

GRIFFITHS CUP 1972



LAKE EPPALOCK
JANUARY 30



**NORM BEECHEY,
CHAMPION AUSTRALIAN
DRIVER**

If power boats had wheels...

GT 100
the radial man's radial
B.F. Goodrich



"Although I don't race Power boats, I can appreciate the skill and experience of those who do. Likewise I appreciate the skill and experience that B.F. Goodrich have put into their GT 100 radial tyre. And although we may not all be aware of the safety rules which govern Power Boat racing, we are all vitally concerned with road safety and safe driving. Think about that when you are driving home today and every day. And think about the extra margin of safety that GT 100 radials can give you. I know what they can do. I've tested them. And I believe that the braking and roadholding of the GT 100 is superior to any radial I've ever driven on. So ... like I said ... If Power Boats had wheels ..."

1972 E.C. GRIFFITH CUP

THE AUSTRALASIAN MOTOR BOAT CHAMPIONSHIP UNLIMITED,
Victorian Speed Boat Club Race Circuit, Derrinal Pool, Lake Eppalock, Victoria.

COMMODORE'S ADDRESS

The Victorian Speed Boat Club has pleasure in again presenting Australasia's marine racing classic, the E. C. Griffith Cup for the Australasian Motor Boat Championship Unlimited. Valued at over \$3,000, the hand beaten pure silver trophy was presented to speed boat racing by Mr. E. C. Griffith in 1910, and is traditionally awarded to the winner of this championship event. Open to any inboard engined propeller driven craft, there is no restriction on hull form, dimension, or engine capacity.

The Griffith Cup is usually contested over two heats each of 10 miles; however, if starters in today's event exceed the maximum number the circuit can safely accommodate, last year's formula will be adopted where the field was divided into two elimination heats and a final run off featuring those boats fast enough to place them in the top of the elimination fields.

Last year on Easter Sunday at the same location, you may well have witnessed the 1971 Griffith Cup won for the second time by the almost invincible STAMPEDE flying the V.S.B.C. burgee. Owned and driven jointly by Stan Jones

and Bob Saniga, their 1971 effort bestows the honour of conducting this event once again on the Victorian Speed Boat Club.

STAMPEDE'S extensive record of victories last season and the potential shown by Dave Tenney's AGGRESSOR, heralded the beginning of a new era as boats using highly stressed modified automotive engines used to power many Griffith Cup winners in the past, were literally swept aside by the massive horsepower and size of these huge hydroplanes, both utilising supercharged V/12 Rolls Royce ex-aircraft engines around 16 litres capacity.

To our interstate entrants and their followers, we extend a warm welcome this weekend. Without your assistance and support 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.

H. J. Bate,
Commodore,
Victorian Speed Boat Club.



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. Hon. Secretary: Allan Dick, 2/28 McComas Grove Burwood, Victoria, 3125.

Designed and edited by Bob Wilmot assisted by David Campbell.

Printed by W. L. Ingpen and Son Pty. Ltd.

Typesetting by Composer Typesetters (Mitcham).

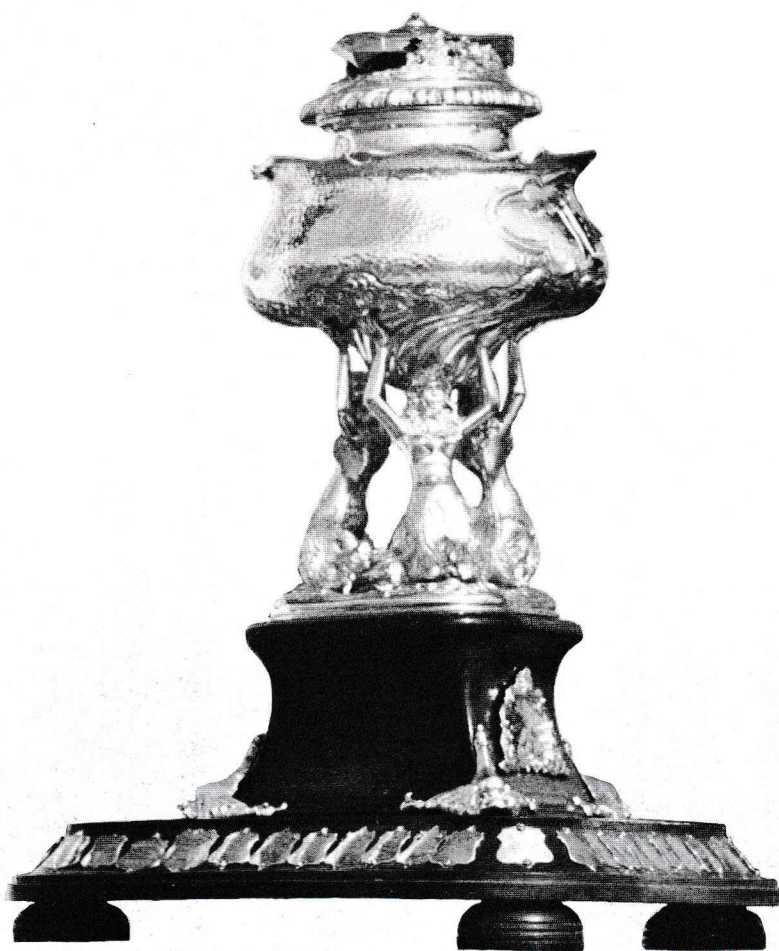
Photographs by courtesy of: Graeme Andrews, The Age, Bob Wilmot, Ted Madden.

HOW THINGS HAVE CHANGED...

"When the one minute gun was fired Pennzol came down with a rush and nearly beat the clock by the small margin of two seconds; consequently Pennzol had to make a wide circle to make the start and lost 30 seconds in getting to the line again. Miss Ada driven by Ray Jentsch had gained quite a lead from the back marker while Max, powered by a 175 h.p. Lycoming was following Miss Ada with Centaurus close behind.

At the end of lap one, Miss Ada lead Max by six seconds but was only one second in front at the end of lap two. By the fourth lap she had opened out to four seconds again as Centaurus broke down. By the seventh lap Max and Miss Ada were level but then Miss Ada broke down and retired. Pennzol made her attempt then and after the last three laps Max took the flag by three seconds.

At the time for starting heat two, Pennzol's engineers were unable to start her so the McFarlane Brothers were asked if they would mind waiting till the other boat was ready. They did so and Pennzol was well in front until an oil line broke, causing her to retire in lap nine."



Max won the 1941 E. C. Griffith Cup with an average speed of 39.064 m.p.h. while Pennzol recorded the fastest time with a speed of 41.872 m.p.h. over one lap.

How things have changed today. Last year we saw the Kiwi contingent come over to do battle with the Victorian giants only to be felled by fate before they could be fairly beaten. Aggressor driven by Dave Tenny and current Australasian and Australian champion Stampede driven by Stan Jones and Bob Saniga put on a magnificent battle which thrilled the mighty crowd. Stampede flew over the line well in front of second challenger Redline after Aggressor wallowed to a halt with a blown water line.

Since then the Kiwis have gone back to their drawing board and are threatening new and mightier craft for the 1973 race, Aggressor has beaten Stampede in several medium import events and this year's running of the Classic Cup looks to be very much a battle between the two Australian Gold Cuppers.

By way of comparison with today's craft, the competitors in the 1941 Cup were: Max — 175 h.p. Lycoming engine; Miss Ada — 85 h.p. Ford V/8; Pennzol — 21 feet long with a 350 h.p. Rolls Royce engine and Centaurus II with a 220 h.p. Vickers-Wolseley.

PAST GRIFFITH CUP WINNERS

1910	FAIRBANKS — Mr. A. H. Davis (N.S.W.)
1911	KANGAROO — Mr. Anthony Horden
1912	KANGAROO — Mr. Anthony Horden
1913	KANGAROO — Mr. Anthony Horden
1914)	
1915)	NAUTILUS — Mr. F. Cornwall (Vic.)
1916	TORTOISE — Messrs. Rymill Bros. (S.A.)
1922	TORTOISE — Messrs. Rymill Bros. (S.A.)
1924	CENTURY TIRE — Mr. J. Williams
1925	CENTURY TIRE — Mr. J. Williams
1926	TORTOISE — Messrs. Rymill Bros. (S.A.)
1933	TORTOISE — Mr. A. G. Rymill (S.A.)
1934	CETTIEN — Mr. H. McEvoy (N.S.W.)
1935	CETTIEN — Mr. H. McEvoy (N.S.W.)
1937	MISS JUDITH — Mr. E. G. Glass (N.S.W.)
1939	PENNZOL — Mr. Reg Richards (N.S.W.)
1940	CENTAURUS — Mr. R. Pickering (N.S.W.)
1941	MAX — Mr. Bert McFarlane (N.S.W.)
1947	MAX — Mr. Bert McFarlane (N.S.W.)
1948	WASP — Mr. E. Nunn (N.S.W.)
1949)	
1959)	Inclusive. REDHEAD — Mr. Len Southward (N.Z.)
1960	MYSTIC MISS — Mr. B. Stevenson (N.Z.)
1961	MYSTIC MISS — Mr. B. Stevenson (N.Z.)
1962	ELRAY — Mr. L. Appleton (N.Z.)
1962	WASP — Mr. E. Nunn (N.S.W.)
1963	VENUS — Mr. Alan Fordham (Vic.)
1965	WASP — Mr. E. Nunn (N.S.W.)
1966	MYSTIC MISS — Mr. A. Baker (N.S.W.)
1967	ASSASSIN — Mr. A. Baker (N.S.W.)
1968	WASP — Mr. E. Nunn (N.S.W.)
1969	ASSASSIN — Mr. T. Mathews (Vic.)
1970	STAMPEDE — Mr. S. Jones & R. Saniga (Vic.)
1971	STAMPEDE — Mr. S. Jones & R. Saniga (Vic.)

Data on 1941 Griffith Cup and photo of Cettien provided by SEACRAFT Australia's leading powerboat magazine.

To know powerboating on a national scale you should know SEACRAFT 40c at all newsagents



CETTIEN, H. McEvoy (N.S.W.) Winner of 1934 and 1935 E. C. Griffith Cup.

Powered by a 450 h.p. Liberty aircraft engine, this old time displacement boat could do better than 70 m.p.h. The water-cooled exhaust manifold was manufactured from tin cans which rusted through every second month or so.

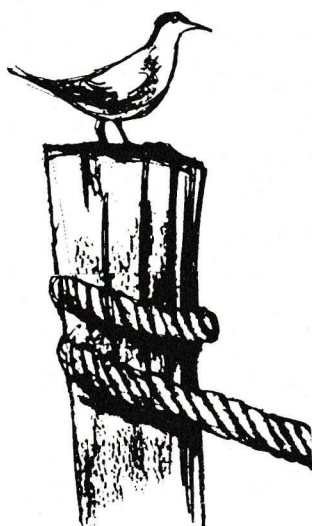
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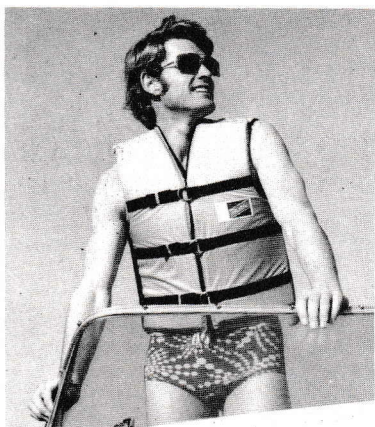
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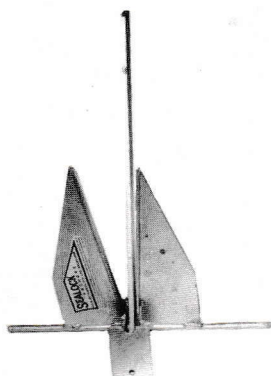
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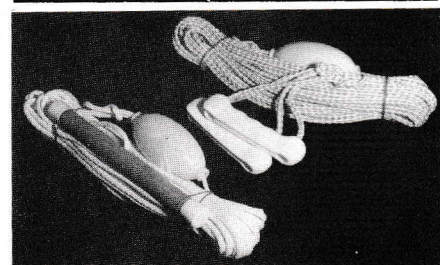
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motor spares

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ENTRY LIST: 1972 E.C.GRIFFITH CUP

AUSTRALASIAN MOTOR-BOAT CHAMPIONSHIP UNLIMITED

Nominal prizemoney donated by the Victorian Speed Boat Club — 1st \$100, 2nd \$50, 3rd \$25
Three magnums of champagne to fastest lap scorer donated by Commercial Hotel, Heathcote.

BOAT NAME	HULL TYPE	DRIVER	ENGINE	STATE
1st HEAT: 2.15 p.m.				
BIG BENZOL	Hydroplane	Tony Bartlett	Cheverolet 454 c.i.	West Aust.
VILLAIN	Hydroplane	Murray Langford	Cheverolet 292 c.i.	South Aust.
TORTOISE	Hydroplane	Des. Radburn	Chrysler 410 c.i.	N.S.W.
YOGI BEAR	Displacement S.K.	John & Bob Pearson	Cheverolet 427 c.i. S/C.	A.C.T.
STAMPEDE	Hydroplane	S.Jones/R.Saniga	Rolls Merlin 1600 c.i.	Vic.
MISS COLDSTREAM	Hydroplane	Ray Adams	Ford 390 c.i.	Vic.
BIG CAT	Displacement	Bert Brauman	Chrysler 398 c.i. S/C.	Vic.
HEMI	Displacement	Bill Barr	Chrysler 426 c.i. S/C.	Vic.

2nd HEAT: 2.45 p.m.				
THE BARON	Displacement	Brian Kirkwood	Cheverolet 454 c.i.	West. Aust.
WASP	Hydroplane	E.Nunn/G.Turvey	Maseratti 330 c.i. D.O.H.C.	N.S.W.
AGGRESSOR	Hydroplane	David Tenny	Rolls Merlin 1600 c.i.	Vic.
MYSTIC MISS	Hydroplane	Tom Watts	Cheverolet 396 c.i. S/C.	Vic.
BLACK KNIGHT	Hydroplane	Pat Hawthorn	Dodge Magnum 440 c.i. S/C.	Vic.
RED LINE	Hydroplane	Peter Wade	Cheverolet 500 c.i. S/C.	Vic.
CHEETA	Displacement	Les Ramsay	Cheverolet F/5000, 298 c.i.	Vic.
STINGA	Displacement	John Nason	Cheverolet 298 c.i.	Vic.

THE 8 FASTEST CRAFT FROM HEAT 1 AND HEAT 2 WILL CONTEST THE FINAL AT 3.45 p.m.



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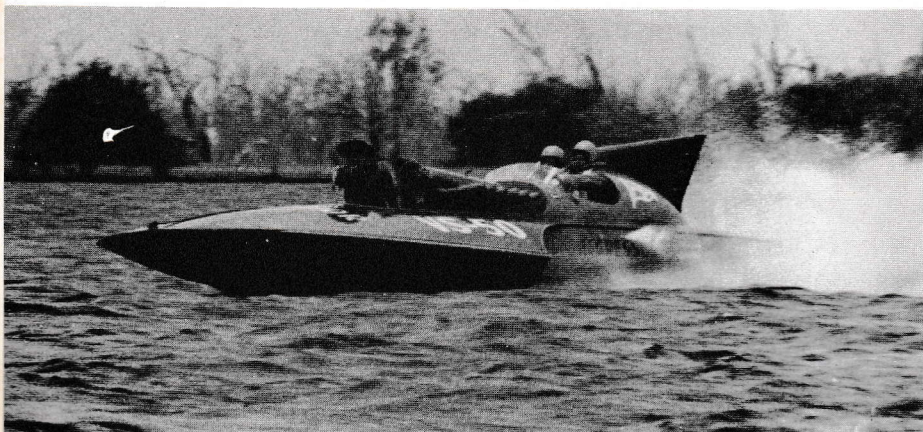
CONTACT DAVID GILL 723-5186, 62 VINTER AVENUE, CROYDON, VICTORIA, 3136.

'1972 LIFT-OUT PICTORIAL



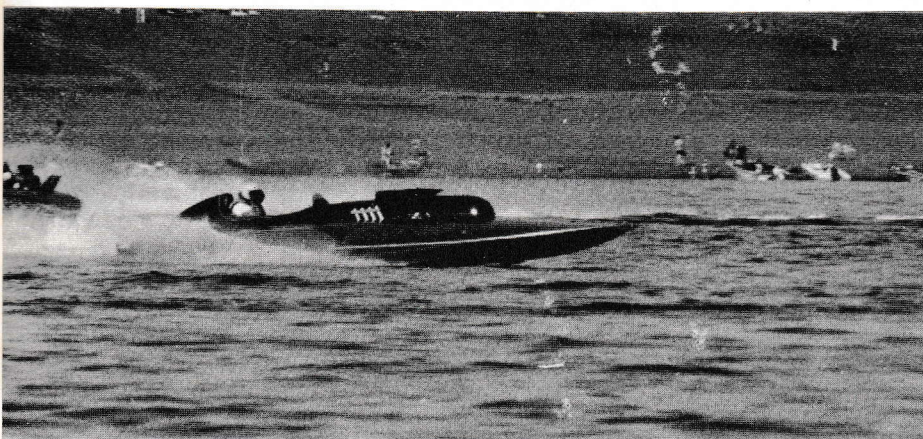
STAMPEDE — Stan Jones and Robert Saniga:

Owned jointly by Stan Jones and Bob Saniga, this 23 foot hydroplane was one of the first Australian race boats to successfully run a World War II ex-aircraft engine, in this case a massive V12. Rolls Royce Merlin engine from a Lancaster bomber. While Stan and Bob attend to the driving, aircraft engine genius, Clem Anderson looks after the fantastically complex 16 litre, 2000 h.p. power plant that has taken Stan Jones to 154.3 m.p.h. — an Australasian record. Co-winners of the 1970 and 1971 Griffith Cup, Stan and Bob will be trying hard to make this their third in a row. Both drive with skill and determination. Both are dyed-in-the-wool hydroplane enthusiasts and together they make one of Australia's greatest hydroplane driving teams.



AGGRESSOR — David Tenny:

Ten years ago, a 20 year old youth commenced building Australia's largest hydroplane. After almost a decade of problems and seemingly insurmountable obstacles, Dave Tenny finally has AGGRESSOR running fast and reliably. Best top speed to date is in the 130 m.p.h. range at just over half throttle. Until this season, a series of minor hull and engine problems have kept Dave from the winner's circle. So far this season AGGRESSOR has had four wins in four starts and the 1972 Griffith Cup may be the fifth. During last year's Griffith Cup, AGGRESSOR was moving up on STAMPEDE in the final heat when a fractured exhaust stub caused the engine water delivery hose to burst sending a geyser of water high in the air, halting Dave's valiant attempt for the lead. Assisted in the cockpit by Les Scott and on the bank by his wife June, 1972 may well see AGGRESSOR'S name engraved on the Griffith Cup.



WASP — Ern Nunn:

Every powerboat racing enthusiast in Australia and New Zealand knows Ernie Nunn and WASP. Almost 70 years young (not old), Ern holds the title of Australia's Grandfather of speed boat racing. The recipient of much acclaim and many trophies and awards, he outclasses almost any other hydro driver, engine expert and hydroplane authority in this country. His use of the best and most expensive European racing engines for hydroplane work is legendary. Ferrari engines have powered his last three boats — one of them regaining the Griffith Cup from New Zealand in 1962. The new 25 foot long WASP has a 5½ litre V8. Maserati mounted beneath the cowl. Perfectly finished in every detail, even even to the hand built aluminium trailer specially constructed for this new craft, Ern's boat reflects the endless hours and full time devotion necessary to produce a Griffith Cup winner. 1948, 1962, 1965 and 1968 were all WASP years, and in 1972 Ern will be trying for his fifth Griffith Cup win.



JO-BLO — Jack Bullen:

JO-BLO and Jack Bullen need no introduction to Australian inboard speed boat racing enthusiasts. With the reputation of being almost unbeatable in any Unlimited class event, JO-BLO has roared to many victories over the last few years but the Griffith Cup has remained just out of reach. Powered by a supercharged 427 c.i. Chevrolet engine running pure methanol, the present hull is a replacement for the boat Jack destroyed in a spectacular flip while leading the field in rough water during the 1970 Griffith Cup. All that was salvaged from 80 feet of water was the valuable engine and hardware. A constant tripper to Vic. from his native N.S.W. Jack Bullen is known by all as a gentleman and a hard, crafty driver. Following a costly engine breakage late last year, it is not known at the time of writing if JO-BLO will start in this year's Griffith Cup. However, Jack Bullen's standing is such that any Griffith Cup editorial would be incomplete without a mention of the mighty JO-BLO.

GUIDE: BOATS AND DRIVERS

CHEETA — Les Ramsay:

13 years ago Les Ramsay built and raced his first boat, a fibreglass runabout called SEE-YU powered by a 313 cubic inch V8. Chrysler engine. Between SEE-YU and Les' present race boat CHEETA, there have been 12 craft, all manufactured from fibreglass, each one an improvement on the one before, all part of Les' plan to develop fibreglass boats for competition use. From a small beginning in the Victorian town of Mansfield where Les ran a logging business and boats were manufactured only during the wet winter months, Ramsay Fibreglass Pty. Ltd. is now situated in a new factory in Vermont, from where high performance fibreglass boats fitted with a variety of engines and options are shipped to all states in Australia. The "Repco 5000" 300 c.i. racing engine now used to power CHEETA is a far cry from the earlier Chryslers and later the V8, Holden engines which Les was the first to use for marine racing. Developing over 450 b.h.p., the "5000" will spin reliably to nearly 9000 giving the lightweight hull enormous potential down the long Griffith Cup straightaways.



REDLINE — Peter Wade:

Mild mannered Bendigo businessman Peter Wade is a Jeckle and Hyde boat racer. Donning his crash helmet and life jacket transforms Peter into one of the nation's top fire-breathing, snorting, hydroplane drivers. An active runabout driver for a number of years, Peter purchased the present REDLINE from Norm Quinn in late 1969. After adding 3 feet in length and dropping in a hot 427 c.i. Chev. Peter proceeded to round up the 1970 Griffith Cup field until the rough water and Pete's 'determined' driving style demolished a sponson. An extremely fast, stable hydro and a perfect instrument with which Peter can display his driving skill and obvious love of 'low level' flying, REDLINE is now fitted with a fully imported supercharged 500 c.i. Chev. Some tuning problems have been experienced with this highly complicated rig, but if the engine develops anywhere near full power, REDLINE and Peter will be a formidable force in the big race.



VULTURE — John Lewis:

Owner and driver of Australia's fastest unsupercharged displacement boat VULTURE, Boronia plumber, John Lewis has over the last three years amassed the incredible total of 8 Australian and 10 Victorian speed records, 3 championship wins and countless second placings behind large hydroplanes like STAMPEDE and AGGRESSOR. Undoubtedly, Victoria's top displacement boat with an official top speed of 101.64 m.p.h. VULTURE started out in Dave Gill's boat works as a fast ski-boat to be raced occasionally. Originally powered by a 300 c.i. V8. Chev., the present fuel injected 350 c.i. motor was fitted two seasons ago. Since then the boat has seen a lot of racing and no skiing. Following a bad accident during a feature race after last year's Griffith Cup and more recently being thrown against the cockpit and knocked unconscious at Albert Park Lake, John may not enter the 1972 Griffith Cup with VULTURE. He may decide to wait until his new Gilflite hydroplane is ready to run before competing in a race of this nature which favours a fast hydro.



YOGI BEAR — John and Bob Pearson:

One of the best known teams in Australian Speed Boat racing; the Pearson Bros. and YOGI BEAR. Powered by a supercharged 427 c.i. Cheverolet engine, the red 'S.K.' has been seen at most major race meetings along the east coast. Hailing from Canberra where race water is non-existent, John and Bob must trailer YOGI BEAR almost 200 miles for tuning and testing. Faced with many problems in their choice of a complicated but potentially powerful engine, the boys are about due to break through with a vengeance. Running very fast during the 1971 Griffith Cup, YOGI BEAR'S shaft loosened allowing the propeller to lock against the rudder. The speeding craft barrel-rolled across the water catapulting the Pearsons out. No damage, but very spectacular. If the water is smooth and all engine bugs are fixed, 1972 could be this team's year.





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 Zoom Outboard

A scientific blend of a special high-performance 2-stroke oil and BP Regular petrol. BP Zoom Outboard is recommended for all modern outboard motors.

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Spray-on water-displacing compound for corrosion protection of all external metal surfaces. In 6 oz pressure pack.

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BP Energrease Outboard

High-quality grease for outboard gear cases requiring a grease and for general lubrication. In 8 oz plastic tubes.



BP brings out the best!



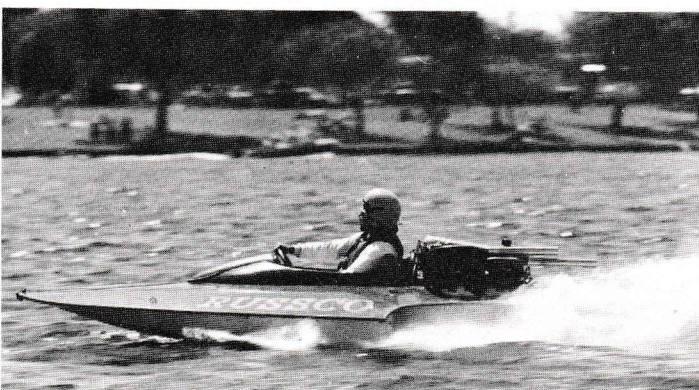
Ron Hull displays his typical 'mild to wild' driving style while pushing Ian Harvey's 155 c.i. skiff SCREAMIN' EAGLE to the ragged edge.



225 c.i. hydroplane HYDROPHOBIA with owner Allan Brown at the wheel.



One of the neatest runabouts on the Victorian race circuit, PUF-N-STUF: built, owned and driven by Terry Harris.



Top Victorian 155 c.i. hydroplane RUSSCO with Alan Coombs swinging the wheel.

SUPPORTING EVENTS

EVENT	BOAT	HULL TYPE	DRIVER	ENGINE	CLUB
1.					
100 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	HAVOC FRANTIC TOO DYNAMITE MISSILE SAGO PIRANHA FOX-E LADY JANE BEAST COUGAR MISS ALKY SHIFF-T	Hydroplane Hydroplane Skiff Outboard Skiff Skiff Skiff Skiff Skiff Skiff Hydroplane Displacement	Alan Eddington Len Jenkins Mick Bakoff Brian Goldsmith H. Farley Ron Leaney Jake Winzong Ron Lowery Keith Vale G. Ball Eric Kither Ted Hamilton	Lotus/Ford Formula Ford Ford Mercury Ford Lotus/Ford Peugeot Ford Ford Ford Ford Ford	V.S.B.C. V.S.B.C. M.R.S.B.C. G.A.C. V.S.B.C. M.R.S.B.C. M.R.S.B.C. M.R.S.B.C. S.H.C. M.R.S.B.C.
2.					
300 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	STINGA CANDY VILLAIN TEMPO TOO COMMANCHE ASSASSIN TOO HURRICANE SHILO MARIAH BEE PEE	Displacement Displacement Hydroplane Hydroplane Displacement Skiff Displacement Displacement Skiff Displacement	John Nason Ray Loon Murray Langford J. Blight L. Nicholls Trevor Matthews Phil Dunn Terry Newman Joe Cooper Ken Harris	Chevrolet Chevrolet Chevrolet Ford Ford Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet	V.S.B.C. V.S.B.C. S.S.B.C. W.A. B.P.B.C. M.R.S.B.C. N.S.B.C. M.R.S.B.C. M.R.S.B.C.
3.					
155 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	SNOOPY RUSSCO HUNTER CHINOOK HYDROMANIA SCREAMIN' EAGLE III CINDY NO MORE VIPER CZAR PEYTON WILD WOODY	Hydroplane Hydroplane Hydroplane Hydroplane Hydroplane Skiff Displacement Displacement Displacement Displacement Displacement Hydroplane	Allan Dick Alan Coombs Ron Hull Len Arnott Neil Howe Ian Harvey John Patterson Tom Pyke Max Luhrs Rodger Andrews Keith Harrison Graeme Morley	Repco Holden Falcon Waggott Holden Repco Holden Repco Holden Repco Brabham Repco Holden Holden Repco Holden Holden Holden Holden	V.S.B.C. V.S.B.C. V.S.B.C. V.S.B.C. V.S.B.C. V.S.B.C. V.S.B.C. M.R.S.B.C. L.S.P.B.C. U.S.B.C. M.R.S.B.C. H.P.B.C.
4.					
225 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	VIXEN TEMPEST SCRUBCAT BANZAI HYDROPHOBIA SCREAM BY	Skiff Displacement Displacement Hydroplane Hydroplane Displacement	Ron McDonald B. Adams Jack Long Ken Wheeler Alan Brown B. O'Shannesy	Holden Holden Buick Buick Falcon Holden	B.P.B.C. M.R.S.B.C. V.S.B.C. M.R.S.B.C. V.S.B.C.
5.					
266 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	SHIRAZ RASCALA TRACY PUF-N-STUF J-ARRIVEE MISS CHIF	Skiff Displacement Skiff Displacement Skiff Skiff	Fred Stacey W. Baberton R. Kruger Terry Harris Jim Willis Wally Cooper	Holden Holden Holden Holden Dodge s/valve Ford s/valve	M.R.S.B.C. B.P.B.C. V.S.B.C. M.R.S.B.C. M.R.S.B.C.

SUPPORTING EVENTS

6.

100 c.i. HANDICAP:
Trophies to placegetters.

REFER TO EVENT No.1 (100 c.i. SCRATCH) FOR ENTRIES.
All boats start according to handicap time calculated on scratch race performance.

7.

155 c.i. HANDICAP:
Trophies to placegetters.

REFER TO EVENT No.3 (155 c.i. SCRATCH) FOR ENTRIES.

8.

E. C. GRIFFITH CUP:
Heat 1. Time: 2.15 p.m.

LIST OF ENTRIES ON PAGE 7.

9.

E. C. GRIFFITH CUP:
Heat 2. Time: 2.45 p.m.

LIST OF ENTRIES ON PAGE 7.

10.

225 c.i. HANDICAP:
Trophies to placegetters.

REFER TO EVENT No.4 (225 c.i. SCRATCH) FOR ENTRIES.

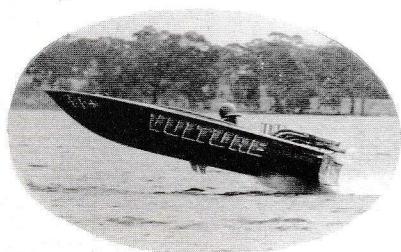
11.

266 c.i. HANDICAP:
Trophies to placegetters.

REFER TO EVENT No.5 (266 c.i. SCRATCH) FOR ENTRIES.

RYAN PROPELLERS will award a competition propeller to suit the most outstanding boat of the day, as judged by the race committee.

TOP BOATS USE RYAN EQUIPMENT



RYAN hi-performance marine equipment

Competition propellers

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Technical marine advice

Contact Terry Ryan: 534 836 370 Hawthorn Road, South Caulfield, 3162.

SUPPORTING EVENTS

12.

E. C. GRIFFITH CUP:
Final. Time: 3.45 p.m.

TOTAL OF 8 FASTEST CRAFT FROM HEAT 1 AND HEAT 2.

13.

300 c.i. HANDICAP:
Trophies to placegetters.

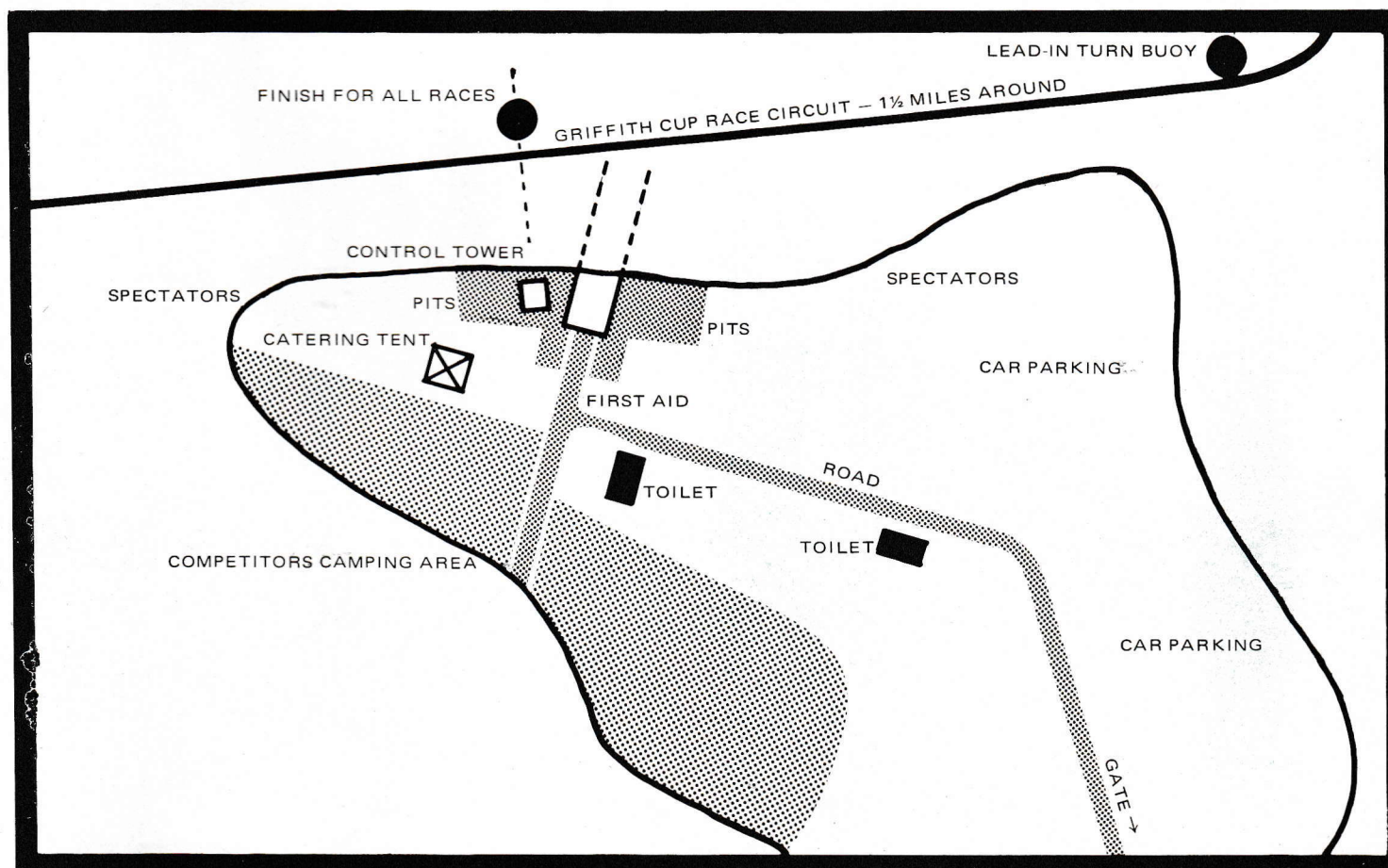
REFER TO EVENT No.2 (300 c.i. SCRATCH) FOR ENTRIES.

EVENT	BOAT	HULL TYPE	DRIVER	ENGINE	CLUB
14. UNLIMITED SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	BIG CAT BIG BENZOL REDLINE THE BARON PHANTOM YOGI BEAR HEMI	Displacement Hydroplane Hydroplane Displacement Displacement Displacement Displacement	Bert Brauman Tony Bartlett Peter Wade Biran Kirkwood A. Tweddle J. & R. Pearson Bill Barr	Chrysler S/C Chevrolet Chevrolet Chevrolet Chevrolet Chevrolet Chrysler S/C	BP.B.C. P.H.C. B.P.B.C. W.A. V.S.B.C. A.C.T. V.S.B.C.

15.

OPEN HANDICAP:
Trophies to placegetters.

ENTRIES FOR THIS EVENT RECEIVED DURING RACE DAY.



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acknowledgements

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donation of 'Graviner' fire extinguisher

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donation of champagne for fastest lap

BP AUSTRALIA LIMITED

for providing year round assistance and being
a major sponsor of Victorian speed boat racing

V.S.B.C. LADIES COMMITTEE

for helping today and in so many ways
throughout the year

BOAT OWNERS, DRIVERS AND CREWS

for competing in the 1972 E. C. Griffith Cup
and supporting events

Special thanks to Mr. Ken Wheeler for assisting
in the promotion of this meeting.

advertisers

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today's host club

The Victorian Speedboat 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 program 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 Nillahcootie. 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 Allan Dick, phone — Melbourne 288-7180.

march 12
BIG BOAT
RACING
eppalock
gold cup

officials

RACE SECRETARY	Jack Riddle
RACE COMMITTEE	Jack Riddle, Peter Riddle, Keith Moffat, Stan Game
SECRETARY	Allan Dick
TYPIST	Shirley Dick
ANNOUNCER	Harry Lowe
CRASH BOAT AND PATROL BOAT CO-ORDINATION	Bert Bate
STARTER BOATS	Bert Bate, Bill Birkett, Keith Jenkinson
PATROL BOATS	Colin Sheppardly, Max Bullen, Jim Sayers, Geoff Newlands, Ron Simpson, Brian Robinson, Ken Lewin, Ron Hibbard
SOCIAL ORGANISERS	Ray Loon, Shirley Loon
PUBLICITY & P.R.	Bob Wilmot
PIT CONTROL	Tom Barnes
SCRUTINEERS	David Gill, Harry Payne
CIRCUIT LAYOUT & BUOY MAINTENANCE	Ron Simpson, Brian Robinson, Phil Hearne



COMING EVENTS

- ★ SUNDAY, MARCH 5, ALBERT PARK LAKE: Moomba speed boat racing trophy. Free admittance.
- ★ SUNDAY, MARCH 12, LAKE EPPALOCK (derrinal pool): Big boat racing for the Eppalock Gold Cup plus supporting events.
- ★ EASTER MONDAY, APRIL 3, LAKE EPPALOCK (derinal pool) General racing for boats not going to the Australian Nationals at Rathmines, N.S.W.
- ★ SUNDAY, APRIL 23, ALBERT PARK LAKE: Club racing for all inboard boats. Free admittance.

A. & K. NANKERVIS SKI BOAT SPECIALISTS LAKE EPPALOCK

If you are looking for a fast, reliable ski-boat, check out the range of craft Alan and Keith Nankervis have on display here today or call at their Marina on the Kimbolton Pool for a demonstration of the fabulous all new fibreglass SKI-MASTER.

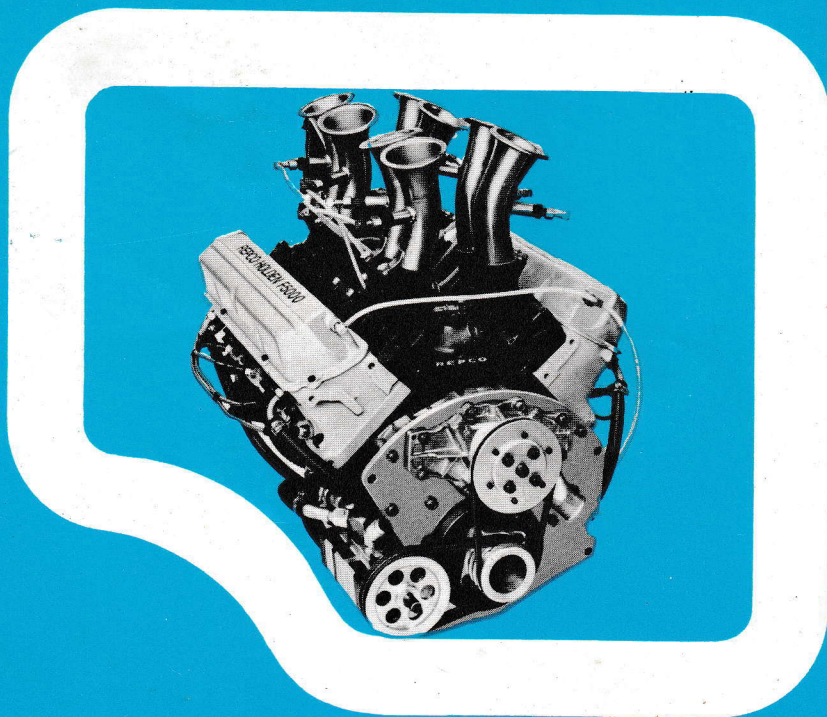
Marina facilities and services include a full range of boating and skiing accessories, boat storage and launching and "ski-away service" from the floating petrol barge.

A. & K. Nankervis are also agents for Chrysler, Outboard motors, Pride, Swiftcraft, Delta.



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