

THE UNLIMITED SCENE



Champs Once Again - Bardahl & Musson

A LONG AND RUGGED nine-race season for unlimited hydroplanes came to a unique but predicted climax October 4 with the running of the San Diego Cup Regatta.

Unique was the final race itself — a newly conceived unlimited contest, over salt water yet, launched in a year when other unlimited events faced extinction for lack of spirited sponsorship.

Predicted — early in the season — was the exit out of the final rooster-tail spray of 1964 of *Miss Bardahl* as the national champion.

Every season has its "good luck" boats and "hard luck" entries. This year, mademoiselles *Tahoe* and *U.S. V* were two competitors who might have changed their maiden names to *Misfortune*. But *Bardahl* was the chosen one to be blessed with unlimited success by Lady Luck.

Helmed by nervy, talented Ron Musson, *Bardahl* entered the '64 circuit as the defending high-point national champion and Gold Cup title-holder.

Such honors are hard to come by, more difficult to retain. This year there were nineteen other 30-foot, 6,000-pound unlimiteds seeking to de-throne

the "Green Dragon". Yet, against great odds, *Bardahl* was to once again win more points than any other boat. Again, *Bardahl* was to pocket the sport's most revered possessions, the Gold Cup and the national crown.

The San Diego Cup added even another cherished jewel to the *Bardahl* camp treasury. Though the "Green Dragon" finished second behind *Mariner Too* in over-all standings there, pilot Ron Musson managed to score enough points to secure the driver's high point championship for 1964.

The triumphal procession of the *Bardahl*/Musson team through the '64 campaign began rather shakily on July 5th at Detroit, Michigan. There *Bardahl* won its first race of the year by retaining the Gold Cup by the narrowest of margins. Separating second-place *Tahoe Miss* from *Bardahl's* victory was, in distance, 15-feet; in time, a half-second; in points, 25.

Already, the lot that was to befall these two boats throughout the rest of the season was in evidence—*Bardahl*, the lucky, *Tahoe*, the unlucky.

Following a second to *Miss Exide* on

Aug. 2 at Coeur d'Alene in the Diamond Cup, *Bardahl* again entered the winner's circle at Seattle on Aug. 9 by snaring the Seafair hardware.

But at Madison, Indiana on Sept. 6, *Bardahl* received a slight set-back, suffering the ignoble embarrassment of hitting a buoy and having it actually stick fastly to the deck. *Bardahl* was penalized by being dropped to fifth from its second place finish in the heat.

At Washington, D.C., Sept. 13, Musson could do no better than fourth and then journeyed across country to Stateline, Nevada for a crack at duplicating his 1963 win in Harrah's Tahoe Regatta.

Here, despite rough water and an erratic engine, Musson drove *Bardahl* to its final win of the year and the national championship.

Now only the San Diego race remained and the final opportunity to add "top driver" honors to the Gold Cup and "top boat" booties already achieved. In the championship style he had displayed all season long, Musson completed the triple triumph by scoring two heat victories and then limping home with a very sick, and tired *Bardahl* to fifth place in the Final.

1



2



3



4



5



6



7



8



Final Standings

(1)

Miss Bardahl, U-40
3,084 points

(2)

Miss Madison, U-6
2,434 points

(3)

Tahoe Miss, U-3
1,825 points

(4)

Miss Exide, U-75
1,696 points

(5)

Miss Smirnoff, U-90
1,669 points

(6)

Notre Dame, U-7
1,311 points

(7)

Mariner Too, U-99
1,253 points

(8)

Miss Budweiser, U-12
1,229 points

(9)

Gale V, U-55
864 points

(10)

Miss Eagle Electric, U-25
811 points

(11)

\$ Bill, U-21
673 points

(12)

Savair's Mist, U-10
592 points

(13)

Miss U.S. V, U-2
411 points

(14)

Fascination, U-88
384 points

(15)

Such Crust, U-70
340 points

(16)

Blue Chip, U-80
260 points

(17)

Tempo, U-13
256 points

(18)

Tempo, U-13
219 points

(19)

The Roostertail
145 points

(20)

Miss Michelob, U-4
121 points

9



10



11



12



13



14



15



16

