

Regatta Review

Issue #93 – July 11, 2009

THE CHRYSLER JEEP SUPERSTORES APBA GOLD CUP - JULY 10-12, 2009

*** INTERNET COVERAGE

Besides the usual ABRA and HydroInsider links, we hope to have at least one live stream for you.

We'd like to give a big shout-out to our friends at MLIVE.com for trying to get us up and running on their solid streaming platform, but things just didn't work out. We're currently testing an audio stream via Ustream, listen for that at:

<http://www.ustream.tv/channel/apba-gold-cup>

We're also still trying to get some video streaming going, over at <http://supercatracng.com/webcast.cfm> but we're having DSL problems as of Friday evening.

We'll try to keep this page updated with the status of each:

http://gold-cup.com/raceweek_info_2009.php

*** VILLWOCK EDGES DAVID FOR TOP QUALIFIER

DETROIT---Dave Villwock (Seattle, Wash.) was able to take his Ellstrom Elam Plus unlimited hydroplane out just before the Detroit River closed Friday evening to take the Palms Resorts Fastest Qualifying Award for the 100th running of the Chrysler Jeep Superstores Detroit APBA Gold Cup.

Steve David (Lighthouse Pt., Fla.) had posted the fastest speed just 20 minutes earlier pushing the Oh Boy! Oberto to 157.379 for the two-lap qualifying average on the Detroit River course. But Villwock, the defending Gold Cup champion, went back on the water to hit 158.098 and grab the top speed.

"We were able to make a few adjustments after our last run," said Villwock. "We were fortunate to get back out on the water just in time."

Villwock is the winningest active driver in unlimited hydroplane racing with 57 career wins and he has won six Gold Cup championships.

Elimination heats begin at 11:50 am Saturday with more racing taking place on Sunday, culminating with the winner-take-all championship final at 4:20 pm.

CHRYSLER JEEP SUPERSTORES DETROIT APBA GOLD CUP

- 1- Ellstrom Elam Plus, Dave Villwock, 158.098
- 2- Oh Boy! Oberto, Steve David, 157.379
- 3- Formulaboats.com, Jeff Bernard, 154.022
- 4- Graham Trucking, J Michael Kelly, 151.992
- 5- Our Gang Racing, Kip Brown, 149.763
- 6- Miss DYC, JW Myers, 149.349
- 7- Leland Unlimited, Gregg Hopp, 148.424
- 8- Miss Albert Lee, Brian Perkins, 143.851
- 9- Superior Racing, Ken Muscatel, 139.380
- 10- Matrix Systems Automotive, Mike Webster, 138.060
- 11- Miss Chrysler Jeep, Jimmy King, Still needs to qualify

*** STARTING PROCEDURE CHANGED FOR GOLD CUP

The unlimited hydroplane owners of the American Boat Racing Association (ABRA) met this morning (Friday, July 10) to discuss and then change the starting procedure for this weekend's 100th running of the Chrysler Jeep Superstores APBA Gold Cup.

The ABRA implemented a lane selection starting process last week during the Madison Regatta based on qualifying speed and elimination heat points. But the majority of the owners and drivers did not want to use that starting procedure for the most prestigious trophy in powerboat racing.

"The owners elected to do this for the Gold Cup instead of lane assignments," said chief referee Mike Noonan. "The majority wanted something similar to the previous method of starting (where drivers mill on the course and fight for lanes) to put the Gold Cup championship back in the hands of the drivers."

The starting procedure for this year's Gold Cup:

- Teams will draw for elimination heats with the teams acquiring the most points during the preliminary four-lap heats making it into the winner-take-all championship final;
- All drivers will fight for lanes prior to the race (no lane assignments);
- There will be no off-plane rule (boats will be allowed to go at slower speeds);

- All boats must score up at the turn one exit pin buoy one-minute from the start (buoy is located on the southwest side of the course near the Detroit Boat Club);
- All lanes must be established at that time and maintained until passing the start/finish line;
- All boats proceed to and hit the starting line after the timing clock hits zero.

*** 50 YEARS AGO - A 1959 GOLD CUP MEMORY
 *** BY FRED FARLEY, APBA UNLIMITED HISTORIAN

The 1959 Gold Cup in Seattle went down in history for being as keenly competitive as it was controversial.

The late 1950s signaled a last stand for the amateur sportsman tradition of racing. The Gold Cup's location was still determined by the yacht club of the winning boat, thereby giving the local fans a personal stake in the outcome of the race.

The Seattle Yacht Club had won the Gold Cup in eight of the previous nine years. The 1959 SYC defense team comprised MISS THRIFTWAY, THRIFTWAY TOO, WAHOO, MISS PAY `n SAVE, and MISS SEATTLE. All except MISS PAY `n SAVE--a Les Staudacher hull--were designed by Ted Jones.

The Seattle-based MISS BARDAHL was conspicuously absent from the starting line-up. Owner Ole Bardahl had temporarily retired from racing in the wake of the accident at Coeur d'Alene to Regas.

Drawn into Heat 1-A, MAVERICK had to contend with MISS THRIFTWAY, WAHOO, MISS SPOKANE, and NITROGEN. The THRIFTWAY seemed to be running well. Then the photo recorder, a device for measuring engine performance, exploded. Almost instantly, Muncey found himself wrapped up in yards and yards of photographic recording tape. This interfered with his concentration and cost him precious seconds in the moments just prior to the start of the heat.

Muncey managed to salvage a third-place behind Slovak in WAHOO and Stead in MAVERICK. But MISS THRIFTWAY was already at a disadvantage in respect to total elapsed time.

Unlike 1-A, Heat 2-A went according to plan with THRIFTWAY winning it decisively over MISS SPOKANE. Heat 2-B went to MAVERICK and Stead who turned the day's fastest 30-mile heat at 106.287, compared to Muncey's 105.820.

Although nearly equal in accumulated points, MAVERICK possessed a considerable elapsed time edge over MISS THRIFTWAY at the outset of Heat Three.

In the final showdown, Muncey and Stead ran close together with Stead electing to run conservatively, being content to maintain his elapsed time edge for all three heats combined. Then, abruptly, MAVERICK spun out in the lower (south) turn of the seventh lap and missed a buoy.

Stead circled back to correct his error, while MISS THRIFTWAY rocketed away and moved up on the front-running Mira Slovak in WAHOO. Slovak, not having scored in the Second Heat, had no chance of winning and "opened the door" on lap-nine for Muncey, voluntarily relinquishing the lead to his fellow SYC defender.

MISS THRIFTWAY took the checkered flag with WAHOO close behind. MISS SPOKANE followed and MAVERICK crossed the finish line fourth. Stead had an 8.3-second advantage over THRIFTWAY for the 90 miles, but had fallen behind Muncey on total points, 1269 to 1325.

The Seattle Yacht Club team's strategy had apparently worked. Bill Muncey and MISS THRIFTWAY had seemingly pulled it off.

But that didn't happen.

Third-place MISS SPOKANE, it was later determined, had jumped the gun and had to be assessed a one-lap penalty. This dropped the Norm Evans-chauffeured craft to fifth and moved Bill Stead from fourth-place to third.

In the corrected order of finish, MAVERICK and MISS THRIFTWAY ended in a tie in points, which paved the way for a replay of their 1959 Diamond Cup scenario. In both instances, Muncey had outrun his rival from Las Vegas in the Final Heat only to lose the overall race on total elapsed time. This was before the days when the winner of the Final Heat was automatically the winner of the race in an Unlimited event.

MISS SPOKANE's blunder cost Seattle the Gold Cup, which was whisked off to Las Vegas for 1960.

A jubilant Bill Stead exclaimed, "I can't thank Norm Evans enough!"

- Brian Reed - DRRA Volunteer

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