

OCEAN'S FASTEST MEN IN SOUTH COAST BATTLE

Zaroomph! They're off in the big powerboat race

THE TOUGH COURSE: COWES TO TORQUAY

BY JACK KNIGHTS

TONIGHT in Torquay a lot of people are going to feel as if they've been over Niagara in a barrel. Though safely back on terra firma, they'll imagine the ground bucking and heaving under their feet as if they're still aboard their boats.

Though their powerful engines will have stopped, ear-drums will still reverberate with their thunder.

They will be talking about the entirely new experience of smashing across rough coastal water in the very first race for racing speedboats in Europe—the 1961 International Daily Express Offshore Powerboat Race.

Water becomes rock hard to anything moving through it at better than 30 miles an hour. If you've ever belly-dropped from a high diving-board you will understand.

Motor-boats that can smile in perfect safety and comfort through rough seas change personality completely when speeded up. Then they become tearing, leaping, runaway animals, only partly under control and something less than completely safe.

RICOCHET

TRAILS are run on today's course open on the calmest day. When the wind picks up, these rats grow into steep hills and valleys. Above a certain speed a boat refuses to cut through the water any more but rises up to the surface. If this surface is uneven the boat will ricochet like a skipping particle. This is where the trouble begins. Where the good boats begin to draw ahead and the not-so-good spring loose or even break up.

Until very recently, motor-boat hull design had lagged behind marine engine development. There have been no

Bermuda's production glass fiber Glass Moppee—and at the record speed of 42.42 miles an hour, just inside they won a big race around Long Island. This same team is entered in today's race and frankly I can't see it being beaten.

Mind you, there are seven British boats by the same designer and others which are near copies. But there's only one Sam Griffith. No other driver today has his experience in offshore speedboating or his ability to eke the last out of big bore marine engines.

SAILOR

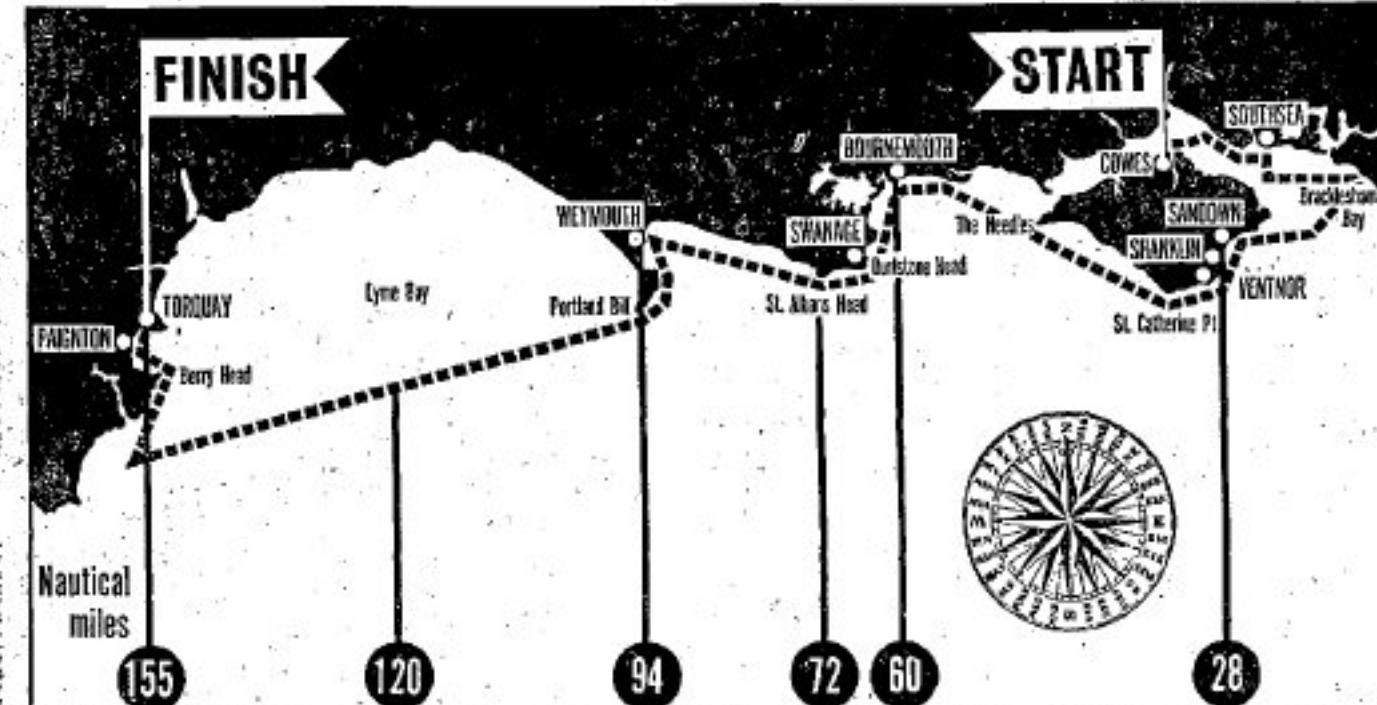
Glass Moppee represents a radically new type. She has been described as "a sailor's boat to be engineered." Which may be explained by the fact that Bermudan is first and last a sailor. When he wanted a fast motor-boat to mass-produce at his new boat factory in Miami he went to a sailing boat designer—Ray Hunt of Marblehead. Hunt drew a craft that looked normal above water but very different underneath. He gave her extremely sharp "vessels" across the all the way from bow to stern. (Normal fast boats are "V" shaped and very flat and broad aft.)

If Glass Moppee doesn't win, I expect either Billy Mullin's Jamison No. 8, Tom Sopwith's twin Cuadra-powered Thunderbird, or Bruce Campbell's smaller, power-packed Christine to do so. These are all Hunt-designed. Hunt has co-driver Peter Twiss as co-driver and Stephen and Campbell can each call upon 400 tearing horses.

PROBLEMS

NOT that power is everything in this race. The most powerful will burn up to 300 gallons of fuel which weighs so much that it will affect performance and may even cause structural problems in rough water.

Campbell has already done a practice course in bear and a half hours with much power to spare. "When you descend upon the western, I face the chances of another American—the speedboat veteran Jim

PETER TWISS
FROM AIR TO WATER

Wynne in his 20ft. Hunt boat Yu-Yu with its light and simple twin Volvo engines, which give far more power than they have any right to.

Then there are the dark horses. Uffa Fox has designed the beautiful 29-footer Anglesey. She seems to have conventional flat sections astern and a acreage of glass in the superstructure, but she impressed on a recent rough-water test. Uffa will be at her wheel, and his is the supreme team.

Only catamaran driver Hunter, in his 20ft. Hunter, entered by the Potters brothers, of Gwyver Island. They make sailing and power-cats for a living, and have more experience with these craft than anybody else in the Atlantic.

Darkest horse of all is the Italian Alساندريلا of Renato Levi. Only a year or so ago, Levi made a sensational fast motor-boat run from Bombay to Kyrish in a boat of his own design. Now he has designed this new boat specially for this race. It was launched only a month ago. At 30ft. it is a very handily size and packs the mighty punch of 600 horses.

There are no handicaps and physically, not everybody can hope to be first. Harry Clark's 22ft. Aristocrat, for instance,

UNKNOWN

If weather conditions are really bad tomorrow so bad that there is a preoccupation the fishing-boat-shaped Peter Thoenyself-designed Yonana III and damage may do well, we shall simply answer what will happen out there later?

The whole fascination of this race lies in the unknown. For this is the real race of life in Europe. Tonight we'll all be seasoned experts in the art of racing speedboats at sea but this morning we can only wait and wonder.

The odd thing is that nobody thought of having such a party sort of race before. It's a master.

REMINDER.—To help the drivers, keep well clear of the course if you are in a small boat or swimming. There will be patrols off holiday beaches in pairs—spectators of the approaching boats.

PRIZES



First boat home

£1,000 and the 1961 Beaverbrook Challenge Trophy

Second boat home

£100

First British-engined boat

£100 and the Royal Torbay Challenge Cup (presented by Commander Sir Reginald Leeds, Bt.)

First Diesel-engined boat

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First Diesel-engined boat under 15 litres engine capacity

£100

First Petrol-engined boat under 5½ litres engine capacity

£100

First Outboard-engined boat

£100

First all-British boat

£100

The Cuthbert Graesemann Memorial Trophy

AC - ALVIS - ASTON MARTIN

AUSTIN - BENTLEY - BRISTOL - DAIMLER

FAIRTHORPE - FORD - HILLMAN - HUMBER

JAGUAR - JENSEN - LAGONDA - LOTUS

MG - MORGAN - MORRIS - RILEY

ROLLS-ROYCE - ROVER - SINGER

STANDARD-TRIUMPH

SUNBEAM - VAUXHALL

WOLSELEY

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motorcycle
maker
approves

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don't just ask for "oil"...

ALWAYS ASK FOR CASTROL BY NAME

AJS - AMBASSADOR - ARIEL - BOND - BSA

COTTON - DKR - DOT - EXCELSIOR - FRANCIS BARNETT

GREEVES - JAMES - MATCHLESS

NORMAN - NORTON - PANTHER - PHOENIX - RALEIGH

ROYAL ENFIELD - SUN - TRIUMPH

VELOCETTE

Eyes turn skyward
before the start

WEATHER conditions might easily play havoc with the finishing order in today's race.

High winds, particularly if from the west, could kick up big seas and improve the chances of the heavier craft.

Light airs and calm water will favour high power-to-weight ratios and in particular the outboard brigade.

RACE FORECAST: WSW wind about 5-10 knots at start, possibly

freshening to 10-15 knots by mid-afternoon. Waves moderate; scattered cloud; visibility good up to nine miles.

Conditions promise to be ideal—whipping up enough waves to separate the men from the boys, but failing to reach the point where the lifeboats might have to work overtime.

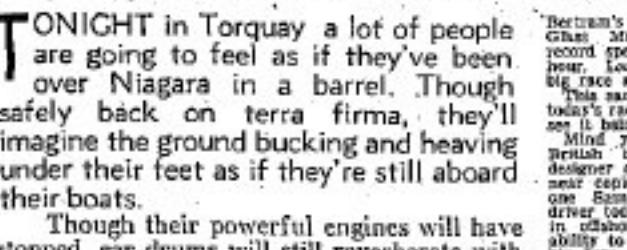
Should gale warnings develop in South Coast areas, the start will be postponed until tomorrow.

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