

HARRAH'S

TAHOE REGATTA

Start of the first heat (1A) and the day's events.

by A. NON EMOS

Well, here I am again, you lucky people! Remember me? That good looking, debonair unlimited that spilled the beans on the President's Cup. In case you didn't read about my adventures in Washington, I'll introduce myself quickly. I'm an unfinished, unbridged "unlimited". I would like to thank the hundreds of people who went to the trouble of sending me get well cards. My cold is much better, thank you. However, my engine doesn't run at all well. I'm afraid I had a reaction to the venturi spray they used to shrink my jets and drain my carburetor bowl. My blower won't blow, my crankshaft won't crank, my carburetor won't carb, my lifters won't lift and my pistons — well, they won't work either. Then to make matters worse, "the boys" shortened my driveshaft and I haven't been the same since.

Enough about me, let's get on with this blast that Bill Harrah threw. Wow! I couldn't understand why "the boys" were in such a hurry to get here after the President's Cup, but I soon found out. Bill Harrah had made arrangements for the unlimiteds to test their engines and get them tuned for the high altitude, for four days prior to running the Championship Finals.

The people who live in the Lake Tahoe vicinity sure love to watch the unlimiteds. All four days of testing and tuning, the lake shore was jammed. On the "big day" there was an estimated 50,000 spectators there to watch the "Royalty of Boat Racing" perform. And perform they did.

Bill Harrah's, "Tahoe Miss" was top dog in qualifying with a speed of 107.641 mph, until two days prior to finals when "Miss Exide", piloted by Bill

Brow, sped through at 112.578 and immediately marked this camp as the one to beat.

Race day saw "Gale V", the hard luck boat, come home in front of the pack in heat 1A with a speed of 103.607. My poor, dear, sweet "\$ Bill" just tore his engine all to pieces. It's such a shame too, he's so handsome!

Well now, where was I. Oh yes, heat 1B was won by "Miss Bardahl" driven by Don Wilson who was still replacing the injured Ron "Mighty Mouse" Musson. Bardahl's speed was 106.508. Heat 2A saw "Miss Exide" in front with a speed of 108.592. Heat 2B was in progress when officials decided water conditions were too dangerous to continue. After a two-hour postponement with no improvement, the race was officially cancelled.

Boat positions in heats 2A



Don Wilson goes sailing through the first turn in Miss Bardahl.

photo by Bud Morehead

Right: Norm Evans gets assistance from his crew as he prepares for first heat. He had bad luck when Bill's engine blew. Lower right: Buddy Byers jokes with photographer Morehead as he prepares for his heat. Below: Gales crew prepares to launch.



photo by Bud Morehead

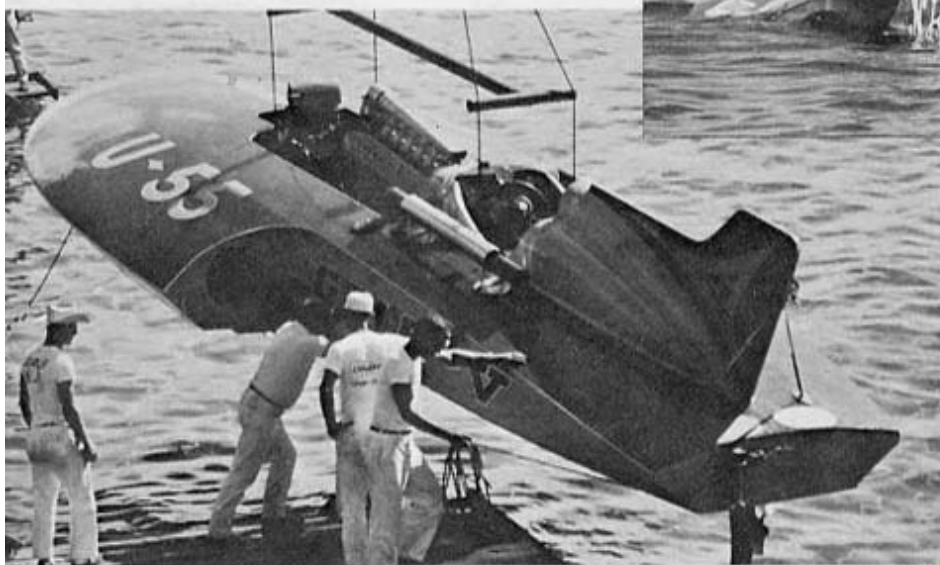


photo by Bud Morehead



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and 2B were voided and the overall winner was decided from heats 1A and 1B. Since Gale and Bardahl were tied for points, it was Bardahl's lower elapsed time which put her in the winners circle for this race and the National Title.

If "the boys" have enough money left after gambling at Harrah's Club all week, we will be heading home. I understand they want to make a few more adjustments and alterations before I go into competition.

Well, if I don't see you again this year, perhaps we will meet

at Cypress Gardens, Florida. I've heard noises that sound like an unlimited race down there put on by Dick Pope. I sure hope so, I could certainly do well with a suntan.

I would like to deliver a message for a friend of mine, Bud Morehead. He asked me to thank the entire Regatta Committee and in particular, Gene Evans and his crew who handled the publicity and press facilities. In addition to these people, there were two men without whose help the pictures of this race would not be available.

Bill Thorpe of KOLO radio station in Reno, sympathized with Bud when he found there was no press boat on the course, and he introduced him to Vern Cox. Vern was in charge of the small navy (22 patrol boats) provided by the South Tahoe Boat Club. He saw to it that Bud was in a patrol boat in the first turn. Bud says that it is a rare day when he doesn't meet with this type of "give your neighbor a hand" attitude at all the races he covers. ●



Here comes Miss Exide!

photo by Bud Morehead

Photo by Morehead

Photo by Morehead



Above: Bill Cantrell, in *Gale V*, and Rex Manchester fight for space in the north turn. Below: Driver Chuck Thompson takes *Tahoe Miss* out for a trial run.

Photo by Morehead



Above: Bob Larsen almost takes a bouy with him in the first turn. Below: Buddy Byers in *Miss Madison* on the outside, races Bob Schroeder in *Tempo* for the first turn.



Photo by Morehead

