

# **Miss Boat Electric takes 2nd Place in ULHRA National Championship**

*Miss Boat Electric (UL-72)*, an Unlimited Light Hydroplane sponsored by several Northwest marine businesses, including Northwest Yachting Magazine, just finished an outstanding season. The competition all year was grueling and after the entire season of almost 9000 points earned, the difference between 1st and 2nd was only 83 points. This was the closest competition right up to the final heat of the final race of the 2005 season in the history of the Unlimited Lights Series.

The UL-72 is a Ron Jones hull built in 1998 and then modified significantly in 1999 after a flip and severe damage suffered in Hawaii in 1999.

The UL -72 went on to win the National Championship 3 years in a row during 2000, 2001, and 2002 with owner driver Phil Bononcini in the cockpit.

This was the first year for Michael Flaherty~ 2004 "ULHRA Rookie of the year" and driver of the UL-51 Miss Boat Electric campaigned in 2004, to be in the cockpit of the UL-72 and he proved how capable and competitive he could be in this proven hull.

With numerous heat victories throughout the season, Miss Boat Electric ended the year with race victories in Tri-Cities and Port Angeles.

Unlimited Light Hydroplanes originated as a support class for the unlimited hydroplanes, in 1995. With a steady decline in ownership and participation in the unlimited turbine class the Unlimited Lights have seen consistent growth and will be bigger and better than ever for the 2006 season.

The crowds love the noise and deck to deck competition that has been lacking in the larger turbine boats. People can relate to the noise and unmistakable sound of a big block V-8 at 8000 rpm. Media coverage gets better and better with over a million viewers of the live broadcast of the Chevrolet Cup at Seafair this year. For recap of this fantastic season and downloadable video of the most recent races you can go to <http://www.ulhra.org>.

## **Crankin' up the heat in 06**

The UL-72 Impact Racing Team has announced their plans to campaign the "Miss Boat Electric" once again for the upcoming 06 season.

Lori Hogan and Jeff Ericson, co owners of Boat Electric Company in Seattle have sponsored two different boats with the same driver and crew for the last two seasons and look forward to making a serious bid for the National Championship in 2006.

"We just missed winning the championship this year by a mere 83 points out of almost 9000 earned for the season" said John Flaherty, team manager.

"Michael Flaherty; driver of the UL-72 this year has settled in nicely and become very competitive in this proven nimble Ron Jones hull" said Flaherty, who is also the father of the 25 year old driver. In our first season with the UL-51 we said, "Feel The Heat" because many of the supporting businesses manufacture

marine heating systems. This year we made "The Heat is On" our motto and took it to the next level and secured second place. Next season we are "Crankin' up the Heat" and really going after the competition to win the National Championship decisively!

### **Marine Industry climbs back in the cockpit with Miss Boat Electric Unlimited Light Hydroplane**

Hydroplane racing has been deeply rooted in the Northwest since the days when the *Slo-mo-shun IV* first brought the revered "Gold Cup" to Seattle in 1949. In the early days Jensen Motorboat Company was responsible for building and launching numerous record setting hulls. After nearly 40 years of inactivity in hydroplane racing Jensen Motorboat Company returned to racing with their presenting and supporting sponsorship of the Miss Boat Electric Unlimited Light Hydroplane this season.

Numerous other local marine businesses also climbed on board for what has been quite a ride. "We look forward to even more marine business participation next year and we like our chances for 2006" said John Flaherty a marine business owner of Yacht Specialties Company, race team manager, and father of Michael Flaherty, driver of the UL-72.

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