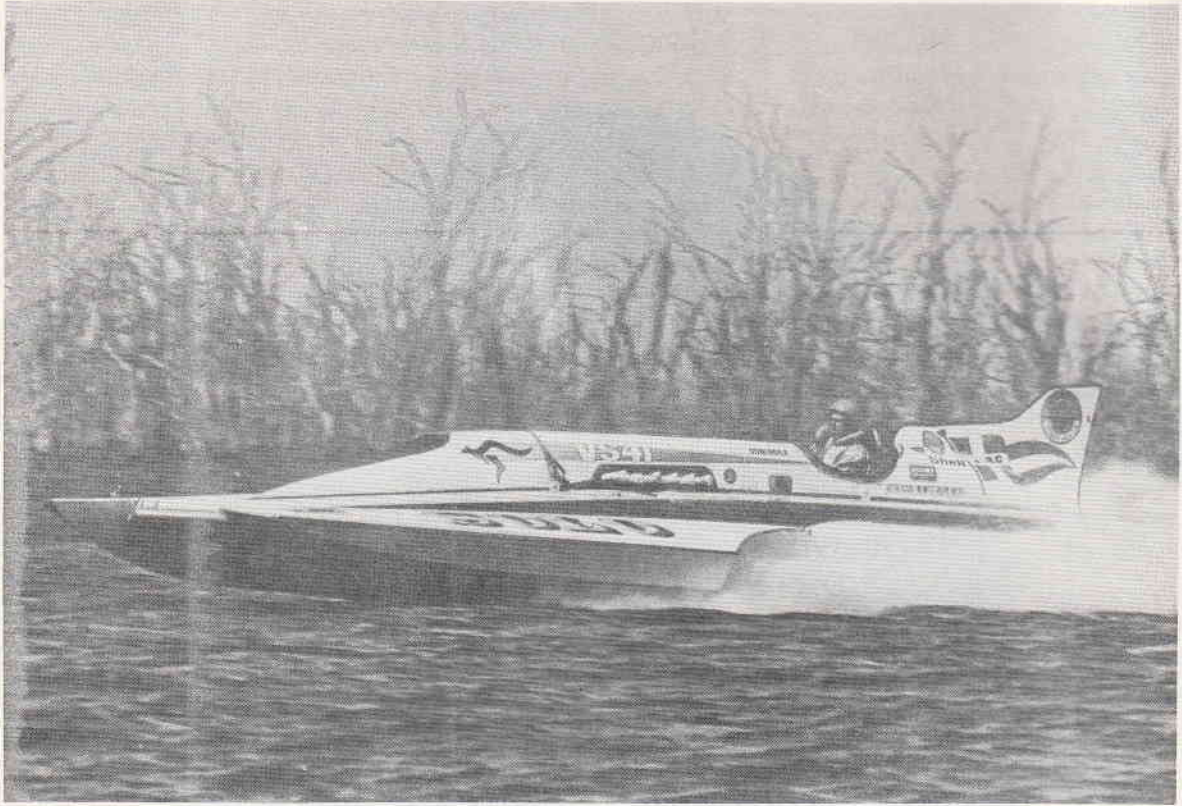




# 1975 GRIFFITH CUP

souvenir program 40



Last years winner STAMPEDE, driven by Stan Jones and Bob Saniga will be running again in this years event under the name SOLO

# **GRAYWILL BOATS**

*519 Maroondah Highway, Ringwood, 3134.*

Manufacturers of **COMMANDO** offshore runabouts and cruisers,  
**AVANTI** skiboats, **LEWIS** inboard runabouts.

- \* Wholesale and retail
- \* Repairs and insurance work
- \* Timber, plywood, fibreglass supplies
- \* Marine fittings
- \* All types installations of inboard, outboard and stern drives.

*Contact: Graeme Williamson – 870.3496*

# 1975

## E.C. GRIFFITH CUP

The E. C. Griffith Cup is the trophy for the Australasian Motor Boat Championship Unlimited, open to propeller driven boats of unrestricted hull design and unlimited engine capacity/modifications. It is conducted under the jurisdiction of the Australian Power Boat Association and with the authority of the State Rivers and Water Supply Commission and the Derrinal Recreational Area Management Committee.

This race meeting is organised by the Victorian Speed Boat Club, P.O. Box 35, Albert Park, Victoria, 3206.

On behalf of the Victorian Speed Boat Club, I welcome you all here to-day to witness the running of the 1975 E.C.Griffith Cup and supporting races.

The V.S.B.C. is proud to be able to present for the fifth consecutive year this premier event of speedboat racing. Last year at this site, you may have seen the 1974 Griffith Cup. The winning effort by the VS-41 (SOLO) team bestows the honour of conducting this event once again on the V.S.B.C.

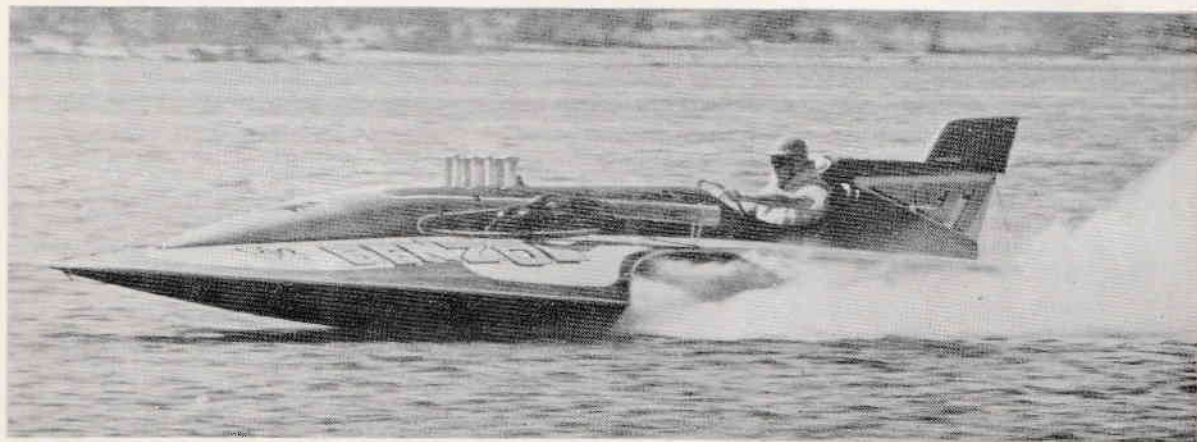
We are very pleased to again be able to be host to Ernie Nunn and Gordon Turvey from Sydney with the magnificent WASP TWO.

Also to-day, we see the return of the beautifully prepared Western Australian hydroplane BIG BENZOL. Owned by Fred Thatcher of Perth, it will be driven by V.S.B.C. member John Egar of KLUTE fame.

To our interstate entrants and their followers, we extend a warm welcome. Without your presence the Griffith Cup could not truly be the great Australasian race that has become the oldest, most sought after motor sport trophy in the Southern Hemisphere.

The committee and members of the Victorian Speed Boat Club trust you will enjoy the entertainment we are providing, thank you for your support and look forward to seeing you again when we next present speedboat racing.

John Nason  
Commodore,  
Victorian Speed Boat Club.





# Officials

CHIEF CO-ORDINATOR  
John Nason (Commodore)

APBA JUDGE  
Harry Payne

APBA REFEREE  
Chas. Skeels

RACE SECRETARY  
Ron Willshire

RACE COMMITTEE  
Jeff Willshire, Shirley Loon, Graham Williamson,  
Max Lamb,

VSBC SECRETARY  
Ray Loon

PATROL BOAT CO-ORDINATION  
Alan Millard, Wally Barrett

PATROL BOATS  
Jack Gordon, Jim Sayer, Fred Barra, Keith  
Simpkin, Alan Millard, Ian Shaw, Kevin  
McCarthy, T. Colson, A. Smith, R. Boase

START BOAT  
Bill Birkett

STARTING OFFICER  
Ian Harvey

SCRUTINEERS  
Ian Harvey, Ron Hull, Ray Bride,  
Stuart McDonald

PIT CONTROL  
Jack Burns, Ken Lewin

PUBLICITY & PUBLIC RELATIONS  
John Egar, John Hiscock

ANNOUNCERS  
Jack Riddle, John Hiscock

PROGRAMME  
Ray Loon, Max Lamb, Ron Willshire.

AREA CONTROL  
Ken Holland

AMBULANCE  
St. John, Bendigo

## World Championship and A.P.B.A. Gold Cup

SOLO-VS-41 is the current holder of the E. C. Griffith Cup and is the fastest racing boat in the world outside of North America.

In the last five years Stan Jones with Bob Saniga and the rest of the team have won the cup four times and came second on the other occasion.

Recently SOLO returned to Australia from the U.S.A. where she contested the World Championship and the 70 year old Gold Cup.

Here is the Story of VS-41 — the place Lake Illawarra — the occasion 1966 Griffith Cup.

At the water's edge was a monstrous, multi-coloured shape belching fire and smoke as its crew tried to get it to fire and keep firing. The engine had 12 exhaust pipes and alongside other more docile hydros it looked big and heavy.

Stampede didn't fire that day — she stayed on the bank while Ern Nunn and Wasp battled with Arthur Baker in Assassin.

Months later Stampede was sold to Stan Jones who was building up a team to campaign the big boat. There were many who said, "Great — if he can get the engine going".

Stan knew what he was doing. The 41 year old builder from Vermont had raced boats for many years. After several years driving displacement craft he tried hydroplanes. Hot Cookie was Jones' first three-pointer and with her he made his first try at a Griffith Cup. Racing against Spencer Miller, Ern Nunn, Keith Hooper and Alan Fordham, Jones was holding his own in a dice to the buoy when Hot Cookie flipped and sank taking Jones with her. He surfaced water logged but unhurt and in 1967 joined forces with Bob Saniga to buy Stampede.

Frustration — the big boat went no better for them than it had for previous owners. The Col Winton designed hydro looked as if it could be fast — if anyone would get that incredible engine to fire and keep firing.

One-time RAAF mechanic Clem Anderson was the answer. A top wrenchman on Hurricanes and Spitfires in the Second World War, Clem knew how to make the big motors go.

The day before the 1970 E. C. Griffith Cup, he got the motor going well for the first time. The boat was running — at last.

The 1970 Griffith Cup could have been classed as an offshore race. Lake Eppalock whipped to a froth and some of the really quick — and wise — drivers, took one look and stayed ashore. The Stampede gang did not. Here, in rough waters COULD be their chance.

Stampede won that race at one of the slowest average speeds recorded since the Second World War — she won it but there were still doubters.

Please turn to page 6

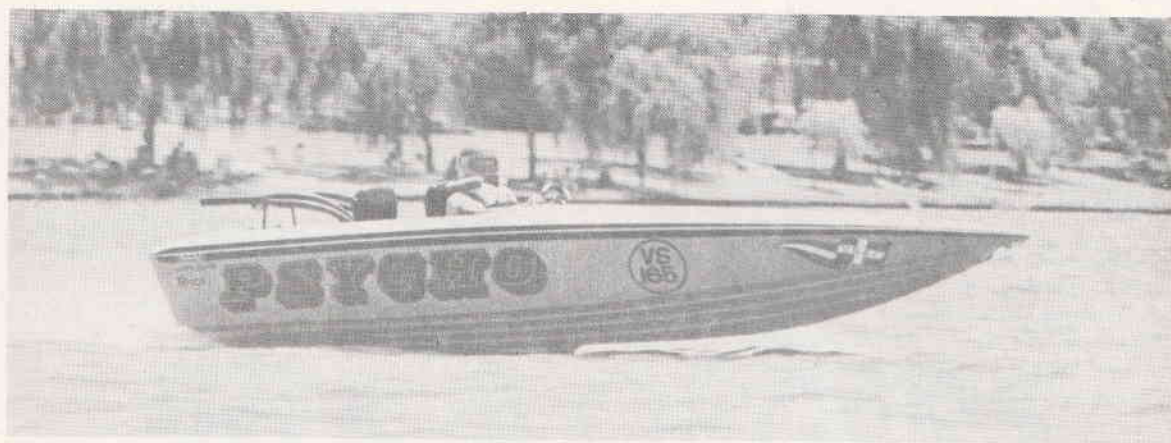
## HINE catering

We Hire:

- |                |           |
|----------------|-----------|
| * MARQUEES     | * TABLES  |
| * DANCE FLOORS | * CHAIRS  |
| * CROCKERY     | * CUTLERY |

OUR BEAUTIFUL 'BILLABONG'  
RECEPTION CENTRE IS AVAILABLE  
FOR WEDDING RECEPTIONS AND  
OTHER FUNCTIONS

476 Elgar Road, Box Hill.  
Phone: 89 2655, 89 5384



"How would it have been if the water was good — what would have happened if Jo Blo hadn't sunk and if Ern Nunn had brought Wasp out?" They asked these questions and left the answers hanging.

Stampede went on to win everything worth having that season and kept the pressure on to win the 1971 Griffith Cup.

Then the Golden Hours ended. Dave Tenny's mighty Gold Cupper Aggressor arrived on the racing scene. Aggressor had been under construction for more than 10 years and was everything the old Stampede was not. She was immaculate and beautifully painted and she used an engine of the same kind as did Stampede.

In the 1972 Griffith Cup Aggressor beat Stampede after a great battle which badly weakened the framework of the older boat.

Jones turned his back on the game - temporarily. He commissioned Col Winton to design and help build a newer and bigger Stampede to take on Aggressor and also to take on the best of overseas boats — if any ever came to our shores.

The new boat, all 28 ft. of her was fired up only four days before the 1973 Griffith Cup. It was a race with not only the cup at stake but local speedboat prestige as a New Zealand boat, Air New Zealand was in Victoria to do battle.

At first glance comparisons seemed absurd. Air New Zealand was less than 20 ft. long, powered by a 348 c.i. engine and weighed less than one third of the weight of Stampede. But she was beautifully prepared, held the Australasian speed record with 151 m.p.h. and was no push-over — for anything.

Stampede won that race from Air New Zealand by only a few lengths after the smaller boat had brilliantly pushed the giant to the limit all the way.

With the Griffith Cup safely away in Victoria for another year, Stampede was then prepared for speed record work. First she beat Air New Zealand's record, pushing the speed to a "modest" 159 m.p.h. then her crew, not happy with the result, tried once more.

Onlookers told how the big boat, with Bob Saniga at the wheel, hammered into the measured kilo — then it seemed as if all hell broke loose.

At the end of the run Stampede hooked to the right at more than 150 m.p.h. Saniga rode the bucking hull, then was hurled straight out and up as the boat began to break up.

As Saniga went skywards, Stampede stood on her tail, still at speed, then collapsed in a shattered mess and sank.

Saniga was floating in his Record racing lifejacket when rescue boats arrived. He was conscious and swimming on his back but his arm was hurt. He had a dislocated shoulder and bruising from a smash of the kind that has killed other drivers.

# ANCHOR WET SUITS



*Rudi Van Doort.*

*Manufacturer of quality "Anchor" wet suits, protective clothing and equipment for all forms of water sports and activities.*

**20 HOSKEN STREET, SPRINGVALE, VIC.  
AUSTRALIA**

**PHONE: 546-3479 (until 8.00 p.m.) MELBOURNE**

The Stampede team were shattered along with their \$30,000 boat. Plans had been made to compete in the USA — bookings had been made but now they had no boat! It was back to the drawing-board for Stan Jones, Dick Carnie, Bob Saniga and Clem Anderson.

The next year was almost a duplicate of the previous one. In 1973 Stampede had appeared almost at the nick of time to beat Air New Zealand; in 1974 the rebuilt boat, with some basic modifications, once more at the last moment came to the starter's hands in the Griffith Cup.

Now there was no New Zealand boat to beat but a revitalised Wasp Two driven by Gordon Turvey from New South Wales determined that this would be THE year. And it nearly was. Onlookers are still talking of the great battle put on between the six litre, 25 ft. Wasp Two and the heavier and vastly more powerful VS.41. Still identified as Stampede, the big boat was known only by a number this year as her owners were keeping naming rights open in their search for a sponsor.

Wasp Two nearly upset the sponsor-search. For several laps she had the favourite pegged and Bob Saniga appeared to be unable to get the valued inside running — then after the last buoy, Saniga got the opening he needed and opened the mighty Merlin out — that was the end!



# ENTRIES: E. C. GRIFFITH CUP

THE AUSTRALASIAN UNLIMITED MOTOR BOAT CHAMPIONSHIP

Victorian Speed Boat Club Race Circuit, Derrinal Pool, Lake Eppalock, Victoria.

Nominal prizemoney donated by Victorian Speed Boat Club

1st \$175.00, 2nd \$75.00, 3rd \$50.00, 4th \$25.00

## 1st Heat 2:30pm

6 laps of 1½ mile circuit

BOAT NAME	HULL TYPE	DRIVER	ENGINE
MARIAH	Runabout	Joe Cooper	Chevrolet 400 c.i.
SUPER-ROO	Hydroplane	Bert Brauman	Chrysler 398 c.i.
TIGER	Runabout	David Mitchell	Ford 351 c.i.
SOLO	Hydroplane	Stan Jones	Rolls Merlin 1600 c.i.
LO-BO	Runabout	Stephen Day	Chevrolet 292 c.i.
CHEVVY	Runabout	Len Harris	Chevrolet 302 c.i.
VULTURE	Hydroplane	John Lewis	Chevrolet 302 c.i.
TORTOISE	Hydroplane	Des Radburn	Chrysler 392 c.i.
SHADRACK	Runabout	Arch Robertson	Chevrolet 302 c.i.
CAROL-LEE	Skiff	Clem King	Ford 427 c.i.

## 2nd Heat 3:00pm

6 laps of 1½ mile circuit

JANE IV	Runabout	Ray Smith	Chevrolet 302 c.i.
BIG BENZOL	Hydroplane	John Egar	Chevrolet 340 c.i.
OSPREY	Runabout	Neil Northfield	Chevrolet 292 c.i.
HAPPY HOOKER	Runabout	Ian Marr	Chevrolet 454 c.i.
WASP-TWO	Hydroplane	Nunn/Turvey	Maserati 6.5 litre
REBEL	Hydroplane	Geoff Lewis	Chevrolet 302 c.i.
BLACK NIGHT	Hydroplane	Pat Hawthorn	Dodge Magnum 440 c.i.
TANTRUM	Runabout	John Allen	Chevrolet 302 c.i.
ELECTRA	Runabout	Neil McNabb	Chevrolet 454 c.i.
SUPER-RAT	Runabout	Barry Webb	Chevrolet 402 c.i.

## Final Heat 4:00pm

6 laps of 1½ mile circuit

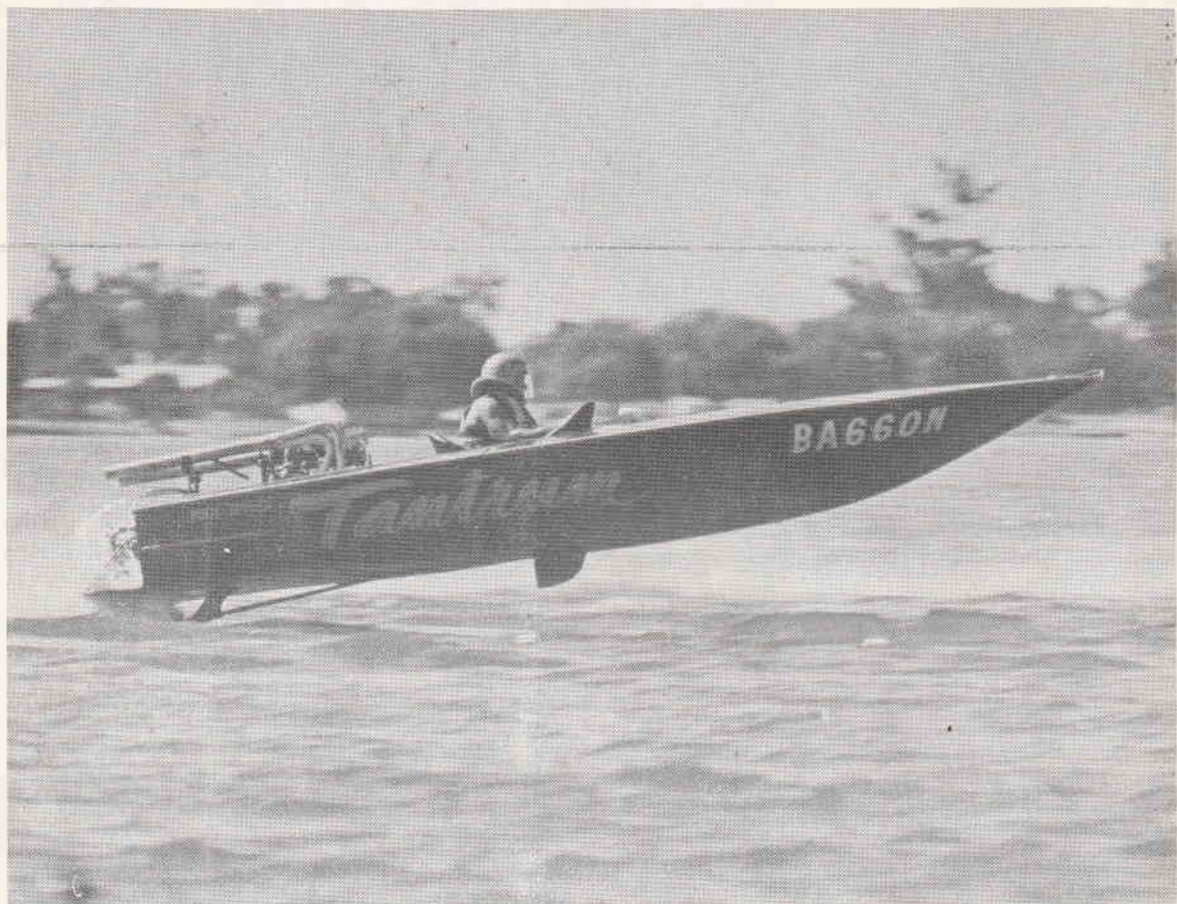
# BELL & ORDERS

ELECTRICAL ENGINEERS

- \* ARMATURE WINDERS
- \* "LINCOLN" WELDING EQUIPMENT
- \* "ONAN" ENGINES & SPARES
- \* "FAIRBANKS-MORSE" MAGNETOS & SPARES

95 Chetwynd Street, North Melbourne, 3051.

PHONE:  
30-3088







	EVENT	BOAT	HULL	DRIVER	ENGINE
<b>1 a</b>	100 c.i. SCRATCH	ZULU	Skiff	Les Burns	Lotus Ford
	1st \$50.00	SHIFF-T	Skiff	Fred Hamilton	Lotus Ford
	2nd \$25.00	BEAST II	Skiff	Ian Jarvie	Peugot
	3rd \$10.00	WASP	Skiff	Graham Rodgers	Fiat
		SAGO	Skiff	Henry Farley	Fiat
		COUGAR	Skiff	Jack Eddington	Cortina
<b>1 b</b>	FORMULA FORD SCRATCH	HO. BO	Hydroplane	Mike Weller	Formula Ford
	1st \$50.00	SUPER. ROO	Skiff	Leon Doyle	Formula Ford
	2nd \$25.00	TIGER CUB	Hydroplane	Leo Nankervis	Formula Ford
	3rd \$10.00	BAT OUTA HELL	Hydroplane	Tom Szekeres	Formula Ford
		FRANTIC TOO	Hydroplane	Tom Barnes	Formula Ford
		STREAKER	Hydroplane	Peter White	Formula Ford
		BO-WEEVIL	Hydroplane	Rud Lindley	Formula Ford
		CRUMPET	Hydroplane	Max Mellington	Formula Ford
<b>2</b>	UNLIMITED DISPLACE- MENT	JANE IV	Runabout	Ray Smith	Chevrolet
	1st \$75.00	HAPPY HOOKER	Runabout	Ian Marr	Chevrolet
	2nd \$30.00	APPOLO	Runabout	Robert Reid	Chevrolet
	3rd \$15.00	INVADER	Runabout	Stan Grunden	Chevrolet
		LO-BO	Runabout	Stephen Day	Chevrolet
		CHEVVY	Runabout	Len Harris	Chevrolet
		PSYCHO	Runabout	Alan Beale	Chrysler
		SHADRACH	Runabout	Arch Robertson	Chevrolet
		HIAWATHA	Runabout	Herman Hausotte	Chevrolet
		MV I-II	Runabout	Geoff Whiting	Chevrolet
		TANTRUM	Runabout	John Allen	Chevrolet
		OSPREY	Runabout	Neil Northfield	Chevrolet
		STINGA	Runabout	John Nason	Chevrolet
	HOOKEE	Runabout	Colin Bedford	Chrysler	
<b>3</b>	155 c.i. SCRATCH	FOX-FIRE	Hydroplane	Noel Potts	Cosworth
	1st \$50.00	HYDROMANIA	Hydroplane	Geilen/Howe	Holden
	2nd \$25.00	OUTLAW	Hydroplane	Geilen/Howe	Holden
	3rd \$10.00	KIOWA	Hydroplane	Bob Stephens	Holden
		ABOUT TIME	Skiff	Alan Healey	Ford
		CINDY	Skiff	Bob Fisher	Holden
		MORTICIAN	Hydroplane	Lindsay Renwick	Ford
		THUNDERBOLT	Runabout	Don Wroe	Holden
		LITTLE SPORT VI	Hydroplane	David & Peter Fox	Holden
<b>4</b>	5 LITRE SCRATCH	JANE IV	Runabout	Ray Smith	Chevrolet
	1st \$75.00	APOLLO	Runabout	Robert Reid	Chevrolet
	2nd \$30.00	INVADER	Runabout	Stan Grunden	Chevrolet
	3rd \$15.00	LO-BO	Runabout	Stephen Day	Chevrolet
		CHEVVY	Runabout	Len Harris	Chevrolet
		SHADRACK	Runabout	Arch Robertson	Chevrolet
		HIAWATHA	Runabout	Herman Hausotte	Chevrolet
		MV I-II	Runabout	Geoff Whiting	Chevrolet
		TANTRUM	Runabout	John Allen	Chevrolet
		OSPREY	Runabout	Neil Northfield	Chevrolet
		MAGIC	Hydroplane	Stuart McDonald	Chevrolet
		VULTURE	Hydroplane	John Lewis	Chevrolet
		REBEL	Hydroplane	Geoff Lewis	Chevrolet

**5** 100 c.i. HANDICAP  
Trophies to  
placegetters

**REFER TO EVENT No.1 FOR ENTRIES**  
Boats competing in handicap events start according to  
handicap times calculated on scratch race (or time trial)  
performance

**6** 155 c.i. HANDICAP  
Trophies to Placegetters

**REFER TO EVENT NO. 3 FOR ENTRIES.**

7

E. C. GRIFFITH CUP  
Heat 1 – 2.30 p.m.

LIST OF ENTRIES FOR THIS EVENT ON PAGE 7.

8

E. C. GRIFFITH CUP  
Heat 2 – 3.00 p.m.

LIST OF ENTRIES FOR THIS EVENT ON PAGE 7.

9

225 c.i.  
SCRATCH  
1st \$50.00  
2nd \$25.00  
3rd \$10.00

SKADOO  
J'ARRIVE  
WOODSTOCK  
GEMINI  
KIM-BA-TON  
LOCO  
PEYTON  
VIXEN

Runabout  
Skiff  
Runabout  
Runabout  
Runabout  
Skiff  
Runabout  
Skiff

Neil Sellar  
Jim Willis  
Allan White  
Colin Mogford  
John Monshouor  
Harry Stewart  
Keith Harrison  
Paul Nankervis

Holden  
Holden  
Holden  
Twin Flats  
Holden  
Holden  
Holden  
Holden

10

266 c.i.  
SCRATCH  
1st \$75.00  
2nd \$30.00  
3rd \$15.00

KOAS III  
PSYCHO  
MISS-CHIFF  
WILD WOODY  
KLUTE  
HOOKER

Runabout  
Runabout  
Skiff  
Hydro  
Hydro  
Runabout

Ray Harrison  
Alan Beale  
Wally Cooper  
Graeme Morley  
John Egar  
Colin Bedford

Holden  
Chrysler  
Chevrolet  
Holden  
Holden  
Chrysler

11

COMBINED HANDICAP  
225 c.i. – 266 c.i. – 5 litre  
Trophies to Placegetters

REFER TO EVENT NO's 4, 9 & 10 FOR ENTRIES.

12

E. C. GRIFFITH CUP  
Final – 4.00 p.m.

THE 10 FASTEST CRAFT FROM HEAT 1 AND  
HEAT 2 WILL CONTEST THE FINAL.  
BARRIER POSITIONS CALCULATED ON HEAT  
TIMES.

## Don't be confused over Cams!

It's simple, all you've got to remember is this – only one brand is used by more successful drivers than any other – only one brand has been on top for over ten years – only one brand offers all the very latest profiles and timings, over 300 grinds in all . . . **THOMAS RACING CAMS!**

*Contact us and talk over your needs.*

# SPECO THOMAS PTY. LTD.

663 North Rd. Carnegie

PHONE: 58-6420 – 6849 – 6636

Available from most leading Speed Equipment Centres



**Samson  
Engine Reconditioning**

*cam, crank grinding*

*special pistons,  
engine work*

*overboring*

*balancing*



**RING  
COL. BROWN 69 4710-1400**

**used  
Chev & Ford  
Motors**

- **SPARES & PARTS**
- **HI-COMP. PISTONS**
- **BEARINGS ● CAMS**



**JACK KAVANAGH**

233 Bell Street, Preston, 3072.  
Phone : 44 6562



Another Griffith Cup was over and with the race once more in Victorian hands, the crew got on with their trip to the USA.

In June last year, the boat, now bearing the new name "SOLO" was shipped to the USA. It's mission — to contest two races, The World Championships and the Gold Cup.

On the Columbia River at Pasco, "SOLO" got her first taste of the American Unlimited circuit. During practice time prior to the race, Stan Jones put the Australian challenger through her paces. Blasting down the long straights with acceleration that surprised many American drivers, Stan gave warning that SOLO was going to be a force to be reckoned with. But fate had decided otherwise. Coming out of a corner, one of the blades of the prop let go. The result was a nicely chewed hole through the bottom of the boat. Working around the clock, the crew repaired the hole. The next morning, and with another prop fitted, the boat was once again tried. Lady Luck was not riding with the SOLO; apparently she had stayed behind in Australia. Unknown to the crew, the boat had suffered internal damage to the support structure for the skeg. Coming down the straight at approximately 140 m.p.h. disaster struck. The skeg gave way. The result, one wrecked stern. It was a disappointed crew that announced their withdrawal from the World Championship.

The Gold Cup race in Seattle was two weeks away. The crew worked flat out to rebuild the back of the boat. With the loss of two of her best props, the only one SOLO had left in her armoury, was the 160 m.p.h. Kilo prop. Designed for smooth water straightaway record runs and not for circuit racing, it made the boat ride wide on the rough race water at Seattle.

Half way through the race and running in second position with Bob Saniga at the helm, the mighty Merlin motor began to overheat. The big prop was throwing the hull around so much that the water pick ups were out of the water more often than what they were in. Finally the 20 litre rolls cooked a head, putting SOLO out of the race.

The challenge from Australia was over. After the effort the team put into the American trip, it was a great disappointment for them not to finish a race.

However, in many ways the trip was a success. The Americans are very much aware that another country can produce an Unlimited hydroplane equally as good as their own Gold Cuppers.

Whether "SOLO" wins, loses or draws today, one thing is for sure. One day in the not too distant future, SOLO will again return to the land of the Giant Thunder Boats to do battle with them for the World Championship.

## RACE TERMS AND WHAT THEY REALLY MEAN

**BOAT RACE.** A water side picnic, a loud buzzing is provided at regular intervals, to keep sleepy picnickers awake.

**DRIVER.** A dashing, handsome fellow, always wearing a colourful jump suit, life jacket and surrounded by several strikingly beautiful young women. If he has time, he may drive a boat.

**CREW.** Grease and oil covered fanatics who try to satisfy a strong craving by taking apart and putting together racing engines from 6 a.m. to 10 p.m. seven days a week all year long. The other eight hours they drink beer.

**OWNER.** A man who has discovered a hole in the water in which to throw money.

**OFFICIAL.** A suspicious looking fellow with a great big badge. He keeps crews, owners, drivers and workers from having too much fun — fun such as free for all races, parties in the pits, fist fights etc.

**PITS.** This is the place all the drivers, owners, crews, fanatics, girlfriends, officials congregate. If there is room, boats are parked there. Sometimes it is near a race circuit.

**RACE CIRCUIT.** A watery merry-go-around. Race boats play hopscotch there. When a driver leaves his boat running on the merry-go-around it is said he goes for a drink.

**CRASH BOAT.** Volunteers who bring the driver back to dry out after he goes for a drink.

**HYDROPLANE.** An airplane that usually flies from one wave to the next. There is only one seat, in tourist class with no stewardess, no snacks and the motor is noisy.

**BUOY.** What the course markers are called. Drivers call them by another name when an Official tells him he has hit one and has been disqualified.

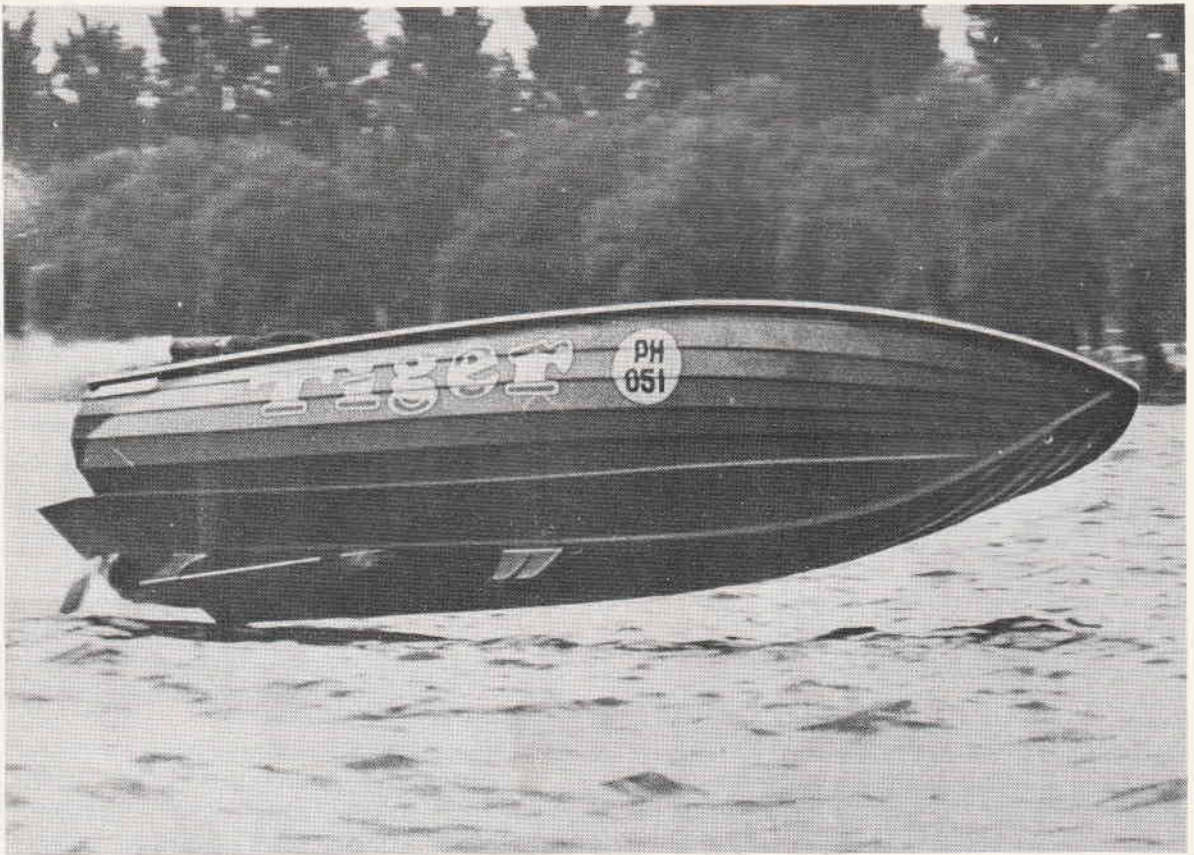
**RACE COMMITTEE.** Volunteer organization whose main purpose is to give away pit passes to everyone and his brother. If they have time, will run the boat races.

**PIT PASS.** There are two types (1) a ticket given to everyone and his brother by the race committee. (2) flirtatious activity in the pits.

**PRESS PASS.** A ticket given to everyone and his brother when the race committee run out of pit passes.







# RECORD

## COMPETITION LIFE JACKET

### FEATURES

- \* *Correctly positioned floatation provides roll-over within 5 seconds, and supports wearer with nose and mouth well clear of water.*
- \* *Strong, simple, quick release buckles on chest and leg harness.*
- \* *Fully adjustable leg harness.*
- \* *Side lacing allows positive adjustment for any fit.*
- \* *Special rib protection pads.*
- \* *Full length spine protection.*
- \* *Accepted by the Australian Power Boat Association and approved to Australian Standard A.S. 1512.*



**RECORD MARINE EQUIPMENT PTY. LTD.**

**SYDNEY: 226 Taren Point Road, Taren Point, N.S.W. 2229, Telephone: 525-1235.**

**MELBOURNE: 285 Canterbury Road, Canterbury, Vic. 3126, Telephone: 83-8074.**



The Victorian Speed Boat Club, the owner of this area and promoter of this meeting, is not an old club, but can truthfully claim to be the most successful club in Australia in the promotion of speedboat racing.

The club was founded by a group of men, members of the Royal Victorian Motor Yacht Club, who were interested in racing high speed boats, rather than mere cruising. The inaugural meeting was held at the kiosk on St. Kilda Pier in 1948 and the club established its own clubhouse and permanent race circuit at Albert Park Lake in 1952.

As distinct from most other power boat clubs, the Victorian Speedboat Club's principal aim is to foster and promote speedboat racing as a major motor sport.

We are proud of the fact that we are rapidly moving toward the time when our club will have the capacity and facilities to conduct major international speedboat race meetings at this area on Lake Eppalock.

The success of any sport in these times is dependent on a large spectator following and being aware of this fact our club is placing emphasis on providing a fast moving programme of high speed racing at all major meetings.

We can offer our members both exciting short circuit racing at Albert Park and spectacular championship racing at several country centres including Lake Eppalock, Yarrawonga and Horsham. To those interested in the sport but not having the resources to actively race, we offer the opportunity to participate in the conduct and promotion of speedboat racing and the building of a strong professional club.

If you enjoy today and would like to be a part of the body of people working to provide this most spectacular entertainment, contact any club official member here today or our secretary Ray Loon, phone - Melbourne 277 3699., or write to V.S.B.C., P.O. Box 35, Albert Park, 3206.

The Victorian Speed Boat Club desires to gratefully acknowledge the support and assistance extended to the Club by the undermentioned sponsors during the 1973/74 racing season.

**BP AUSTRALIA LTD.**  
**VACC INSURANCE CO. LTD.**

**COMMERCIAL HOTEL, HEATHCOTE**

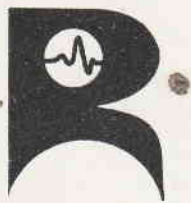
For the donation of four magnums of champagne to the boat recording the fastest single lap.



**POWER BOAT  
SERVICE**

Reliability is the key to power boating pleasure. BP quality fuels and lubricants ensure safe reliable power from your boat's motor. Inboard or outboard? Your BP man has a whole range of quality BP products to suit your power boating needs.

**BP brings out the best!**



**K. B. & L. J. ROBERTS HOLDINGS PTY. LTD.**

**INSURANCE CONSULTANTS**

**FOR THE AUSTRALIAN SPEEDBOAT DRIVERS ASSOCIATION**

- \* **Third Party Public Liability**  
for racing drivers throughout  
Australia and New Zealand.
- \* **Personal Accident Insurance**  
for drivers and jockeys  
\$10,000 death cover – \$60.00 weekly benefits.
- \* **Comprehensive Racing and Pleasure Craft Insurance**  
for circuit racing and skiing.
- \* **Club Insurance of all types**  
A team of action specialists in:
  - Superannuation**
  - Probate**
  - Life Insurance**
  - Fire**
  - Accident**
  - Marine Racing**
  - Intra Interstate Trucking**

1/7 ELLIOT PLACE, RINGWOOD, VIC. 3134  
TELEPHONE: 879 1944, 879 1744