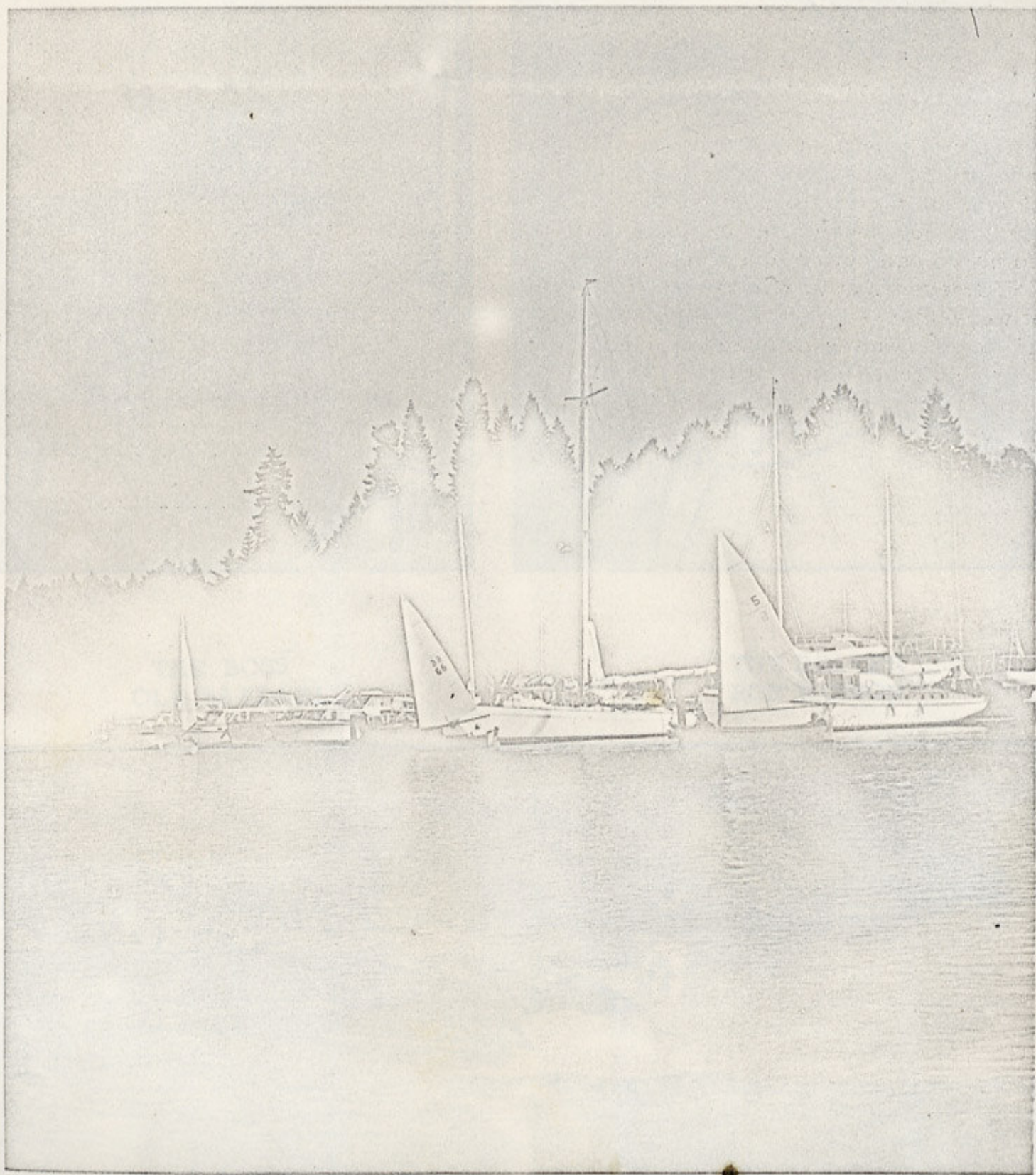


# The Binnacle

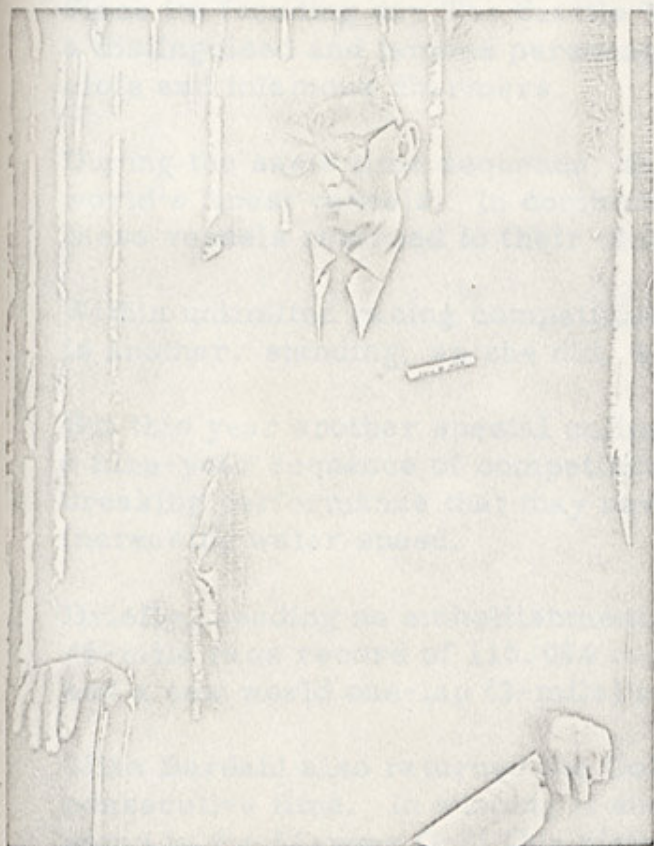
SEATTLE YACHT CLUB



*Port Madison*

*November 1965*

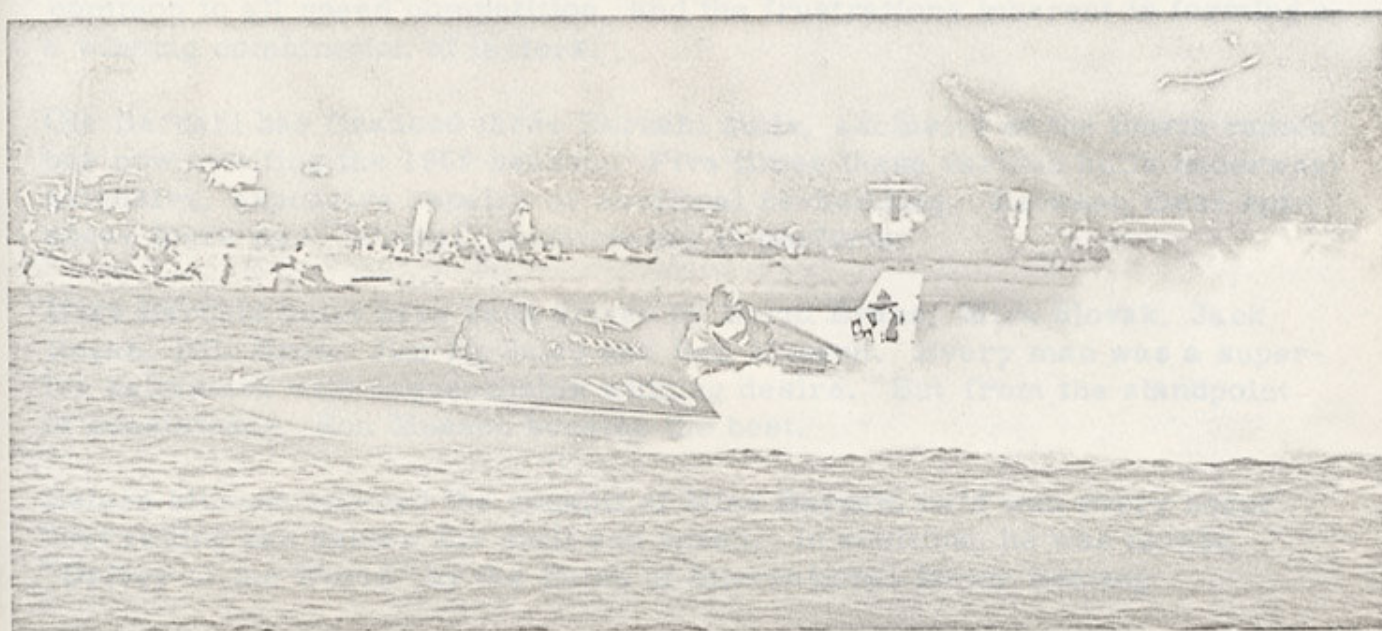
THE UNBEATABLE TRIO !



THE BOSS  
OLE BARDAHL



THE DRIVER  
RON MUSSON



THE BOAT  
MISS BARDAHL

## MISS BARDAHL

By Eileen Crimmin

Photos by Bob Carver

Since its founding day The Seattle Yacht Club has listed in membership many a distinguished and famous personage and, to balance the score, several irascible and infamous charmers.

During the same time sequence, this club also flew burgee from some of the world's finest vessels. In combination with owner, skipper, crew and hull these vessels returned to their club enviable records and cherished trophies.

Within unlimited racing competition Miss Exide is one example. Notre Dame is another, standing, as she did, second in national high point honors for 1965.

But this year another special unlimited, Miss Bardahl, returned to you all a nine-year sequence of competition topped by the successive kind of record-breaking performance that may never again be possible in future years of increasing water speed.

Briefly, needing no embellishment, Miss Bardahl brought you a new world's 45-mile race record of 115.064 mph, a new world heat record of 116.079 mph and a new world one-lap (3-mile) record of 117.87 mph.

Miss Bardahl also returned the Gold Cup Trophy to your club for the third consecutive time. In winning it she accomplished what no other unlimited camp in the 51-year Gold Cup history has done - posted all three wins with the same hull, same driver and same owner!

This pinnacle of Bardahl success was built on a foundation of persistence. Since 1957 when owner Ole Bardahl purchased Norm Christiansen's "Tempest" to re-name it Miss Bardahl, the camp experienced the good and bad luck common to all speed competition, and the frustrations inherent in forming a winning combination of factors.

Ole Bardahl has financed three Bardahl hulls, exclusive of the fourth radical one now awaiting the 1966 season. Five times these various hulls underwent extensive, expensive repairs or sectional re-building. Between these episodes there was "normal" maintenance to perform.

Miss Bardahl hulls have been driven by Norm Evans, Mira Slovak, Jack Regas, Bill Brow, Jim McGuire and Ron Musson. Every man was a superior helmsman with unquenchable winning desire. But from the standpoint of consistency, Ron Musson became the best.

Before Musson entered the cockpit of Miss Bardahl he'd won every honor boat racing can bestow for skill and speed. In addition, he was named "Driver of the World" by the Union of International Motor Boating.

Several Crew Chiefs have tended Miss Bardahl's needs; Peter Woock, Del Gould, George McKernan and Leo Vanden Berg. Leo's trophies for outstanding performance in glamor-less pits work are a story in themselves.

Working with all these Crew Chiefs have been full-time, part-time and volunteer crew members. These un-named workmen have come and gone for various reasons, but a portion of their dedication and enthusiasm rides with every Bardahl hull in every race and has been responsible in part for the following series of wins by the camp:

- 1958 Apple Cup; Lake Chelan, Washington  
Buffalo Launch Club Regatta; Buffalo, N. Y.  
American Speedboat Championship; Washington D. C.  
National High Point Champion
- 1961 World's Championship; Seattle, Wash.  
Silver Cup; Detroit, Michigan
- 1962 Harrah's Cup; Lake Tahoe, Nevada
- 1963 Alabama Governor's Cup; Guntersville, Alabama  
Gold Cup; Detroit, Michigan  
Harrah's Cup; Lake Tahoe, Nevada  
National High Point Champion
- 1964 Dakota Cup; New Town, North Dakota  
Gold Cup; Detroit, Michigan  
Harrah's Cup; Lake Tahoe, Nevada  
Seafair Trophy; Seattle, Washington  
National High Point Champion
- 1965 Gold Cup; Seattle, Washington  
Utah Cup; Ogden, Utah  
Tahoe's World Championship Regatta; Lake Tahoe, Nevada  
Mission Bay Regatta; San Diego, California  
National High Point Champion

Certainly the major constant among the variables that produce an unlimited camp has been Ole Bardahl himself.

While sensibly exploiting the commercial values for racing his "Green Dragon", Ole Bardahl nevertheless competed with a sportsman's traditional zest.

When winning he displayed keen pride in his team, modestly depreciated his own considerable contribution, and unfailingly offered compliments, sympathy and encouragement to losers.

When beaten - and the Bardahl camp endured many heartbreaking losses - he publically quoted with calm equanimity "You can't win 'em all" and took his personal disappointment to some private retreat.

When harrassed by inequities within the sport, he alone among unlimited owners issued a signed public statement to help lift unlimited racing to a higher level of competition.

Miss Bardahl (cont'd.)

Tall, slim, taciturn or devastatingly blunt, "O. B." outwardly displays none of the internal passion for winning it takes to maintain a racing team in competition nine long years.

But passion there has been. Nothing less could have brought to this club the Bardahl's records, competitive stature and historic performances that will forever list this owner, this team and its club in history's water speed record books.

For these exploits Ole Bardahl and his racing team received applause, congratulations, testimonials and honors in quantity impossible for any single individual or club to match.

Our final recourse, then, is to offer a seaman's compliment phrased in the gentle simplicity of a mariner's traditional homage: "Well done, gentlemen, well done."

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This article was prepared specially for the Binnacle by Eileen Crimmin, a prominent Seattle writer, who is nationally known for her coverage of unlimited hydro racing. The photography is by Bob Carver, also nationally recognized for his camera work with the big boats. Their work, both as a team and individually, has appeared in every national - and many international marine magazines.

The Club is fortunate in being able to present you with this splendid article on the boats flying our Club Burgee.

The Editor.