

2010

7 February 2010

E.C. Griffith Cup, Lake Karapiro, NZ

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With the white flag out for the first heat of the 2010 EC Griffith Cup, the field lined up for the start without Lupton. His engine failed to fire and the boat drifted limply back to shore. Alexander got the best of the start and headed the field into the first corner at 290km/h for the inside running with his 32-year-old boat. Ken Lupton was second and Weller was on the outside and running hard. On lap two, Weller moved to challenge Alexander on the outside and take the lead coming out of the first turn. G-Force was looking every bit a winner.

Then controversy when Mainland Miss caught fire off the course and red flags were deployed to stop the race on the start of the third lap. Weller kept his boot into it and raced past the red flags to finish his four laps. Three other drivers, similarly, took some time to see the flags and abort the race. After heated debate in the Committee Room, Weller emerged worried he would be disqualified from the Cup. Going by the letter of the law, he should have been – as should the other three offending drivers. The eventual outcome had Weller being yellow-carded and allowed to start in the re-run of Heat 1.

In the re-run, and with Warwick Lupton back in the fray, G-Force headed the field into the first turn, with Ken Lupton and Alexander on his inside and trailing slightly. Warwick Lupton made a fantastic start, pacing G-Force all the way from the drop of the flag to the first turn, but somehow he lost his way in the turn and spun out at over 160km/h, ending up at the back of the field. After four fast and furious laps, Weller came home a decisive winner from Alexander, with Ken Lupton third, while Warwick Lupton regained lost ground and finished fourth. The two displacement boats battled on gamely finishing at the back of the field.

With pole positions determined by the finishing order from the first heat, Graeme Weller had the prized inside run to the first turn. His only real challenger, Alexander, missed the start when his engine failed to fire. Rosewarne in Bold Move also fizzed before the drop of the start flag, with the engine losing its oil. Again, the drag to the first turn was a real heart-stopper, with Weller, Ken and Warwick Lupton all hitting the 290km/h mark before backing off to slide through the corner. Warwick Lupton had a big moment, lifting the inside sponson high off the water before the new Annihilator settled for the turn. With the inside running being the fastest line around the circuit, Weller came through the turn in a commanding lead and set about staying out front for the remaining four laps. With little to be gained but enhancing the spectacle for the fans, Ken Lupton made a decent race of it, charging after G Force and gaining considerable ground. With a lap and a half to go, it appeared that fans might be in for a close finish. But motorsport at this level is punishing on equipment and Ken Lupton's race came to an abrupt halt, his engine crying 'enough' just as the crowd was becoming vocal.

This left Weller with a decisive win in each heat. For the record, Warwick Lupton came across the line in second with McCaa in Hi-Tension third.



G-Force, Graeme Weller, winner at Karapiro 2010.

2011

5 March 2011

E.C. Griffith Cup, Manukau Harbour, Auckland, NZ

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E.C Griffith Cup 2011 champion Scott Coker from Otorohanga, in Fair Warning.

With only three boats starting the first heat and both Annihilator 2 and Annihilator 3 failing to finish Scott Coker took the Heat 1 win.

For Heat 2 he was the only starter, meaning all he had to do was finish heat 2 to become the 2011 E.C. Griffith Cup champion.

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Fair Warning uncontested winner

2012

4 March 2012
E.C. Griffith Cup, Lake Karapiro, NZ

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Recently crowned world grand prix hydroplane champion Grant Harrison will take the prestigious E.C. Griffith Cup back to Australia after winning in controversial circumstances in the cup's 100th running at Lake Karapiro yesterday.

As he was in the world championship at the same venue a month earlier, Harrison proved to be the fastest boat on the water for what proved a busy day for drivers and officials after Saturday's racing was postponed due to stormy conditions.

That meant the E.C. Griffith Cup for the Australasian power boat championship, open to all inboard-engined propeller driven boats of unrestricted hull design and unlimited engine capacity/modifications, was raced over two heats.

The E.C. Griffith Cup had been in New Zealand hands for four years, Otorohanga's Scott Coker winning it last year.

Harrison was too quick for the field in yesterday morning's first heat of the E.C. Griffith Cup, bringing his boat GP1 home ahead of Coker's Fair Warning.

But when Harrison and Coker headed to shore without waiting for the yellow flag to be waved to clear the race, the Australian race referee disqualified them.

With the Waverley Annihilator team boats failing to finish, along with Christchurch driver Ben Ryan's Dancing Bear and American J Michael Kelly in Peter Knight's The Boss, that left third-placed Paeroa driver Steve Mathieson in his little three-litre hydroplane the only official finisher and declared the winner.

But Harrison and Coker protested and the decision was overturned by the race jury and race controller. When Harrison won the second heat from The Boss and Fair Warning he took the cup from Coker.



GP 1, Grant Harrison, winner 2012 in New Zealand.

2013

28 April 2013

E.C. Griffith Cup, Pykes Creek, Bacchus Marsh, Vic

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Friday testing was great on the water with the home boy's of GP1 (Grant Harrison) and GP7 Dragula (Tom Heffernan) showing good speed against the interstates of GP888 Mystic Miss or G-Force (Paul Cunningham), GP666 Tattoo (Mat Ferris) and GP3 Warlord (Graham Weller). New Zealand's Cheetah (Ken Lupton) was really getting dialed in and about to show what New Zealand's power has to offer. With Saturday turning the lake into a wind farm by mother nature (and damn cold) it only left the Sunday for all the racing.

Heat 1:- With everything on the line the boats were lifted into the water for the first heat. Loose in the Dark, Tuff E Nuff, Cheetah and Oxygen Thief flung around the course to see Cheetah 1st, (slowing on the final lap due to a damaged engine), Loose in the dark 2nd, Oxygen Thief then followed up by Tuff E Nuff.

Heat 2:- Got to see Tattoo, Nova and GP1 head out onto the lake. Tattoo revved hard to get up on the plane (not what you want to do on a cold motor) and popped the engine as they went off for the warm up so was classed as a DNS so it was down to a 2 boat race. The flag dropped and it was full noise from the guys as GP1 surged to the lead and was out to show why the defending Champ had something to prove on the home track, but sadly on the second lap Grant's propeller was flung off in the first corner bringing the big GP1 to a stop and allowing Nova to continue before the gremlins also got control of Nova and stopped it on the back straight only seconds after Grant did. This put both boats out of the race and unable to compete for the cup. So nobody won the heat.

Heat 3:- Image, Dragula and Outlaw headed out onto the lake. With all boats looking good the flag went down and Outlaw sprung to the lead and led around the first corner. Dragula was sponson walking it's way after Outlaw on lap two before Outlaw stopped just near the island and Dragula took over but on the last lap, suddenly on the front straight only meters away from the finish line the gearbox snapped and Dragula was dead in the water allowing Image to run past and take the win.

Heat 4:- Saw Warlord, The Chase and Mystic Miss come down to pass the start and around the corner. Mystic Miss shut down with a fuel issue leaving Warlord and the Chase to fight it out and finish the race.

Now it came down to times for the Griffith Cup to see who would pole where. Cheetah, Loose in the Dark, Oxygen Thief, Tuff E Nuff, Image, Warlord, and The Chase being the only finishers in the heats, seven boats could have lined up for the final. But as the four displacement boats were outside the 20% rule they were not permitted to start in the final for safety reasons.

The E.C Griffith Cup Final saw Warlord, Cheetah & Loose in the Dark head out onto the lake for a ding dong battle of New Zealand vs Australia. The flag dropped and the boys flat stucked the boats down to the first buoy and showing good speed. For the first lap it was neck and neck with Warlord on the inside and Cheetah in lane 2. Loose in the Dark was a long way back in third. On the second lap Warlord was inching away from Cheetah, and by the last lap Warlord had stretched out his lead as the race went on and was showing that the new engine combo had done it's job and allowed Graham to cross the line 1st and give Ron Burton his 12th E.C Griffith Cup win. Cheetah came in 2nd with a smaller motor was showing that the boat was going to be force to reckoned with. Wayne Smith driving Loose in the Dark took out 3rd place and was keeping the GP's honest.



THE GRIFFITH CUP PAST WINNERS

GRIFFITH SHIELD

YEAR	BOAT NAME	OWNER	FROM	WHERE CONTESTED
1910	FAIRBANKS	A.H. DAVIES	NSW	(16 April, Rose Bay, NSW)
1911	KANGAROO	ANTHONY HORDERN	NSW	(8 April, Rose Bay, NSW)
1912	KANGAROO	ANTHONY HORDERN	NSW	(13 January, Rose Bay, NSW)

GRIFFITH CUP

YEAR	BOAT NAME	OWNER	FROM	WHERE CONTESTED
1913	KANGAROO	ANTHONY HORDERN	NSW	(11 January, Rose Bay, NSW)
1914	NAUTILUS II	F. CORNWELL	VIC	(31 January, Rose Bay, NSW)
1915	NAUTILUS II	F. CORNWELL	VIC	(25 January, St Kilda, VIC)
1916	TORTOISE	A.G & E.S RYMILL (BROS)	SA	(31 January, St Kilda, VIC)
1917	Not Contested	due to World War I		
1918	Not Contested	due to World War I		
1919	Not Contested			
1920	Not Contested			
1921	Not Contested			
1922	TORTOISE	A.G & E.S RYMILL (BROS)	SA	(25 February, Outer Harbor SA)
1923	*** The contest was declared 'No Race'***			
1924	CENTURY TIRE	J. MCGINNIS WILLIAMS	QLD	(23 February, Port River, SA)
1925	CENTURY TIRE	J. MCGINNIS WILLIAMS	QLD	(21 February; Brisbane, QLD)
1925	TORTOISE II	A.G & E.S RYMILL (BROS)	SA	(31 October, Brisbane, QLD)
1926	TORTOISE II	A.G & E.S RYMILL (BROS)	SA	(20 March, Outer Harbor SA)
1927	Not Contested. Challenge from NSW withdrawn		listed for	(26 March; Outer Harbor SA)
1928	Not Contested. Challenge from NSW withdrawn		listed for	(26 January, Outer Harbor SA)
1929	TORTOISE II	A.G & E.S RYMILL BROS	SA	(20 April, Outer Harbor SA)
1930	TORTOISE II	A.G & E.S RYMILL BROS	SA	(23 February, Outer Harbor SA)
1931	Not Contested			
1932	Not Contested. Tortoise was ready but no challenge offered			
1933	TORTOISE II	A.G. RYMILL	SA	(4 February, Outer Harbor SA)
1934	CETTIEN	H. McEVOY	NSW	(24 February, Outer Harbor SA)
1935	CETTIEN	H. McEVOY	NSW	(23 February, Kogarah, NSW)
1936	CETTIEN	H. McEVOY	NSW	(29 February, Kogarah, NSW)
1937	Abandoned due to legal reasons			
1938	MISS JUDITH II	E.G. GLASS	NSW	(30 January, Kogarah, NSW)
1939	PENNZOL	REG. RICHARDS	NSW	(29 January, Kogarah, NSW)
1940	CENTAURUS	REG. PICKERING	NSW	(21 January, Rose Bay, NSW)
1941	MAX	BERT McFARLANE	NSW	(27 January, Kogarah, NSW)
1942	Not Contested due to petrol rationing			
1943	Not Contested due to petrol rationing			
1944	Not Contested due to petrol rationing			
1945	Not Contested			
1946	Not Contested			
1947	MAX	BERT McFARLANE	NSW	(22 February, KangarooPtNSW)
1948	WASP	E. NUNN	NSW	(22 February, KangarooPtNSW)
1949	REDHEAD	L. SOUTHWARD	N.Z.	(21 February, KangarooPtNSW)
1950	REDHEAD	L. SOUTHWARD	N.Z.	(26 February, KangarooPtNSW)
1951	REDHEAD	L. SOUTHWARD	N.Z.	(25 February, Wellington NZ)
1952	REDHEAD	L. SOUTHWARD	N.Z.	(10 February, Wellington NZ)
1953	REDHEAD	L. SOUTHWARD	N.Z.	(22 March, Wellington NZ)
1954	REDHEAD	L. SOUTHWARD	N.Z.	(31 January, Wellington NZ)
1955	REDHEAD	L. SOUTHWARD	N.Z.	(, Wellington NZ)
1956	REDHEAD	L. SOUTHWARD	N.Z.	(, Wellington NZ)
1957	REDHEAD	L. SOUTHWARD	N.Z.	(, Wellington NZ)
1958	REDHEAD	L. SOUTHWARD	N.Z.	(, Wellington NZ)

YEAR	BOAT NAME	OWNER	FROM	WHERE CONTESTED
1959	REDHEAD	L. SOUTHWARD	N.Z.	(Easter 1959, Picton, N Z
1960	MYSTIC MISS	B. STEVENSON	N.Z.	(, N.Z)
1961	MYSTIC MISS	B. STEVENSON	N.Z.	(, Auckland NZ)
1962	ELRAY	L. APPLETON	N.Z.	(26 Dec 1961, Auckland NZ)
1963	WASP TOO	E. NUNN	NSW	(2 January, Rotorua NZ)
1964	VENUS	ALAN FORDHAM	VIC	(27 Dec 1963, Kogarah, NSW)
1965	WASP TOO	E. NUNN	NSW	(1 February, Eppalock, Vic)
1966	MYSTIC MISS	A. BAKER	NSW	(Xmas 65/6 Lake Illawarra NSW)
1967	ASSASSIN	A. BAKER	NSW	(Jan - April NSW)
1968	WASP TOO	E. NUNN	NSW	(Easter, Lake Illawarra, NSW)
1969	ASSASSIN	T. MATHEWS	VIC	(5 April, Kogarah, NSW)
1970	STAMPEDE	S. JONES, B. SANIGA	VIC	(29 March, Eppalock, Vic)
1971	STAMPEDE	S. JONES, B. SANIGA	VIC	(11 April, Eppalock, VIC)
1972	AGGRESSOR	D. TENNY, L. SCOTT	VIC	(30 January, Eppalock, VIC)
1973	STAMPEDE	S. JONES, B. SANIGA	VIC	(28 January, Eppalock, VIC)
1974	VS41(SOLO)	S. JONES, B. SANIGA	VIC	(27 January, Eppalock, VIC)
1975	VULTURE	J. LEWIS	VIC	(26 January, Eppalock, VIC)
1976	MISS BUD	N.PUTT	VIC	(25 January, Eppalock, VIC)
1977	MISS BUD	N.PUTT	VIC	(30 January, Eppalock, VIC)
1978	MISS BUD	R. BURTON	VIC	(29 January, Eppalock, VIC)
1979	MISS BUD	R. BURTON	VIC	(28 January, Eppalock, VIC)
1980	MISS BUD	R. BURTON	VIC	(27 January, Eppalock, VIC)
1981	MISS BUD	R. BURTON	VIC	(25 January, Eppalock, VIC)
1982	BAYSWATER BULK	R. CARNIE, S. JONES	VIC	(31 January, Eppalock, VIC)
1983	BAYSWATER BULK	R. CARNIE, S. JONES	VIC	(30 January, Eppalock, VIC)
1984	BAYSWATER BULK	R. CARNIE, S. JONES	VIC	(29 January, Eppalock, VIC)
1985	AUSSIE BUD	R. BURTON	VIC	(27 January, Eppalock, VIC)
1986	THE RAT	K. HARRISON	VIC	(26 January, Eppalock, VIC)
1987	SHAMROCK	C. CUNNINGHAM	NSW	(25 January, Learmonth, VIC)
1988	AUSSIE CONNECTION	R. BURTON	VIC	(20 February, Kogarah NSW)
1989	CRC LATIMER LODGE	P.G. KNIGHT	N.Z.	(25 February, Eppalock, VIC)
1990	CRC LATIMER LODGE	P.G. KNIGHT	N.Z.	(15 April, Ruataniwha, NZ)
1991	CRC LATIMER LODGE	P.G. KNIGHT	N.Z.	(31 January, Ruataniwha, NZ)
1992	BOSS MOBILE 1	P.G. KNIGHT	N.Z.	(19 April, Ruataniwha, NZ)
1993	RADICAL RAT	W. JONES	N.Z.	(11 April, Ruataniwha, NZ)
1994	AUSSIE ENDEAVOUR	R. BURTON	VIC	(27 March, Karapiro, NZ)
1995	AUSSIE ENDEAVOUR	R. BURTON	VIC	(29 January, Eppalock, VIC)
1996	AUSSIE ENDEAVOUR	R. BURTON	VIC	(24 March, Yarrowonga, VIC)
1997	LIBERTY	B. MCCOSKER	NSW	(1 January, Yarrowonga, VIC)
1997-1998	Abandoned due to rain and no water			(5 October, Lake Keepit, NSW)
1998	No Race	Have program for this date		(1 January, Yarrowonga, VIC)
1999	RADICAL RAT	J. NIDDRIE	VIC	(1 January, Yarrowonga, VIC)
2000	Abandoned due to rain and no water			(4 June; Hume Weir, VIC)
2001	ANNIHILATOR	W. LUPTON	N.Z.	(14 April, Paynesville, VIC)
2002	BIG CHIEF	R. BURTON	VIC	(3 February, Karapiro, NZ)
2003	GP101	GRANT HARRISON	VIC	(22 June, Wisemans, NSW)
2004	GP101	GRANT HARRISON	VIC	(30 May, Wisemans, NSW)
2005	TATTOO	MATT FERRIS	NSW	(8 May, Yarrowonga, VIC)
2006	GP55	CON & PAUL CUNNINGHAM	NSW	(30 April, Yarrowonga, VIC)
2007	WARLORD	BRETT NIDDRIE& PAUL BURTON	VIC	(24 March, Yarrowonga, VIC)
2008	ANNIHILATOR	WARWICK LUPTON	NZ	(29 November, Yarrowonga, VIC)
2009	Not Contested			
2010	G FORCE	GREAME WELLER	NZ	(7 February, Karapiro, NZ)
2011	FAIR WARNING	SCOTT COKER	NZ	(5 March, Auckland, NZ)
2012	GP 101	GRANT HARRISON	VIC	(4 March, Karapiro, NZ)
2013	WARLORD	RON BURTON	VIC	(28 April, Pykes Creek, Vic)

Up and including 2013 the E.C. Griffith Cup has been successfully contested 83 times.