

## Regatta Review

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**Issue #76 - July 8, 2008**

**THE CHRYSLER JEEP SUPERSTORES APBA GOLD CUP - JULY 11-13, 2008**

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**\*\*\* EVERYTHING YOU NEED TO KNOW FOR RACEWEEK**

Ticket information, Box Office & Parking locations, Schedules, Coverage, Celebrations...

[http://gold-cup.com/raceweek\\_info\\_2008.php](http://gold-cup.com/raceweek_info_2008.php)

**\*\*\* JEFF BERNARD SURPRISES HOMETOWN FAVORITE IN MADISON**

**\*\*\* From the ABRA**

Twenty-three-year-old Jeff Bernard out maneuvered salty veteran Steve David to claim the young driver's first ever victory Sunday at the 58th Indiana Governor's Cup in Madison, Ind., and end David's quest to bring the City of Madison its first victory since 2003.

"I want to say sorry to the fans that their boat didn't win," Bernard of Kent, Wash., said following his surprising victory. "But I want to remind everyone this is an Indiana boat as well." Bernard's U-5 Formulaboats.com is based out of Decatur, Ind., located on Indiana's northeast corner.

Before the young driver claimed victory, he managed to unseat the perennial favorite U-6 Oh Boy! Oberto driven by David, the Lighthouse Point, Fla., native. In the second lap of the five heat winner-take-all race, Bernard edged past David to claim the lead. After that move, David could do little to catch the streaking red boat.

Bernard's teammate and former national champion Mike Allen (New Orleans, La.) piloted the U-7 Formulaboats.com to a third place finish.

As Bernard was fending off the hard-charging David, he also contended with rough waters caused by heavy debris in the Ohio River. Throughout the day Sunday, the Unlimited Hydroplane fleet was whittled away by the debris. Despite the obvious hurdles, Bernard managed to be standing by day's end.

"We've got a boat that can finally run over rough water," Bernard said.

While Bernard and his team managed to beat the debris, other drivers had a much different outlook.

"It is the equivalent of throwing marbles on the Indy 500 track," David said earlier in the day, "this was rough day for everyone."

Earlier in the day, the U-10 Miss Ahern Rentals driven by David Bryant of Mesa, Ariz., voluntarily withdrew from the field due to the debris.

"We are hearing about solid wood from one end to another on the river," Kim Gregory, owner of the U-10 said following the withdrawal. "We have already lost a rudder. I want to go to the Gold Cup."

The 100th running of the coveted American Power Boat Association Gold Cup will be run next week in Detroit.

\*\*\* RACEWEEK CELEBRATIONS

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"Bring Back the Thunder"  
Celebrating the 100th running of the APBA Gold Cup  
Wednesday July 9th - 6-10pm

The Unlimiteds Detroit club is presenting this event with Vintage race boats, R/C Hydro's, Music, Auctions, Games, and more. No admission; cash food and beverage service.

At the Best Western ConCorde Inn, 44315 Gratiot Avenue (near I-94 and Hall / 20 Mile Road)  
(586) 493-7300

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"Gold Cup Racing on the Detroit River"  
Join Detroit Racing Legends  
Friday July 11th - Noon

Since 1916, many owners and drivers from Detroit have won the Gold Cup and over forty Gold Cup events have been run on the Detroit River. This year for the 100th running of the Gold Cup Race we will recognize those persons who have been instrumental in Detroit's Gold Cup history including those who have served to perpetuate and record the history of this event and powerboat racing. Mingle and meet the drivers, owners, crew and fans from across the country that have made the Gold Cup the oldest active Motor Sports Trophy in the nation, for a slide presentation and short program.

Near the race site/pits at Sindbad's Restaurant Sohar Room. No admission; cash bar.

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"A Gold Cup to Remember"  
Saturday July 12 - 6:30-11pm (dinner at 7pm)

The Detroit River Regatta Association invites you to "A Gold Cup To Remember", a Celebration of the 100th Running of the APBA Gold Cup.

Features are a BBQ buffet dinner, Gold Cup legend guests, and a presentation. Space is limited! On site at the A/C tent in HydroMart. Admission is \$50; cash bar.

[http://gold-cup.com/100th\\_running\\_poster.pdf](http://gold-cup.com/100th_running_poster.pdf)

### \*\*\* VINTAGE GOLD CUPPERS ATTENDING THE ABPA GOLD CUP EVENT

Among a strong contingent of Vintage Raceboats we'll have a number of very special Vintage Gold Cuppers on hand... some on static display while others will hit the water for exhibition runs.

- \* Five Vintage Gold Cuppers at the 100th APBA Gold Cup Race
- \* By Steve Garey

U-16 My Darling was a step hydroplane modeled after the My Sweetie. She was owned and driven by Andy Marcy of Springfield, Illinois and attended races during 1950 and 1951. Marcy and his My Darling won the Calvert Trophy in 1950 at Louisville, Kentucky. Years later, the boat made a surprise appearance at the 1957 President's Cup in Washington, D.C., but failed to qualify.

U-17 John Francis, My Sweetie - A member of the "Dodge Navy " at the 1954 Silver Cup race. Auto magnate Horace Dodge entered three old-style step hydroplanes in the Silver Cup. Against a field of modern 3-point hydros, the Dodge boats finished first, second, and fifth for Horace's greatest day on the Detroit River. The John Francis was built in 1954 by Les Staudacher and is powered by an Allison engine.

U-2 Miss U.S. 1 was built by Staudacher in 1957 from a Dan Arena design. Owned by George Simon and the U.S. Equipment Company, the U-2 won the International Cup driven by Fred Alter, and the President's Cup, the Indiana Governor's Cup, and the Sahara Cup driven by Don Wilson. In April of 1962, Roy DUBY took Miss U.S. 1 - now powered by a Rolls-Merlin engine - to Guntersville, Alabama and set a new world's record of 200.419 miles per hour for the measured mile.

Although today's turbine boats have gone faster, the record still stands as the propeller driven piston record for speed boats. Two-time Gold Cup winner Danny Foster has restored Miss U.S. 1 to her former glorious fire engine red paint scheme and powered her with a Rolls-Merlin developed by Roush Aviation.

U-12 Miss Budweiser - This boat was meticulously put together by the late Chuck Hickling in 1978 as the U-17 Tempus. Hickling raced the Rolls-powered craft until 1984. Two years later he sold it to Ed Cooper, Sr. and Jr. of Evansville, Indiana. The Coopers repowered her with an Allison and raced it as the U-15 under various names with Jack Schafer, Jr and Mitch Evans as drivers. In 1983, Madison, Indiana's Jim and Nancy Sedam purchased the boat and raced it as Miss Tosti Asti with Todd Yarling at the wheel. It was later sold to Bob Schroeder who ran it on the Vintage circuit. The boat's latest claim to fame was in the role of Miss Budweiser in the 2005 movie "Madison".

U-64oz. Miss Vernors comes to life after 30 years as an unfinished shell. Framed out and shipped to Seattle in 1978, this hull was the first of a number of "kit boats" proposed by former driver Fred Alter to help modernize the Unlimited fleet. Alter made these kits- modeled after the 1976 Miss Vernors - available to low-budget owners. The first hull was sold to Seattle owner Tad Dean in 1978. Dean took delivery, but never finished it. In 2004, Alter and his volunteer crew brought his errant hull back to Detroit and finished construction, using an Allison V-12 engine for power.

\*\*\* THE GOLD CUP: IN THE BEGINNING (1904-1907)

\*\*\* By Fred Farley - APBA Unlimited Historian

Officially known as the "American Power Boat Association Challenge up," the Gold Cup is the ultimate prize that every competitor strives to win at least once. In terms of prestige, it compares on an international level to England's Harmsworth Trophy and Australia's Griffith Cup.

Created by Tiffany's, the trophy originally cost a total cost of \$900. But millions have been spent--and lives sacrificed--in the pursuit of it.

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1904 GOLD CUP (June)

Hudson River, NY

STANDARD

Driver: Carl Riotte

Owners: Carl & Eugene Riotte

Average: 23.160

The very first Gold Cup race took place on the Hudson River in New York. In those days, the boats plowed through the water rather than skim over the surface of it. The heat races had more to do with today's Offshore tradition, consisting of 16 nautical miles up and down the Hudson, turning at Piermont.

The winning boat, STANDARD, won all three heats and defeated Frank Seaman in WATER LILY and C.H. Tangeman in FIAT II. Measuring 59 feet in length with an 8-1/2-foot beam, STANDARD used a 6-cylinder 110-horsepower Standard motor that resembled a miniature steam engine with its steel columns and open frame. The motor was to gain wide acceptance in the marine industry.

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1904 GOLD CUP (September)

Hudson River, NY

VINGT-ET-UN II

Driver: C.M Hamilton  
Owner: Willis Kilmer

Average: 24.900

For the first--and only time--in Gold Cup history, two races were run in the same calendar year. VINGT-ET-UN II, a displacement boat, won the second 1904 Gold Cup, which was contested on the same race course as the first.

Ten boats entered that year. VINGT-ET-UN II rebounded from a fifth-place finish in Heat One by taking the top spot in the next two heats to claim the victory. Powered by a Simplex engine, VINGT-ET-UN II's best heat was just over 25 miles per hour.

This was definitely in the days before commercial sponsorships. In 1904, boats carried names such as FLIP, SHOOTING STAR, CHALLENGER, and JOSEPHINE.

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1905 GOLD CUP  
St. Lawrence River, NY  
CHIP I  
Driver: Herb Leighton  
Owner: Jonathon Wainwright

Average: 15.000

After the first two contests in the New York City area, the St. Lawrence River in upstate New York became the Gold Cup locale from 1905 to 1913.

Starting in 1905, a handicap system was utilized which took into account each boat's power and size. The use of this system enabled CHIP, driven by Herb Leighton and representing the Chippewa Bay Yacht Club, to win the race on corrected time--even though CHIP was the next-to-slowest boat in the 9-boat fleet!

The boat with the fastest uncorrected time was SHOOTING STAR II, which did around 24 miles per hour.

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1906 GOLD CUP  
St. Lawrence River, NY  
CHIP II  
Driver: Charles Wood  
Owner: Jonathon Wainwright

Average: 25.000

The Leighton-powered CHIP II won the 1906 Gold Cup on the basis of corrected time, just as her predecessor had the year before. The winner was fifth in terms of corrected time in the 12-boat starting field.

Jonathon Wainwright, the winning owner, was a cousin of General Wainwright, commander at Corregidor during World War II.

The 1906 Gold Cup was a competitive one with three different boats winning the three 30 statute mile heats. SPARROW won the first heat, DIXIE I took the second, and CHIP II prevailed in the third.

DIXIE I turned the fastest heat of the race at 28.033. This was the first appearance in the Gold Cup series by the DIXIE team, owned by E.J. Schroeder. Much would be heard of the DIXIE boats in the years to come.

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#### 1907 GOLD CUP

St. Lawrence, NY

CHIP II

Driver: Charles Wood

Owner: Jonathon Wainwright

Average: 23.903

CHIP II became the first two-time winning hull in Gold Cup history with her victory in the 1907 race. But the triumph was a hollow one. CHIP II was the next-to-slowest boat on the basis of uncorrected time.

F.G. Bourne's STRANGER was faster. However, on the basis of power and length, it was determined to spot CHIP II and DELAWANNA several minutes in the race.

A variety of power sources were used in Gold Cup racing during the first decade. In 1907, CHIP II used a Leighton, DELAWANNA and VINGT-TROIS ran a Fairbanks motor, and PIRATE had a Trebert.

\*\*\* THE 100TH RUNNING OF THE GOLD CUP - JULY 11-13, 2008

IT'S RACEWEEK! Make your plans now for the historic 100th running of the Gold Cup, July 11-13 2008!

- Brian Reed - DRRA volunteer

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