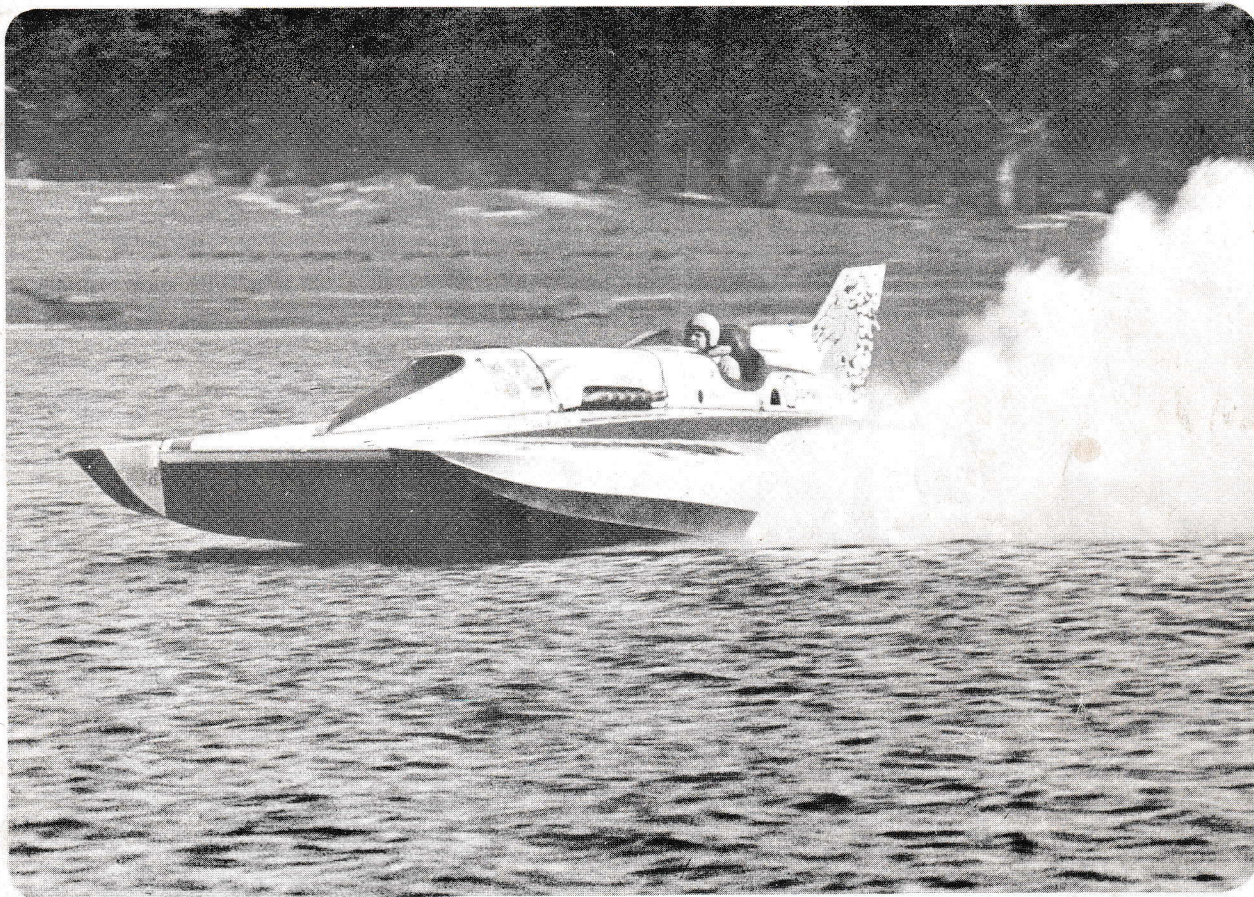


1974



GRIFFITH CUP

**AUSTRALASIAN UNLIMITED
SPEEDBOAT
CHAMPIONSHIP**

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JAN. 27**

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1974 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.

The Victorian Speed Boat Club is proud to be able to present for the 4th consecutive year Australasia's blue ribbon powerboat race — the E.C. Griffith Cup. This race brings together the fastest field of unlimited class circuit racing craft in the Southern Hemisphere competing for one of the oldest motor sport trophies in the world.

Last years winner STAMPEDE, driven by Stan Jones and Bob Saniga will be running again in this years event under the temporary title of VS41 pending negotiations with a suitable sponsor whose name would then appear on the boat.

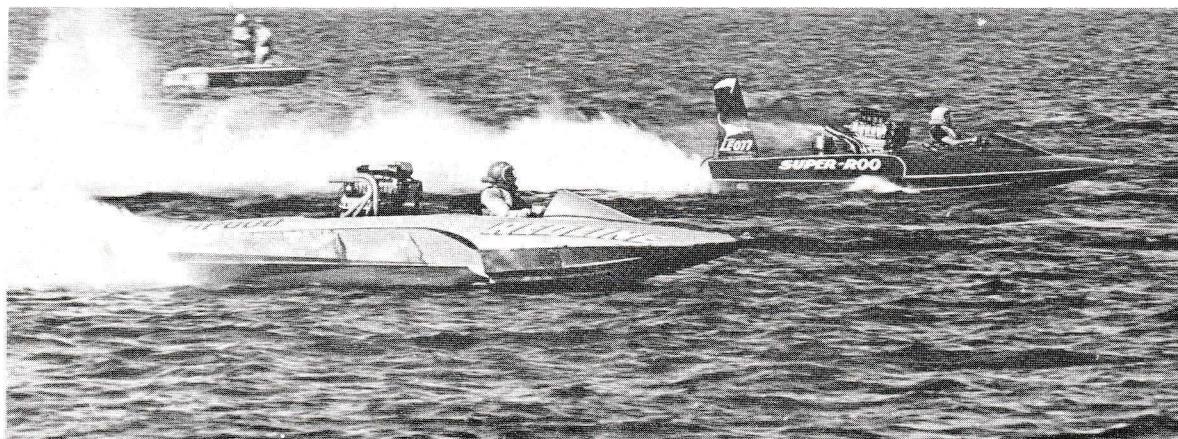
A boat that featured well in the 1973 Griffith Cup but unfortunately will not be racing this year is the McGregor Brother's AIR NEW ZEALAND. We all look forward to the return of this most impressive hydroplane, possibly next year to wherever the Griffith Cup will be contested.

Once again we are host to Ern Nunn and Gordon Turvey with the beautifully prepared WASP, certainly one of Australia's best performing hydroplanes. In 1962, Ern took an earlier WASP to New Zealand and won the Griffith Cup back for Australia after 13 years of Kiwi domination.

Western Australia will unfortunately not be represented on the water this year following BIG BENZOL's accident last March at the Eppalock Gold Cup, however, a large contingent of West Australians are here as spectators.

To all boat owners, drivers, sponsors, workers and spectators, the Victorian Speed Boat Club welcomes you and extends its thanks for your support of the 1974 E.C. Griffith Cup.

Keith Jenkinson,
Commodore,
Victorian Speed Boat Club.

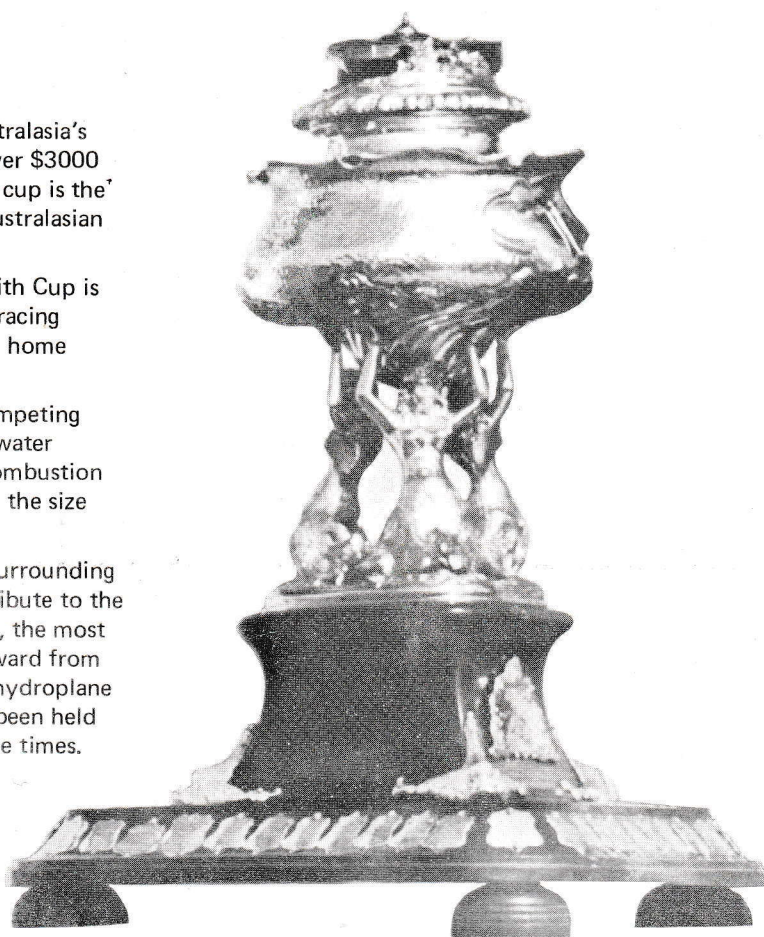


This is the E.C. Griffith Cup, Australasia's oldest motor sport trophy. Valued at over \$3000 this 64 year old pure hand beaten silver cup is the trophy awarded to the winner of the Australasian Unlimited Motor Boat Championship.

First contested in 1910, the Griffith Cup is Australia's most prestigious powerboat racing award and is annually conducted on the home waters of last years winner.

The only restriction placed on competing craft is that they be driven by an underwater propeller and powered by an internal combustion piston engine. There is no restriction on the size and shape of hull or engine.

Engraved names on metal plates surrounding the base of this coveted award reflect tribute to the winners who have competed since 1910, the most consistent winner being Mr. Len Southward from New Zealand — 1949 to 1959 with his hydroplane REDHEAD. Since then the trophy has been held by N.S.W. five times and by Victoria five times.



Officials

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Keith Jenkinson (Commodore)

APBA JUDGE

Tom Patterson

APBA REFEREE

Jack Riddle

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Ron Willshire, Rodger Andrews, Jeff Willshire, Alan McEwan, Shirley Loon, Graeme Williamson

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Alan Millard, Jack Gordon

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HISTORY OF UNLIMITED POWER BOAT RACING

by Fred Farley

Historian

Unlimited Racing Commission

American Power Boat Association

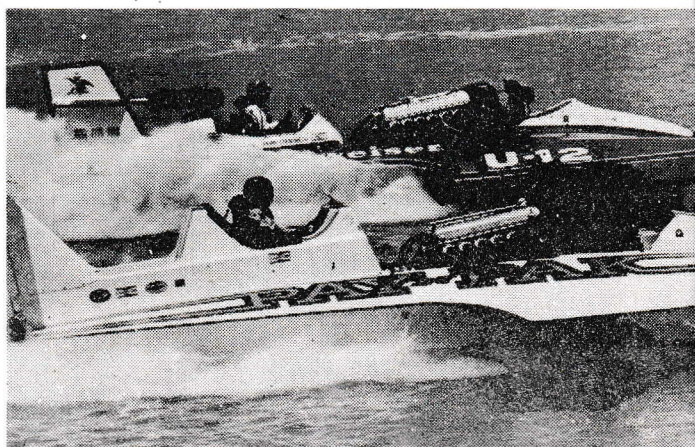
The world's first formal power boat meeting of any importance occurred in 1903 at Queenstown, Ireland. The event was the first annual running of the British International ("Harmsworth") Trophy. Gasoline engine powered boats of one sort or another had been in evidence as early as 1887 when Gottlieb Daimler hitched a crude petrol motor to the rear of a rowboat on the River Seine in Paris but this was the origin of a competitive tradition that, 71 years later, continues to flourish the world over. The 1903 British International Trophy was won by England's NAPIER I driven by a woman — Miss Dorothy Levitt. The narrow 35 foot craft powered by a 75 horsepower Napier engine defeated TREFLE-A-QUATRE — a French vessel — at a speed of 19.530 land miles per hour — the first recognized water speed record.

The first contest for the famous Gold Cup — officially known as the American Power Boat Association Challenge Cup — was run on the Hudson River in New York as America's answer to the highly touted Harmsworth Trophy. The Gold Cup course was sixteen nautical miles up and down the Hudson unlike the oval shaped 2½ or 3 mile circuit that is in use today. Carl Riotte at the helm of STANDARD won all three heats of history's first Gold Cup competition with a 96 mile average of 23.160. STANDARD was a displacement craft measuring 59 feet in length with an 8½ ft. beam and powered by a 110 h.p. Standard motor which resembled a miniature steam engine with its steel columns and open frame.

Of all the motor sport trophies in Australia, the E.C. Griffith Cup ranks as both the oldest and most prestigious. First contested in 1913, it compares favorably to England's Harmsworth Trophy and America's Gold Cup awards and is indicative of the Australasian Motor Boat Championship Unlimited. Prior to 1913, the Australasian Championship carried with it the Griffith Shield which was not a perpetual trophy and could be won outright by any boat posting two successive victories. A. H. Davies won the inaugural running of the Griffith Shield in 1910 with FAIRBANKS — powered by an engine with the same name and equipped with a displacement hull with a round bilge. Anthony Hordern's KANGAROO gained permanent possession of the Shield with back-to-back triumphs in 1911 and '12. (The single step hydroplane turned heat speeds at slightly better than 30 miles an hour with the aid of a Brasier four cylinder engine rated at between 90 and 150 h.p.) KANGAROO also garnered the initial offering of the Griffith Cup on Rose Bay in Sydney Harbor with victories in two straight heats on January 11, 1913. (Both heats consisted of two

laps around a 9.54 mile course).

The British International Trophy, the Gold Cup, and the Griffith Cup have proved to be three of the greatest incentives in the development of competitive power boats in the history of the sport. The B.I.T. is technically a race between nations rather than individual boats. Between 1903 and 1961, the United States was victorious on sixteen occasions with Great Britain winning it five times, Canada three times, and France once. From 1904 to 1962, the site of the Gold Cup was determined by the yacht club of the winning boat rather than, as it is today, by the city with the highest financial bid. Seattle, Washington won the right to host the 1974 Gold Cup meeting on August 4 with a bid of \$52,500. The Griffith Cup is annually contested on the home waters of the previous winner. This year's renewal takes place on Lake Eppalock by virtue of STAMPEDE's 1973 victory on the same body of water over AIR NEW ZEALAND'



Beginning in 1917, Unlimited power boat racing entered the "Gar Wood Era". For sixteen years, Garfield Arthur Wood (named after two U.S. Presidents) would seemingly become the personification of high speed motor boat competition in the eyes of the world. His name was engraved on the Gold Cup four times as an owner and five times as a driver and on the Harmsworth Trophy eight times as a driver and nine times as an owner. In the Final Heat of the 1920 Gold Cup on the Detroit River, Wood, at the wheel of his first MISS AMERICA, turned a phenomenal 70.412 — a record that was to stand until 1946. Gar's greatest personal triumph occurred in 1920 on Osborne Bay, England where the 26 foot MISS AMERICA I — powered by twin Smith-Liberty power plants recaptured for the United States, for the first time since 1911, the Harmsworth Trophy at a record-breaking average speed of 52.439 over MISS DETROIT V, MAPLE LEAF VI, and SUNBEAM DESPUJOLS. Indeed, it is in the area of Harmsworth competition wherein lies most of Gar Wood's fame. His two most famous craft were MISS AMERICA IX — the first official 100 mile an hour boat (102.256 in 1931) — and MISS AMERICA X — 38 feet of mahogany

continued on page 13

ENTRIES: 1974 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 \$150.00, 2nd \$75.00, 3rd \$50.00, 4th \$25.00

3 lb. 'GRAVINER' fire extinguisher donated to winner by Fire Fighting Equipment.

Four magnums of champagne donated to single fastest lap scorer over 3 heats
donated by Commercial Hotel, Heathcote.

1st Heat 2:30pm

6 laps of 1½ mile circuit

BOAT NAME	HULL TYPE	DRIVER	ENGINE
THE PIG	S.K.	Greg Fleming	Chevrolet 427 c.i.
BLACK KNIGHT	Hydroplane	Pat Hawthorn	Dodge Magnum 440 c.i.
VULTURE	Hydroplane	John Lewis	Chevrolet 302 c.i.
SUSAN DEE	Runabout	Glyn Graham	Ford 351 c.i.
V.S. 41	Hydroplane	Jones/Saniga	Rolls Merlin 1600 c.i.
REDLINE	Hydroplane	Peter Wade	Chevrolet 500 c.i.
CATARINA	Runabout	Tony Lenzi	Chevrolet 454 c.i.
PITSTOP	Hydroplane	Don Preece	Chrysler 426 c.i.
RAMROD	Runabout	Geoff Lewis	Chevrolet 292 c.i.
STINGA	Runabout	John Nason	Chevrolet 302 c.i.

2nd Heat 3:00pm

6 laps of 1½ mile circuit

HERITAGE	Hydroplane		Chevrolet 454 c.i.
EXCITER	Hydroplane	Tom Watts	Chrysler 426 c.i.
CAROL LEE	Skiff	Clem King,	Ford 427 c.i.
WASP TWO	Hydroplane	Nunn/Turvey	Maserati 6 Litre
MARIAH	Runabout	Joe Cooper	Chrysler 392 c.i.
SUPER ROO	Hydroplane	Bert Bravman	Chrysler 398 c.i.
KLUTE	Runabout	John Egar	Holden 253 c.i.
TORTOISE	Hydroplane	Des. Radburn	Chrysler 392 c.i.
KINETIC	Hydroplane	Max Richardson	Chevrolet 302 c.i.
HEP CAT	Hydroplane	Stan Leach	Chevrolet 339 c.i.

Final Heat 4:00pm

6 laps of 1½ mile circuit

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PROGRAM OF EVENTS

	EVENT	BOAT	HULL	DRIVER	ENGINE
1	100 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00 "Formula Ford Trophy" donated by the Ford Motor Co. of Australia Ltd.	ZULU WASP HO-BO LOTUS FRANTIC TOO SUPER-ROO BEAST NITRO SA-GO DYNAMITE HAIRY PIRANAH SHIFF-T	Hydroplane Skiff Hydroplane Hydroplane Hydroplane Skiff skiff Runabout Skiff Skiff Skiff Skiff Skiff	Les Burns Graham Rodgers Mike Weller Mike Faye Tom Barnes L. Doyle I. Jarvie G. Mogford H. Farley Mick Bakoff N. Potts Ron Leaney Fred Hamilton	Lotus/Ford Fiat Formula Ford Formula Ford Formula Ford Formula Ford Peugeot Ford Ford Lotus/Ford Corolla Lotus/Ford Lotus/Ford
2	UNLIMITED DISPLACE- MENT 1st \$40.00 2nd \$20.00 3rd \$10.00	CAROL LEE MARIAH BEE-PEE OSPREY STINGA KLUTE PSYCHO RAMROD SUSAN DEE	Skiff Runabout Runabout Runabout Runabout Runabout Runabout Runabout Runabout	Clem King Joe Cooper Ken Harris Neil Northfield John Nason John Egar Alan Beale Geoff Lewis Glyn Graham	Ford Chrysler Chevrolet Chevrolet Chevrolet Holden Valiant Chevrolet Ford
3	155 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	CHINOOK HYDROMANIA SCREAMING EAGLE III NO-MORE RUSSCO GO-ON ABOUT TIME KIOWA MORTICIAN DIXIE CINDY FAST-R THUNDERBOLT	Hydroplane Hydroplane Skiff Runabout Hydroplane Skiff Skiff Hydroplane Hydroplane Runabout Runabout Hydroplane Runabout	Len Arnott Geilen/Howe Ian Harvey Danny Moylan Alan Coombs Bill Wade Alan Healey J. Williams Tony Pennington Peter White Bob Fisher L. Renwick D. Wroe	Holden Holden Repco-Brabham Holden Falcon Holden Holden Holden Falcon Holden Holden Holden Holden
4	"JETSPRESS" 5 LITRE SCRATCH First prize of \$50 donated by "Jetspress" — Air Cargo and Taxi Trucks 2nd \$20.00 3rd \$10.00	CANDY APOLLO BEE-PEE KINETIC VULTURE RAMROD AH-GEE STINGA OSPREY	S.K. Runabout Runabout Hydroplane Hydroplane Runabout Runabout Runabout Runabout	Ray Loon Bob Reid Ken Harris Max Richardson John Lewis Geoff Lewis G. Stewart John Nason Neil Northfield	Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet 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. BANZAI Hydroplane Ken Wheeler Buick
SCRATCH PEANUTS Hydroplane Laurie Craddock Oldsmobile
1st \$40.00 SCRUBCAT Hydroplane Jack Long Buick
2nd \$20.00 DAKTARI Runabout Ron Harrison Falcon
3rd \$10.00 TERR-BY Skiff T. Brown Holden
HORNET Skiff Bill Hart Jaguar
TARANTARNI Runabout B. Greene Holden
- 10** 266 c.i. MYSTIC Runabout Ron Cawley Ford
SCRATCH MISS-CHIEF Skiff Wally Cooper S.V. Ford
1st \$40.00 J'ARRIVE Skiff Jim Willis S.V. Dodge
2nd \$20.00 PSYCHO Runabout Alan Beale Valiant
3rd \$10.00 KLUTE Runabout John Egar Holden
RASCALA Runabout Baberton/Hawkins Holden
SHIRAZ Skiff Fred Stacey Holden
TRACY Runabout Bob Kruger Holden
EXTASY Runabout Geoff Welch Holden
KIMBO Skiff Holden
SHANNON Displacement J. Partington S.V. Ford
- 11** 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.
- 12** COMBINED HANDICAP REFER TO EVENT NO's 4, 9 & 10 FOR ENTRIES.
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in the 1974 Season.

continued from page 6

powered by four giant Packard engines with 48 cylinders rated at 7600 horsepower set in tandem. At full throttle, five gallons of fuel were required to drive her the distance of one mile. She won the 1932 and '33 Harmsworth meetings and, in 1932, set a world mile straightaway record of 124.915.

By far the most successful Griffith Cup champion of the pre-Second World War era was the famous TORTOISE II (owned by the Rymill brothers) which emerged victorious on five consecutive occasions in 1925, '26, '29, '30 and '33. TORTOISE II was a single step hydroplane conceived by the famed American designer John Hacker. Powered by a 450 h.p. Liberty V-12 engine, the craft won the 1933 Griffith Cup meeting at an average speed of 62 miles an hour compared to the 56 mile an hour velocity posted by EL LAGARTO (another Hacker creation) in the Gold Cup Race during the same year on the other side of the globe.

With the advent of World War II and gasoline rationing, competition in virtually all classes of power boating the world over was suspended. When racing resumed in 1946, a huge supply of converted aircraft and other types of engines produced by the war was in evidence. The first Australian to take advantage of the new power source was Norm Tompkins who installed a Rolls-Royce Merlin V-12 in SUNRAY II — a hull originally built in 1932 that had won the Griffith Cup in 1934, '35, and '36 under another name (CETTIEN) with a Liberty power plant. In the United States, Dan Arena installed an Allison motor in his new MISS GOLDEN GATE III and entered the 1946 Gold Cup in Detroit. Arena failed to finish the 90 miles but set a 3-mile lap record at the then unheard of speed of 77.911. SLO-MO-SHUN IV driven by Stan Sayres raised the propeller-driven straightaway record to 160.323 in 1950 and 178.497 in 1952 on Seattle's Lake Washington with an Allison. In 1957, Art Asbury and Canada's MISS SUPERTEST II averaged 184.494 using a Rolls-Royce Griffin. The current mark of 200.419 was set in 1962 by the Rolls-Merlin-powered MISS U.S.I. at Gunter'sville, Alabama handled by Roy Duby.

Although the first Australasian boat to officially exceed 100 miles an hour was New Zealander Ken Southward's REDHEAD which turned 101.3 in 1955, Australia's FLEETWING — owned by Bill Jeanes and driven by his brother Bob — did 102.031 and then 106.525 during the same year on Kogarah Bay. Measuring 26 feet by 8½ feet and powered by a Rolls-Merlin, FLEETWING was originally a displacement hull but had been converted into a three-pointer with drop sponsons for the record run. The craft bore the name of another famous Unlimited hydroplane that its owner had campaigned with much success during the 1920's and '30's with a 220 h.p. Hispano engine.

By far the most successful Unlimited power boat of the post-World War II era is the third MISS THRIFTWAY (renamed MISS CENTURY 21 to promote the 1962 Seattle World's Fair) which started 85 heats between 1959 and 1963, finished 77 of them, won 46, set a mile straightway record of 192.001 in 1960 that stood for two years, and claimed fourteen race victories — including two Gold Cups — with Bill Muncey driving. The most successful Australian Unlimited in recent years would have to be Dave Tenny's AGGRESSOR which, during the 1971-72 racing season, entered eleven races and won ten of them in a row including the Griffith Cup, the Kimbolton Cup, the Eppalock Gold Cup, and the Australian National Championship award. The two STAMPEDE entries owned by Stan Jones and Bob Saniga have also won many race meetings — including three of the last four Griffith Cup events. And, in 1973, Bob Saniga piloted the second STAMPEDE to an Australasian kilometer record of 159.49 miles an hour on Lake Eppalock.

Unlimited power boating has come a long way in the past seven decades from the 19.530 speed recorded by NAPIER I to the 200.419 mark set by MISS US. I. There have been many, many highlights too numerous to be retold here. The Unlimited Class is water racing's grand prix. It is impossible to describe the thrill that comes from seeing a fleet of giant boats contending for position, throwing impressive roostertails, and vibrating with speed as they compete for the world's most sought after motor boat trophies.



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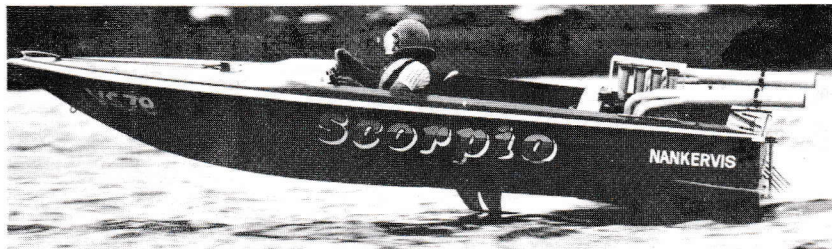
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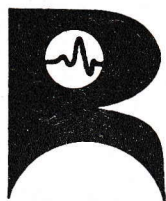
For the donation of four magnums of champagne to the boat recording the fastest single lap.



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