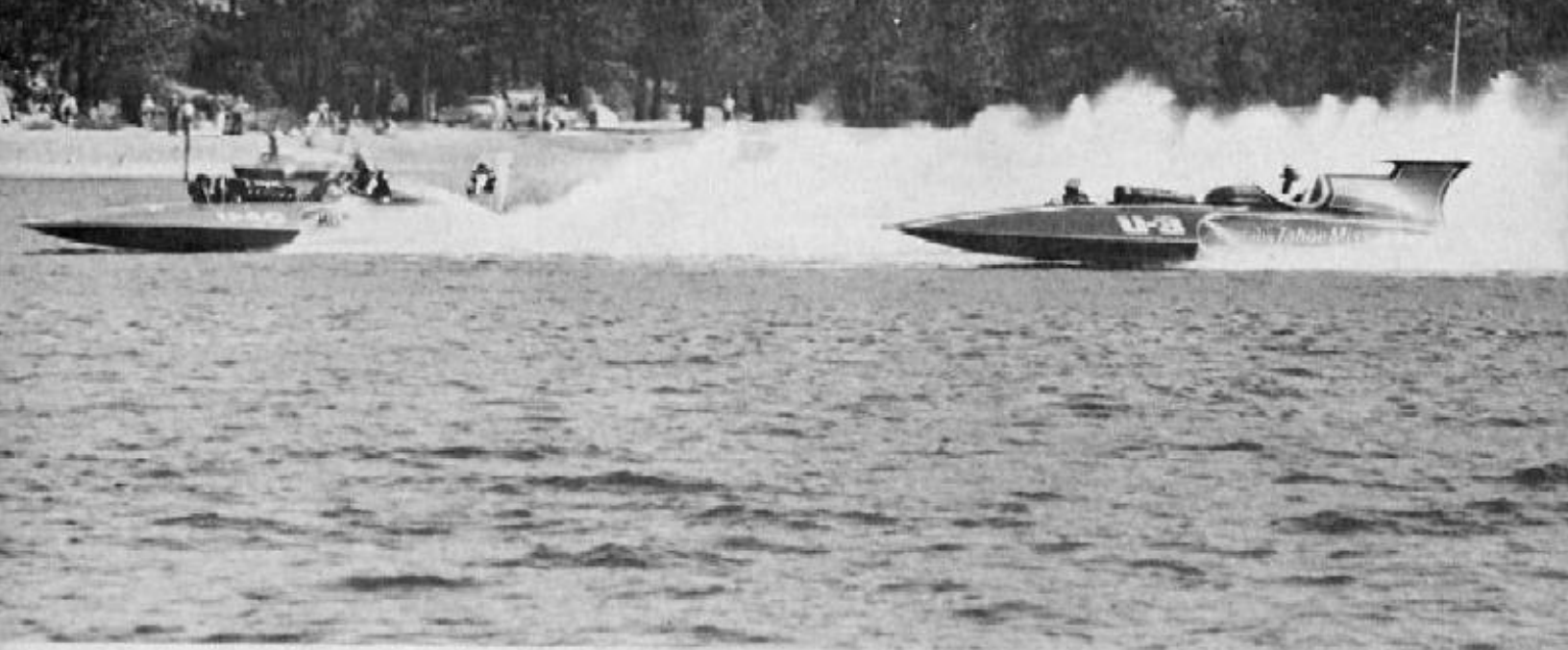


Bardahl Hits the Jackpot at Stateline, Nevada



By Dean Trier

WITH BARDAHL'S high point title in jeopardy the camps assembled at Lake Tahoe for Harrah's Tahoe Regatta Sept. 27. Again there was a 13-boat field (was this unlucky number the source of *Tahoe Miss'* jinx?) and the usual apprehension about getting proper speed out of engines at the high altitude, 6,270 feet.

By Friday most camps solved engine and carburetion problems except in "Disaster Corner." *\$ Bill* and *Notre Dame*, pitted together at one end of the beach, experienced trouble and frustration getting balky equipment to function.

Then an engine was dropped on the U.S. hull in the same pit area, causing her withdrawal. Not until late Saturday did either *\$ Bill* or *Notre Dame* know for sure about racing Sunday and by then *Bardahl* had set a new one-lap course record of 113.208 mph to justify her

rating as the boat expected to win the race for the third consecutive year.

In Heat 1A the boat that had nothing but trouble all week had nothing but fun for five laps. *Notre Dame* roared into the lead and was never headed by *Smirnoff*, *Budweiser*, *Eagle Electric* and *Savair's Mist*. The 400 points-for-finish looked good; the average speed looked not so good because 102.350 mph was far below *Bardahl's* pre-race 3-lap averages of 108 and 111.

Heat 1B pitted four hot boats against one another. *Bardahl* led a fast parade from back chute of the first turn to the finish with *Tahoe Miss*, *Exide*, *Madison* and *Fascination* comfortably separated in the spray. *Bardahl* averaged 109.756 mph to win and *Tahoe Miss* blew her engine just as she coasted across the finish for second place.

Heat 1C completed the exhibition heats when *Mariner Too*, *Tempo*, *Gale V* and *\$ Bill* came out to run. *Mariner Too*

died in the upper turn of the second lap. *Tempo* blew it off the center pin of the lower turn of the second lap. *\$ Bill* and *Gale V* trundled around alone. Since drivers Bill Schumacher and Jerry Schoenith are the youngest unlimited drivers—21—, Sara Peabody of the *Notre Dame* camp shouted "This is what you'd call Kid Stuff!" as the beach cheered them on. *\$ Bill* won with a 97.508 mph average speed.

The draw for Heat 2A put *Exide*, *Madison*, *Bardahl*, *Smirnoff*, *Savair's Mist* and *Tahoe Miss* on the line. But *Tahoe* was absent. The season had taken its final toll and the *Gray Lady* was out of engines! The boat having everything going for her—hull, engine performance, skillful driver—somehow alienated the final necessary ingredient, *Lady Luck*. *Tahoe Miss* sat out her own regatta on the beach!

In one of racing's quickest separations, the field started with *Bardahl* leading *Smirnoff*, *Madison*, *Savair's*



• At left: Ron Musson and Bardahl, Chuck Thompson and Tahoe ran one-two in their first heat at Stateline. Bardahl went on to a cup win; Tahoe blew her engine while crossing the finishing line.

• Above: The Tahoe Regatta was a big one for Bardahl. It wrapped up the national high point title and won the Tahoe cup for the third consecutive time. Below: Budweiser took second place.



Mist and *Exide* through two laps. *Exide* and *Savair's Mist* exchanged places in lap three to establish final finishing order. *Bardahl* posted 105.840 mph to win.

Heat 2B furnished the only sustained duel of the day between — shades of youth again — *Gale V* and *\$ Bill*. *Budweiser* slammed into an early lead with *Gale V*, *\$ Bill*, *Eagle Electric*, *Notre Dame* and *Fascination* following. *\$ Bill* and *Gale V* passed and re-passed one another on every turn, in every chute, until the end of lap three when *\$ Bill* finally blew in the upper turn. This left *Budweiser* a win at a comfortable 102.739 mph. *Gale V*, *Notre Dame*, *Eagle Electric* and *Fascination* closed the heat down in that order.

By the start of the Final the water was up twice proper wave height. *Bardahl* carried 800 points in, but had to run with engine damage suffered in Heat 2A. If she broke down *Notre Dame* and *Budweiser* were tied with 825

points, *Gale V* and *Smirnoff* with 600. Except for *\$ Bill* with only 400 points, it was anybody's boat race.

\$ Bill was first across the start in another example of Schumacher's excellent timing. Into the first turn *Budweiser* pulled ahead, *Smirnoff* went dead and swung into the infield, *Bardahl* took the outside lane, *Gale V* and *\$ Bill* paced each other around and *Notre Dame*, losing power and spitting, gamely ran in the spray of last place.

Up the back chute *Bardahl* pulled ahead of *Budweiser* to maintain a commanding lead. All others maintained position until *Notre Dame* challenged *\$ Bill*, overtook her briefly then, losing power and bouncing badly, returned to last place.

It was *Bardahl's* win with *Budweiser* second followed by *Gale V*, *\$ Bill* and *Notre Dame*. *Bardahl's* heat average of 101.848 mph gave evidence of her ailing engine coupled with rough water conditions. Her overall standing was 1200

points; *Budweiser*, 925; *Gale V*, 825.

In a magnificent setting, with excellent pit facilities and fine spectator viewing areas, the Tahoe Regatta lacked only the heated duels seen in the circuit's earlier races.

Appearing at No. 8 on a 9-race circuit, the camps were noticeably tired as they rolled in. Their outlook following the finish was a fast trip to San Diego, work to alter engines and carburetors for sea level performance plus uneasiness about salt water residue in cooling systems despite fresh water flushing. There also was concern about possibility of salt spray rivulets tracing by capillary action interior portions of a hull where fresh water hosing might not reach.

With only a week between races all questions would soon be answered: National high point champion? San Diego race winner? Salt water effects? And spectator interest in unlimiteds at a brand new race site.

Thursday P. M. Sports Bulletin

HYDRO HIGHLIGHTS

Here are today's complete developments as hydroplanes prepare for Saturday's first Lake Tahoe World Championship Regatta for unlimited hydroplanes.

"Miss Madison," ridden hard by BUDDY BYERS, bumped "Harrah's Tahoe Miss" from the starting six hydroplanes in Saturday's big money race with a brilliant 111.631 m.p.h. qualifying run today.

A series of minor boat troubles saw only one boat, "Miss Budweiser," burgeoning the list of qualified boats to eleven. More than 20 hydro runs were made by boats.

"Miss Budweiser," under CHUCK HICKLING, ran a 99.455 m.p.h. average qualifying her for the Ponderosa Trophy Race.

Several boats raised--slightly--their qualifying times.

This is the qualifying list as runs ended today:

"Miss U. S. Five," 119,986; "Miss Bardahl," 116.114; "Notre Dame," 115,574; "Miss Exide," 114,574; "Miss Madison," 111,631; "Miss Smirnoff," 107,575; "Harrah's Tahoe Miss," 107,543; "Savair's Probe," 105,120; "Savair's Mist," 100.140; "Miss Budweiser," 99,455; "\$ Bill," 96.463.

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"Mariner Too," under WARNER GARDNER'S driving, qualified, filling the two top races. His average was 94.989, made as the sun was fast going down on Lake Tahoe.