

AUGUST 2013



A Gold Cup Win for Kip Brown and the 95 Qatar It's a Family Affair

by Mac Clouse



There was an short airshow in Detroit when Ryan Mallow went airborne in heat 1B. He did a 360 and landed upright in a cascade of spray and boat pieces. Fortunatly, he was not seriously injured. ~ Ron Harsin photo

With the retirement of driver Dave Villwock and with the Ellstrom family no longer racing the *96 Spirit of Qatar*, this year looked to be *1 Oh Boy! Oberto* driver Steve David's best chance to win his first Gold Cup. While David was the first to complete the five laps of the final heat, a one-lap lane violation penalty cost him the win. Once again, a *Qatar* boat won the Gold Cup. This time it was Kip Brown in the *95 Qatar* winning his first ever unlimited race. Kip made the Gold Cup a family affair. He is the third member of his family to have his name on the cup. He will join his uncle, Nate Brown, who won in 2004 and the late Terry Troxell, his father-in-law, who won in 2005.

Testing and Qualifying

Detroit is a city with serious financial problems. Many city services have had budget cuts, and unemployment is high. Because of budget constraints, the original plan for this year's race was to compress it to a two day event. However, in June, Detroit native Kid Rock and his two companies provided Detroit with another bailout. "Thanks to the generosity and support from Kid Rock, Made in Detroit, and Badass Beer, we are able to once again offer Free Friday, which historically has been one of our biggest community focused days at the races," said Mark Weber, the Event Director for the Detroit River Regatta Association.

Because of the cancellation of the Madison race, the boat teams were eager to test. Nine of the ten competing boats tested. The *100 Jarvis Restoration* (Ryan Mallow) was the only boat not to test. Fast Lap Friday, the qualifying session, was from 5:00pm to 7:00pm. The course was the same as last year, approximately 2.72 miles; the extra distance is due to the first turn being moved closer to the Belle Isle Bridge to avoid some very shallow water in the middle of the river. The first boat out was the *22 Conway McKenzie presents Roostertail 55* (Mike Webster). The Gold Cup qualifying speed is the average of two consecutive laps. Webster's speed was 143.112. The *14 Jarvis Fire and Water Repair* (Greg Hopp) then did 142.721. The *100 Jarvis Restoration* only did two laps, a slow 115.968 and a fast 146.149 for a qualifying average of 131.059. The U-11 *Peters & May* (Tom Thompson) was the first boat over 150 with a 151.987. Next out was the *57 FEDCO* (Mark Evans) that did 148.190, followed by the *95 Qatar* (Kip Brown) that did 153.907. Brown's speed was topped by the *9 Red DOT* (Jon Zimmerman) with a 155.933. Then *1 Oh Boy! Oberto* (Steve David) did 161.730. The *5 Graham Trucking* (Jimmy Shane) did 156.829 to end the first round of qualifying.

In the second round, the first three boats on the ladder passed. *Peters & May* did a 148.070, which was slower than its first round speed. The *37 Miss Beacon Plumbing* (J. Michael Kelly), which passed in the first round, qualified at 151.466. *Qatar* increased its speed to 154.321, and *Jarvis F&W* increased its speed to 144.892. *Oberto* passed, giving *Graham Trucking* one last attempt to beat *Oberto*'s speed. Its 161.126 speed was close, but not enough to beat *Oberto*'s 161.730. All ten boats were qualified.

An interested spectator during the session was former *Valken.com* and *Degree Men* driver Scott Liddycoat, now a member of the *Oberto* crew. "I do all I can to help the team. I work on the skid fin, the rear wing, and anything dealing with the cockpit. I am still driving the limiteds, and I am also driving Monster Trucks." When asked if he would get some seat time in *Oberto*, Scott replied, "I want to be back in an unlimited sometime. I'll do anything the team wants me to do."

Another driver-turned-spectator was Dave Villwock, now on the *Beacon Plumbing* crew. When asked if he missed driving, he said, "Not really. I will get my flatbottom ready to race again, but I'll get someone else to drive. Right now, I am having fun trying to help *Beacon Plumbing* get better. We figured out what was wrong with both of our motors and why we weren't getting the fuel flow. I'm working with them on anything that can help—sponson design, the rudder, and the props."



Chris Denslow photo

Heat 1

Heats 1 and 2 were on Saturday afternoon with excellent weather and water. It was sunny, in the upper 80's, with very light winds blowing with the river; the water was flat. All the preliminary heats would be four laps. The final would be five boats, plus a trailer, for five laps.

The favorite on the water and with the fans was Steve David and *Oberto*. This was his 22nd attempt to win the Gold Cup; he had finished second 12 times. "Winning this race would be cool. It is a career-making race, like the Daytona 500 in NASCAR. Jim Kropfield and I are the winningest drivers who have never won the Gold Cup. I hope to change that," said David.

Heat 1A was more interesting for its penalties than its racing. *Beacon* trolled early in lane 1 in the Belle Isle turn. *Graham* joined *Beacon* in lane 2 midway through the turn and then leapfrogged after the score up buoy to get lane 1. *Qatar* was in lane 2 as *Beacon* had to move out to lane 3 after losing lane 1. *Jarvis F&W* was in lane 4 with *FEDCO* in lane 5.

All five boats were early to the start line. Shane was first in and out of turn 1 and took the lead trailed by Kelly, Brown, Hopp, and Evans. However, *Beacon*, *Qatar*, and *FEDCO* all jumped the gun were given one lap penalties. The order on the water at the end of five laps was Shane, Kelly, Brown, Hopp, and Evans. Hopp got second as Kelly, Brown, and Evans did their extra laps. Brown also missed two buoys in the Roostertail turn in lap 2 which resulted in another 1 lap penalty. The final order of finish was *Graham*, *Jarvis F&W*, *Beacon*, *FEDCO*, and *Qatar*.



Karl Pearson photo

Brown may have set a record for the most penalties in a single heat. In addition to his two 1-lap penalties, he also had two monetary penalties, one for going through the DMZ before the start and one for a lane encroachment in turn 1 of lap 1. It was an interesting and costly 127 points for Brown.

Shane was pleased with the win. "It was a good heat for the 5 team. I knew everyone was early so I held back. In the milling, I saw *Beacon* so far in the turn that I knew he would be 30 seconds beyond our mark. I could get a good run to be able to leapfrog him. It couldn't have gone any better. If we run our race, it will just be a matter of us making no mistakes."

Graham owner Ted Porter was also pleased. "Jimmy is doing well. The boat didn't go as fast in qualifying because we had it set up for racing. Jimmy has a great feel for the boat, and his head is in the game."

In the morning testing, *Jarvis Restoration* blew a hot end. At first, it appeared that the team would withdraw and head home to Seattle early to rebuild engines. Instead, they scrambled and put together an engine in time to be in 1B. They should have gone home early.

In 1B, *Oberto* was early trolling in the Belle Isle turn to get lane 1. *Red DOT* was in lane 2, *Peters & May* in 3, *Jarvis Restoration* in 4, and *Conway McKenzie* in 5. As the boats came out of the Roostertail turn for the start, *Red Dot* was pinched by *Peters & May*, hooked to the left, and hit the exit buoy. Zimmerman was penalized one lap, and he got a late start.

David was first in and out of turn 1 and led the field down the backstretch. Surprisingly, Mallow was challenging him in second followed by Thompson, Webster, and Zimmerman. This order continued into lap 2. Mallow was chasing David very hard down the backstretch when he blew over near the entrance to the Roostertail turn, a location of many flips in the past. The boat did a complete 360 degree flip and came down right-side up. The cockpit hatch would not open so the divers took Mallow out through the bottom escape door. He was conscious and was taken

to the hospital for x-rays of his arm and elbow. The x-rays were negative and he returned to the pits that evening. He was very sore. Many people in the pits wanted to greet him with a hug, but each time, he stepped back and asked them not to touch him. The boat was missing its front canard, and there was damage to the right rear of the boat. The team was done for the weekend.



Zimmerman was glad to get a new start for 1B. “I had no place to go at the start. I spun out into the buoy. At least I get a fresh start in the rerun.” Not so fast Jon! The H1 rule book states that a penalty will carry over to the rerun. *Red DOT* would start the rerun already 1 lap behind.

In the 1B rerun, all four boats were together at the score up buoy with *Oberto* in lane 1, *Red DOT* in 2, *Peters & May* in 3, and *Conway* in 4. This time as the boats went through the Roostertail Turn for the start, *Red DOT* went wide and *Peters & May* went through its roostertail and got a late start.

David was first in and out of turn 1 and led Zimmerman by 2 roostertails at the end of lap 1. Webster was in third, with Thompson in fourth. In lap 2, the boats were spread out; two roostertails separated each position. In lap 3, with a big lead and no need to run a tight course, David hit the apex buoy in the Roostertail turn. His subsequent 1 lap penalty, plus the carry-over 1 lap penalty on Zimmerman, put Webster in first place. He withstood a last lap challenge from Thompson to get his first win in an unlimited heat. David withstood a challenge from Zimmerman in lap 5 to get third with Zimmerman in fourth.

Webster was very excited about his win. “It is good for the team. They have done lots of work to get the boat ready. I get to drive, but all the team wins. The boat is now much more drivable. It is like a new boat. It is reconfigured and lighter. It will take us all season to get things figured out.”

Thompson was racing for the first time on the Detroit River, in the boat that was rebuilt for this year after its serious crash against the Roostertail Banquet Center’s seawall in 2010. “This boat is much better than last year’s boat. It goes through the turns better which allows it to be faster.” When asked about the start of 1B, he said “From where I sit, sometimes you see water, and sometimes you don’t. That’s all I’ll say.”

When asked about the challenges of the course, Thompson said “The most difficult part is the long straightaways. You can set up for the turns, even the tight Roostertail turn. Jean Theoret and Steve David have given me pointers about that turn. In the straightaway, you are going all out and the water changes, especially in the backstretch. You have the rollers at the exit of the Belle Isle turn, the wakes that bounce back from the Detroit Yacht Club docks, and then the rough water at the entrance to the Roostertail Turn. There just aren’t very many safe places on this course.”



Heat 2

In 2A, *Beacon* and *Graham* were again early trolling in the Belle Isle turn. This time Kelly avoided Shane's leapfrog attempt and kept lane 1. Shane was in lane 2, *Red DOT* in lane 3, *FEDCO* in 4, and *Conway* in 5. Webster was first across the line, and Zimmerman was late. However, Shane was first in and out of the turn and led the field down the backstretch.



Ron Harsin photo

Kelly, Webster, and Zimmerman were close battling for second and Evans trailed.

In lap 2, Shane extended his lead to two roostertails, and he went on to win easily. The battle to watch was the fight for second between Kelly and Zimmerman. In lap 3, Zimmerman passed Kelly in the Belle Isle turn. *Beacon* used the inside of the tight Roostertail Turn to retake second, but *Red DOT*'s speed gave it second at the end of the lap. In lap 4, Zimmerman led by three boat lengths in the backstretch, but a great turn by Kelly in the Roostertail turn enabled him to pass Zimmerman and get second. Webster finished fourth, with Evans in fifth.

Kelly was pleased with his boat. "It turns so well that I don't have to back off the throttle at all."

In 2B, all four boats were together at the score up buoy with *Oberto* in lane 1, *Qatar* in lane 2, *Peters & May* in lane 3, and *Jarvis F&W* in lane 4. Thompson was first across the line, but David was first in and out of the Belle Isle turn. *Oberto*, *Qatar*, and *Peters & May* were all within a roostertail as they entered the Roostertail turn. David pushed both trailing boats out and led at the end of the lap. In lap 2, David led Zimmerman by a roostertail, with Thompson now further back in third and Hopp in fourth.

During lap 3, it was announced that David was assessed a 1 lap penalty for a Class II violation, the failure to hold his lane in the Roostertail Turn during lap 1. After David's one lap penalty, the final order of finish was *Qatar*, *Peters & May*, *Jarvis F&W*, and *Oberto*.

Brown was relieved to get the win. "We needed it so bad. The boat is handling better so I could actually hit the throttle. Once I got safely ahead of *Peters & May* and heard about the penalty on *Oberto*, I could back off. I was afraid we might be in 9th place (in points) after today. Now we are in 6th. It will not be such a monumental task to get in the final. We needed something positive."



Ron Harsin photo

Things were positive for *Graham* with two first place finishes. *Oberto* would need some positives on Sunday.

As of the end of Saturday's racing, *Oberto* would not make the six boat final. Fortunately for David, there were still two more preliminary heats to be run on Sunday.

Heats 3

Sunday was another beautiful day with temperatures in the high 80s to low 90s and a light breeze blowing with the river.

Heat 3A would be the first heat with *Oberto* and *Graham* together. David was pleased with the draw. "I want to race against *Graham*. We are behind in National points so I want to race against them." Shane welcomed the challenge. "We will have to race hard. It will be competitive."

Graham was trolling early in the Belle Isle turn and got lane 1. *Oberto* was in 2, *Qatar* in 3, *Jarvis F&W* in 4, and *FEDCO* in 5. As the boats reached the Roostertail turn to head for the start, *Jarvis F&W* pushed *FEDCO*

way to the outside of the course. Hopp was given a Class II penalty, a monetary fine, and a loss of 50 points, but no extra lap.

Shane was first in and out of the Belle Isle turn. He and David were side-by-side in the backstretch, but Shane used the inside lane to lead by three boat lengths at the end of lap 1. Brown was in third, Hopp in fourth, and Evans in fifth.

In lap 2, Shane increased his lead to one-half of a roostertail. Hopp began to slow and was passed by Evans. In lap 3, Shane increased the lead to a full roostertail as he exited the Roostertail turn. However, he was given a Class II penalty, a monetary fine, and a loss of 50 points, for changing lanes without an overlap in turn 1 of lap 3. He did not get an extra lap.

Graham kept the roostertail lead over *Oberto* until the finish. *Qatar* was third and *FEDCO* was fourth. *Jarvis F&W* did two very slow laps to finish fifth. While getting 300 points was good for *Oberto*, the team still had just lost another 100 points in the national points race and lost a heat to *Graham*. However, good news for them was on the way. The tech truck inspection of *Graham's* box showed a flagrant N2 violation. Shane lost his position and all points for the heat; he ended up with a minus 50 because of the earlier Class II penalty. All the other boats moved up one position and increased their points. The final order of finish was *Oberto*, *Qatar*, *FEDCO*, and *Jarvis F&W*.

In 3B, *Beacon* was early in the Belle Isle turn trolling in lane 1. Near the score up buoy, *Red DOT* and *Peters & May* sped by *Beacon*. However, Kelly sped up and kept lane 1. Zimmerman was in 2, Thompson in 3, and Webster's *Conway* was in 4.

Webster was first to cross the line, with Kelly late to the start. Zimmerman was first in and out of the Belle Isle turn and led Thompson by a roostertail in the backstretch. Kelly was in third with Webster in fourth. In the Roostertail turn, Kelly was able to use his boat's excellent turning to pass Thompson and to move into second. The last two laps were a parade. The final order was *Red DOT*, *Beacon*, *Peters & May*, and *Conway*.

Heat 4

The draw for 4A had *Oberto*, *Graham*, *Red DOT*, and *Beacon*. All three were close in points. *Qatar* and *Peters & May* were also in the top six, and they were together in 4B. The implication for the boats in 4A was that whoever finished fourth would probably not make the front line for the final.

In 4A, *Beacon* was already trolling at the four minute mark. *Graham* leapfrogged into lane 1 before the entrance to the Belle Isle turn. *Oberto* was also trolling but behind the other two boats. *Graham* got lane 1, *Beacon* was in 2, *Oberto* in 3, *Red DOT* in 4 and *FEDCO* in 5.



Ron Harsin photo



Ron Harsin photo



Ron Harsin photo

Zimmerman was first across the line, but Shane was first to the turn. However, David was first out of the turn. David held Shane tight in the Roostertail Turn and led by three boat lengths at the end of lap 1. Zimmerman was in third, Kelly in fourth, and Evans in fifth. The order stayed the same until the end with David winning by two roostertails. Kelly's fourth place finish meant that he was likely to be the trailer unless he got help in 4B.



Ron Harsin photo

In 4B, Kelly did not get the help he needed, and he got even more bad news. *Qatar* trolled in the Belle Isle turn to get lane 1. *Peters & May* joined the trolling to get lane 2. *Conway* was in lane 3, with *Jarvis F&W* in lane 4.

Webster was first across the line, but Brown was first in and out of the turn. He led Webster by five boat lengths at the end of lap 1. Thompson was third with Hopp in fourth.

In lap 2, Brown extended his lead to two roostertails over Webster. Knowing he only needed a third place finish to make the first row of the final, Thompson was content to cruise in third place. The last two laps were a parade with Brown finishing first, Webster second, Thompson third, and Hopp fourth.

Webster's second place finish was bad news for Kelly. He leapfrogged Kelly and *Conway* moved into the trailer position. Webster was excited to be in final. "We knew we had to get second in the heat. I got a good start because I had some good marks. I have now been able to show people what I can do as a driver. In the past, I had inferior equipment. Back then, we just wanted to make the boat race. Now we can tweak things to become competitive."

The front line for the final would be *Oberto*, *Qatar*, *Graham*, *Peters & May*, and *Red DOT*. With their own good luck, and *Graham's* bad luck, *Oberto* not only made the final, but was also the high point boat. It appeared that this could be the long-awaited Gold Cup win for David.

Final

David would not be using his strongest engine in the final. "We had some fuel flow anomalies with it this morning during testing. So we don't want to risk using it until we can test it more in Tri-Cities. We'll run the same set up we did in heat 4A. Lane 1 didn't work well for me yesterday. I'll try for lane 2 so I can control the turns."

Zimmerman was looking forward to the final. "The 1 and the 5 are fast. We want to be the best third place boat. I know Kip will try hard to get the inside. If my boat was faster, I would want lane 1. Right now, our boat is running great. It is a lot better than when I first raced here two years ago. We are more confident now, both in me and the boat."

Qatar, *Graham*, and *Oberto* were trolling in this order at the entrance to the Belle Isle turn at the 2:30 mark. They stayed in this order as *Qatar* got lane 1, *Graham* got lane 2, *Oberto* was in 3, *Red DOT* in 4, *Peters & May* in 5, and *Conway* as the trailer. They were all early to start and had to slow down. *Qatar* was across first, but *Oberto* was first in and out of the turn. David took a one roostertail lead in the backstretch, with Shane and Brown side-by-side in second. As he went through the Roostertail turn, David moved in from lane 3 to about lane 1.5. Brown stayed tight for the buoy line as he went through the turn, but Shane went through *Oberto's* roostertail, breaking the boat's front canard. The canard stayed attached to the boat. The smaller section, about 25%, was sticking straight up in the air. The larger section, about



Chris Denslow photo

75%, was sticking straight down into the water. As David crossed the finish line for lap 1, it was announced that he had been assessed a one lap penalty for a lane violation in the Roostertail turn, moving in without the required overlap.

On the water, lap 2 ended with *Oberto* first, *Qatar* second, *Red DOT* third, *Graham* fourth, *Peters & May* fifth, and *Conway* sixth. With *Oberto* penalized and with *Graham* damaged, it now became the race that Zimmerman had earlier described. Who would be the best third place boat?

In lap 3, *Qatar* and *Red DOT* were side by side. Zimmerman passed Brown coming out of the Roostertail turn to take a narrow lead. *Peters & May* was third, *Conway* was now fourth, and *Graham* was fifth. *Conway* slowed to a stop with a loss of power shortly after crossing the finish lane for lap 3.

In lap 4, *Qatar* and *Red DOT* were even coming out of the Roostertail turn, but again Zimmerman took a narrow lead in the straightaway. In the final lap, the boats were close in the Belle Isle turn when *Red DOT* hit some rough water and slightly slowed. That was just enough to let Brown put some distance between him and Zimmerman. He led by one-half roostertail at the finish line. Zimmerman was second, and Thompson was third. In David's extra lap, he was able to pass the slow fish-tailing *Graham* to get fourth. Shane finished to get fifth.

Brown's first career win was a Gold Cup win, and he will add his name to the family members' names on the cup. "I saw that Jimmy was back and I heard that Steve had a penalty. So it was just Jon and me. We have raced a lot of heats against each other in the Northwest. Jon hit the bad water and bobbled. I didn't get into the bad water. At that point, nothing was going to slow me down. Thanks to Jimmy for not moving in during the lap one infraction and thanks to Jon for clean competitive race."

Zimmerman was pleased but disappointed. "It was so close I could taste it. Before coming out of the Belle Isle turn in the last lap, I hit a bump and slowed down, and it gave Kip the edge. We ran fast all weekend."

Thompson had his own canard problem. "I lost the canard after the second lap. I still wanted to finish well. Third place is a good weekend."

Shane was disappointed. "We had the boat to beat, but it is part of the sport. Kip kept in lane 1, but Steve was way too tight. We made up ground in the



Karl Pearson photo



Karl Pearson photo



Ron Harsin photo

turn, and it put me right into his roostertail. It's too bad because we put in the big stuff for the final. I wish the canard had fallen off. The big part was in the water. It was like having a second rudder, except I had no control over it. I was fish tailing because I was steering to offset what it was doing. It took us out of the race."

Outraged was the word to describe David and the Oberto team. "We can beat the best boats, but not crappy officials. The rule book says that if you have a seven boat length lead going into a turn, you have the required overlap to move in. The inside boat can't regain the right away because of the turn. The 5 caught up some in the turn, but then went through our tail. I had the right to move in. We have the video evidence from our boat and our photographs to support our claim. I specifically confirmed the rule with officials at the drivers meetings on Friday and Saturday. They agreed with our interpretation, but they called me for the infraction. We have a protest in the works, but it is tough to protest a judgment call."

Unfortunately for the Oberto team, it is more than "tough." Another rule in the H1 rulebook says that a team cannot protest a judgment call, which this infraction was. H1 refused to take the Oberto team's protest and the required \$500 check.

The 2013 Gold Cup ended in controversy, but unlike last year in San Diego, this time *Oberto* left knowing that they did not win. There would be no overturning of the final finish and Steve David would not get his long-desired Gold Cup win. There was one important unanswered question however for the Oberto team. Would David be here in 2014, at 60 years of age, to try again?

The Spirit of Qatar Team and 3 on the Podium

In the crew photo with the Gold Cup below on the deck of the 95 *Qatar* (former U-17 *RedDot*), are the happy team. In top row from left to right are; Ed Cleveland, Ginger Jackson, Jeff Minar, Dave Bell, Brandon Crouse, Mike "Spider" Jackson, Christabelle and Jeff Bernard. Bottom row from left are Lisa Engle Crouse, boat owner Nate Brown, and Kip and Tiffany Brown.

On the podium at right is third place finisher Tom Thompson, second place winner is Jon Zimmerman, and the victor of the APBA Gold Cup Kip Brown. It was Kip's first time as a Gold Cup winner. It was also the first Gold Cup win for Nate Brown as an owner. ~Chris Denslow photos





The Gold Cup, and the happy quartet, Nate and Lisa Engle Crouse along with Kip and wife Tiffany Troxell Brown..



Is this is what owner's get after winning the Gold Cup? Nate Brown proposes to Lisa and this what she said.



Kip and Tiffany have alerady done the deed.



The Ellstrom's happy Jeff Minor and the APBA Gold Cup. ~ Karl Pearson photos

STAT BOX

A.P.B.A. Gold Cup

Detroit, Michigan, July 13-14, 2013
2.72-mile course on the Detroit River

QUALIFYING U-1 *Oh Boy! Oberto*, Steve David, 161.725, 100 points; (2) U-5 *Graham Trucking*, Jimmy Shane, 161.124, 80; (3) 9 *Red Dot*, Jon Zimmerman, 155.931, 70; (4) U-37 *Beacon Plumbing*, J. Michael Kelly, 151.465, 60; (5) 57 *FEDCO*, N. Mark Evans, 148.188, 50; (6) 11 *Peters & May*, Tom Thompson, 148.066, 40; (7) 22 *Conway MacKenzie*, Mike Webster, 145.267, 30; (8) 14 *Jarvis*, Greg Hopp, 144.882, 30; (9) 95 *Qatar*, Kip Brown, 130.000 (154.320 N2 violations), 0; U-100 *Fifth Third Bank*, Ryan Mallow, DNQ — blew engine, 0.

HEAT 1A (1) *Graham Trucking* 146.688, 400, 480 cumulative points; (2) *Jarvis* 130, 461, 300, 330; (3) *Beacon Plumbing* 111.876 (penalized one lap for jumping the gun), 225, 285; (4) *FEDCO* 102.542 (penalized one lap for jumping the gun), 169, 219; (5) *Qatar* 91.254 (penalized one lap for jumping the gun and one lap for missing two buoys in turn 2, lap 1), 127, 127. Fast lap (2) *Graham Trucking* 150.706. **HEAT 1B (rerun)** (1) *Conway MacKenzie* 134.655, 400, 430; (2) *Peters & May* 132.422, 300, 340; (3) *Oh Boy! Oberto* 117.616 (penalized one lap for dislodging buoy three, turn 2, lap three), 225, 325; (4) *Red Dot* 116.968 (penalized one lap for dislodging exit buoy turn 2, lap 1), 169, 239; *Fifth Third Bank* DSQ — flipped in first running, withdrew, 0, 0. Fast lap (2) *Oh Boy! Oberto* 152.404.

HEAT 2A (1) *Graham Trucking* 144.949, 400, 880; (2) *Beacon Plumbing* 143.232, 300, 585; (3) *Red Dot*, 142.957, 225, 464; (4) *Conway MacKenzie* 128.743, 169, 599; (5) *FEDCO* 124.158, 127, 346. Fast lap (2) *Graham Trucking* 147.698. **HEAT 2B** (1) *Qatar* 141.897, 400, 527; (2) *Peters & May* 132.380, 300, 640; (3) *Jarvis* 129.910, 225, 555; (4) *Oh Boy! Oberto* 111.195 (penalized one lap for bearing out on lap 1, turn 2), 169, 494. Fast lap (2) *Oh Boy! Oberto* 150.357.

HEAT 3A (1) *Oh Boy! Oberto* 151.154, 400, 894; (2) *Qatar* 138.181, 300, 827; (3) *FEDCO* 133.167, 225, 571; (4) *Jarvis* 84.091 (penalized 50 points for lane change forcing the 57 to move out before the start), 119, 84.091; *Graham Trucking* DSQ — N2 violation (penalized 50 points for lane change turn 1, lap 3), -50, 830. Fast lap (1) *Oh Boy! Oberto* 153.979. **HEAT 3B** (1) *Red Dot* 147.334, 400, 864; (2) *Beacon Plumbing* 142.058, 300, 885; (3) *Peters & May* 134.960, 225, 865; (4) *Conway MacKenzie* 169, 768. Fast lap (2) *Red Dot* 149.640

HEAT 4A (1) *Oh Boy! Oberto* 149.353, 400, 1294; (2) *Graham Trucking* 146.963, 300, 1130; (3) *Red Dot* 143.480, 225, 1089; (4) *Beacon Plumbing*, 135.018, 169, 1054; (5) *FEDCO* 126.827, 127, 698. Fast lap (1) *Oh Boy! Oberto* 154.243. **HEAT 4B** (1) *Qatar* 145.978, 400, 1227; (2) *Conway MacKenzie* 138.947, 300, 1068; (3) *Peters & May* 134.237, 225, 1090; (4) *Jarvis* 128.762, 169, 843. Fast lap (2) *Qatar* 150.741.

FINAL (1) *Qatar* 145.707, 400, 1627; (2) *Red Dot* 144.885, 300, 1389; (3) *Peters & May* 124.575, 225, 1315; (4) *Oh Boy! Oberto* 122.841 (penalized one lap for encroaching on the U-5 on lap 1, turn 2), 169, 1463; (5) *Graham Trucking* 102.426, 127, 1257; *Conway MacKenzie* DNF — air difuser failed, 0, 1068. Fast lap (1) *Oh Boy! Oberto* 154.469.

COMPILED BY ALLEN STILES

Vintage Hydroplanes at Detroit



Chris Denslow photo



H&RM Collection photo

Jack Schafer Sr. first ran this boat as the U-77 *Such Crust IV* (3) in 1962. It changed numbers to the U-70 the following year. The U-70 *Such Crust IV* (3) last race at Detroit's World Championship where Frank Saile failed to qualify the boat. The boat was retired after that and eventually went on permanent display duty. Above right *Such Crust IV* in 1967.



Karl Pearson photo



Chris Denslow photo

The Allison powered U-36 *Miss U.S. IV* was not ready until the 1957 Seattle's Gold Cup where it failed to qualify. It ran in one more race that year, the Sarah Cup, placing second behind the U-8 *Hawaii Ka'i III*. It ran its last race in the 1958 International Cup at Elizabeth City. After a career just short of ten months, it was retired and stored at George Simon's Machinery Mart in Detroit, where the U-36 *Miss U.S. IV* remained for many decades.

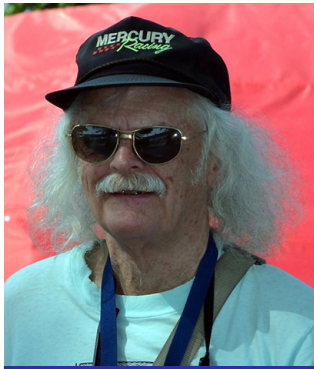


Karl Pearson photo



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Roy Duby set the mile straightaway record in George Simon's U-2 *Miss U.S. I* (2) April 17, 1962 at 200.419 mph on Guntersville Lake. This topped Bill Muncy's record set February 16, 1960 in the U-60 *Miss Thriftway* (3) at 192.001 mph on Lake Washington. If Duby hadn't been blinded by the sleet he may have hit 210. He also set the kilometer record with a speed of 198.168 miles per hour. Above right in the *Miss U.S. I* (2) at speed in 1962 at Seattle. The second *Miss U.S. I* last raced at Detroit in 1963. The "Red Racer" was retired after that. It is owned by George Simon Jr.



Heritage
Craig Fjarlie

Gold Cup Surprises

by Craig Fjarlie

When Kip Brown won the 2013 APBA Gold Cup driving *Qatar*, it was a surprise win. The boat was hardly considered a front-runner. It was consistent and usually performed well, but it had never won a race, heat wins were rare over the years, and its 2013 qualifying speed was far from the top. The Gold Cup, however, seems to be an event that produces surprises. True to form, then, the 2013 race produced another surprise.

In the years since World War II, most Gold Cup surprises have involved an unexpected winner, but there have been a few instances where developments back in the pack raised some eyebrows. Here, then, are some of the bigger surprises in the years since 1946.

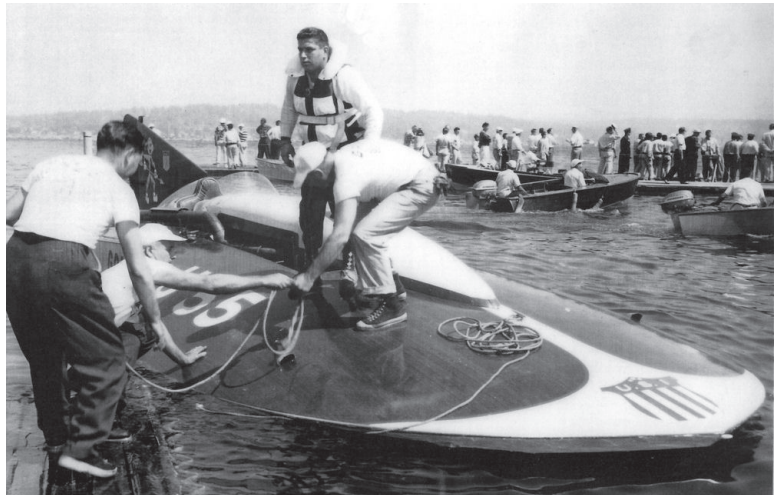
The 1950 race had an unknown entry from Seattle. *Slo-mo-shun IV* had set the mile straightaway record a few weeks before the race. The experts of the day predicted the boat would be unable to navigate the turns on the Detroit River, and would be easily beaten in the race. The experts were wrong, of course, and *Slo-mo* turned out to be the wave of the future.

The 1955 race had more than one surprise. *Slo-mo-shun V* flipped during qualifying, a type of accident that had never been seen before in unlimited hydroplane racing. The winner of the race, *Gale V*, took most of the Seattle sports news media and most fans by surprise. The boat hadn't won a heat, yet on the basis of bonus points it won the race.

The 1958 Gold Cup had several surprises. In an eerie portent of what was to come, *Thriftway Too* lost a rudder and spun out during qualifying. At the start of heat 2A, *Miss Thriftway* lost a rudder and crashed into a Coat Guard boat. The winner of the race, *Hawaii Ka'i III*, was hardly a surprise, but the second place boat, *Coral Reef*, made the best finish of its career that day.



1946 Gold Cup won by *Tempo VI* and Guy Lombardo ~ H&RM photo.



Above, Lee Schoenith and the U-55 *Gale V (2)* at Seattle in 1955. Below is the U-8 *Hawaii Kai III* in the pits before capturing the 1958 Gold Cup. ~ HARM Collection photos



Miss Century 21 was a bit of a surprise winner in 1961. There was a hint of *Gale V's* accomplishment in the victory. The boat finished second in three heats, but won on total points. The 1963 race included a surprise with *Miss Thriftway's* problems. The defending Gold Cup champion was washed down at the start of one heat and was never truly in contention throughout the day. The crew rides the U-60 *Century 21* after winning the 1961 Gold Cup. ~ H&RM photo



The 1971 Gold Cup is the storybook race. Was *Miss Madison* really a surprise winner? Not to the extent portrayed in the *Madison* movie, but it was an upset win. The fact it happened before the hometown fans made the result even sweeter. Jim McCormick holds arms up in Victory. ~ H&RM photo



The duel for the 1976 Gold Cup in Detroit is among the finest in history. *Miss U.S.* came out on top. That was something of a surprise, given the boat had not run especially well at races earlier in the season. The Gold Cup victory must be taken in a larger context, however. *Miss U.S.* won the Gar Wood Trophy at Detroit in 1975. If the boat had a favorite course, it was definitely the Detroit River. Tom D'Eath and the U-2 *Miss U.S.* ~ H&RM photo



The next several years, through the 1980s, contained few surprises. The biggest one was how long Chip Hanauer's victory string continued. He won seven in a row, starting in 1982. Chip Hanauer and the U-00 *Atlas Van Lines* at the Detroit Gold Cup in 1982. ~ H&RM photo



The 2001 Gold Cup had a surprise winner. *Miss Budweiser* spun in the shape-up turn before the start of the final heat. That allowed *Tubby's Grilled Submarines* to sprint away to victory. The U-9 *Tubby's Grilled Submarines* in an earlier heat having a little trouble. ~H&RM photo



The 2003 race had the first piston-powered winner since 1983. *Miss Fox Hills Chrysler Jeep* had won other races that season, so the level of surprise was tempered a bit by results of recent races. The fact a piston-powered boat was able to break the long-standing grip on the Gold Cup by turbine-powered boats was a surprise in itself. The U-3 *Fox Hills* running in Detroit. ~Robert Peters photo



The surprise in 2004 was the late penalty that changed the outcome after the trophy had been presented. *Miss Budweiser* was called for a lane violation before the start. That moved *Miss DYC* into the winner's circle. The winning driver was Nate Brown. This was his first Gold Cup victory. Below right, Kim Gregory, his family, and the team with the Gold Cup. At left is the victorious U-10 *Miss DYC*. ~H&RM photos



The 2005 Gold Cup produced a surprise winner. Before qualifying began, most observers were expecting J.W. Myers and *Ellstrom* to take home the Old Mug. A flip during qualifying changed everything. *Ellstrom* was patched and made the final, but was unable to run down U-13 *Spirit of Detroit*. The boat had been in mothballs for several seasons, but Terry Troxell guided it to the winner's circle. At right, the late Terry Troxell and crew with the coveted Gold Cup. ~ Ron Harsin photo



The weather in Detroit can play havoc with racing. More than once, wind and rain have caused delays; that's no surprise. In 2008, however, conditions deteriorated to the point the race had to be declared no contest. That was a surprise.

The next race with a truly surprise winner happened this year. Kip Brown, nephew of 2004 winner Nate Brown, capitalized on penalties to other drivers and put the U-95 *Qatar* in the winner's circle. It's probably safe to say no one was more surprised than he was. Photos of him as he climbed out of the cockpit attest to that. An aside to Kip Brown's win is the fact his first victory in the unlimited class came in the Gold Cup. That puts him in a small category of

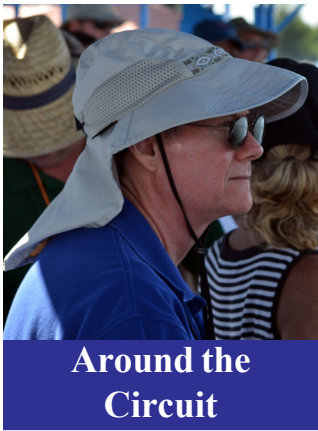


unlimited drivers. Above, a happy Nate Brown, on left, driver Kip Brown, and backup wheelman Jeff Bernard at right in a group hug celebrating winning the 2013 Detroit Gold Cup. ~ Chris Denslow photo



2013 Gold Cup won by the 95 *Qatar* and Kip Brown. ~ Karl Pearson photo

There have been other surprises in racing for the Gold Cup, and certainly there will be surprises in future regattas. When the surprise comes with jubilation and high fives, the result is something most fans and observers can appreciate, even if they don't fully share in the celebration. So, racing for the Gold Cup comes with surprises. That's what keeps people involved year after year. That's why the boats are raced on water, not on paper. The surprises just can't be predicted.



Around the Circuit

The boats moved west in late July after the canceled Madison Regatta and controversial Detroit Gold Cup call—that few agree with—that took away the race win from *Oh Boy! Oberto*. Madison sources confirm that the race cancelation should not impact next year's race. In Detroit, UU members agree that paid attendance

was down as compared to 2012, with the grandstand not close to being full.

The **Lamb Weston sponsored, Tri-City Columbia Cup** race, was first up in Washington State. At one race party, Thursday before the Tri-City race, there was a fair amount of interesting chatter. Folks were talking about the team that was not there, Gregory's 88 hull that last raced as *Degree Men*. The rumor thread was that Gregory had lined up Rock Star Energy Drink as a national sponsor, only to see the sponsorship evaporate when H1 could not guarantee a TV and streaming package. Also, Steve David was there and was nudged about his driving plans for next year; David seemed to keep open his options open for next year. An annual tradition at the Columbia Cup is the **Royal Order of the Turbine (ROTT)** banquet, held this year at the Country Gentleman restaurant in Kennewick, where two trophies are awarded and an auction took place to benefit the Hydroplane & Raceboat Museum (HARM). **Patrick Gleason** was awarded the Potted Palm award given to a race fan's contribution to the sport. The ROTT trophy given for outstanding contributions to the sport, awarded to the *Unlimited NewsJournal* in 2012, was given to U-9 owners **Mike and Lori Jones**. ROTT and U-9 team member, Reggie Frederick, helped arranged for the U-9/Red Dot team to have dinner at the Country Gentleman and for Mike and Lori Jones to join the rest of the team, too. Mike and Lori and the entire U-9/Red Dot team were ushered into the banquet room where Mike and Lori were surprised with the trophy. Lori commented, "I would have combed my hair if I had known I was receiving an award." The Jones' were completely taken off-guard. (They had the trophy on display at the Seafair race.) Along with about 60 other fans, H1 Chairman Sam Cole and H1 Official Mike Noonan, both attended. At the race site, all ran smoothly. Event Director, **Kathy Powell**, was everywhere making sure the event went well. Every turn and even the start finish line were

sponsored! Many UU/UNJ folks purchased Start/Finish Line Club tickets and the food and Tagaris Wine were fabulous and the view of the racecourse was great. I asked Kathy Powell about continued Lamb Weston sponsorship. She said that instead of a multi-year deal that ConAgra, parent of Lamb-Weston, requires a year-to-year sponsorship deal.

Seattle's **Albert Lee Appliance Cup** at Seafair began with the annual press conference. This was the first year of a new three-year deal with Albert Lee Appliances. It was evident that there was concern about the loss of the Blue Angles and the impact on race attendance. *Oh Boy! Oberto* driver, Steve David, may have said it best, "We need bodies on the beach." Most of the teams were represented. For the second year in a row, Jimmy Shane and Ted Porter were not present. Yep, at the press conference where media conduct interviews for future publication or airing at the H1 series main event, both were not present. Graham Trucking is a top team and at least one of them needed to be there to represent their team; their absence was noticed and did not serve their Seattle based sponsor Graham Trucking. Probably Brian Perkins, driver of the Albert Lee boat, said the best quote of the press conference. He said, "Lot's of people here have babysat me and walked me around the pits" noting that he has been a kid-fan for many years before driving. Perkins also noted that his boat had been damaged beyond what they had thought in Doha. Jane Schumacher remarked that they had a 3-year deal with Beacon Plumbing. Nate Brown thanked Steve David for giving his team the Gold Cup, a reference to the controversial referee call in Detroit that awarded Brown's team the Gold Cup. And it was noted that sponsor Rob Graham and Nate Brown went to high school together. Moderator Steve Montgomery suggested that the Ellstrom owned *Qatar* boat might race in Seattle and they were considering three drivers. (UNJ knew that only cosmetic work had been done on that boat after the issues and burning in Doha and this was just a teaser.) Art Oberto attended and was knighted by event director Beth Knox and declared the "jester of jerky." Art's son, Larry, noted that his dad had gone to Seafair ever since they raced rowboats. Both Larry and Art Oberto suggested that unlimited hydros should focus on bringing young fans to the races.

Weather was not great on Friday and Saturday for the Albert Lee Appliance Cup. There was rain on Friday and mainly cloudy on Saturday. Sunday was nice. The crowd was late to arrive on Sunday and was lower than usual, but not as bad as some news media have reported. The race was on TV and ratings were up this

year. Most people agree that the Patriot's Air Show was excellent and likely under promoted by Seafair.

Next race stop is the new event in Coeur D'Alene, Idaho. UU/UNJ has donated to most races in the past, especially when they fell on hard times, but this year we have stepped up our support and the Unlimited NewsJournal.net will sponsor heat 2A of the Idaho event.



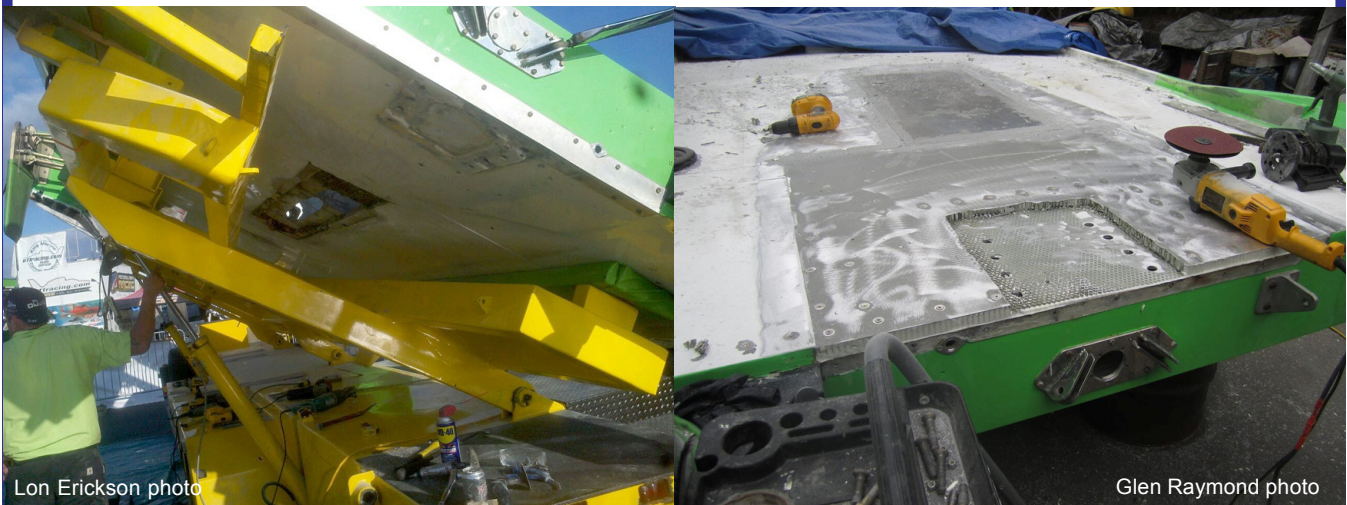
1. Oh Boy! Oberto: The team equipment stayed in the Northwest after Seafair with some visits to Hydros Inc. and Competition Specialties for engine, prop work, and general maintenance.

5. Graham Trucking: The **Ted Porter** owned team also left their equipment in the Northwest, and now is being stored at Stan Craft Custom Wooden boats in Hayden, Idaho near Coeur d'Alene until the week of the Diamond Cup. Stan Craft Boats is one of the Diamond Cup sponsors.

14. Centurion Unlimited/*Miss DiJulio*: **Jay Leckrone's** team suffered some major damage when a prop blade let go during Seafair, tearing apart a section of the bottom. As they tried to do a temporary patch they discovered more damage from previous repairs. This prevented them from doing a patch job and they decided to make a



**HydroFile
Lon Erickson**



Lon Erickson photo

Glen Raymond photo

complete, thorough repair. It required cutting away several sections of the honeycomb structure of the bottom of the boat and replacing those areas, along with cutting/drilling a new prop shaft hole. Team representative **Denise Garl** reports they will be ready for Coeur d'Alene.

22. Webster Racing: This PA. based team also elected to leave their equipment out west until it's time to prep for the Diamond Cup, it was being stored at **Don Kelson's** shop in Seattle. PayneWest Insurance will be on-board as title sponsor for the Coeur d'Alene event

100. Leland Unlimited: After suffering 2 blowovers with two different drivers at Detroit and Tri-Cities, the Leland team decided they needed to regroup and evaluate their situation. Based on



damage to their 2013 hull (#0010) and related engine issues as a result of those crashes, they sat out the Albert Lee Cup at Seafair. Owner **Stacy Briseno** has now hired **David Warren**, current GP19 driver and a former team owner/driver/board member in the Grand Prix West series. David brings years of experience in running his own GPW team as a “hands-on” driver, racing in the smaller class, and worked on several unlimited teams in the past. Along with David joining the 100 team, he brings some of his GP crew members to round out the Leland crew and provide additional support to develop the program moving forward. Stacy and the team have decided to run the boat affectionately known as “Big Red” for the two remaining races in 2013. This is the black/maroon hull #9899 (seen above in shop) that was the primary hull in 2009-’10 for **Fred Leland’s** team. It has not run since the Doha races in early 2013. In the short time since Tri-Cities, crew chief **Steve Peterson** and crew has been working on a refresh of “Big Red”, working on some hardware updates, rebuilding a couple motors, and preparing for Coeur d’Alene. Sahara Pizza will be title sponsor for the Leland team at the Diamond Cup. Expect to see a new paint scheme on the boat to finish 2013. After the current season ends, the newly regrouped team has plans for 2014, stay tuned.



For the Diamond Cup, there are a couple hydros doing display duty around the Coeur d’Alene/Spokane area promoting the Labor Day weekend event. One of those hulls is the third hull in the Leland team stable, aka “Casper,” hull#9701. The other hull is **Mike and Lori Jones’** backup hull #8401, which was previously in the Sacramento area for Big Wake Weekend. It is decked out in the *Miss Spokane* colors, bringing back a little nostalgia from the early Diamond Cup days. Now both hulls are out generating interest for the 2013 Diamond Cup. Below is the Idaho Diamond Cup racecourse layout.



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NEXT MONTH: Tri-Cities & Seattle Race Report

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