

the selfish attitude of the dockers, they were going to race in the Rothmans and Powerboat Manx Marathon. The adventurers were John and Paul Davey in *Catapult*, Mr. and Mrs. Keith Dallas in the *Aristocat* and Mr. and Mrs. John Campfield in *Streak*.

They checked with Coast Guard who told them that the weather was perfect and that they would have a smooth, clear crossing. They then launched the boats at Knot End near Fleetwood. Mrs. Dallas with a rare insight occasionally found in women suggested to Keith that he wore his wet suit (which he hates doing) and that he put on his four bladed prop instead of the two. Keith Dallas thought this strange as the weather forecast was perfect, but did not argue.

Unfortunately, *Catapult's* engine was not producing enough revs, so it was decided to escort *Catapult* back to Knot End, where Paul Davey hitched a ride with John Campfield.

As they left the protection land, the sea became rough, blowing a Force 6. They were about half way across when Keith glanced at his compass, at that exact moment a wave swamped the *Aristocat* filling it with water. Dallas started to bale out by hand as the electric baler was out of commission. Meanwhile at Douglas, Isle of Man, officials were getting worried as the boats were overdue. B.E.A. were contacted and agreed to fly over the sea at a thousand feet and the Port St.

Mary lifeboat was launched. Back on the boats Keith Dallas was trying to raise the Coast Guard and any nearby ships on his radio, but to no avail; as a last bid he sent an all ships distress call and had one reply but nothing more was heard. Paul Davey let off a parachute flare as a plane flew over but it was not seen.

By this time Dallas, with the aid of John Campfield's canvas bucket had managed to partly empty the boat. As they were drifting southwards they decided to push on but the weight of the water in the *Aristocat* hampered hampered their progress. Then disaster struck again, the boat ran out of fuel. Dallas thought he could see land through the mist in the distance, but no one else agreed with him. After a little while Keith convinced a couple of the crew and it was decided to try and reach that spot aptly named Derby Haven.

Fortune smiled on them, for living at Derby Haven was John Rose, the Vice Commodore of the National Manx Powerboat Club, who showed the hospitality and friendliness associated with the Manx people. While Keith Dallas (with the aid of a local policeman) collected five gallon drums of petrol, the ladies were ushered into John Rose's house for a shower and a change into dry clothing. John Rose's son, meanwhile was looking after the boats and when the tide receded removed the bungs from the *Aristocat* from which the water gushed for the

Manx pre-race

Four determined men and two equally determined ladies decided that despite

next half hour. Meanwhile the O.P.C. Race Control sent two marshals to assist in any way possible. They arrived just in time to help carry the fuel to the boats across five hundred yards of mud. After the refuelling was completed everyone returned to John Rose's home to await the incoming tide.

When the boats were eventually re-floated, the *Aristocat* had trouble starting due to a combination of reeds round the prop, dirt in the carbs, no choke on one engine and a wind which kept blowing the boats onto the rocks. Eventually they got one engine going and Dallas decided to try for Douglas on this engine. The boat came quickly upon to the plane and flew along about thirty m.p.h. It was pitch black by now and as *Streak* and *Aristocat* rounded the Bay they hit rough seas once more and had to slow down so much that it took them thirty minutes to cover seven miles. At Douglas the boats were craned out under the Harbour Wall.

After all they had been through Campfield and Dallas were up at five a.m. to refuel and launch their boats in an attempt to drive round to Peel for the race later that day. Trouble

once more; the *Aristocat* was still having problems with one motor, and the gears to the other were damaged through the beaching the previous day, so Keith Dallas had no alternative but to withdraw from the race. It was too rough to drive round by sea, but this did not stop John Campfield, who showed such determination to race. He arranged with the help of Derek Lloyd to borrow a trailer on to which he loaded *Streak* and drove to Peel. John Campfield arrived five minutes after the start but still determined to compete, launched the boat in record time and roared off over the starting line to finish third in Class III D.

Manx Marathon

The Rothmans and Powerboat sponsored Manx Marathon was won by Brian Griffin and John Bennett in *Two's Up* (carbon fibred re-inforced Avenger) in 1 hour 19 minutes, on Sunday the 27th of August.

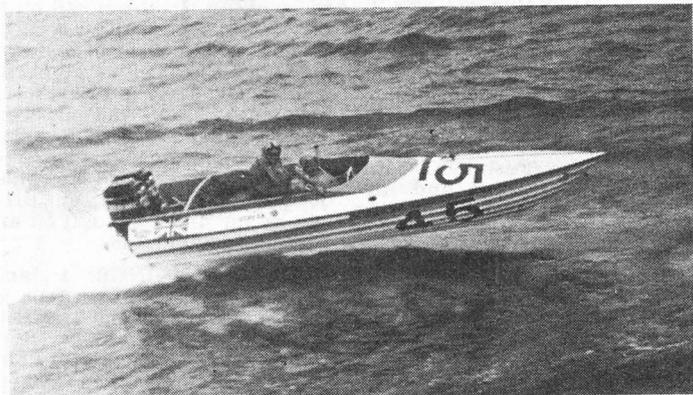
This race, organised by the O.P.C. attracted an entry of 64 boats, of which 5 were Irish and 8 were Manx. Class I and II were cancelled due to the dockers, who also caused a depleted Class III entry. Cancellation of class I and II was particularly un-

fortunate as this was the first time this race was approved by the I.U.M. as a Sam Griffiths Trophy event counting for points in the 1972 Offshore World Championships. Keith Dallas in *The Aristocat* and John Campfield in *Streak* beat the dockers by crossing to Douglas under their own power. Unfortunately only *Streak* managed to make the start line.

Due to bad weather, the race was run on the 70 mile rough-weather course on the West side of the island. *Bootlegger* (Fletcher) led as usual from the start, but misfortune struck again and Edward Jelf was forced to retire with a snapped shaft. From this point the lead never altered with *Two's Up* followed by *Red Alligator II* (Fletcher) and *The Martian* (Martan). Terry Sleaf's boat, *The Martian*, performed very well as usual, winning his class (IIIC) and the Index of Performance. The Irish boat, *Thumper* (Fletcher), driven by Norman Cordiner and Hugh Holmes did well to finish only two minutes behind *Two's Up*, making them second in Class IIIC and first Irish boat to finish. Harry Barrington in *Jupiter II* stripped his gears as he crossed the start line, forcing him to retire immediately.



Interceptre — won her class



Streak crossed from Liverpool on her own bottom and placed third in her class.

Die Wasser Fahrt (Tim Baker, Giles Peppercorn), a Blu Fin continues to frustrate the rest of class IIIB, who seem unable to beat Tim Baker in either the rough or smooth. Although Norman Ricketts Stapley, *Sundance*, performed well to finish just behind *Die Wasser Fahrt*.

The main sponsors, Rothmans, really went to town, with posters, hand-bills, programmes and banners all over Douglas. This, coupled with their magnificent trophy, Rothmans 'Manx Marathon' Challenge Trophy, and the constant attention and attendance of their representatives and Rothman's girls, gave the feeling that when Rothmans sponsor they really sponsor.

Essex Classic

At an average speed of 52.63 knots Keith Dallas and Graham Shields in *The Aristocat* (Cougar Marine) won the Essex Classic Race on Sunday 13th August. This race organised by the O.P.C. attracted a field of 23 boats.

Edward Jelf was leading as usual in his Fletcher, *Bootlegger*, until he hit a buoy which damaged a bottom unit, but he still managed to finish third. John Robinson in another Cougar Cat, *Tigar Tigar* passed *The Aristocat* on the last leg but missed the finishing line and had to be content with second place. Robin Champness in a Plancraft, *Interceptre*, went extremely well beating all but one Class IIIB and winning the race on index of performance.

Gloucestershire Circuit

Perfect conditions prevailed at this meeting held on the Bank Holiday Monday at the well known Gloucestershire Circuit. Due to another race in Italy some of the big names were noticeably missing. However some good racing was seen during the afternoon. A good battle developed in the OI/ON class between *Snaggle Puss*, driven by Peter Thorneywork and *King Size* driven by Lol Hopkins, with both boats going extremely fast and only feet between them. *Snaggle Puss* eventually won this dual when Lol Hopkins tried to ride *King Size* over a marker buoy causing severe damage to the transom.

Final results were:—

OI/ON Series

- 1) P. Thorneywork (*Snaggle Puss*)
- 2) Lol Hopkins (*King Size*)
- 3) John Hill (*Miles Master*)

Index of Performance

- 1) Roger Jenkins (*Guitar Man*)
- 2) P. Thorneywork (*Snaggle Puss*)
- 3) K. Thornton (*Baby Nina*)

Under 1000 cc

- 1) Harry King (*King Thighs*)
- 2) D. Thompson (*Dee Bee Tee*)
- 3) F. Oram (*Cat Ass Trophy*)

Index of Performance

- 1) Harry King (*King Thighs*)
- 2) B. Timpson (*Intrepid*)
- 3) Paul Wilde (*Wild Thing*)



At Fairford, L. Hopkins (King Size) and P. Thorneywork (Snagglepuss):