

## Regatta Review

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### DAVE VILWOCK AND MISS BUDWEISER WIN IN MADISON UIM WORLD CHAMPIONSHIP AND INDIANA GOVERNOR'S CUP

On a windswept Ohio River, Dave Villwock drove the Miss Budweiser to a dominating win in Madison Indiana on July 4th. Greg Hopp took 2nd in the U-100 Miss Mariann Travel Inn, 3rd place went to Terry Troxell in the E-Lam and 4th to Steve David in the Oh Boy! Oberto. Both JW Myers in the Llumar and Mike Weber in the EMCOR had safety hatch problems during the final, with Mike Weber taken to the hospital as a precautionary measure. He was released later in the day. For more story and photos:

[http://www.hydroprop.com/content/madison04\\_coverage\\_sun.htm](http://www.hydroprop.com/content/madison04_coverage_sun.htm)

<http://www.madisonregatta.com>

### DRRA BOX OFFICE NOW ONLINE

All Reserved Seating, Pit Credentials and Parking Passes are available on-line through the new DRRA Box Office. The direct link is: <http://www.gold-cup.com/store/index.php>

### GOLD CUP COVERAGE AND WIFI ACCESS IN THE DODGE PITS

Gold Cup coverage for this year will again center on streaming audio direct from the Public Address system hosted by MLive.com, as well as photos by Robert Peters and Unlimited coverage by Hydro-Prop's Chuck Moore.

We hope to have a WebCam placed somewhere in the pit area showing the action of the Roostertail Turn. This will have a five-second update speed for a near-real-time view.

For those of you in the Dodge Pits, we expect to have a WiFi network setup courtesy of CoastalWave.net.

Early during race week we'll post links to all the coverage on our web site.

### THE DRRA IS LOOKING FOR CORDLESS PHONES TO USE RACE WEEK

Do you have a cordless phone you can loan to the DRRA for race week? We're looking for a bunch of 900mHz and 2.4GHz cordless phones (not cell phones).

### A LOOK BACK AT THE 2003 GOLD CUP RACE

#### A PISTON-POWERED GOLD CUP IN 2003

By Fred Farley - APBA/HYDRO-PROP Unlimited Historian

It took twenty years but the APBA Gold Cup finally had a piston- powered winner again.

Every champion between 1984 and 2002 had used Lycoming turbine power. But in 2003, driver Mitch Evans took first-place at Detroit with FOX HILLS CHRYSLER-JEEP/SUN COATINGS, which used a turbocharged V-12 Allison.

Evans won the Final Heat and defeated the defending Gold Cup champions Dave Villwock and MISS BUDWEISER (Turbine-6), 144.152 miles per hour to 141.488. Then came Mike Hanson in AL DEEBY DODGE at 137.719 and Steve David in OH BOY! OBERTO (alias MISS MADISON) at 132.591, while Nate Brown failed to finish with MISS E-LAM PLUS.

The father and son ownership team of Ed Cooper, Sr., and Ed Cooper, Jr., had started in the sport in the 1960s as crew members for the community-owned MISS MADISON. After having raced three previous Unlimited hydroplanes since 1986, this was the Coopers' supreme achievement with their crowd-pleasing U-3.

The most recent Gold Cup winner to use a piston engine had been the Rolls-Royce Merlin-powered ATLAS VAN LINES in 1983 with Chip Hanauer driving. No Allison boat had won the Gold Cup since Tom D'Eath drove MISS U.S. to victory in 1976. And that same Tom D'Eath played a prominent role in the 2003 race.

In truth, the Gold Cup almost didn't happen in 2003. The sponsoring Spirit Of Detroit Association, after years of fiscal mismanagement, finally went bankrupt after having staged all of the Unlimited races on the Detroit River since 1962. As late as June 2003, there appeared to be no hope for a Motor City race.

Then, almost overnight, a new organization, headed by Tom and Judy D'Eath, sprang into being. Inside of two months, the Detroit River Regatta Association (DRRA) put on a successful 2003 Gold Cup on August 23-24 and made a profit in so doing.

Unlike recent years, the Gold Cup took place toward the end of the 2003 season instead of near the beginning.

The new U-3, which had impressed so mightily in late 2002, won its hometown "Thunder On The Ohio" race at Evansville, Indiana, on June 20, 2003, under the sponsorship of MASTER TIRE. This was the first victory by a piston-powered boat in the Unlimited Class since the 1989 Tri-Cities (Washington) Columbia Cup, which had been won by an earlier Cooper craft with Mitch Evans driving.

Between the Evansville season-opener and the Detroit Gold Cup, MISS BUDWEISER (Turbine-6) had won at Madison, Indiana, LLUMAR WINDOW FILM and Mark Evans had won at the Tri-Cities, and MISS BUDWEISER (Turbine-5) had won at Seattle. The U-3 experienced mechanical difficulty at Madison and Seattle but finished third at the Tri-Cities as VACATIONVILLE.COM.

Eleven teams set up shop in the Horace Dodge pits for the 2003 Gold Cup. The fleet demonstrated quite a bit of parity during the time trials. Five boats ran within 1.2 miles per hour of each other for the 2-lap/5-mile distance. These included LLUMAR WINDOW FILM

at 159.514, MISS E-LAM PLUS at 159.285, AL DEEBY DODGE at 159.275, FOX HILLS CHRYSLER-JEEP/SUN COATINGS at 158.392, and MISS BUDWEISER (Turbine-6) at 158.361.

The MISS BUDWEISER team was in its first year of operation under the ownership of Joe Little, the younger son of Bernie Little, who had passed away on April 25, 2003, at age 77. Joe had stood in for his father during much of the 2002 season when Bernie was ill. The basic organization stayed largely intact with Dave Villwock continuing as driver/team manager and Mark Smith as crew chief.

Both the Jim Harvey and the Bill Wurster teams had a change of hulls in 2003. Harvey's MISS TRENDWEST was a new boat, designed by Ron Brown, which utilized the abandoned 1996 center section (heavily modified) from MISS BUDWEISER (Turbine-5). Wurster's LLUMAR WINDOW FILM was the former MISS BUDWEISER (Turbine-4), which had only been raced once and was now converted from a tandem-wing to a single-wing hull shape.

Quite a bit of equipment damage occurred at the 2003 Gold Cup. MISS DYC with Mike Weber and MISS E-LAM PLUS with Nate Brown both lost propellers. MISS TRENDWEST with Terry Troxell tipped over in the "Roostertail Turn" prior to the start of Heat 2-A. And LLUMAR WINDOW FILM did a 360-degree flip on the backstretch of lap-two during Heat 3-A.

The LLUMAR accident was quite serious. The boat was through for the day. And driver Mark Evans suffered a broken right leg, a fractured vertebra, and blood clots. From his hospital bed, Mark learned that his brother Mitch had won the race.

FOX HILLS CHRYSLER-JEEP/SUN COATINGS won Heat 1-B over MISS DYC, 144.092 to 140.929. The U-3 then finished second in Heat 2-B behind AL DEEBY DODGE, the Mike Jones Racing Team entry, 150.757 to 142.781.

Mitch Evans conked out during the warm-up for Heat 3-A but rebounded to win Heat 4-B over AL DEEBY DODGE, 142.196 to 140.173.

Heading into the Final Heat, AL DEEBY DODGE had 113 points, followed by FOX HILLS with 110, MISS BUDWEISER with 104. OH BOY! OBERTO with 103, and MISS E-LAM PLUS with 93.

The defending champion MISS BUDWEISER was having an uneven weekend with preliminary heat finishes of second, fourth, first, and fourth.

In 2004, Gold Cup Heats 1-A, 1-B, 2-A, and 2-B on Saturday were four laps instead of three, while Heats 3-A, 3-B, 4-A, 4-B, and the Final on Sunday remained five laps. This increased the overall Gold Cup distance from 52-1/2 miles to 57-1/2.

For the Final Heat, AL DEEBY DODGE was assigned lane-one, FOX HILLS lane-two,

MISS BUDWEISER lane-three, OH BOY! OBERTO lane- four, and MISS E-LAM PLUS lane-5, on the basis of points earned in the preliminaries.

MISS BUDWEISER crossed the starting line first. But FOX HILLS led out of the first turn. AL DEEBY DODGE was second onto the first backstretch, followed closely by MISS BUDWEISER.

FOX HILLS led by a roostertail length after lap-one, followed by BUDWEISER, DEEBY, E-LAM, and OBERTO in that order.

Mitch Evans recorded laps of 147, 150, 145, 140, 137 en route to victory. Dave Villwock finished two roostertails behind with laps of 142, 142, 143, 143, and 135.

MISS E-LAM PLUS passed AL DEEBY DODGE on lap-two and started challenging MISS BUDWEISER for second-place before losing a prop. DEEBY finished third and OBERTO was a distant fourth.

A jubilant U-3 crew greeted their driver back at the dock after the Final Heat. Their friends from the rival MISS BUDWEISER team joined them in the celebration. Only the injury to Mitch's brother, earlier in the day, kept everyone's joy from being complete.

It was altogether fitting that Mitch should win at Detroit. It was there in 1956 that his father, Norm Evans, had first challenged for the Gold Cup as driver of MISS SEATTLE.

With two victories in five races on the 2003 tour, the U-3 tied down one more win four weeks later at San Diego. This gave the Coopers more victories than any other team in 2003 and enough National Points to finish third behind first-place MISS BUDWEISER and the second-place Jones Racing Team.

The 2003 Gold Cup on the Detroit River concluded the first century of competition for power boating's Holy Grail, which started in 1904 on the Hudson River in New York.

Here's to the next hundred years of racing for the Gold Cup!

- Brian Reed - DRRA Volunteer