



# RACE REPORT

## The Daily Telegraph and BP International by Ray Bulman

DRIVING *Aeromarine IX*, a 36ft. Class I Aronow-designed Cigarette powered by twin Mercruiser inboards, Italian Dr Carlo Bonomi ably assisted by Englishman and RYA Powerboating Secretary Mike Mantle took first place and the Needles Trophy on August 19. Returning an average speed of 59.05 knots (68mph), she crossed the line 21 minutes 6 seconds ahead of Tim Powell and American Outboard Champion Willie Meyers in the Class I Bertram *Canadian Moppie*, which averaged 51.99 knots. Prince Michael of Kent was aboard for his second powerboat race together with ex-Grand Prix driver Stirling Moss who was tasting the sport for the first time.

Third place was taken by Keith Horseman and Brian Hendicott in the new 25ft. Class II Fletcher runabout *Shaft*, powered by three 1400 Mercury outboards. Her placing was not easily gained however for she battled it out for over half the distance with John Robinson's Cougar catamaran *Tiger Tiger* until it was forced out after Swanage with a loose power head.

Organized by the Royal Motor Yacht Club and sponsored by the *Daily Telegraph* and BP, the event was one of the two World Championship races allocated by the UIM to the English circuit. It attracted a healthy field of 25 Class I and II craft, including some of the top international contenders for the Championship such as current leader American Bobby Rautbord, who entered *Fino* — another 36ft. Cigarette.

The weather was ideal for top speeds, almost mirror calm, but this was later to prove the undoing of some of the faster competitors including Rautbord. Twenty-four craft eventually came to the line off Branksome where they waited for the 10am start among a huge fleet of spectator craft.

The initial lead was taken by a small bunch made up of the top contenders plus the Cougar *The Aristocat* of Keith Dallas and Clive Curtis. But within the first mile Ken Cassir and John Galliford in the Shead designed Enfield

*Yellowdrama* was seen to turn back and re-pass an early mark she apparently missed.

By Christchurch, Rautbord's *Fino* was leading together with the other British Enfield *Unowot* — driven by her designer Don Shead — and Carlo Bonomi's *Aeromarine IX*.

*The Aristocat* was still well placed as *Yellowdrama* moved up through the field to the front once again. A little beyond here however *Fino* put a con-rod through the block of her port motor and she limped back for Poole.

It was Bonomi and Shead as the leaders passed Cowes with *Yellowdrama* third and the incredible Class II *The Aristocat* now fourth just ahead of Tim Powell's *Canadian Moppie*. The high pace was beginning to have an effect and just after Cowes both cylinder head gaskets blew finishing *Yellowdrama's* race and she was followed by *The Aristocat* at No Man's Land Fort when her electric chokes jammed shut.

*Unowot* rounded the Nab 20 minutes after the start averaging 70 mph for the first section of the 152 nautical mile course. Back down the Solent



Overall posn.	Class posn.	No.	Name	Driver	Co-driver	Builder (Make/Type)	Engine(s)	Av. Sp. (Knots)
<b>OVERALL POSITIONS</b>								
1st	—	9	<i>Aeromarine IX</i> (Italy)	C. Bonomi	M. Mantle	Cigarette	Mercruiser 496 (2)	59.05
2nd	—	123	<i>Canadian Moppie</i> (GB)	T. Powell	W. Meyers	Bertram	Mercruiser 482 (2)	51.99
3rd	—	01	<i>Shaft</i> (GB)	K. Horseman	B. Hendicott	Fletcher	Mercury 1400 (3)	50.28
<b>CLASS I</b>								
6th	1st	185	<i>Gee</i> (GB)	Hon. Edward Greenall	Sq. Lrd. V. Linthune	Allday Aluminium	Ford Sabre (4)	49.0
18th	2nd	114	<i>Spirit of Ecstasy</i> (GB)	S. Macey	K. Nicklan	Dorset Lake	Rolls Royce (2)	31.77
<b>CLASS II</b>								
4th	1st	025	<i>Black Panther</i> (GB)	T. Hill	V. Williams	Cougar	Mercury 1350 (2)	49.55
5th	2nd	955	<i>Robert Bruce</i> (GB)	R. Doxford	A. Colvin	Allday Aluminium	Perkins 250 (2)	49.18
7th	3rd	700	<i>Jaffa Orange Juice</i> (GB)	R. Lawson	A. Ewen	Souter	Mercury 1400 (v)	48.91

25 starters 18 finishers 5 retirements 2 disqualifications. First three boats overall do not qualify for class positions

Above, second boat home *Canadian Moppie*, which numbered Prince Michael of Kent and Stirling Moss (waving) among her crew. Carlo Bonomi's *Aeromarine IX*, below left, was the easy winner after *Unowot* dropped out with a disintegrated flywheel

Photographs by Eric Coltham

she pushed her speed up above 80 mph and there was little doubt she had a large margin of speed in reserve over the Italian Cigarette.

As she passed the Old Harry heading for Weymouth, the flywheel on her port motor suddenly disintegrated throwing steel splinters in all directions. These entered her fuel tanks, passed through the deck and holed her hull and it was only quick action by the crew of a rescue boat that prevented her sinking. For the remainder of the course to Weymouth, east to the Fairway Buoy and back to Branksome, *Aeromarine IX* was left unchallenged and she crossed the line with no other craft in sight at 12.35pm.

Perhaps the biggest battle being fought out farther down the field was that for diesel honours between the Class I *Gee* driven by the Hon Edward Greenall and Robert Doxford's Perkins powered *Robert Bruce*. The Ford powered *Gee* lay ahead in seventh place at the Nab with *Robert Bruce* ninth astern of Richard Lawson's outboard powered *Jaffa Orange Juice*. But by the time they headed back to Poole and west to Weymouth *Robert Bruce* had moved ahead of *Jaffa Orange Juice* and shortly after took *Gee*. This duel continued right to the end where they crossed the line less than a minute apart.

Two craft, Martyn Harfield's *Miss Delson* and *Young Love* driven by Derek Love, were both disqualified for incorrectly rounding the course mark near Poole Bar due to a misunderstanding over its position. □