



The crews. Left to right — J. Wonderlich, Phil E. Schafer, Ira Vail, L. L. Corum, Louis Chevrolet, Tommy Milton, Wade Morton, Harry Harts, R. Harroun, Peter DePaolo, Wm. Knipper

MIAMI BEACH REGATTA Starts New Era *in* Motor Boat Racing



Robman Wanamaker 2nd, owner and driver of Little Old Man which won the Free For All Class

Professionals Drive in First Regatta and Thoroughly Demonstrate That Plans Originated by Carl G. Fisher Mean Better and Larger Race Meets in Future

By Charles F. Chapman

WITHOUT question, the motor boat regatta at Miami Beach, Florida, held on March 20th and 21st, was the biggest and most successful race meet held anywhere, not even excepting the affairs of longstanding, held annually at Detroit, on the Mississippi and elsewhere. The competition was keen and close, the entries were numerous, the boats all fast and of the highest type and the number of spectators ashore and afloat was greater than in any southern regatta in the past. The regatta was well conducted by committees from Miami and Miami Beach, assisted by hundreds of yachts-

men from the north who made the trip to Miami Beach especially for the races.

The idea originated by Carl G. Fisher of having professional automobile drivers at the helm of one class of ten boats worked out to perfection. These drivers, none of whom had ever before driven a boat of any description, quickly learned the trick even though they had less than one full hour's practice before the start. Their driving in the race was very near perfect; they were fearless, drove their craft wide open at all times, made beautiful turns at the buoys and above all acted



Hialcah driven by Louis Chevrolet, which won the Biscayne Baby Class



Some of the Biscayne Babies fighting it out soon after the start. These boats were all painted different and distinguishing colors, which made it a grand spectacle as the boats approached the first turning buoy.

Racing for the Horace E. Dodge Memorial Trophy, with Baby Gar in the lead and Reg. William's wonderful Gold Cup racer, Curtiss Wilgoid II, forcing the field all the way. The boats raced in about this position for the entire distance in each of the five twelve mile heats.

like gentlemen and sportsmen, both afloat and ashore. At no time during the races were there any questionable tactics apparent, which so often mar competition among the so called amateur class. There were no fouls and no protests.

The principal class at the Miami Regatta was that known as the Biscayne Babies. These are eleven boats of like design and construction, built and designed by the Purdy Boat Co. of Trenton, Michigan. All of them are powered with 6 cylinder 100 horsepower Scripps motors.

In every way the boats and power plants were a complete success. Before the races, hun-



Society watching the races from the Flamingo Dock. Crowds of spectators lined the shores all around the race course during the entire two days of racing.



Weighing in. The boats were all required to carry the same amount of weight to make up for the difference in weight of the drivers. The lighter drivers carried a certain amount of sand ballast in order to make the weight of all drivers equal.

dreds of persons were taken out for trial trips in the boats. They are manageable at all times and give a maximum speed of better than 40 miles an hour and can be throttled down to that of a slow walk. At their maximum speed the boats can be turned within their own length. When raced, the boats of the Biscayne Class made a wonderful and inspiring spectacle. They were tuned up before being turned over to the drivers so that all the boats were as near equal in speed as it was humanly possible to make them. William Taylor, chief engineer of the Scripps Motor Co., spent nearly three weeks tuning up the craft before the drivers arrived. All the boats were put over a measured course, time and time again with motors, ignition and carbureters adjusted until all boats and power plants were alike in speed and power.

Adieu IV, Miss II, new Hacker craft, best especially to win the Fisher-Allison Trophy. Adieu IV started on and led the field for a considerable distance until a dirty gas line blew her out of the running.



Miss Syndicate, owned by the Dodge Boat Dealer's Association which was entered for the Dodge Memorial trophy. This boat, although very fast, met with mechanical trouble soon after the start of the first heat and was, therefore, not able to demonstrate her abilities.

The boats during the regatta were in charge of Ned Purdy, assisted by his son Robert of Trenton, Michigan. Much of the success of the boats and whole regatta should be given to these two men who worked day and night to keep the boats in proper racing condition. W. D. Edenburn of Detroit, was in charge of the drivers and had everything arranged in his usual efficient manner.

In the first heat of the race for the Biscayne Babies, Wade Morton, driving Miami Shores led the complete distance, finishing the course of 12 miles in 20 minutes, 11 seconds, which is at the rate of 35.5 miles per hour, a very remarkable speed considering the slowness of the course and rough water. At the finish Morton was 4 seconds ahead of William Knipper, driving Berner-Peace who was a similar distance ahead of Coral Gables II, driven by Jerry Wonder-



One of the Scripps' Motors with which all the boats were powered, being lowered into one of the racing craft, by Ned and Bob Purdy, who designed and built all of them.

lich. In the first heat Tommy Milton, driving the boat Miami Beach made a game try for first place by just trailing the winner for the first three laps but was forced out of the race at this point by a broken plank.

Louis Chevrolet, driving Hialeah also put up a game fight in the first heat, running fourth over the entire distance. Just astern of Jerry Wonderlich came L. L. Corum driving Coral Gables I, and almost lapping this boat, came Ira Vail piloting Venetian Islands. The next



Commodore C. W. Kotcher, starter of the Regatta, Chairman of the Prize Committee and a member of the Florida Race Committee for the last ten years.

FISHER-ALLISON TROPHY

3 Heats of 50 Miles Each—March 19, 1925.

Boat	Owner	Time—1st heat	2nd heat	3rd heat
Baby Gar IV.....	Gar Wood.....	1-03-18	1-04-56	1-11-42
Baby Gar V.....	Gar Wood, Jr.....	1-05-36	Called in	1-12-40
Adieu.....	Webb Jay.....	1-36-50	D N F	D N S

Trophy won by Baby Gar IV. Second, Baby Gar V.

HORACE E. DODGE MEMORIAL TROPHY

5 Heats of 12 Miles Each—March 20, 21, 1925.

Boat	Owner	1st heat	2nd heat	3rd heat	4th heat	5th heat
Baby Gar IV.....	Gar Wood.....	16-10	16-22	16-25	16-32	16-24
Baby Gar V.....	Gar Wood, Jr.....	16-05	17-31	15-52	16-11	15-56
Curtiss Wilgold II	R. V. Williams.	16-11	15-43	15-53	16-17	15-58
Miss Syndicate..	Dodge Assoc..	D N F	D N S	D N S	D N S	D N S

Trophy won by Baby Gar V. Second, Curtiss Wilgold II.

FREE FOR ALL

24 Miles—February 21, 1924

Boat	Owner	Time	Place
Little Old Man.....	Rodman Wanamaker III...	32-41	1
Bebe.....	S. A. Lynch.....	32-58	2
Baby Cub.....	H. Lyon.....	34-02	3
Mary.....	Col. E. H. R. Green.....	36-01	4
Fleetwood Jr.....	J. P. Stoltz.....	D N F
Oboh.....	D N F

Speed of winner 44 miles per hour.



The finish of one of the heats of the Biscayne Baby Class. In all of the races, the boats were bunched like this at the end of 12 miles

four boats to finish could be covered with a blanket. Peter DePalo at the wheel of Altos Del Mar, drove a remarkable consistent race, as did also Ray Harroun in Fulford. Harry Hartz driving Alladin House suffered somewhat from fright and withdrew on the first lap but Wm. Taylor of the Scripps Motor Company took the helm and finished the heat.

Tommy Milton, who ran second up to the third lap, then being forced out of the race for the time being, was able to get under way again shortly but not until all the other boats had passed him and therefore, the best he could do,

tendency to fall down in any way even though several of them were completely submerged for a considerable period of time.

When the second heat of the Biscayne Baby Class was called a few minutes later, nine boats showed up for the start. The only ones missing were Berner-Pease, Wm. Knipper's craft and Key Largo Club, both boats had come to grief, due to hitting some floating object before the start of the race. The boats were all over the line well bunched with Coral Gables II, piloted by Jerry Wonderlich in the lead. Jerry, by skillful maneuvering but fiercely pushed by the rest of the field, was able to maintain his lead to the finish. Harroun in Fulford held second place for two laps but then dropped back to fourth, second place being taken by Tommy Milton for the remainder of the distance and third position by L. L. Corum in Coral Gables I. Fifth position was in dispute most of the way, with Altos Del Mar, Alladin House and Miami Shores fighting it out neck and neck most of the way. On the last lap, Miami Shores gained a slight lead and finished in fifth position with Alladin House, sixth. The best that Louis Chevrolet could get in the second heat was seventh position. Ira Vail at the wheel of Venetian Islands finished eighth.

The third heat also brought out eight starters. In this heat Key Largo Club, which was missing from the second heat, was ready to start but Alladin House and Altos Del Mar were missing. The lead in the third heat was always in dispute. Tommy Milton got away first and was out in front for more than a complete lap, when Louis Chevrolet took it away from

him. Chevrolet set the pace for only a short distance, for when the boats came around for the third time, Jerry Wonderlich was leading. However, at the finish of the fourth lap or the half-way point of the race, Louis Chevrolet again took the lead and held it to the finish, being quite a little distance ahead of the second boat to finish, Phil Shafer, driving Key Largo Club. Phil at the finish was 4 seconds ahead of Ray Harroun, driving Fulford.

A further story of the Miami Regatta will be published in May MoToR Boating, including descriptions of the Fisher-Allison, the Dodge Memorial Trophy and other races.



The racing stable. While the boats were not being raced, they were kept on shore, under cover. They were hoisted in and out by a power derrick, only a few minutes time being required for the operation

was to finish in eleventh place.

The first heat of the race for the Biscayne Babies clearly demonstrated that the race was going to be a great success and that the idea of having professional race drivers handle the craft, would probably be the solution of making race meets more successful and more interesting for the public, as well as contestants, in the future.

The six cylinder, 100 H.P. Scripps motors with which the boats were powered, all stood up in fine shape, and in spite of the lightness of the hulls in which these power plants were installed, which caused several of them to fill up with water on account of broken planks, the power plants showed no

RACE FOR BISCAYNE BABY CLASS 6 Heats of 12 Miles Each, March 20, 21, 1925.

Boat	Driver	Owner	Prize won	Place 1st heat	Place 2nd heat	Place 3rd heat	Place 4th heat	Place 5th heat	Place 6th heat	Points
Hialeah	L. Chevrolet	Curtiss-Bright Co.	\$1250	4	DNF	1	8	4	3	1654
Miami Beach	T. Milton	C. G. Fisher Properties	\$1150	10	2	DNF	6	1	DNF	1472
Miami Shores	W. Morton	Shoreland Co.	\$1150	1	5	7	1	DNF	DNF	1441
Altos Del Mar	P. De Palo	Tatum Bros.	\$975	7	DNF	DNF	DNF	2	1	1101
Coral Gables II	J. Wonderlich	Coral Gables	\$950	3	1	4	5	DNF	DNF	1465
Venetian Islands	Ira Vail	Venetian Islands Co.	\$950	6	DNF	5	2	3	5	1611
Coral Gables I	L. L. Corum	Coral Gables	\$850	5	3	6	3	6	4	1643
Alladin Houses	H. Hartz	Alladin Houses Co.	\$750	9	DNF	DNF	4	DNF	2	1119
Key Largo Club	P. Shafer	Key Largo Club Prop.	\$700	DNF	DNF	2	9	DNF	DNF	974
Berner-Pease	W. Knipper	Berner-Pease Co.	\$650	2	DNF	DNF	DNF	DNF	DNF	361
Fulford	R. Harroun	Fulford by the Sea	\$625	8	4	3	7	4	DNF	1287
Time of Winner				20-11	20-01	20-09	20-42	20-22	22-03	
Time of Second				20-15	20-07	20-34	20-57	20-47	22-09	
Time of Third				20-19	20-29	20-38	21-10	21-06	22-10	
Winner of Heat				W. Morton	J. Wonderlich	L. Chevrolet	W. Morton	T. Milton	P. De Palo	
Second in Heat				W. Knipper	T. Milton	P. Shafer	I. Vail	P. De Palo	H. Hartz	