



JIMMY SHANE WINS SECOND CONSECUTIVE COLUMBIA CUP

by Ben Keller



Above, a very happy sponsor and Miss Madison/ Oberto representatives, driver plus family on the podium. They have just won the Columbia Cup thanks to Jimmy Shane and the hard working Oberto crew. From the left is Art Oberto, son Larry Oberto holding the Columbia Cup, Charlie Grooms, Jimmy Shane behind with arm in the air, Pat and Bob Hughes, and Bianca and Colton Shane. ~ Chris Denslow photo

Thursday at the Mall

That afternoon at the Columbia Center Mall in Kennewick, between 4pm and 6pm, Tri-Cities fans and the media were given the opportunity to get up close and personal with two unlimiteds and several of the drivers competing in the 2014 HAPO Columbia Cup that weekend. On display were #1 *Graham Trucking* with J. Michael Kelly and the U-17 Our Gang Racing with Jeff Bernard, making their 2014 debut in the Columbia Cup.



Fans were also given the opportunity to donate money and put their name on the U-17 Our Gang Racing, becoming a real part of the Our Gang team. The team needed the help, and fans were glad to help out. Below, *UNJ* photographer Karl Pearson signing his name. The *Unlimited New Journal* also signed the boat, along with many others to show their support as you can see in the photos. ~ Karl Pearson photos



In the 49th renewal of hydroplane racing on the wide portion of the Columbia River known as Lake Wallula, the HAPO Columbia Cup, Jimmy Shane drove a hastily patched and repaired #6 *Oberto* to victory. It was Shane's second consecutive win in the Tri-Cities, only this time for the Miss Madison team sponsored by Oberto. Last season he drove rival *Graham Trucking* to victory. However, this time the former *Miss Budweiser* T-6 hull and driver, J. Michael Kelly, withdrew after the damage occurring earlier worsened and proved too much to overcome. A jubilant Shane stated afterward, "The crew deserves credit for the victory, along with Scott Raney and the guys from the Peters & May crew. They stepped right in and were a major part of the repair. It shows what a great community H1 and boat racing is, and I am so happy we were able to get back on the water and win another one for the Oberto/Madison fans."

Qualifying and testing Thursday

Twelve boats were in the Neil F. Lampson pits, with pleasant weather, noticeably cooler than in many previous years. In the test session, with what Jimmy Shane described as "super-speedway conditions" for the 2.5 mile course, the

#6 *Oberto* ran a weekend-fastest lap of 166.401 mph. Their qualifying speed of 163.247 was good for 100 points awarded to the fastest qualifier for the race. J. Michael Kelly and the #1 *Graham Trucking* were second at 161.197. “Rocket Man” Jon Zimmerman was next in the #9 *Les Schwab-RedDOT* at 158.537. Next on the qualifying ladder was Cal Phipps and the #7 *Graham Trucking II*, with a speed of 154.421. The “*IF*” was nowhere to be found on the boat itself but H1 and the media used the name perhaps to avoid confusion with the team’s other boat.



Most race wins of all time is a distinction held by Dave Villwock, who at age 60 came out of retirement to drive the #37 Cost Less Carpet presents *Miss Beacon Plumbing* to a speed of 153.927. Right behind at 153.191 was the U-17 *Our Gang Racing* driven by Jeff Bernard. Next up were Jamie Nilsen and the #21 *Lakeridge Paving* at 148.652, and the gbr11 *Peters & May*, driven by Tom Thompson, with a speed of 148.157. The U-22 *Ranch & Home presents Payne West Insurance*, owned and driven by Mike Webster, managed a speed of 147.022. The brand new U-96 *Qatar* and driver Kip Brown ran 142.517. Rounding out the field of point-scoring qualifiers was the #12 *Miss DiJulio*, driven by Greg Hopp. The #18 *Bucket List Racing*, owned and driven by Kelly Stocklin, was placed into heat 1A after failing to record a qualifying speed. Above are the top four qualifiers and the one that didn’t. ~ Karl Pearson photos



Notes

Rule changes: One of the most contentious situations in the sport has been the use of the one-minute score-up buoy. This was eliminated by the H1 Competition Directive CD-2014-3 dated July 25, 2014 as a result of a

unanimous vote by the H1 Competition Committee chaired by Ted Porter. The trolling and parking during the score-ups was greatly reduced if not eliminated altogether.

The N2 violation penalty has changed to a monetary fine of \$100 for the first two violations in a single heat. A third occurrence in a single heat may result in loss of points for that heat.



Legends Casino Dash for Cash was won by *Oberto* and Jimmy Shane. Jon Zimmerman in the #9 was second, and J. Michael Kelly third. ~ Lon Erickson photos



Vintage Unlimiteds: The crowd was treated to the appearance of three vintage piston-powered unlimiteds; the 1962 U-40 *Miss Bardahl* (3), the replica 1955 U-60 *Miss Thriftway*, and the replica 1957 U-77 *Miss Wahoo*. The vintage boats ran multiple times over all three days of the Water Follies Regatta thanks to the efforts of David Williams and the Hydroplane and Raceboat Museum. Dixon Smith took *Miss Bardahl* out alone at one point and ran a lap of 101+ mph. “I saw 165 on the straightaway and realized the boat was capable of more, but I’m not sure I was!” Dixon stated that running a 100 mph lap had been a long-time dream. (See page 13)

Grand Prix and 1-Litre Hydroplanes: The GPs were a Hopp family show, with Greg winning in the GP-12 *Jack-sons Richland/Rock Pizza* over father Jerry in the GP-1 *Overturf Volkswagen Audi Kia*. Chris Grant and Jimmy King failed to finish. Josh Culver in the #19 *Specialty Mobility* won the 1-Litre race. Nick Bononcini was second, Brian Perkins third, and Ryan Mallow fourth. At right Jerry Hopp in the GP-1 *Overturf* chases son Greg in the GP-12 *Rock Pizza* Sunday. ~ Karl Pearson photo



Heat One

In what promised to be what Bill O'Mara would call "ading-dong battle," heat 1A did not disappoint, even if in an unusual way. Of the six boats answering the starting gun only one was initially ruled a legal starter, *Bucket List Racing*. Both J. Michael Kelly in *Graham Trucking* and Jimmy Shane in *Oberto* lapped Kelly Stocklin in *Bucket List* at the finish line for first and second respectively. The two waged a fierce battle for not three, but four laps (*Graham Trucking* & *Oberto* ran an extra lap each, thinking they had jumped



the gun, to catch Kelly Stocklin in *Bucket List Racing*~Ed). After thirty minutes it was announced that no one had jumped the gun after all, relegating the #18 from third to sixth. Dave Villwock was less a factor than anticipated, finishing third. *Peters & May* was fourth, and *Lakeridge Paving* fifth. *Graham Trucking*'s fast lap of 160.745 was impressive to say the least, but a crack was discovered and the crew spent most of the night repairing it for Sunday. ~ Karl Pearson photo



In 1B the #9 *Les Schwab-RedDOT* and Jon Zimmerman started in lane 2 and led wire-to-wire in its first heat after major repairs from a Gold Cup blow-over accident. Mike Webster overtook Cal Phipps to grab second place at the finish in spite of Phipps having lane 1. When asked about any difference in the boat from before, Zimmerman said the boat was as good as ever but the biggest difference was it coming back to the dock under its own power! The brand-new U-96 *Qatar* never made it under

power at all, failing to start and scoring no points. ~ Karl Pearson photo

Heat Two

After J. Michael Kelly jumped the gun in *Graham Trucking* and was assessed a one-lap penalty, Jimmy Shane and *Oberto* had an easy time of it in 2A, leading from start to finish. Kip Brown in *Qatar* was second, followed in order by *Lakeridge Paving*, *Peters & May*, and *Graham Trucking*. Although drawn into the heat, *Miss DiJulio* blew an engine during morning testing and was through for the day. Another crack showed up in the *Graham Trucking* and the boat was withdrawn for the day.





In the first start of 2B, Dave Villwock in *Beacon Plumbing* was in lane 2, Jeff Bernard had lane 1 in *Our Gang Racing*, and Jon Zimmerman in *Les Schwab-RedDOT* was in lane 3. Villwock was leading and was ruled to have the required seven boat length overlap and moved in at the apex of the turn. Bernard moved out across Villwock's wake and into Zimmerman's roostertail, flying sideways and landing hard on the right side. The heat was stopped. The U-17 sustained damage which was enough to knock them out for the day. Bernard was unhurt. Hard feelings ran high. "It's an unfortunate situation that didn't need to happen" stated Bernard after the incident. At top,



Beacon Plumbing and *Our Gang Racing* racing down the front straightaway with *Graham Trucking II* trailing. During this lap Jeff Bernard almost went over. At right just seconds after the photo was taken *Our Gang Racing* went airborne landing on her right sponson tip. After the big splash the race was shut down. Above left, *Our Gang* floats down river waiting for the rescue team. Above right the rescue team on the damaged U-17. At right a boat arriving to tow *Our Gang Racing* back to the floating dock. ~ Karl Pearson photos





Volunteers put in a lot of hard work and time on recovering the unlimiteds that shut down, not to mention the damaged boat and all the broken pieces after something like this happens. ~ Karl Pearson photo



Heat Three

In 3A Cal Phipps and the #7 *Graham Trucking II* scored a victory, outdueling Kip Brown in *Qatar*. *Lakeridge Paving* was third and the *Bucket List Racing* with Kelly Stocklin fourth. Mike Webster in the U-22 *Payne West Insurance* failed to finish. At right the



#7 leads the U-96 ~ Karl Pearson photo

At left there is a hexacopter above the #9 at the start of 3B. ~ Lon Erickson photo; Heat 3B was the most controversial heat of the weekend. Dave Villwock started in lane 1 and Jimmy Shane was close behind in lane 3 and in second place. Villwock hit the apex pin of the upper turn hard and dislodged it, then moved to the right and into the path of *Oberto*. Stated Shane: "He made a bee line right for me". *Beacon Plumbing* went right over the



sponsor of *Oberto*, causing it to leap into the air. The collision sheared off a chunk of the right rear shoe on the #37. Neither driver was hurt but both boats were seriously damaged. Shane managed to avoid ending up on the shore. #37 crew member Bill Moore stated that the damage internally was too severe for the boat to continue. H1 officials disqualified Villwock and levied a penalty of 150 points for bearing out and striking the #6. The combined teams of Peters & May and Oberto went to work on the #6, patching the hole with drywall, screws, bondo, and spray expanding foam. The entire fix was covered in duct tape. The repair was completed in 45 minutes and the boat was ready in time for the final heat. Jon Zimmerman in the #9 went on to win the heat, with gbr11 *Peters & May* in second place and the only other finisher. Above left, *Beacon Plumbing* limp ahead of *Oberto* after the collision. Above right Jon Zimmerman heads for the finish line ahead of Tom Thompson in the 3B rerun. -Karl Pearson photos



Above left, Dave Villwock stands on the deck as *Miss Beacon Plumbing* is towed to the floating dock, done for the day. At right, Scott Raney helps the Oberto crew repair the boat for the final. ~ Lon Erickson photos

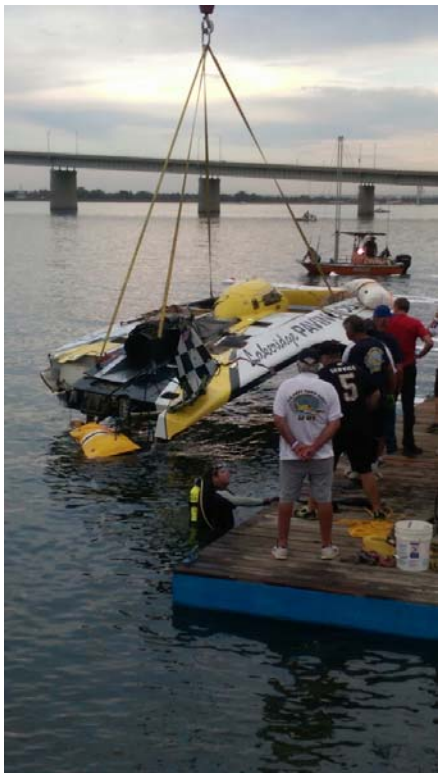
Final Heat

Below, the start of the final heat. The #21 leads four of them out on the Columbia River. The repaired #6 *Oberto* and U-22 *Payne West Insurance* were late leaving the floating dock. ~ Lon Erickson photo





The first start of the final heat was also filled with drama. *Oberto* pulled away from *Les Schwab-RedDOT* on lap 1, well ahead of the #21 *Lakeridge Paving*. Suddenly the #21 and Jamie Nilsen blew over in spectacular fashion, landing upside down. Nilsen complained of a sore elbow but was otherwise unhurt. The boat, however, was a different story. Crew chief Jim Harvey was certain that the boat could not be repaired in time for Seafair in only one week. Above the start of the race. At right, the overturned *Lakeridge Paving* and rescue team. The wreck was towed that evening it was pulled out. Below; the crew turns over the boat and lift in out and set the broken hull back on their trailer. ~ Lon Erickson photos





The restart saw *Oberto* and *Les Schwab-RedDOT* duel for a lap, but Shane increased his lead, in complete control as long as the repair held. And, it did. Above and right, the running of the second final at Tri-Cities. ~Lon Erickson photo at top, Chris Denslow photo on the right



Below, Jimmy Shane and *Oberto* leads Jon Zimmerman in *Les Schwab-RedDOT* in the rerun of the final, and held him off to cross the finish line victorious. ~Lon Erickson photo



Heading into Seafair, *Oberto* and Jimmy Shane hold a commanding High Points lead over *Graham Trucking II* and Cal Phipps, 4,769 to 3,634. *Graham Trucking* and J. Michael Kelly are at 3,626, a scant eight points out of second place.



Above Billy Schumacher looks on at Tri-Cities. ~ Karl Pearson photo; Below Dave Villwock returns. ~ Chris Denslow photo



STAT BOX

HAPO COLUMBIA CUP

Tri-Cities, Washington, July 2-27, 2014

2 1/2-mile course on the Columbia River

QUALIFICATION (1) U-6 *Oberto*, Jimmy Shane, 162.247, 100 points; (2) U-1 *Graham Trucking*, J. Michael Kelly, 161.016, 80; (3) U-9 *RedDOT*, Jon Zimmerman, 158.537, 70; (4) U-37 *Miss Beacon Plumbing*, Dave Villwock, 153.927, 60; (5) U-17 *Our Gang Racing*, Jeff Bernard, 153.191, 50; (6) U-7 *Graham Trucking II*, Cal Phipps, 152.142, 40; (7) U-21 *Lakeridge Paving*, Jamie Nilsen, 148.652, 30; (8) gbr11 *Peters & May Racing*, Tom Thompson, 148.157, 30; (9) U-22 *Boitano Homes*, Mike Webster, 147.022, 30; (10) U-96 *Qatar*, Kip Brown, 136.105, 30; U-12 *Miss DiJulio*, Greg Hopp, 136.105, 30; U-18 *Bucket List Racing*, Kelly Stocklin, DNQ — did not attempt qualifying run, used test speed 131.178 to enter race.

HEAT 1A (1) *Graham Trucking* 150.683, 400 points, 480 cumulative points; (2) *Oberto* 149.525, 300, 400; (3) *Miss Beacon Plumbing* 145.222, 225, 285; (4) *Peters & May Racing* 134.542, 169, 199; (5) *Lakeridge Paving* 121.091, 127, 157; (6) U-18 111.510, 95, 95. Fast lap (1) *Graham Trucking* 160.745. **HEAT 1B** (1) *RedDOT* 144.712, 400, 470; (2) *PayneWest Insurance* 139.565, 300, 330; (3) *Graham Trucking II* 138.938, 225, 265; (4) *Our Gang Racing* 137.854, 169, 219; (5) *DiJulio* 118.373, 127, 157; *Qatar* DNS — fuel flow. Fast lap (1) *RedDOT* 148.270.

HEAT 2A (1) *Oberto* 151.674, 400, 800; (2) *Qatar* 137.503, 300, 330; (3) *Lakeridge Paving* 135.883, 225, 382; (4) *Peters & May Racing* 123.291, 169, 368; (5) *Graham Trucking* 113.581 (penalized one lap for jumping the gun), 127, 607; *DiJulio* DNS, WD — repairing engine, 0, 157. Fast lap (2) *Oberto* 154.009. **HEAT 2B (Rerun)** (1) *Miss Beacon Plumbing* 146.018, 400, 685; (2) *Graham Trucking II* 137.941, 300, 565; (3) *PayneWest Insurance* 136.721, 225, 555; (4) *Bucket List Racing* 112.907, 169, 264, 169, 433; (5) *RedDOT* 101.880 (penalized one minute for missing a buoy), 127, 597; *Our Gang Racing* DSQ, WD — stopped first running due to flip, 0, 209. Fast lap (1) *Miss Beacon Plumbing* 150.630.

HEAT 3A (1) *Graham Trucking II* 142.262, 400, 965; (2) *Qatar* 140.210, 300, 630; (3) *Lakeridge Paving* 138.450, 225, 607; (4) U-18 109.625, 169, 433; *PayneWest Insurance* DNF — felt vibration, 0, 555. Fast lap (1) *Graham Trucking II* 142.520. **HEAT 3B** (1) *RedDOT* 139.117, 400, 997; (2) *Peters & May Racing* 136.012, 300, 668; *Oberto* DNF — hit by *Miss Beacon Plumbing*, 0, 800; *Miss Beacon Plumbing* DSQ — ran in *Oberto*, -150, 535; *Graham Trucking* DNS/WD — damaged frame, 0, 607. Fast lap (2) *RedDOT* 145.283.

FINAL (Rerun) (1) *Oberto* 145.254, 400, 1200; (2) *RedDOT* 145.254, 300, 1297; (3) *Qatar* 134.492, 225, 855; (4) *Graham Trucking II* 135.767, 169, 1134; (5) *Peters & May Racing* 89.638 (penalized one minute for going below 80 mph and one lap for jumping the gun (converted to one minute) in the first running, carried over), 127, 705; *PayneWest Insurance* DNF — felt vibration, 0, 555; *Lakeridge Paving* DSQ — stopped the first running due to flip, 0, 607. Fast lap (1) *Oberto* 148.194.

COMPILED BY ALLEN STILES

A “Look” to the Future, an Eye in the Sky

by Lon Erickson



The sport of hydroplane racing has been broadcast on the radio, televised, videotaped, streamed on the internet, and created many opportunities for exposure. We now have on-board cameras showing the view from the boat, in the cockpit, on the water, and from underwater. The next step in that media evolution is at-hand, and could help in many different ways.

If you spent any time in the pits at the Tri-Cities Columbia Cup or watched the Dash-for-Cash you probably saw a remote control “hexacopter” flying around filming the boats and the pit action. This hexacopter belongs to Brett Bowen, owner of Eagle Eye Theater. I joined Brett out on a turn judge boat during his coverage of the Dash-for-Cash on Friday, throughout the weekend, and witnessed first hand what he can do with this technology. In fact, there are several others also working with the concept of using a drone or “multi-rotor” aircraft though at this stage the Eagle Eye Theater hexacopter has proven to be leading the way.

Not only potentially giving fans, officials, and the media another means to view all the action but providing yet another unique, valuable, perspective on it all. Above a hexacopter view. At right a look over Brett’s shoulder as he flies the hexacopter at Tri-Cities. ~ Lon Erickson photo

First, a little about the hexacopter and what sets it apart from a drone or simple remote control helicopter. It’s mostly carbon-fiber, has 6 booms with an electric motor and carbon-fiber propeller on each end powered by (2) 4-cell lithium batteries. The real technology is built into the GPS flight control system, it allows the operator to put the aircraft in a stable hover with the GPS compensating for the wind, and controls the 3-axis brushless gimbal, constantly correcting for any change in

direction to keep the HD camera smoothly following and shooting the action. This set-up allows control over the vertical view allowing a straight down angle to be directly overhead of an area like the starting line. The flight control can also be used to set GPS waypoints to fly autonomously, set a maximum ceiling altitude, plus a fail-safe system that will land the craft itself right where it took off from is the signal is lost, and much more. At right Brett Bowen's drone, oops, I mean a "hexacopter" overhead at the Columbia Cup. ~ Lon Erickson photo

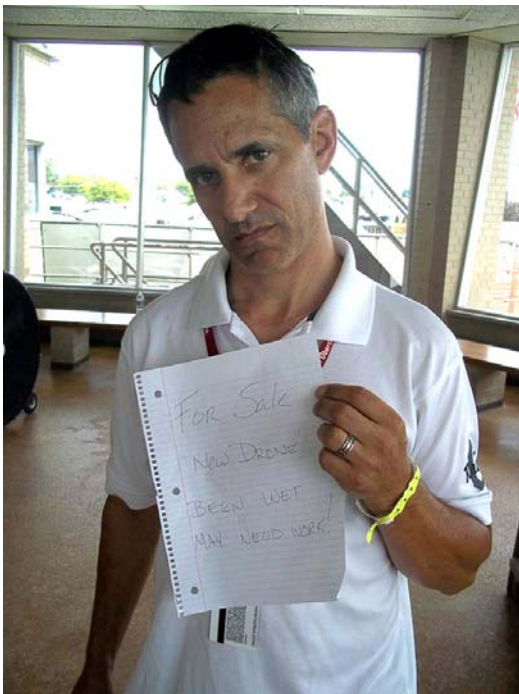


There definitely is a place for this technology within the sport. Increased production and marketing value of getting action shots from previously unobtainable angles, the use of the video for officials, rule enforcement, clock/finish line purposes, and subsequent video replay to support calls made. This technology has the capability of what is called "FPV" or "First Person View" which a real time video feed transmitted to a pair of goggles or on a screen, all of which can be recorded and played back on-demand. At right a "quadcopter," which may have been Dave Holley's or Oberto's who had one at Madison. It also went into the Ohio River. ~ Karl Pearson photo



The first obvious benefit of using this type of system is to be able to make calls in real-time or at the very least, much faster, and with more eyes on the action. Secondly would be an extreme cost-savings of not having to rent and provide 2 or more full-scale helicopters in which the officials now fly-in to monitor the race course. The overall difference in cost using 3-5 hexacopters versus 2 full scale helicopters, pilots, fuel, insurance, etc . . . isn't even close in comparison. The range of the remote control hexacopter type aircraft is over two miles, capable of take-off and landing from any open area, and fly over the racecourse.

As with something new there is always a learning curve, those issues will need to be worked out, and some further coordination with the FAA is in order for clear guidelines with the use of these aircraft. Other forms of racing and sports are already using this technology and many industries are endorsing its use. Brett Bowen has approached H1 Chairman Sam Cole and Mike Noonan with footage from the Tri-Cities, they have shown interest, and let's hope things move forward in 2015.



With the sport of hydroplane racing looking for more exposure, a new perspective, sponsors, investors, looking ahead to new ideas and technology is what we need to be doing. Take a look at this short video showing just some of what Eagle Eye Theater can do, thanks go out to Brett Bowen for providing the *NewsJournal* with this unique look. Link: <http://www.youtube.com/watch?v=pQAvFPtcQmA>,

At left is a depressed looking Larry Oberto holding a piece of paper. Boy, does he have a deal for you; one slightly wet "drone," which may need some work. Evidently it crashed into the Columbia River on one its fly-overs while taking film of their boat.



***Miss Bardahl* sets speed record**

SEATTLE, July 30: The vintage 1962-65 *Miss Bardahl* hydroplane, three-time Gold Cup winner and National Champion, set a speed record Saturday for vintage hydroplanes at the HAPO Columbia Cup in the Tri-Cities. Owner-driver Dixon Smith throttled the “Green Dragon” to an impressive average speed of 101.868 mph around the 2.5-mile Columbia River race course.

In contrast, when *Miss Bardahl* retired from racing in October 1965, it held the all-time competition lap record of 117.870 mph, set on San Diego’s Mission Bay.

Miss Bardahl was carefully restored beginning in 2001, relaunched in 2007, and now runs in exhibition events. Her next appearance will be in Chelan Oct. 3 – 5, where she’ll roar alongside other vintage hydros at the fifth annual Mahogany & Merlot Vintage Boat Show.

***Miss Bardahl* quick facts:**

- **Current owner-driver:** Dixon Smith, Issaquah, Wash. Hull rebuilder: Mike Hanson. Crew: Ryan Smith, David Smith, Skip Schott, Roger Kruse, Mike Pronovost, Steve Bergerson, Jon Osterberg.

Website: www.missbardahl.com

- **Engine:** Rolls-Royce Merlin, 3,150 hp, 1,650 ci, V-12, supercharged, 4,500 max. RPMs. **Fuel:** 145 octane aviation gas. **Oil capacity:** 15 gallons of Bardahl. Propeller-shaft speed: 12,000 RPMs. Hull: oak, spruce, mahogany, aluminum; 30’ 4” long, 12’ 5” wide; 7,100 lbs. with fuel and oil.
- In 1965: owner, Ole Bardahl – Bardahl Chemical Corp., Ballard, Wash. Designer and builder: Ted Jones.

Driver: Ron Musson. Crew chief: Leo Vanden Berg. Crew members: Jerry Zuvich, Dixon Smith, David

Smith, Skip Schott, Roger Kruse.

- Won 12 out of 29 races entered, including the 1963-64-65 Gold Cup and National Championship.

- *Miss Bardahl* ran a record 57 consecutive heats without a mechanical failure.

- Four of *Bardahl*’s current team members were on the boat’s crew in its 1960s racing days: Dixon Smith, David Smith, Skip Schott, and Roger Kruse.

- The restored *Miss Bardahl* typically runs at three or four events per year, at locations like Lake Washington, the Columbia River in Tri-Cities, Lake Coeur d’Alene, and Lake Chelan.

- Ryan Smith is the third generation of his family to work on *Miss Bardahl*, following grandfather Burns Smith, father Dixon Smith, and uncle David Smith.

- Read the full history of *Miss Bardahl* in the acclaimed 2012 book *Dragon Days*, by Jon Osterberg. Go to dragondaysbook.com.

Contact: Jon Osterberg, 206-841-1203 [206-841-1203](tel:206-841-1203)



HydroFile
Lon Erickson

#6) Oberto/Miss Madison – Crew chief **Larry Hanson, Eric Bell, Steve Dean**, and the rest of the Oberto team have been busy in the Madison shop. Working on permanent repairs to patch jobs done in Tri-Cities, Seattle, plus repainting the affected areas. Below left is Eric Bell. At right is Steve Dean, both hard at work on *Oberto*. ~ MCR photos



#21) Go Fast Turn Left Racing – The O’Farrell team has been assessing the damage to #21 hull after the Tri-Cities crash. **Jim Harvey** has been removing hardware, working on the hull, and evaluating the situation. The remains of the #21 *Lakeridge Paving* hull (#0721). ~ BP photos



#37) Schumacher Racing/Beacon Plumbing — Repairs from the damage in Seattle are currently being worked on. **Scott Liddycoat** will be driving the #37 at San Diego, as a result of the two race suspension levied against **Dave Villwock**. At right Scott Liddycoat, new *Beacon Plumbing* driver.



U-96) Spirit of Qatar/Ellstrom Racing - Crew chief **Mike Hanson** reports the damage suffered from the rollover in Seattle were mostly superficial and cosmetic. New uprights and cowling are being built now and they will be ready for San Diego. Below from left the mold, cockpit repair, transom repair, and left bow repair.



#100) Leland Unlimited – The Leland team has announced **Brandon Dupleich** as crew chief for their race team. Brandon joined the team in 2013, coming on board at the same time as driver **David Warren**. Brandon has experience in the Grand Prix class and other smaller classes over the last six years. He is leading the #100 Leland team in preparations for their next race in San Diego. At right Brandon Dupleich. ~ facebook photo

J. Michael Kelly Captures Emotional Seafair

by **Bill Osborne**



Above, the #1 *Graham Trucking* and owner Ted Porter's driver and crew. ~ Bill Osborne photo

The look on J. Michael's face spoke volumes about his feelings after he drove Ted Porter's #1 *Graham Trucking* to victory at Seattle's Seafair. Forcing back tears of joy, Kelly shared his feelings. "It means so much to me to win my hometown race. I feel fortunate to be driving for Ted Porter and Rob Graham. The crew did a fantastic job preparing the boat. We had a game plan this week and it worked perfectly. We had to keep Jimmy outside to win, so I worked extra-hard to get lane 1. All I had to do was keep Jimmy outside and not let him pass me."

The weekend began with controversy surrounding the #37 *Miss Beacon Plumbing*. Prior to the race, Dave Villwock was forced to sign a letter regarding conduct on the racecourse. "It seems unfair," Jane Schumacher noted. "They are making it difficult for us to compete. We are trying to perform well for our sponsor and they (H1) seem intent on hurting us this weekend."

Qualifying

Villwock was the first driver to enter the Ted Jones racecourse and *Miss Beacon Plumbing* was the first boat to get cited for an N2 violation. The Beacon nightmare continued as the #37 was over on fuel on their next two runs. Their last qualification run netted them 1 lap where they were legal, so Villwock was in the show.

True to form, #6 *Oberto* clocked in at 156.243 and according to Jimmy Shane, "We are pleased with our speed, but there was more left. Larry Hanson and the crew have the boat set up so well, it could have gone 160!" Second

on the ladder was Jon Zimmerman, in the #9 *Les Schwab-RedDOT*, who clocked in at 152.219 followed by J. Michael Kelly in at 149.756.



After missing the Tri Cities race, Leland Racing's U-100 *Sahara Pizza* made its season debut at Seattle to mixed reviews. Dave Warren had the boat running well when it made a terrible sound and glided to a halt. Half of a propeller blade was gone and the strut was damaged. Would they return? [The DiJulio team was working with the Leland team, sharing parts, both in need. Scott Raney was also helping them. ~Ed] Top photos taken Thursday by Editor; At right *Sahara Pizza's* broken propeller. ~ Bill Osborne photo



Heat One

In 1A, Jon Zimmerman grabbed lane 1 with Jeff Bernard (U-17 *Fox Plumbing & Heating*) in lane 2 and cruised to an easy win. "Once I had lane 1, I felt we could win without pushing too hard." The best battle was for third between Cal Phipps (#7 *Graham Trucking II*) and Mike Webster (U-22 *Boitano Homes*). In the end, Phipps prevailed but the Webster boat continues to improve. They would make more noise later in the weekend. Below, *Les Schwab-RedDOT* inside, *Fox Plumbing*, *Graham Trucking II*, and *Miss DiJulio*. ~ Lon Erickson photo



The *Beacon Plumbing* nightmare ended quickly on Saturday in 1B. During the battle for lane positions, Jimmy Shane crossed the starting line at 1:35, followed by Dave Villwock on the outside. At 1:22, Shane cut the course.

Villwock turned hard and cut in side of Shane, attempting to secure the inside position. Villwock was unable to turn quickly enough to avoid contact. *Miss Beacon Plumbing*'s right sponson tip struck *Oberto* one foot in front of its skid fin.

The damage to *Oberto* was minimal and the Madison, Indiana boat would race again. *Miss Beacon Plumbing*'s damage was far worse. According to H1 Unlimited inspector Peter Thompson, "The #37 has significant damage. It appears that frames connected by the spar have been dislodged. The boat can't race until the damage is repaired. This means removing part of the deck, repairing the frames, and replacing deck panels. It's not likely they can fix it in time to race." [As a note, according to one of his team officials, Villwock broke his nose in the collision and was treated in his trailer. ~Ed] At right *Miss Beacon Plumbing* after the collision, with *Oberto* running in background. ~ Karl Pearson photo; Below the boats are back in the pits. The damage to the *Oberto* on left. ~ Chris Denslow photo; At right, the damage done to *Miss Beacon Plumbing*. ~ Karl Pearson photo



Because of the call against Dave Villwock, he was disqualified from the heat and suspended for the rest of the race and the next race on the H1 circuit. *Miss Beacon Plumbing* sponsor Bill Cahill was upset about the events of the day, but optimistic about the future of the #37. "The boat is much better than it was last year. I believe it's close to being a winner, so we are going to purchase the boat from Billy and Jane Schumacher. Contrary to some reports, we haven't done the deal yet, but we will buy it. There are some things that need to happen



before the purchase is consummated, but it will get done.” On bottom of previous page, the winner of 1B, *Graham Trucking*, and *Qatar* who finished second. ~ Karl Pearson photo

Vintage Unlimited

At 2:40 on Saturday, Bill Muncey’s U-1 *Atlas Van Lines* (9) entered the racecourse and made several laps in front of a huge crowd on Lake Washington. The restoration by Don Mock and the Hydroplane & Raceboat Museum team is a work of art that would have made Muncey proud. It was fitting that Chip Hanauer take the “Blue Blaster” out for its first public session. On cue, the Rolls-Royce Merlin came to life and the boat performed flawlessly.



Above left *Atlas Van Lines* leaves the pits and heads out on Lake Washington for the first time in over three decades. At right, Chip Hanauer waves to the large crowd as they roar by the shore. ~ Chris Denslow photos

To make the *Atlas* experience perfect, Fran Muncey, her son Edward and his family, made the trip from California to partake in the festivities. When asked how she felt about Bill’s boat running after so many years, she said, “Bill loved the sport and he would have wanted it to run again.”

For the many fans of Bill Muncey, it was an emotional moment. Seeing Bill’s boat running for the first time since his death in 1981 was special. The Hydroplane & Raceboat Museum has restored many boats, but none of their previous projects have evoked as much emotion as *Atlas Van Lines*. At right are Edward and his mother Fran, wife Ashley far right with their two children, along side the restored U-1 *Atlas Van Lines* (9). ~ Karl Pearson photo



Heat Two

On Sunday, under sunny skies, racing resumed. At the start of 2A, J. Michael Kelly took lane 1 with Kip Brown and Jon Zimmerman on his hip. Entering the south turn, Brown fell back in between the two leaders. Kip took responsibility for what happened next. “Jon was in lane 3 and he had one boat length on me. I was in a tunnel, the “meat in the sandwich. I knew better than to turn there, but I was so confident in our boat ride that I stuck it in. I got a little sponson spray from the #1 on my windshield and let up on my arc. That’s all it took and I got into Jon’s fin water and it was all over. My fault, not theirs. I apologize to my owner, crew chief, and team, for the expense and extra work.”

Kip popped out of the bottom hatch in record time (on following page) and waved to a relieved crowd. The damage to *Qatar* was minimal, but Michael Hanson and company decided to withdraw and prepare for San Diego.



The boat is progressing quickly and will become a factor sooner rather than later. According to Kip, “This new boat has made progress, but there are a few changes that we need to make before racing again, so we will not race any more today, but we will be back at San Diego.” ~ Karl Pearson photos

In the re-run, *Graham Trucking* held off a hard-charging *Les Schwab-RedDOT* to collect the valuable 400 points. It would not be the last time that Kelly would have to deal with the Jones team! A penalty to *Boitano Homes* marred an excellent run by Mike Webster. “127 doesn’t help our cause,” Steve Webster noted afterwards. We were running well, so it’s too bad we were penalized.” Leland Unlimited’s *Sahara Pizza* finished third followed by *Peters & May*. ~ Bill Osborne photo



Jimmy Shane and *Oberto* made short work of the field in 2B, leading wire-to-wire over Cal Phipps in *Graham Trucking II*, Greg Hopp in *Miss DiJulio*, *Bucket List Racing* and Kelly Stocklin, and Jeff Bernard in *Fox Plumbing & Heating*. At right the top three finishers in 2B. ~ Karl Pearson photo





Heat Three

Zimmerman coasted to an easy win in 3A. ~ Karl Pearson photo above; “I got a good start and built an early lead, so I backed off and just made sure Cal didn’t get too close. It was nice to pick up 400 points and earn a spot on the front row of the final. I am not sure we can run with the #1 and the #6, but we will give it our best. If they get in trouble, we want to be there to take advantage of the opportunity.” Little did Jon know how prophetic his words were at that time.



Tom Thompson had his best heat of the season, running away from Cal Phipps to claim second place, assuring himself a place in the final. “It’s good to race,” Thompson said afterwards. “Scott and the crew have worked so hard. It’s nice for them to have success.” Thompson was followed by Cal Phipps, Jeff Bernard, and Greg Hopp.

Heat 3B looked like a preview of the final as *Oberto* and *Graham Trucking* were drawn together. Shane jumped to an early lead and won by three mph. When asked if they had a chance in the final, Graham crewman Jim Bakke just smiled and said, “Wait for the next heat. It will be different!” Above, a couple tailenders in 3B, the #18 *Bucket List Racing* and the #100 *Sahara Pizza* running up the backstretch. ~ Karl Pearson photo

Mike Webster showed well in the heat, finishing a solid third. Steve Webster, father and crew chief, was pleased with the team’s performance. “I am telling you that we are making progress. We can’t afford to crash, so we are inching up on it, but we are definitely making progress.” No doubt, the Webster boat looked good. It would be very interesting to see how they would run if the restraints were removed.



At right, the *Boitano Homes* and *Oberto* at speed running up the backchute in 3B before the start. ~ Karl Pearson photo

Final Heat

The final field was set. Could Jimmy Shane start somewhere other lane 1 and win? What tricks did J. Michael Kelly have up his sleeve? The dicing was intense for lane position. *Oberto* and *Graham Trucking* battled hard. Every time Shane made a move, JMK, countered, keeping Oberto on his hip.

Below, Heading for the starting line from the outside in is *Les Schwab-RedDOT*, *Fox Plumbing & Heating*, *Graham Trucking II*, *Graham Trucking*, and almost invisible in the roostertails, *Oberto*. ~ Karl Pearson photo



Below *Graham Trucking II* chases *Graham Trucking* who is chasing *Fox Plumbing & Heating* at the start of the final. ~ Lon Erickson photo



Jeff Bernard secured lane 1 with Kelly in lane 2. Shane crossed the line in lane 3 and Zimmerman in 4. At the start, KIRO TV's clock showed the first three starters; Bernard, Kelly, and Phipps were too early. H1 announced that the start was under review. H1 officials reviewed their start photo and announced that the start was legal.



On previous page at left, *Graham Trucking* in the lead. Behind him *Fox Plumbing* and *Les Schwab-RedDOT* trying to run him down. At right, J. Michael Kelly pushes Jimmy Shane *way* outside. ~ Karl Pearson photos;

Graham Trucking extended its lead into the north turn, but Kelly was aware of *Oberto*. “I knew Jimmy was there, so I had to push it as hard as I could.” Kelly used the entire racecourse to keep Shane running a longer course. After each lap, *Oberto* grew closer to *Graham*, but Jimmy couldn’t get around J. Michael.

“He pushed me out to the weeds and I Just couldn’t get around him. As I came down to start the last lap, the boat hit hard and the canard broke. At that point, we were done. We were catching him, but we just ran out of time” Shane said afterwards. Below right, *Oberto* with broken canard sticking up and *Graham Trucking* on final lap. ~Karl Pearson photo

While Kelly and Shane played out in the weeds, Jon Zimmerman fought to gain ground. Unfortunately for Zimmerman, he had to get around Jeff Bernard. Once Jon passed Jeff, he went after the leaders. “Jeff Campbell told me to go hard on the inside, hoping the shorter course would allow us to catch them. If I had made a better start, we might have been able to win.” In the end Zimmerman ended up second, a remarkable accomplishment for the Jones team.



Before the winner was announced, H1 officials gathered to determine possible penalties. They reviewed all data from officials in the helicopters and on the water. If Kelly had pushed Shane too far, the Porter boat would have received a one-minute penalty, handing the win to Zimmerman. According to H1 Chairman Sam Cole, “We wanted to get it right. Yes, we would like to give the decision quickly, but it takes time to gather officials and review their data. It’s imperative that we get it right and we did!” J. Michael Kelly and *Graham Trucking*, the official winners of the 2014 Albert Lee appliance Cup race.

J. Michael Kelly was emotional upon hearing the official decision from H1. “I lived in this area all of my life and grew up watching Seafair and to actually say I have won in Seattle you couldn’t ask for more.” Kelly discussed the overlap. “I had the lead, I had overlap, so I am allowed to go anywhere I want. I went out to lane 4 and didn’t go any wider than that.” Below the winning *Graham Trucking* returns victorious. ~ Karl Pearson photo; Below right a very happy J. Michael Kelly after returning to the dock. ~ Lon Erickson photo



He went on to thank his team. “I need to thank crew chief Tom Anderson and the entire Porter team. Cal Phipps is a great teammate and I feel so lucky to have him on our side. And of course, I want to thank Ted Porter. I drove for him in 2009 and then left for another team. I didn’t go as well there as I wanted, so for him to ask me back is special. I am so happy to be here and even happier to win Seafair for our team and our sponsor Rob Graham. This weekend was a dream come true!”

~~ UNJ



Here’s someone we haven’t seen behind the wheel of an unlimited for a while. Jeff Bernard, U-17 *Fox Plumbing & Heating* pilot. ~ Lon Erickson photo

STAT BOX

ALBERT LEE APPLIANCE SEAFAIR CUP

Seattle, Washington, August 2-3, 2014

2-mile course on Lake Washington

QUALIFICATION (1) U-1 *Oberto*, Jimmy Shane, 156.243, 100 points; (2) *RedDOT*, Jon Zimmerman, 152.219, 80; (3) *Graham Trucking*, 149.756, 70; (4) *Qatar*, Kip Brown, 148.883, 60; (5) U-17 *Fox Plumbing & Heating*, 143.109, 50; (6) *Graham Trucking II*, Cal Phipps, 140.960, 40; (7) U-22 *Boitano Homes*, Mike Webster, 139.900, 30; (8) gbr11 *Peters & May Racing*, Tom Thompson, 139.857, 30; (9) U-18 *Bucket List Racing*, Kelly Stocklin, 131.451, 30; U-37 *Miss Beacon Plumbing*, Dave Villwock, DNQ — N2 and FFV, 148.306 test speed; U-12 *Miss DiJulio*, Greg Hopp, DNQ — did not attempt, 131.829 test speed, U-100 *Sahara Pizza*, Dave Warren, DNQ — did not attempt, preparing boat, Chairman’s Option.

HEAT 1A (1) *RedDOT* 133.045, 400 points, 480 cumulative points; (2) *Fox Plumbing & Heating* 130.119, 300, 350; (3) *Graham Trucking II* 127.484, 225, 265; (4) *Boitano Homes* 127.168, 169, 199; (5) *Miss DiJulio* 114.043, 127, 127; *Bucket List Racing* DNS — repairing hole in bottom of hull, 0, 30. Fast lap (1) *RedDOT* 139.944. **HEAT 1B** (1) *Graham Trucking* 137.648, 400, 470; (2) *Qatar* 135.560, 300, 360; (3) *Oberto* 136.189, 225, 325; (4) *Peters & May Racing* 116.275, 169, 199; *Miss Beacon Plumbing* DSQ — ran into *Oberto* while scoring up, progressive Class V violation, driver suspended for this race and the next race, -150, -150; *Sahara Pizza*, DNS — broke propeller blade, 0, 0. Fast lap (1) *Graham Trucking* 142.053

HEAT 2A (rerun) (1) *Graham Trucking* 141.734, 400, 870; (2) *RedDOT* 141,474, 300, 780; (3) *Sahara Pizza* 119.434, 225, 225; (4) *Peters & May Racing* 102.290, 169, 368; (5) *Boitano Homes* 93.979 (penalized one minute for going below 80 mph in the first running, penalty carried over), 127, 326; *Qatar* DSQ flipped in first running causing heat stoppage, 0, 360. Fast lap (2) *RedDOT* 145.410. **HEAT 2B** (1) *Oberto* 137.498, 400, 725; (2) *Graham Trucking II* 127.121, 300, 565; (3) *Miss DiJulio* 118.352, 225, 352; (4) U-18 106.352, 169, 199; (5) *Fox Plumbing & Heating* 96.240 (penalized one lap for jumping the gun), 127, 477. Fast lap (1) *Oberto* 142.098.

HEAT 3A (1) *RedDOT* 135.919, 400, 1180; (2) *Peters & May Racing* 130.475, 300, 668; (3) *Graham Trucking II* 125.541, 225, 790; (4) *Fox Plumbing & Heating* 122.390, 169, 646; (5) *Miss DiJulio* 111.240, 127, 479. Fast lap (3) *RedDOT* 137.443. **HEAT 3B** (1) *Oberto* 140.569, 400, 1125; (2) *Graham Trucking* 137.266, 300, 1170; (3) *Boitano Homes* 123.691, 225, 551; (4) *Sahara Pizza* 112.268, 169, 394; (5) U-18 105.357, 127, 326. Fast lap (1) *Oberto* 143.067

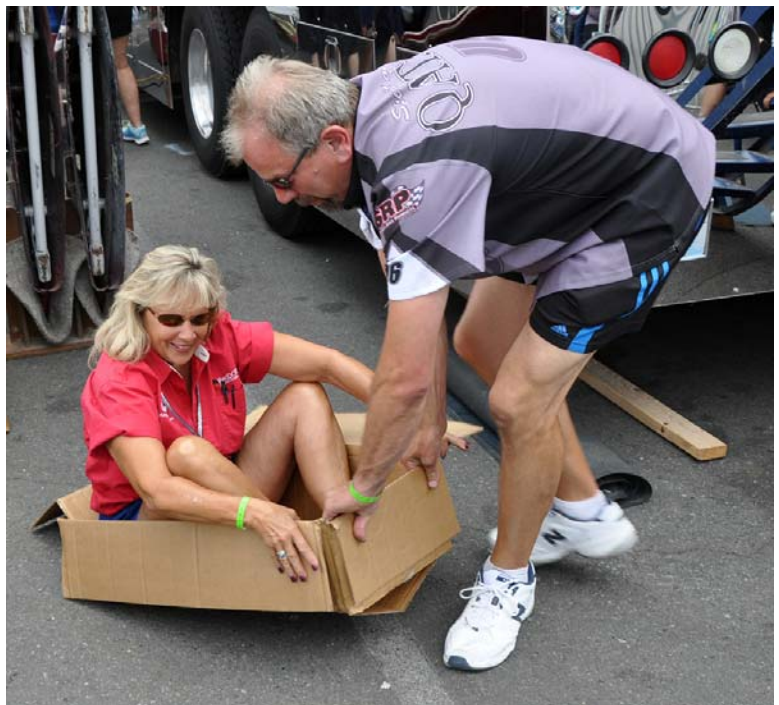
FINAL (1) *Graham Trucking* 133.283, 400, 1570; (2) *RedDOT* 132.533, 300, 1480; (3) *Oberto* 131.073, 225, 1350; (4) *Fox Plumbing & Heating* 124.215, 169, 815; (5) *Graham Trucking II* 120.454, 127, 917; (6) *Boitano Homes* 119.85, 95, 646; (7) *Peters & May Racing* 117.991, 71, 739. Fast lap (1) *Graham Trucking* 140.883.

COMPILED BY ALLEN STILES

After the Checkered Flag at Seattle's Seafair



Above; The three winners on the podium at Seattle. Chip Hanauer and Dave Williams in tug-of-war with the Seafair Vintage Classic Trophy, with Steve Raible on podium. Below left, driver Jimmy Shane and the Oberto/Miss Madison team receive a couple of BIG checks (\$5,000 & \$20,000). ~ Lon Erickson photos; To the right, #9 owner Lori Jones take a ride in a cardboard box with the help of a Qatar crewman. ~ Karl Pearson photo



The 1977 U-1 *Atlas Van Lines* (9) Returns to run at Seattle's Seafair



The restored U-1 *Atlas Van Lines* (9) reached the Stan Sayres Pits Thursday afternoon. At the evening H&RM Gala Auction, Bill Dickson won the bid to christen the “Blue Blaster,” by pouring champagne over the deck. Followed by Fran Muncey, Jim Lucero, and Sam Cole finishing the pouring. On Friday the *Atlas Van Lines* (9) was christened in the pits. Above left is Bill Dickerson pouring first. At right Fran Muncey takes her turn. ~ Chris Denslow photos

As a note; Chip also cristened the boat, with coffee. He said Bill didn't drink alcohol, but drank gallons of coffee.



Above left, some of the people responsible for restoring the *Atlas Van Lines* (9) and allowing it to run again at Seattle. At right, *Atlas Van Lines* is launched onto Lake Washington. It has been 33 long years since it has run in Seattle's Seafair. ~ Karl Pearson photos

Below Chip Hanauer waves to the crowd as *Atlas Van Lines* roars by the shore. At right Hanauer drives *Atlas Van Lines* back into the lagoon after the run Friday.



Vintage Unlimited Hydroplanes Race on Lake Washington



Above, the U-1 *Miss Budweiser* (12) and U-1 *Atlas Van Lines* (9) leaving the Hydroplane & Raceboat Museum in Kent and on their way to the Stan Sayres Pits on Lake Washington Thursday. After the hoopla of the newly restored 1977 *Atlas Van Lines* christening and first run on Lake Washington, *Miss Budweiser* (12) and Dave Williams went out on the racecourse for a few laps Friday. Below left *Miss Budweiser* leaving the lagoon. At right Dave Williams and smokin' *Miss Budweiser* returns to the dock. ~ Lon Erickson photos



Above, *Miss Budweiser* and *Atlas Van Lines* at speed on Lake Washington Friday. ~ Karl Pearson photos



Dave William and *Miss Budweiser* (12) joined Chip Hanauer in *Atlas Van Lines* for a few laps on Lake Washington Friday, Saturday, and Sunday. The crowd loved the site of then racing together again. It has been 33 years since they last raced together at 1981 Seattle race. ~ Above, *Miss Budweiser* and *Atlas Van Lines* runs Saturday. ~ Lon Erickson photo; Below, a shot of them racing Sunday. ~ Karl Pearson photo



At left, Chip Hanauer heavy in thought. ~ Karl Pearson photo; At right, *Atlas Van Lines* (9) original designer and builder, Jim Lucero. ~ Chris Denslow photo



Happy Endings

From Craig Fjarlie



When *Oberto* won the 2014 APBA Gold Cup, there was a celebration by the team in the pits, and another celebration in the City of Madison, Indiana. It's often that way; the joy of winning the Gold Cup produces a bigger response than victories in most other races.

One of the most surprising victories took place in 1950, when *Slo-mo-shun IV* won the Gold Cup on the Detroit River. The Slo-mo team was delighted, but few people in Seattle understood the significance of the win and the changes it would bring to the Seattle sports scene.

The situation was reversed in 1955 when *Gale V* won the Gold Cup on Lake Washington. The Gale team had a private celebration in the pits hours after the race ended; the reaction in Detroit was not reported by most Seattle news outlets.

In 1956, *Miss Thriftway* claimed a controversial victory in Detroit. A throng of fans greeted driver Bill Muncey at the Seattle-Tacoma airport when he returned home a few days later.

The 1971 Gold Cup in Madison produced one of the largest civic celebrations in memory. Jim McCormick won driving the home-town hydro *Miss Madison*. The resulting civic pride is still talked about today, and led to filming of the movie *Madison* (although some Hollywood liberties were taken with the facts).

In 1976, *Miss U.S.* won the Gold Cup in Detroit with Tom D'Eath at the wheel. Owner George Simon had been trying to win the trophy since 1953, and the long-awaited victory inspired an outpouring of joy.

The Gold Cup was back in Detroit in 1982. That race, held just a few months after Bill Muncey's fatal accident in Acapulco, created a victory celebration that nearly rivaled the Madison race 11 years earlier. Chip Hanauer drove the new *Atlas Van Lines* to first place, flirting with the ragged edge the entire day. When it was over, the Atlas team's elation was contagious.

For several years, Fred Leland campaigned a series of also-ran boats. With the conversion to turbine power and the talent of Dave Villwock in the cockpit, Leland's fortunes changed. In 1996 *PICO American Dream* won the Gold Cup. There was a happy feeling in the pit area that afternoon.

Surprise winners result in impromptu, unexpected celebrations. In 2001, Mike Hanson drove *Tubby's Sub Shops* to first place. *Miss Budweiser* spun in the shape-up turn which allowed Hanson to take charge of the heat.

The 2003 season could be called the last year of piston prowess. The Gold Cup was held in August, and Mitch Evans drove Ed Cooper's *Miss Fox Hills Chrysler-Jeep* to victory. That win produced a celebration in part because the Allison engine came through to win the Gold Cup one last time.

The 2004 Gold Cup was mired in controversy, which resulted in a muted celebration for the winner, *Miss DYC*, driven by Nate Brown. *Miss Budweiser* was disqualified for a lane infraction long after the final heat was over. The Gold Cup was removed from the Budweiser team and given to Kim Gregory's team, which was as surprised as anyone with the late ruling.

In 2013, it looked as though Steve David would finally win the Gold Cup, ending years of frustration as the perennial runner-up. David was called for a lane violation in the final, and the trophy went instead to Kip Brown and the U-95 *Qatar*.

The disappointment of 2013 is what made the 2014 win so sweet for the Oberto team. Years of waiting finally paid off.

The other side of victory celebrations is the dejection that can surround losers. Looking back, *Slo-mo's* win in 1950 was a complete shock to the large contingent of participants from Detroit. When *Gale V* won in 1955, the Thriftway team – and most of the citizens of Seattle – were dumbfounded that the cup would be going back to Detroit for 1956. The turn of events in '56 were just as brutal for Chuck Thompson, driver of *Miss Pepsi*. He held the trophy briefly, only to have it taken away and given to Muncey when the latter was cleared of striking a buoy.

Thompson experienced another bitter loss in 1964. That year, he was leading in points going into the final; he needed only to finish fifth or better to win the cup. An engine problem kept him at low speed and he finished sixth, losing to Ron Musson and *Miss Bardahl*.

The win by *Miss U.S.* in 1976 included a sense of disbelief by Bill Muncey and the Atlas Van Lines team. Muncey thought he could win easily, but history had other plans. As a footnote, Detroit was the only racecourse where the *Pay 'n Pak/Atlas* never won.

When Hanauer was victorious in 1982, Bernie Little and the Budweiser team experienced their own sense of disbelief. The Griffon-powered *Miss Budweiser* was considered all-but unbeatable, but Hanauer helped dispel that notion.

Another bitter moment for the Budweiser organization came in 2004, when Dave Villwock was disqualified for a lane violation before the start. Their initial celebration turned to anger and disappointment when the trophy was removed by officials.

The Oberto team tried to hide their disappointment with the outcome of the 2013 Gold Cup, but there was a subtle sense of bitterness with the official decision. The victory in 2014 finally helped the team put the previous year's unpleasant memory behind them. Yet, while the Oberto team reveled in their accomplishment, J. Michael Kelly and the Graham Trucking team fought back tears of frustration with the official call that Kelly had passed the score-up buoy too soon.

Winning the Gold Cup is a mighty accomplishment for a driver, boat, and race team. The celebration by the winner is understandable, but must be kept in perspective. Most often, for every elated winner, there is at least one loser who is mired in disappointment and resolves to do better next year. U-27 *Slo-mo-shun IV* photo by Michael Prophet; #6 Oberto photo from Karl Pearson



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