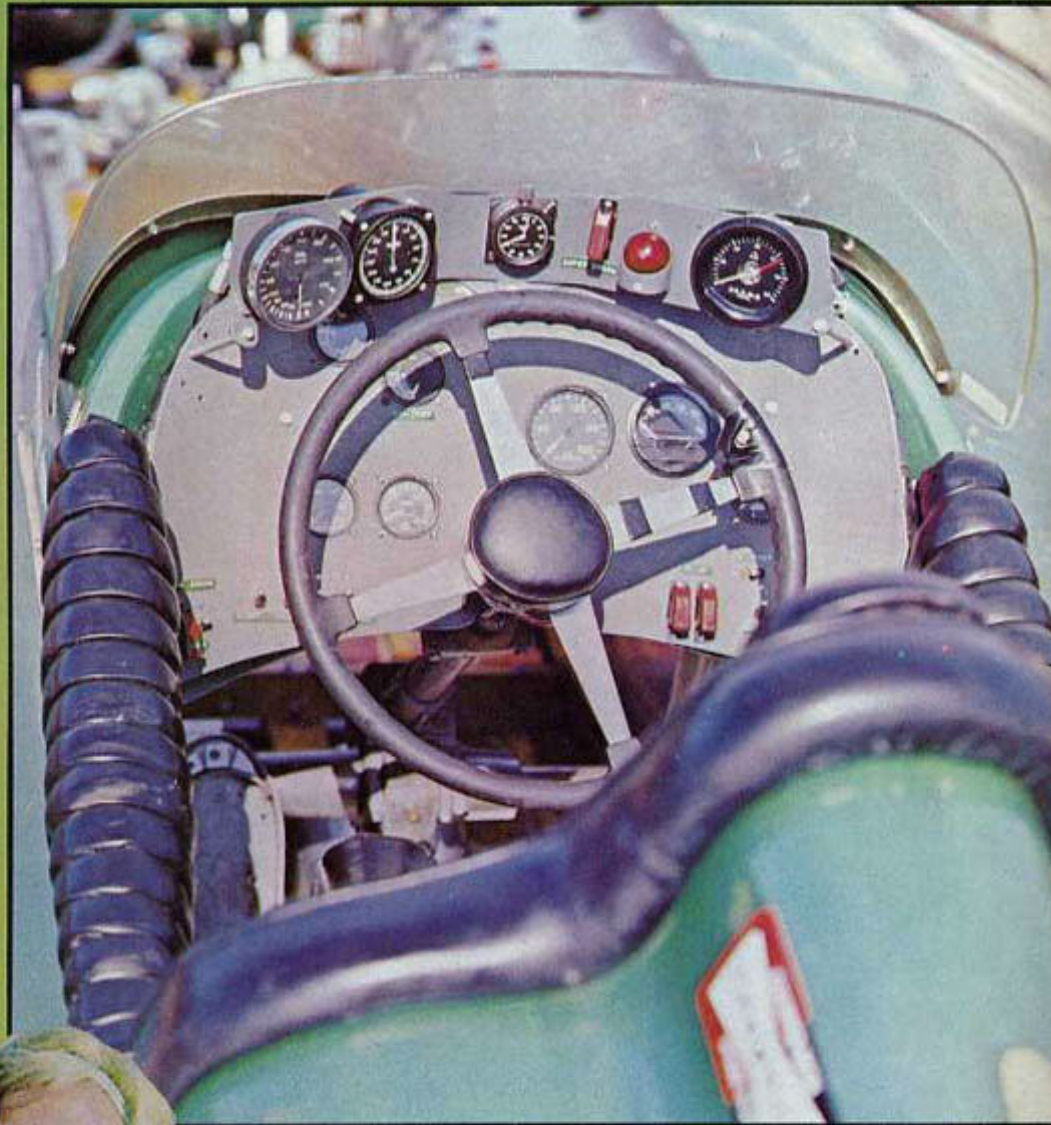


FOLLOWING THE UNLIMITEDS ...

from Tahoe to San Diego

**BACK
TO
BACK
WINS
FOR THE
GREEN
DRAGON**



• When it comes to naming the all-time greats in the sport of unlimited hydroplane racing, the selections from this decade will certainly begin with driver Ron Musson and the boat "Miss Bardahl." Musson, shown at right with wife Betty after his victory at San Diego, piloted the "Green Dragon" to its third consecutive national championship this season, earned the driver's high point for a second straight year, and won the Gold Cup for a third time in a row.



Lake Tahoe Offered a New Look for Unlimited Racing but Still Came Up With an 'Old' Winner

Story by EILEEN CRIMMIN
EXCLUSIVE PHOTOS BY BOB CARVER

THEY CALLED IT "hydro racing's new look" and it went like this:

- Out went the "cup" nickname. In came the title "World Championship Race."
- Out went long waits between heats and sections. In came nine heats.
- Out went heat draws. In came three separate races always fielding the same boat.
- Out went between-heat activities unrelated to racing. In went lane starts between buoys anchored on the starting straight-a-way.
- Out went national limitations as invitations were extended to other countries to race their unlimited in international competition. In came "the largest purse of unlimited racing's history - \$60,000."
- And in came sanction first by the American Power Boat Association of Detroit, Michigan, second by the Union of International Motor Boating of Brussels, Belgium.

The four days of qualifying runs preceding the Saturday Sept. 25, race produced extremely good speeds for the 6,000 foot high Lake Tahoe. U.S. 5 was the top speedster with 119.986-mph

posted to remind everyone that the U.S. camp holds the world straight-a-way prop-driven speed record of 200.419-mph.

Second was *Miss Bardahl* at 116.114-mph; third was *Notre Dame* with 115.574; *Exide*, 114.574; *Tahoe Miss*, 112.271 and *Miss Madison*, 111.631. These boats were seeded to the World Championship Race by dint of superior speed performance.

Entering the Ponderosa Race were *Smirnoff* with a qualifying speed of 110.542; *Savair's Probe*, 105.120; *Berryessa Belle*, 101.234; *Miss Budweiser*, 100.831 and *Savair's Mist*, 100.140.

The South Shore Trophy Race fielded *Mariner Too* at 96.950-mph; *\$ Bill*, 96.463; *Such Crust*, 93.438 and *Miss San Diego*, 92.165.

The *Tri-City Sun* and *Miss Sacramento* were unable to qualify, so the 17-boat entry list was whittled to 15 boats in actual competition.

The races were staged with one heat of each race in each section. This is fine to view but confusing to report. So here is the action race by race.

Heat 1 of the South Shore Race brought *Mariner Too* out in Lane 1, *\$ Bill* in Lane 2, *Such Crust* in Lane 3 and *San Diego* in Lane 4. The unac-

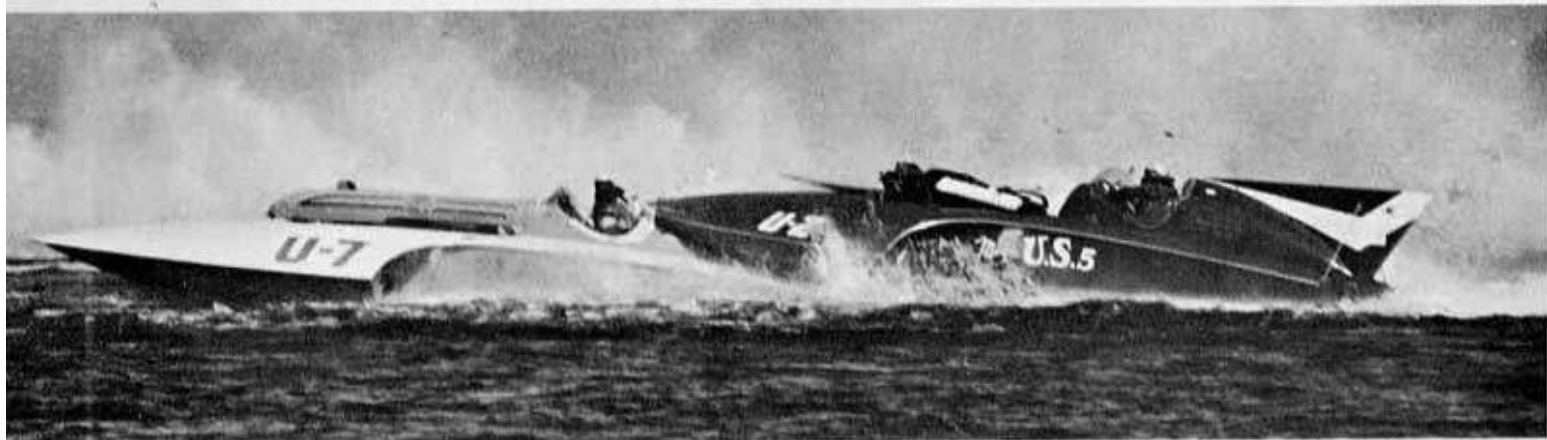
customized start in buoyed lanes upset the timing of the drivers and found them late to the starting line. They went into the first turn in their starting order and maintained it to the finish with the exception of *Mariner Too*. Warner Gardner bogged down in the upper turn, tried to finish but limped into the pits in lap three.

\$ Bill and Rex Bixby won the heat averaging 86.000-mph; *Such Crust* and Fred Alter were second with 84.599 and *Miss San Diego* and Robert Fendler were third with 80.935.

Heat 2 put the boats in lanes corresponding to their Heat 1 finishing position. It also called for a re-start which brought *Such Crust* into the first turn ahead of the field. She was followed by *\$ Bill* and *Miss San Diego*. The boats finished in this order with *Such Crust* averaging 89.507-mph; *\$ Bill*, 85.294 and *San Diego*, 81.657.

The Final Heat found *Such Crust* and *\$ Bill* tied for points at 394 each. *San Diego* had 254. But *\$ Bill* was unable to start, so in a two-boat heat between *San Diego* and *Such Crust*, the *Crust* won with 619 points at 90.000-mph; *San Diego* was second with 423 and 85.987-mph; *\$ Bill* took third overall with 394, and *Mariner Too* posted an unfortunate zero.

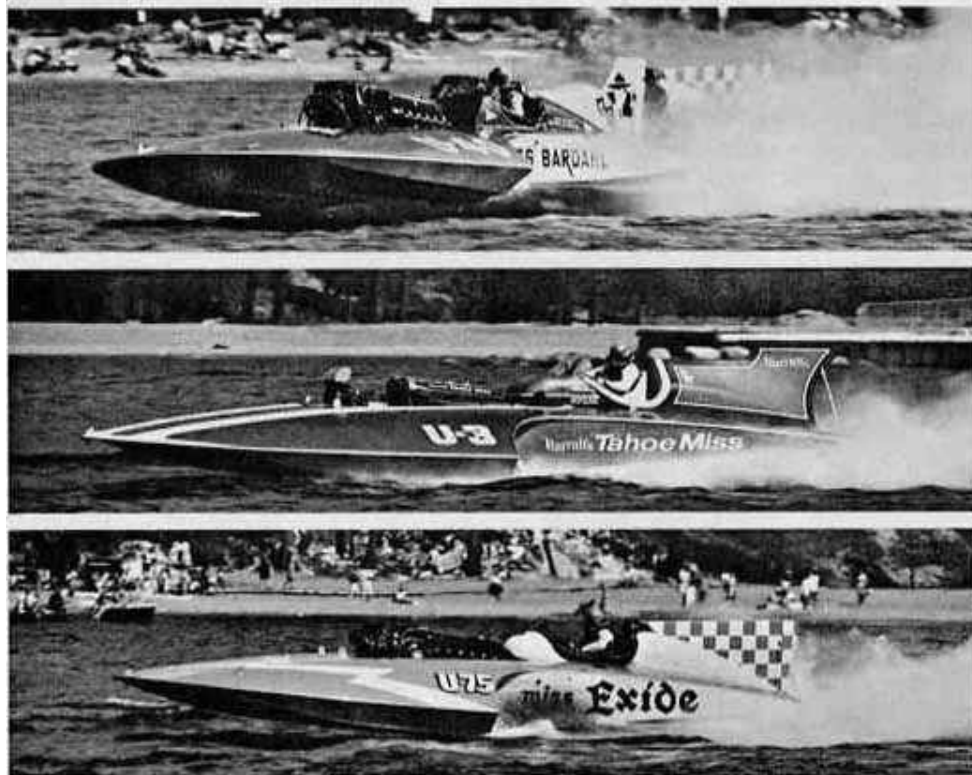
The Ponderosa Race put *Smirnoff* in Lane 1, *Savair's Probe* in Lane 2, *Berryessa Belle* in Lane 3, *Miss Budweiser* in Lane 4 and *Savair's Mist* in Lane 5.



• In the first heat of the World Championships, "U.S. 5" and "Notre Dame" collided. The bow of "U.S. 5" wiped out the tailfin, rear cowl and steel tail struts of the "Dame" as it veered off the afterportion, missing driver Rex Manchester by inches. Though the

"Notre Dame" was again fielded later, lack of tail assembly disturbed the balance of the boat and Manchester was washed down in the pre-start milling of heat number two. It finished sixth with 95 points.





● New "World Champion" title holder is the same old national champion, Miss Bardahl, top photo. "Tahoe Miss," driven by Chuck Thompson, was first in the Final Heat and second overall in the big race held over her "home" waters. Third place in the World Championship Race went to "Miss Exide," piloted by Bill Brow and owned by Glenn and Milo Stoen.

Again the start was late but it found *Smirnoff* across it first and into the first turn first.

Savair's Probe was second, *Budweiser* third, *Savair's Mist* fourth and *Berryessa Belle* a close fifth. In the first turn the *Belle* flashed up on her side and from that moment made a poor showing. At the finish of lap one she barely was underway and she finished the heat so slowly that her times and speeds were not recorded.

The finish found the field in their first turn order, *Smirnoff* and Danny Foster won with 98.181-mph; *Savair's Probe* with Red Loomis posted 95.879; *Budweiser* and Chuck Hickling ran 93.701 and *Savair's Mist* and Walter Kade finished with 89.895.

In Heat 2 the first action of the day was seen. The boats started and almost finished the heat in the same order they finished Heat 1. But *Savair's Probe* battled *Smirnoff* out of first in lap one while *Savair's Mist* and *Budweiser* duelled for three-four position. Finally, in lap 3 *Probe* died in the first turn and the final order of finish was *Smirnoff* with 96.895-mph speed average; *Savair's Mist*, 94.521 and *Budweiser*, 91.711.

Into the Final Heat *Smirnoff* went into Lane 1 with 600 points, *Savair's Mist* had posted 352, *Budweiser* had 338, *Savair's Probe*, 225 and *Berryessa Belle* posted a DNS.

Into the first turn, through five laps and at the finish it was *Smirnoff*, *Budweiser* and *Savair's Mist*, in that order. *Budweiser* gave *Smirnoff* a first lap duel

but was unable to continue the pressure. *Smirnoff* posted 900 points to win the overall race. Her heat speed average was 94.060-mph. *Miss Budweiser* was second with 563 points and 92.608-mph. *Savair's Mist* was third with 521 points and 91.061-mph average. (She also conked out after the heat, to be towed back to the pits.) *Savair's Probe* posted 225 points and *Berryessa Belle* got 95 points on the record books.

The World Championship Race brought the six fastest qualifiers together for three heats of dueling – it was hoped – without any change in the field, but definite changes in position due to lane starts.

Heat 1 put U.S. 5 in Lane 1, *Miss Bardahl* in Lane 2, *Notre Dame* in Lane 3, *Miss Exide* in Lane 4, *Tahoe Miss* in Lane 5 and *Miss Madison* in Lane 6.

Again the first heat saw a late start, but *Miss Exide* was first across the line followed by *Bardahl*. Next came U.S. 5 and *Notre Dame* dead even then *Tahoe Miss* and *Madison* slightly behind, but also even. Into the first turn it was *Bardahl*, *Exide* and *Tahoe Miss* with *Madison* well outside.

Suddenly, *Notre Dame* and U.S. 5 appeared to be almost stopped, with U.S. 5 almost crosswise in the turn. Then U.S. 5 powered ahead while *Notre Dame* remained in the turn and driver Rex Manchester was seen standing on the deck of the boat.

Within seconds it could be seen that *Notre Dame* had no tailfin, and that the tail cowling was smashed. The boat was

continued. *Bardahl* led with *Exide*, *Tahoe Miss* and *Madison* close behind and U.S. 5 well back. In lap two *Madison* passed *Tahoe Miss*, and by lap three U.S. 5 was steaming in the back chute, and finally went dead.

The order of finish found *Bardahl* first with 104.967-mph; *Exide*, 99.264; *Madison*, 91.946 and *Tahoe Miss*, 89.256. As all boats came into the pits the first turn collision story was told.

In escaping roostertail spray *Notre Dame* slowed and turned slightly left, at the same time that U.S. 5 turned right to escape another roostertail. As Roy Duby came out of the water with U.S. 5 he saw Rex Manchester and *Notre Dame* directly in front of him. He steered hard right to avoid running over *Notre Dame* lengthwise, but his evasive action was not enough. The bow of U.S. 5 slid up and over the after-portion of *Notre Dame*, smashing the fiberglass cowling and shearing the tailfin and steel strut. The tail section flew across the U.S. 5 deck and pieces of it lodged in the engine well.

The U.S. 5 bow slipped under the *Notre Dame's* cockpit padding to knock the head-rest portion of the cockpit seat forward, push Manchester into the steering wheel and jar him sideways. But neither driver was hurt.

Furious action by at least a dozen crewmen from other racing camps – *Bardahl*, U.S. 5, *Madison*, *Smirnoff* and others – cleared away the remaining slivers and debris from the *Notre Dame* tail. The seat was re-tightened as fiberglass was sawed away.

When the five minute gun for Heat 2 was fired, *Notre Dame* was in the water and ready to race again. At the helm of the bob-tailed craft sat a calm Rex Manchester, ready to go.

Exide led across the start but it was *Bardahl* scorching into the first turn followed by *Exide*, *Tahoe Miss*, *Madison*, U.S. 5. With another tough break *Notre Dame* was washed down in the pre-start milling and was dead before she could charge through her lane!

At the finish of lap one it was *Miss Bardahl*, *Tahoe Miss*, *Exide*, *Madison*, U.S. 5 and suddenly, a live *Notre Dame* racing a full lap behind. The boats finished in that order with *Bardahl* posting 102.118-mph; *Tahoe Miss*, 98.450; *Exide*, 93.782; *Madison*, 89.389; U.S. 5, 87.619, and *Notre Dame* posting a time of only 13.31:9 and a fastest lap of 89.957.

Bardahl went into the Final Heat with 800 points, *Exide* had 525, *Tahoe Miss*, 469, *Madison* 394, U.S. 5, 127 and *Notre Dame*, 95.

From the start to the first turn it was a *Bardahl-Tahoe Miss* duel. *Notre Dame* was in fourth place but spun and went
(Continued on the following page)

dead in the turn while *Exide* and *Madison* powered by and *U.S. 5* trailed. At the end of lap one it was *Tahoe Miss*, *Bardahl*, *Madison*, *U.S. 5* and an obviously sick *Exide* bringing up the rear.

Except for *U.S. 5* passing *Madison*, these positions remained unchanged until the finish of the heat. But the overall results brought *Miss Bardahl* the World Championship Trophy and title. She posted 1100 points and a Final Heat speed average of 101.771; *Tahoe Miss* was second with 869 and heat speed of 104.834; *Exide* was third with 652 and 88.321; *Miss Madison* was fourth with 563 and 97.297; *U.S. 5* was fifth with 352 and 103.647; *Notre Dame* did not finish the heat but placed sixth overall and earned 95 points.

Since the regatta began early—11 a.m.—and sustained only one short delay, it ended early after providing spectators with an almost continuous view of unlimiteds. The regatta went very well. As for the racing, competitive excitement was lacking as there was virtually no dueling.

For the record it should be noted that a nine-heat regatta is not quite as new as first appears. Under the "Donogh Plan" of 1961 organized by Stanly Donogh, APBA unlimited referee, sponsors Greater Seattle and Seattle Yacht Club staged a regatta on Lake Washington consisting of a three-heat Queen's Trophy Race, three-heat Seattle Trophy Race and three-heat World Championship Race.

That historic regatta of Aug. 6, 1961, like the Lake Tahoe Regatta of Sept. 25, 1965, went through its nine heats without delay, hassle or protest. And that regatta, in case you've forgotten, was won by Ron Musson in a *Miss Bardahl* hull just as surely and skillfully as Tahoe's World Championship Regatta was won by the same camp and team.

If the Tahoe Regatta proved anything about unlimited racing, it proved that no matter how you spell it or stage it—Gold Cup, World Championship or normal "cup" race—the team of owner Ole Bardahl, driver Ron Musson and hull *Miss Bardahl* is undisputed champion of unlimited racing in this era. They perform with excellence and superiority in keeping with traditions of the *Dixie*, *Detroit*, *America*, *El Lagarto*, *Slo-Mo-Shun* and *Thriftyway* camps. They are "the camp to beat."

With this in mind the unlimited contingent moved from mountains to sea level for the San Diego Regatta just a week later. There the national high point championship would be decided. And though *Bardahl* was a favorite to win, at least four boats could offer faster speeds on occasion. Would speed or durability determine the winner? That was the final question of the final regatta of the 1965 unlimited season.

Musson Has a Final Fling With Bardahl While Winning the San Diego Cup in Record Style

RON MUSSON—eyeing the 1966 unlimited hydroplane season—must be asking himself, "What do you do for an encore?"

For after his performance in 1965 behind the wheel of *Miss Bardahl* (a boat, incidentally, he will not be driving next year) Musson faces a problem of his own creation—how to out-do himself. It's an act that's hard to follow.

In 1965, Musson, with a skill that ought to be patented, guided the "Green Monster" to its third straight American Power Boat Association national championship, won the driver's high point crown for a second year running, and cluttered up Ole Bardahl's crowded trophy shelf with four more unlimited cups.

The San Diego Cup was the final race on the '65 schedule and the last of four won this year by the Seattle standard bearer. As there were only eight regattas held this season, the Musson-Bardahl team ended up with a .500 batting average.

The question at San Diego so keenly posed by Eileen Crimmin in the report preceding this, was, "Would speed or durability determine the winner?" The answer, so keenly solved by Musson and Bardahl, was, "Both!"

The Green Monster, in winning all three of her heats, displayed a kind of durability that Samson might have envied. And Musson, testing crew chief Leo Vanden Berg's brilliant mechanical tinkering, left a lasting proof of speed by setting a new three-mile lap record at 117.87-mph, and a new five-mile lap, 15-mile heat record of 116.079-mph.

The October 3rd event over San Diego's lush Mission Bay drew a starting field of 16 entries, the largest thunderboat turnout of the year. Adding to the novelty of an unusually large entry list was the appearance of three California representatives including Bob Fendler's *Miss San Diego*, Ken Murphy's *Berryessa Belle*, and Bill Schuyler's *\$ Bill*. The latter had a special prize to point for, the All-California trophy for the highest placed home-state boat on the final standings. (An honor which was bestowed upon *Berryessa Belle*, which finished in a tie for sixth place with *Budweiser* and *Smirnoff*).

Following qualifications on Oct. 1, topped by *U.S. V's* 119.469 and on Oct. 2 by *Notre Dame's* 115.879, pairings in Heat 1-A brought *Tahoe Miss*, *Savair's Miss*, *Mariner Too* ('64 winner of the San Diego Cup) and *Such Crust* out on the course for the opening battle. A slow performance of only 95.84-mph brought victory for Fred Alter in *Such Crust* as

Warner Gardner disqualified the *Mariner* and Chuck Thompson failed to finish in *Tahoe Miss*.

Heat 1-B fielded—and saw in finishing order—Rex Manchester driving *Notre Dame* (110.882-mph), *Miss Budweiser*, *\$ Bill* and *Tri City*.

Buddy Byers proved the leader in Heat 1-C by driving *Miss Madison* in first ahead of *Smirnoff*, *Miss Exide* and *Miss San Diego*. *Madison's* winning time was 107.441.

Miss Bardahl finally saw action in the final first round heat and gave an early indication of romping to overall victory by leading *Berryessa Belle* across the wire at a stimulating timing of 116.079. Third was *Savair's Probe*. Bill Muncey, piloting *Miss U.S. V*, was plagued with mechanical problems and went down as a DNS.

The second round robin pitted *Notre Dame*, *Miss U.S. V*, *Berryessa Belle* and *Savair's Probe*. Again Muncey found a departing crew's attention in question and failed to finish, though this time at least starting the heat. *Notre Dame* coasted to an easy win at 107-plus trailed by *Berryessa Belle* and *Savair's Probe*.

Heat 2-B brought the fans to their feet as *Tahoe Miss* suddenly burst into flames shortly after the start. Chuck Thompson jumped free as the *Tahoe Miss* fire created an enormous billow of black smoke pierced by giant red and yellow flames. The disturbance brought about a long delay and a permanent beaching of the boat for the day. After a restart, Bill Brow added 400 points to *Miss Exide's* score, leading *Budweiser* and *Savair's Mist* in that order.

Miss Bardahl flew to her second heat triumph in 2-C, clocking 115.335-mph followed by *Miss Smirnoff*, *\$ Bill* and *Tri City*.

In 2-D, Buddy Byers once more out-classed its competition by leading *Such Crust* and *Miss San Diego* across the finish line at 98.684-mph. *Mariner Too* went down as a DNF.

The Final Heat matched *Bardahl*, *Miss Exide*, *Madison*, *Such Crust* and *Notre Dame* and ended in that order with the *Dame* failing to finish. Musson continued his speed assault, taking a timing of 113.780-mph.

Pointwise and speedwise, *Miss Bardahl* was the clear out champion of the meet, accumulating 1200 points against runner-up *Miss Madison's* 1025. Third overall on the final standings stood *Exide* at 925, followed by *Such Crust* at 869 and *Notre Dame* with 800.

For Ron Musson, the San Diego Cup was his farewell performance in the cockpit of the present *Miss Bardahl*.

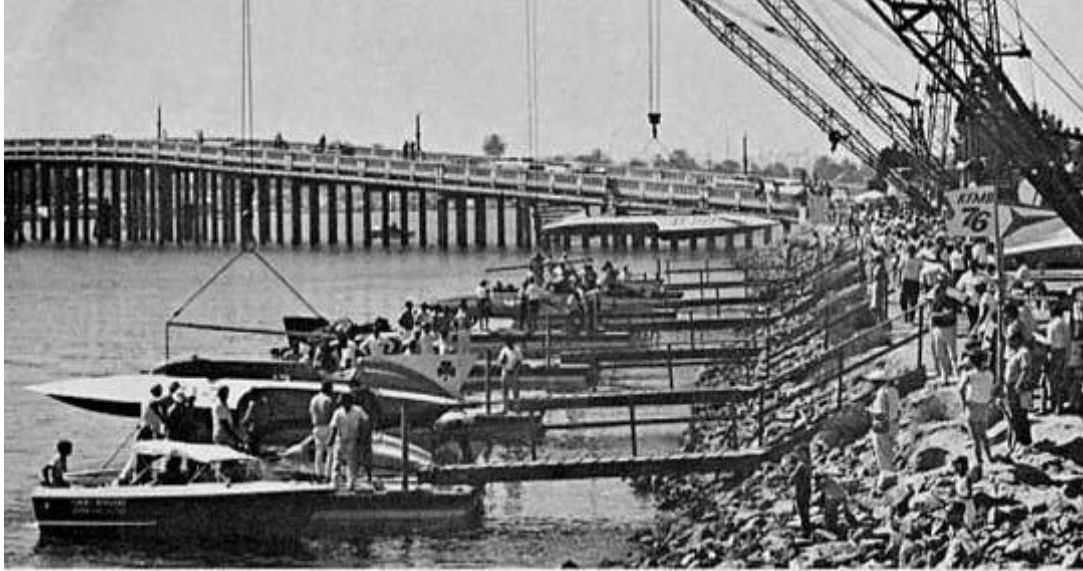
FINAL UNLIMITED STANDINGS FOR 1965

BOAT	POINTS
1. Miss Bardahl	7777
2. Notre Dame	6364
3. Miss Madison	5595
4. H. Tahoe Miss	5069
5. Miss Smirnoff	4142
6. Miss Exide	3571
7. Miss Budweiser	3565
8. Such Crust	3342
9. U.S. V	2934
10. Savair's Mist	2652
11. Savair's Probe	2415
12. Mariner Too	2261
13. Gale's Roostertail	1966
14. San Diego	1217
15. Blue Chip	1090
16. \$ Bill	1069
17. Berryessa Belle	695
18. Miss Lapeer	394
19. Miss Tri City	338

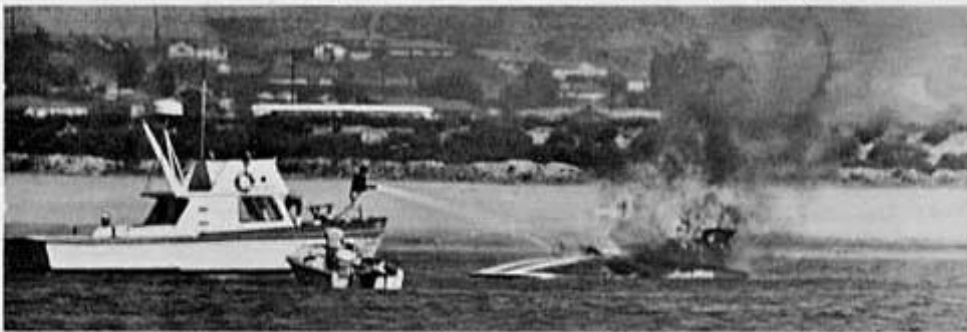
FINAL POINT STANDINGS FOR DRIVERS — 1965

DRIVER	POINTS
1. Ron Musson	7777
2. Rex Manchester	6364
3. Buddy Byers	5595
4. Chuck Thompson	5069
5. Bill Brow	3571
6. Chuck Hickling	3565
7. Red Loomis	3370
8. Roy Duby	2934
9. Bill Cantrell	2642
10. Fred Alter	2578
11. Warner Gardner	2486
12. Walt Kade	2219
13. Jerry Schoonith	1966
14. Don Foster	1500
15. Bob Fendler	1217
16. Rex Bixby	1069
17. Bob Miller	695
18. Ed O'Halloran	563
19. B. Gilliam	338
20. Bill Muncey	300
21. Norm Evans	169

Statistics courtesy of
Unlimiteds Incorporated,
Detroit, Michigan



• Above: Fans and participants alike welcomed the relocation of the pits at Mission Bay this year. In 1964, the pits were nearly a mile away from the course preventing fans from watching the crews in action on shore and causing massive traffic jams at the gates. Sixteen boats were fielded for the running of the second annual San Diego Cup including a new contingent from California, and a namesake for the host city driven by Bob Fendler.



• Above: "Tahoe Miss", a victim of blower troubles all season, blew her supercharger on the first turn of Heat 2-B, bringing the race to a halt as burning fuel engulfed the hull. The fire was not quickly extinguished. (See color shot of the craft on the following page). Below: Buddy Byers piloted "Miss Madison" into second overall with a 1-1-3 heat record.





Scenes from the Final Showdown at San Diego

- The shot of the pit area at San Diego, above, was taken by a Boating News photographer the morning after the Mission Bay Cup Regatta. The drivers, owners and fans had long since departed, leaving the 'packing up' to hard-working crews. Budweiser and Smirnoff, next to Miss Bardahl, at left, are tilted on their trailers and ready to roll home.



- At left: Harrah's Tahoe Miss was badly scorched by burning fuel when it caught fire during competition. Driver Chuck Thompson leaped to safety and was only slightly singed. The boat, however, continued to burn in a spectacular scene that lasted over twenty minutes before the flames were finally extinguished. It was the only serious mishap at the meet.

- At right are candid, between-race, shots of Ron Musson, winner of the San Diego Cup, and three time unlimited hydro national champion behind the wheel of Miss Bardahl. At top, he chats with newswoman Paula Kent, at lower left, relaxes aboard a trail bike next to Ole Bardahl. The double-exposed photo at lower right was a colorful accident. In center, the cockpit of Miss Bardahl.

