

The Eighteen Footers Trip to USA August 1969

As published in US "Motor Boating" Magazine, November 1969.

Seven Eighteen Footers were shipped to Long Beach, California, in 1969 for a series of races between crews of US locals and four crews from the League in Sydney, including "Travelodge" skippered by Bob Holmes, and "Ansett Airlines, and CP Air, Cliff Monkhouse. The Team Manager was the legendary Alf Beashel

Having previously skippered Sixteen Foot Skiffs at Georges River Sailing Club, John Lewis, presently of "Tangalooma" crew, who was backpacking around the US at the time, was invited to crew on "Daily Telegraph" and sail as a ring- in for the USA. He can be seen as forrard hand in Photo 1.

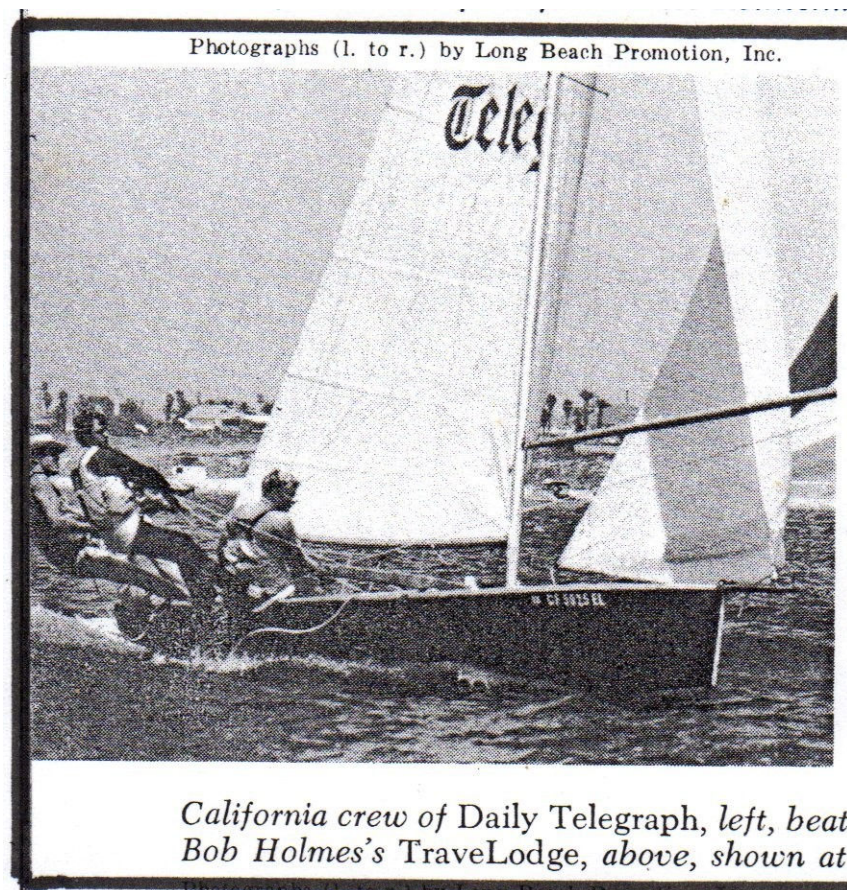
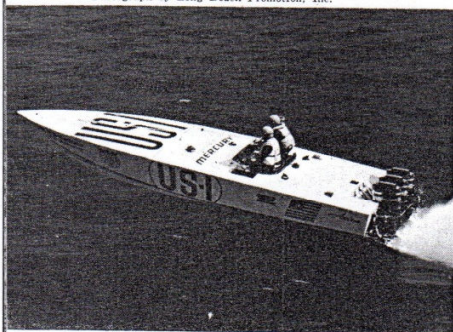


Photo 1- Note John on Daily Telegraph Note Jockey Pole.

The series, called Long Beach Sea Festival, was very successful and the Australian crews [including the ring-in] were treated to numerous cocktail parties, at various West Coast Yacht Clubs, and a trip to Disneyland. The following photos show the event, as written in the "Motor Boating" Magazine.

A Salty Swingy Sea

Photograph by Long Beach Promotion, Inc.



Photograph by Tom Bottomley



Photograph by Long Beach Promotion, Inc.



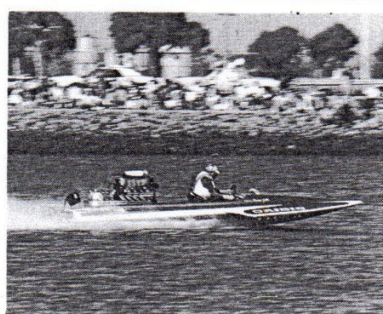
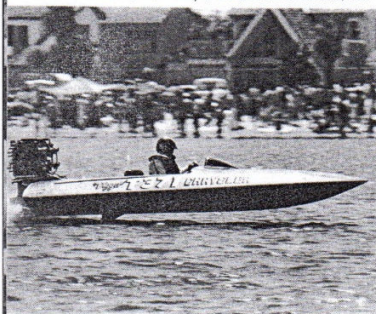
Dr. Bob Magoon's Andrea, left, was first outboard to finish following disqualification of Bill Cooper; Pete Rittmaster, above, looks glum as he protests Cooper's finish. Pete Rothschild, right, led for most of the race in a rig identical to Aronow's.

Photographs (l. to r.) by Long Beach Promotion, Inc.



California crew of Daily Telegraph, left, beat out three Aussie teams to take third in the Australian 18-Footer dinghy races. Winner was Bob Holmes's Travelodge, above, shown at right blanketing an opponent's spinnaker.

Photographs (l. to r.) by Long Beach Promotion, Inc.



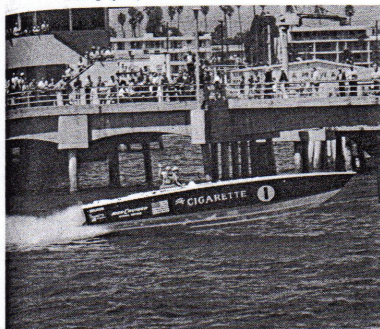
THIS RACE IS NO DRAG

By Hervé Marris

Top outboard eliminator, at 79 mph, was Jim Parker's Chrysler-powered Digger, left. Top speed at meet, 166.50 mph, was recorded by Sam Kurtovich's blown fuel hydro.

Festival

Photograph by Tom Bottomley



Experience and tuning count: Aronow's boat is first to roar past finish.

Long Beach recently held her fourth annual watersports fête, slightly offshore, wholly on target, with everything from an ocean powerboat race and a smoky drag meet to a sail-crammed Australian dinghy derby

THE AGE OF ARONOW

By Lois J. Kennedy

ROCK sounds ashore proclaim the age of Aquarius these days. Offshore, it's definitely the age of Aronow. The burly Miami racer/designer proved it conclusively by winning the top event in the Long Beach International Sea Festival August 23—the Long Beach Hennessy Cup. It was a five-second triumph, but it was Aronow all the way.

Two identical 32-foot hulls, one Don's black *The Cigarette*, the other, Pete Rothschild's white *Thunderballs* from Newport Beach, Calif., with identical powerplants, flashed across the Hennessy Cup finish within five seconds of one another. It was the

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CRACK ON MORE CANVAS...AND MORE...AND MORE...

By Hervé Marris

SAILORS from Down Under have often shown a gambling spirit in their sport, a willingness to go all the way and then some. And they do a lot of lighthearted racing, especially when the odds are heavy. And so it makes perfect sense that the Aussies should be experts in the sport of racing those madly over-canvassed 18-footers which have a deserved reputation as the world's fastest, most exciting, most capsizable monohulls.

This type, which has been Sailing Down Under for a half-century at speeds to 30 mph, with a four-man crew, permits unlimited sail area. It's rather like a cross between a plump

dinghy, an open scow and the venerable Bermuda fitted dinghy. And it was first seen in the U. S. at the Long Beach Sea Festival, in a billowy three-day regatta August 15-17.

Seven of these 18-footers had been shipped the month before especially for the festival. Four were sailed by recent Southern California purchasers, three by Sidney teams who flew in via Qantas. One of the Long Beach skippers, Fred Otis, a U. S. - born former Sydney resident and the only Yank member of the New South Wales 18-Footer League, almost personally produced this event by inviting each of the Australians who attended.

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AT Long Beach, Calif., August 16-17, the National Drag Boat Association paraded its gleaming pride in a series of chilling speed runs, during which one of the best boats flipped at 133 mph and several new records were set.

The highly specialized drag boat hulls are 14- to 17-foot flatbottom runabouts or slick hydroplanes, which minimize water resistance and wetted surface by planing at up to 190 mph on two sponsons and an invisibly spinning propeller. (With fuel economy the last thing on their minds dragsters are now hunting for the boat and engine combination that will crack their elusive 200-mph barrier.)

On their devil-take-the-hindmost

speed runs, electronic eyes are set to record boat pace as they hit, and then zoom through the final 132 feet, the official 10 per cent of the quarter-mile course. Boats start from idle at the split second a green light flashes at the base of the "Christmas tree" anchored in mid-stadium.

There are highly tuned outboard drag boats, but the glamour class in this field is the "blown fuel" hydro, a supercharged hydroplane that runs on a \$7.20-per-gallon methanol fuel mixture. Their top speeds, generated in that final 10 per cent, are in the 160- to 190-mph range. These boats, like the current world record holder *Mr. Ed*, owned by Ed and Lorene Mills of Fresno, are pampered and tuned like

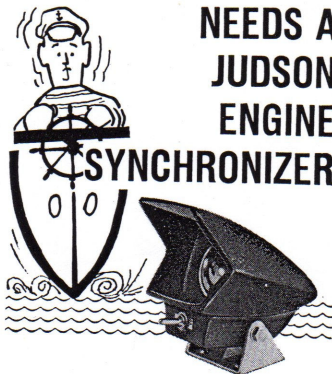
space missiles, and can cost up to \$20,000.

At the Long Beach Festival, one of the sports most celebrated boats became a high-speed cropper as Ray Caselli of North Hollywood hit the straightaway in his *Panic Mouse*, generally considered the world's fastest blown fuel flatbottom racer, and flipped violently on the first elimination run of the second day.

"The water was a bit bumpy when I shut off at 133 mph," Ray said, "and it just seemed to grab the boat's chine and flip her." The lucky Caselli escaped with no more than a severe roughing up, but he decided to scrap his famed Hondo hull.

(Continued on page 100)

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DRAG RACE

CONTINUED FROM PAGE 81

In this event, highlighted by eight competing blown fuel hydros, largest west coast field ever in this class, Sam Kurtovich of Fresno recorded the second day's top speed and low elapsed time—166 mph and 8.08 seconds. He also easily won the blown fuel hydro class at 97.50 mph in his boat *Crisis*, cruising, in effect, down the course after his chief competitor, Mac Bale in *Climax*, died at the green light on this trophy run.

In the flatbottom blown fuel class, Larry Hill of Fresno, driving Ed Wills' *Mrs. Ed*, won at a measured speed of 133.32 mph.

Barely a month after this regatta, the red hot dragsters gathered for their national championships at Perris, California. Concentrating on an explosive burst of speed over a quarter-mile course, the sport of drag boat racing is growing rapidly, especially on the West Coast, as a parallel to the sophisticated auto drag meets. ‡

MORE CANVAS

CONTINUED FROM PAGE 81

Principal dimensions of the 18-footers proclaim them prone to panic parties, Chinese fire drills, and occasional pitch-poling. Length must be from 17'9" to 18', minimum beam is 6'; minimum molded depth amidships must be at least 20". No two are exactly alike and in this competition, as they say Down Under and occasionally up here, anything goes. Crews may set huge mainsails, spinnakers, spankers, and anything else the boat will stand. With no keel to offset the weight of wind, the four crew members must fling themselves about like shuttlecocks and swing like chimps on trapeze rigs to keep the boat on her feet.

The victory was not exactly foregone, but no one was surprised when, after three days of pandemonious sailing, the Australians carried the event. Sydney skipper Bob Holmes and his crew in *TraveLodge* took the series by winning with a 1-1-5-3-1 record for a "low ball" score of 10%. Another Aussie, Cliff Monkhouse, in *CP Air* was second with 10% and 2-3-1-2-3.

Surprise third was the U.S. group in *Daily Telegraph*, skippered by George Twist of the Newport Harbor Y.C. and crewed by three sharp young Finn sailors, who last March sailed under Henry Sprague III to win the Long Beach Yacht Club's Congressional Cup. *Daily Telegraph* scored 14% for finishes of 3-4-3-1-4. Her single victory was, for the Yanks, the most brilliant moment of the series.

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WHAT'S NEW CONTINUED

150-WATT RADIOTELEPHONE

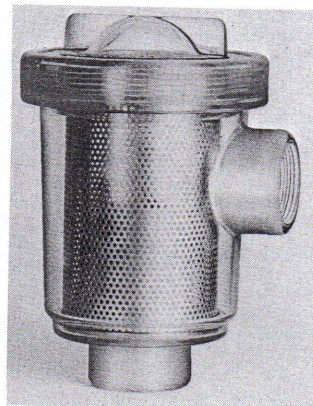
Model Flo-Com 150 features eight crystal-controlled marine channels plus standard broadcast band. Unit utilizes both tubes and transistors to assure the most noise-free reception, the company states. Unit measures 6 1/4" high, 12 1/4" wide, and 12" deep, and provides 150 watts output.

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MORE CANVAS CONTINUED

"They're as good as we are, and perhaps even a bit better," was the gallant comment by one of the visitors, who nevertheless then applied this sting: "But they still have a lot to learn about teamwork and spinnaker handling in these 18-footers."

The industrial sounding names of these boats, and the cheerily blatant lettering on their sails, simply means that in Australia, the madcap 18-footers are commercially sponsored and named, but crews are religiously amateur. Their racing in Australia attracts a great many entrants and huge spectator fleets, including enterprising marine bookmakers who do a thriving and legal business.

As a result of this regatta, it is likely the *Daily Telegraph* crew, with two or three others, will be invited to Australia early in 1970 for a return series in Sydney Harbor. ‡

WORTH WRITING FOR

Federal, state, and local governments, as well as marine boat, engine, and equipment manufacturers, offer booklets, catalogs, and other literature of interest and use to boatmen. All the publications listed here are free unless otherwise noted.

Marina operators will be interested in the brochure describing a coin-operated discharge pump for emptying holding tanks on boats. Placed in immediate operation by the insertion of two quarters, the pump lifts waste from boats and discharges it into any acceptable sewer system. *Marine Division, Mansfield Sanitary, Inc., Perrysville, Ohio 44864. Ask for Bulletin 5000.*

Safety standards for maintenance, equipment installations, and repairs are covered in the book *Safety Standards for Small Craft*, published by the American Boat & Yacht Council, Inc. The standards were developed by specialists in the marine industry, with the aid and cooperation of marine surveyors and insurance experts, plus other qualified personnel. Price is \$5. *American Boat & Yacht Council, Inc., 15 E. 26th St., Room 1603, New York, N.Y. 10010.*

An educational booklet for purchasers of sails covers 20 different aspects of Dacron sail handling and maintenance. The booklet shows how to fold a sail, and explains what effect changes in sail shape can have on boat speed when produced by fabric distortion, edge tension, or mast bend. Published by Du Pont, the booklet is available from sail makers. *E. I. du Pont de Nemours & Co., Wilmington, Del. ‡*

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