



# 1971 DAILY EXPRESS INTERNATIONAL OFFSHORE POWERBOAT RACES

Official  
Programme  
10p

Cowes-Torquay-Cowes August 28/Round the Island August 29



# MORE POWER TO YOUR ELBOW

Whether you're a powerboat man, or your marine pleasures are somewhat more sedate, why not have the backing of Britain's finest finance house?

Bowmaker can provide marine mortgages, hire purchase and purpose loans quickly and with a minimum of fuss. Contact Leslie E. Keeping, Marine Manager, Bowmaker Limited, Lansdowne, Bournemouth BH13LG. Telephone: Bournemouth 22077

A member of the Bowring Group



**BOWMAKER**  
Britain's finest finance house

# The Alcan Trophy with £250

will be presented to the first aluminium hulled boat to finish.

The Alcan Home Products Division markets a wide variety of products to help you enjoy your leisure time—afloat and ashore.

Alcan Home Products Division, Alcan House, Berkeley Square, London W1X 6DP.





# 1971 INTERNATIONAL DAILY EXPRESS

## Offshore Powerboat Races

**COWES—TORQUAY—COWES**

**Saturday, 28th August**

**Start 10.00 a.m.**

## ROUND THE ISLAND RACE

**Sunday, 29th August**

**Start 12.30 p.m.**

*The races are run under the rules of the Union  
Internationale Motonautique and the Royal  
Yachting Association.*

*SPONSORING CLUBS: The Royal Yacht Squadron; The Royal London Yacht Club; The Royal Motor Yacht Club; The Royal Torbay Yacht Club.*



## OFFICIALS OF THE RACES

**FLAG OFFICERS:**

*Commander N. B. Beale*  
*The Marquess Camden*  
*G. Langwell Plum, Esq.*  
*Dr. E. J. Gordon Wallace*  
*T. Glanville Esq.*  
*G. Glanville, Esq.*

## R.Y.A. OBSERVER:

*J. Chitty, Esq.*

**RACE COMMITTEE:**

*J. W. Roome, Esq. (Chairman)*  
*N. G. Bennett, Esq., A.F.R.Ae.S.*  
*C. B. Dives, Esq.*  
*Commodore W. R. D.*  
*Gerard-Pearse*  
*A. F. Needell, Esq., AMRINA*  
*D. H. Sessions, Esq.*  
*E. V. Wagner, Esq.*  
*J. R. Robertson, Esq.*  
*(Officer of the Day)*

**SCRUTINEERING:**

*Chief Scrutineer and Timekeeper*  
*A. F. Needell, Esq., AMRINA*

Deputy Chief Scrutineer  
N. G. Bennett, Esq., A.F.R.Ae.S.

**TIMEKEEPING:**

### Officers of the Sponsoring Clubs

**COMMENTATOR:**

*J. Baird, Esq.*

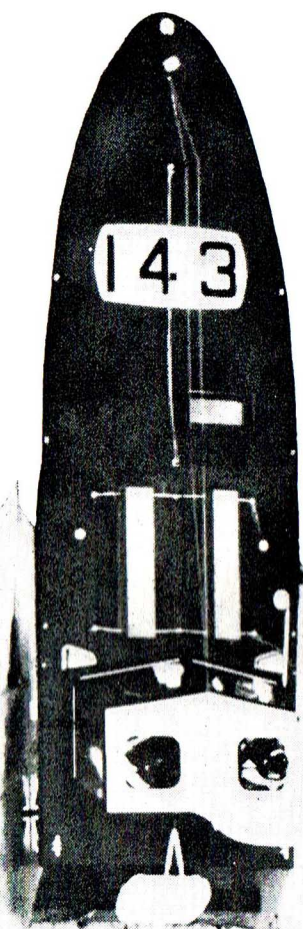
# John Player and Sons Sponsors of sport





the best story and pictures of the race  
will, as always, appear in

# Yachts and Yachting



The only really COMPLETE stories of  
earlier races had these inspiring headings—  
each up to 16 pages of first-class detailed  
reports and action pictures

"HURRY WEST" (1961)  
"ROLL AND GO" (1962)  
"HURRY, HURRY, HURRY" (1963)  
"SWIFT AND SMOOTH" (1964)  
"THUNDER WEST" (1965)  
"ROUGH, ROUGH, RIDE" (1966)  
"CRUISE WEST" (1967)  
"TORQUAY RETURN" (1968)  
"EXPRESS EXPRESS" (1969)  
"SURVIVAL OF THE FIT" (1970)

Out on SEPTEMBER 10  
20p

YACHTS AND YACHTING,  
196 Eastern Esplanade,  
Southend-on-Sea, Essex.  
Tel. 82171 & 82245/6

## Prizes

Prizes and cash awards will be presented  
to the entrants and/or drivers of boats  
completing the course within the  
time limits.

*FIRST CRUISING BOAT (CLASS CI or CII)	The Beaverbrook Challenge Trophy and £1,000
*SECOND CRUISING BOAT	The Butlin Trophy and £500
*THIRD CRUISING BOAT	The Lombard Trophy and £250
1st OVERALL	Daily Express International Powerboat Race Gold Medal
2nd OVERALL	Daily Express International Powerboat Race Silver Medal
3rd OVERALL	Daily Express International Powerboat Race Bronze Medal
4th OVERALL	Royal Yacht Squadron Trophy
5th OVERALL	Royal Motor Yacht Club Trophy
6th OVERALL	Royal Torbay Yacht Club Trophy

### STAGE PRIZES

Bournemouth	Daily Express Award of £150
Portland Bill	The Gloster Hotel Trophy and £150
Torquay	The Cutty Sark Trophy and £150
Portland Bill (Return)	The Gloster Hotel Trophy and £150
Anvil Point Light (Return)	Daily Express Award of £150

**Best All-Rounder:** The boats scoring the highest points  
on formulas for Index of Performance and Fuel Economy  
and the Concours d'Elegance prize category.

**Unrestricted Diesel:** This prize is awarded to the first  
diesel engined craft to finish.

**Restricted Diesel Prize:** 1st PRODUCTION diesel  
engined boat to finish.

**Visitors:** Entrants and Drivers must be resident outside  
the U.K. and the competing boat must be registered with a  
non-British National Authority.

**Concours d'Elegance:** The vessel which is judged as the  
best suited and equipped for extended offshore cruising.  
IN THE CONDITION IN WHICH SHE ENTERS AND  
FINISHES THE RACE.

INTERNATIONAL DAILY EXPRESS  
**OFFSHORE POWERBOAT RACE**  
28th August 1971

### SUBSIDIARY PRIZES

1st Class II Boat	Motor Boat & Yachting Trophy and £100 and Daily Express Award of £100
2nd Class II Boat	Daily Express Award of £100 and Medallion
3rd Class II Boat	Daily Express Award of £75 and Medallion
First All British Boat to Finish	S.B.B.N.F. Award and £500
*Best All Rounder	Perkins Trophy and £500
First British Built Hull	S.B.B.N.F. Award
First Diesel Engined Boat to Finish	Daily Express Award of £250 and the Cowes Trophy
Restricted Diesel Award	Daily Express Award of £250 and the K.G.F.S. Trophy
First Aluminium Hull to Finish	Alcan Trophy and £250
Visitor's Prize	Cowes Town Cup and £250
*Concours D'Elegance	Grosvenor House Trophy and £250
*First Production Boat	Daily Express Award of £250 and the International Boat Show Award
Team Award	Triplex Trophy and £100
Ladies' Prize	Grosvenor House Brooch and £50
Bahamas Prize	Bahamas Trophy
Best Presented Entry	Return of Entry Fee
Youngest Nominated Driver to Finish	Mr. Smith Trophy and £100
Lowest Powered Finisher	M.E.M.A. Trophy
All Finishers	Daily Express Plaque
*ONLY Cruising Boats in C Category as defined.	

**Production Boat Prize:** Boats must comply with the  
British Production Boat Rules and be fitted with Pro-  
duction Engines.

**Team Prize:** Teams may be entered by:

- Club Teams composed of three entrants from the  
same club.
- Foreign Nation Teams composed of three entrants  
from the same Nation.

**Ladies Prize:** The first lady to finish the Race who has  
been nominated as first driver.

**Bahamas Trophy:** For driver(s) of the first boat to  
finish who has/have completed any Miami/Nassau race  
or the Bahamas 500.

**Best Presented Entry:** Judged by the Race Committee  
and Scrutineers.



# Racing with a reason

EVEN IN RACING it's no bad thing to look back once in a while, to take stock. Ten times the International *Daily Express* Off-shore Powerboat Race has taken place. This is the race that brought an entirely new and wonderfully exciting sport to the attention of Europe and the race came about because in the late fifties new powerboats were being developed which transcended all previous models in their ability to go to sea and come safely back again—fast.

What better way of demonstrating this new ability and developing it still further than to have a big race and attract the best from all over the globe? And this is what Sir Max Aitken, Chairman of the Board of Beaverbrook Newspapers and an enthusiastic user of these new craft decided to do. He made it completely clear at the time that the main reason for the race was that it should 'improve the breed'; lead to the design and construction of still better, still faster, still more reliable offshore cruisers.

From the beginning, therefore, all competitors were required to have proper accommodation and the minimal requirements of a true floating home. When they raced into Torquay Harbour at the completion of the course (it wasn't till 1968 that the course came full circle and returned, non-stop, to Cowes again), crews could, if they wanted, eat and sleep aboard the boats that had brought them there.

The Americans, who started racing seriously offshore a year or two before the first Express Race, had never bothered with cruising requirements. From the start, their racers were stripped out shells built with only one thing in mind—win or bust.

Race competitors are cunning devils—even with our offshore cruiser racers. The galleys in many cases and the necessary cutlery and crocks became neatly parcelled and preserved exhibits, to be brought out and shown at the pre-race and post-race scrutineering and to be sealed away at all other times. Conventional



by **JACK KNIGHTS**  
*Yachting Correspondent, Daily Express*

cabin tops and deckhouses tended to give way to streamlined blisters as designers discovered ways of cheating wind and weight whilst complying with the letter of headroom requirements.

Because of all this and because it was obviously desirable to fall into line as far as possible with the Americans and set up common, world-wide regulations for offshore racing, it was decided for the race of 1965 to allow a special category for OP boats. 'OP' is supposed to mean Open Pleasure.

The last three Express races have been won by OP category boats. It is quite possible that today's race may go the same way yet again. But this time there is a big difference, a significant shift of emphasis, a return to the beginnings. This time the big trophy, the Beaverbrook Challenge Cup and one thousand pound cash prize, will go to the first genuine cruiser racer to finish. The Butlin Trophy and £500 will go to the second cruiser. The Lombard Trophy and £250 to the third cruiser.

First overall, whether cruiser or OP greyhound will get a Gold Medal. Second overall a Silver Medal and third a Bronze.



THE LOMBARD BANK TROPHY

## MARINE MORTGAGES FINANCE AND R.Y.A. PLAN

For further details you are invited to write to or telephone our Marine Manager, Commander D.F. Johnson, D.S.C., R.N.

# LOMBARD BANKING

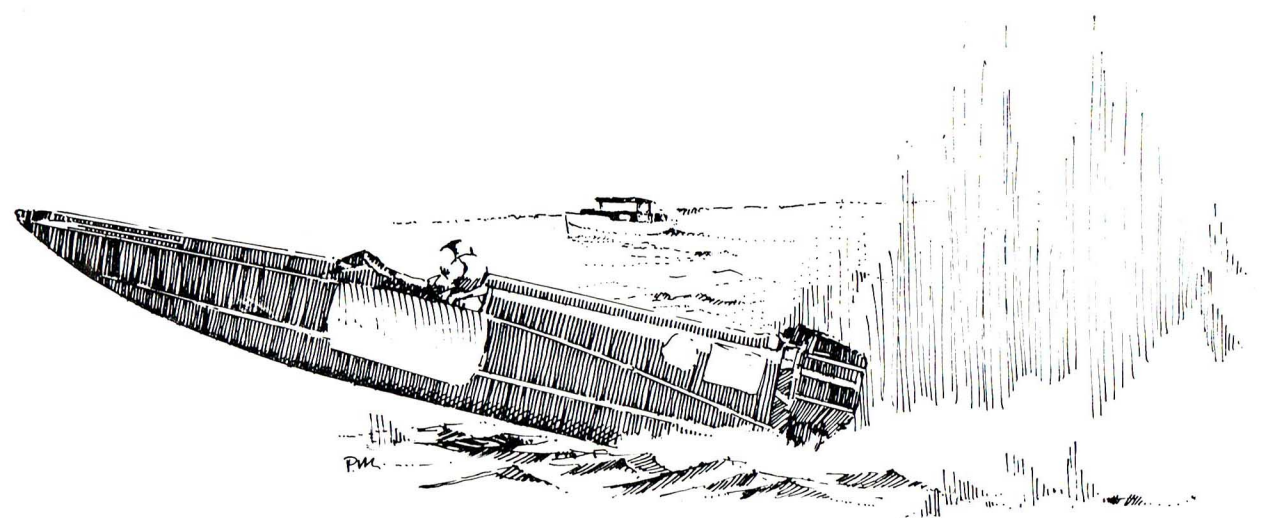
LIMITED

## MARINE DIVISION

5 ALDFORD STREET, PARK LANE, LONDON, W.1. TELEPHONE: 01-499 9968/9 & 9960



# Cutty Sark-the double-barrelled scotch



You might not think this an earth-shaking change but it is sure to have a big and wholesome effect on future race entries as it already has had on today's.

To be eligible for either the Class I or Class II Cruiser categories the boat must pass a long list of requirements. All these are there for a good purpose—to ensure that the boat which passes muster really will make a good cruiser as well as a good racer.

Since small boats obviously lack the space of larger ones, the cruiser racers are divided into two classes with separate prizes for each. The large class C I, is for boats of between 28 ft and 45 ft in length. These boats must have sleeping accommodation for a minimum of four people, at least 6 ft. of headroom in the main cabin, a separate lavatory with a pump, flushing toilet, a proper table to seat four, lighting, at least two cooking rings, sink, running water and proper stowage for all the necessary crocks, cutlery and cooking utensils.

C II boats are between 20 ft and 28 ft overall. They must have sleeping berths for two (one double is permitted!). The main cabin must have at least 4 ft 9 in of headroom. Again there must be a separate, properly fitted,

flush lavatory but it doesn't have to have its own separate compartment. The cabin table must be able to seat two. The galley must contain at least one cooking ring, sink, fresh water, stowage for crocks and utensils and there must be electric lighting.

Some drivers may tend to consider these requirements something of a nuisance. But if they were to stop for a second or two, to think, they would realize the benefit. Because they are made to race in a cruiser, their boat will have a good resale value, as a cruiser, when its racing days are over. I own just such a boat myself. It was built about eight years back and for three or four years gave its first owners exciting racing and now, when it doesn't break down, and when I can afford a tankful of petrol, it gives me enjoyable fast cruising with a degree of seaworthiness that is not exceeded by far slower and heavier types.

By contrast, the secondhand market always contains a surprising number of OP boats which cannot seem to find buyers at any price. Their engines tend to be impracticably thirsty whilst cabin conversions would cost too much and would never result in very satisfactory living space.

Needless to say, enterprising boat builders and engine manufacturers set great store by a win in this category in the Express Race and the competition is as fierce as for first past the finishing line.

Experienced powerboat operators tend to prefer diesel power to petrol. They claim that the risk of fire is lessened. They believe that diesels will run for longer between overhauls and perform better in a damp, often extremely wet, atmosphere. To promote the development of still better diesel engines, the Express Race offers prizes for both Unlimited and Restricted Diesel boats. The Unrestricted prize goes to the first diesel home regardless (total engine capacity of diesels is fixed at 32.8 litres 2,000 cu ins, that of petrol to a total of 16.4 litres or 1,000 cu ins). The Restricted prize goes to the first Production, diesel powered, boat in C II.

And since this is a British race, held in British waters and sponsored by a newspaper which has made no secret of its championing of Great Britain, there are other special prizes for the first All-British Boat to finish and the first British Built Hull.

One prize always takes longer to award than the others for the



# Try doing this with your house

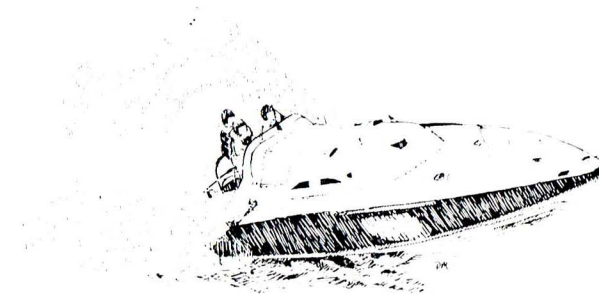
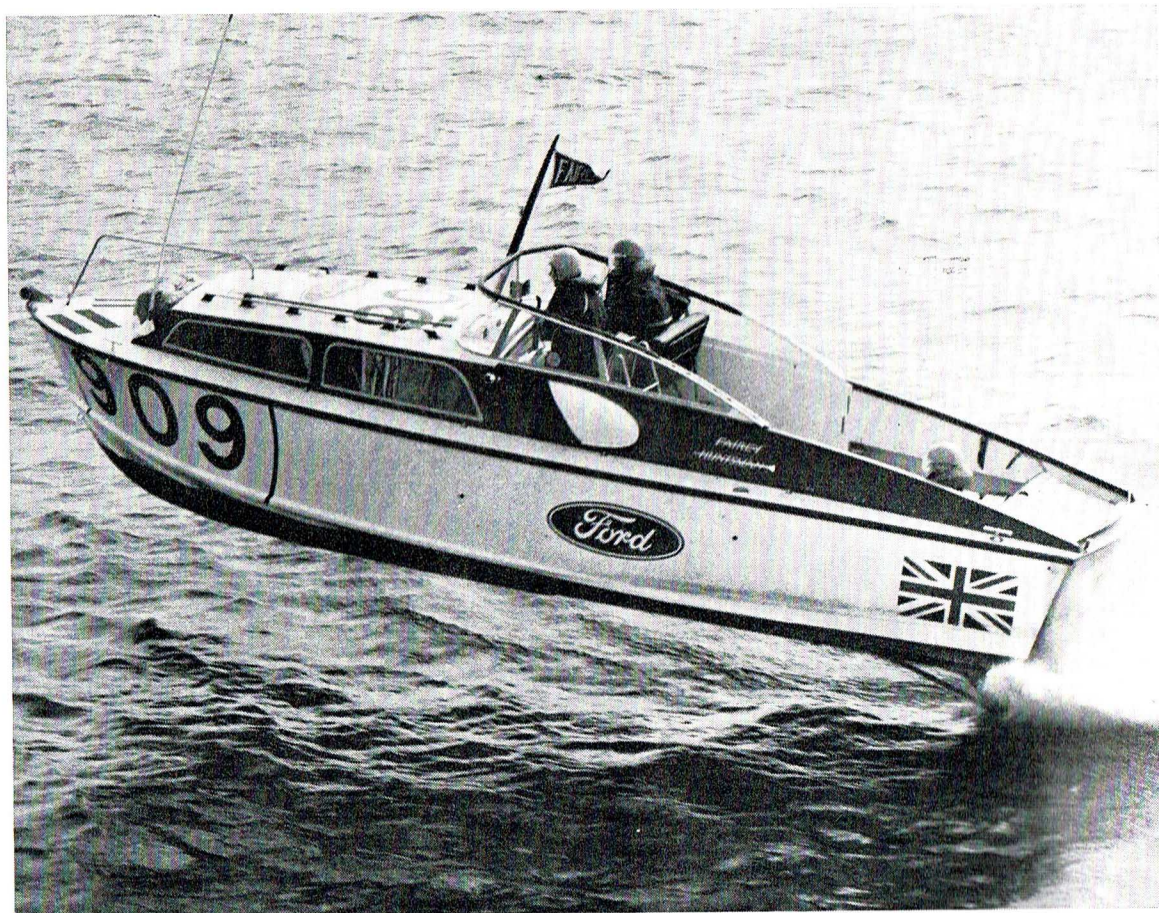
Think of this Huntsman 28 sitting on its props. at over 40 mph as a house. A fast, seaworthy, reliable house and a real home from home. Carpets, gas cooker, kitchen sink, cupboards, beds with 4-inch foam mattresses, a separate toilet with a w.c., and the dining room table, they're all there, bashing and splashing from wave to

wave the 236 miles from Cowes to Torquay and back.

Why do Fairey race their desirable modern residences? Because it's the toughest test for an offshore boat and its mod. cons. And to prove they make the fastest production diesel cruisers on the water.

## Fairey Marine Ltd.

Hamble, Southampton SO3 5NB. Tel: Hamble 2135.



reason that it calls for a great deal of calculation and the application of mysterious formulas. This award is none the worse for that, in fact many will tell you it is the most worthwhile of them all. This is the prize for Best All-Rounder and goes to 'The boat scoring the highest points on formulas for Index of Performance and Fuel Economy and the Concours d'Elegance prize category'. In other words, sheer speed, for a given power, fuel economy, design features and appearance are all taken into account. Naturally this is another

prize that manufacturers would cheerfully give the right hand of their Sales Director for.

The great race is over a course of 212.4 nautical miles (244 statute miles) and will last from four to eight hours depending upon conditions and the speed of each competitor. It is fair to say that during that brief time, more experience will be gained by drivers, builders, designers and engineers, into the performance of powerboats at sea than during the rest of the season. Parts will break within minutes

whose weaknesses would be unlikely to show up within a month of normal cruising. If it is calm it is the mechanical parts which will be most severely tested for they will be running wide open. If it is rough it will be the hulls—and crews—who will take most punishment and show most shortcomings. The chances are the course will rise to the occasion, as it usually does, and provide a bit of everything—big seas in one spot, a short joggle of a chop in another, a calm leg here, a really wicked stretch there. As overseas competitors are always telling us, this South Coast course provides the best and truest test, because it boasts the greatest variety of conditions of any course anywhere.

DRAWINGS BY  
PETER MELLISH

## TOPSIDER SHOES

(FROM AMERICA)

### EXCLUSIVE TO THE FOREDECK



Provide the most effective anti-slip protection there is. Hundreds of tiny squeegee slits, in a patented sharp-angled herringbone pattern, not only keep the foot from slipping forward, but prevent sidewise slip, most dangerous of all. Worn by leading international yachtsmen who have learnt the advantage of a non-slip leather shoe which dries out soft and supple. Made from hand crafted brown elk cowhide. Comfort afloat or ashore.

Price: £13.50 per pair, including postage.

Men's sizes and half-sizes, 6—11½.

Women's sizes and half-sizes, 5—7½.

## The Foredeck

82 HIGH STREET, COWES, I.O.W.  
Telephone: Cowes 098 382-3633



**FOR POWER...  
PERFORMANCE...  
ECONOMY...**

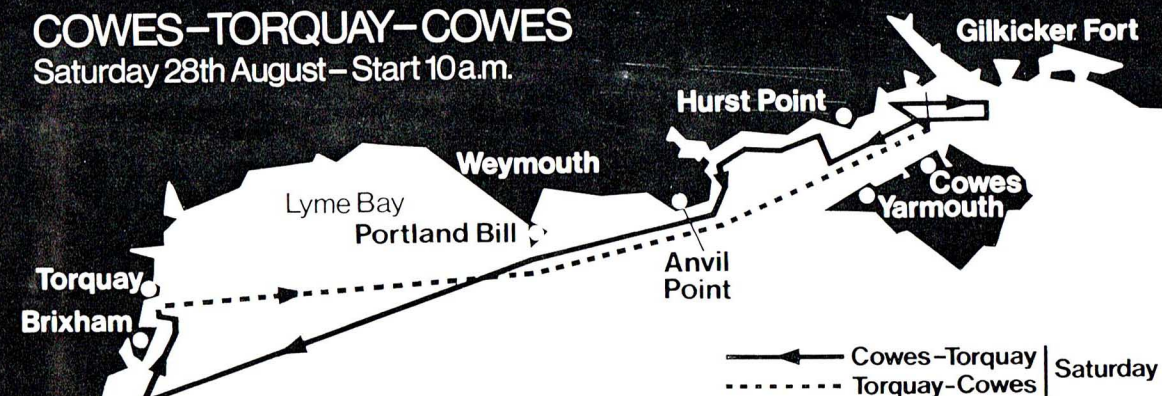
**ON LAND, SEA AND IN THE AIR  
ALWAYS FIT**



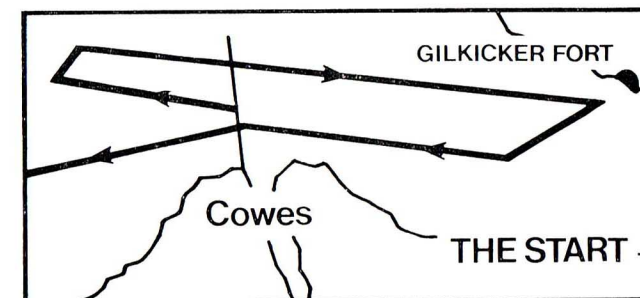
*The world's  
favourite spark plug*



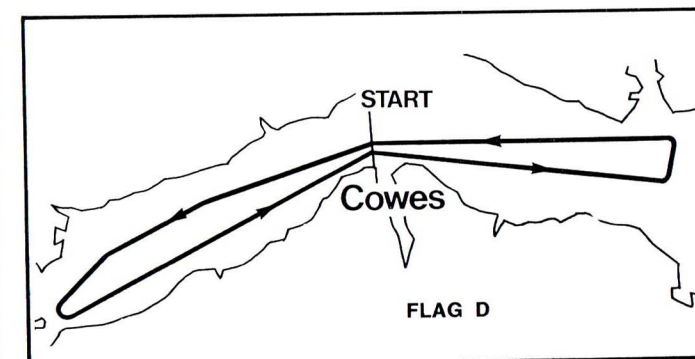
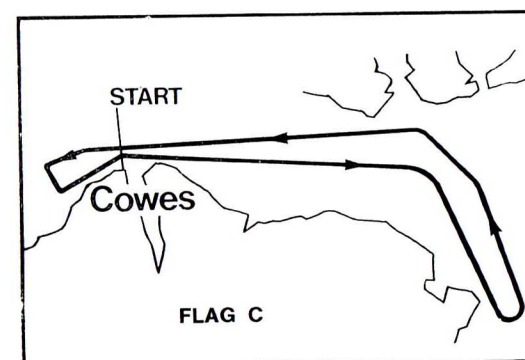
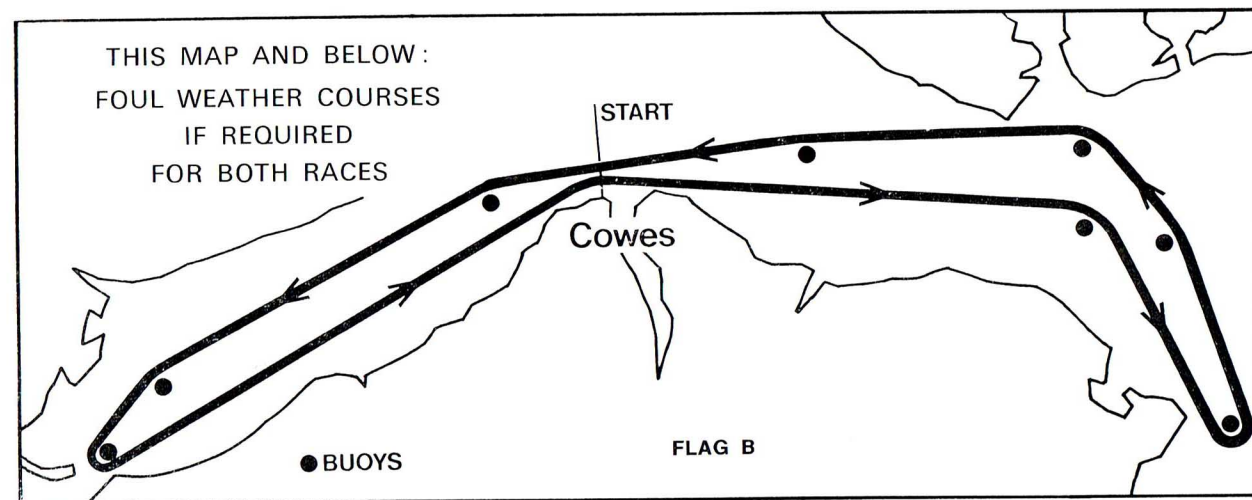
**COWES-TORQUAY-COWES**  
Saturday 28th August - Start 10 a.m.



MAP OF THE COURSE  
AND START  
COWES - TORQUAY - COWES



THIS MAP AND BELOW:  
FOUL WEATHER COURSES  
IF REQUIRED  
FOR BOTH RACES

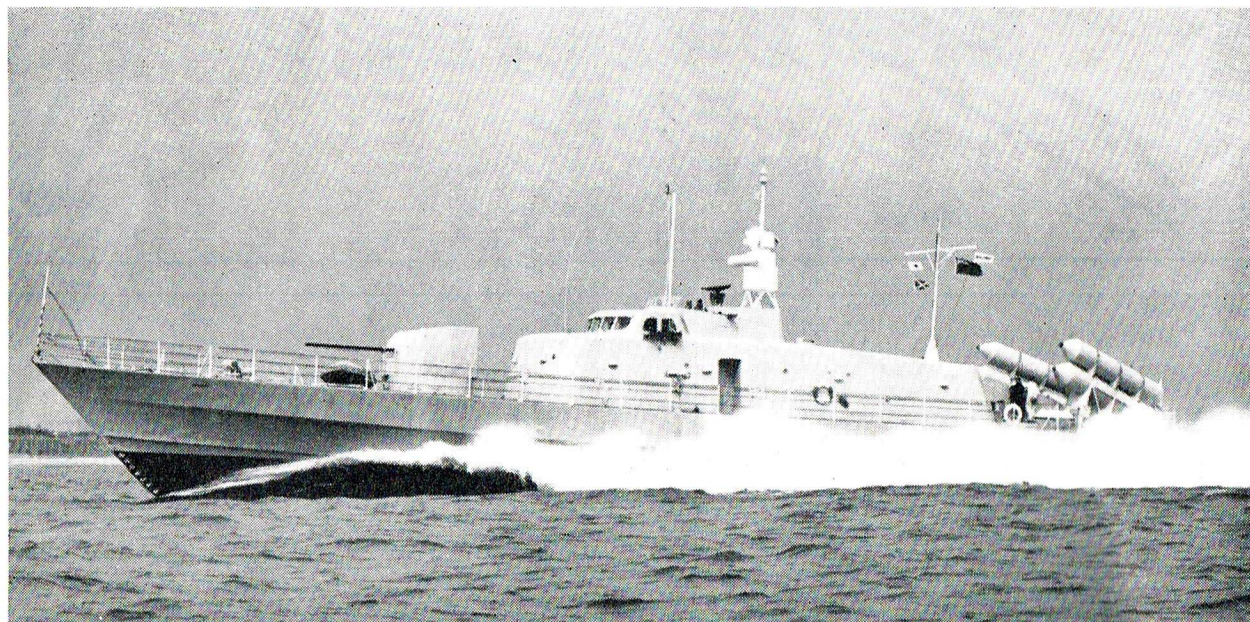




# New generation F.P.B.

When Vosper Thornycroft introduce a new design concept in fast patrol boats they build a demonstration vessel to ensure that when offered for sale she will be thoroughly proved under operational conditions. "Tenacity" is a 142 foot, 40 knot boat powered by gas turbines and diesels, with a complement of 25—30 men. Fitted with very accurate guns and anti-ship guided missiles, she is capable of giving a good account of herself against aircraft and major fleet units.

**VOSPER THORNYCROFT**



## The Start

*Advice to spectators  
afloat off Cowes*

**INTERNATIONAL DAILY EXPRESS  
OFFSHORE POWERBOAT RACE  
28th August 1971**

THE MASSED START of the *Daily Express* International Offshore Powerboat Race is not only spectacular but a time of great anxiety to competitors. Even if the sea is calm it will be churned up when racing craft approach the line at high speed. Spectators afloat are asked to keep well clear of the racing boats and to seaward of the line on the plan until all competitors have passed and returned on their way westwards, about 10 minutes later. Please co-operate with the Course Marshals to ensure your own safety and that of competitors and escort vessels. The start of the 1971 *Daily Express* International Offshore Powerboat Race (Cowes-Torquay-Cowes) will be organized as shown below:

### START PROCEDURE

#### FROM ABOUT 09.30 hrs.

Competing boats will be moving towards the assembly area off Old Castle Point (see plan). The start is from east to west.

#### AT 09.30 hrs.

Flag "A", "B", "C" or "D" will be broken out to denote the course and a maroon fired.

#### AT 09.50 hrs.

A maroon will be fired and the International First Substitute (Yellow and Blue Flag) will be broken out at the Royal Yacht Squadron yardarm.

#### AT 09.55 hrs.

A maroon will be fired accompanied by flag "P" (Blue Peter). All competitors must be clear of the Penalty Area by this time.

#### AT 09.56 hrs.

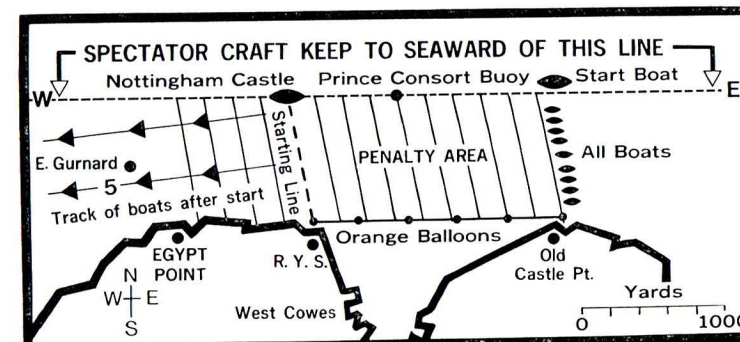
The Start Boat will lead the fleet westwards through the Penalty Area at 20 knots. All competitors will keep inshore and abaft the stern of the start boat.

#### FIFTEEN SECONDS BEFORE THE START

The Start Boat will fire a yellow grenade and the competing fleet will make for the starting line at racing speeds.

#### AT 10.00 hrs.

The start will be signalled by a gun and the hauling down of all flags at the Royal Yacht Squadron. The race will now be on, with the leading boats leaping away at more than 60 knots, towards the E. Lepe buoy. Within 10 minutes the first boats should be racing westwards again past the start so please stay north of the spectator line until the fleet has passed twice.



### POSTPONEMENT

Any delay in the start will be signalled by a gun and Flag "R" (Red flag with Yellow St. George's Cross) which will indicate that the time of the start is delayed half an hour. In the event of the Foul Weather Course being run instead of the Cowes-Torquay-Cowes course, "Flag B, C or D" will be flown. The Start Procedure will be unchanged.

*For the Foul Weather Course see page 13.  
For Flags see page 17.*



*Leading drivers...  
The fastest craft...*

**The Daily Telegraph - BP**

# INTERNATIONAL POWERBOAT RACE

organised by the  
ROYAL SOUTHERN YACHT CLUB, HAMBLE

**SATURDAY NEXT  
SEPTEMBER 4th 1971**

**Start and finish off Southsea beach**

The second of two international events to be decided on British waters this summer with points counting towards the world power boat championship title.

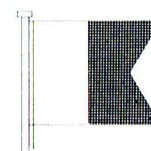
*See the world's leading drivers  
and fastest craft in action*

## Public Viewing points

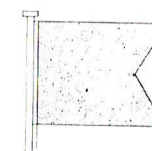
The 167 mile course passes close inshore to Lee-on-Solent, Yarmouth I.O.W., Boscombe, Bournemouth, Swanage and Dunston Head, St. Alban's Head, Weymouth, Portland Harbour, and returns by way of St. Catherine's Point and Sandown I.O.W.

***A DAY OF THRILLS AND EXCITEMENT***

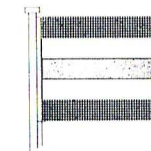
## SIGNALS TO BE SHOWN ON THE R.Y.S. FLAGSTAFF



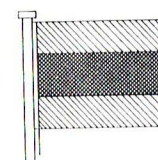
FLAG A  
White, Blue



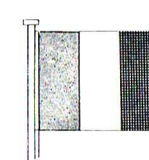
FLAG B  
Red



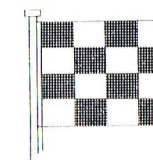
FLAG C  
Outer Blue, White,  
inner Red



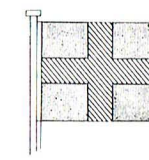
FLAG D  
Yellow outer,  
Blue inner



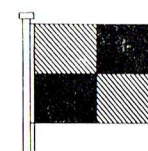
FLAG T  
Red, White, Blue  
(Start Boat only)



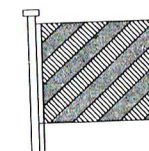
FLAG N  
Blue, White



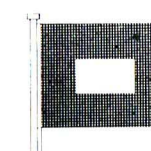
FLAG R  
Yellow on Red



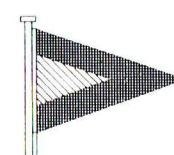
FLAG L  
Yellow, Black



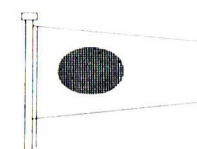
FLAG Y  
Yellow and Red



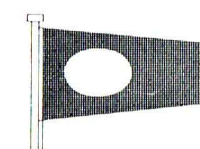
FLAG P  
White on Blue



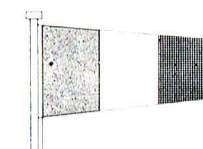
International first  
substitute: Blue outer,  
Yellow inner



FLAG 1  
Red on White

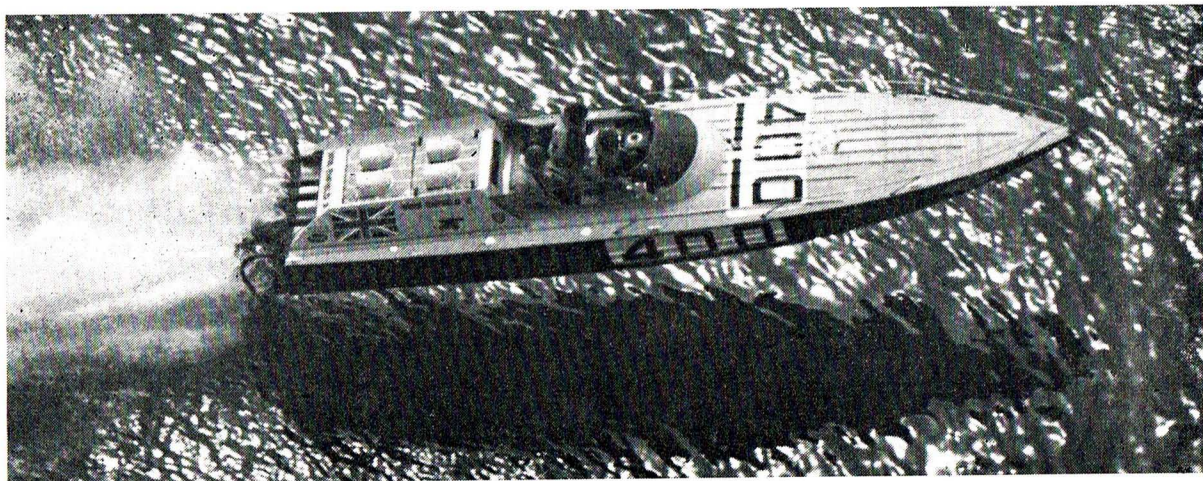


FLAG 2  
White on Blue



FLAG 3  
Red, White, Blue





# MISS ENFIELD II

winner of the 1970 Cowes—Torquay—Cowes event  
at 58½ m.p.h.

Constructed by Enfield Marine Ltd. in aluminium, Miss Enfield II had an amazing series of successes throughout the 1970 season.

30.5.70	Embassy Gold Classic	1st	23.8.70	Bollinger Goblet	2nd
13.6.70	Wills International	2nd	5.9.70	Les Trophees de Deauville	2nd
3.7.70	Roseto/Split/Makarska	1st	19.9.70	Torbay International	1st
2.8.70	Le Dauphin d'Or	1st	27.9.70	Lake Geneva	1st
22.8.70	Cowes/Torquay/Cowes	1st			

For fast, dependable powerboats—of which Miss Enfield II is an outstanding example—please send your enquiries to



ENFIELD MARINE LTD.

RYDE, ISLE OF WIGHT, ENGLAND. TELEPHONE: MONKS CROSS 555/CABLES: DIESELS RYDE

# The World Championship

Wherever powerboat aces gather, sooner or later the talk will turn to the Daily Express race. This, they all agree, is the event that must be won. The course is fair, but difficult. In rough weather the double crossing of Lyme Bay is a test without parallel for both hull and crew.

Thus you would expect the list of winners to contain the names of the great drivers—the World Champions.

In the early stages the Americans took top honours. In 1965 Dick Bertram, on his way to the Championship, won in *Brave Moppie* at 39 m.p.h. Next year Jim Wynne took the Beaverbrook Challenge Trophy in *Ghost Rider* at 41 m.p.h. and went on to world honours. In 1967 the Champion was Don Aronow, but he had to be content with third place in our event.

Two years later, in 1969, Don repeated his Championship, and clinched it in a wonderful Daily Express victory in *The Cigarette*, at 66.7 m.p.h.

There have been other near and not-so-near misses. The 1968 champion, Vincenzo Balestrieri, was tenth in our race of that year. (He has always found this event a bit of a jinx). Last year Tommy Sopwith romped home in *Miss Enfield II*, but was pipped for the Championship by Balestrieri after a wonderful series of victories all over the world.

**PREVIOUS WINNERS:** 1965, Dick Bertram, U.S.A.; 1966 Jim Wynne, U.S.A.; 1967, Don Aronow, U.S.A.; 1968, Vincenzo Balestrieri, Italy; 1969, Don Aronow, U.S.A.; 1970, Vincenzo Balestrieri, Italy.

## THE 1970 CHAMPION



VINCENZO BALESTRIERI, the Italian industrialist from Rome, has been in the powerboating field for some years now and has a remarkable history of successes behind him. In 1966 he was third overall in the World Championship, this being only the second year of Championship Racing. In 1968 and 1970 he was World Champion and in 1969 he was Italian Champion. At the time of going to press he is lying second in the World Championship, just behind American Bill Wishnick.

## CLASS I AND II INTERNATIONAL RACE RESULTS

Here are the results of the first ten events in the World Championship Series:

**CIRCUITO RIO DE LA PLATA** 9.1.71 (Bueno Aires). 1, V. Balestrieri; 2, W. Wishnick; 3, J. Fernandez

**PUNTA DEL ESTE** 16.1.71 (Buenos Aires). 1, V. Balestrieri; 2, W. Wishnick; 3, F. Barbot.

**FALSE BAY** 6.4.71 (South Africa). No finishers.

**SAM GRIFFITH MEMORIAL TROPHY** 1.5.71 (Florida, U.S.A.). 1, W. Wishnick; 2, V. Balestrieri; 3, R. Magoon.

**BAHAMAS 500** 4.6.71 (Bahamas). 1, D. Silvera; 2, R. Magoon; 3, S. Shere.

**TROFEO NAPOLI** 20.6.71 (Italy). 1, W. Wishnick; 2, D. Canelli; 3, C. Bonomi.

**ROSETO-MAKARSKA** 3-4.7.71 (Yugoslavia). 1, W. Wishnick; 2, V. Balestrieri.

**HENNESSY NEW YORK** 14.7.71 (New York, U.S.A.) 1, R. Magoon; 2, V. Balestrieri; 3 D Silvera.

**VIAREGGIO - BASTIA - VIAREGGIO** 18.7.71 (Italy). 1, W. Wishnick; 2, R. Bonelli; 3, T. Sopwith.

**DAUPHIN D'OR** 1.8.71 (France). 1 V. Balestrieri; 2, W. Wishnick; 3, T. Sopwith..

The remaining qualifying events for the Championship are:

**HENNESSY CALIFORNIA** 14.8.71.

**GETTINGLOPPET** 21.8.71.

**COWES—TORQUAY—COWES** 28.8.71.

**SOLENT SPEED TROPHY** 4.9.71.

**TROPHEE MOTONAUTIQUE** 11.9.71.

**MIAMI—NASSAU** 15.10.71.

**HENNESSY KEY WEST** 5.11.71.



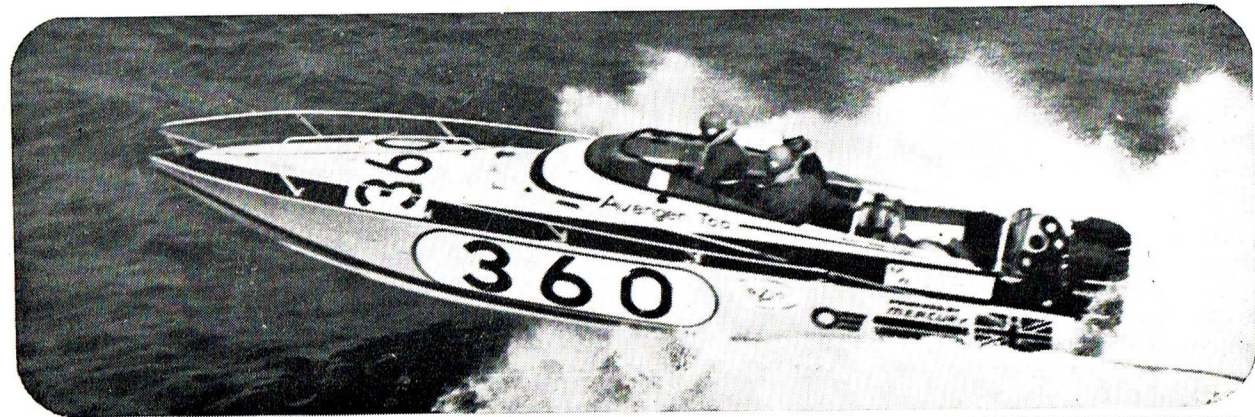
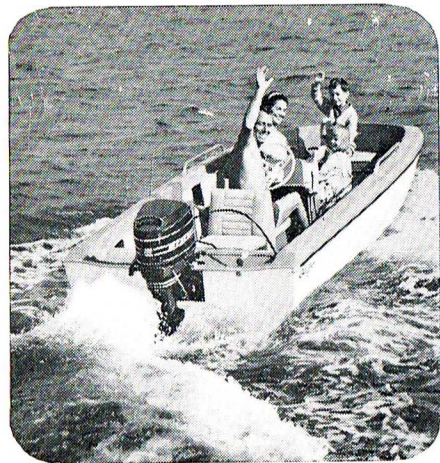


PHOTO: "AVENGER TOO" WINNER 1969 ROUND BRITAIN POWERBOAT RACE USING STANDARD MERCURY OUTBOARDS

It's a fact:  
Mercurys have won more races,  
set more speed and endurance  
records than all other  
outboards combined.  
But how does racing effect you,  
the family boater? Simple.  
We race to learn how to make  
Mercurys better. Stronger. Safer.

# Mercury: the family outboard that wins races

For example, racing taught us that the better an outboard "breathes",  
the better it runs. So we came up with Direct Charging—a new induction  
system that gives you more power in a slimmer, more compact engine.  
Then there's Thunderbolt ignition—fastest start in boating. Perma-Gap  
"lifetime" spark plugs. Mercury exclusives proven under racing conditions.  
Result? The most dependable outboards you can buy. Mercury.  
Ten models in all: 4-hp to 135-hp. All with shear-proof propeller drive  
(no shear or drive pins). 4-hp—9.8-hp with shallow water slant.  
All at your Mercury dealer now!

**Mercury has got a lot going for you.  
Yet Mercury costs no more.**


# MERCURY

Complete range of power 4, 7½, 9.8, 20, 40, 50, 65, 80, 115, 135 HP

To: South Western Marine Factors Ltd., PO Box 4, 43 Pottery Road, Poole,  
Dorset BH14 8RE. Please send me your Free Brochure and name of nearest dealer.

NAME..... BLOCK CAPITALS PLEASE  
ADDRESS.....  
I am/am not a boat owner (Delete where not applicable) I am interested in your .....h.p. motor (Please complete)  
DEPBR

 INTERNATIONAL  
MERCURY OUTBOARDS  
LIMITED  
Fond du lac, Wis, U.S.A.

**SOUTH  
WESTERN  
MARINE  
FACTORS LTD**  
A BUTTERFIELD-HARVEY COMPANY  
Sole Concessionaires for the United Kingdom and Eire  
P.O. Box 4, 43 Pottery Road, Poole, Dorset,  
BH14 8RE • Telephone: Parkstone: 5414.

# Entries—Cowes-Torquay-Cowes Race

Owner/Driver	Builder/Designer	Hull/ Superstructure	Overall Length	Engine/Total B.H.P.	Subsidiary Prizes
1 BOSS O'NOVA II (U.S.A.) ★ Bill Wishnick	Cigarette Racing Team/ Don Aronow	Red/Red	32' 0"	2 Mercruiser/950	VW
4 BLACK TORNADO (Italy) Vincenzo Balestrieri	Cigarette Racing Team/ Don Aronow	Black/White	32' 0"	2 Mercruiser/950	V
6 SAFARI EXPRESS (Ivory Coast) Gerard Orio/Paul Brouns	Paul Brouns/Paul Brouns	Yellow/ Yellow-Red	32' 0"	4 Mercury/540	VY
8 HIGHLAND FLING (G.B.) ★ The Countess of Arran	Iain Colquhoun/ Campbell Stevens	Blue/White	25' 0"	1 Mercruiser/460	BL
01 THE CARD (G.B.) ★ Keith Horseman	Specialised Mouldings/ Don Shead	Orange/Orange	21' 6"	2 Mercury/200	B
21 ALTO VOLANTE (G.B.) ★ Earl of Normanton	Tylers/Renato Levi	Red/Red	28' 0"	2 Holman Moody Ford/1100	BPT
33 CIGARILLO (G.B.) ★ William Shand-Kydd	Cary Marine/Don Aronow	White/White	32' 0"	4 Mercury/560	
43 TIGER TIGER (G.B.) ★ John Robinson	Cougar Marine/ James Beard	Orange/Orange	22' 8"	2 Johnson/230	B
51 CATAPULT (G.B.) ★ John Davey	Cougar/James Beard	Wood/Orange	21' 10"	1 Volvo/200	B
65 U.F.O. (G.B.) ★ Capt. Frederick Barker and Maj. John Lewis	Thunderbird Marine/ Wynne-Walters	Blue/White	28' 3"	2 Holman Moody Ford/750	
69 LADY NARA (Italy) Firebird Racing Team/ Ronny Bonelli	Cary Marine/Don Aronow	White/Blue	36' 0"	2 Mercruiser/950	V
91 RED MALLARD (G.B.) Richard Williams	Mallard Marine/K. Fenwick	Red/White	24' 0"	2 BMW/130	
001 MISS GUERNSEY (G.B.) ★ Colin Banks	Cougar Marine/ James Beard	Brown/Orange	29' 0"	1 Mercruiser/500	B
10 010 GYPSY GIRL (G.B.) ★ Sir Max Aitken	Souters/Ray Hunt	Yellow/White	40' 0"	2 Cummins/1000	BUW
017 MAREX MARAUDER (G.B.) ★ Robert Lloyd	T. Manten/T. Cautley	Dark Blue/Light Blue	25' 0"	3 Mercury/375	
025 BLACK PANTHER (G.B.) ★ Tim Hill	Cougar Marine/ James Beard	Yellow/Black- Yellow	20' 9"	2 Mercury/270	BY
026 SAMANDA THUZ (G.B.) ★ Mr. and Mrs. R. Griffiths	Storebro Bruk/ W. Wilkie	White/Wood	34' 0"	2 Perkins/175	CEFILPRUY
030 UNOHOO (G.B.) ★ Col. Ronald Hoare	Allday Aluminium/ Don Shead	Blue/White	33' 6"	2 Sabre/500	ABCDEFIRTU
033 PROPULSER I (G.B.) ★ John Tussaud	Magnum Marine/ Don Aronow	Green/White	27' 10"	2 Mercruiser/833	T
035 FREEBOOTER (G.B.) ★ D. Wolstenholme	Smuggler Boat Co.	Yellow	28' 0"	2 Volvo/400	CEFIP

★ Also entered in the Round the Island Race.



Owner/Driver	Builder/Designer	Hull/ Superstructure	Overall Length	Engine/Total B.H.P.	Subsidiary Prizes
<b>042 FUND RACER (G.B.) ★</b> Atlantic College—R.N.L.I./ Paddy McKiernan	Atlantic College/ Admiral Hoare	Yellow/Black	20' 2"	2 Mercury/160	BTW
<b>044 PRAWN COCKTAIL (G.B.)</b> Sir Robert Hobart/ Ronald Southcott	Souter-Woodnutts/ D. Shead	Red/Blue	25' 0"	1 Holman Moody Ford/427	
<b>100 VIVA TRIDANTE (G.B.) ★</b> Derek Smith	R. & W. Clark/Renato Levi	White/White	23' 0"	2 Volvo/400	BCEFIY
<b>105 THE BUTT (Norway) ★</b> Leif-Erik Daehlie	Don Aronow/Don Aronow	Blue/White	28' 0"	4 Mercury/500	V
<b>109 T.N.H. (G.B.) ★</b> Mrs. H. A. Hutchinson/ Thomas Hutchinson	M. L. Morris/Ian Driver	Black-Red/White	20' 8"	1 Ford/400	B
<b>110 SIR DRACO (Norway)</b> Kare Drangsholt	Draco/J. Linge	Grey/Grey	20' 0"	1 Mercruiser/325	CEFIPV
<b>114 SPIRIT OF ECSTASY (G.B.)</b> Stephen Macey	Dorset Yacht Co./A. Hagg	Blue/Cream	42' 3"	2 Rolls Royce/920	ABCEFIU
<b>116 FIRECRACKER (G.B.)</b> John Renouf	Tremlett/Tremlett	Blue/White	30' 0"	2 Perkins/500	ABRU
<b>123 AMERICAN MOPPIE (G.B.) ★</b> Tim Powell and Guy Renwick	Bertram/Russell Specht	Blue/White	31' 0"	2 Mercruiser/1000	TW
<b>139 PISCES (G.B.) ★</b> Cdr. Peter Thornycroft	Auto Marine Engineering/ T.T. Designs	Nelson Blue/ White	45' 0"	2 Caterpillar/800	BCEFIU
<b>143 TRANSLUCENT (G.B.) ★</b> Alan Betteridge	Senior Marine/R. Kemp	Translucent/ Yellow	27' 11"	2 Ford Sabre/360	ABCEFIRTU
<b>185 GEE (G.B.) ★</b> The Hon. Edward Greenall	Souters/Jim Wynne	White-Black/ White	40' 0"	2 Cummins/1000	BCEFIU
<b>202 MISS DELSON (G.B.) ★</b> Martyn Harfield	Invader Boats/ K. Raybould	Yellow/Orange	33' 3"	2 Perkins/450	ABCEFIRU
<b>215 EIGHT DIALS (G.B.) ★</b> Peter Hicks/Jane Hicks	Fairey Marine/ Alan Burnard	Orange/Black	31' 0"	2 Perkins/500	ABCEFILPRU
<b>260 SNOOPY (G.B.) ★</b> George Green	Magnum Marine/ Don Aronow	Red/White	27' 0"	1 Mercruiser/475	CEFITY
<b>325 SEAHUNTER II (G.B.)</b> Trevor Howells	Deer Reinforced Plastics/ John Iddon	White/White	23' 0"	1 Mercruiser/325	BCEFIP
<b>331 SMUGGLER (G.B.)</b> Ernie Freezer	A. E. Freezer/John Teale	Black-White/ White	27' 6"	2 Perkins/500	ABDRU
<b>360 AVENGER TOO (G.B.)</b> Derek McGowan	Souter/Don Shead	Yellow-White/ Yellow-White-Black	28' 0"	3 Mercury/405	B
<b>400 ENFIELD AVENGER (G.B.) ★</b> J. Goulondris/ Tommy Sopwith	Enfield Marine/ Don Shead	Dark Blue/ Light Blue	37' 0"	2 Mercruiser/1000	BDW
<b>402 HOT BOVRIL (G.B.) ★</b> David Bassett	Souters/Don Shead	Black/Grey-Red	33' 6"	2 Mercruiser/1000	B
<b>404 WHITE LABEL (Bahamas) ★</b> Willie Meyers	Don Aronow/Don Aronow	White/White	32' 0"	4 Kiekhaefer Mercury/560	VW
<b>500 ULTIMATUM (G.B.) ★</b> James Manclark	Magnum Marine/ Don Aronow	White/White	23' 0"	1 Datona/615	

★ Also entered in the Round the Island Race.

Owner/Driver	Builder/Designer	Hull/ Superstructure	Overall Length	Engine/Total B.H.P.	Subsidiary Prizes
<b>510 BIG ED TOO (G.B.) ★</b> Edward Fattorini	Avenger/Don Shead	Blue/White	21' 6"	2 Mercury/250	B
<b>545 LAKSFORS III (G.B.) ★</b> William Govett	Souters/Ray Hunt-Souters	White/Cream	32' 0"	2 Mercruiser/650	BCEFI
<b>580 HY-MAC (G.B.) ★</b> Ken Cassir	Cougar Marine/ James Beard	Yellow/Yellow	23' 6"	2 Mercury/200	B
<b>630 SPICA (G.B.) ★</b> Donald Harrocks	Fairey Marine/ Alan Burnard	Dark Blue/White	31' 0"	2 Perkins/450	ABCEFIPRU
<b>675 LADY B. (G.B.) ★</b> Edward Bridgland	East Kent Marine/ D. G. Jephcott	Light Blue/ White-Dark Blue	31' 0"	2 Mercruiser/650	BCEFIY
<b>701 MAID OF BALTIMORE (G.B.) ★</b> Brian Hanham	Fairey Marine/ Alan Burnard	White/Blue	23' 0"	1 Ford Sabre/175	ABCEFIRU
<b>777 ULTRA VIOLET (G.B.)</b> Anthony James and Noel Hutchings	Fairey Marine/Ray Hunt	Violet/White	25' 0"	2 Rolls Royce/500	ABCEFIY
<b>809 FORDPOWER (G.B.) ★</b> Gordon Richardson/ Eric Bisson	Fairey Marine/Ray Hunt- Alan Burnard	White/Blue	28' 9"	2 Ford Sabre/350	ABCEFIPRU
<b>858 HTS (G.B.) ★</b> Ralph Hilton	Souter/Don Shead	Blue-White/ Blue-White	33' 0"	2 Ford Sabre/500	ABCRU
<b>909 FORDSPEED (G.B.) ★</b> Jack Cunningham	Fairey Marine/ Alan Burnard	White/Blue	28' 6"	2 Ford Sabre/350	ABCEFIPRU
<b>919 SABRE DANCE (G.B.) ★</b> John Rowe/Andrew Rowe	Fairey Marine/ Alan Burnard	White/Blue	28' 0"	2 Sabre/350	ABCEFIPRU
<b>955 MISS DUNHILL (G.B.) ★</b> Robert Doxford and Alistair Colvin	Allday Aluminium/ Don Shead	Red/White	32' 6"	2 Perkins/500	ABCDEFIRU
<b>990 CRESCENDO (G.B.) ★</b> Harold Andrews/ Edward Andrews	Tremlett/Tremlett	Yellow/Blue	30' 1"	4 Jaguar/880	AB

★ Also entered in the Round the Island Race.

#### LATE ENTRIES

#### SUBSIDIARY PRIZES

A All British    B British Hull    C Cruiser Craft    D Aluminium Hull    E Concours d'Elegance    F Fuel Economy  
I Index of Performance    L Ladies' Prize    P Production    R Restricted Diesel    T Team Award    U Unlimited Diesel  
V Visitors    W Bahamas/Miami—Nassau Prize    Y Youngest Driver



# Entries—Round the Island Race

Boats on pages 21—23 indicated thus ★ are also entered in this Race.  
In addition, the field of starters for the Round the Island Race will include the boats listed and described in full below

Owner/Driver	Builder/Designer	Hull/Superstructure	Overall Length	Total B.H.P.
<b>2 IN THE RED (G.B.)</b> Grant Wilson	Fletcher Marine/N. Fletcher	Red/Red	16' 4"	1 Mercury/80
<b>3 EASY RIDER (G.B.)</b> Keith Dallas	Avenger/Don Shead	Mauve/Mauve	21' 0"	1 Volvo/200
<b>06 MR. FREEDOM (G.B.)</b> Andrew Brownsword	Sleap-Romney Marsh/Sleap	Yellow/Black	18' 0"	1 Mercury/100
<b>14 SUNDANCE (G.B.)</b> Norman Rickets	R. Stapley	White/Black-White	16' 5"	1 Johnson/115
<b>15 SHADY LADY (G.B.)</b> William Nievens	Souters/Don Shead	Blue/White	19' 10"	1 Volvo/140
<b>19 BACHELOR COLLAPSE (G.B.)</b> Michael Needell	Man-Ral/A. F. Needell	White-Green/Blue	15' 1½"	1 Ford/70
<b>24 SHYLOCK (G.B.)</b> M. Ewins/R. Ewins	R. Stapley	Red/White	18' 0"	1 Mercury/140
<b>38 PHANTOM II (G.B.)</b> Brian Clark	Tremlett/Clark	Yellow-Black/Yellow	14' 4"	1 Mercury/50
<b>63 SYN-CAT (G.B.)</b> East Kent Marine/N. Ward	Cougar Marine	Blue/Light Blue	21' 0"	2 Johnson/230
<b>68 AMBER-GAMBLER (G.B.)</b> Alan Taylor	Fletcher Marine/N. Fletcher	Amber	15' 0"	1 Evinrude/60
<b>74 WATERSPORT (G.B.)</b> R. Seddon/A. Stevenson	D. Harber/W. Maloney	White/White	15' 4"	1 Mercury/100
<b>80 WHIPLASH (G.B.)</b> Dave Maber	Kelvins/W. H. Maloney	White/Mahogany-Yellow	16' 0"	1 Evinrude/115
<b>011 TURBULENCE (G.B.)</b> Peter Bamford	Victoria Engineering/J. Smart	Orange/White	17' 0"	1 BMW/130
<b>032 COTSWOOL OF BRISTOWE (G.B.)</b> James Freeman	J. Allmand Inc./J. Allmand	White/White	23' 0"	1 Mercruiser/160
<b>061 DELTA ZETA I (G.B.)</b> D. Friday	Stapley/Tremlett	Yellow/Black-Yellow	20' 0"	1 Mercury/100
<b>070 THE GAMBLER (G.B.)</b> N. Harrison-Sleap	Shakespeare/Shakespeare	Orange/Orange	15' 5"	1 Mercury/100
<b>117 BOSS CAT (G.B.)</b> D. H. Lees	Cougar Marine/J. Beard	Mahogany Varnish/Light Blue	20' 6"	1 BMW/200
<b>140 THE WEDGE (G.B.)</b> R. T. S. Rolf/M. A. Rolf	R. T. S. & M. A. Rolf/Don Shead	Red/Grey	21' 6"	1 Ford /180
<b>183 TAO-BEHT (G.B.)</b> D. Brightman	Bry-Owens/L. Bryant	White-Black/White	16' 6"	1 Mercury/100
<b>192 YOUNG LOVE (G.B.)</b> Derek Love	Fletcher Marine/N. Fletcher	Yellow Ochre	15' 0"	1 Mercury/80
<b>206 CYCLOPS (G.B.)</b> G. M. Ladd	Tremlett/Tremlett	Orange	16' 6"	1 Mercury/125
<b>284 VIRAGO (G.B.)</b> Simon Westcott	N. Fletcher/N. Fletcher	White/White	16' 0"	1 Mercury/135
<b>305 WITCH HUNTER (G.B.)</b> Peter Barker	Powerboats Jersey/Bill Maloney	Blue/White	17' 0"	1 Mercury/135
<b>320 BY GEORGE (G.B.)</b> G. Lawrence	Avenger/D. Shead	Red/Red	16' 0"	1 BMW/130
<b>690 BOSS-MAN (G.B.)</b> Frank Muir/Rodney Muir	Avenger/D. Shead	Orange/Orange	16' 0"	1 Mercury/115

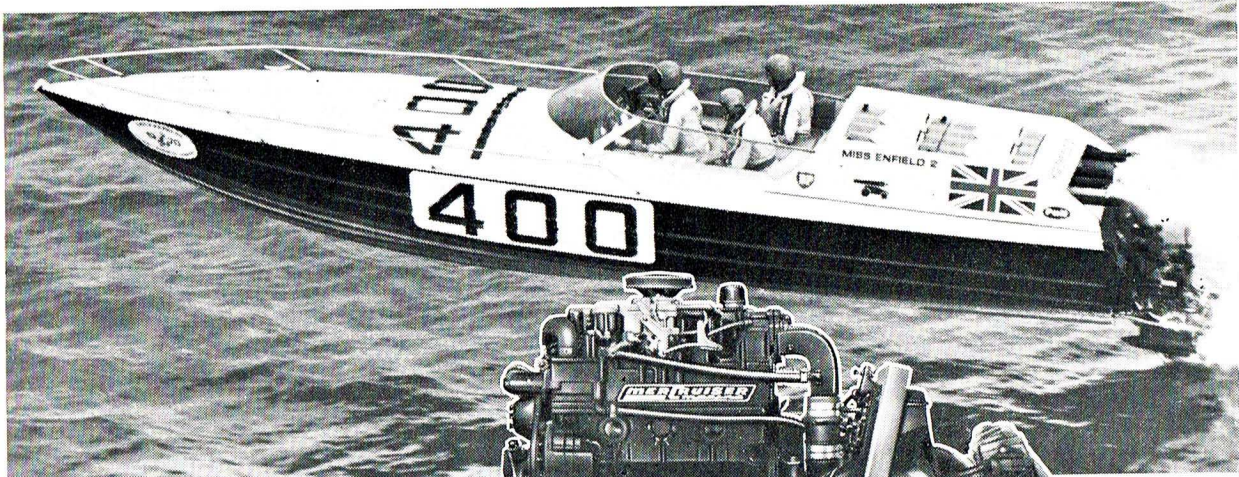


Photo: 'Miss Enfield 2' winner Cowes/Torquay Offshore Powerboat Race 1970.

## Power trim -at any speed- in any water-while under way

The problem is: there's no fixed angle for optimum stern drive performance. When you're out, you meet a variety of different wind and water conditions at an equally wide variety of speeds and loads.

Ideally, you should be able to alter the drive tilt automatically as you go along—but adjustment on most stern drives must be made manually, at very low speeds or stopped entirely.

Fortunately, MerCruiser Power Trim provides the answer. It means you can adjust the angle of your drive whilst under way—at full power or idle—simply by pressing a dash button. You "trim in" for maximum lift and acceleration, and "trim out" once you're planing, to increase speed. So you always get maximum performance from the power available and therefore maximum fuel economy.

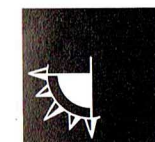
And MerCruisers really have the power to make power trim worthwhile. They are all basically low-revving, large capacity units designed to give you exceptional torque and fuel economy from *regular grade petrol* (unlike low capacity high-revving engines which require high octane fuels).

Power Trim is standard on all MerCruiser stern drive models from 120 h.p. to 325 h.p. But if you're considering a 15'–16' runabout or a canal/river cruiser, don't forget the new all-aluminium lightweight 90 h.p., with Power Tilt—for hot performance with terrific fuel economy.

MerCruiser Stern Drives 1971. 90, 120, 140, 165, 188, 215, 270, 325 h.p. There are many other exclusive features. Send for full details, now!



INTERNATIONAL  
MERCURY OUTBOARDS  
LIMITED  
Fond du lac, Wis. U.S.A.



**SOUTH  
WESTERN  
MARINE  
FACTORS LTD**  
A BUTTERFIELD-HARVEY COMPANY

Sole Concessionaires for the United Kingdom and Eire  
P.O. Box 4, 43 Pottery Road, Poole, Dorset,  
BH14 8RE Telephone: Parkstone 5414

# MERC[CRUISER

STERN DRIVES

To: South Western Marine Factors Ltd., P.O. Box 4, 43 Pottery Rd., Poole,  
Dorset BH14 8RE. Please send me your Free Brochure and name of nearest dealer.

NAME ..... BLOCK CAPITALS PLEASE

ADDRESS .....

I am/am not a boat owner (Delete where not applicable) I am interested in your.....h.p. motor (Please complete)

M/DEPBR



# Ford sells seapower for the offshore!

Ford engines do well in powerboats—witness previous years' successes. We learn a lot from the gruelling high stress use of our engines. And Ford reliability wins through.

Ford engines do well in runabouts, cruisers, dredgers, fishing boats, and lifeboats too. They're marinised by specialist engineers in more than seventeen countries throughout the world. For those who demand a rugged, reliable, high-quality product.

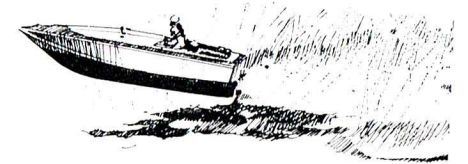
In the power range 20 bhp to 180 bhp Ford engines are supreme. For superlative racing performance there is also our new 250 bhp engine. Tough as they come, with a worldwide reputation. And backed by a worldwide service network.

Land or sea, Ford means power all over the world.



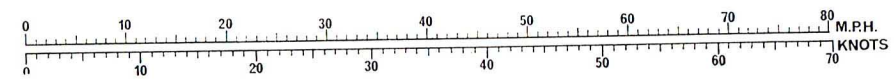
**Ford means power all over the world**

## How fast? Cowes Torquay—Cowes



*Bold Figures: Time Light Figures (1st column): speed in knots and m.p.h.*

Speed	Gilkicker Fort	Cowes 2nd Time	Yarmouth	Bourne-mouth	Anvil Point	Portland Bill	Torquay Mark	Portland Bill (return)	Hurst Point (return)	FINISH
29 m.p.h. (25 knots)	<b>10.23</b>	<b>10.37</b>	<b>10.57</b>	<b>11.33</b>	<b>11.52</b>	<b>12.40</b>	<b>14.55</b>	<b>16.33</b>	<b>18.01</b>	<b>18.26</b>
35 m.p.h. (30 knots)	<b>10.19</b>	<b>10.31</b>	<b>10.47</b>	<b>11.17</b>	<b>11.33</b>	<b>12.13</b>	<b>14.05</b>	<b>15.26</b>	<b>16.39</b>	<b>16.59</b>
40 m.p.h. (35 knots)	<b>10.16</b>	<b>10.27</b>	<b>10.41</b>	<b>11.07</b>	<b>11.22</b>	<b>11.56</b>	<b>13.34</b>	<b>14.45</b>	<b>15.49</b>	<b>16.07</b>
46 m.p.h. (40 knots)	<b>10.14</b>	<b>10.23</b>	<b>10.36</b>	<b>10.59</b>	<b>11.11</b>	<b>11.41</b>	<b>13.06</b>	<b>14.08</b>	<b>15.03</b>	<b>15.19</b>
52 m.p.h. (45 knots)	<b>10.13</b>	<b>10.21</b>	<b>10.32</b>	<b>10.52</b>	<b>11.03</b>	<b>11.29</b>	<b>12.45</b>	<b>13.39</b>	<b>14.28</b>	<b>14.42</b>
58 m.p.h. (50 knots)	<b>10.11</b>	<b>10.19</b>	<b>10.28</b>	<b>10.47</b>	<b>10.56</b>	<b>11.20</b>	<b>12.28</b>	<b>13.17</b>	<b>14.00</b>	<b>14.13</b>
64 m.p.h. (55 knots)	<b>11.10</b>	<b>10.17</b>	<b>10.26</b>	<b>10.42</b>	<b>10.51</b>	<b>11.13</b>	<b>12.14</b>	<b>12.58</b>	<b>13.38</b>	<b>13.49</b>
69 m.p.h. (60 knots)	<b>11.90</b>	<b>10.15</b>	<b>10.24</b>	<b>10.39</b>	<b>10.47</b>	<b>11.07</b>	<b>12.04</b>	<b>12.45</b>	<b>13.22</b>	<b>13.33</b>
75 m.p.h. (65 knots)	<b>11.80</b>	<b>10.14</b>	<b>10.22</b>	<b>10.36</b>	<b>10.43</b>	<b>11.02</b>	<b>11.54</b>	<b>12.32</b>	<b>13.06</b>	<b>13.16</b>
Distances in Statute Miles	<b>11.5</b>	<b>19.0</b>	<b>28.6</b>	<b>46.1</b>	<b>55.4</b>	<b>78.5</b>	<b>144.0</b>	<b>191.1</b>	<b>238.7</b>	<b>245.5</b>



### USING THE SPEED TABLE

Take the nearest time you observe a boat passing one of the ten marks listed above. Its speed in m.p.h. (and knots) is shown in the column to the left of the time. This table assumes that the race starts at 10.00 a.m. If postponed, adjust clock times accordingly. Speeds and times are rounded off to the nearest knot and minute.

### FOUL WEATHER COURSE

In the event of unsuitable weather conditions an alternative course may be used at the discretion of the Committee (see page 13).

### MINIMUM SPEED REQUIREMENTS

Competitors will be disqualified if they fail to reach the following check points by the times stated below (adjusted, if necessary, in the event of a delayed start):

START	..	..	10 30	N CHANNEL BUOY
TORQUAY	..	..	16 00	(2nd time) 19.45
PORTLAND BILL (2nd time)	..	18 00	FINISH	.. 20.30

These and all earlier marks and safety boats will be withdrawn at the times stated above.

Whilst every effort will be made to ensure that the 1971 *Daily Express* International Powerboat Race will start at 10.00 a.m. on August 28th the organisers reserve the right to postpone or cancel the Race, or use an alternative course described on page 13 to be indicated by an appropriate flag (see page 17).





T. T. BOAT DESIGNS LIMITED  
BEMBRIDGE, ISLE OF WIGHT

# Race Position Chart

Use this chart to record the boat positions at various points in the race. At Cowes a running commentary can be heard, and reference made to large boards, similar to the chart on this page, which will be kept up to date as information comes into the Race Control Centre.

Similar boards will be sited and filled in by our observers, at the following points: Gilkicker Fort, Yarmouth, Victoria Fort, Boscombe, Bournemouth, Branksome, Durlston Head and Anvil Point, Portland Bill, Brixham, Berry Head and Torquay.

Race Ptn.	Gilkicker Fort	Cowes 2nd time	Yarmouth	Bourne-mouth	Anvil Point	Portland Bill	Torquay Mark	Portland Bill (return)	Hurst Point (return)	FINISH
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										

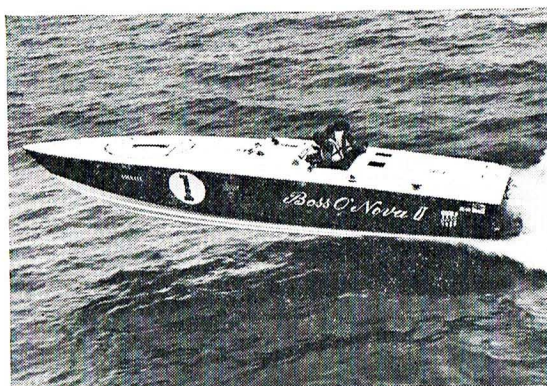




# INTERNATIONAL DAILY EXPRESS OFFSHORE POWERBOAT RACE 28th August 1971

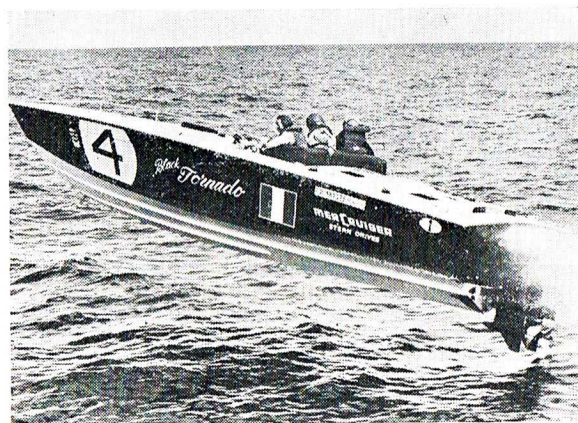
The illustrations of the boats were taken in previous races, and some may be carrying Race Numbers different from those used in this event.

## NOTES ON SOME OF THE Challengers '71

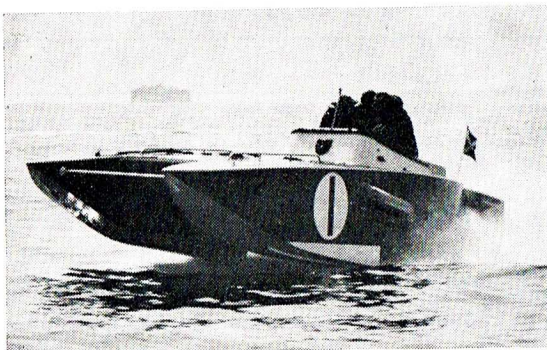


**1** *BOSS O'NOVA II*, is the faster of the two boats being raced this year by **BILL WISHNICK**. She is a 32 foot Don Aronow designed boat which Bill Wishnick has based in Europe for this season's racing, keeping his other in the U.S.A. to use for the American races. At the time of going to press Bill Wishnick is in the lead for the World Championship, having won the Sam Griffith Memorial Trophy in the U.S.A., the Trofeo Napoli in Italy and the Viareggio, also in Italy. He has never raced in the Cowes—Torquay—Cowes race and it will be interesting to see how he handles this tough course.

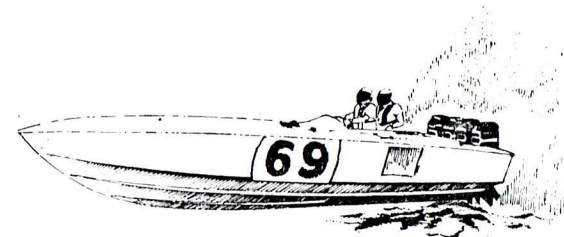
**4** Last year's World Champion, **VINCENZO BALESTRIERI**, a well-known personality in International Offshore Powerboating circles, originally won the World Championship in 1968 and is only the second person to win it twice, the other being Don Aronow, of the United States. Despite having achieved the title twice, Balestrieri has not yet been able to take away the honours for the Daily Express Cowes—Torquay—Cowes Race. His boat, *BLACK TORNADO*, is a 1970 built "Cigarette" designed by Don Aronow, with two Mercruiser 482 engines, and, in fact, is the same boat that he raced in over here last year. To date Balestrieri is lying second in this year's World Championship.



**8** *HIGHLAND FLING* is a three-point hydroplane, originally built as a small scale model with a model airplane engine. **IAIN COLQUHOUN**, who is co-driving this boat, built the full scale hull and fitted her with one Mercruiser engine. **LADY ARRAN** owns *HIGHLAND FLING* and will be driving her in this race, making her a strong contender for the Ladies' Prize, which she won last year with Lady Aitken. So far this year she has taken the Ladies' Prize in the Needles Trophy event and won the Southend Class III race, which she says was the roughest race she has entered in five years of racing.



**69** This is another Italian entry, *LADY NARA*, a 36 foot "Cigarette" boat designed by Don Aronow with two Mercruiser 496 engines. She is driven by **RONNIE BONELLI**, who is in his second year of powerboat racing, but he did remarkably well in the Viareggio race in Italy, coming second. His co-driver is **ATTILIO PETRONI**, who is one of Italy's leading powerboat racers, having been in at the birth of International Offshore Powerboat Racing. He first entered this race in 1962 in a boat called *SETTINO VELO*.



**010** *GYPSY GIRL* is a 1967 Ray Hunt designed boat, built by Souters at Cowes, with two Cummins VT8 engines, giving a total b.h.p. of 1,000. She has been given a face-lift this year by being repainted yellow with a white deck. She is driven by **SIR MAX AITKEN** and his co-driver **JOHN COOTE** and will be a strong contender for the Unlimited Diesel Prize which she won last year. Her main rival for this prize is the ever popular *GEE*, driven by The Hon. Edward Greenall. Sir Max has entered and finished every race since 1962 in the days when the boats were that much slower and the race only went from Cowes to Torquay.

**042** This is a rather new idea to our race; a semi-rigid, inflatable, highspeed, inshore rescue craft, built by the Atlantic College and entered as a Class II boat on behalf of the Royal National Lifeboat Institute. **PADDY McKIERNAN** is driving this boat, called *FUND RACER*, which is being sponsored by many large firms, including Lloyd's, at so much a mile, all in aid of the R.N.L.I. Paddy has been racing in the Cowes—Torquay—Cowes race for many years now and last year won the Team Prize for the Abersoch Powerboat Club in *MUTT 'N' GEOFF* together with *DOUBLE-O-SEVEN* and *MALTESE MAGNUM TWIN*.



"Fund Racer" is the boat furthest from the camera

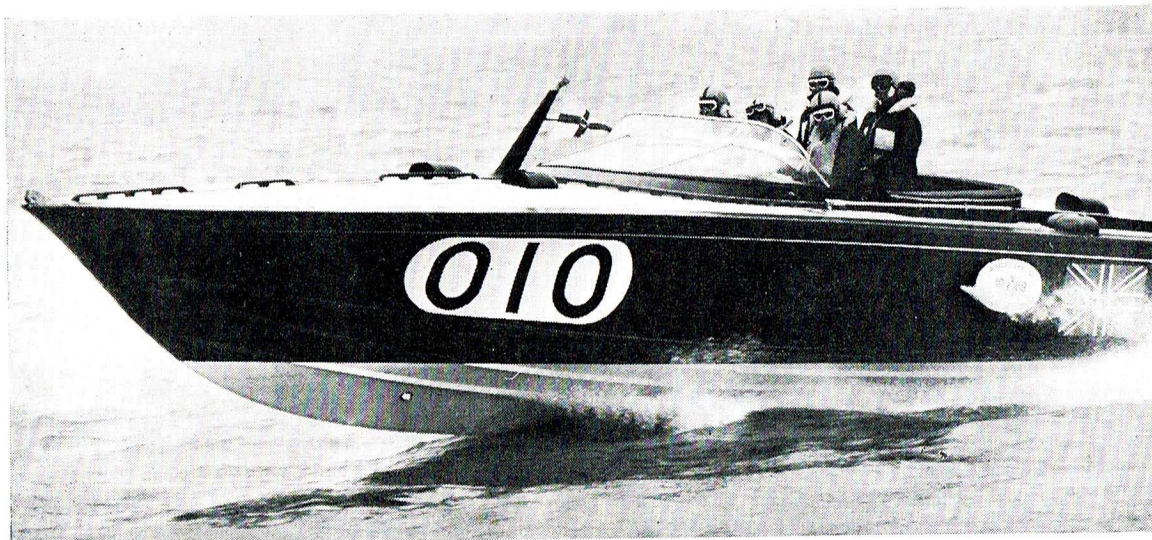


**114** *SPIRIT OF ECSTASY*, owned and driven by **STEPHEN MACEY** will be a strong contender for the large cash prizes as this year the Prize Structure has been changed, giving the larger trophies and cash prizes to the cruising or 'C' Category boats. *SPIRIT OF ECSTASY* is a 42 foot cruising boat designed by Arthur Hagg and built by Dorset Lake Yachts, in 1964. She has all the modern conveniences which cruising boats must have to comply with the rules and is very well prepared and finished. Stephen Macey has entered every race since this event started in 1961, with the exception of 1967.

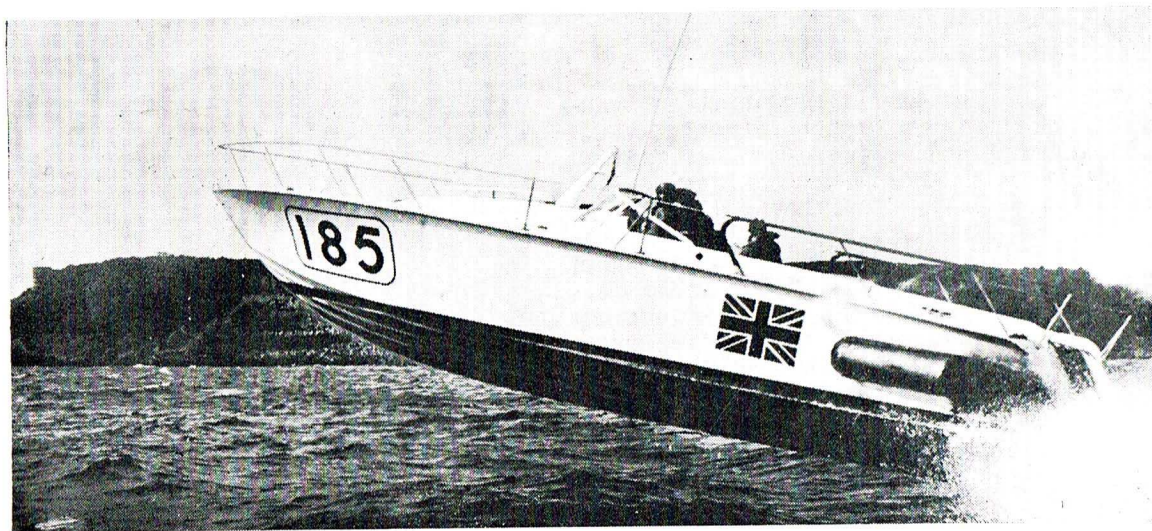


# Cummins

... the powerful  
name in  
marine diesels



**GYPSY GIRL** built by W. A. Souter powered by CUMMINS VT8 race rated engines



**GEE** built by W. A. Souter powered by CUMMINS VT8 race rated engines

Cummins offer a comprehensive range of marine diesels thoroughly proven for their utmost reliability in all conditions, and they

have the backing of the Cummins' world-wide service organisation, including eight fully-equipped service depots in the U.K.

**Cummins  
Diesel**  
Sales &  
Service

## CUMMINS DIESEL SALES & SERVICE LTD.

Westland House, Curzon Street, London W.1.

Telephone: 01-499 5964 Telex: 28958 London Cables: Cumserv, London W.1.

Also at: Wellingborough, Cardiff, Tynemouth, Haydock, Exeter, Belfast, Cumbernauld, Barnsley.



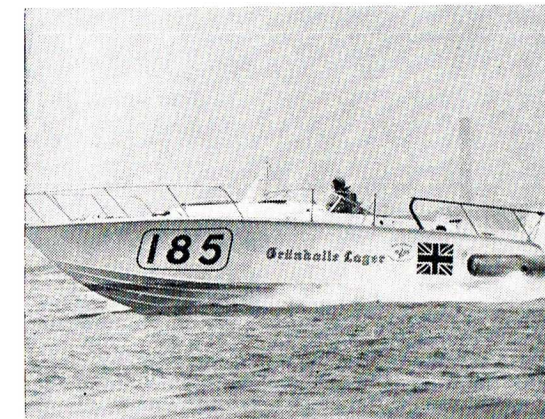
**123 AMERICAN MOPPIE** is a three-year-old boat, 31 foot long, designed by Russ Specht and built at Bertram Marine, in Miami. **TIM POWELL** and his co-driver **GUY RENWICK** bought her earlier this year and this is the second race they have entered with her, having come fifth in the Royal Motor Yacht Club Race. Tim Powell first entered the Cowes—Torquay—Cowes Race in 1965 in a boat called *TRAMONTANA II* and came fourth. Last year he came fourth in the Trofeo Napoli in the Avenger boat *DOUBLE O SEVEN*, and fifth in the Cowes—Torquay—Cowes. On the Sunday last year he won the Round the Island Race.

**139** This is the new boat designed by T.T. Boat Designs and built by Auto Marine Engineering, belonging to **COMMANDER PETER THORNYCROFT**. It is 45 foot long and has two Caterpillar engines giving out a total B.H.P. of 800. Peter Thornycroft has competed in every race since 1961, which was the original Cowes—Torquay event. In 1968 he entered the well-known *HORATIA*, which has now been sold to a commercial user in Lagos. The new boat *PISCES* is built on the same lines as *HORATIA*, but is about 3 foot bigger and more modern. Our photograph shows *PISCES* half-built, as at the time of going to press she was not yet completed. The illustration shows the hull of the new boat being towed in for finishing and fitting out.



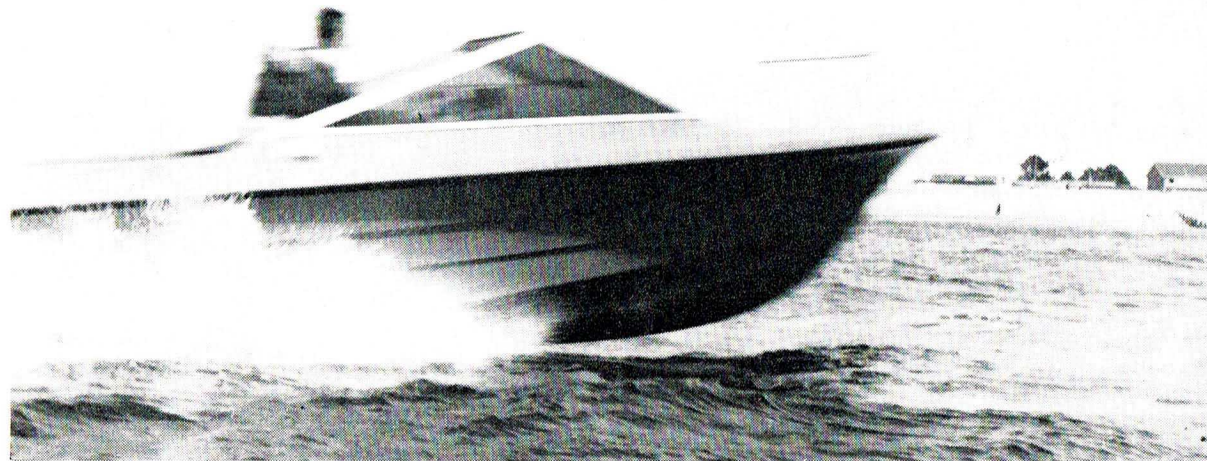
**143 ALAN BETTERIDGE'S** boat *TRANSLUCENT*, is a three-year-old 28 footer, designed by R. Kemp and built by Senior Marine, with two Ford Sabre 363 engines giving out a total of 360 b.h.p. Alan Betteridge, who is a garage owner from Southampton, is entering the Cowes—Torquay—Cowes Race for the ninth time. He has had a consistently good record of always finishing the race, last year winning the very substantial S.B.B.N.F. Trophy and £500 for the first All British Boat back to Cowes.

**185 GEE**, built in 1966 by Souters, of Cowes, and designed by Jim Wynne, of the United States, is owned and driven by **THE HON. EDWARD GREENALL**, of Jersey. This year the main cash prizes are being given to cabin or 'C' Category boats in an endeavour to encourage these boats to enter the race and also to encourage production of them. This will mean that boats such as *GEE* will stand a good chance of taking substantial prizes. In the 1968 race she finished fourth overall, and when one considers that the three boats in front of her were all O.P., or strictly racing boats, it is obvious that *GEE* will be one to watch.





# Look ahead!



# you'll see a Draco

Draco is the production power boat with an itch for speed. You'll see them regularly in offshore races.

At Cowes, watch for No. 110, 'Sir Draco.' Beneath her punchy 225 h.p. Mer-Cruiser engines, is the same fabulous hull you can choose for your own sport and cruising boat. Tough racing conditions have proved over and over again just how safe and seaworthy is the deep-V Draco profile.

Dell Quay can show you Draco's in 17 ft. topless or daycab versions, and 20 ft. daycab or hardtop versions. Inside and out, the construction and

finish is to the normal high standard you'd expect in a Dell Quay boat—genuine teak woodwork on GRP moulded hull. Standard power units are renowned Volvo Penta Aquamatics. If the powerboat spectacle at Cowes gives you the urge to feel the soft-riding Draco beneath your feet—call us at Itchenor. We'll arrange it.

1700 topless £1,695; 1700 daycab £1,895, fitted with Volvo 115/100 engine.

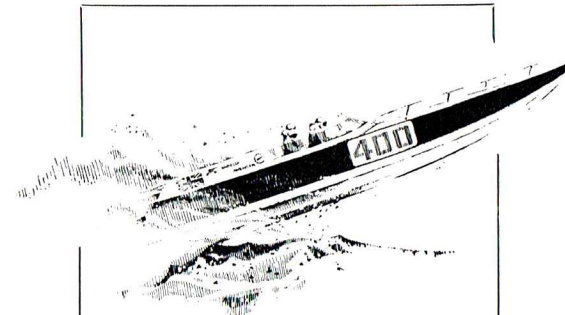
2000 hardtop and 2000 daycab £2,690, fitted with Volvo 130/270 engine.

Also available with Volvo 170/270 engine or 75/270 diesel, £3,100.

## DELL QUAY THE BEST OF THE BOAT WORLD

Dell Quay Marine Limited, Itchenor Shipyard, Chichester, Sussex. Tel: Birdham 512611 & 512313/4 A Wadham Stringer Company.

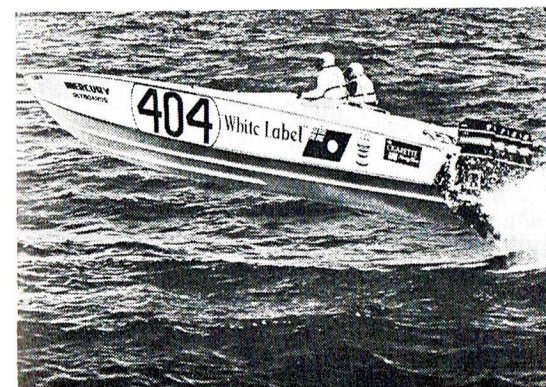
**215** *EIGHT DIALS* is a new boat built in 1971, designed by Alan Burnard and built by Fairey Marine. **PETER and JANE HICKS** are very well-known personalities in the Powerboating world, having entered the Cowes—Torquay—Cowes Race many times and having finished very successfully. They have not entered this race, however, since 1966, when they came 5th and took the Perkins Engines Trophy and £500 for the Fast Cruiser Prize, the Production Prize and the Restricted Diesel Prize. As the Prize Structure has been changed for this year's race, giving the main cash prizes to 'C' Category boats, Peter and Jane Hicks will stand a good chance of walking off with The Beaverbrook Challenge Trophy and £1,000 in *EIGHT DIALS*.



*At the time of going to press no photograph was available of "Enfield Avenger". Here is our artist's impression based on the general working plans.*

**400** Last year's Cowes—Torquay—Cowes winner, **TOMMY SOPWITH** in a new boat, *ENFIELD AVENGER*, designed by Don Shead, of the Avenger Boat Co., and built by Enfield Marine. After last year's win at Cowes, Tommy only narrowly missed winning the World Championship Title after a really tremendous season of racing in *MISS ENFIELD 2*. This year has not been so good for him, a broken prop put him out at Naples and a broken stern drive at Yugoslavia, but at Viareggio, in Italy, despite a faulty crankshaft which necessitated a dramatic all-night engine change and forced him to start the race half an hour late, he came third, only five minutes behind the winner, Bill Wishnick.

**402** *HOT BOVRIL* is the boat that originally was raced by Tommy Sopwith in 1969, the year in which it was built. She was then named *T2*. However, the steering mechanism broke that year for Tommy and he had to retire. Last year and this year she is owned and driven by **DAVID BASSETT**, from Swansea. David Bassett entered the Powerboat Racing world two years ago when he entered the Round Britain Race, but had to retire. Last year in the Cowes—Torquay—Cowes race he came in seventh overall.



**404** *WHITE LABEL*, is yet another Don Aronow designed boat, 32 foot with four Kiekhaefer Mercury engines on the back. This boat is being raced by **WILLIE MEYERS**, of the Bahamas, who came over last year for the Cowes—Torquay—Cowes Race, and came fourth. Willie Meyers has been powerboat racing for seven years and has won such gruelling races as the Miami—Nassau in 1966 and the Bahamas 500 Race in 1967. He was the Bahamas National Champion for both these years. This year he came fourth in the Bahamas 500 Race and will be needing any extra points he can pick up in this race.



# What does it cost to join in?

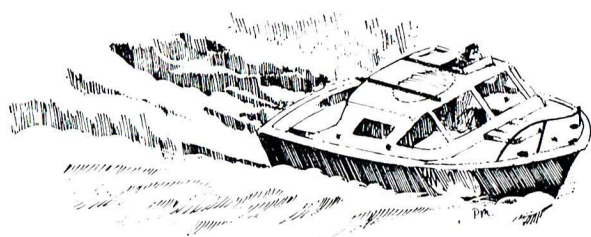
HOW DOES one start and how much does it all cost? This question must often have been asked in the past by those who catch the powerboat racing bug, not the least of whom must have been several from the throng of spectators who always gather to share the excitement of this classic weekend. Some of course probably shrug the whole thing off as an expensive antic of an elite jet-set clique, but while the cost to a few could be as much as it is in, say, Grand Prix car racing, not all who take part are millionaires . . .

There can be no doubt that Great Britain leads the world today in offshore powerboat

owner to take part—a type of craft that usually spends most of its life on pleasure jaunts rather than pure racing.

From the list of awards shown in the front of this programme one can easily see how the prize incentives are divided, and while the racing hot-rod is not forgotten in the subsidiary cash line-up, even the major award of the Beaverbrook Challenge Trophy and £1,000 now goes to the genuine cabin production boat. This may perhaps seem rather one-sided to some, particularly when a pure racing boat probably costing several times the figure of a seldom-fielded cruiser crosses the finishing line first,

*Small Production cabin boats not only cost less, but are mainly intended for comfortable pleasure cruising.*



racing—a position owed in no small measure to this event that launched the sport here in 1961—and one of the reasons other powerboating countries look with envy at our races is the size of fields competing. These often number over sixty, a figure probably three to four times as large as the number attending the more important international meetings abroad. Therefore, by the very fact that we no longer consider ourselves a wealthy country, powerboating here has obviously found a successful formula and one does not have to look very far to realize that this is due to the encouragement given to the fast family cruiser

but generally these boats are very much in the minority and are driven by owners more intent on accruing world championship points than prizes. By encouraging the fast production cruiser, experience gained under severe racing conditions can be passed on to the pleasure boating industry for the benefit of all. Therefore, assuming one is taken with the idea of such a craft, how much would she cost and what would the added expense of an occasional race amount to?

The term expensive obviously varies from person to person, but when one considers that production cruisers capable of



By  
**RAY BULMAN**

*Powerboat correspondent for 'Motor Boat and Yachting'*

taking part in these races can cost under £5,000 new compared to a basic figure of around £20,000 for the large potent racing outfits, it will be realized immediately that the sport is within reach of quite a wide circle particularly when a boat can be purchased second-hand.

So much for the cost of the actual boat, but what about racing her?

Unlike a motor car, owners do not have to hold a licence before taking a cruiser to sea but they are needed if the same craft is entered in a powerboat race. These licences, which include third party insurance, are issued by the Royal Yachting Association (RYA) who control the sport in Great Britain. They vary in price from £4 for a Basic—akin to a provisional road driving licence—to £10 for the International required for this event. The RYA, however, do not issue licences direct. As they have no idea of the individual's competence, applications can only be accepted through a recognized powerboating club. Membership of such a club—average subscription about £5—is therefore a further requirement.

Unfortunately, newcomers cannot be given an International licence straight away, and unless the applicant can prove prior experience in fast offshore craft, these have to be earned with practice gained in Basic (less severe) races. When forecasting a true budget figure it would only be fair to include the cost of these events which, assuming the boat will require the obligatory safety equipment anyway if the owner intends to compete later in the two *Daily Express* Races, should only amount to the fuel and entry fees.

The compulsory safety equipment is quite extensive but it does include many items that any conscientious person owning a seagoing cruiser should already be carrying. Two exceptions, however, could be a radio telephone and a self inflating liferaft capable of holding all members of the crew, but neither need be purchased outright as they can be hired for a day's event at a fee of about £5 apiece.

The next consideration is the correct clothing one needs for offshore racing including life-jackets and crash helmets. Once again any owner of a fast offshore cruiser should, with perhaps the exception of crash helmets, already possess this type of gear, or if not, would certainly need it if his craft was used to the full extent. Crash helmets of the correct specification, which no

doubt would last the wearer's racing life-time, cost in the region of £6 each.

Save for one or two special odds and ends, the craft and her crew should now have all the necessary gear required to enter a powerboat race, but before this can actually happen, the boat will need a registration certificate. To obtain one of these, which cost £2.50, she will have to be measured by an RYA appointed official to ensure the hull and engines comply with the rules of the sport. Although this official is allowed to charge up to £7 plus travelling expenses for the service, the fact that it is normally carried out by a measurer belonging to the owner's club often results in the fee being waived.

As soon as registration is complete, a racing number is allocated which has to be sign-written in large figures on the deck and hull sides. After this, the boat is ready to be entered for her first race.

Entry fees to races vary in price from about £5. They are higher for the larger International events, but then so are the prize money and organization costs. In the case of the *Daily Express* Cowes/Torquay/Cowes Race, the entry fee is £10.

About four weeks before the event is due to take place, the organizers send every entrant a

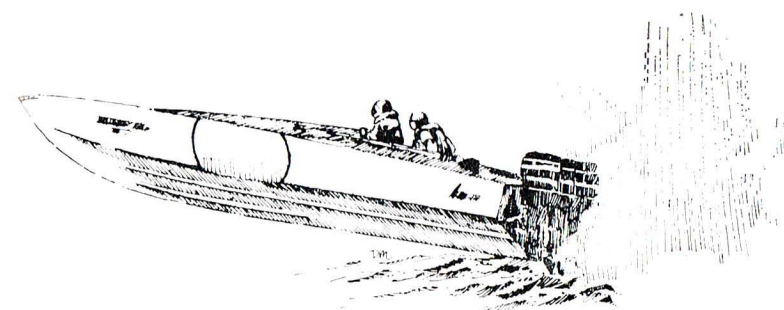
copy of the race instructions. Among many other items of vital information, these instructions contain details of the course over which the race will be run and it is for this that charts must be purchased. The number required will depend on the length of the race but roughly five—according to scale size—are usually needed for the Cowes/Torquay/Cowes. These cost from 50p to £1 each.

The final expense is for fuel and this of course will depend on the powerboat's engine consumption and whether it uses petrol or diesel oil. Most production type cruisers referred to here would be powered by diesel engines, which in the smaller to medium size cruiser, would probably use around eight gallons per hour per engine under racing conditions. The larger hot-rods nearly all use petrol motors and a pair of these would get through between thirty to forty gallons each hour—a very costly boat to run—whereas the fuel bill for our production cruiser would amount to about £15.

What then is the total cost of taking part here?

Assuming the crew is already licensed, the boat registered, it has a full set of safety equipment including liferaft and radio, the actual cost of driving away when the flag drops would be the entry fee plus charts and fuel. On the other hand if it is a first time affair the outlay for the particular items of safety equipment required for racing, registration fees and the combined cost of qualifying in the Basic events for an International licence has to be added and neither of these calculations include transport to the racing venue and, if the crew stay ashore, cost of overnight accommodation.

*Craft designed purely for racing are often extremely expensive . . .*





# ELYSIAN

G.R.P. POWER CRUISERS

BOATS TO RELAX IN

*Is there a boat in our range  
of cruisers to suit you?*

For details contact:-

**APPLEYARD LINCOLN & CO., (Boatbuilders) LTD.**

Riverside Boatyard, Ely, Cambs.

Telephone: Ely 2244

**Souters**  
*the people for cold moulding  
build race bred boats  
from race winners*

NEW 50 ft NEW 64 ft  
Performance Power Yachts

**W.A.SOUTER & SON (COWES) LTD.**  
ARCTIC ROAD, COWES, I.O.W., Tel. 2551-3

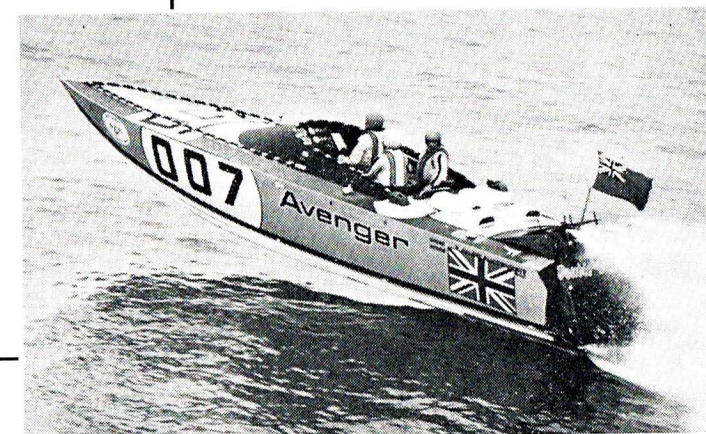
## THE SECOND RACE

SUNDAY, AUGUST 29th, 1971

FOR THE

## Bollinger Goblet

*The flying Avenger 007 practising in the  
Solent, August 1970.*



ON THE DAY following that classic among Powerboat races, the Cowes - Torquay - Cowes event, another race takes place, again starting and finishing at Cowes, across the line opposite the Royal Yacht Squadron. The course is of 57 statute miles, around the Isle of Wight, and the winning driver receives one of the prized silver Bollinger Goblets.

This race, over a comparatively short course, does not have international stature, but it is recognized as one of the most exciting and popular events in the calendar.

It is unusual in the varied classifications of boats competing together, not in separate sections, but in the one race. In the first place, every boat entered for the Saturday's main event can also enter for the 'Goblet', and in fact most do. (Subject to the stresses encountered in a long, arduous race. Boats have been known to catch fire, to sink, and to break vital equipment. But in these times such tragedies are few. And at the start of the 'Goblet' you will see some of the finest and fastest speedboats in the world.)

In addition, entries are accepted from the smaller Class III boats, racing alongside their

bigger brothers. Or is it sisters? And this Class is sub-divided into no fewer than five subsidiary Classes, with a prize for each.

Thus last year 43 boats, an enormous entry for such a race, sped over the line on their way around the Island.

To show how rapid speedboat design has been, consider this. Three years ago a special prize was offered for the first boat to complete the course in under the hour. Unfortunately, in atrocious conditions, a shortened foul weather course had to be used, even though the winner, *Surfury*, would probably have achieved the par for the full course. But next year, Tommy Sopwith in *Miss Enfield*, put up the astonishing speed of about 66 m.p.h.

It seemed as if this would remain as a record for some time. But just one year later, in 1970, another flyer appeared. It was the beautifully designed *Avenger 007* in her brilliant orange livery. Driven by Tim Powell, her speed around the course was, amazingly, just short of 70 m.p.h. Hard on her heels came Tommy Sopwith once more, this time in *Miss Enfield II*, just two m.p.h. slower.

This was a connoisseur's race,

never to be forgotten.

Later in the year, with the friendliness that is part of the traditions of the sport, Tommy Sopwith borrowed *Avenger 007* for a race in the United States. (His name keeps cropping up in the history of powerboat racing.) And disaster struck. Hard driven, and going like the proverbial bomb, she caught fire and, in a few minutes, one of the fastest boats in the world had sunk beyond recovery.

To return to the 'Bollinger'. The winning driver receives his Goblet and Champagne presented by Messrs Bollinger. Other prize winners also are given Champagne, and the Class III winners get awards detailed on page 41. Probably most important of all, each finisher, from first to—bravely—last also is presented with something to toast a fine race: a bottle of Bollinger.

So here is to the drivers and crews of these lovely boats. May they have a smooth sea and a safe passage, in what must be one of the most popular races available to the modern breed of powerboats. And who knows? Probably with yet another record!



DECCA • EMI • BROOKES & GATEHOUSE  
FERROGRAPH • AJAX • SAILOR • WOODSON

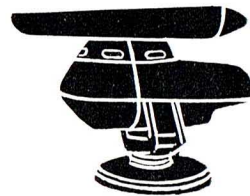


## GREENHAM MARINE

ENEFCO HOUSE, THE QUAY, POOLE, DORSET BH15 1JZ • Tel: POOLE 6363

BRIDGE ROAD, LOWER SWANWICK, SOUTHAMPTON SO3 7FL, Tel: LOCKS HEATH 5166 & 4612

CME, CHICHESTER YACHT BASIN  
Tel: BIRDHAM 512720



MYLOR MARINE ELECTRONICS,  
FALMOUTH; Tel: FLUSHING 601

ENGLAND'S LEADING DISTRIBUTORS  
AND ELECTRONIC ENGINEERS

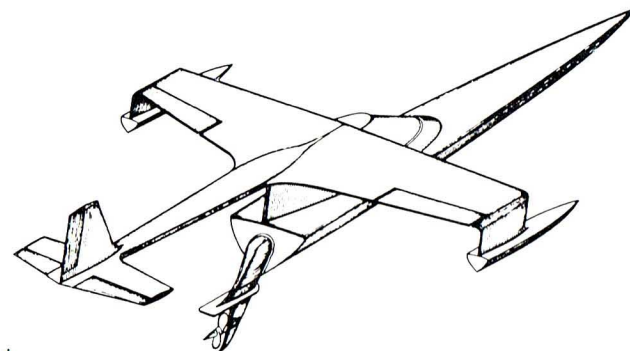
# Dhows to Deltas

by RENATO 'Sonny' LEVI

A winner of the main trophy in the Great Race, and several times the winning boat's designer, Sonny Levi is one of today's most brilliant creators of fast craft—powerboats, aircraft and sailing boats. It was his imagination that led from the traditional lines of the Arab dhow to the world wide Delta configuration of today.

Supported by a galaxy of drawings and photos, his book *Dhows to Deltas* makes an exciting and extremely authoritative account of powerboats, powerboat racing, and powerboat people.

A whole section of *Dhows to Deltas* discusses the problems of how to design—with exciting glimpses of the future. For further good measure comes a highly important appendix on propellers by Peter Du Cane—also designer of an overall winner in the *Daily Express* event—and Klaus Suhrbier.



Essential for everyone who wants to be in the know, *Dhows to Deltas* is a book that is a joy to own.

Price: £5.00 net.

From your bookseller, or direct from the publisher  
(sending 25p extra for postage and packing).

**Nautical  
Publishing  
Company**



Nautical House, Lymington, Hampshire

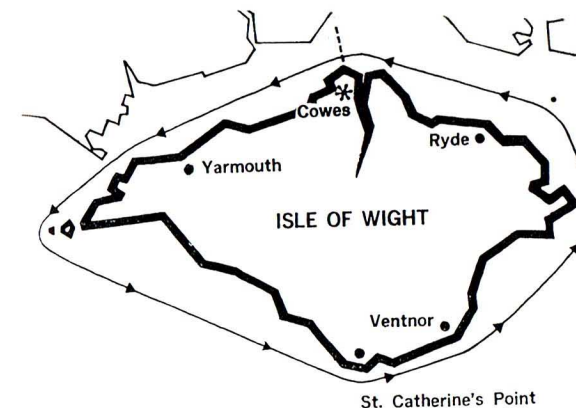
## Prizes

Prizes and cash awards will be presented to the entrants and/or drivers of boats completing the course within the time limits.

First round the Island	—	Bollinger Goblet and 12 Jeroboams
2nd ditto	—	12 Magnums
3rd ditto	—	12 Bottles
1st Diesel Boat	—	R.L.Y.C. Trophy and 1 Jeroboam
1st Class CI or CII Boat	—	Needell Prize
1st Class III	—	<i>Daily Express</i> Award of £50
2nd Class III	—	" " " £30
3rd Class III	—	" " " £20
4th Class III	—	" " " £10

*Daily Express* Medals and £10 to Subsidiary Class III Winners, A, B, C, D and E. (See page 43.)

Bottle of Bollinger to each finisher.



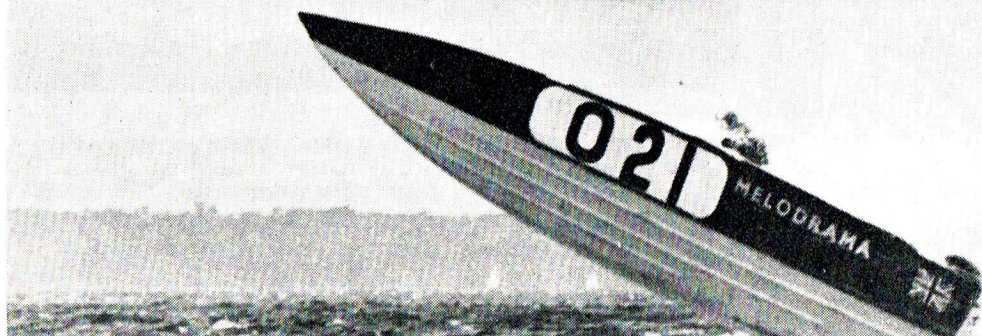
The asterisk (at Cowes) denotes where a running broadcast commentary of the race can be heard.  
The solid circles indicate good vantage points for land-based spectators

INTERNATIONAL DAILY EXPRESS  
**ROUND THE ISLAND RACE**  
For the Bollinger Goblet • 29th August 1971





# Safety Fast



Graviner the protectors are taking care of equipment and people at sea, on land and in the air. From

giant tankers to Guy Renwick's 'Melodrama'. From factories to public service vehicles. Con-

corde, too, has Graviner detection and protection equipment. Graviner—safety first, last and fast.

## Graviner the protectors

(COLNBROOK) LTD

Poyle Mill Works, Colnbrook, Slough, Bucks. Tel: Colnbrook 3245

ONE OF THE  
**WILKINSON**  
SWORD  
GROUP OF COMPANIES

## WORLD RENOWNED FOR YACHTING GEAR

SINCE 1820 MORGANS HAVE BEEN RENOWNED FOR FINE QUALITY, EXPERT TAILORING AND INDIVIDUAL ATTENTION . . . TODAY WE CARRY ON THAT FINE TRADITION.

### THE COWES COAT

A new all-purpose coat, in Bri-nylon waterproof, warm, and a life jacket if required. Quilted lining, giant nylon non-corrosive zip, button front, storm cuffs, Velcro fastening pockets. The hood is concealed in the collar which is also used for fitting an inflator giving a buoyancy of 36 lb. Colours: Navy, Orange and Powder Blue. Sizes: 36 to 46. Men's £15.50. Ladies' £14.50. Other sizes made to measure.

THE COWES COAT

## morgan & sons

YACHTING TAILORS LTD.

High St., Cowes/London Rd., Southampton



## The Start

*Advice to spectators  
afloat off Cowes*

INTERNATIONAL DAILY EXPRESS  
**ROUND THE ISLAND RACE**  
For the Bollinger Goblet - 29th August 1971

THE START of the Bollinger Goblet race will take place in a westerly direction over the R.Y.S. line at 12.30 hrs. on Sunday, August 29th.

From the direction of Old Castle Point the fleet will keep abaft the beam of a pace vessel. The procedure is as for the Cowes-Torquay-Cowes race.

Spectators afloat are asked to keep to seaward of the Spectator line from 12.15, during and after the starting time until the racing fleet has cleared the area.

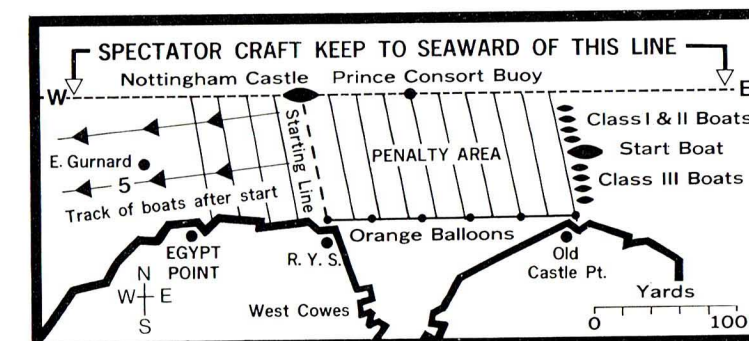
### POSTPONEMENT

Any delay in the start will be signalled by a gun and Flag "R" (red flag with yellow St. George's Cross) which will indicate that the start is delayed half an hour.

Should it be necessary, due to weather, to run the race over a shortened course Flag "B," "C" or "D" will be flown. Spectators ashore at Cowes will be kept informed by public address.

A decision may be made depending on weather conditions to allow Class I and II boats to go around the Isle of Wight, whilst Class III boats cover the shortened course in the Solent. In this event Flag "Y" will be flown.

For Flags see page 17.



## CLASSIFICATION OF OFFSHORE POWERBOATS

### Class I

*Petrol*—Up to 16,400 cc

*Diesel*—Up to 32,800 cc

### Class II

*Petrol*—Up to 8,200 cc

*Diesel*—Up to 16,400 cc

### Class III

A—Engine capacity 500 cc to and including 850 cc

B—Engine capacity over 850 cc to and including 1,300 cc

C—Engine capacity over 1,350 cc to and including 1,500 cc.

D—Engine capacity over 1,500 cc to and including 2,000 cc.

E—Engine capacity over 2,000 cc to and including 3,000 cc.



## JOIN THE EVE OF THE RACE RECEPTION

Organised by the King George's Fund for Sailors, the Eve of the Race Reception is once again being held at the Royal Corinthian Yacht Club, in Cowes, on Friday, August 27th, from 6.30 p.m. to 8.45 p.m. This is now a very popular part of the Powerboat Race Weekend to which anyone may go. Tickets are £1.50 each and are obtainable from Race Control and from the Royal Corinthian Yacht Club.

The draw for the winning Sweepstake tickets will also take place at the above party, the prizes are numerous and the tickets cheap at 5p each.

King George's Fund wishes to thank the Flag Officers of the Royal Corinthian Yacht Club and the Daily Express. Also all donors of prizes: Aqua-Marine Manufacturing (U.K.) Ltd.; T. D. Bailey (Export) Ltd.; Bass, Charrington Vintners Ltd.; Barcardi Ltd.; Bollinger Champagne; Alfred Dunhill Ltd.; John Haig Whisky; C. G. Hibbert & Co. Ltd.; British Paints Ltd.; Castrol Ltd.; Electronic Laboratories (Hendon) Ltd.; Gilbey Vintners Ltd.; Henri-Lloyd Ltd.; Simpson (Piccadilly) Ltd.; Uniroyal Ltd.; Arthur Guinness Son & Co.; James Burrough Ltd.; W. B. Mew; Langton & Co. Ltd.; Charles Kinloch & Co. Ltd.; John Dewar & Sons Ltd.; Martini & Rossi Ltd.; Schweppes (Home) Ltd.; Wm. Sanderson & Son Ltd.; Tanqueray, Gordon & Co. Ltd.; Berry Bros. & Rudd Ltd.; Mathew Clark & Son Ltd.; South African Wine Farmers Assoc. (London) Ltd.; White Horse Distillers Ltd.

## ACKNOWLEDGMENTS

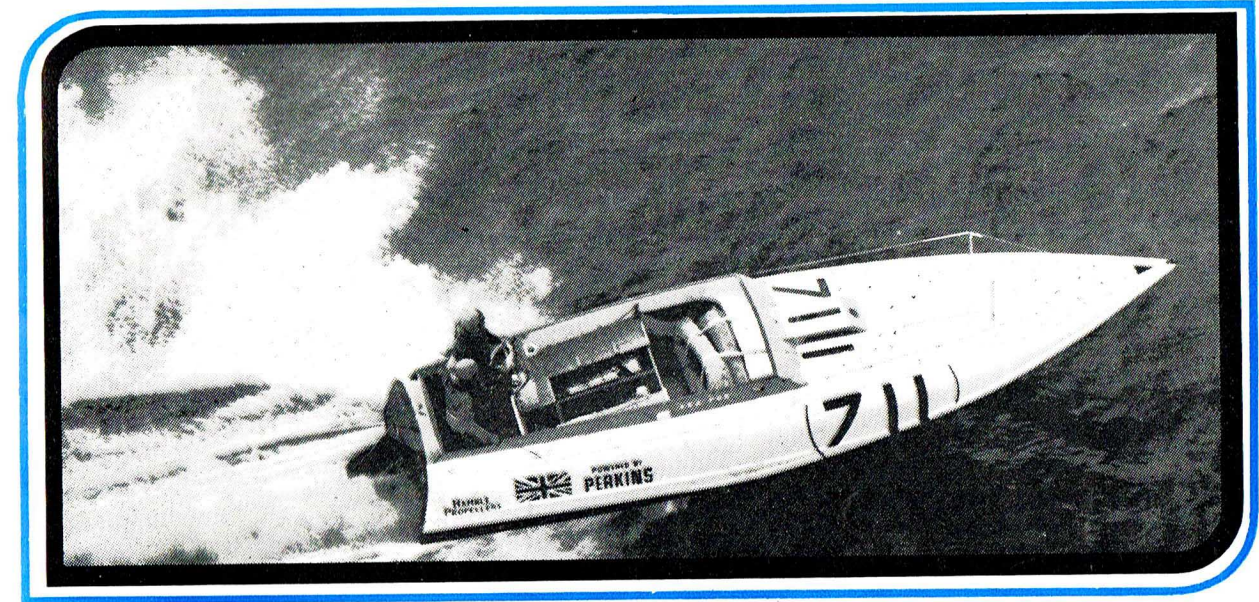
The number of helpers for an event such as the International Daily Express Offshore Powerboat Race is considerable and we are grateful to the following for all their help:

The Royal Navy; The Royal Air Force; The Royal Yacht Squadron; The Royal London Yacht Club; The Royal Motor Yacht Club; The Royal Torbay Yacht Club; The Royal Torbay Yachting Association; The Island Sailing Club; Royal Solent Yacht Club; Royal Corinthian Yacht Club; Brixham Yacht Club; The Harbour Masters of Cowes, Torquay and Brixham; The County Borough of Bournemouth; The Sea Cadet Corps; Trinity House; H.M. Coastguard; Isle of Wight Fire Brigade; County Borough of Torbay; The Yarmouth Parish Council; Cowes Urban District Council; Greenham Marine Ltd.; W. A. Souter & Son (Cowes) Ltd.; South Western Marine Factors Ltd.; Fountain Hotel; Prize Sponsors; Owners of Mark, Observer and Patrol boats; Police; G.P.O.; Roneo Limited; R. F. D. Company Ltd.; John Henderson & Co. Ltd.; Messrs. Pye; John Player & Sons; and Motor Boat and Yachting for the use of several pictures.

\* \* \*

The official runabouts this year that operate on the Souter's Yard to Race Control 'routes' will be three Hutchinson Nautisport inflatables, powered by Mercury outboards—all provided by South Western Marine Factors Ltd. Also operating on the same run will be a Press and Television Boat provided by Bluebird Marine Ltd. They are putting one of their fast waterjet-powered Jetstar 520's into service.

# We leave everyone else in our wake...



## when it comes to power boat race reports

When you go to any big sporting event it's nice to know you can still savour it afterwards—in print. And when that big event is a power boat race you can be sure Motor Boat and Yachting covers everything down to the last turn of the prop.

You get much better, much more detailed coverage than from any other boating journal. Brilliant photographs, on-the-spot reports from men who really know what's going on... they're on the inside. They're from Motor Boat and Yachting.

# Motor Boat and Yachting

Fortnightly 20p

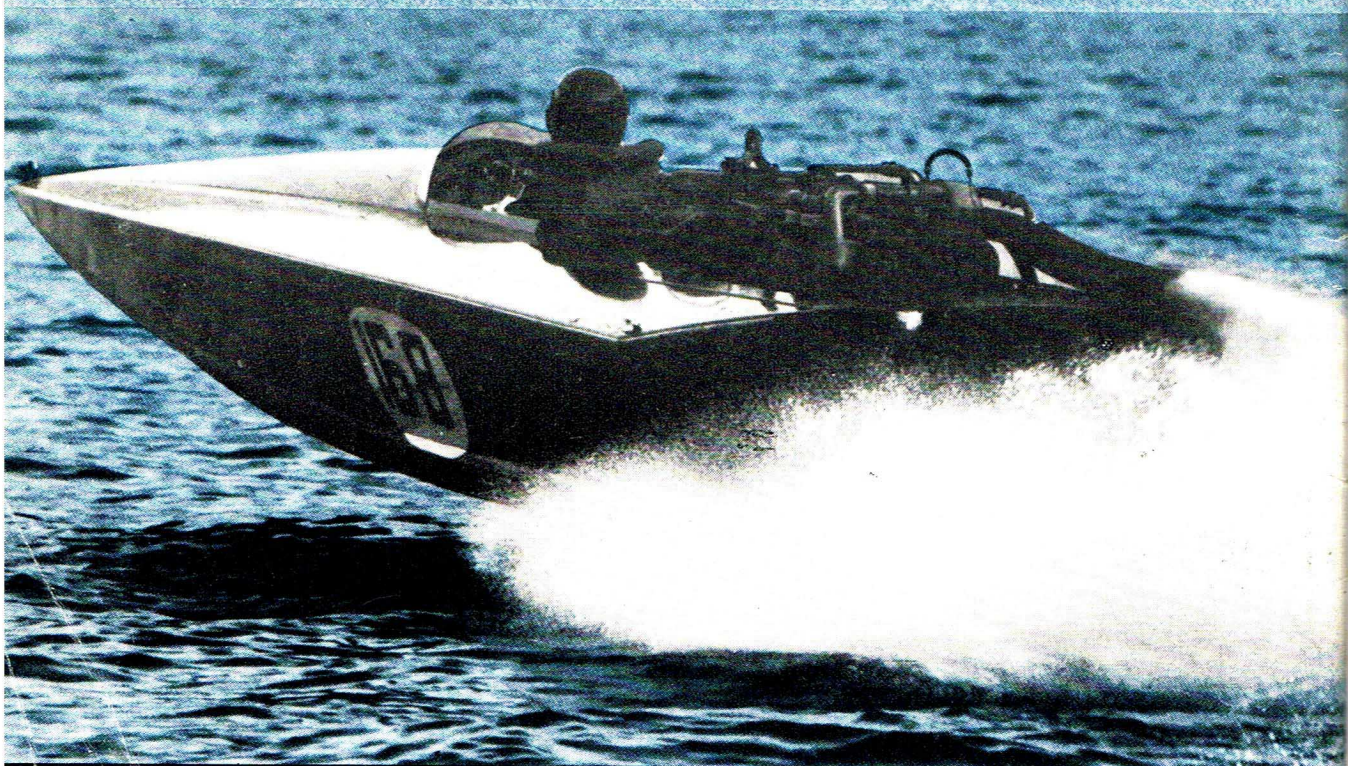


**Lake Como,  
January 3rd.  
Ten degrees below.**

**Molinari in the cockpit.**

**A Perkins T6.3543  
behind him.**

**Speed 68.204 mph  
A new world record.**



 **Perkins**  
**engines-marine world power**