

2000

3 – 4 June 2000

E.C. Griffith Cup, Lake Hume, Albury, NSW

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2000 No Event due to weather and mud.

The rains came and made the soft muddy banks unusable for boat launching.

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2001

14 April 2001

E.C. Griffith Cup, Eagle Point Bay, Paynesville, Vic

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The first heat of the 2001 E.C. Griffith Cup at Paynesville had four boats line up for the start. Radical Rat (Brett Niddrie), Hi-Tension (Peter Tate), Shamrock (David Toyer) and Annihilator 2 (David Alexander) on the outside. Hi-Tension got the run to the first buoy but being in lane two had to run outside Radical Rat and lost some distance. Down the back straight Radical Rat powered away with Hi-Tension hidden in the spray. Shamrock was running hard in lane three and passed Hi-Tension by the end of the back straight. Hi-Tension copped a hosing down and came to a stop at the corner, leaving three Grand Prix hydroplanes to battle it out. Radical Rat and Shamrock had a good challenge with Annihilator 2 way behind. Places remained steady for two more laps until a red flag stopped the race with half a lap to go, due to Hi-Tension drifting onto the course at the last corner. The heat was declared with Radical Rat, Shamrock and Annihilator 2.

Heat 2 had a six boat line up with Dragula (Tom Heffernan), Tattoo (Darren Williams), KT 11 (Darryl Hamilton), Big Chief (Bob Fisher), Annihilator (Warwick Lupton), and Aussie Connection (Peter Taylor). When the flag dropped boats were all over the place. Aussie Connection was way behind and at the line up almost charged the start. Annihilator was left behind at the flag fall also, but a hard charge to the first line had him coming out in second place behind Tattoo, who had the perfect start. Dragula on the inside was eventually left behind and Tattoo, Annihilator, and Big Chief made up the first lap race, the rest were too far behind. At the end of the first lap it was Tattoo by 100m over Annihilator and another 100m to Big Chief with Dragula, KT 11 and Aussie Connection bring up the rear. Tattoo had lap two with Annihilator pushing hard with Big Chief right on his tail. At the end of lap two it was Tattoo and Annihilator with Big Chief coasting to a stop. Into lap three Tattoo was leading down the back straight when it coasted to a stop giving Annihilator the lead. Annihilator was that far ahead he just cruised the last lap to take the win. Aussie Connection came in second and KT 11 third.

In the final only three boats faced the starter. Radical Rat, Annihilator, and Annihilator 2. Radical Rat got a 100m start due to the two Annihilators turning wide at the line up looking for a flying start. Radical Rat led the first lap with Annihilator catching fast and Annihilator 2 trailing. Annihilator ran the bottom corner wide to hold speed and keep with Radical Rat. Down the back straight for the second time Annihilator passed Radical Rat and held the corner to be ahead into lap three. Radical Rat kept Annihilator honest, running hard on the inside to push Annihilator wide at each corner. Annihilator led the last lap to win the Cup for New Zealand with Radical Rat 100m behind and Annihilator 2 half a lap further back.



Annihilator, Warwick Lupton winner

2002

3 February 2002
E.C. Griffith Cup, Lake Karapiro, NZ

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Melbourne's Greg Holland was outnumbered by Kiwi defenders when he brought Ron Burton's grand prix hydroplane Big Chief to Lake Karapiro yesterday.

But as Waverley's Warwick Lupton did in Australia last year it was Holland who triumphed in the E.C. Griffith Cup final against the odds and he will take the famous old trophy back across the Tasman.

"It was just a repeat of last year but it was the Aussie flag flying high this time," Holland said after his victory, which he celebrated by stopping his boat in the middle of the course and standing on it waving the chequered flag while supporters on shore chanted their support.

Holland, who was top qualifier from the heats with fastest four-lap time of 3m 6s, said it was a shame Lupton's Annihilator had broken down but believed he still would have had the edge.

Holland won the first heat by 2s from Cantabrian Greg Orange's Gib Placemakers with "Aussie Log" Plum Crazy (Chris Palmer) third. Lupton won the second heat in a time another 2s slower than Orange after his young cousin David Alexander (Annihilator II) was forced out with mechanical failure while narrowly leading.

Lupton had saved his most powerful engine for the final. But as he powered up to the start line, one of the Kiwi boats cut in front of him, forcing a hurried turn, the rudder dug in, lifting the propeller out of the water and over-revving the engine.

He got it restarted and continued in the race well behind the field for a while, but just ended up doing more damage.

Otorohanga's Selwyn Coker was a happy man after coming home in second place in Peter Knight's Boss Mobil 1, closing on Holland on the final lap to be just one 1s off him at the end in 3m 16s. Orange was third.

"This was only my second race in the boat and it was only a month ago that Peter actually asked me if I was interested in driving it, so that's not bad for a month's work," Coker said.



Big Chief, Greg Holland, winner 2002.

2003

22 June 2003

E.C. Griffith Cup, Wisemans Ferry, NSW

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The 90th Anniversary of the E.C Griffith Cup was run on the weekend of 21st & 22nd June at Wiseman's Ferry. The event after being postponed due to drought conditions attracted 21 entries of which comprised of three of New Zealand best Grand Prix Hydroplanes against the best Aussie Hydroplanes and Displacements.

Sunday presented a perfect day and in the pits was the evidence of a long night for the Annihilator 2 team completely rebuilding the rudder assembly overnight. Due to safety heats were limited to 5 boats spread over 4 heats.

The need to maintain a quick pace in the heats saw many of the heats with only a couple of actual craft complete the four laps and this made for a final made up of: Outlaw, Chris Palmer (Tasmania); Annihilator, Warwick Lupton (New Zealand); GP 101, Grant Harrison (Victoria); The Wasp, Bob Fisher (Victoria); Weapon, Steve Rhind (NSW); Patriot.

The days drama continued up to the start of the Final with Annihilator copping a massive hose down getting up on the plane, the end result was the boat floated dormant as the field headed down for the start. As the flag dropped it was Chris Palmer Outlaw and Bob Fisher in the Wasp with the best of the starts as they split GP 101, but by the lead to turn one GP 101 with it's top end speed in excess of 165 mph started to make a move squeezing The Wasp out into third place. Up front Outlaw was pushing hard and holding a small lead into turn two and proving a race was on.

By the end of the first lap the displacement was starting to be over hauled by GP 101 with Bob Fisher in behind chasing. Weapon and Patriot in their own battle split Annihilator down the front straight and were in position if a front runner was to slow.

As GP 101 entered Lap 3 a lead was established over Outlaw, but as Bob Fisher slowed to a halt with a broken blower shaft the race was still any ones especially given the breakdowns on the day. The field was down to three as the Patriot also slowed to a stop and Rhino in a 6 litre Weapon was in third and looking frontwards for third or better.

It was to be Grant Harrison in the big black flamed GP 101 who was to take the final straight and at full noise crossed the line to win the Griffith Cup. Second was Outlaw Chris Palmer and Third the hard charging 6 litre Weapon Steve Rhind.



GP 101, Grant Harrison, winner at Wisemans Ferry.

2004

30 May 2004

E.C. Griffith Cup, Wisemans Ferry, NSW

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Heat 1 for the 2004 E.C. Griffith Cup had GP 101 on pole, Big Chief in lane two, and Aussie Connection in three. From the start GP 101 took off with Big Chief close behind and Aussie Connection out wide and behind. At the end of lap one it was GP 101 and Big Chief battling it out. Around the first turn on lap two GP 101 was on the outside of Big Chief just hanging on to the lead. Big Chief hooked in a little and lost all momentum. From then on it was a procession to the finish line for the next couple of laps with GP 101 winning by 300m over Big Chief and Aussie Connection almost lapped.

Heat 2 was a disappointment with Warlord up against two displacements. It was Warlord all the way with Outlaw and Patriot both coming to a stop on lap 2.

Tattoo, Dragula, and the Displacement must have come from another heat.

The final had six boats in it. Warlord was in lane one, GP 101 in lane 2, Big Chief lane 3, Tattoo in lane 4, a Displacement in lane 5, and Dragula in lane 6. GP 101 got a fast start with Warlord and Big Chief close on his heels. Out of the first turn it was GP 101 then Warlord with Tattoo the displacement and Dragula. Big Chief had slowed to a stop and pulled off the course by the first corner. From turn one onwards it became a fast procession as GP 101 retained the lead for the remainder of the race, winning by 200m over Warlord and Tattoo 500m behind then Dragula over half a lap further back being last to finish.



GP 101, Grant Harrison, winner at Wisemans Ferry 2004.

2005

8 May 2005

E.C. Griffith Cup, Lake Mulwala, Vic

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Heat 1 of the 2005 E.C. Griffith Cup had five starters as they lined up. Fury in pole 1, Rival out of 2, Tattoo out of 3, GP55 from 4, and Dragula on the outside in 5. When the flag dropped Rival blew them away with a wheelstand and never looked back. Out of the first corner it was Rival with Fury and Tattoo challenging for second. By the bridge turn Tattoo had secured second and Fury third with a fast charging GP55 and Dragula in last. On the second lap GP55 passed Tattoo on the back straight but Tattoo kept him honest with some tight turning. Fury was back in fourth. On the third lap the only change in positions was Dragula passing Fury. By the end of the final lap it was Rival, GP55, Tattoo, Dragula and Fury.

Heat 2 lineup had Warlord up against KT 11 Aussie Connection and two displacements. As the boats came around the bridge end and lined up for the start Aussie Connection took off from the pits leaving huge holes at the first turn for the hard charging field to contend with. At the first corner it was KT 11 with Warlord charging hard. By the end of the first lap Warlord was well ahead and running away with the heat. KT 11 was running a hard second ahead of the displacements and Aussie Connection who was almost a lap down. In the end it was Warlord with an easy win over KT 11.

Heat 3 saw the three Annihilator boats up against a couple of displacement boats. At the start it was the displacements to the corner first but that was the last seen of them. Down the back straight for the first time it was Annihilator and Annihilator 3 making a race of it. Annihilator 3 was on the inside making Annihilator (the team "captain") go around the outside at the corners. Annihilator 2 was running third. The places stayed the same until the last lap when Annihilator 3 let Annihilator run away to win the heat. Annihilator 2 finished third.

The final had the three Annihilator boats up against Rival, Fury GP55, Tattoo and Dragula. At the start Rival was on the inside and blew the rest away with an incredible wheelstand to be first in and out of the first corner. Fury, GP55 and Tattoo chasing hard and Annihilator running fast around the outside. At the end of lap one it was Rival, Annihilator, Tattoo, GP55, Annihilator 3 and the rest. In lap two, Rival led down the back straight making Annihilator work harder than necessary. Around the bridge turn Rival powered hard to straighten up and led down the front straight only to blow a motor. The New Zealanders cheered as Annihilator took the lead. By the top corner the cheers subsided as Annihilator coasted to a stop also, and handed the lead to Tattoo who received a bigger cheer. Tattoo started to run away from Annihilator 3 down the back straight so Annihilator 3 had to step up a bit for the New Zealander because Annihilator 2 was far back in the race. Coming around the bridge turn for the final time Tattoo was giving everything possible in the rough water bouncing wildly out of control with Annihilator 3 making a one last charge and turning tight. At the finish line it was Tattoo a short distance ahead of Annihilator 3 with Annihilator 2 somewhere a long way back. This was the first time that a KT style tunnel hull has won the E.C. Griffith Cup,



Tattoo 666, Matt Ferris, winner 2005 at Yarrawonga.

2006

30 April 2006

E.C.Griffith Cup, Lake Mulwala, Vic

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Heat 1 of the 2006 E.C. Griffith Cup had three boats line up for the start. Annihilator 2 in pole 1, Tattoo and Aussie Connection. All three got away well with Annihilator 2 coming out of the corner first with Tattoo in a close second. On the second lap Annihilator 2 was leading Tattoo by a few lengths but Tattoo had trouble with the rough corners and lost distance. Aussie Connection was always running out wide making a long race of it. The remainder of the race was a procession and at the finish it was Annihilator 2, Tattoo and Aussie Connection.

Heat 2 had four boats. Wasp, out of pole 1, Dragula from 2, The Fly in 3 and Annihilator from 4. As the flag dropped it was the Fly who won the start from lane three and Wasp in lane one, with Annihilator on the outside and Dragula in fourth. Down the back straight Annihilator reeled in the Fly to come out of the bridge turn ahead with Wasp in third. Annihilator powered ahead to race the next three laps alone with the Fly and Wasp and Dragula racing for minor placings. At the end it was Annihilator, Wasp, Dragula and the Fly. Annihilator was later disqualified for jumping the start and will not be in the final.

Heat 3 had GP55 in lane 1, Warlord in lane 2, Tabasco in lane 3 and Annihilator 3 in lane 4. At the start it was GP55 out of the first corner with Warlord keeping with him and Tabasco out wide and neck and neck at the bridge turn. On the front straight Warlord had the legs and went around the outside for the second lap with GP55 giving nothing away. By the third lap it was still side by side racing, and the final lap was a sizzler with both Warlord and GP55 exchanging the lead back and fourth to come out of the final turn side by side. Warlord being on the outside had more speed turning wide and out accelerating GP55 to win by two boat lengths. Annihilator 3 failed to finish stopping on the final lap so Tabasco finished third.

The final was to be one of the most exciting races for many years. At the start it was GP55 on the inside with Warlord in 2, Wasp in 3, the Fly in lane 4 and Aussie Connection on the outside in lane 5. Once the flag dropped it was GP55 who came out of the first corner ahead of Warlord who was running fast on the outside, By the bridge turn GP55 and Warlord had a significant lead over the rest and diced with each other for the rest of the race. Still side by side and rough water to contend with the last lap started like the other laps. Out of the top turn there was still nothing in it as GP55 held the inside lane and Warlord continued to power around the outside. Down the back straight Warlord would always edge ahead of GP55 and then as the final corner came up fast they had caught the Fly on the inside lane and Aussie Connection out in about lane three digging holes. With Warlord just ahead of GP55 they passed the Fly on the entry into the bridge turn. Warlord then hit the wash of Aussie Connection and hooked the boat violently and into the path of GP55. With nowhere to go and trying to turn even tighter GP55 skipped the backend out and around, spinning out over the back of Warlord sustaining damage to both boats. Both boats stopped on the course and the red flag was raised stopping the race. The race was declared and after considerable discussion Warlord was disqualified and in GP55 was awarded the EC Griffith Cup for 2006.



GP 55, Paul Cunningham, winner 2006 at Yarrawonga.

2007

24 March 2007

E.C. Griffith Cup, Lake Mulwala, Vic

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Heat 1 of the 2007 E.C. Griffith Cup was a New Zealand benefit race. The three Annihilator boats lined up in order with a local Displacement on the inside. From the flag it was Annihilator 2 and Annihilator 1 around the top buoy first. By the end of the first lap it was Annihilator 1 on the inside of Annihilator 2 and Annihilator 3 was roostertail back. From then on it was procession to the end with Annihilator 1 stretching the lead and winning over Annihilator 2 and Annihilator 3. The Displacement finished half a lap down.

Heat 2 had two Displacements on the inside lanes and Wasp in three, Dragula in four and GP55 on the outside. At the top corner of lap 1 it was Wasp leading out GP55 from the inside lane down to the bridge turn and around to complete lap one. Dragula was way back and the displacements further. At the top buoy of the second lap Wasp was leading GP55 around but hooked a sponson and lost momentum allowing GP55 to pass down the back straight. At the bridge turn Wasp was still on the inside but hooked a sponson again which let GP55 streak away. GP55 running wide on the turns allowed Wasp to catch up and regain the lead. ON the last lap GP55 conceded and cruised to just finish with the two Displacements finishing a long way behind. Dragula failed to finish.

Heat 3 had Warlord, KT 11 and Tabasco line up in that order with a Displacement boat on the inside lane. At the start it was Warlord and KT 11 with Tabasco wide on the outside, but out of the first turn it was Warlord with KT 11 giving chase and Tabasco bringing up third. From this point Warlord ran away with the race winning by a long way. KT 11 stopped on the third lap giving Tabasco an assured second place. At the last bridge turn Tabasco lined up for the finish line and then the engine popped, coasting to the chequer flag only to be pipped at the post by the Displacement.

The final was a Grand Prix hydroplane delight. Six GP's lined up at the bridge turn for the start line dash. At the line it was Warlord on the inside with Annihilator 1 Annihilator 2 Annihilator 3 and the GP55. Wasp totally missed the start. Out of the first turn it was Warlord with Annihilator 2 outside and leading down the back straight with Annihilator 3 Annihilator 1 having their own dice. Out of the bridge turn it was Annihilator 2 a boat length ahead of Warlord to the top turn. Down the back straight for the second time it was Annihilator 2 leading out Warlord until the front straight where Warlord drew level and reached the top buoy first. With Annihilator 2 going so hard tried to tighten the corner but hooked in and half spun losing a lot of distance. On lap four it was Warlord all the way with Annihilator 2 slowing and being passed by Annihilator 3 who was just ahead of Annihilator 1. Down the back for the last time it was Warlord then Annihilator 3, Annihilator 1 and Annihilator 2 on the outside. At the finish it was Warlord by a good distance with Annihilator 3 then Annihilator 2, Annihilator 1, and GP55 over half a lap behind.



Warlord, Brett Niddrie, winner for the second time.

2008

29 November 2008
E.C. Griffith Cup, Lake Mulwala, Vic,

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Lupton ended on a high when he beat the fastest boats in Australasia at Yarrawonga, near Melbourne, to win the 2008 E.C. Griffith Cup.

It was the first time in five years that a New Zealand driver had won the pinnacle of hydroplane powerboat racing on both sides of the Tasman.

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The New Zealand teams took 1st and 2nd place in the E.C. Griffith Cup and Dean Gleeson in Kryptonite was 3rd.



Annihilator, Warwick Lupton, winner at Yarrawonga, 2008.

2009

2009
E.C. Griffith Cup

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No Race Contested for 2009

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