

# ROUGH RIDE TO KEY WEST

The American 158 mile battering

by  
**LORD LUCAN**

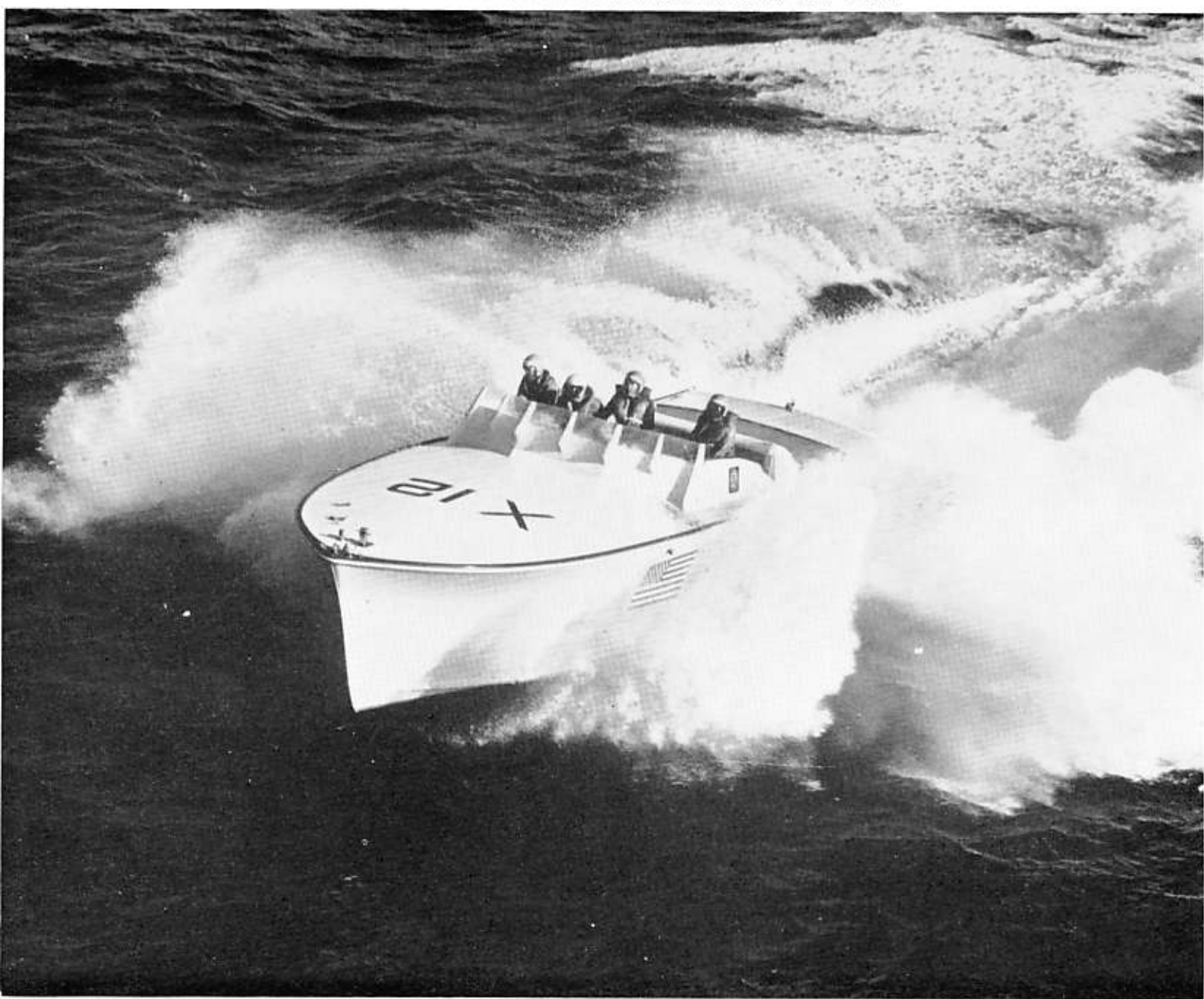
**J**ACK MANSON hurled his Allied 36-footer, packed with 1,200 GM diesel horses and dramatically named "Kamikaze" to victory in the second offshore powerboat race which was run from Miami to Key West on November 6th. This win made it two in a row for Manson and was all the more deserved because he brought his boat to a stop at Marathon while Jim Seville one of the crew was transferred ashore by helicopter after being damaged in the pounding. "Kamikaze" completed the hundred-and-fifty-eight mile course in 3 hr. 19 min. 26 sec.

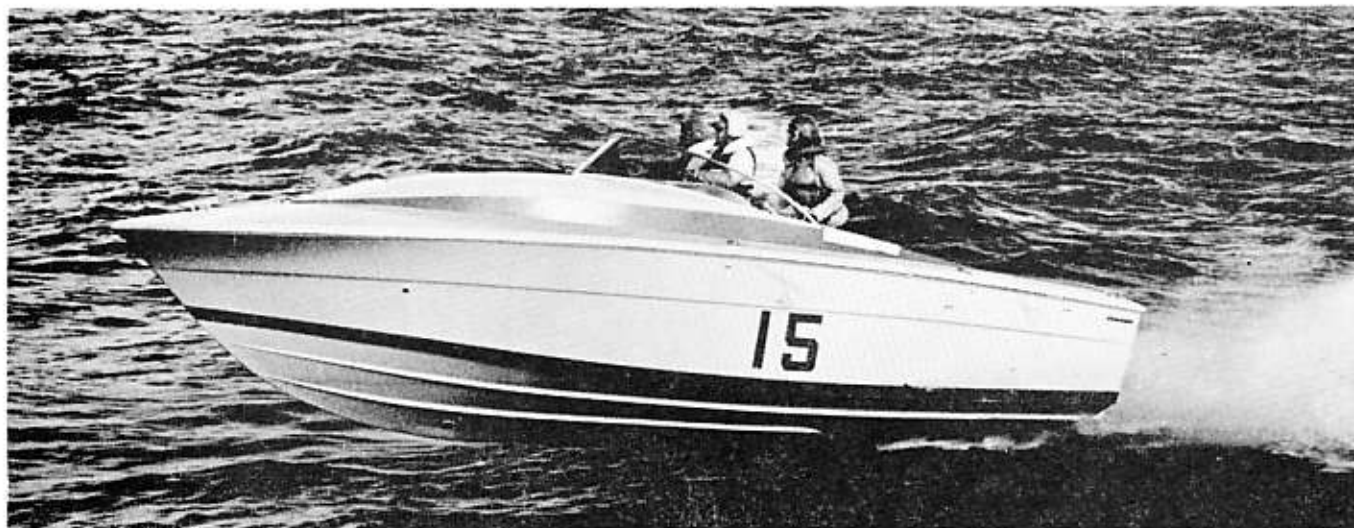
Second home was Jim Wynne driving an Interceptor powered Donzi 28. This performance was good enough to put Wynne at the top of the table for the 1964 world driving championship and so he finally wrests the Sam Griffith Memorial Trophy from the grasp of Dick Bertram, his closest competitor for this honour. Jim Breuil roared across the line in third place with his 36ft. Enterprise which was propelled by two of those tough GM 600 diesels.

Twenty-nine boats kicked themselves away from the start line off the Rickenbacker Causeway at South Miami in the early hours of November 6th. Although the sea was calm to begin with, the waves soon built up into boat-punishing three

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"Kamikaze", the 36ft. Allied Marine boat owned and driven by Jack Manson ran faultlessly to victory kicked along by her twin GM 600 diesels which never missed a beat. Note the low position of the chine forward.





Jim Wynne scorchs on his way driving one of his Donzi 28s powered by twin Ford Interceptors. Although one of the engines faltered close to the finish and held up the boat for fifteen minutes while Butch Elliott struggled to get things rolling once more, Wynne hurled his boat over the finish line in second position overall and took a first in his class.

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footers and some competitors estimated the wave height at the finish to be six feet and more.

In the first few minutes after the gun, the boats struggled to get on to the plane weighed down with their full tanks, but soon the Formula 233 "Holocaust" driven by Lord Lucan, and powered by twin Daytonas coupled to a single screw was winking her way through the opposition and she had secured the lead as the fleet came up to Cape Florida. As the boats headed out into the open water, "Holocaust" found herself overtaken by two Donzi 28-footers and also by the winner of this year's Miami-Nassau, the Bertram 31ft., "Rum Runner", driven by George Strahle in place of Harold Abbot (who had been put on the beach for medical reasons).

Once out in the rougher water, the two Donzis dropped out of the hunt and "Rum Runner" went into the lead with the "Holocaust" firmly glued on her tail.

Well back in the fleet, George Peroni had an injured passenger lying in the stern of his Mercruiser powered Formula 233, but continued the race. Dick Bertram's "Luckie Moppie" dropped

out of the running with a sheared propeller shaft and Don Aranow's Donzi 28 went out, too, with a burnt piston in one of her Daytonas.

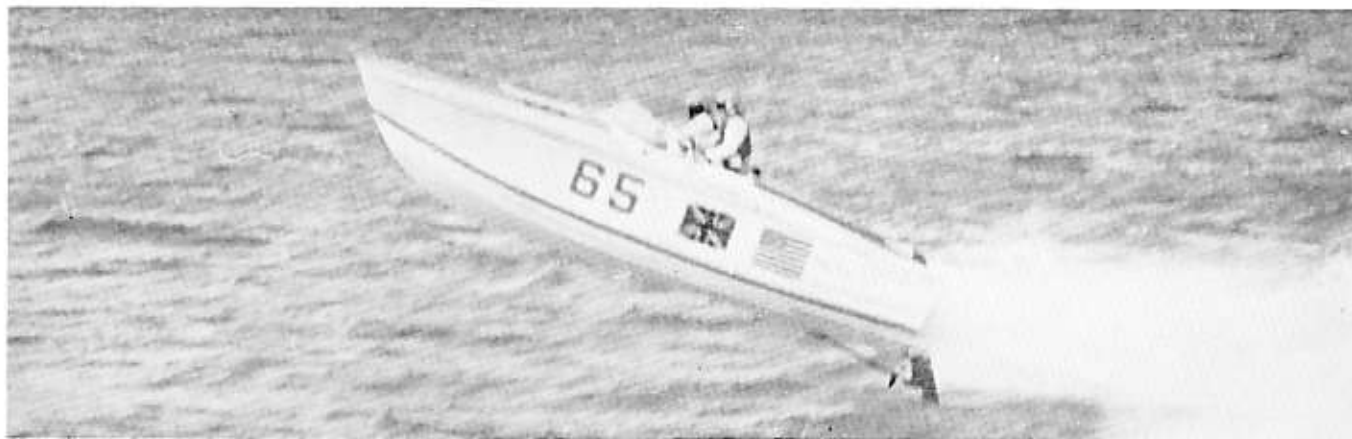
After an hour of tailing the flying Bertram 31 footer, the Earl of Lucan's "Holocaust" found herself making the running once more when "Rum Runner" dropped back with cooling troubles. Her lead, however, did not go unchallenged for long. Jack Manson's powerful Allied 36 smashed her way up from the horizon astern and the Formula had to increase revs to stay just ahead. As the boats rocketed past Islamorada, the Formula still held a marginal lead from the much larger diesel powered Allied 36ft. and Jim Wynne in a Daytona powered Donzi had now worked himself into third place.

Soon the punishment became really severe and it was at this point that "Holocaust" dropped right out of the game with a blown engine swiftly followed by an overheated Vee-drive when he tried to push on on one. "Kamikaze" now had the lead with Jim Wynne comfortably tucked in astern in second place. Third was Jim Breuil Jr's 36ft. "Enterprise" powered by twin 600 h.p. GM. diesels. Fourth was Walt Walter's 28ft. Donzi. After these

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Jim Breuil's "Enterprise" (34) just pipped Walt Walters' Donzi 28 (17) for third place overall. Both boats were powered by the big GM diesels. Breuil had a rough but relatively uneventful run but Walters ran out of fuel with four miles to go to the finish and had to cross the line with his engine drinking the remains of the lubricating oil.



Lord Lucan's little Formula 233, "Holocaust" fairly leaps on her way powered by twin Daytona 400's coupled to a single shaft. On paper this boat is capable of 70 m.p.h. and for some distance she did hold the lead but had to drop out of the hunt when she blew one of her engines.

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four boats there was a long interval before "Amalie Oiler" a Formula 233 hove in sight leading the remainder of the fleet.

At this point in the race "Kamikaze" came to a halt with a member of her crew unconscious on the deck. The two Donzis and Jim Breuil's Allied tore away into the distance, but it was only five minutes before a helicopter appeared and winched up the injured man to whisk him off to the hospital at Marathon. One man short, "Kamikaze" now lying fourth, set off in pursuit and with ten minutes to catch up.

Gradually the big Allied boat nibbled away at the distance separating her from the flying leaders, but with forty-five minutes to go to the line it seemed that Jim Wynne must take the first gun. But this was not to be, Wynne lost the power from one of his Interceptors and his boat lay rolling dead in the water for fifteen minutes while engineer Butch Elliott struggled for music. For a time the lead was left to Walt Walters, but his single GM diesel drank itself dry with four miles to go to the finish. By now Jack Manson had whipped "Kamikaze" past Breuil's Enterprise into third place and begun to close fast with the two leaders still in trouble.

As the remains of the final hour ticked away Manson stormed into the lead and Jim Wynne managed to find his music again to come tramping home in second position. Jim Breuil took third place with his Enterprise and Walt Walters, his diesel now being nourished by reserves of lubricating oil did surprisingly well to finish fourth.

"Rum Runner", had fairly burnt up the ocean in between her three bouts of cooling problems and she ran fast enough to cross the finishing line in fifth place. Sixth came Gale and Rene Jacoby in their stock Prowler and in seventh place was George Peroni's Formula 233 which had pressed on from the Fowey Rock Light with crewman Jerry Bell lying in the sternsheets suffering from suspected fractured ribs. He was removed to Key West hospital after the finish and quickly strapped up.

Allen Brown of North Miami Beach crossed the line in eighth position in his Donzi 19 and ninth came the husband and wife team of Tom and Jill Wood with their outboard after the hairiest ride of the day. They suffered from a shattered steering wheel shortly after the start and later in the race broke their compass. At one time Tom was washed over the side, but luckily was pulled back into the boat by his wife. Added to this he got himself briefly lost, but still managed to be the first

outboard boat home. This was Tom Wood's second ocean powerboat race.

The rough going in this year's Miami-Key West race provided a severe test for machinery, hulls and crews. Almost half of the starters had to pull out of the running before the finish line off Safe Harbour, Miami. One fact which emerged from the racing was that the superiority of the highly tuned petrol engine is being challenged in the powerboat racing field. General Motors big 600 h.p. diesels, although highly expensive, certainly pack a lot of reliable punch. The first, third and fourth boats home were kicked along by these engines. Jim Wynne's Interceptor powered Donzi 28, which finished second was the only petrol driven boat to spoil a one, two, three for diesel power.

Skippers are also beginning to realise the true importance of maintaining proper trim to suit different sea conditions. Four out of the first five boats were equipped with Bennett trim tabs.

By altering these remote controlled transom flaps the running angle of the boat may be altered to find a trim where the shock loadings incurred by leaping from wave top to wave top are at a minimum. Even so the punishment meted out to powerboats travelling fast in rough water can be really impressive. During this race three boats were fitted with accelerometer gear and shocks of up to 15g (fifteen times the force of gravity) were relatively common. Of the boats carrying accelerometers, Jim Breuil's "Enterprise" was by far the top scorer—she hit 25g on no fewer than 53 occasions. Even allowing for the hull to absorb some of the thump there still remains a knee buckling slam to be withstood by the crew.



Dave Wilson's Donzi 19 driven by three Evinrude 75s packed a lot of urge but did not stay the course. Just look at the crew's latest improvement on the schoolboy's blotting paper in his pants—a large swab of sorbo seized to his stern! Probably, he wished the protection extended all over.