did not make the trip to San Diego.

Peters & May had a new driver. J.W. Myers was there to work with the crew but would not be driving. "My left shoulder was damaged in the Detroit flip. It was a combination of the seat belt and the HANS device holding me in one direction while the rest of my body went the other direction. I need to retire while I can still do things. There was a time after the Detroit crash into the wall when I wasn't sure I'd be able to walk again. I'll still be active with the boat."

The new driver was Tom Thompson from Cambridge, Maryland. Thompson has driven in every limited class and has won several National Championships. "I'm very excited to have the opportunity to drive an unlimited. I couldn't ask for a better team. The whole team is great. What will be different for me is the overall size and speed of the boat. It will be the same driving—just be efficient and get the best out of the boat. My biggest concern is to keep the salt out. It is nice to have another driver from the East. I have raced against Jimmy Shane and Scott Liddycoat a lot. I know there will be a lot of people from my home area who will now be following what happens here this weekend."

Peters & May owner Shannon Raney had these comments about her new driver. "We liked his experience. He was a fit in all the factors we want for a professional team. We are all excited and expect this to be a long term relationship."

Returning to the cockpit of *Red Dot* was Kip Brown, who broke his leg in Detroit and missed the two races in Washington. "It is slow to heal and isn't completely back together, but the doctor said even if I hurt it more, he can fix it afterwards. This will be my first time any boat since Detroit. I have a brace I will wear when driving, but I know it will hurt afterwards."

Friday was hot with a temperature of 93 degrees. There were two one-hour testing sessions and then the two-hour qualifying session. In the morning testing, the water was very good and the speeds were faster.

Oh Boy! Oberto had the morning's fast speed. "We are in good shape. We did a 162 (162.118), and there is more there," said David.

Kelly Stocklin in the 18 *Bucket List Racing* tried to do more laps of greater than 130 mph to qualify as a driver. He went out twice and came in each time without completing a lap.



Shannon Raney and J.W. Myers at left with their new driver Tom Thompson at far right.

Chris Denslow photo



Kip Brown at work.

Chris Denslow photo

Thompson did his first laps in *Peters & May*. After laps of 116.199 and 121.598, he then did 7 laps over 130, with a fastest of 142.823. “I was conservative in the first laps. I wanted to learn the course. Scott (Raney) and J.W. were on the radios, and they really helped me a lot. I am getting more comfortable with the boat, and it is handling great. I have the easy part. I was by myself part of the time. When some other boats came out, it helped me to learn what the ride would be in rough water.”

The Ellstrom’s *Qatar* was not ready to run in the first session.

In the afternoon testing session, the water was sloppy. The best that *Oberto* could do was a 150.437. *Qatar*, with Dave Villwock, did a 160.938.

Miss DiJulio with Mark Evans did two laps, but only at 124 and 127. “We tried a new motor and an old *PICO* prop. It obviously didn’t work very well. We’ll switch back to the combination we used in Tri-Cities,” said Evans.

Thompson did six more laps over 130 mph in *Peters & May* to complete the laps portion of his driver qualification.

Qualifying

The water was still sloppy for the 2:30 pm qualifying session. *Bucket List* passed on its first attempt so the first boat out was Evans in the *Miss DiJulio*. He did 139.097. Thompson was out next and qualified *Peters & May* at 137.469.

Fox Plumbing (Greg Hopp) passed. Brown qualified *Red Dot* at 152.744. *Degree Men* (Scott Liddycoat) qualified at 150.077, followed by Jones Racing (Jon Zimmerman) at 153.683. *Miss Beacon Plumbing* (J. Michael Kelly) then did 140.728. *Graham Trucking* (Jimmy Shane) did 154.133.

Qatar then did a 162.118, ironically the same speed that *Oberto* did in the morning test session. *Oberto* couldn’t match its morning speed and did a 157.980.

In round 2, everyone passed except Hopp and Shane. Hopp did a 145.822 in *Fox Plumbing*. Shane did a 153.436 in *Graham Trucking*, but that was not as fast as its earlier speed.

Villwock was hoping that his fast speed would be the sign of a good weekend. “In Seattle, just about everything went wrong. We’ve built some new engines and gearboxes so we should be good there, but there is still uncertainty about the starts and penalty calls.”



Karl Pearson photo

Kelly Stocklin and the 18 *Bucket List* return to the dock after a test run on Mission Bay.



Karl Pearson photo



Karl Pearson photo

Villwock and the 1 *Qatar* in the air on Mission Bay. They were the top qualifiers at San Diego.

Heat 1

Heat 1A was run late Saturday afternoon. It was scheduled for 4:00 pm, but it had to be stopped as the boats entered the first turn. *Red Dot* was dead in the water in turn 1 and in a dangerous position. The bleed band was stuck and the engine overheated. A red flare was shot from the start line, but it wasn't seen and all the boats did go through the turn. Fortunately, all of them avoided *Red Dot* and each other. The heat was rescheduled to be run after 1B.

In 1B, *Beacon* was early in turn to get lane 1. *Oberto* was in lane 2, *Degree* in lane 3, and Jones Racing in lane 4. *Bucket List* was back and outside, as is required for a non-qualified driver.

Kelly was first across the line and first in and out of turn 1, but he jumped. David passed him in the backstretch to lead at the end of the first lap. Kelly was in second with Liddycoat in third, Zimmerman in fourth, and Stocklin in fifth. In lap 2, Liddycoat passed Kelly to move into second. By the end of the heat, *Oberto* had a two roostertail lead over *Degree*. Jones Racing was third with *Bucket List* in fourth. *Beacon* returned to the pits before completing lap 3, the victim of too much salt.

In the 1A rerun, *Graham* was early in turn 1 to get lane 1. *Qatar* was in lane 2, *Fox* in lane 3, *DiJulio* in lane 4, and *Peters & May* was back and outside. *Red Dot* was not allowed in the heat since it caused the original stoppage.

Graham was first in and out of turn 1, but *Qatar* passed it in the backstretch. *Fox* was in third with *DiJulio* in fourth and *Peters & May* in fifth. The positions stayed the same for all 3 laps with Villwock winning by three roostertails.

Saturday was very hot with a temperature of 100 degrees. The forecast for Sunday was more typical for San Diego with temperatures in the low 80s. However, something else was heating up.



Kip Brown watches as Tom Thompson and *Peters & May* also gets a tow in after the heat was flagged because *Red Dot* died on the course.



Jones Racing outside of *Degree Men*, and *Oh Boy! Oberto* on the inside, setting up for the start of 1B.



From the outside in are *DiJulio*, *Peters & May*, *Fox Plumbing*, *Qatar*, and *Graham Trucking* starting the rerun of 1A minus *Red Dot*.

Karl Pearson photo

Chris Denslow photo

Karl Pearson photo

Heat 2

On Sunday morning, something was brewing in the pits. A member of the Qatar crew was showing a computer printout to the other teams in the pits. The data supposedly showed that *Oberto's* 1B win should have been disallowed due to a fuel flow violation.

During the Sunday morning testing, Stocklin did seven laps over 130 mph to complete the necessary fast laps for his qualification. His fastest speed was 137.503. "We ran the same set up that we did in Tri-Cities, but we changed to a bigger prop that Dave Villwock and I built a long time ago. It turned out to be more efficient than I thought it would be. This boat is different. We can't draw from the data from any other boat. We are just taking things one step at a time," said Stocklin.

While he was speaking, Referee Mike Noonan came by and said, "You are now free to start from wherever you want." "I'll stay out of the way and behave myself," said Stocklin.

Prior to the second heat, *Beacon* withdrew from the race. They had too much salt damage to their three engines and didn't want to risk blowing them up. Kelly was disappointed. "On Friday, we weren't having salt problems, but we weren't getting any power. It turned out to be a broken gearbox. When we changed it, the motor ran fine. I was happy yesterday to be in lane 1 because I can't beat people from the outside. I don't think water was coming in when I was trolling. We're getting the salt from all the spray when we are racing."

In 2A, once again *Graham* was in lane 1, *Qatar* was in lane 2, *Degree* in lane 3, Jones in 4, *Peters & May* in 5, and *DiJulio* in 6. Evans wanted the outside to avoid salt, and Thompson was allowed to be in lane 5.

Villwock was first in and out of turn 1 with Shane and Liddycoat close behind in second and third. Zimmerman was fourth, Thompson was fifth, and Evans was sixth. In turn 2, Evans destroyed an outside marker buoy which gave him a one minute penalty.

The order was the same in lap 2 when *Qatar* blew its engine while in turn 2. Shane went on to win. In lap 3, Zimmerman challenged Liddycoat from the inside and passed him in turn 2 to get second. Thompson was fourth with Evans in fifth.

In 2B, *Red Dot* was early in turn 1 to get lane 1. *Oberto* was in lane 2, *Fox* in lane 3, and *Bucket List* was in 4. David crossed the line first and won easily. Hopp was second and Stocklin was third, as big gaps separated the three positions.

On lap 1, *Red Dot* lost power and slowly returned to the pits without completing a lap. The problem was too much salt. A leak in the seal where the shaft goes through the bottom allowed water to reach the engine. *Red Dot* was done for the day.

Evans was having a wild weekend with *Miss DiJulio*. "We are trying different props. Each one gives a different ride. The prop we liked broke, and we can't find one like it. This is a temperamental boat. It's been all over the place this weekend."



Setting up for the start of 2A are Jones Racing, *Degree Men*, and *Graham Trucking*. Buried behind the roostertail of the 88 is Villwock and *Qatar*.



The 18 *Bucket List*, 17 *Red Dot*, and In the background, the 6 *Oh Boy!* *Oberto* half a lap ahead of them in 2B. Kip Brown was forced to drop out.

Heat 3

In 3A, *Graham*, Jones Racing, and *Degree* were trolling early in turn 1. Liddycoat decided not to troll, sped past the other two boats, and went around the course again. This put *Degree* way late and back for the start. *Graham* got lane 1, *Peters & May* was in lane 2, Jones in 3, and *DiJulio* in 4.

Shane was first across the line and led all three laps. Zimmerman finished second, with Thompson in third. Liddycoat passed Evans in lap 2 to get fourth. *DiJulio* died in turn 1 of lap 3 for a DNF.

“The oil line came off the gearbox. We’ll try to fix it to be in the Provisional, but we have to move the gearbox and the engine. We may not make it,” said Evans.

In 3B, Villwock needed to do well to make the final. A second would be fine for David. *Oberto* was in lane 1, *Qatar* was in 2, *Fox* in 3, and *Bucket List* in 4. *Qatar* was first across the line and in and out of turn 1. At the end of lap 1, Villwock led David by two roostertails with Hopp in third and Stocklin in fourth.

David backed off and ran the rest of the race far behind, in *Qatar*’s wake, trying to avoid salt. Hopp was third and Stocklin fourth.

The front line was now set for the final: *Oberto*, *Graham*, *Qatar*, Jones, *Fox*, and *Degree*.

Provisional

In the Provisional, *Peters & May* was in lane 1, *DiJulio* in lane 2, and *Bucket List* in lane 3. Evans was first to turn 1, but Thompson used the inside lane to pull even in the turn and then passed Evans in the backstretch. Thompson led Evans by two roostertails at the end of lap 2. In lap 3, Evans closed to within a roostertail entering turn 2, but Thompson used the inside lane to pull away for the win. Stocklin finished third. The new rookie Thompson would join the final as the trailer.

Final

Shane had been successful all day in getting lane 1. How about the final? “I want lane 1, or at least an inside position. I can’t be as early as other courses because I can’t be off plane because of the salt. We have everything set for the final.”



Chris Denslow photo

Lining up for the start of 3A from the outside are, Evans, Zimmerman, Thompson, and Shane. Out of the shot is Liddycoat, late for the start.



Karl Pearson photo

Fox Plumbing and *Oh Boy!* *Oberto* duel for second place in 3B.



Karl Pearson photo

Tom Thompson and *Peters & May* overpowers *Bucket List* and *Miss DiJulio* in Provisional to reach the final. His first.

In the final, *Oberto* and *Qatar* were early in lanes 1 and 2 before the entrance to turn 1. *Graham* passed them and moved over into lane 1 before they entered the turn and secured lane 1. *Oberto* was in lane 2, *Qatar* in lane 3, *Degree* in lane 4, Jones in 5, *Fox* in 6, and *Peters & May* as the trailer.

Shane was first in and out of turn 1, with David and Villwock close behind. David pulled ahead in the backstretch to take the lead. At the end of lap 1, the order was David, Shane, Villwock, Zimmerman, Liddycoat, Thompson, and Hopp.

In lap 2, David maintained a narrow lead over Shane. *Degree* slowed and fell into seventh place. At the end of lap 3, *Oberto* had a two boat length lead over *Graham*. *Qatar* was a roostertail back in lane 3. Jones was in fourth, followed by *Fox* and *Peters & May*. *Degree* returned to the pits, a victim of salt.

In lap 4, David increased his lead to a half a roostertail. Thompson passed Hopp to move into fifth. The order stayed the same through lap 5.

David was first, Shane second, Villwock third, Zimmerman fourth, Thompson fifth, Hopp sixth, and a DNF for Liddycoat.

This is when things began to get confusing and interesting. The *Oberto* team celebrated its win and the drivers and teams were told to go to the stage for the awards ceremony. Usually by the time everything gets organized for the ceremony, there is a message from the tech truck over the H1 radio systems that says, "All the boats in the final have cleared the tech truck." This time the message asked Referee Mike Noonan to come to the tech truck. The issue was that *Oberto* did not clear tech inspection. This fact was consistent with the message that was delivered to many of the teams Sunday morning by the *Qatar* team member.

Five owners asked H1 if they could jointly file an official protest to dispute *Oberto*'s win. They were told that a protest could not be filed jointly. It had to be filed by an individual owner. Ted Porter, the owner of *Graham*, was prepared to file an official protest. H1 officials were examining the engines and engine components of both *Oberto* and *Graham*.

While all of this was going on in the pits, the awards ceremony was being delayed. The fans were told that the reason was to await the official results. Finally the ceremony took place, with the first place trophy awarded to the *Oberto* team.

At about 7:00 pm, more than 90 minutes after the completion of the final, Noonan announced in the pits that the computer data showed a flagrant fuel violation for *Oberto*. *Oberto* was disqualified, and *Graham* was declared the winner. After Noonan's announcement, *Oberto* Team Manager Charlie Grooms filed an appeal of the data results reported by the H1 testing equipment.

Grooms' appeal claims that there is a problem with the monitoring equipment. "Our



Karl Pearson photo

Jimmy Shane and *Graham Trucking* take lane 1 pushing Steve David in *Oh Boy!* *Oberto* and Dave Villwock in *Qatar* outside starting the final. Out of the picture are *Fox Plumbing* and *Peters & May*. They put on great duel to the finish for fifth place. Liddycoat and *Degree Men* were knocked out early because of salt.



Chris Denslow photo

bottom number is reading higher than the top number which is impossible,” said David.

To settle Grooms’ appeal, all the H1 tech equipment was sent to RacePak Data Systems (the manufacturer), an independent lab to be tested for accuracy. “If the results stay the same as was officially ruled the evening of the race and Graham is the winner, then the boats will go to Qatar for the January race with the National Championship still very much in doubt.” With a *Graham* win in San Diego, the point totals are 6997 for *Oberto*, 6820 for *Qatar*, and 6673 for *Graham*.

So, who won the race? Right now, the official winner is Jimmy Shane and the *Graham Trucking*. When the results of the testing and accuracy of the H1 equipment come back, what, if anything might change??? After even further review, the winner is ??????



Fran Muncey this year at San Diego. ~ Karl Pearson photo -- see “Where are They Now” about Fran Muncey on page 10.

STAT BOX

BAYFAIR AT MISSION BAY

San Diego, California, September 15-16, 2012

2 1/2-mile course on Mission Bay

QUALIFYING (1) U-1 *Qatar*, Dave Villwock, 162.118, 100 points; (2) U-1 *Oh Boy! Oberto*, Steve David, 157.980, 80; (3) *Graham Trucking*, Jimmy Shane, 154.133, 70; (4) U-9 (no name), Jon Zimmerman, 153.683, 60; (5) U-17 *Red Dot*, Kip Brown, 152.744, 50; (6) U-88 *Degree Men*, Scott Liddycoat, 150.077, 40; (7) U-100 *Fox Heating & Plumbing*, Greg Hopp, 144.145; (8) U-57 *Miss DiJulio*, N. Mark Evans, 142.065, 30; (9) *Beacon Plumbing*, J. Michael Kelly, 140.728, 30; (10) U-11 *Peters & May*, Tommy Thompson, 137.469, 30; U-18 (no name), Kelly Stocklin, 130.641, 0, (Saturday qualifier).

HEAT 1A (rerun) (1) *Qatar* 150.430, 400 points, 500 cumulative points; (2) *Graham Trucking* 145.588, 300, 370; (3) *Fox Plumbing & Heating* 225, 255; (4) *DiJulio* 131.376, 169, 199; (5) *Peters & May* 119.974, 127, 157; *Red Dot* DSQ — caused stoppage of first running, DIW in first turn at the start, 0, 50. Fast lap (2) *Qatar* 154.260. **HEAT 1B** (1) *Oh Boy! Oberto* 146.130, 400, 480; (2) *Degree Men* 143.987, 300, 340; (3) U-9 134.296, 225, 285; (4) U-18 99.722, 169, 169; *Beacon Plumbing* DNF — high engine temperature reading (penalized one lap for jumping the gun), 0, 30. Fast lap (2) *Oh Boy! Oberto* 151.420.

HEAT 2A (1) *Graham Trucking* 146.714, 400, 770; (2) U-9 142.011, 300, 585; (3) *Degree Men* 141.755, 225, 565; (4) *Peters & May* 123.817, 169, 326; (5) *DiJulio* 93.360 (penalized one minute for destroying outer marker buoy), 127, 326; *Qatar* DNF — blew hot end, 0, 500. Fast lap (1) *Graham Trucking* 152.866. **HEAT 2B** (1) *Oh Boy! Oberto* 142.892, 400, 880; (2) *Fox Plumbing & Heating* 131.197, 300, 555; (3) U-18 114.992, 225, 394; *Red Dot* DNS — ingested saltwater, 0, 50; *Beacon Plumbing* WD — saltwater damage, 0, 30. Fast lap (1) *Oh Boy! Oberto* 147.579.

HEAT 3A (1) *Graham Trucking* 146.020, 400, 1170; (2) U-9 143.927, 300, 885; (3) *Peters & May* 130.345, 225, 551; (4) *Degree Men* 122.718, 169, 734; (5) *DiJulio* DNF — broken gearbox oil line, 0, 326. Fast lap (1) *Graham Trucking* 147.919. **HEAT 3B** (1) *Qatar* 150.705, 400, 900; (2) *Oh Boy! Oberto* 145.319, 300, 1180; (3) *Fox Plumbing & Heating* 128.170, 225, 780; (4) U-18 113.333, 169, 563; *Red Dot* W/D — saltwater damage, 0, 50. Fast lap (1) *Qatar* 158.895.

PROVISIONAL HEAT (1) *Peters & May* 130.859, 0, 551; (2) *DiJulio* 129.477, 0, 326; (3) U-18 121.630, 0, 563. Fast lap (1) *Peters & May* 135.978.

FINAL (1) *Graham Trucking* 148.376, 400, 1570; (2) *Qatar* 147.798, 300, 1200; (3) U-9 132.291, 225, 1110; (4) *Peters & May* 129.548, 169, 720; (5) *Fox Plumbing & Heating* 129.315, 127, 907; *Degree Men* DNF — saltwater damage, 0, 734; *Oh Boy! Oberto* DSQ — flagrant fuel violation, 0, 1180. Fast lap (4) *Graham Trucking* 151.062.

COMPILED BY ALLEN STILES

An Addendum to the San Diego Race Report: Update to the status of the extension and the deadline set, along with the subsequent Appeal Committee that was formed to deal with the official results at San Diego.

From Lon Erickson

The timeframe set by H1 to have test results and the appeal resolved was initially communicated by H1 Chairman Sam Cole to be in 7-10 days after the race. Those 10 days came and went with no results, and it was announced there would be another 10 day extension from Sept. 28 before a decision would come. Sam Cole announced at that point there was now a newly formed Appeal Committee created to facilitate the process. That committee is being led by H1 Board Member Fred Hauenstein, along with two owners, a crew chief, and a technical expert. When announcing the formation of the Appeal Committee Mr. Cole was quoted, *“This process is unlike any other we have encountered. It is the appeal of a decision. Our Officials are working with the (1) Appeal Committee, providing data (2) Supplying requested information to the Oberto team on a daily basis, and (3) working with the Racepak people. Please respect the process and allow these teams, officials, and technical experts to do their jobs. There will be NO rush to judgment! When the Appeal Committee has all of the information it has requested, when the Oberto team has submitted its information that it wants considered, a hearing will be held and a decision passed along to the Board of Directors. Unfortunately, there has been a need and request for a significant amount of information and analysis. This takes time. There have been NO delays. This is a significant APPEAL and we are going to get everything needed for the Committee to make a decision based upon facts, the rules, and the integrity of our sport. Nothing more, nothing less.”*

From the latest communication coming from H1 Unlimited, as of our issue deadline, there is no specific date now to watch for and expect resolution from this poorly managed situation. As we get word on any developments and outcome from H1, we will communicate with our readers. The decisions made may not only affect the winner of the San Diego Bayfair

event but could also impact the season national points race going into the Oryx Cup in Doha to complete the 2012 season and the ANG H1 Series National Championship.



Chris Denslow photo

Ji mmy Shane helping Steve David with the Bayfair Trophy



Chris Denslow photo

Sam Cole; Please, just let me explain.

WHERE ARE THEY NOW?

by Michael Prophet

Fran Muncey, 68, makes her home in La Mesa, Calif. She owns two San Diego-area restaurants. (Her *Galley at the Marina* in Chula Vista is a must-visit when in the area). Primary teams: **Atlas Van Lines**, **Miller American**, and **Miss Circus Circus**. **Top personal achievement:** “Seven straight Gold Cup wins as an owner.” **Most memorable event:** “Chip Hanauer winning his first Gold Cup, with a new boat and new crew.” **Colorful character?** “Bernie Little was such a poor loser. His bus would do a wheelie leaving the pits. It was so much fun to beat him!” She follows current unlimiteds occasionally. **Advice for current racers:** “Take a public speaking course. Always keep your word. Be honorable.”



H&RM Collection photo

Fran and Bill Muncey at San Diego in 1976.

History

Before Bill Muncey died, Fran stayed in the background, letting her husband make most of the decisions for Bill Muncey Industries, which owned Atlas. Bill’s death left her in a quandary (She was not at the Acapulco race, and got the bad news from Jim Harvey over the phone). Fran said the hardest decision she ever had to make was to continue racing. At the time she was very angry and *did not* want to keep racing, but did it for him because he loved the sport so much. She received the whole-hearted support of Atlas sponsor O.H. Frisbe, on the condition that Jim Lucero would oversee the operation of the team.

Scott Pierce, *Mr. Pringles* driver said, “She felt a strong responsibility to the sport on behalf of Bill. She wanted to try to give back to the sport what Bill took out of it.”

At first she didn’t watch the final heats saying, “The boats are beautiful and spectacular but I hate race day. I always have and I guess I always will.” After a time though, she was able to watch the races.

So for 1982 she had Jim Lucero design and build a new Rolls-Royce Merlin powered U-00 *Atlas Van Lines* (10). [The old “Blue blaster”



H&RM Collection photo

The U-00 *Atlas Van Lines* (10) on tilt at the Atlas Company warehouse in Seattle.

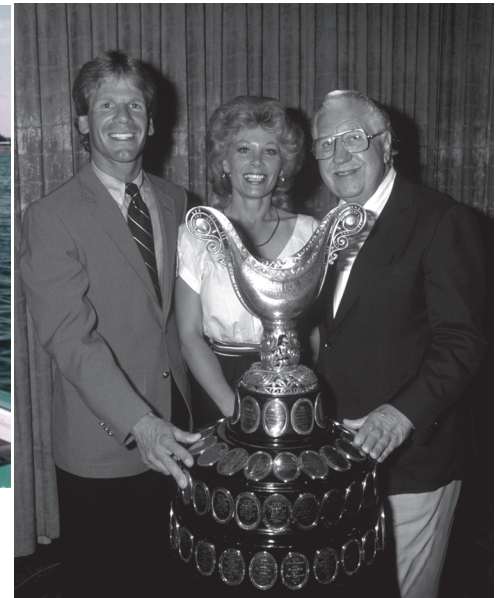
was rebuilt by the crew and given to the Smithsonian in Washington, D.C. It is now in possession of H&RM where it is currently being restored. ~Ed] Jim Harvey became the crew chief and Chip Hanauer her driver; he had left the Squire Shop team.

Nobody ever expected them to do well that year, but they surprised everybody, winning the Detroit Gold Cup, Evansville’s Thunder on the Ohio, Seattle’s Emerald Cup, San Diego’s Circus Circus Regatta, the Houston World

Championship, and coming away with the National Championship that season.

In 1983 The U-1 *Atlas Van Lines* (10) and Hanauer defended the APBA Gold Cup, taking home the trophy once again. Muncey, Hanauer, and the team also won two other races, Detroit's Stroh's Thunderfest and San Diego's Miller High Life Thunderboat Regatta to become the national champion's once again, *much* to Bernie Little's dismay.

After the season Fran Muncey sold the boat to Bob Stiel and the Squire Shop team (which Jim Lucero rebuilt for them during the off season). 1984 proved to be the Atlas team's "Last Hurrah." Mrs. Muncey had a new hull designed by Jim Lucero and Dixon Smith-built. This one would run a T-55 Lycoming L7 turbine engine. As for the hull itself, it was an inch shorter, three inches wider, and 100 lbs lighter, with a lower profile than last season's. The paint scheme was the same. The crew chief this year was Jim Lucero and the driver still Chip Hanauer. The #8401 turned out to be the first competitive jet-turbine powered unlimited hydroplane built. The National Champion's first victory in 1984 wasn't until the fourth race of the season at Madison, but it was a decisive win. And, for the third straight year *Atlas Van Lines* won the APBA Gold Cup held at Tri-Cities, Wash. They also set a world lap speed record of 140 mph on a 2-mile course, and an unprecedented 145 mph on a 2.5-mile oval. But, unlike the two



Above: The U-1 *Atlas Van Lines* (11) after winning the 1984 APBA Gold Cup at Pasco. Notice the Budweiser can in the cockpit. At right: Chip Hanauer, Fran Muncey, and O.H. Frisbe with Gold Cup. ~ *Atlas* photo from Rick Sullivan, Gold Cup photo from H&RM Collection.

previous years, they were dominated by *Miss Budweiser* and *The Squire Shop* and would not return as the national champions. O.H. Frisbe left the sport after the season leaving Mrs. Muncey to find another sponsor.



H&RM Collection

Fran Muncey did find a new sponsor for 1985, a rival to Budweiser, Miller Beer. The former *Atlas Van Lines* (11) was a repainted red and white and ran as the U-00 *Miller American* (seen in photo below from H&RM collection). The crew also went to a Lycoming T-55 L-11 turbine later in the season (the first to use the L-11). The team stayed the same and the boat performed very well that season. Hanauer won five races, trouncing last year's national champion, *Miss Budweiser*.



Above; Fran, Chip, and the Miller crew after winning the 1986 Detroit APBA Gold Cup ~ H&RM photo) **At right;** The new #8701 U-00 *Miller American* (2) after first run. Fran barefoot on dock at left watches as Hanauer returns. ~ Rick Sullivan photo

They were back in the winner's circle at the Detroit Stroh's Thunderfest, Evansville's Thunder on the Ohio, Tri-Cities Columbia Cup, Seattle's APBA Gold Cup, and Oklahoma's Thunderboat Classic, winning Fran's third National Championship.

Fran had a new crew chief in 1986, John Walters. The turbine was also changed back to a Lycoming T55 L-7. The Miller team and Chip Hanauer didn't compete at Miami or qualify at San Diego, which would really hurt them that year. They won Detroit's APBA Gold Cup, her fifth, and the Madison Governor's Cup then after Evansville won three in a row, Tri-Cities Columbia Cup, Seattle's Emerald Cup, and the Syracuse Miller Thunderboat Classic. *Miss Budweiser* beat them out for the National Championship, even



Rick Sullivan photo

Unlike Bernie Little, who flies to races in his private jet, Fran would jump into the Miller souvenir truck by herself and start the drive from San Diego to Miami for the first unlimited hydroplane racing season. While the crew complained about racing on debris-filled racecourses and couldn't wait to get out of town, she loved it. Chip Hanauer said, "She wants to experience everything," and she did. Fran Muncey was not just the team's owner, but also the head "gofer" on the Miller crew. Hanauer said that one time when the crew needed some fiberglass work done, the next thing they knew she had on a pair of overalls and was sanding away. Engine work, oil pump grinding, or running to the local laundromat, "Mrs. Clean" does it all when needed. She said, "I don't like to sit around, I like to be involved." And back behind the wheel of the souvenir truck she would climb then head for the next race on the circuit.

Mr. Pringle's owner Bill Wurster said, "She comes across as the typical dumb blonde, but she's very, very intelligent. When you break through and get to know her, you're surprised because she's a completely different woman. There are no limits to where she will go to keep the boat competitive."

Hanauer said, "In a world full of lookalikes and act-alikes, she's delightfully unique. If someone told her to shave her head, it would take her moments to do it if she thought it would help the team." At right Fran washes the Atlas hauler in 1984 at San Diego with a smile on her face.



H&RM Collection photo

though they only won three races to their five.

For the 1987 season the #8401 started out as the team's backup. Fran had a new U-00 *Miller American* (2) hull designed by Jim Lucero and built by him and the Miller crew. The hull was another low profile design but with a space age cockpit by Charlie Lyford. (Hanauer hated it. He almost knocked himself out banging his head into it going into the corners. They called the boat the "Starship Enterprise".) It was powered by a T-55 Lycoming 7L-C turbine engine. The crew chief and driver didn't change. After they returned from Syracuse the new #8700 was beached because they felt it couldn't do the job. The #8401 backup was rebuilt with rear shoes and finished out the season. It proved to be the right move. Hanauer and *Miller American* (1) captured the Gold Cup at San Diego and set a new world lap record. They also won the Las Vegas Silver Cup at Lake Mead. The team finished second in high points.

Fran Muncey expanded the team in 1988, adding another sponsor and racing the backup boat too. Last season's backup hull became the U-00 *Miller High Life* (1) and U-00 *Circus Circus* (5), while last season's primary hull became the U-31 *Miss Circus Circus* (4) and U-00 *Miller High Life* (2), now painted gold and white. Chip Hanauer and drove both boats, #8401 as U-00 *Miller High Life* (1) and U-00 *Miss Circus Circus* (5), and #8700 as the U-31 *Miss Circus Circus* (4) and *Miller High Life* (2). John Provost only drove the pink and white U-31 *Miss Circus Circus* (4). Yes, it was a little confusing. Arty Johnson was team's (both) crew chief that season. The #8700 hull was rebuilt with an F-16 cockpit for 1988. This season also turned out to be Fran Muncey's last and worst season ever.

The U-00 *Miller High Life* (1) had problems with the saltwater and failed to start at Miami, but Hanauer



Dayton Holcomb photo.



Jim Vota photo

Top photo Hanauer and the U-00 *Miller High Life* (1) at '88 Detroit Thunderboat Championship. At right: U-31 *Miss Circus Circus* (4) and John Provost also at Detroit.



Jim Vota photo



Above left is Fran Muncey at San Diego in 1988. She may be thinking; what else could possibly go wrong here this weekend! Upper right is the U-31 *Miller High Life* (2) on tilt at San Diego, and at right is the U-00 *Miss Circus Circus* (5) on tilt at San Diego, before doing an up and over in first heat. ~ Photos from H&RM Collection



won the Detroit Thunderboat Championship, while Prevost couldn't get the untested *Miss Circus Circus* (4) on plane and failed to qualify (there was also a lack of equipment involved).

The team won the Evansville's APBA Gold Cup (with parts from the *Miller* boat), in *Miss Circus Circus* (4). Hanauer and *Miller High Life* (1)

collided with the U-2 *Oh Boy! Oberto* before the start of 1A then caught fire on last lap and was withdrawn. Prevost drove heat 1 and 2 and then replaced after a crash with Mike Hanson in U-66 *Sutphen Spirit*. Hanauer drove heat 3 and won the final. This gave Fran her seventh consecutive Gold Cup.

At Madison, Hanauer and *Miller High Life* failed to finish heat 3B after getting hosed down and then was forced to run without the cowling in the final because they ran out of time and earned a DNF. After the Syracuse Miller High Life Thunderboat Classic (fifth race), the crew rebuilt the #8700 with rear shoes, and after Seattle's Seafair Budweiser Cup the #8401 was rebuilt with an enclosed capsule cockpit; it proved to be a real life saver for John Prevost.

The two boats changed names at San Diego; the #8401 *Miller* became *Miss Circus Circus* (5) while the #8700 *Circus* became *Miller High Life* (2). Hanauer and *Miller High Life* failed to start the race, while Prevost and the U-00 *Miss Circus Circus* (5) blew over doing a 360 plus along with the U-6 *Holset Miss Madison* a second later. *Circus* landed stern first and breaking her back in the process. Prevost suffered a strained neck in the incident. This was the first and last "synchronized blow over" by unlimited hydroplanes.

Las Vegas was the team's final event. Chip Hanauer and the U-31 *Miller High Life* (2) won all three preliminary heats then failed to start the final after being cut off by Scott Pierce in the U-1 *Miss Budweiser* at the one-minute

gun and going dead in the water. The protest filed after the race by Hanauer and Muncey failed because the helicopters were out of position.

The first information about the coming 1989 season was that Fran was going to have a new “concept” boat built; not a three-pointer. She also said Dave Villwock would be their new crew chief (replacing John Walters) and a new turbine man would join the team along with Stewart & Stevenson. Hanauer, though offered lots of money by Proctor & Gamble (U-8 *Mr. Pringles*) to drive, would stay on. They planned to rebuild the broken #8700 hull, possibly for sale. The #8401 would be the backup *if* the new boat worked out. Whether Miller or Circus would be her sponsor was unknown, but they were thinking pink. She did say they wouldn’t campaign two boats in 1989.

On December 14th, 1988 The Seattle P-I reported that Fran Muncey retired, selling both boats and all the equipment to Circus Circus Hotel/Casino, leaving the sport as an unlimited owner. She said it was to spend more time with her children, but word was there was more to it than just that. It was believed Circus Circus chairman Bill Bennett supported both the Miller and Circus teams in 1988.

In January 1989 it was because she was tired of spending six months away from her family and that was why she “leased” the boats and equipment to Bill Bennett for the next two years, not sold. Both were repaired and became the U-31 *Miss Circus Circus*. The primary hull was #8700, the backup #8401.

In 1991 the #8700 was sold to Steve Woomer, racing as the U-10 *Winston Eagle* (3) and the #8401, after sitting out 1990, was sold to Ron Jones Jr. who raced it as the U-50 *American Spirit*.

After a highly successful career as an unlimited owner, Fran served for many years on the Board of Governor’s for the Thunderboats Unlimited organization in San Diego.



H&RM Collection photo



H&RM Collection photo

At left; Fran Muncey holding her Unlimited Hall of Fame plaque at the Legends Reunion at Hydroplane & Raceboat Museum in 2001.

At right; Fran and Jack Regas of *Hawaii Ka'i* fame at the 2006 H&RM banquet.



HydroFile
Lon Erickson

Since the San Diego race, the major focus of all teams has been thoroughly cleaning, “de-salting” their equipment, and prepping for the overseas travel and racing in two events in Doha, coming in January and February 2013.

U-5. The U-5 Racing Team has the U-5 (former *Budweiser T-6*) *Graham Trucking* race hull back in their Decatur, IN. shop and getting a thorough “de-salting” after competing on Mission Bay, San Diego. The second U-5 race hull, (former *BudweiserT-5*) which has

served display duty for most of the 2012 season, is also now in Decatur. The team is in the process of deciding which hull will race in Doha and be overseas for the extended timeframe involved with the two race Doha commitment. Work has been done on the trailer to accommodate changes in the shipping procedures going to Doha.

U-6. The Madison race shop for the Oberto/Miss Madison team has been busy throughout the last part of September and October. Both in preparations for Doha and also compiling data for the appeal process of the DSQ at the San Diego Bayfair race.

U-9 The second hull in the **Mike and Lori Jones** team, #8401 now a display boat, has continued to promote the 2013 Big Wake Weekend Folsom Lake event at various locations in CA.

U-11. **Dave Holley**, C.E.O. of Peters & May, announced that *Peters & May* will be going to Coniston, England to participate in Coniston Records Week – Nov. 5-9. This will be the first time an unlimited class turbine hydroplane has appeared at Coniston. The U-11 with **J.W. Myers** and fellow crewmember **Aaron Salmon** in his D class outboard hydro will be representing Peters & May in attempts at separate class records during Records Week. The boats will leave from Baltimore, MD. Mid-October, arriving in England near the end of October, and then trucked to Coniston in NW England. The Coniston water in the Lake District National Park is best known where many water speed records have been set and also where world speed record holder **Donald Campbell** crashed his *Bluebird K7* in a record breaking attempt. The U-11 hull is now en-route to England via Peters & May for some display duty, then onto Coniston.

In San Diego, newly announced driver **Tom Thompson**, met all the H1 Unlimited requirements to become a qualified driver in his first day, competed throughout the weekend, won the provisional heat, and placed fourth in the final heat.

U-18. **Kelly Stocklin** and the Bucket List Racing team had everything come together at San Diego. Kelly completed his H1 Unlimited driver qualifications, the boat & gearbox ran well, and they made the provisional heat for the weekend.

U-21. Go Fast Turn Left Racing will now be competing in Doha under the banner of Snoqualmie Casino, with **Brian Perkins** driving (see the 88 team report). The Snoqualmie Casino name will also be on the U-21 for other Pacific Northwest races in 2013, along with Albert Lee Appliance at Seafair. **Greg O’Farrell’s** led team also plans on competing back under the U-21 banner in Sacramento and on the entire 2013 circuit.

U-22. After research, consideration, and inquiries into current and former hulls, the Webster team has now committed to rebuilding the current U-22 hull that crashed at the Gold Cup, for the 2013 season. They continue their “Rebuild the U-22 Campaign”, see their website for details on how to support their efforts. The Webster Racing team hauler was reported to have made a visit to the Porter/PPE, LLC team shop in early October but nothing official has been reported for the purpose of that trip to Decatur. Some speculation revolves around possible acquisition of a hull or parts thereof, which **Ted Porter** owned, to be used in the rebuild process.

U-57. *Miss DiJulio* has also been seeing some display work, most recently at the **Norm Evans** Memorial Apple Cup Region 10 race in Chelan, WA.

88. USA Racing Partners had announced in early October they would not be sending the 88 *Degree Men* (#8901/former *Budweiser T-3*) to Doha. It had been determined there was structural damage discovered after the San Diego race. However, through an arrangement with the O’Farrell’s Go Fast Turn Left Racing team, their green and white U-21 hull (#0721), with *Brian Perkins* driving, would carry the no. 88 number for the final 2012 season race in Doha and the inaugural 2013 race.

Late October developments have taken place regarding the USA Racing/Degree Men sponsorship. Unilever has announced that marketing strategy adjustments for Degree for Men Adrenaline Series Brand have been made and they will discontinue its sponsorship in H1 Unlimited Hydroplane racing.

USA Racing Partners will continue to field a team going forward and is pursuing “several outstanding opportunities” according to owner **Debbie Gregory**. Prior to the changes in sponsorship status, **Adam Gregory** explained the team plans on having the USA Racing hull repaired and will be prepared for Sacramento in June and the balance of the 2013 domestic races.

U-100 Major changes have taken place at Leland Unlimited. Starting with Doha, **Ryan Mallow** is now the driver for the Leland team, replacing long time driver **Greg Hopp**. Hopp competed at San Diego and shortly afterwards owner **Stacy Briseno** announced the moves that they felt would improve cohesiveness, communication, and get the team heading the same direction. Crew chief **Tim Shattuck** was let go before the San Diego race. The new chief is long time crewmember **Kevin Peterson**. The U-100 team will now consist of Driver Ryan Mallow, Crew Chief Kevin Peterson, Team Coordinator **Renee Peterson**, Dyno Operations **Blake Johnson**, Crew – **Steve Peterson, Dave Lemon, Josh Culver, Colby Courser, and Barney Tavenner**. **Jay Sedrowski, Chris Kilstrom, and Chad Eagon** will join the team following the Oryx Cup.

Briseno, confirmed that only the main hull (#0010) would be going to San Diego and Qatar. The U-99 hull (#9701), is done for the year and still wears the yellow Fox Plumbing wrap. The U-60 *Miss Thriftway* (#9810) is still inside up on tilt.

Leland Unlimited is in the process of re-acquiring the hull that **Fred Leland** leased to the Schumacher team in 2010 and served the past two seasons as the Degree display hull. Work could start on that hull this winter, using existing parts and doing upgrades with the plan to run it as their primary hull for the 2013 domestic schedule.

IN THIS OCTOBER 2012 ISSUE

After Further Review: Jimmy Shane the Winner of San Diego by Mac Clouse	1
An Addendum to the San Diego Race Report from Lon Erickson	9
Where Are They Now? -- Fran Muncey by Michael Prophet	10
HydroFile from Lon Erickson	16

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 © 2012 *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
Shoreline Public Library
345 NE 175th Steet
Shoreline, WA
-everyone welcome!
Sunday November 18th
UNJ 2 pm -- 4:30pm**

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