

Motor Boat and Yachting

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AUGUST 22 1969
FRIDAY FORTNIGHTLY



COWES-TORQUAY-COWES PREVIEW
ROUND BRITAIN SUMMING-UP

TORQUAY AND BACK

Preview to the big race of August 30

1969 has been a notable year for "firsts" in British Offshore Powerboating, particularly Classes I and II. At the Royal Southern Y.C.'s "Wills" World Championship heat in June, Vincenzo Balestrieri drove one of the fastest offshore races ever recorded and on July 26th the world's longest powerboat race—the *Daily Telegraph* and BP Round-Britain—started from Southsea. Will Britain make another hallmark in the sport with the *Daily Express* Cowes/Torquay/Cowes on August 30?

This is the event that started it all, and now holds such a reputation that many overseas countries try to model their own races to its standards. But the main question now is: have we anything good enough to match the American challenge of Aronow's world speed record holder, *The Cigarette*, and the Italian Balestrieri's *Red Tornado*?

So far in the three main British international races the best boats we have fielded have been *Volare II* and *Avenger Too*, but neither have equalled anything like the speeds put up by Aronow and Balestrieri. John Kennerley's *Maltese Magnum Twin* could perhaps

be a contender but before she retired at Inverness in the Round-Britain she had been dogged with cavitation problems, which makes her suspect. We have yet to see Tommy Sopwith's *T2* in action—she is another that has had mechanical trouble—but even if he puts up a good performance it is unlikely that any leading competitor will allow him to repeat his clever tactical driving of last year. Another untried but thought to have great potential, is the aluminium boat *Miss Enfield* which is designed and will probably be driven by Don Shead. Many pundits still look toward the Gardner Bros and *Surfury*. Although no one can doubt her outstanding performances in the past she is in her fifth season and beginning to feel the strain.

Many followers hold out hope that our notorious rough weather across Lyme Bay will put paid to the overseas hotrods allowing the heavy weather craft such as *Gypsy Girl* to prevail. This thinking has been somewhat disproved as the present fast craft appear capable of their high speeds regardless of conditions, particularly as they can set up a big lead advantage in the flatter sections.

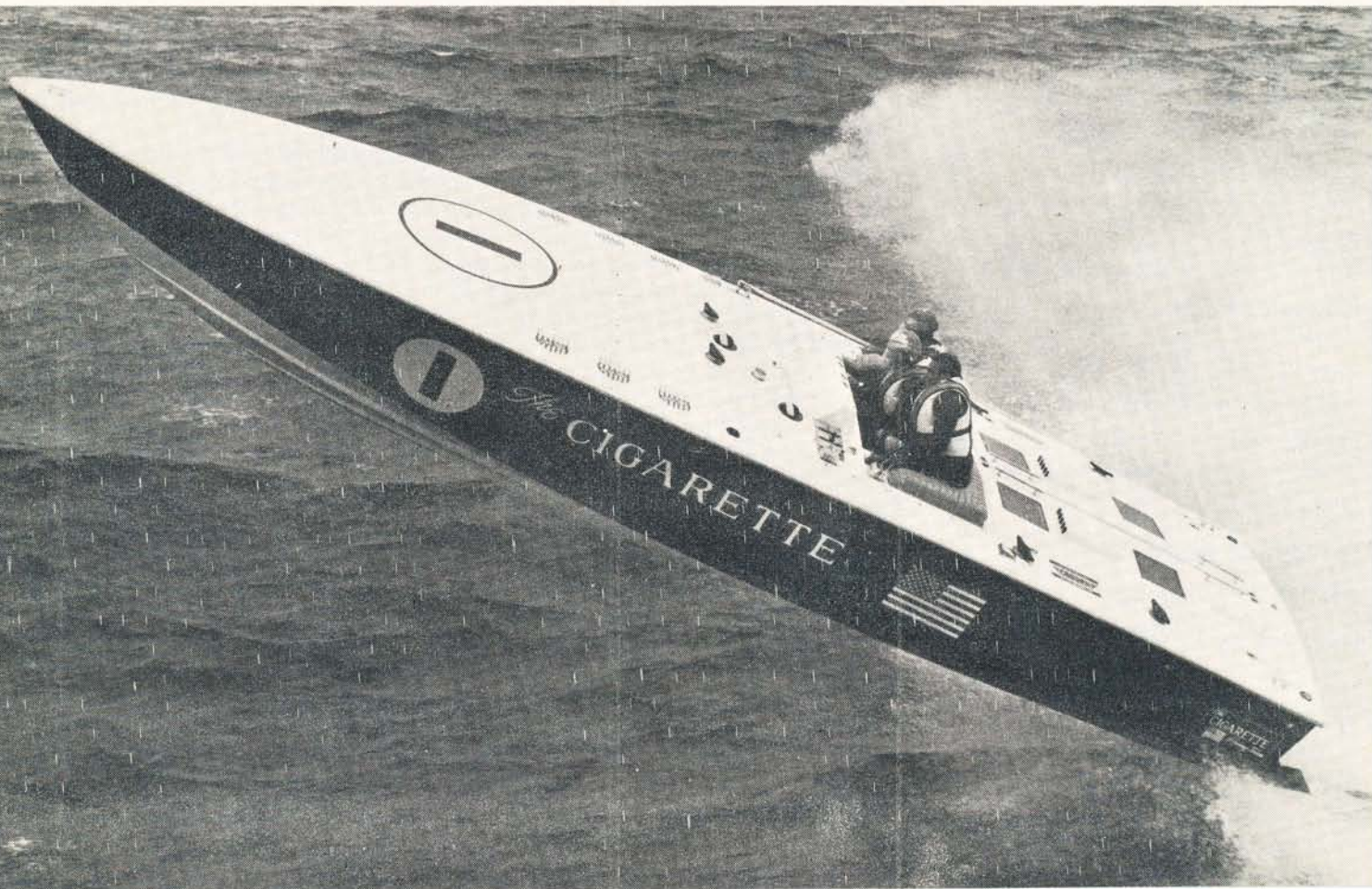
Whatever the outcome, the event should prove as exciting and as unpredictable as ever and has attracted a record number of entries. Last year the course was changed from a finish at Torquay to a return to Cowes. This course has been modified yet again by the addition of an eleven mile leg at the beginning. Instead of craft heading directly east for Southsea they will now be started to the west to round Gurnard Ledge Buoy, so passing Cowes three times—a manoeuvre that existed until last season. This will mean the total mileage is increased from 228 to 239 statute miles.

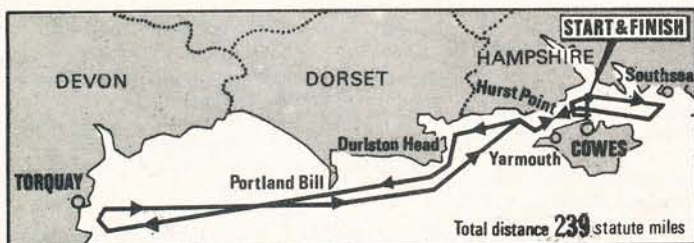
Many spectators always attend this event of whom a considerable number are waterborne in anything from sailing dinghies to cabin cruisers. It should be remembered that speeds of powerboats in recent years have vastly increased, making sharp avoiding action almost impossible for the drivers. For this reason anyone intending to view the start and finish from the water should take heed of the marshalling instructions and keep to the seaward side of the penalty area.

The race for the Bollinger Trophy will be held on the following day—an anti-clockwise circumnavigation of the Isle-of-Wight—and will include many of the following craft as well as Class III competitors.

This list gives a short summary of each competitor: Nationality, class, race number and colour.

Don Aronow's 32ft Cary Marine hull, *The Cigarette*, powered by twin 475 h.p. Mercruisers.





The Course. This year the course has been lengthened slightly by including a short westward leg from the start line at Cowes to the Gurnard ledge buoy and back. Competitors then go east to a turning mark off Southsea, before returning yet again back past Cowes. From there they will go inshore past Bournemouth, finally turning for home off Torquay. From there they take virtually the most direct course back to the finishing point, the R.Y.S. line at Cowes.

In the event of bad weather the Race Committee may postpone or shorten the race. Any shortened course is likely to be within the Solent.

The Times. The race is scheduled to start from the R.Y.S. line, Cowes at 10.0 a.m. on Saturday, Aug. 30. Leading craft could arrive at vantage points by or soon after the following times: Cowes (2nd time) 10.10; Southsea 10.20; Cowes (3rd time) 10.30; Yarmouth 10.40; Hurst 10.40; Durlston Head 11.10; Portland Bill 11.30; Torquay 12.30; Portland Bill (2nd time) 1.45 p.m.; Hurst (2nd time) 2.10 p.m.; Yarmouth (2nd time) 2.10 p.m.; Cowes (finish) 2.25 p.m.

Watching and Listening Points. Special public address equipment for race commentaries will be installed on the Green and Parade at Cowes. Loud-speaker vans will give coverage on the Promenade and beaches at Southsea. On Yarmouth Pier and front loud-speakers on Victoria Fort will cover the seafront area Sconce-Victoria Fort. At Hurst Point loud-speakers on Hurst Castle will keep spectators on the beach and causeway in touch and at Durlston Head a similar service will be provided from Durlston Castle which will also cover the walk-way to Anvil Point. Portland Bill will be serviced by loud-speakers on the Headland. Loud-speakers will cover the beach and causeway at Brixham and at Torquay loud-speakers on Haldon and Princes Piers and also Beacon Quay will provide general and local commentaries. Using the G.P.O. broadcasting lines (as used by the B.B.C.) these public address installations are linked together to provide a complete network to receive one commentary.

002 MAGNUM TORNADO, G.B. (all white): Class OPII. This is the craft that Balestrieri sank in Lyme Bay while leading the race last year. Salvaged by the Royal Navy and now owned by her driver Ian Toll, she is powered by twin Mercruiser engines totalling 950 h.p. As yet unfielded this season, it will be interesting to compare her performance with the present favourites.

006 OH OH SEX, G.B. (white/grey): Class CII. 24ft overall, this is Bernard Jelley's new boat running under the same name as her predecessor. She is a Dell Quay g.r.p. Coronet powered by twin Volvo sterndrive petrol engines producing 330 h.p. Will probably do well in the Production Classes.

009 FIDUCIA, G.B. (white/blue): Class CI. This is a standard hot-moulded Fairey Huntsman cruiser 28ft 10in overall powered by twin Perkins diesels totalling 290 h.p. Her driver, John Frost, finished 6th overall in the recent Round-Britain.

01 WESTERN CREDIT, G.B. (blue/white): Class OPII. Built and designed by Bristol Boats, this 21ft 10in catamaran is Keith Horseman's answer to *Volare II* and is powered by three Mercury 1250 outboards producing 375 h.p. She retired in the Round-Britain at Inverness with mechanical trouble, however.

07 VOLARE II, G.B. (blue/varnish): Class OPII. Designed by James Beard and built by J. Osborne in Jersey, this 21ft 8in catamaran has a stepped hull and has virtually won nearly all races she has entered at speeds in excess of 50 knots. Her power comes from two Evinrude X115 outboard motors totalling 300 h.p. and she will be driven by her designer.

09 TOWMOTOR, G.B. (all yellow): Class OPII. *Towmotor* is in her second season and is a 20ft Levi designed Double M. She is fitted with twin Johnson GT 115 outboards, is driven by Ken Cassir and is very fast in the calm.

010 GYPSY GIRL, G.B. (black/white): Class OPI. *Gypsy Girl* is the rough weather favourite owned and driven by Sir Max Aitken. 40ft overall, she was designed by Ray Hunt and built by Souter three years ago and is powered by twin Indiana Cummins diesels producing 1000 h.p.

013 THE BOTANY BAY EXPRESS, G.B. (yellow/white): Class CII. This is a 27ft g.r.p. outfit designed by Anthony Needell and completed by the Whitehall Shipyard at Whitby. She is powered by two Parsons Force 12 diesels (Ford) producing a total of 380 h.p. Unfortunately she retired after hitting a submerged object in the recent Round-Britain. She will be driven by her owner/driver Keith Schellenberg.

016 SANDPIPER TOO OF ITCHENOR, G.B. (all white): Class CII. Built and designed by R. and W. Clark in 1966, this 27ft craft is powered by twin Parsons/Cummins diesels producing 447 h.p. She is owned and driven by Edward Lacy-Hulbert.

021 MELODRAMA, G.B. (blue-white/white-red): Class OPII. Driven by John Galliford, the 25ft *Melodrama* was built by Souter to Don Shead's design last year. She is powered by three 1250 Mercury outboards and finished seventh overall last year.

022 FOXIE G.B. (Maroon) Class CI. Designed by Cox and Haswell, of Poole, and built by Pegasus Marine, Lymington. This cruiser is driven by Col. J. D. Slim who drove her into 18th place in the Round-Britain race. She is powered by twin HT 6354 Perkins diesels producing 290 h.p. in total, but only giving 25-knot cruising speed.

026 SAMANDA THUZ, G.B. (white/varnish): Class CI. This craft is built by Storebro Bruks of Sweden. 34ft overall, she is powered by twin Perkins T6354 diesels totalling 350 h.p. and will be driven by Richard Griffith.

032 COTSWOOL TOO, G.B. (all white): Class CII. Owned and driven by well known Class III driver Jimmy Freeman, this 23ft outfit was designed and built by J. Allmand Boats Inc. and is powered by a single Mercruiser sterndrive motor developing 160 h.p. Could stand a chance for the Fuel Economy prize.

040 MALTESE MAGNUM TWIN: G.B. (green/white): Class OPII. *Maltese Magnum Twin* is one of the top British outfits; owned and driven by John Kennerley. 28ft overall, and built by Magnum Marine of Miami, she now uses twin 427 h.p. Mercruiser engines driving one propeller instead of a single unit. She won several sections in the Round-Britain before retiring after running aground in fog, but prior to this, suffered cavitation burns to her rudder which affected her steering. Nevertheless, she stands a good chance of finishing high up the field.

044 SNOOPY: G.B. (pink): Class OPII. 25ft overall, this outfit was built by Woodnutts Yacht Yard and Souter of Cowes. She is powered by a single Ford engine producing 400 h.p. and will be driven by John Hobart.

050 SEA BEAR, G.B. (dark blue/white): Class CI. Designed by Colin Mudie and built by Workboats of Bristol last season, her crew is headed by Paul Weycham. She is powered by a single 400 h.p. Rover diesel engine but so far has been a non-starter in the events she has entered.

1 THE CIGARETTE, USA (white/GRP): Class OPI. This 32ft Cary hull is one of the top favourites of the race. Driven by her designer, former world champion Don Aronow, *The Cigarette* is powered by twin Mercruiser engines of the maximum size and earlier this season put up a confirmed average speed of 67.1 mph in the American Long Beach-Ensenada race.

4 RED TORNADO, Italy (all red): Class OPI. A 31ft Bertram, she is another challenger for the overall place powered by twin Mercruiser sterndrive

engines totalling 1,000 h.p. Driven by Vincenzo Balestrieri and Don Pruett, she set up an even higher unconfirmed average than *The Cigarette* in the Wills race in June.

9 RED ALLIGATOR, G.B. (all red): Class OPII. *Red Alligator* is a Class III/OPII craft designed by Don Snead and built by the Avenger Boat Co. 21ft 6in overall, her power comes from two 100 h.p. Mercury outboards. Last year this craft got the furthest of the little 'uns before turning back in the rough. Her new owner/driver—Mike Manley—has experienced a great deal of mechanical trouble this season and for this reason alone she must be considered a doubtful finisher.

21 BILL BULL, Italy (white/yellow): Class OPI. This 33-footer designed by Sonny Levi and built by Delta in Italy, is powered by two BPM Vulcano petrol engines developing 800 h.p. Her driver will be Count Mario Augusta.

29 BLACK PANTHER, G.B. (all black): Class OPII. *Black Panther* is a 21ft Avenger designed by Don Shead and driven by The Earl of Normanton. Her power comes from two Johnson GT 115 outboards and normally races in Class III.

31 BA-ROLODELTA Italy (All white). Class OPII. Designed by Sonny Levi and built by Count Saoermo, Italy. 26ft offshore racer powered by two Perkins diesels, producing 350 h.p. Her driver is L. Macchia.

48 SEAFURY, G.B. (white/white-orange): Class OPII. *Seafury* is a 23ft Stapley/Tremlett built last season for Alf Bullen. She is now driven by Derek McGowan and powered by two Mercury outboards totalling 250 h.p. She was entered, but retired shortly after the start, in this race last year.

65 JERSEY SUNSHINE, G.B. (white/red-blue): Class OPII. Driven by last year's Production Class Champions—Brothers Peter and Ron Bloomfield, *Jersey Sunshine* is a Maloney designed 20ft Sorcerer. Her power comes from twin Evinrude X115 outboards and she has proved very successful this season in Class III.

73 ALCYONE VI, France (black/white): Class OPII. Designed by Jim Wynne and Walt Walters and built by Thunderbird Marine in Miami, *Alcyone VI* is 23ft overall and powered by twin Volvo petrol engines that give 330 h.p. She will be driven by Francois Bellet.

89 WHITE TORNADO, Italy (all white): Class OPI. *White Tornado*, a sister ship to *Red Tornado*, is driven by Francisco Cosentino who is one of the leading contenders in the present World Championship and on present form is another hot favourite.

TORQUAY AND BACK

Continued

100 VIVA TRIDANTE, G.B. (all white): Class CII. *Viva Tridante* is a 23ft cruiser designed by Sonny Levi and built by R. and W. Clark of Cowes in 1964. Her power comes from twin Arden Volvos that produce 330 h.p. and will be driven by her owner Derek Smith.

111 SURFURY, G.B. (blue/white): Class OPI. Perhaps most famous of all the British offshore racers, *Surfury* was designed by Sonny Levi and built by Souter some years ago. A previous winner, she is powered by twin Daytona petrol engines that transmit 1,050 h.p. to a single propeller. She will be driven by Charles and Ricky Gardner and is still a boat to be reckoned with.

114 SPIRIT OF ECSTASY, G.B. (blue/cream): Class CI. *Spirit of Ecstasy* is Steve Macey's successful heavy weather craft that finished second overall in 1966 and sixth overall last year. She was built by the Dorset Lake Co. to an Arthur Hagg design in 1964 and uses twin Rolls-Royce diesels totalling 920 h.p. She retired with mechanical trouble in the Round Britain.

116 FIRECRACKER, G.B. (all white): Class CII. Designed by Bruce Campbell and moulded in g.r.p. by Union Dynamics, she is 27ft overall fitted with twin Perkins diesels that produce 290 h.p. She will be driven by her owner, John Renouf.

123 UFO, G.B. (blue/white): Class OPII. *UFO* is a 28-footer, designed and built by Thunderbird Products of Miami. She is powered by twin Holman/Moody Fords totalling 900 h.p. that achieved second place overall for Tim Powell and Norman Barclay in the Round Britain. She finished third last year and once again is a strong contender.

129 VOLPE D'ARGENTO, Italy (aluminium): Class CII. Designed and driven by the Italian Petroni, *Volpe D'Argento* was built by SAI Ambrosini and uses two BPM Vulcano engines giving 800 H.P. She is 28ft overall and built in aluminium.

131 DELTA, G.B. (blue/white): Class OPI. *Delta* is a very famous craft designed by Sonny Levi and built by Souter in 1966 for the Gardner Bros. She is powered by two Daytona petrol engines coupled to one propeller. Earlier this year she had a false snout added to her bow increasing her overall length to 38ft that is purported to ease her handling in rough weather, but so far this season she has not been competitive. She will be driven by Nigel Gardner.

139 HORATIA, G.B. (blue/white): Class CI. This boat was built last year by Keith Nelson of Bembridge to a TT design. She belongs to the very seaworthy class of vessel that are being used more and more by commercial organisations. Her power comes from twin Caterpillar diesels that give 800 h.p. and her owner/driver Cdr. Peter Thornycroft drove her into 16th place in the Round Britain.

141 REBEL IB, G.B. (all orange): Class OPII. *Rebel IB* is another Levi designed Double M hull powered by a 120 h.p. Volvo sterndrive petrol engine. 20ft overall, it will be driven by Stan Norman and Norman Ramseyer but unfortunately this season has suffered a certain amount of mechanical trouble and is unlikely to perform if the weather is very rough.

143 TRANSLUCENT, G.B. (translucent/orange): Class CII. 28ft overall, this craft is powered by two Perkins T6354 that develop 350 h.p. Her owner/driver, Alan Betteridge, finished 11th overall on elapsed time in the Round Britain Race. She is based on a Senior Marine hull designed by Robert Kemp.

162 BYGG, Sweden (all orange): Class OPII. This 21-footer is designed by Jan-Eric Andraeson and built by Babea Racing in Sweden. Her power comes from a single Volvo petrol engine developing 205 h.p.; but is a newcomer to the British scene.

163 MISSUS SMITH, G.B. (all white): Class CII. Owned and driven by Paddy McKiernan, she is a 27ft Ray Hunt designed Dell Quay cruiser powered by two OMC sterndrive units developing 400 h.p. She unfortunately retired when lying 38th in last year's race near Yarmouth.

181 TAM O'SHANTER, Sweden (all white): Class OPI. *Tam O'Shanter* is built by the Swedish company of Boghammer to a Don Aronow design. 28ft overall, her power comes from two Holman/Moody Fords giving 800 h.p. With this combination her owner/driver, Count Sten Bielke, could have an outfit here capable of leading the pack in.

185 GEE, G.B. (all white): Class CI. The 40ft *Gee* was built by Souter in 1967 to a Jim Wynne design for the Hon. Edward Greenall. She has almost identical power units to *Gypsy Girl*—two 500 h.p. Indiana Cummins diesels and is an ideal rough weather craft and finished fourth overall last season. Unfortunately in the recent Round Britain she retired with mechanical trouble between Inverness and Dundee.

203 FLOWER POWER, G.B. (white/blue): Class CI. A Fairey Marine Huntsman powered by two Perkins diesel engines that produce 290 h.p., *Flower Power* will be driven by Miss Penny Carter who finished 15th overall in last year's race.

205 TORNADO, G.B. (white/grey-white): Class CII. A 28ft Tod cruiser powered by twin Perkins diesels, she will be driven by David Friday. In the hands of Lt. Ruscombe-King, this outfit finished 14th overall in the Round Britain.

228 SPIRIT OF JERSEY, G.B. (white/varnish): Class CII. This is a 25ft Maloney designed Sorcerer built in Jersey. She is powered by two Mercruiser engines

developing 280 h.p. and will be driven by Ted Vibert.

232 DADDY LONG LEGS, G.B. (white/red): Class CII. This is a 25ft craft designed and built by Chris Tremlett of Topsham in Devon. She is powered by two Perkins HT6354 diesels producing 350 h.p. and is an almost unique entry inasmuch that she is a hydro-foil—hence her name.

235 SEA HUNTER, G.B. (white-blue/white): Class CII. Built by Deer Plastics to a John Iddon design, *Sea Hunter* has been fitted recently with a single Mercruiser developing 250 h.p. Her owner/driver, Trevor Howells, is a very experienced offshore driver and was well placed in this years RMYC Needles Trophy Race.

246 SCREWDRIVER, G.B. (orange-white/orange): Class OPII. *Screwdriver* is owned by the proprietor of the Gloster Hotel at Cowes—Bob Bateman. She is almost unique to this event and seldom races elsewhere. Built by Souter to a Don Shead design three years ago, she is powered by a single Mercruiser petrol engine transmitting 325 h.p. This craft retired in last season's race while lying 30th off Swanage.

250 METEOR III, South Africa (white/blue-white): Class OPII. This outfit was built in South Africa by B. Meintjies to a B. van Niekerk design. She was the very successful 28ft catamaran that won the Cape offshore powerboat race earlier this year. Since that time she has been fitted with Holman/Moody Ford engines of 900 h.p. that should give her a very good turn of speed and the capabilities of being up with the leaders in the right conditions. Her driver is Ken Stephens.

289 MISS BOVRIL I, G.B. (all white): Class CII. This is a 25ft Trident Marine cruiser designed by Sonny Levi. She is powered by twin Volvo sterndrive petrol engines developing 320 h.p., but unfortunately retired with mechanical trouble in the Round Britain. She will be driven by David Bassett.

291 HELLFIRE, G.B. (all yellow): Class OPII. *Hellfire* is one of the standard 21ft Avengers built to a Don Shead design. Her power comes from two 125 h.p. Mercury BP outboards and she is one of the top competitors in the world of Class III racing. She will be driven by Richard Eldridge and David Stapleford, but will need calm conditions for maximum speed.



ABOVE Reigning world champion Vincenzo Balestrieri (right) and his American mechanic Don Pruett, will drive the 31ft Bertram, *Red Tornado*.

BELOW John Kennerley surveys overhaul work on *Maltese Magnum II*.



303 FAIRY HUNTRESS, G.B. (blue/white): Class CII. A standard Fairey Huntress 23ft overall designed by Alan Burnard and powered by a single Perkins diesel engine totalling 145 h.p. She will be driven by Charles Currey, who in another larger Fairey, finished 13th overall in last year's race.

334 NEEDLENOSE G.B. (white/blue): Class CI. Driven by Don Legg, this is another standard Fairey Huntsman cruiser powered by twin Perkins HT 6354 diesels producing 290 h.p. Probably another for a prize in the Production classes.

343 PSYCHEDELIC SURFER, G.B. (grey): Class OPII. This is the famous inflatable boat built by three students from Atlantic College that finished 19th overall in the Round-Britain Race. 21ft overall, she will have her power altered for this event from two 50 h.p. to two standard 125 h.p. Mercury outboards. She is almost certain to finish unless the weather is gale force, and will be driven by John Caulcutt.

350 AVENGER TOO, G.B. (yellow-white/yellow): Class OPII. Little need be said about this 27ft Souter/Shead outfit that in the hands of Timo Makinen, also her driver in this event, won the Round-Britain Race to take the £10,000 prize. Her power however has since been altered from three 125 h.p. standard Mercury outboards to four 125 h.p. BP units that should produce a speed in excess of 60 mph. She is another contender that could finish in the first six.

363 GRAZIELLA, G.B. (white/blue): Class CII. Driven by Paul Best, this is a Huntress and the smallest of the Fairey cruiser range designed by Alan Burnard. 23ft overall, her power comes from a single Perkins diesel developing 169 h.p.

400 T2, G.B. (dark blue/light blue): Class OPI. 33ft overall, this Souter/Shead is Tommy Sopwith's replacement for *Telstar* with which he won last year's event. She uses two Daytona Scarab petrol engines totalling 1,000 h.p. but unfortunately has been uncompetitive so far this season. However, she is rumoured to be very fast indeed.

401 MISS ENFIELD, G.B. (aluminium/blue): Class OPI. This 33-footer is one of the British favourites, built by Enfield Marine on the Isle of Wight out of aluminium to a Don Shead design. She is powered by two Mercruiser 482's producing 950 h.p. and will probably be driven either by Don Shead or

Tommy Sopwith depending how *T2* (400) performs on her trials.

403 TELSTAR, G.B. (dark blue/light blue): Class OPII. *Telstar*, 25ft 6in overall, was built by Souter last season to a Don Shead design for Tommy Sopwith and was first overall in that year's race. Powered by one Daytona Scarab petrol engine developing 550 h.p. she is now owned by Maurice Hardy but has not had much success this season.

404 SO NEAR, G.B. (all turquoise): Class OPII. This is a 21ft Tremlett outfit that normally races in Class III. She is powered by two Mercury outboards that give 200 h.p. and will be driven by John Robertshaw.

423 FOAMFLYER, G.B. (white-blue/varnish): Class CII. Designed by G. L. Watson and built by Westcraft of Topsham in Devon, *Foamflyer* will be driven by Dick Read. She is 26ft overall and powered by two Evinrude sterndrive petrol engines developing 420 h.p. which drove her to 10th place overall in the Round-Britain Race.

424 SPEC-U-LATOR, G.B. (all yellow): Class OPII. Virtually identical to *So Near* (404) and will be driven by D. Urquhart.

500 ULTIMATUM, G.B. (all white): Class OPII. *Ultimatum* is a very famous racing boat built by Magnum Marine in Miami to a Don Aronow design. She was up with the leaders in 6th place when she retired with mechanical trouble off Swanage last year. She is powered by a single Daytona petrol engine of 500 h.p. and will be driven by Billy Shand Kydd.

505 MAID FAST, G.B. (white/blue): Class CI. Another 28ft 10in overall Fairey Huntsman cruiser to an Alan Burnard design powered by two Perkins diesels giving 350 h.p. She will be driven by her owner G. Marsh of Havant who finished in 20th place last year.

555 MISS POLLY PERKINS, G.B. (all green): Class OPI. Owned and driven by Ron Watts, this huge 40ft outfit is powered by four Perkins diesel engines that produce 700 h.p. divided between four propeller shafts. She was used by Ron in the Round-Britain but unfortunately had to retire after damaging her underwater gear in the rough sections on the north east coast. She was designed and built by Chris Tremlett this season.

606 SEASPRAY, G.B. (blue/white): Class CI. Built by Fairey's to an Alan Burnard design, *Seaspray* is powered by twin Ford Sabre diesel engines developing 360 h.p. She will be driven by Lady Aitken who gained fifth place overall in the Round-Britain.

655 MISS SMIRNOFF, G.B. (white/white-red): Class CII. This 24ft Coronet cruiser powered by two Volvo sterndrive petrol engines developing 270 h.p. was raced by Bernard Jelley until this season under the name *Oh Oh Sex*. She is now owned and driven by Peter Hennessy who finished ninth overall in the Round-Britain.

700 MAID OF ENGLAND, G.B. (white/white-blue): Class OPI. Designed by Roger Munk, this craft was originally built for the Round-Britain by Maid Boats, the Thames hire cruiser firm at Thames Ditton. 30ft overall, her power comes from a single Westlake petrol engine developing 400 h.p. and has a Hillman Imp unit as an auxiliary. She will be driven by Richard Lawson.

707 FORDSPORT, G.B. (blue/white): Class CI. *Fordsport* is another of the Ford Sabre powered Faireys. 31ft 3in overall, she will be driven by Peter Twiss who finished fourth on elapsed time in the Round-Britain.

711 SEA FOX, G.B. (blue/white): Class CII. This 28ft craft was built and designed by Alan Burnard in his garage three years ago. Her power comes from two Perkins HT6354 diesels that develop 350 h.p. *Sea Fox* has collected many prizes in the diesel category.

789 ANGLIA KNIGHT, G.B. (all yellow): Class OPII. *Anglia Knight* was Ken Hebdon's entry in the Round-Britain but unfortunately retired with a hull fracture off the Isle of Man. 23ft overall, she was designed by Robert Tucker and built by D. Holme in London and is powered by three 50 h.p. Mercury outboards.

808 FORDPOWER, G.B. (blue/white): Class CI. Driven by Derek Morris, well known in the Class III world, this is also a Ford Sabre diesel powered Fairey cruiser which finished third overall in the Round-Britain.

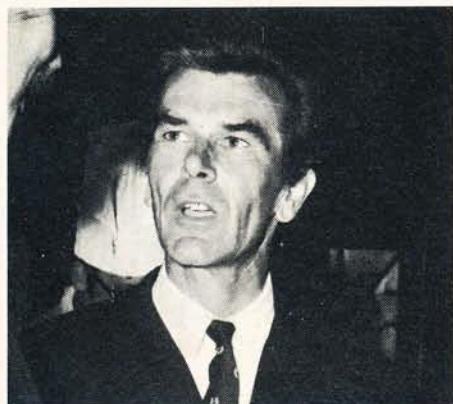
858 HTS, G.B. (blue-white/blue): Class CII. This outfit was built for Ralph Hilton this year by Souter to a Don Shead design. Her power comes from two Leyland diesel engines totalling 400 h.p. and is one of the smaller heavy weather craft racing today; proved when she won the rough Inverness to Dundee leg in the Round-Britain. Unfortunately however she was later to retire.

909 FORDSPEED, G.B. (blue/white): Class CI. Driven by John Freeman, this is yet another Ford Sabre Fairey having an output of 360 h.p. Although her driver was unfortunate enough to break two shafts, one in the first and the other in the final section, she still finished 22nd overall in the Round-Britain.

911 LUCY, South Africa. (cream/red): Class OPII. Designed by D. Manten and built by T. Cautley, the 25ft *Lucy* is powered by three Mercury outboards producing 375 h.p. Her driver will be Konrad Rontgen.

919 SABRE DANCE, G.B. (white/blue): Class CI. Another Fairey Marine cruiser powered by two Ford Sabre diesel engines producing 350 h.p. She will be driven by John Rowe.

955 THUNDERSTREAK, G.B. (blue-white/white): Class CI. 31ft overall, *Thunderstreak* is a standard Bertram hull designed and built in 1964 and at one time was used in this race by Tommy Sopwith. Since then her power has been reduced and she now uses twin Perkins HT6354 diesels totalling 350 h.p. Her driver is Robert Doxford who had to retire after mechanical trouble in the Round-Britain.



ABOVE Alan Betteridge . . . *Translucent*.
BELOW Don Aronow . . . *The Cigarette*.



ABOVE Sir Max Aitken . . . *Gypsy Girl*.
BELOW Derek Morris . . . *Fordpower*.

