



1973
GRIFFITH CUP
LAKE EPPALOCK • JANUARY 28

2574

souvenir programme 40^c

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1973 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.

Commodore's Message



A hearty welcome one and all to the Victorian Speed Boat Club's race circuit and club area here at Lake Eppalock.

Today we have the privilege of conducting Australasia's oldest and most prestigious powerboat racing classic, the E. C. Griffith Cup. Valued at more than \$3,000 this 63 year old pure silver cup is the trophy awarded to the winner of the Australasian Unlimited Motor Boat Championship.

The Griffith Cup is annually contested on the home waters of last years winner.

1972 victor, AGGRESSOR, driven by Dave Tenny and co-driven by Les Scott will unfortunately not be running in the 1973 event.

This is the fourth occasion the Victorian Speed Boat Club has been honoured with the Griffith Cup and I hope there will be many more.

For 1973, the total number of entries have been equally divided. Half will race in Heat 1, half in Heat 2. The final will consist of those boats placed in the two elimination heats.

This year the international flavour of the Griffith Cup extends all the way to New Zealand officially represented here today by the famous AIR NEW ZEALAND.

Owned and raced by Keith and John McGregor, this remarkable hydroplane holds the Australasian Speed Boat record at 157 m.p.m. and has shown itself as the boat to beat. Myself, the VSBC and all Australia welcome the McGregors, their crew and AIR NEW ZEALAND back once again to the Griffith Cup and wish them well.

Welcome also to all interstate visitors and patrons. We hope you have an enjoyable and successful weekend and thank you for your support.

K. Jenkinson,
Commodore,
Victorian Speed Boat Club.

Race Rules & Regulations

scratch races

Speedboat racing events are divided into two basic types, . . "Scratch and Handicap racing. In scratch racing, all boats start off "Scratch", with a previously given barrier position. The boats are required to form a line square off the stern of the "Pole" or starting boat and keep in the correct barrier position to make a start when the flag is dropped as the pole boat reaches the starting buoy placed opposite the race control tower. Any boat in front of the pole boat when the flag is dropped may be either disqualified or penalised 30 seconds. The winner is the first boat past the finish line that has completed the required number of laps.

handicap races

Handicap racing is normally conducted at the latter half of the program and by using the speed/time of boats in scratch racing, times are allotted for each competitor to start at, and theoretically all boats should finish together in a multiple dead heat. In most cases the winner of a scratch race will be the last boat to make a start in a handicap event and is called the scratch boat, conversely



1972 Griffith Cup winner AGGRESSOR and owner/driver Dave Tenny (right) and co-driver Les Scott (left)

the first boat away in a handicap race is called the limit boat. In front of the race committee tower is the large handicap clock which starts ONE minute after a white flag has been hoisted from the tower. Each boat must pass the race tower in the same time "give or take a very small tolerance" as it recorded in the scratch race. Boats that are slower than their allotted time will obviously fall behind as the race progresses but drivers who allow their boats to record handicap lap times that are less than their scratch race times are disqualified if that time is more than two seconds per lap or six seconds in the whole race. The term 'pussyfoot' 'featherfoot' and other more descriptive but unprintable terms are applied to drivers who adjust their speed in scratch racing so as to get a big start in handicap events.



Broadly speaking, Scratch racing shows out the best and fastest boats and Handicap racing usually shows out the most skillful (or foxy) drivers, however, there are exceptions to this rule as many drivers of the big fast "Unlimiteds" never enter in handicap racing and their skill is without question.

The use of coloured flags to signal drivers is one of several ways of communicating while a race is in progress, and these flags are shown initially by the race committee from the race tower. Opposite the race tower and close to the start or finish buoy is a moored boat, and it is the task of the crew of this boat to wave the same flag as the race tower has hoisted. The reason for this is to allow the drivers as they come down the front straight to see which flag is hoisted without taking their eyes off the course and searching for the race tower among brightly attired spectators, beach umbrellas, motor cars and boats in the immediate vicinity. Other "Crash" boats" as they are called may wave only a red flag and in some rare cases, a yellow flag.

flags

WHITE FLAG — Start of race or start of Handicap Clock.

RED FLAG — Danger, immediate stop.

YELLOW FLAG — One lap to go.

BLACK & WHITE CHECKERED — finish.

BLACK — (waved at particular boat) Individual driver return to pits immediately.

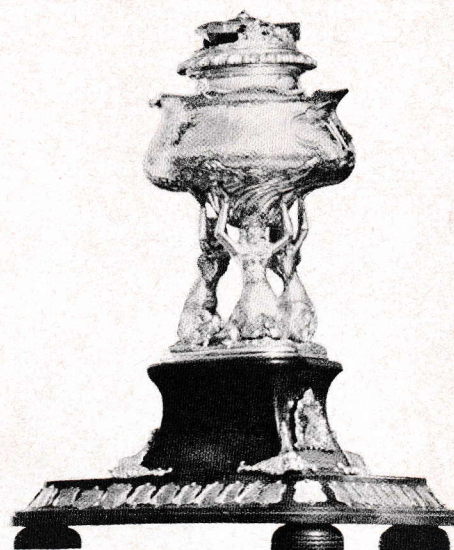
GREEN FLAG — All Clear, permission granted to leave course.

In poor conditions lights may be used in addition to flags, and under APBA rules a green light is used in lieu of a Black flag.



We trust these few explanations will help make your days entertainment as pleasurable as the smell of racing fuel and the howl of the racing engines driving the boats through the water in the Speed and Spray that is speedboat racing.

Past Winners



1910	FAIRBANKS Mr. A. H. Davis (N.S.W.)
1911	KANGAROO
1912	Mr. Anthony Horden
1913	KANGAROO Mr. Anthony Horden
1914	NAUTILUS
1915	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
1935	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
1947	Mr. Bert McFarlane (N.S.W.)
1948	WASP Mr. E. Nunn (N.S.W.)
1949	Inclusive. REDHEAD
1959	Mr. Len Southward (N.Z.)
1960	MYSTIC MISS
1961	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.)
1972	AGGRESSOR Mr. D. Tenny & L. Scott (Vic.)

Behind The Wheel...

The engine is hardly working at around 3000 r.p.m. as you pick up the pole boat down the back straight prior to the start. You cast a nervous glance around the scattered boats to confirm your barrier position as the field begins to swing left around the top corner.

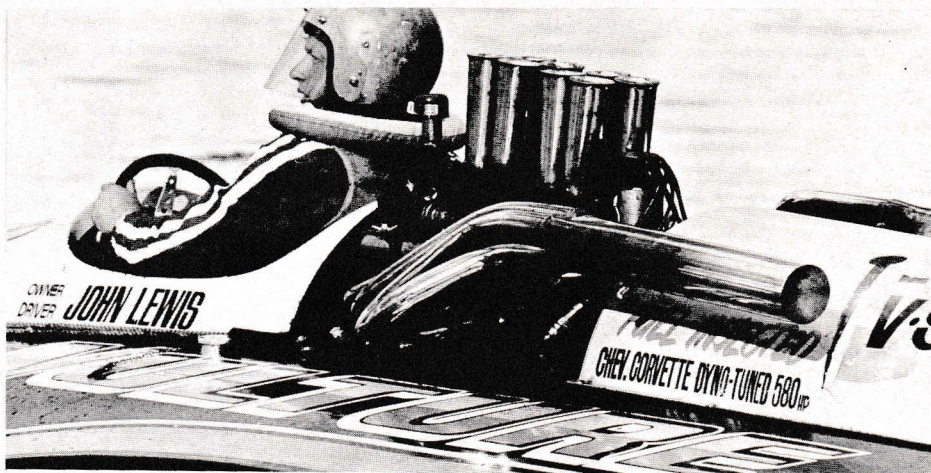
Don't race out ahead of the pole boat or drop behind, just stay level. A hydro moving into position from behind bounces across too close on the right flinging a sudden lash of spray across your visor.

Lean over in the cockpit for a quick manual check of the hot water outlet; feels O.K.

The field of nine craft are now in line with the pole boat, white flag flying, steadily accelerating towards the start buoy 100 yards ahead.

Quickly check oil pressure, water temperature; all O.K. 3400 r.p.m. Hands firmly re-grasp the thick padded steering wheel designed for maximum grip under wet conditions. All pre-race tension gone. 3,800 r.p.m.; steady throttle pressure — only seconds to go.

Starting buoy, boat and white flag disappear as one behind the bouncing snout of a runabout on your left. The race is on.



Acceleration is tremendous; foot hard down, fuel injection wide open, engine screaming. You feel all of the 600 horsepower making your boat a living, leaping, flying thing. The only part still in the water is half the propeller. Hold the wheel rock steady.

It's an all out do or die run to the first corner and you've just got to get there first.

Speed is around 120 m.p.h., maybe faster. A fleeting glimpse of the tachometer tells you the engine is pulling 7000 r.p.m. — careful not to over-rev, there's still another heat to run.

No boat on either side; you are leading at the first turn.

The yellow marker at the end of the straight comes up fast; foot right off the throttle now. No brake peddle here, only the water to slow you down. Speed drops to around 80 m.p.h.

A quick left hand flick of the wheel 30 feet from the marker — kick the back around into a shallow slide. Choppy water at this end of the circuit makes the sliding hydroplane buck and jump a little.

Past the lead-in marker you immediately get the power on again keeping the back

If you want ~~HORSEPOWER~~ you need DUGGAN fuel injection.

Designed and manufactured in Melbourne, Australia, Frank Duggan's new fuel injection system allows any competition engine to develop full power with more torque in the lower rev. range. Increased acceleration with more top end power for sixes or eights burning petrol or methanol-nitro fuels.

For all information contact:

Duggan Balancing and Engineering Co.

40 NEWLANDS ROAD, RESERVOIR, VICTORIA, 3073. PHONE: 46-4550.

sliding out using plenty of correction as the speed increases again. Too much power now and the boat could easily spin.

Accelerating out of the corner into the back straightaway under full power the sponsons are lightly dancing over the water, propeller beginning to lift the back and the rooster tail of solid white water appearing.

A quick glance to check the position of other boats, oil pressure and water outlet, then head the rapidly accelerating hydro-plane towards the big yellow marker at the end of the back straightaway almost 3/4 mile away.

26 Years of Boat Racing

Promoting body of this years Griffith Cup, the Victorian Speed Boat Club is now entering its 26th year in powerboat racing.

The largest club in Australia actively promoting speedboat racing, the VSBC has come a long way since 1947 when a group of nine enthusiasts met at an Elwood address to sound out the possibility of starting an organisation concerned only with the promotion and racing of powerboats. A fortnight later the inaugural meeting of the VSBC was held at Kirby's Kiosk out on the end of St. Kilda pier attended by 20 members. Early race meetings were conducted at St. Kilda, Williamstown and Mornington.

During 1950 the VSBC obtained permission to race on Albert Park Lake



Lets see now that propeller should be down there somewhere

and in 1954 a clubhouse was built beside the lake. At this stage, the club had 150 members and 30 racing boats on the register.

In 1964 the VSBC acquired access to the Derrinal Pool site on Lake Eppalock. Development of the area as a racing—skiing — camping venue has been accelerating over the last four years and now the club is well into an extensive development plan that will provide first rate facilities and surroundings for members and race fans. The VSBC racing area at Lake Eppalock is one of the country's finest and only a 2 hour drive

from Melbourne.

The club holds three or four large scale race meetings a season at Eppalock, as well as the Yarrowonga and Lake Nillahcootie meetings over the Christmas period.

Through the club, members are able to actively join in boat racing at any level from driver to official. VSBC headquarters are at the Albert Park clubhouse where general meetings are conducted on the last Thursday night of every month. Postal address is P.O. Box 35, Albert Park, Victoria, 3206.



SKICRAFT

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The SKICRAFT 16'4" fiberglass clinker combines streamline looks with efficiency. It has excellent handling properties and a cushion smooth ride. A good roomy family boat and the ideal competition craft for the enthusiast.

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ENTRANTS:1973 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 \$100.00, 2nd \$50.00, 3rd \$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.

HEAT 1 2:15 PM 6 laps of 1½ mile circuit

BOAT NAME	HULL TYPE	DRIVER	ENGINE	STATE
STAMPEDE	Hydroplane	Jones/Saniga	Rolls Merlin 1600 c.i. S/C.	Vic.
EXCITER	Hydroplane	Tom Watts	Chrysler 426 c.i. S/C.	Vic.
BLACK KNIGHT	Hydroplane	Pat Hawthorn	Dodge 440 c.i. S/C.	Vic.
BIG BENZOL	Hydroplane	Tony Bartlett	Chevrolet 454 c.i.	W.A.
VULTURE	Hydroplane	John Lewis	Chevrolet 350 c.i.	Vic.
JAYME TWO	Hydroplane	Peter Spicer	Chevrolet 350 c.i.	S.A.
EAGLE	Hydroplane	Ron Hillary	Chevrolet 300 c.i.	N.S.W.
YOGI BEAR	S.K.	J. & R. Pearson	Chevrolet 427 c.i. S/C	A.C.T.
CAROL-LEE	Skiff	Clem King	Ford 427 c.i., s.o.h.c.	Vic.
POSER	Runabout	Greg Fleming	Chevrolet 350 c.i.	S.A.
CHEETA	Runabout	Les Ramsay	Repco F.5000	Vic.
RAWHIDE	Runabout	John Dent	Ford 351 c.i.	Vic.
HYDROPHOBIA	Hydroplane	Bob Potgeiter	Falcon 250 c.i.	Vic.

HEAT 2 2:45 PM 6 laps of 1½ mile circuit

AIR NEW ZEALAND	Hydroplane	Keith McGregor	Chevrolet 348 c.i.	N.Z.
REDLINE	Hydroplane	Peter Wade	Chevrolet 500 c.i. S/C.	Vic.
SUPER ROO	Hydroplane	Bert Brauman	Chrysler 398 c.i. S/C.	Vic.
PITSTOP	Hydroplane	Don Preece	Chrysler 426 c.i. S/C.	Vic.
WASP TWO	Hydroplane	Ern Nunn	Maserati 330 c.i. d.o.h.c.	N.S.W.
TORTOISE	Hydroplane	Des Radburn	Chrysler 410 c.i.	N.S.W.
KINETIC	Hydroplane	Max Richardson	Repco Brabham 268 c.i.	Vic.
KO-EE	Runabout	Wal Kobeck	Chrysler 426 c.i. S/C.	Vic.
UNTOUCHABLE	Runabout	Neil Smith	Chevrolet 427 c.i. S/C.	N.S.W.
IMPULSE	Runabout	Don Farrell	Chevrolet 350 c.i.	S.A.
COMBINE	Runabout	Harvey Gunn	Chevrolet 350 c.i.	Vic.
OSPREY	Runabout	Neil Northfield	Chevrolet 294 c.i. S/C	Vic.
MARIAH	Runabout	Joe Cooper	Chevrolet 350 c.i. S/C.	Vic.
MYSTIC MIST	Hydroplane	Alan Robinson	Chrysler 392 c.i. S/C.	Vic.

FINAL 3:45 PM 6 laps of 1½ mile circuit



GILFLITE BOATS
trendsetters in design
& construction of
record breaking
power boats

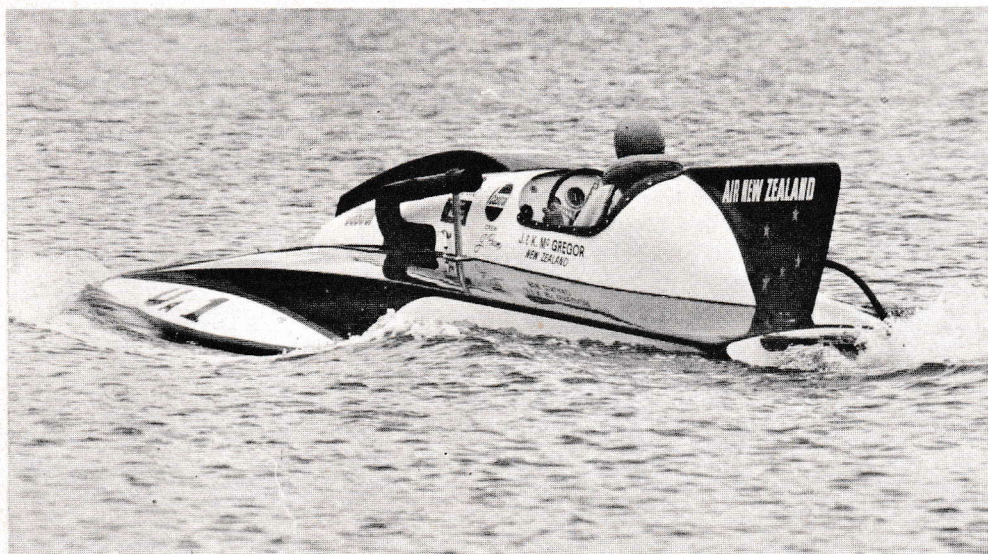
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UNLIMITED

Air New Zealand

John and Keith McGregor and AIR NEW ZEALAND are by now, familiar names to Australian speedboat race followers. Their magnificent blue and white hydroplane was first seen in this country during the Kiwi's bid for the 1971 Griffith Cup when, unfortunately, a blown motor sidelined the craft. Easter 1972 was their second trip to Australia when the boat ran a number of impressive races in N.S.W., but once again the team returned home with a broken engine. Earlier that year Keith raised the Australasian kilometre record to a staggering 157 m.p.h., the worlds fastest recorded time for an unsupercharged automobile engined boat. Now once again the McGregors and AIR NEW ZEALAND have journeyed to Lake Eppalock in search of speedboatings most coveted trophy.



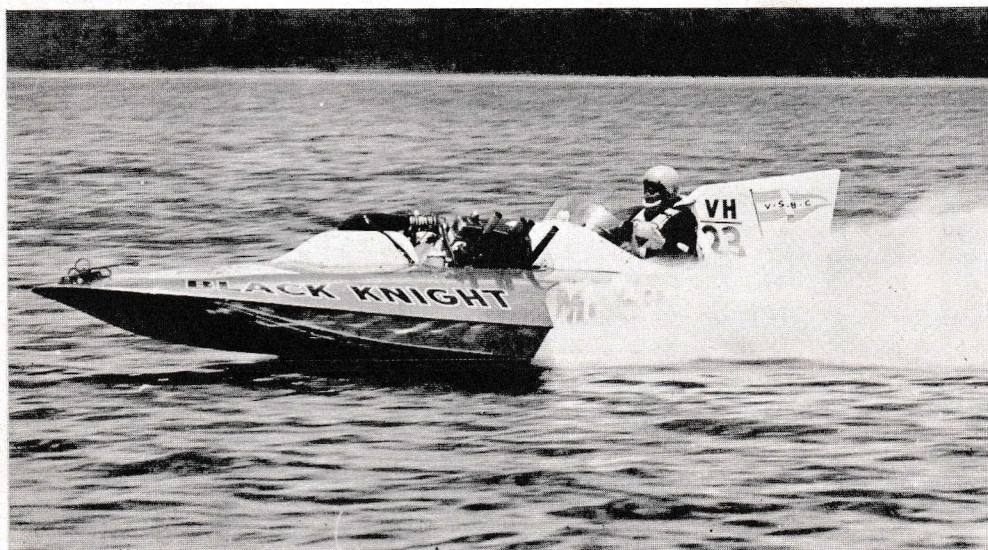
Vulture

Well known for his campaigning and driving of VULTURE I, a Gilflite runabout, 30 year old John Lewis has now turned to a hydroplane in search of further conquest. One of two identical hydros built by Dave Gill and fitted by Dave Tenny (of AGGRESSOR fame) VULTURE and John are still getting used to each other. Designed along the 'picklefork' idea, popular overseas, VULTURE is powered by the same fuel injected 350 c.i. Chev. V.8 used to power the earlier boat. Mildly successful to date and showing a lot of promise when all the bugs are ironed out, VULTURE should be at home on the long Griffith Cup straight. 1973 will be the first year John has tackled the Cup seriously and is quietly confident of his chances.



Black Knight

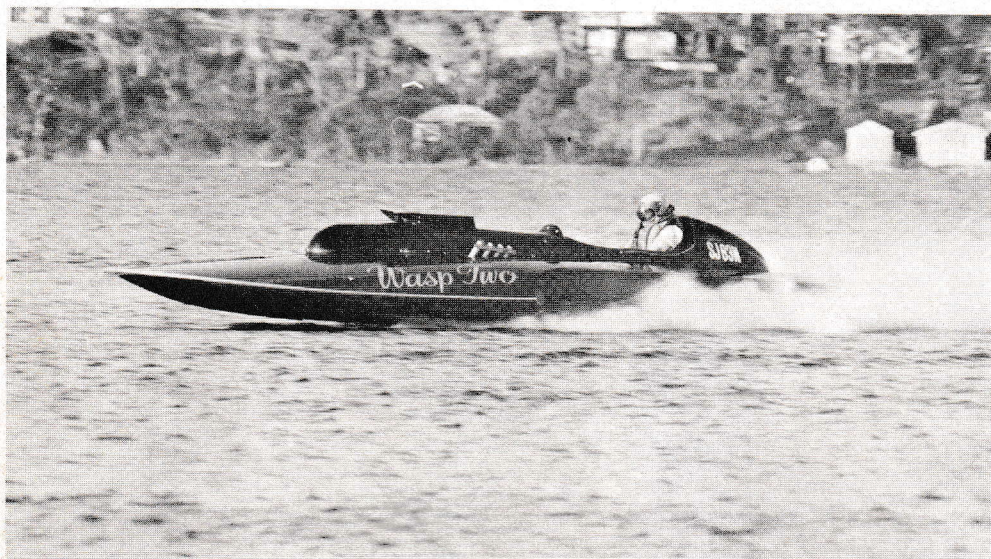
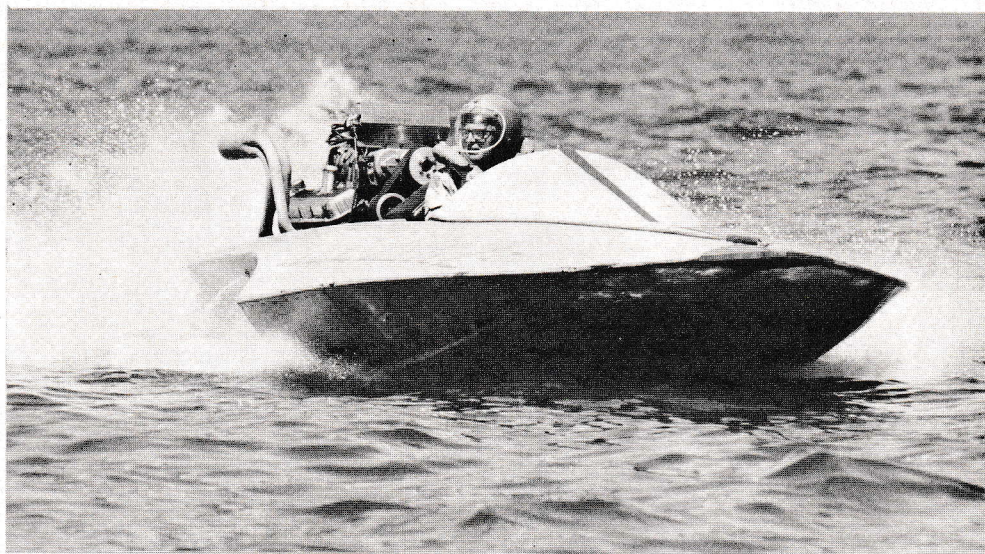
Clayton garage proprietor Pat Hawthorn is a man of many parts; race car driver and promoter, quarter horse breeder, and speedboat racer. Driving a sprint car in the late 1950's called the Lycoming Special, Pat set new records at all major Victorian hillclimbs, with an Aston Martin he won the 1964 South Australian Road Race championship. In the same year he and a group of others planned and started Calder Motor Raceway in which Pat is still a shareholder and director. About this time Pat got a boating bug and raced firstly a runabout and then BLUE ANGEL, a 292 c.i. Ford powered hydroplane winning the 1965 Sporting Globe Medal. The first BLACK KNIGHT came along in 1967 using a supercharged 361 c.i. Dodge V.8 engine. After two seasons of racing the hull was replaced with the present unit. A supercharged 440 c.i. Dodge Magnum engine was installed for the 1972 Griffith Cup however BLACK KNIGHT broke the start and was disqualified. Pat is hoping to stay behind the white flag this year.



ROUND-UP

Redline

Mount a supercharged 500 c.i. Chevrolet V.8 engine in a proven hydroplane hull, put Peter Wade behind the wheel and you have a race winning combination that could keep the Griffith Cup in Victoria. Successful Bendigo business man Peter Wade has been racing speedboats for a number of years starting with runabouts then graduating to the faster hydroplanes. Peter has proven REDLINE a fast, reliable goer so far this season only just recently winning the purse at Lake Nilliahcootie. The waters of Lake Eppalock are home territory for Pete's yellow hydroplane and as everyone knows, most people perform better at home.



Wasp Two

The 'old master' Ern Nunn needs no introduction. If you know speedboat racing you know of Ern Nunn, father (or is it grandfather) of Australian Hydroplaning. The man responsible for releasing the stranglehold New Zealand held over the Griffith Cup from 1949 to 1962. Asked about his chances in this years event Ern replied: "of course we're going to win, its a long way to New Zealand". The 5½ litre V.8 Maserati engine in WASP TWO has received much attention in preparation for the 1973 race and Ern is cagey about dispensing modification details. Son-in-law Gordon Turvey is lined up as reserve driver and has been dieting to improve power/weight ratio. This year Ern is determined to engrave his name on the trophy for the fifth time.

Pitstop

One of Australia's most colorful and controversial drivers, 35 year old Don Preece has been racing cars and boats by the seat of his pants for some time. Using 8 years car racing experience, Don started boat driving in 1967 behind the wheel of Keith Hooper's skiff HI-FI, winning his first three events. His driving style in the old HI-FI was something to see; numerous scrapes with the law of gravity resulted in Don getting wet more than once. His next seat was in MANDY, another skiff owned by Keith Hooper. In this boat Don showed his mettle by notching up 29 wins from 33 starts being unplaced only twice due to DNF. Don's latest mount is the sinister looking black hydroplane PITSTOP sponsored by Pitstop Motors and Mr. Keith Hooper. Previously called ASSASSIN, this American import won the 1967 and 1969 Griffith Cup.



SUPPORTING EVENTS

EVENT	BOAT	HULL	DRIVER	ENGINE
1 100 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	ZU-LU WASP C-ANMALYN HAVOC TWO HO-BO LOTUS FRANTIC TWO PIRANAH SHIF-T SA-GO DYNAMITE	Hydroplane Skiff Skiff Hydroplane Hydroplane Hydroplane Hydroplane Skiff Runabout Skiff Skiff	Les Burns Graham Rodgers Lindsay Tingay Allan Eddington Mike Weller Mike Faye Ron Haylock Ron Leaney Fred Hamilton Henry Faye Mick Bakoff	Lotus/Ford Peugeot Masda Lotus/Ford Formula Ford Formula Ford Formula Ford Lotus/Ford Lotus/Ford Ford Lotus/ford
2 300 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	CANDY APOLLO OSPREY CHEETA BEE PEE PROMETHEUS NUISANCE KINETIC AH-GEE	S.K. Runabout Runabout Runabout Runabout Runabout Runabout Hydroplane Runabout	Ray Loon Robert Reid Neil Northfield Les Ramsay Ken Harris Ray Shaw Allan Herbert Max Richardson Graham Stewart	Cheverolet Cheverolet Cheverolet Repco F.5000 Cheverolet Ford Cheverolet Repco/Brabham Cheverolet
3 155 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	CHINOOK HYDROMANIA SCREAMIN EAGLE HUNTER NO MORE KIOWA RUSSCO GO-ON	Hydroplane Hydroplane Skiff Hydroplane Runabout Hydroplane Hydroplane Skiff	Len Arnott Gielen/Howe Ian Harvey Ron Hull Annette Pyke Jack Williams Alan Coombs Bill Wade	Repco Holden Repco Holden Repco/Brabham Waggott Holden Holden Holden Falcon Holden
4 225 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00	BO-WEEVIL PEANUTS BANZAI HYDROPHOBIA FIRE BIRD DAKTARI	Runabout Hydroplane Hydroplane Hydroplane Runabout Runabout	Rud Lindley Laury Craddock Ken Wheeler Bob Potgeiter Bob Lucas Ron Harrison	Holden Buick Oldsmobile Falcon Holden Holden
5 "RYAN PROPELLERS" 266 c.i. SCRATCH 1st \$40.00 2nd \$20.00 3rd \$10.00 Donation of a RYAN competition propeller to winner	MYSTIC TRACY LUCIFER HORNET MISS-CHIF PSYCHO PUF-N-STUF PUMA RASCALA HURRICANE EXTASY SHIRAZ REACTOR J-ARRIVE	Runabout Runabout S.K. Skiff Skiff Runabout Runabout Skiff Runabout Runabout Runabout Skiff Skiff Skiff	Ron Cawley Robert Kruger Mick Muscat Bill Hart Wally Cooper Allan Beale Terry Harris Gary Furness Baberton/Hawkins Phil Dunn Geoff Welch Fred Stacey Barry Fowler Jim Willis	Ford Holden Ford Jaguar S/V. Ford Valiant Holden Holden Holden Cheverolet Holden Holden Holden S/V. Dodge
6 100 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			
7 155 c.i. HANDICAP Trophies to placegetters	REFER TO EVENT No.3 FOR ENTRIES			

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| 8 | E. C. GRIFFITH CUP
Heat 1 — 2.15 p.m. | LIST OF ENTRIES FOR THIS EVENT ON PAGE 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 9 | E. C. GRIFFITH CUP
Heat 2 — 2.45 p.m. | LIST OF ENTRIES FOR THIS EVENT ON PAGE 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 10 | 225 c.i. HANDICAP
Trophies to placegetters | REFER TO EVENT NO. 4 FOR ENTRIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 11 | "ANCHOR WET SUITS"
266 c.i. HANDICAP
Donation of ANCHOR wet suit to winner plus trophies to placegetters | REFER TO EVENT No. 5 FOR ENTRIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 12 | E. C. GRIFFITH CUP
Final — 3.45 p.m. | THE 10 FASTEST CRAFT FROM HEAT 1 and HEAT 2
WILL CONTEST THE FINAL. BARRIER POSITIONS CALCULATED ON HEAT TIMES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 13 | 300 c.i. HANDICAP
Trophies to

Trophies to placegetters | REFER TO EVENT No. 2 FOR ENTRIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 14 | UNLIMITED SCRATCH
1st \$40.00
2nd \$20.00
3rd \$10.00 | <table border="0" style="width: 100%;"> <tr> <td style="width: 33%;">CAROL-LEE</td> <td style="width: 33%;">Skiff</td> <td style="width: 33%;">Clem King</td> <td style="width: 33%;">Ford</td> </tr> <tr> <td>YOGI-BEAR</td> <td>S.K.</td> <td>J. & R. Pearson</td> <td>Chevrolet</td> </tr> <tr> <td>MARIAH</td> <td>Runabout</td> <td>Joe Cooper</td> <td>Chevrolet</td> </tr> <tr> <td>UNTOUCHABLE</td> <td>Runabout</td> <td>Neil Smith</td> <td>Chevrolet</td> </tr> <tr> <td>KO-EE</td> <td>Runabout</td> <td>Wally Kobeck</td> <td>Chrysler</td> </tr> <tr> <td>OSPREY</td> <td>Runabout</td> <td>Neil Northfield</td> <td>Chevrolet</td> </tr> <tr> <td>RAWHIDE</td> <td>Runabout</td> <td>John Dent</td> <td>Ford</td> </tr> <tr> <td>CHEETA</td> <td>Runabout</td> <td>Les Ramsay</td> <td>Repco F.5000</td> </tr> <tr> <td>IMPULSE</td> <td>Runabout</td> <td>Don Farrell</td> <td>Chevrolet</td> </tr> <tr> <td>BEE PEE</td> <td>Runabout</td> <td>Ken Harris</td> <td>Chevrolet</td> </tr> <tr> <td>RASCALA</td> <td>Runabout</td> <td>Baberton/Hawkins</td> <td>Holden</td> </tr> <tr> <td>HURRICANE</td> <td>Runabout</td> <td>Phil Dunn</td> <td>Chevrolet</td> </tr> <tr> <td>PROMETHEUS</td> <td>Runabout</td> <td>Ray Shaw</td> <td>Ford</td> </tr> <tr> <td>NUISANCE</td> <td>Runabout</td> <td>Allan Herbert</td> <td>Chevrolet</td> </tr> </table> | CAROL-LEE | Skiff | Clem King | Ford | YOGI-BEAR | S.K. | J. & R. Pearson | Chevrolet | MARIAH | Runabout | Joe Cooper | Chevrolet | UNTOUCHABLE | Runabout | Neil Smith | Chevrolet | KO-EE | Runabout | Wally Kobeck | Chrysler | OSPREY | Runabout | Neil Northfield | Chevrolet | RAWHIDE | Runabout | John Dent | Ford | CHEETA | Runabout | Les Ramsay | Repco F.5000 | IMPULSE | Runabout | Don Farrell | Chevrolet | BEE PEE | Runabout | Ken Harris | Chevrolet | RASCALA | Runabout | Baberton/Hawkins | Holden | HURRICANE | Runabout | Phil Dunn | Chevrolet | PROMETHEUS | Runabout | Ray Shaw | Ford | NUISANCE | Runabout | Allan Herbert | Chevrolet |
| CAROL-LEE | Skiff | Clem King | Ford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| YOGI-BEAR | S.K. | J. & R. Pearson | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MARIAH | Runabout | Joe Cooper | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNTOUCHABLE | Runabout | Neil Smith | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| KO-EE | Runabout | Wally Kobeck | Chrysler | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OSPREY | Runabout | Neil Northfield | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAWHIDE | Runabout | John Dent | Ford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHEETA | Runabout | Les Ramsay | Repco F.5000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IMPULSE | Runabout | Don Farrell | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BEE PEE | Runabout | Ken Harris | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RASCALA | Runabout | Baberton/Hawkins | Holden | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HURRICANE | Runabout | Phil Dunn | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROMETHEUS | Runabout | Ray Shaw | Ford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NUISANCE | Runabout | Allan Herbert | Chevrolet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 15 | OPEN HANDICAP
Trophies to placegetters | ENTRIES FOR THIS EVENT RECEIVED ON RACE DAY | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



The
Griffith Cup
runs on R.C.
the people
mixer



Description; Boats and Classes

All speedboat racing is broken into classes using the Australian Power Boat Association's definitions of hull types and cubic engine capacity.

The engine capacity classifications start at 50 cubic inches (for speed records only) and race in all of the following sizes — 75 c.i. 100 c.i. 155 c.i. 225 c.i. 266 c.i. 300 c.i. 400 c.i. and unlimited. The Hull classifications are broken into two separate parts: 1. Hydroplanes and 2. Displacement (or monoplane) Hulls. This class is further subdivided into Runabouts, either Service Runabouts or Racing Runabouts and Skiffs. The hydroplane is a boat which has two forward planing surfaces known as SPONSONS and at high speed these sponsons merely skip across the water while the rear of the boat rises clear of the water leaving only the bottom half of the propeller submerged to propel the boat forward.

When Hydroplanes travel in this manner, on the two sponsons and propeller, the term applied is "Three pointer" as can be readily seen by any observer.

It has been said that Hydroplaning is the most exciting method of all forms of Motor Sport, and it "Really is the only way to Fly".

The "Runabout" is a term applied to boats that have two cockpits, with the motor usually amidships. The term is applied to **Service** runabouts which are meant to be dual purpose craft, such as a family runabout used for water ski-ing as well as racing. The Racing Runabout may have two cockpits and the engine be placed behind the driver but may exhaust through multiple pipes unlike the service runabout. As many runabouts can only be identified as either Service or Racing by a person thoroughly conversant with the rules of the APBA, the relevant terms are rarely used and the word 'runabout' serves most references to this type of craft.

Of all the types of displacement craft used for racing, none has a prouder and more colourful history than the Skiff. A true skiff of course is a light rowing boat, often of clinker planked (lapped) construction and usually about 12 to 16 ft. long. As the march of time encroached on boating, and motors were used in place of the weary rower, they were fitted close to the centre of the craft and the skipper took his place in the stern with a tiller from the rudder as his steering device. Many of the early race boats in the Victorian Speedboat club were such craft and driven in this

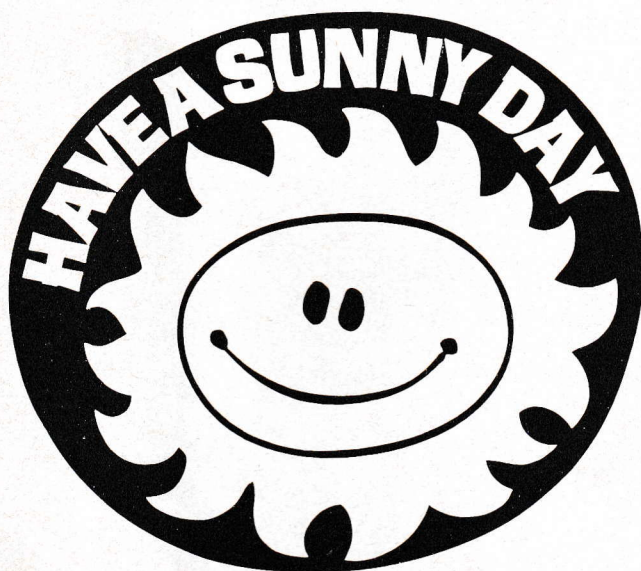
manner. As boat speeds became faster decks were added and then steering wheels, but the driver stayed in the stern, commanding a view of the entire length of the craft at all times. In time the length of the "Skiff" as it was now generally referred to, grew to staggering proportions in extreme cases, and bigger and more powerful motors were fitted to propel these boats through the water at ever increasing speeds. Some classic examples of these giant skiffs reached over 60 ft in length and were powered by ex-aircraft engines. Occasionally some even had two motors in tandem and were reaching speeds near the seventies as early as the Roaring Twenties.

Towards the middle of the 1930's the skiff began to shrink back to its original size, and with improving motor car engines such as the Dodge Six and Ford V8 the boats were able to match their earlier giant predecessors in speed and were far superior to handling all but the roughest of conditions.

Although the Skiff as such is not an Australian invention, its development certainly is, and is often referred to as the Australian weatherboard boat.

Rob Hellyer,
SEACRAFT MAGAZINE.

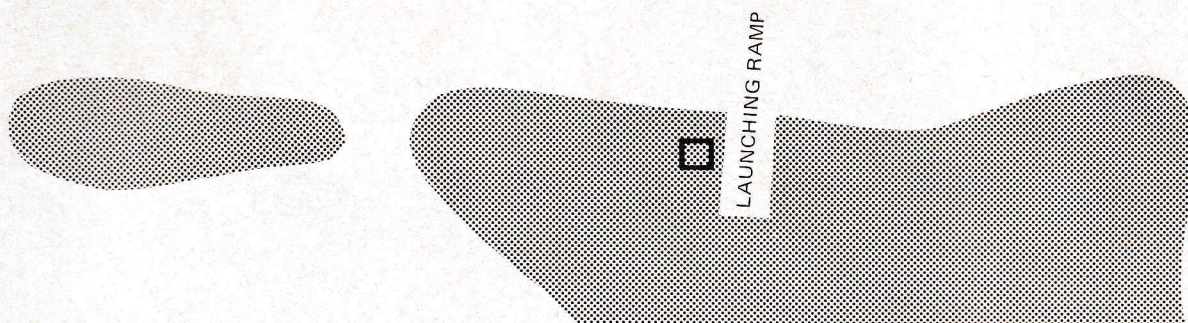
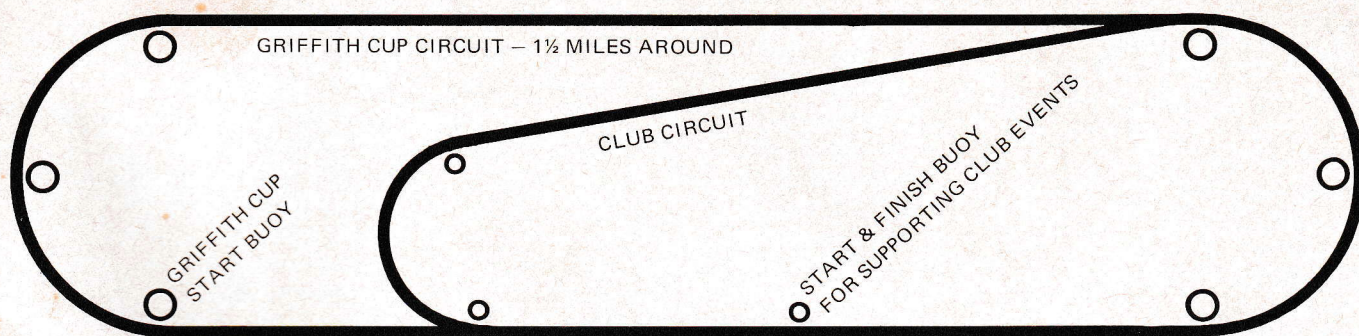
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Get a Piece of the Action

Speed boat racing, like any other highly competitive sport relies on people; drivers, mechanics, crews, organisers, officials, etc. If you would like to participate there are many areas of activity open.

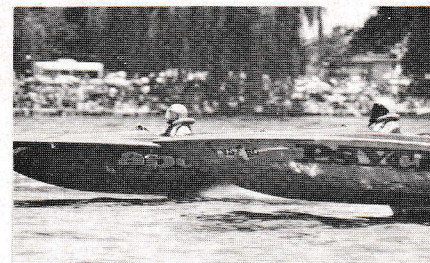
Firstly, to drive a boat in open competition you need to be a member of a club affiliated with the Australian Power Boat Association, boat racing's governing body in this country. You must be medically fit and hold an APBA boat drivers licence.

Six basic race boat classes cater for all budgets and preferences, ranging from inexpensive Formula Ford hydroplanes capable of 70 m.p.h. and costing under \$1500 up to the large. Unlimiteds — unlimited engines, unlimited speed, unlimited expense.



One of the most rapidly growing and competitive classes is the new 266 c.i. 'Restricted'. This "hot ski-boat" class features restricted engine modifications enabling maximum speed, reliability and thrills for minimum expense.

Apart from actual race boat driving there is still plenty of action out on the water for members with ski-boats and cruisers.



A small fleet of these boats are always needed to lay and patrol the race circuit or act as crash boats. As well as performing an important task these boat crews also get a good view of the racing.

International race meetings such as the Griffith Cup rely on more than 200 persons working in a multitude of jobs. Many worthwhile activities are available for those who would like a piece of the action.



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**SUNDAY
MARCH 11
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For the donation of 3lb. "Graviner" fire extinguisher to the 1973 Griffith Cup winner.

COMMERCIAL HOTEL, HEATHCOTE

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

BP AUSTRALIA LIMITED

For providing year round assistance, circuit marker buoys and being a major sponsor of Victorian speed boat racing.

V.S.B.C. LADIES COMMITTEE

For your capable assistance right throughout the year and especially this weekend.

BOAT OWNERS, DRIVERS AND CREWS

For competing in the 1973 E. C. Griffith Cup and supporting events.

RYAN PROPELLERS

For the donation of a "Ryan" competition propeller to the 266 c.i. Scratch race winner.

ANCHOR WETSUITS

For the donation of one Anchor wetsuit to the 266 c.i. Handicap race winner.

The Victorian Speed Boat Club, organisers of the 1973 E. C. Griffith Cup acknowledge the assistance and co-operation of boat owners and drivers who made their craft and/or themselves available for promotional purposes. The Club especially thanks Mr. Doug Lyle for the technical and practical help he has given regarding Lake Eppalock area facilities.

Also thank you John and Keith McGregor for bringing AIR NEW ZEALAND to race once again in Victoria. The VSBC is honoured by your presence.

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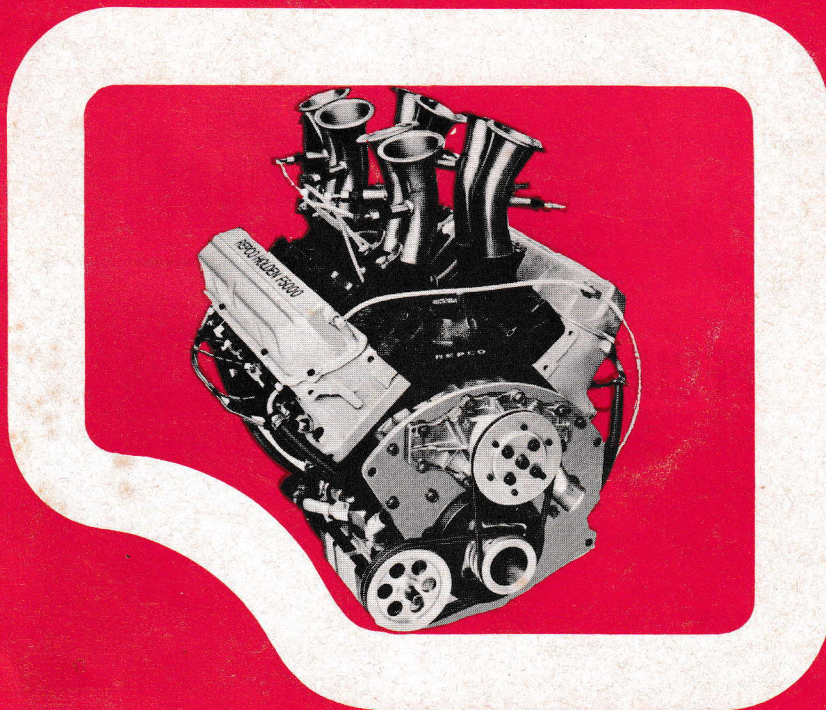
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