

Regatta Review

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HELLO FOR 2004!

We don't have a lot of new news for you at this time, but the race is a "GO!" for July 15th-18th, 2004. The DRRA is in the black after the 2003 event and 2004 is full-steam-ahead, we'll be going back to the 4 day format as well.

Before long, premium ticket holders should receive a letter about ticket sales for 2004, with the opportunity to reserve the same seats you had last year.

THE CHALLENGE TO RESTORE THE CUP

The American Power Boat Association Challenge Cup, better known as the APBA Gold Cup, is about to be restored after serving as the "Crown Jewel" of power boat racing for the past 100 years.

The oldest trophy in motor sports, the Gold Cup was crafted by the artists at Tiffany Jewelers in New York back in 1901, and was awarded in 1904 to the winner of the first APBA Challenge Cup, Mr. C.C. Riotte and his boat "Standard".

Tiffany's of NYC sent a Brinks truck to pick up the Cup, and will restore it to it's former glory in time for the 2004 Centennial Gold Cup event.

The APBA Vintage and Historic Category, in conjunction with the Detroit River Regatta Association, has undertaken this restoration project.

We are seeking your help with the costs of the restoration of this national treasure.

Please send contributions, payable to the DRRA, to 17640 East Nine Mile Rd., Eastpointe, MI 48021.

The DRRA has applied for status as a 501 (c) 3 corporation and we have no reason to believe the application will be denied. Your contributions will be tax deductible to the full extent allowed by the tax laws.

THE DRRA FOUNDERS CLUB

To preserve the history of Powerboat Racing on the Detroit River and ensure it's future, the Detroit River Regatta Association has formed the DRRA Founders Club. Members will be proud of their support of the mission and will receive a limited edition "Charter Member" lapel pin. Join us as we continue in our endeavors by producing the Centennial Celebration of the APBA Gold Cup for Detroit. With the twin Centennials of APBA founding in 2003 and 100th Anniversary of the APBA Gold Cup in 2004, our mission is ongoing and your support

is essential.

You can become a Charter member with a \$100 donation through April 15, 2004.

To become a Founding member, there are three levels available. Founding members will receive the keepsake "Charter Member" lapel pin and an acknowledgement.

* Bronze Founding Member - \$500

* Silver Founding Member - \$1500

* Gold Founding Member - \$2500

Join us in ensuring the Centennial APBA Gold Cup and preserving our history for the future. The DRRA has applied for status as a 501 (c) 3 corporation and we have no reason to believe the application will be denied. Your contributions will be tax deductible to the full extent allowed by the tax laws.

FROM THE RUMOR MILL

A rumor that came out of the recent annual APBA Convention (in Milwaukee this year), is that Dave Villwock and the Miss Budweiser may attempt a run at the unlimited kilo straightaway record, and the prop-driven record (the one that the Freei currently holds) in Oroville CA at their Kilos on March 13-14. For more info watch <http://www.hydroprop.com> as the date approaches.

50 YEARS AGO: THE 1954 GOLD CUP REMEMBERED

By Fred Farley - APBA/HYDRO-PROP Unlimited Historian

For pure boat racing, it's hard to top the classic 1954 Gold Cup at Seattle. Indeed, boats ran head-to-head with each other all day long on that memorable August 7.

SLO-MO-SHUN V, driven by Lou Fageol, finished first in all three 30-mile heats. But Lou had to win them the hard way--especially in Heat Two, when SLO-MO-SHUN V, SLO-MO-SHUN IV, and MISS U.S. shared the same roostertail for seven of the eight laps.

SLO-MO-SHUN V was also the first boat to achieve competitive results with a Rolls-Royce Merlin engine. (All of the Gold Cup winners from 1947 to 1953 used Allison power.) This particular Merlin was salvaged from the ill-fated QUICKSILVER of 1951.

George Simon finished second overall with MISS U.S., while Lee Schoenith took third with GALE V, the National High Point Champion that year.

SLO-MO-SHUN IV and Joe Taggart had an "off" day in 1954. The "IV" jumped the gun in Heat One and ran out of gas on lap seven due to a faulty fuel diaphragm. They finished third behind SLO-MO V and MISS U.S. in Heat Two and third behind SLO-MO V and GALE V in Heat Three.

One of the most famous mishaps in Gold Cup history occurred during the warm-up for Heat

Two. While jockeying for a starting position with GALE IV, Bill Cantrell's steering mechanism jammed. He ended up in the rock garden of a lakeshore home, just south of the Floating Bridge and north of the start/finish line.

"Wild Bill" was unhurt but his boat suffered bottom damage and was through for the day. Cantrell was overheard to say, "This is the first time I ever walked home from a boat race."

Bill had had a similar experience with MY SWEETIE in the 1948 Gold Cup at Detroit. That time, a loose battery pounded a hole in the underside and Cantrell beached the boat to prevent it from sinking.

A near-catastrophe marred the running of Heat Three. Lou Fageol was making one of his chillingly spectacular "flying starts" from under the Floating Bridge with SLO-MO-SHUN V when WHA HOPPEN TOO, driven by rookie Marv Henrich, emerged from the pits and cut straight across the path of the oncoming SLO-MO-SHUN V, which was running at top speed.

Fageol and the "V" bounced perilously but managed to stay upright and went on to win the race, while Henrich was disqualified as a result of the incident.

Following his victory in the 1954 Gold Cup, Fageol announced his retirement from competition. He mentioned the name of the future Unlimited Class superstar, Bill Muncey, to Stan Sayres as a possible replacement. Nothing came of the suggestion as Lou returned in 1955 for what would prove to be his final appearance as a driver.

- Brian Reed - DRRA Volunteer