

Corey Peabody wins Gold Cup for his father.

BY BILL OSBORNE

Corey Peabody drove Strong Racing's U-9 *Lynx Healthcare* to victory in the 112th running of the APBA Gold Cup, held this year on Lake Guntersville. Peabody stayed out of trouble that beset two of the race favorites to win his second H1 Unlimited race.

"As most of you know, my father, Allen Peabody, passed away on June 3," Peabody said as he received the trophy. "I wanted to win this race for him. It is because of him that I am here today. I carried his hard card with me, so a part of him would be with me today! I can't begin to tell you how I am feeling right now."

Friday

Seven H1 Unlimiteds made the trek to beautiful Lake Guntersville, Alabama, for the APBA Gold Cup. Under direction of Katy Norton, motor sport's oldest active trophy was to be contended for on "The Fastest Water in the South," a reference to Roy DUBY's mile record set in 1962.

There was no official qualifying for this year's Gold Cup. The first unlimited



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Lynx Healthcare crew chief Jeff Campbell (right), now the winner of eight Gold Cups, tells the audience at the awards ceremony about Corey Peabody as team co-owner Darrell Strong looks on

testing window was from 2 p.m. to 3 p.m. First on the water was Dave Villwock in U-40 *Miss Beacon Plumbing*. "Our goal was data acquisition," Villwock said prior to the test session. "We learned what we needed during the three-lap run." His best time was a click under 164 mph.

Next up was Corey Peabody in the *Lynx Healthcare*, followed by J. Michael Kelly's U-8 *Miss Tri-Cities*, and Jeff Ber-

nard's U-91 *Miss Goodman Real Estate*. *Lynx* and *Goodman* clocked in at over 159 mph and *Miss Tri-Cities* recorded more than 150 mph.

In the second session, Jimmy Shane piloted U-1 *Miss HomeStreet* to over 164 mph. *Miss Beacon Plumbing*, *Lynx*, and *Miss Tri-Cities* also made a second appearance on Lake Guntersville. At 5 p.m., U-3 *Griggs presents Miss Ace Hard-*

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ABOVE: The Gold Cup weekend started Friday morning with the hydros on display in Marshall County Park, which is located across a causeway north of town. **RIGHT:** After the event in the park, the boats were paraded through town and were settled into the pit area on the banks of Guntersville Lake.



Lon Erickson

ware was hanging over the water, but couldn't test because the course closed. "We thought that we would be allowed to run if we were ready before the course closed, but then were told that we had to be on the course and running at 5 p.m." Ed Cooper said afterwards. Scott and Shannon Raney's U-11 never left their trailer.

Saturday

The draw for Heat 1A pitted *Miss Beacon Plumbing* against the two Strong Racing boats and *Goodman Real Estate*. Peabody hit the line first and led the field into the first turn, followed by Villwock in *Miss Beacon Plumbing*. The two contenders streaked up the backstretch. "I thought he was early," Villwock said, referring to Peabody. *Lynx Healthcare* led for a lap with *Miss Beacon Plumbing* in hot pursuit.

Unsure of Peabody's status, Villwock pushed *Miss Beacon Plumbing* to a speed of 159.810 mph in lap two to take the lead. Once, the announcement of Peabody's gun jump was made, Villwock and Peabody backed off and the finish order was: *Miss Beacon Plumbing* at 155.434 mph, *Miss Tri-Cities* at 142.368 mph, *Goodman Real Estate* at 139.005 mph, and the penalized *Lynx Healthcare* at 114.256 mph.

The heat win was significant for the *Beacon Plumbing* team. "This is our second heat win," *Beacon* team co-owner Kelly Stocklin noted. "Our team has worked so hard to improve our boat's performance. I think that hard work paid off today."

The owner of the *Beacon Plumbing* Company, Bill Cahill, watched the heat live on H1's streaming. "I am so proud of our team," he said.

“We won a heat last year in San Diego, but it felt a bit hollow as we ran the heat alone. Today, we won, beating two very fast race boats. I have to thank H1 and their team that worked so hard to make it possible for me to watch the race.”

One of the big surprises of the weekend came from the *Miss Tri-Cities* team. When it came time to make its run to the first turn, Kelly arrived at the starting line on time, but his boat didn’t respond and he quickly dropped out of contention. “I’m not sure what is wrong,” boat owner Darrell Strong said, “but we don’t have the engine power we had last year. I suspect there is something wrong in our fuel system. We have our best engine from last year ready for tomorrow,” he added after Saturday’s racing.

Shane put on a good show in Heat 1B. “I ran just hard enough to win,” he said afterwards. On the water, it appeared as if Jimmy King’s *Griggs presents Miss Ace Hardware* was close to beating *Miss HomeStreet*. Heat times revealed that Shane was toying with King in the heat. “We only ran a speed of 149,” Shane noted. Jamie Nilsen rounded out the field, posting a 139.973 mph in *Miss Colleen*. The fans along the shoreline roared their



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TOP: The start of Heat 1A with, from the left, Corey Peabody in U-9 *Lynx Healthcare*, Dave Villwock in *Miss Beacon Plumbing*, and J. Michael Kelly in *Miss Tri-Cities*. **MIDDLE:** Tait Meyer capturing the action for the live broadcast while trying to get relief from the heat and humidity. **ABOVE:** Jimmy King in U-3 *Griggs presents Miss Ace Hardware* (left) and Jimmy Shane in U-1 *Miss HomeStreet* at the start of Heat 1B.

STATBOX

Guntersville Lake Hydrofest - APBA Gold Cup

Guntersville, Alabama; June 25-26, 2022

2.5-mile course on Guntersville Lake; 42.5-mile race

QUALIFYING: Qualifying suspended due to lack of time. Entrants: U-1 Miss HomeStreet (#1801), Jimmy Shane; U-3 Griggs presents Miss Ace Hardware (#0203), Jimmy King; U-8 Miss Tri-Cities (#1496), J. Michael Kelly; U-9 Lynx Healthcare (#92102), Corey Peabody; U-11 Miss Colleen (#2111), Jamie Nilsen; U-40 Miss Beacon Plumbing (#0721), Dave Villwock; U-91 Miss Goodman Real Estate (#0706), Jeff Bernard.

HEAT 1A: (1) Miss Beacon Plumbing 155.434, 400 points; (2) Miss Tri-Cities 142.368, 300; (3) Miss Goodman Real Estate 139.005, 225; (4) Lynx Healthcare 114.256 (penalized one minute for jumping the gun), 169. Fast lap: (2) Miss Beacon Plumbing 159.810.

HEAT 1B: (1) Miss HomeStreet 149.100, 400; (2) Griggs presents Miss Ace Hardware 148.030, 300. (3) Miss Colleen 139.973, 225. Fast lap: (1) Miss HomeStreet 152.504.

HEAT 2A: (1) Miss Goodman Real Estate 146.204, 400, 625 cumulative points; (2) Griggs presents Miss Ace Hardware 143.846, 300, 600; (3) Miss Tri-Cities 127.411, 225, 525; (4) Miss Beacon Plumbing 110.092 (penalized one lap for encroachment on U-8), 169, 569. Fast lap: (1) Miss Beacon Plumbing 153.272.

HEAT 2B: (1) Miss HomeStreet 156.079, 400, 800; (2) Lynx Healthcare 153.750, 300, 469; (3) Miss Colleen 74.040 (penalized one lap for jumping the gun and one lap for missing a buoy), 225, 450. Fast lap: (1) Miss HomeStreet 158.017

HEAT 3A: (1) Miss HomeStreet 155.770, 400, 1200; (2) Lynx Healthcare 153.574, 300, 769; (3) Miss Goodman Real Estate 144.194, 225, 850; (4) Miss Colleen 130.781, 169, 619. Fast lap: (2) Lynx Healthcare 159.292.

HEAT 3B: (1) Miss Beacon Plumbing 150.658, 400, 1369; (2) Miss Tri-Cities 142.696, 300, 825; Griggs presents Miss Ace Hardware DSQ – 80 mph violation, 0, 600. Fast lap: (1) Miss Beacon Plumbing 155.293

HEAT 4A: (1) Miss Beacon Plumbing 151.449, 400, 1369; (2) Lynx Healthcare 149.603, 300, 1069; (3) Griggs presents Miss Ace Hardware 140.999, 225, 825; (4) Miss Goodman Real Estate 139.622, 169, 1019. Fast lap: (2) Miss Beacon Plumbing 154.959.

HEAT 4B: (1) Miss HomeStreet 149.667, 400, 1600; (2) Miss Tri-Cities 300, 1125; (3) Miss Colleen 108.308 (penalized one lap for jumping the gun), 225, 844. Fast lap: (1) Miss Colleen 153.027.

FINAL: (1) Lynx Healthcare 147.829, 400, 1469; (2) Miss Goodman Real Estate 130.667, 300, 1319; (3) Miss Colleen 125.363, 225, 1069; Miss Tri-Cities DNF – blew engine, 0, 1125; Miss HomeStreet DSQ – 80 mph violation prior to the start, 0, 1600; Miss Beacon Plumbing DSQ – going outside the course prior to the start, 80 mph violation prior to the start, 0, 1369. Fast lap: (4) Lynx Healthcare 151.304.

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approval as many of them were pulling for piston-powered *Ace Hardware*. Realistically, the outcome was never in doubt.

Controversy reared up twice in Heat 2A, both times involving J. Michael Kelly's *Miss Tri-Cities*. At the start, Bernard led the field into the first turn then made a move to tighten up the turn at the entrance pin. H1's drone video showed Bernard cutting in front of Villwock. "I

saw him moving over," Villwock said, so I tightened my turn radius." At that point, the first overhead video ended.

Referee Rick Sandstrom explained what happened next. "As the boats approached the apex, Bernard drifted out and Villwock continued to tighten his radius. He [Villwock] forced Kelly in, so we made the call for encroachment. The first picture you saw doesn't show

where the encroachment occurred. The second image we used was taken at the exit and Dave definitely moved in, so we made the call. As for the image you saw at the entrance pin, we felt Jeff left Dave enough room."

Villwock disagreed. "My right sponson was running in the wake of his [Bernard's] left side. I didn't have a lane in which to run. I thought there should have been a call there, but there wasn't."

In the next lap, King moved over on Kelly to a degree that the right sponson tip of *Miss Tri-Cities* was damaged. No call was made within the 15-minute window, so according to H1 rules, no penalty could be assessed on King. "The tip of the sponson is gone," Darrell Strong said. "The crew has a lot of work ahead of them to build a new part, but we will be ready for Sunday."

Heat 2B was a cake walk for Shane. He was followed by Peabody and Nilsen. "I made a good start," Shane said. "Our crew has given me an amazing boat. This thing is fast and fun to drive."

Sunday

The day began the same way Saturday ended, with another easy win for Shane. *HomeStreet* started between *Lynx* and *Miss Colleen*. Knowing that he had the field covered, Shane was a tick late at the start. But by the time the boats exited the first turn, the race was essentially over. Once Shane opened up a big lead, Peabody backed off to 146.686 mph and collected 300 points for second. He was followed by Bernard and Nilsen.

Shane's *HomeStreet* posted the best heat time of the weekend, 155.770 mph. At the heat awards presentation, Shane looked at the APBA Gold Cup and said, "Winning this race five times was special because I tied the legendary Gar Wood. It would mean so much to me to win it again today."

Strategy was easy for the Heat 3B participants. King and Villwock talked before the heat and King said, "I have no interest in fighting for lane one, so it's



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yours if you want it.” He and Villwock agreed to leave lane one open for Kelly. The plan worked except for the fact that King was disqualified for going under 80 mph. The Cooper team tried to argue their case, explaining that they couldn’t have gone under 80 because they were always running in the outside lane, but the data showed a violation, so the call stood.

In Heat 4A, things looked bad for *Miss Beacon Plumbing*, but in the end the orange speedster collected 400 points. Peabody established a full roostertail-length lead and looked unbeatable until the backstretch of the last lap. Inexplicably, his boat momentarily lost power. Villwock, running in lane two caught and passed Peabody to win the heat. Corey’s *Lynx Healthcare* finished second, followed by King and Bernard.

Shane kept his perfect weekend intact by easily outdistancing Kelly and Nilsen in Heat 4B, setting up a showdown in the final between *Miss Beacon Plumbing* and *Miss HomeStreet*.

Final Heat

Prior to the start, Shane’s *HomeStreet* slowed to a halt exiting the last turn and a puff of smoke came out of Shane’s race boat. Shane then refired the engine, hit the line in time to make a decent start, and led the final heat, wire-to-wire—the apparent winner.

But, officially, the two top contend-



Lon Erickson



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TOP: The start of Heat 3A. From the left, Jamie Nilsen in U-11 *Miss Colleen*, Jimmy Shane in *Miss HomeStreet*, and Corey Peabody in *Lynx Healthcare*. **MIDDLE:** The former world-record holder *Miss U.S. 1* was on display. The event recognized the 60th anniversary of when Roy Doby drove the boat on Guntersville Lake at 200.419 mph in April 1962. **ABOVE:** *Griggs presents Miss Ace Hardware* and *Miss Beacon Plumbing* at the start of Heat 3B.



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The start of the Gold Cup's final heat on Guntersville Lake

ers were out before the starting clock had hit zero. As for Shane, he took himself out when his boat stalled and more than five seconds had elapsed before *Miss HomeStreet* restarted, thus violating the 80 mph minimum. That put the blue boat out of the race.

Villwock's problems arose as soon as he left the dock. "I got wet down leaving the pits," he said. Things then went from bad to worse at the 2:45 mark. *Miss Beacon Plumbing* crossed the start-finish line at that point. Mathematically, there was no way that Villwock could make a lap before the start and keep the boat speed over 80 mph, so he tried the zigzag move used by Kelly in the past. As hard as he tried, Villwock couldn't keep the boat speed legal. He also went out of bounds.

So, the top two contenders were officially out of the race. Because neither one of them were notified about the disqualifications, they both continued to race.

Most knowledgeable observers realized that Shane's race was finished. As he should have done, Shane continued to race as if he was still in contention. *Miss HomeStreet* crossed the line first. Had Jimmy secured APBA Gold Cup number six?

Peabody ran a solid second on the water. Villwock charged from near last to third on the water. While there was joy in the U-9 camp, things looked bleak for their team mate, Kelly. Strong explained. "We had a really special engine in for the final. I am not sure what happened. I do know that we blew up a really good one today! Obviously, I am very happy about the 9's performance, but we can't figure out why the 8 isn't doing better."

The outcome was now in the hands of the officials. After Chief Referee Sandstrom and his team met, they concluded that Shane was disqualified. Next up, they reviewed the data from *Miss Beacon Plumbing*. Those who waited at the awards stage started to figure out that something was wrong. Why was it taking so long? After reviewing all of the data, Sandstrom ruled that Villwock was disqualified for running under 80 mph. The disqualifications moved Peabody's *Lynx Healthcare* to the winner's circle.

The APBA Gold Cup win was special for *Lynx's* crew chief Jeff Campbell. "I now have won this race eight times!" He went on to pay tribute to the entire Strong Racing team and in particular to Corey Peabody who, "Drove a really smart race."

The emotional joy in the *Lynx* camp was powerful. When Peabody pulled his father's hard card from his driver's suit, tears began to flow, both on stage and in the audience. Peabody explained

how much his father meant to him and showed the card to H1's master of ceremonies Brad Luce, who did a good job with the interview but, like so many others, was moved to tears. It was a wonderful moment for Peabody, Strong Racing, and the everyone who knew Corey's dad.

Afterwards, event organizer Katy Norton was pleased with the results of the race. "Our team has worked very hard to make this event a success," she said. "Ticket sales were good. We will meet next week to determine the future of the Guntersville race. Hopefully, we will see you all again next year."

For Strong Racing, the Guntersville race has become a lot of fun. Darrell Strong was overjoyed at the presentation.

"Last year was great," he said.. "J. Michael won that race and we were very happy. Today's win was special as we will have our name on this historic trophy. I am so proud of our team and I know how much winning this race meant to Corey to honor his father!" ❖



Chris Denslow

Jimmy Shane (left) leads Corey Peabody around a turn during the final heat.



Photos by Vicki Fewell

FORMATS AND A FLIP: The Indiana Governor's Cup

BY CRAIG FJARLIE

When the Unlimited fleet pulled into Madison, there were six boats ready to vie for the Indiana Governor's Cup. The plan was for testing and qualifying on Friday, a new concept of match races on Saturday, and the regatta using the traditional format on Sunday. Filling out the action would be the Grand Prix America and ProLite classes. Folks on the Kentucky side of the Ohio River kept the attention of spectators by shooting off fireworks day and night throughout the weekend.

Friday

The first boat to take to the course on Friday was U-40 *Miss Beacon Plumbing*. It was quickly followed by U-1 *Miss HomeStreet*. Next was 2022 Gold Cup winner U-9 *Lynx Healthcare*, then U-91 *Miss Goodman Real Estate*, U-8 *Miss Tri-Cities*, and U-11 *Miss Colleen* (although no name was on boat).

Miss Beacon Plumbing made a second run and while Dave Villwock was in his second lap, *Miss HomeStreet* left the pits. Villwock went wide in the second turn,

then his boat coasted to a stop near the exit buoy. There were anxious looks on the faces of the *Beacon* crew as the boat was towed slowly back to the dock. Meanwhile, *HomeStreet* concluded its test run and returned to the pits.

Beacon had taken on quite a bit of water and had to be drained before going back on the trailer. Owner Kelly Stocklin commented, "It's busted pretty good," then added, "The river claims another." A blade on the propeller was missing and there was damage to the hull. The boat would head home in the morning

Craig Fjarlie



so repairs could be completed in time for the Tri-Cities race. That meant the field was reduced to five boats, resulting in a change to the formats of the match race and the Governor's Cup Regatta.

Friday afternoon, qualifying was held for the match race. First boat out was *Miss Colleen*. Driver Jamie Nilsen's best lap was 145.393 mph. Next, J. Michael Kelly ran three laps in *Miss Tri-Cities*. His best was 151.301 mph. It was all for naught as the tech truck reported an N2 violation. Jeff Bernard did a lap of 146.799 mph in *Goodman Real Estate*. Corey Peabody ran 152.501 mph in *Lynx Healthcare*, then Jimmy Shane ran a fast lap of 156.857 mph in *Miss HomeStreet*. A second qualifying session was held later in the afternoon; only two boats ran. *Miss Tri-Cities* had a best lap of 148.079 mph and *Goodman Real Estate* did 147.511 mph.

Saturday

Saturday morning, *Beacon Plumbing* was already out of the pits and heading back to the Pacific Northwest for repairs. There was a short test session. *Goodman Real Estate* and *HomeStreet* ran a couple of laps each.

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TOP: A collision with a log at high speed snapped a blade off the propeller of *Miss Beacon Plumbing* and the damage that resulted took the team out of the race before it even started. **MIDDLE:** J. Michael Kelly pilots *Miss Tri-Cities* through some rough conditions on the Ohio River. **ABOVE:** Jimmy Shane started from the outside lane in his duel with Kelly in Saturday's second match race.

STATBOX

Madison Regatta (Indiana Governor's Cup)

Madison, Indiana; July 2-3, 2022

2.5-mile course on the Ohio River

QUALIFYING: (1) U-1 *Miss HomeStreet* (#1801), Jimmy Shane, 156.857, 100 points; (2) U-9 *Lynx Healthcare* (#92102), Corey Peabody, 152.501, 80; (3) U-8 *Miss Tri-Cities* (#1496), J. Michael Kelly, 148.080, 70; (4) U-91 *Miss Goodman Real Estate* (#0706), Jeff Bernard, 146.800, 60; (5) U-11 *Miss Colleen* (#2111), Jamie Nilsen, 145.466, 50. U-40 *Miss Beacon Plumbing* (#0721), Dave Villwock; did not qualify, broke a propeller blade during testing damaging the hull, withdrew.

Showdown (12.5 miles)

RACE 1: (1) *Lynx Healthcare* [lane 2] 148.730, 400 points; (2) *Miss Goodman Real Estate* [1] 146.242, 300. Fast lap: (2) *Lynx Healthcare* 150.240.

RACE 2: (1) *Miss HomeStreet* [2] 147.701, 400; (2) *Miss Tri-Cities* [1] 145.466, 300. Fast lap: (1) *Miss HomeStreet* 147.890.

LAST CHANCE: (1) *Miss Tri-Cities* 143.961, 0, 300 cumulative points; (2) *Miss Goodman Real Estate* 136.179, 0, 300; (3) *Miss Colleen* DSQ – 80 mph violation, 0, 0. Fast lap: (1) *Miss Tri-Cities* 145.542.

FINAL: (1) *Lynx Healthcare* 145.724, 400, 800 cumulative points; (2) *Miss Goodman Real Estate* 137.123, 300, 600; (3) *Miss Tri-Cities* 94.094, 225, 525; *Miss HomeStreet* DSQ – 80 mph violation, 0, 400. Fast lap: (1) *Lynx Healthcare* 147.701.

Indiana Governor's Cup (22.5 miles)

HEAT 1: (1) *Miss HomeStreet* 146.999, 400 points, 500 cumulative points; (2) *Lynx Healthcare* 145.527, 300, 380; (3) *Miss Goodman Real Estate* 137.799, 225, 285; (4) *Miss Tri-Cities* 136.938, 169, 239. Fast lap: (1) *Miss HomeStreet* 151.344.

HEAT 2: (1) *Miss HomeStreet* 145.650, 400, 900; (2) *Miss Colleen* 142.720, 300, 350; (3) *Miss Goodman Real Estate* 135.321, 225, 510; Fast lap: (2) *Miss Colleen* 147.097.

HEAT 3: (1) *Lynx Healthcare* 144.265, 400, 780; (2) *Miss Colleen* 123.493, 300, 650; *Miss Tri-Cities* DSQ – Fuel Flow Violation, 0, 239. Fast lap: (2) *Lynx Healthcare* 147.929

FINAL: (1) *Miss HomeStreet* 147.563, 400, 1300; (2) *Miss Goodman Real Estate* 132.402, 300, 810; (3) *Miss Colleen* 129.258, 225, 875; (4) *Miss Tri-Cities* 127.911, 169, 408; *Lynx Healthcare* DSQ – flipped on lap 5, turn 1 stopping the heat, 0, 780. Fast lap: (2) *Miss HomeStreet* 149.499.

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Strong Racing confirmed neither boat would be running its best equipment in the match-race shootout.

H1 officials passed out a sheet with the format for the match race. Heat 1 would have the second and fourth fastest qualifiers. *Goodman Real Estate* would start on the inside, *Lynx* on the outside. Heat 2 would feature the first and third fastest qualifiers. *Miss Tri-Cities* would have the inside, *HomeStreet* would be on

the outside.

In both preliminary heats, the inside lane had to be left open at the start, so *Goodman* and *Tri-Cities* would actually cross the starting line in lane two. The driver could move to the buoy line in the first turn. Match-race heats were two laps with a three-minute countdown to the start. The 80-mph restriction during the shape-up was waived. First place would receive 400 points, second place

would receive 300. The *Miss Colleen* was automatically seeded into the last-chance heat.

Lynx and *Goodman* ran side-by-side in the first lap of Heat 1, then Peabody opened up a lead. It was announced that both boats had jumped the gun. *HomeStreet* and *Miss Tri-Cities* went into the first turn together at the start of Heat 2, then Shane put a boat length on Kelly. Shane made it look close, but clearly had the faster boat.

Before the last-chance heat, the U-11 team asked if there would be time for a quick test run so the crew could check on a last-minute change. The test was approved and Nilsen did a best lap of 148.050 mph.

The last-chance heat would consist of the *Miss Colleen* and both second-place finishers from the previous heats. The race would be two laps and use a five-minute countdown. The 80-mph restriction during the shape-up would be enforced. No points would be awarded for the last-chance heat and there were no assigned lanes, but again, lane one had to be left open.

Nilsen had the inside at the start and the field was even going into the first turn. Kelly and *Miss Tri-Cities* took the lead going up the first backstretch, with Bernard and *Goodman* second and Nilsen in *Miss Colleen* right behind. Kelly won the heat with Bernard second.

Miss Colleen finished third while compressor-stalling and running at less than full power. Following the heat, Nilsen asked for the driver's rep (Greg Hopp) because he felt *Goodman* had moved over without leaving sufficient room. A few minutes later the tech truck announced *Miss Colleen* had dropped below 80 mph for more than five seconds during the shape-up and was disqualified. Nilsen canceled his request for the driver's rep.

The final heat would feature the two winners from the earlier heats, plus the top two boats from the last-chance heat. The field would consist of *HomeStreet*,

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Chris Denslow



Chris Denslow



TOP: Part of the crowd attending the Madison Regatta. **MIDDLE:** The start of the last-chance heat during Saturday's showdown event. From the left, *Miss Tri-Cities*, *Goodman Real Estate*, and hidden behind on the inside lane is *Miss Colleen*. **ABOVE:** The hometown favorite, *Miss HomeStreet*.

Lynx, *Miss Tri-Cities*, and *Goodman*. The race would be three laps with a five-minute countdown. There were no assigned lanes, but lane one had to remain open at the start. The 80-mph rule would be in effect during the shape-up. Traditional points would be awarded.

J. Michael Kelly blasted toward the starting line in *Tri-Cities*, but jumped the gun. Shane, who started in lane two, led into the first turn and pulled away. Peabody was second aboard *Lynx* with Bernard and *Goodman* third and Kelly in *Miss Tri-Cities* a lap down in fourth. After the finish and as Shane relished his apparent victory, word came from the tech truck that *HomeStreet* was disqualified for dropping below 80 mph for more than five seconds during the shape-up. The revised finish order gave the win to Peabody, with Bernard second and Kelly third.

When the boats were back on their trailers, the draws were held for Sunday's heats. H1 officials had devised a round-robin format so each boat would run twice in three preliminary heats. The top four would start on the front line in the final, with the fifth-place boat to run as a trailer.

The draw put *Miss Tri-Cities*, *HomeStreet*, *Lynx Healthcare*, and *Goodman Real Estate* in Heat 1. *Miss Colleen*, *Goodman*, and *HomeStreet* would be in Heat 2, while *Miss Colleen*, *Tri-Cities*, and *Lynx* would square off in Heat 3. The final was scheduled for 4 o'clock Sunday afternoon. Preliminary heats would be three laps, with a five-lap final.

Sunday

The regatta committee is required to pull buoys overnight to allow commercial barge traffic on the Ohio River, but they were late getting the buoys back in place on Sunday morning. There was supposed to be a testing session at 9 a.m., but it wasn't until a few minutes before 10 o'clock when the course was finally ready. *Miss Colleen* ran a lap of 150.473 mph, then *Home-*

Chris Denslow



Chris Denslow



ABOVE: The start of the final heat of the Indiana Governor's Cup. Jeff Bernard in *Miss Goodman Real Estate* (right) grabbed the inside lane, with Jimmy Shane in *Miss HomeStreet* to his outside and Corey Peabody in *Lynx Healthcare* outside of him. **LEFT:** Peabody had his foot hard on the throttle and his boat was flying as he battled Shane throughout the final heat.

Street toured the course with an average speed of 154.254 mph. No other boats tested. The opening ceremonies started as soon as Shane returned to the dock.

The *Lynx* crew was working to resolve an electrical issue and asked that the start of Heat 1 be delayed five minutes, and the request was granted. Shane drove *HomeStreet* into lane two and led the field into the first turn with Bernard on his hip in lane one. *HomeStreet* pulled away up the backstretch and was never challenged. Peabody passed Bernard while Kelly trailed in *Tri-Cities*. Those positions held to the finish.

With Bernard and *Goodman* in lane one, Shane and *HomeStreet* in lane two, and Nilsen in *Miss Colleen* in lane three, all three boats crossed the starting line even in Heat 2. Shane then took the lead in the first turn and won easily. Nilsen and Bernard battled for a lap before *Goodman* lost ground, unable to navigate the rough water in turn one.

Kelly and *Miss Tri-Cities* had lane one at the start of Heat 3. Peabody had *Lynx Healthcare* in lane two, and Nilsen and *Miss Colleen* had lane three. Peabody passed *Tri-Cities* in the first turn and gradually pulled away. *Miss Colleen* was com-

pressor-stalling and finished a half-lap behind the others. Following the heat came word from the tech truck that *Tri-Cities* was disqualified for a flagrant fuel violation. That gave second place to *Miss Colleen*.

Final Heat

The final heat would have *HomeStreet*, *Lynx Healthcare*, *Miss Colleen*, and *Goodman Real Estate* on the front line, with *Miss Tri-Cities* as the trailer. Spectators sat in anxious anticipation of the battle between Shane and Peabody. Others wondered, was Kelly doomed to finish last, or could he work his way through the field and perhaps take third place?

Bernard had the inside at the start with Shane in lane two. Shane slammed *Miss HomeStreet* into the first turn, but Peabody was right there with him. *HomeStreet* and *Lynx* left the others in their wakes as they powered up the first backstretch. The battle was on.

The afternoon wind had picked up and the first turn was bumpy. Shane, on the inside, was careful in the corner, while Peabody, farther outside and close behind, kept the throttle pressed. Meanwhile, Bernard and Nilsen had their own duel for two laps, before *Goodman* solidified its hold on third place. Kelly and *Miss Tri-Cities* then began to challenge



Craig Fjarlie

The shattered remains of the U-9 *Lynx Healthcare* after it was returned to the dock.

Miss Colleen.

The fight for first continued as the leaders started the final lap. They were having one of the best races in recent years. *HomeStreet* pegged the buoy line in the first turn, as Shane drove carefully over the lumps. Suddenly, the battle was over. *Lynx* went over a wake, the nose lifted, the boat hung for a moment, then went over backwards.

“Red flags, red flags, red flags!” yelled the officials. The H1 rescue boat headed for *Lynx*, which had landed right-side up. Just before rescue personnel reached him, Peabody opened the cockpit. One could almost hear his crewmembers heave a sigh of relief. Although the boat was badly damaged, early indications were that Peabody had survived the flip with no serious injuries. He was quickly

taken to the pits where medical personnel examined and released him.

Officials had to revert to the last completed lap to determine the finish order. The two leaders had been so far ahead of the rest of the field that the last complete lap was lap three. Although Kelly was in the process of passing *Miss Colleen* when the race was stopped, neither boat had completed the fourth lap. At the end of the third lap, *Miss Colleen* still had a slight edge over *Tri-Cities*.

The field carefully returned to the pits, while *Lynx Healthcare* was slowly towed back to the dock. The right sponson was torn off and a piece of the left rear of the boat was gone. The tail assembly and cowlings were all destroyed.

The regatta committee was ready for the awards ceremony. A prompt announcement came from the tech truck, *Miss HomeStreet* had cleared its tech inspection and was the winner. *Goodman Real Estate* was second, *Miss Colleen* third, and *Miss Tri-Cities* fourth. Because *Lynx Healthcare* caused the stoppage, it was disqualified.

“We’ve had some challenges this year,” Shane admitted. But his experience with the difficult Ohio River course provided him with the advantage he needed to claim the win. Near the official stand, he shook hands with fans, signed autographs, and posed for selfies. The hometown boat once again sent fans home smiling. ❖



Chris Denslow

Posing at the awards ceremony with the queen of the Madison Regatta are, from the left, Jamie Nilsen, Jimmy Shane, and Jeff Bernard.

FROM THE UNJ VAULT:

Miss Canada IV: The Fastest of the Fast-Steppers.



Hydroplane and Raceboat Museum

Dipping back into the archives of the *Unlimited NewsJournal* we came across an article written more than 46 years ago about *Miss Canada IV*, a boat using the old step-hull design that was once the pride of Canada in the late 1940s. It was built for Ernest Wilson, who had previously campaigned *Miss Canada III* and wanted a boat to make a challenge to win the coveted Harmsworth Trophy. The effort fell short in both 1949 and '50, then he sold the craft to J. Gordon

Thompson, who raced it briefly as *Miss Supertest*. The article below was written by Sam Owen, who had penned stories for *Speed & Spray* and *Lakeland Yachting* magazines in the late 1940s and '50s and who also was a driver of some note in 135-cubic-inch class hydros. The story originally appeared in the June 1976 issue of the *NewsJournal*.

BY SAM OWEN

Miss *Canada IV* was one of the last challengers for the Harmsworth Trophy, the award emblematic of the world's championship of unlimited hydroplanes and formerly the "personal property" of Gar Wood from 1920 through 1948. After 1933, Wood was never challenged again, so the homely old trophy rested in the Detroit Yacht Club until Earnest A. Wilson of Ingersoll, Ontario, Canada, challenged in 1949.

Miss Canada III, built in 1938, and powered by a 12-cylinder 12-litre Harry Miller engine, earned reasonable success in pre-World-War-II racing, winning the

President's Cup in 1939. In 1947, she was repowered with a Rolls-Royce with limited success. A year later, Mr. Wilson and his son, Harold, decided to get super-serious and build a larger, more powerful craft based on *Canada III's* design. Doug Van Patten designed and engineered both craft.

A trip to England by the elder Wilson resulted in Rolls-Royce Ltd. agreeing to lease Wilson their behemoth 2,239 cubic inch Griffon V-12 capable of producing 2,500 horsepower, or more—at that time the most powerful liquid cooled piston engine in the world. All the United States had was the 1710 cubic inch Allison (far from the stage of development we find them in today).

The Griffon was the pride of the "Em-pie-ah" and had powered, at various times, the fastest airplanes, automobiles, and boats in the world. Since the cost of the development of this mighty engine had been borne by the British Air Ministry, and represented the glory of Britain, it almost took an act of Parliament to allow the lessee to change spark plugs.

Doug Van Patten, a charming, capable, and innovative man, long had his own ideas about race boats. *Miss Canada IV* turned out to be, basically, a larger,

more powerful edition of the *III*. To begin with, she was a bona fied, two-step conventional hydroplane with VanPatten innovations in the step design. He developed what he termed a "keel-knuckle" surface at each step and at the stern, whereby the planes were supposed to ride on three separate surfaces at high speed—a narrow area at the keel and narrow areas at the inner chines.

It must have worked because *Miss Canada IV* eventually set a one-mile speed record that has never been exceeded by another step hydroplane.

These two boats were the only successful two-step hydroplanes I can recall or find record of. All of the other successful step hydroplanes were basically single-step and considered faster—and they should have been.

The only oddity in the racing history of step hydroplanes was the dominance of multi-step boats that won the Gold Cup from 1930 through 1936. All of these boats (*Hotsy Totsy*, *Delphine IV*, *El Lagarto*, and *Impshi*), were 26- to 27-foot hulls with about 5 1/2-foot beam built to rules in effect during the '20s. They were converted to step hydros by building onto the original stepless underbody a new bottom with long forward planes,



Miss Canada IV racing in the Harmsworth Trophy race on the Detroit River in 1949

Hydroplane and Raceboat Museum

and five shallow steps over the trailing 40% of the hull.

The step hydroplanes *My Sweetie* and *Miss Pepsi* of designer John L. Hacker that did so well, 1949-1953, were basically single-step jobs, but with buffer planes forward and overhangs aft where the rudders were installed. Thus, they looked like multi-step jobs, however, they weren't.

Back to *Miss Canada*.

Her basic dimensions worked out to 33 ft. LOA by 9 ft. 6 in. beam, a little narrow for a single-screw boat, and what a screw! Both *Canadas* had large, slow-turning propellers. In the case of *Miss Canada III*, which was designed to turn left, the propeller rotated to the left. The boat was ballasted heavily to port so that when the boat rested in the water the list to port was noticeable. At full speed, the torque of this large propeller straightened up the boat and she trimmed level.

The idea was that to enter a turn the driver had to slow down. This reduced the torque effect, and the boat automatically banked into the turn. Fine! But I never drove an inboard hydroplane that way. Most good drivers, when entering a turn (and when possible) came full off to gain proper entrance speed, then full on again, and a-r-o-u-n-d she went. Wheee! Do this with the *Canadas* and they'd straighten up and drift wide. Anyway, that was the Van Patten approach, and I grade him "A" for innovation.

In case you newcomers never heard of Harmsworth racing, one thing was different: the boats turned right. Oh yes, the British do everything differently; therefore, *Canada IV* turned her huge, slow-turning wheel to the right, to turn right. And she was ballasted to the right. Get it?

The Harmsworth race of 1949 pitted the mighty Dominion challenger against Stan Dollar's *Skip-A-Long*, Jack Schafer's *Such Crust*, and Horace Dodge's *My Sweetie*—all Allison powered against the monster Griffon. Sadly, *Miss Canada IV* performed poorly and the race devel-



Hydroplane and Raceboat Museum

J. Gordon Thompson purchased *Miss Canada IV* and raced it in 1952 and 1953 as *Miss Supertest*.

oped into a three-boat contest among the Americans. *Skip-A-Long* outlasted her two American rivals.

Miss Canada IV was not through making a name for herself. The world speed record for motorboats was held at that time by Sir Malcolm Campbell's three-point hydroplane, *Bluebird*, powered by the same basic engine as installed in the *IV*. The mark to shoot at was 141.74 mph established in England in 1939.

On Sunday, October 2, 1949, on the Bay of Quinte off Lake Ontario, Harold Wilson drove *Miss Canada IV* to a North America speed record of 138.865, raising Danny Arena's effort with *Such Crust* by over 11 miles an hour.

The next day, Wilson tried again and made one run at 142.92. Due to a delay waiting for the wash of a passenger steamer to settle out, the Wilson crew ran out of fuel. (The engine had to be kept running to keep the oil warm and the block at proper temperature.) On Wednesday, the fifth, the best average was a mere 135.94. The following day, a last-gasp effort was made and the prop shaft let go where the tail shaft entered a bearing installed in the rudder.

To this day, *Miss Canada IV* continues to hold the speed record for step hydroplanes—officially: 138.865 mph. It was reported that at this high speed her huge,

fully submerged propeller threw a roostertail thirty feet high and extended back nearly half a mile.

It's a darn shame the step hydroplane has gone the way of the dodo bird. Many of today's smaller classes are restricted to stepless bottoms and silly jet units, while development of the step hydroplane remains sadly ignored.

Sad, indeed. ❖

POSTSCRIPT: The *Miss Canada IV* was thought to have been destroyed in a fire, but several years before this story was written, the decaying hulk of the boat was discovered in a farmer's field near Windsor, Ontario, and was restored to working order by Harold and Charles Mistele, who did an exhibition run with the boat between heats of the 1976 Gold Cup in Detroit. Years later it was displayed at the Ingersoll Cheese and Agriculture Museum in Ingersoll, Ontario, was then acquired and further restored by Bobby Genovese, and is currently on display at the Muskoka Discovery Centre in Gravenhurst, Ontario.

HYDROFILE

Race Team News by Lon Erickson



U-12 Graham Trucking

After originally having plans to race this year, owner Rob Graham (below) had a change in priorities. He has now chosen to take the season off.



Graham Trucking Race Team

U-27 Wiggins Racing

Work continues at Wiggins Racing with the right-side sponson decking now installed. Below are more photos to provide a glimpse of all pieces in place.



U-21 Go Fast Turn Left Racing

The U-21 had a successful spring testing session in the Tri-Cities in early June (below). After initially indicating plans to compete in Tri-Cities and Seattle, the Lakeridge Paving-sponsored team will not be racing this year.



Lon Erickson



Wiggins Racing

MY \$0.02 WORTH

Editorial Comment by Andy Muntz



About 340 years ago, Sir Isaac Newton revolutionized the world with his ideas. He not only created calculus (much to the chagrin of many math students) and developed his theory that gravitation is a predictable force that acts on all matter in the universe, he got headlines far and wide for introducing his three laws of motion.

In a similar effort, and after many years of extensive research and analysis, I have developed my own theories regarding the sport that we all follow in this publication. They are, in my view, the foundational laws that govern how this sport operates. What's more, while Newton had only three laws for motion, I've doubled his output.

So, without any further ado, I therefore present to you my Six Laws of Hydro Racing:

Law 1: To get more boats there needs to be more money. – Owning an unlimited hydroplane will give your pocketbook a real workout. Yes, there's the cost of the boat, engines, trailer, and trucks. But

there's also fuel, spare parts, and maintenance; the cost of leasing the shop; and the expense of hauling the boat from race site to race site, not to mention paying to feed, lodge, and cover the travel for the crew members.

Law 2: To get more money there needs to be more sponsors. – Sponsors don't just hand out money. To them it's an investment. They have a product to sell, and they see their sponsorship as a means to reach potential customers. So, for the sponsor, there needs to be an adequate return for the money they've invested in the sponsorship deal.

Law 3: To get more sponsors there needs to be more fans. – The sponsor wants as many people as possible to see their name. The greater the number of people watching the race, the better chance that the audience will include the potential customers that the sponsors are seeking.

Law 4: To get more fans there needs to be more TV coverage. – A key to getting more fans interested in the sport is

for the sport to appear on television.

Law 5: To get more TV coverage there needs to be more races. – Televising a boat race is not cheap. The TV networks who might be interested in presenting the races will want enough programming to warrant the expense of the production. More races will give them more time slots and more advertising revenue.

Law 6: To get more races there needs to be more boats. – The race sites want to put on a good show for those who attend their event, and a sizable fleet of contestants will have a better chance of keeping the fans entertained. Problem is, the races are typically presented by non-profit civic organizations that don't have a great deal of money.

As a result, in order to get more boats, you need more...

Come to think of it, it's kind of like Newton's third law of motion: For every action there is an equal and opposite reaction. ❖

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