

Regatta Review

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GOLD CUP RACE WRAPUP

The 2004 Gold Cup event had some of the best racing in recent memory with many heats of continued side-by-side battles for first and second place! There were a few breath-taking moments as well, starting with Terry Troxell's flip on the first lap.

Ken Muscatel in the U-25 Miss BELL Forklift chose to sit out heat 3 in hopes that someone would break and thereby get him into the final (didn't happen). Greg Hopp had a DNF (did not finish) that kept the U-100 out of the final, but then Greg sat in for an exhausted and sore Mark Tate in the U-2 Chrysler Jeep Superstores for the final. The U-2 just wasn't riding well all weekend long and beat him up a bit.

After the final the U-10 Dick Scott Automotive Group presents the Miss Detroit Yacht Club stopped in front of the DYC on the back stretch to wave to the fans there and couldn't restart and had to be towed in, making it back just in time to be awarded the Gold Cup after the disqualification of Miss Budweiser.

The full report from DRRA Timing and Scoring is available on our home page.

OLD TIME DETROIT HYDRO RACERS SWEEPSTAKES RACE

The Silver Cup goes to Jerry Hopp in the UL-1 Happy Go Lucky, which was absolutely flying around the course. Attrition in the race put local driver Patrick Sankuer in 3rd place.

1 UL-1 HAPPY GO LUCKY / MIKE'S HARD LEMONADE
2 NM-6 SUMMER WINE
3 GNH-61 SANKUER COMPOSITE TECHNICAL
DNF GNH-445 THE MENANCE
DNF GP-59 BABY DOLL III
DNF NM-2 RED HOT
DNF GP-154 PONTIAC COIL EXPRESS
DNS GP-19 CONTROLLER

FANS TRAVEL GREAT DISTANCES TO SEE THE UNLIMITEDS RACE

This year we had one fan that came from Amsterdam, and two that came from Germany to see the Gold Cup! I also heard there were some that came from Switzerland, but didn't get to meet them.

Thanks to them and every one of our fans.

MEDIA COVERAGE OF TOM D'EATH'S NEW ROLE IN HYDROPROP

Can D'Eath save Unlimited hydroplanes? [Article](#)

"Hey, unlimited hydroplane racing! Did ya hear? Today is the first day of the rest of your life."

D'Eath starts to work fixing broken sport [Article](#)

"Tom D'Eath had already saved the Gold Cup. Now, in a hurriedly called meeting in a motor home in Detroit last Saturday ..."

D'Eath happy to lead hydros [Article](#)

"Tom D'Eath sat in a trailer last Saturday in Detroit and couldn't believe what he was hearing."

AUTO ENGINES MAY HIT HYDROS CIRCUIT BY '05

[Article](#)

"D'Eath said that in order to encourage the new class, the Detroit Gold Cup will offer a \$50,000 prize next season for the first automotive-powered boat to complete all 5 heats."

THE TRI-CITIES RACE IS THIS WEEKEND - AUDIO STREAMING

See <http://www.waterfollies.com> for information about the event, and check out KONA radio for an audio web cast at: <http://www.konaradio.com>

QUAKE ON THE LAKE - WATERFORD MI - JULY 31ST & AUGUST 1ST

Next weekend in Waterford MI will be a limited inboard hydroplane race with boats from the 1.0 Litre class all the way up to the powerful Grand Prix class as well as Vintage and Jersey Speed Skiffs.

For photos from past years and more information visit the official Quake On The Lake web site at: <http://QuakeOnTheLake.org>

Also see the Marine Prop Riders Quake On The Lake page:

<http://MarinePropRiders.com/quake/>

GOLD CUP PHOTOS

See our photo page for many pictures from the event. We're still not done adding photos, so check back again in a few days!

LANCE ARMSTRONG GOES FOR SIX WINS IN THE TOUR DE FRANCE

After being away from hydroplane racing for a number of years in my 20's, it was bicycle racing that got me re-interested in the Unlimiteds in the early 90's. Specifically, the Paris to Roubaix and the Tour de France races, which are both amazing events. I got to thinking that we had a world-class event right here in Detroit, and I better get my behind down there again! Soon I began to volunteer and with the web becoming popular, had found my niche.

Back to the story, Lance Armstrong has just about secured his sixth Tour de France victory, a feat that has never been achieved before. Lance is over 4 minutes ahead of his closest competitor Ivan Basso of Italy after stage 18, with just 2 more stages to go. The final stage finishes in Paris on Sunday... listen to the Tri-Cities KONA web cast then watch the evening replay of stage 20 on the Outdoor Life Network!

80 YEARS AGO: THE 1924 GOLD CUP REMEMBERED

By Fred Farley - APBA/HYDRO-PROP Unlimited Historian

In between the World Wars, Unlimited hydroplanes were barred from participation in the APBA Gold Cup. In their place, a new category of racing boat was created: the Gold Cup Class.

Not until after World War II would the Unlimiteds again be allowed to compete for the APBA's top award.

The original Gold Cup Class boats were so-called "gentlemen's runabouts." Hulls with "steps" or "shingles" on the underside were outlawed. The engine size was likewise limited to 625 cubic inches--although this was later changed to 732 cubic inches.

One of the more bizarre chapters in Gold Cup history occurred at the 1924 contest. Canadian sportsman Harry Greening had apparently won with his Packard-powered RAINBOW IV, which was seen by some as being a hydroplane rather than a displacement hull. The craft's bottom was of lapstrake construction, which was technically permitted by the rules.

The APBA decided, however, that the strakes had been installed for the express purpose of achieving a hydroplane effect. In other words, Greening had followed the letter of the rules but not the spirit of them.

As a result, RAINBOW IV was disqualified and Caleb Bragg's BABY BOOTLEGGER was moved from an overall second to first position.

Outraged, Greening returned to Canada and never raced for the Gold Cup again. He did, however, remain active in power boating for many years.

In 1925, Greening established a never-to-be-equalled distance record for a single-engine hydroplane with RAINBOW IV on Lake Rosseau. In 24 hours, Greening covered 1217.88 miles at a speed of 50.780 miles per hour.

And in 1929, Greening set a 12-hour record on Lake Rosseau with RAINBOW VIII. He covered 723.92 miles at a speed of 63.170 miles per hour.

Both distance records were set with a Liberty engine.

BABY BOOTLEGGER used a V-8 Hispano-Suiza engine in 1924, specifically the licensed Wright-Hisso version. Built with 719 cubic inch piston displacement, the engine was sleeved

to meet the 625 cubic inch maximum of the day. The popular "Hisso" was used in the Spad aircraft during World War I.

The construction of BABY BOOTLEGGER was unique. The sides of the hull were rounded into the deck with a gradually changing curve from stem to stern. The advantage of this design was that it permitted the construction of a light and strong hull with a minimum of wind resistance.

- Brian Reed - DRRA Volunteer