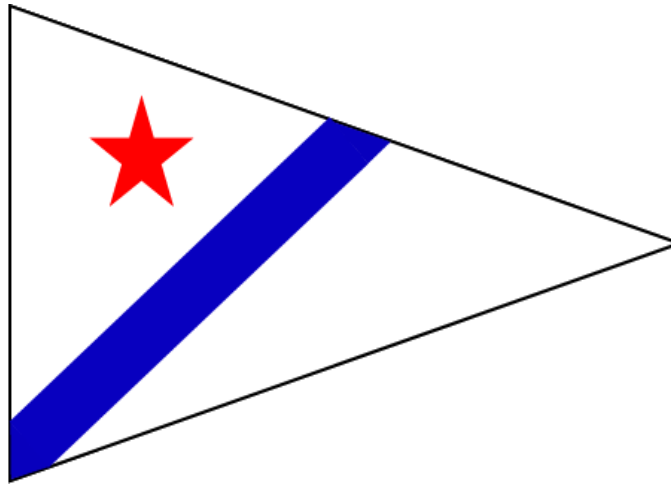


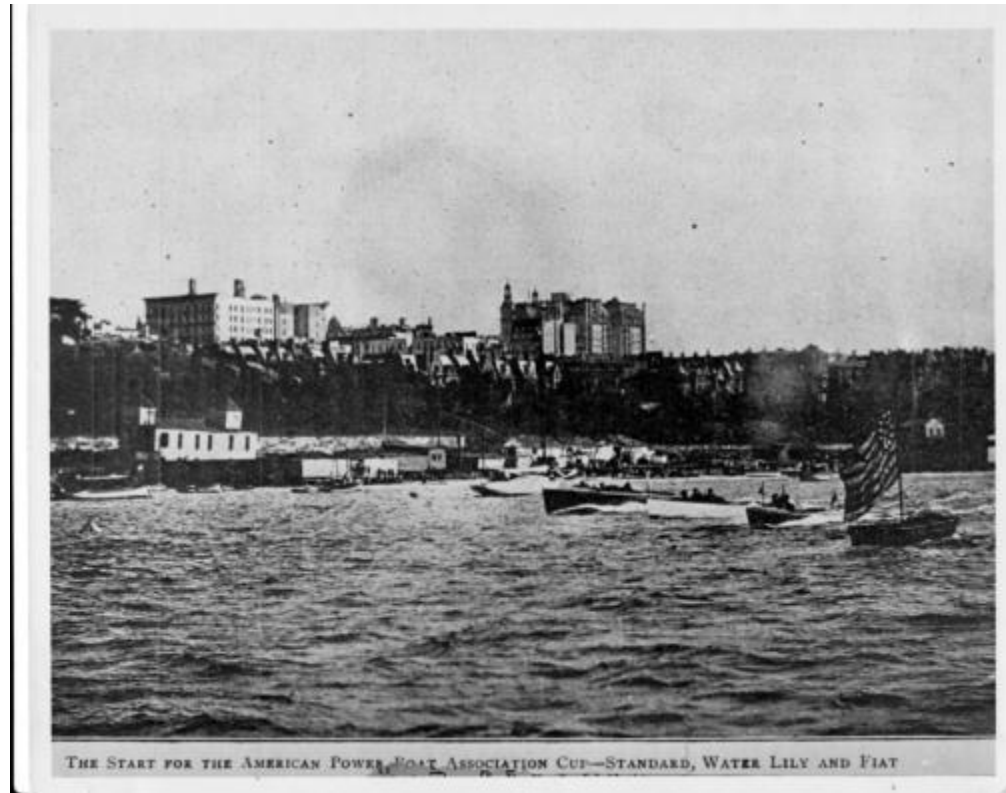
“HYDRO FEVER”

Seattle Yacht Club's History of Unlimited Hydroplane Race
Boat Sponsorship



Over a Decade of Seattle Hydro Fever
1949 -1965

1904 Tacoma waterfront speedboat race



The 1904 start of the American Power Boat Association Cup Race showing Water Lily, Standard and Fiat crossing the starting line at the Tacoma waterfront. Note the old wooden Tacoma Hotel on the hilltop. It burned to the ground in 1935.

“Seattle Spirit” A 1909 SYC Race Boat



Property of Puget Sound Maritime Historical Society

THE bright red SPIRIT OF SEATTLE, owned by Ralph Casey and Charles Binkley of the SEATTLE YACHT CLUB, represented Seattle in the Alaska Yukon Pacific Exposition Regatta. During the regatta, it reached a top speed of 32.4 miles per hour before breaking down. The following year the Spirit won the Pacific Coast Championship, earning the title of “The Fastest Boat on the Pacific Coast.”

STANLEY St.CLAIR SAYRES

JULY 17, 1896 – SEPTEMBER 17, 1956



Stan Sayres loved boat racing so much that he started a fever – Hydro Fever in the Seattle Area. In 1950 Seattle had no major sports teams except a baseball team to cheer for. His Slo-mo-shun IV three point, prop riding hydroplane had shattered the World Speed Record and won the 1950 Gold Cup Hydroplane Race in Detroit. This brought the 1951 Gold Cup race to Seattle. Seattle residents became loyal fans of Seattle based hydroplanes.

The American Power Boat Association, rules at that time, required unlimited hydroplane owners to be sponsored by a recognized Yacht Club. The Seattle Yacht Club sponsored Stan Sayres and several other Seattle area unlimited race boat owners. This is the history of a decade of those race boats, owners, SYC involvement and the Seattle fans.

"Slo-mo-shun" I - 1938 - 84 m.p.h



Slomoshun (1) 1938 84 m.p.h.

There was a Slo-mo-shun I, II, and III before Slo-mo-shun IV. Stan Sayres purchased the first; a successful 225 cu-in race boat named "Tops", from Pop Cooper, an Ohio hydroplane racer.

Stan had a life long dream to race and race at Indy. He did race cars competitively, but never got anywhere near the Indy 500. Stan also tried racing single prop airplanes, the little speedsters that zip around pylons. After a few tries, even Stan felt the sport was too wild. Madeline and Stan ended up agreeing on power boat racing. She had no idea what that would be like until she saw Stan speeding madly around Lake Washington and told him:

"When I see you out on the lake going so fast, all the other boats appear to be moving in Slomoshun".

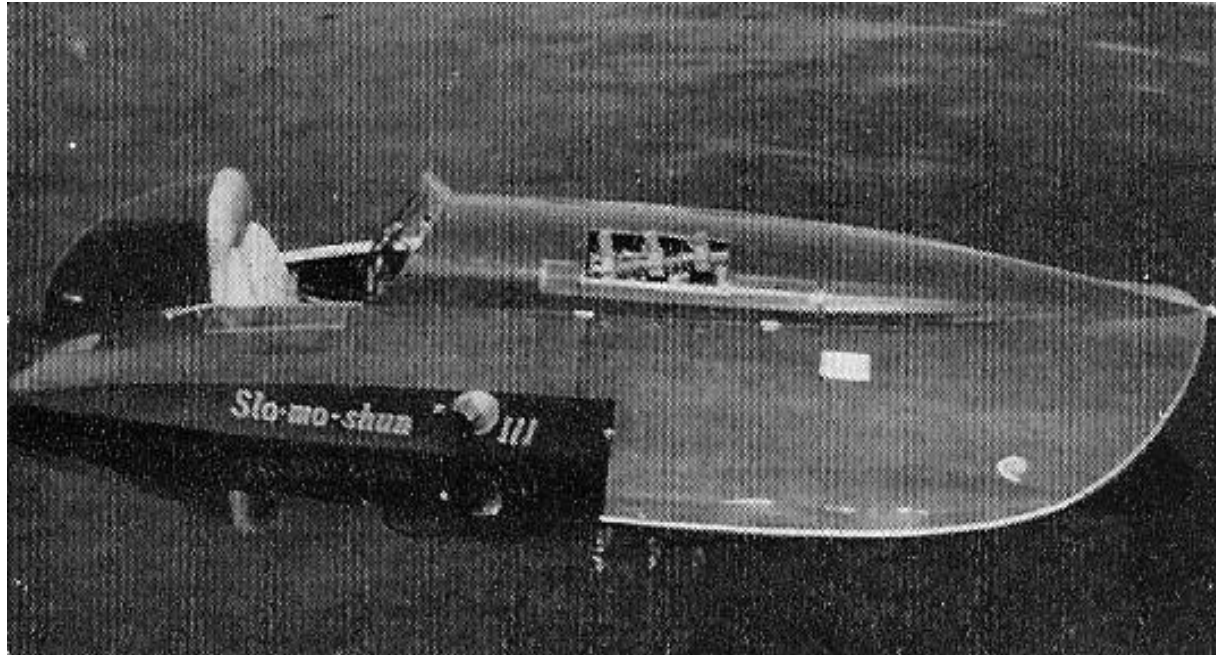
The hyphenation of the word Slomoshun to Slo-mo-shun starts with the Slo-mo-shun III.

Slo-mo-shun II



Then Stan Sayres purchased "Tops III", a 225cc craft, also previously owned by Jack "Pops" Cooper and named it Slomoshun II. Stan saw in an advertisement announcing that it set the new worlds competitive speed record-of 1939 at 66.639mph. No wonder Stan bought this boat from Pop and named it Slomoshun II.

Slo-mo-shun III



Sayres hired Ted Jones to design and build the Slo-mo-shun III. Boat builder, Anchor Jensen was hired to complete the III when construction fell behind. Sayres never raced the III, but he was impressed enough with its speed and handling to go ahead with his plans for an unlimited.

Slo-mo-shun IV 1st Trial Run 1949



Slo-Mo-Shun IV was launched in October 1949 for a test run. The test driver related that the boat accelerated so fast when he gave it the throttle that he became very nervous and throttled back almost immediately. The boat preformed well. Several problems of steering, gear box, rudder, prop, and engine power loss were over come and the boat was made ready to make a record speed run. A tail fin was added to control steering.

Slo-Mo-Shun IV Sets World Record Speed Run on June 6, 1950 (**160.32 MPH**)



On Thursday, June 29, 1950 Sayres accompanied by Jones, Jensen and others of the Slo-Mo-Shun IV team were guests of honor at the Seattle Yacht Club. The Club was agreeing to sponsor the Slo-Mo-Shun IV for A.B.P, A, sanctioned races and they were presented with a Seattle Yacht Club pennant by Tom Tyler the Commodore. At that time all hydroplanes had to be sponsored by a Yacht Club.

List of SYC Boats that set World Water Speed Records 1949 thru 1960

- ***Slo-Mo-Shun IV* - Stan Sayres & Ted Jones**
June 26, 1950 (160.32 MPH)

- ***Slo-Mo-Shun IV* - Stan Sayres & Elmer Leninschmidt**
July 7, 1952 (178.49 MPH)

- ***Hawaii Kai III* (Unofficial) - Edgar Kaiser & Jack Regas**
November 29, 1957 (195.33 MPH)

- ***Hawaii Kai III* - Edgar Kaiser & Jack Regas**
November 30, 1957 (187.62 MPH)

- ***Miss Thriftway* - Willard Rhodes & Bill Muncey**
February 16, 1960 (192.001 MPH)

Slo-Mo-Shun IV Ready to Race with 2nd seat for Mechanic in 1950



Photo by Kent Anderson - Master of the Sea Photographer - Newport Harbor, California

As owner of Slo-Mo-Shun IV, Stan Sayres hired Ted Jones to design, Anchor Jensen to construct and Mike Welch as crew chief. Thus, the original crew consisted of an engine expert, an electrical expert, a master boat builder, an innovative designer, plus a bold and imaginative owner.

Slo Mo IV wins 1950 Gold Cup in Detroit and brings Gold Cup to Seattle the next year



1950 Slo-Mo-Shun IV, at Stan Sayres Hunts Point home



Sayres could often be seen and heard testing his Hydro's on calm water days on Lake Washington

On Race Day Stan Sayre's Team Ready Slo-mo-shun IV.



Stan Sayres with 1950 Trophies



**Stn Sayres SLO-MO-SHUN IV WINNER OF GOLD CUP,
HARMSWORTH AND MARTINI & ROSSI TROPHIES IN 1950**





Pins were sold to help pay for the race.

1950 Seafair Skipper Pin

First SYC Gold Cup Committee 1951



Photo of the first SYC Gold Cup Committee for the 1951 race. The men behind the Regatta – shown here meeting with Jerry Bryant, Gold Cup Chairman (Standing on right) are the SYC members who rose to the challenge of putting on Seattle’s 1950 Gold Cup Race. Jerry opened their first meeting with: “ We don’t know the first damn thing about putting on an unlimited hydroplane race but we are going to do it.” The Committee for that first race were concerned with security, registration, communication, officials, barge, judges, and timers, course and survey, trophy and awards, publicity, log boom and course patrols. And they did it. (Member Dave Williams was Patrol Chairman)

1951 Seafair and Gold Cup Program cover



The 1951 Race Program was published by Greater Seattle, Inc., the SYC's co-race sponsor, which also took care of most of the coordination with funding, city police, fire, park and street departments. This co-sponsorship continued until about 1961 when the Seattle Yacht Club began to bow out of the Gold Cup Races, and Greater Seattle Inc. became the major sponsor. However many club members continued to be very active in the hydroplane races through the 1960's. The cover features the Slo-mo-shun roster tail and the Seattle Yacht Club red star and blue bar burgee.

Brief Gold Cup History

Gold Cup ☆ 1904-1951

By CLIFF HARRISON

SATURDAY, August 4, you see the 44th running of the Gold Cup race and the FIRST in the Pacific Northwest. Slo-Mo-Shun IV, Stanley Sayres' phenomenal hydroplane, Ted Jones-designed and Anchor Jensen-built, brought the Gold Cup to Lake Washington and Seattle to climax a 15-day program of boat racing such as no other city has ever attempted.

Seattle Yacht Club and Greater Seattle, Inc., are joint sponsors of the Gold Cup and, with assistance from Seattle Outboard Association and countless individuals and organizations unselfishly civic minded, this great event or series of events has been built.

Dr. R. Philip Smith, the commodore, heads Seattle Yacht Club. Greater Seattle, Inc., is topped by George Gunn and Jerry Bryant is the Seafair chairman under whose guidance this program has been put together. To name the others who have so unselfishly worked for a year preparing it would take much of this program.

As this program goes to press the exact number of entries in the famous race is not settled. It should be one of the top fields in the 48-year history of this world series of speedboat racing.

There COULD be some new records set. The modern, speedy craft competing today haven't had a chance on a course such as Lake Washington offers. Given that chance, as they are today, don't be surprised if records are smashed. Here they are:

Gold Cup Match Record (90 miles)—Slo-mo-shun IV.
78.215 m.p.h., set at Detroit, July 22, 1950.

Gold Cup Heat Record (30 miles)—Slo-mo-shun IV.
80.892 m.p.h., set at Detroit, July 22, 1950.

Gold Cup Lap Record (3 miles)—My Sweetie.
86.200 m.p.h., set at Detroit, July 22, 1950.

To brief you on Gold Cup history:

Gold Cup was created in 1904, is the oldest of American Power Boat Association trophies. Standard, a 59-foot, six-cylinder-motored affair, first won it at the "terrific speed" of 23.6 m.p.h.

Hulls really traveled in the water in those days, a far cry from the surface-skimming, power-packed creations of the present day. That first race was held on Manhasset Bay.

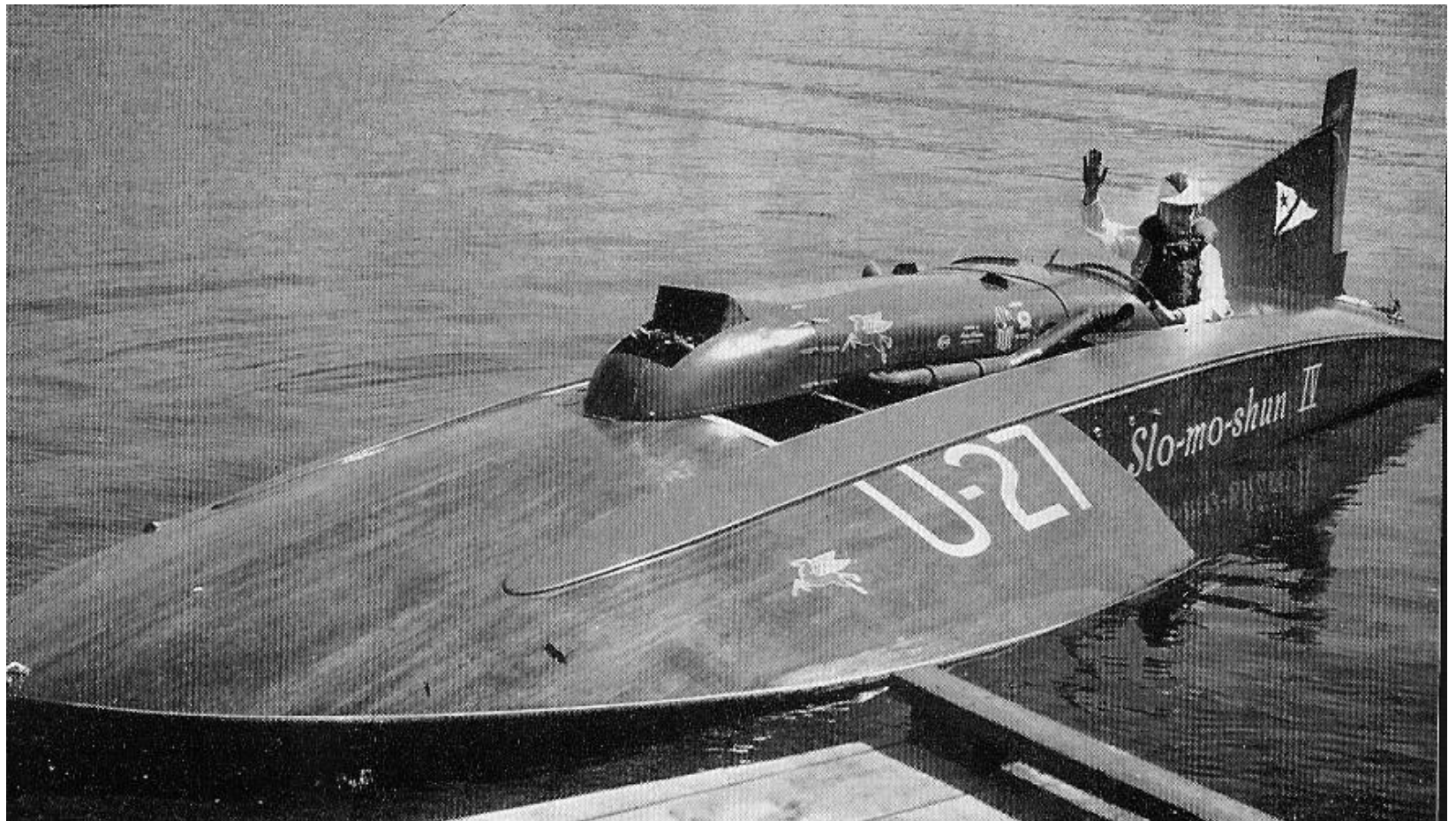
Gradually that speed increased until Gar Wood's Miss America had hit 70 m.p.h. It slipped back then, not one of twenty pre-World War II winners reaching Miss America's 70 m.p.h. Then Guy Lombardo in Tempo VI, the first challenger to officially enter this year's race, hit 70.878 m.p.h. and moved the race for a single year from Detroit to Long Island Sound. In 1949 Miss Sweetie reached 78.64 and last year Slo-mo cracked that with her top heat of 80.892.

Watch for an even better time than that when they've finished this year's assault on those records.

Courses set for the Gold Cup, for the Seafair Trophy race which follows on August 12, for the 100-mile outboard marathon Wednesday, August 8, are all south of the floating bridge (except where the marathoners come around the tip of Mercer Island on the north), utilizing the finest piece of water in all of Lake Washington.

Those present records must fall!

SLO-MO-IV KNOWN AS “THE GRAND OLD LADY” “THE WORLDS FASTEST SPEEDBOAT”



Seattle Seafair now has a Seafair Trophy



THE SEAFAIR TROPHY, poised for perpetual operation by Greater Seattle, Incorporated and the Seattle Yacht Club, was created by the celebrated sculptor, Dudley Pratt. Pratt conceived the dynamic design shown here to illustrate the propeller thrust and rudder of an unladen hydroplane. As this is written, the Seafair Trophy is being wrought of silver and covered plexiglass to the design shown above with Sculptor Pratt.

Sayres Building New Slo-Mo-Shun V

Slo-Mo-Shun V is on the way!

Stanley S. Sayres disclosed three weeks ago that a sister craft to his champion Slo-Mo-Shun IV was being built in Seattle. The new Slo-Mo was rushed to completion by two shifts of workmen with an eye to competing in the Gold Cup race billed for Seattle's Lake Washington on August 4.

Slo-Mo-Shun V's hull was brought from the secrecy of Anchor Jensen's mold loft and put into final construction stages on July 2. Designed, as was all-conquering Slo-Mo-Shun IV, by Ted Jones, and being built by Jensen, Slo-Mo-Shun V is being readied under lock and key to assure secrecy and meeting of the August 4 completion deadline.

Adhering to the typical Slo-Mo-Shun design, Slo-Mo-Shun V is eight inches broader than her world-record-holding sister. She has, as well, several changes in planing angle and larger non-trip areas which will make her easier to handle on turns and in rough water.

Like her sister, Slo-Mo-Shun V will be Allison-powered, with provision for an even heavier powerplant if necessary.

That "if necessary" means, according to Sayres, if some other craft exceeds Slo-Mo-Shun IV's 160.3255 m.p.h. world straightaway record.

Work on Slo-Mo V actually started in March, Sayres admits, but was carefully guarded in its initial stages.

Now We Have IV and V - July 1951



July 1951 - Now we have IV and V written on the top of a black and white photo of the two boats at rest. The V was built over the past year to help defend the Gold Cup from the Detroit crowd who claimed they are “just loaning it to Seattle”. They related to Seattle they were coming west, next summer, to take the Cup back to Detroit. They failed, as Sayres and Seattle defended the Cup for the next four years.

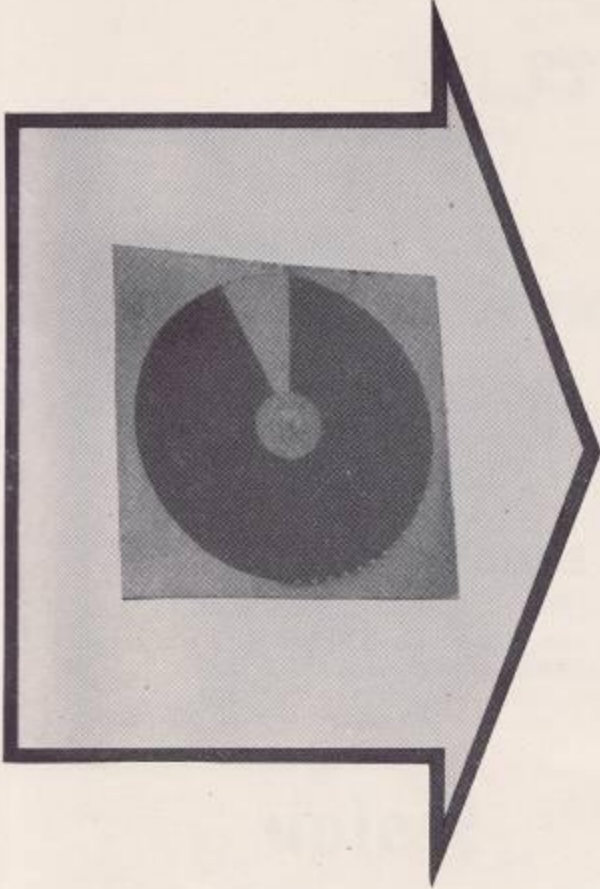
Race Day 1951 Slo-Mo's IV and V



1951 Miss Pepsi at Leschi had two motors and was a strong Detroit challenger



The Starting Clock could be seen from a mile away.



The Clock

UNDER the rules of the A. P. B. A. the clock which ticks off the last sixty seconds before the starting gun is the official starting device. When it reaches 12 o'clock the race starts.

For many years a clock with a single hand was used for this purpose and was satisfactory when the fastest boats made about a mile a minute. With today's contestants in the Gold Cup Race making well over two miles a minute it is necessary for the drivers to see the clock clearly over a mile away. The clock hand could not be read much farther than a quarter mile. So it was abandoned and in 1947 the new so-called "pie face" starting clock was introduced. This looks like a black ball but is a disc ten feet in diameter that screws out of the clock face. It is entirely hidden as the last minute starts. Then second by second it is exposed so that in the first 15 seconds the leading edge reaches three o'clock and forms a black quadrant or pie-shaped sector on the clock face. At six o'clock half of the clock face is black, at nine, three-quarters of the black disc shows. This changing shape is easily read a mile and a half away.

Thus the contestants can gauge their time of start and get their boats up to 120 m.p.h. for the start without fear of "beating the clock."

*The Official Watch for Timing Today's Race Is Longines—
"The World's Most Honored Watch"*

Slo-Mo V making a Flying Start Under 1-90 Bridge



At the start of the 1951 race with the, one minute gun, there was no sign of the Slo-Mo-Shun's. When the other racers swung around the north turn, beginning to enter the straightaway for the powered run at the starting line – and still no SLO-MO's! Then with seconds to go, there was a full-throated-piercing scream of powerful engines heard above all others. 'Here comes the SLO-Mo's,' spectators shouted. SLO-MO-SHUN V, with Fageol came screaming under the floating bridge at 150 mph, with Ted Jone hot on his heels in the IV. The V swung wide to the right; the IV swung to the left. The V was well ahead at the south turn. SLO-MO IV bided her time in the middle of the pack. SLO-MO-SHUN V won the race. The "Flying Start" From Underneath the I-90 Bridge was a signature move for the Slo Mo Shun Team. In 1955 there was a new ruling by the race officials, after protests by Detroit boat owners on reasons of safety, that no boat may pass under the bridge at the start of the race.

Slo Mo Shun IV Wins Gold Cup in 1952 & 1953



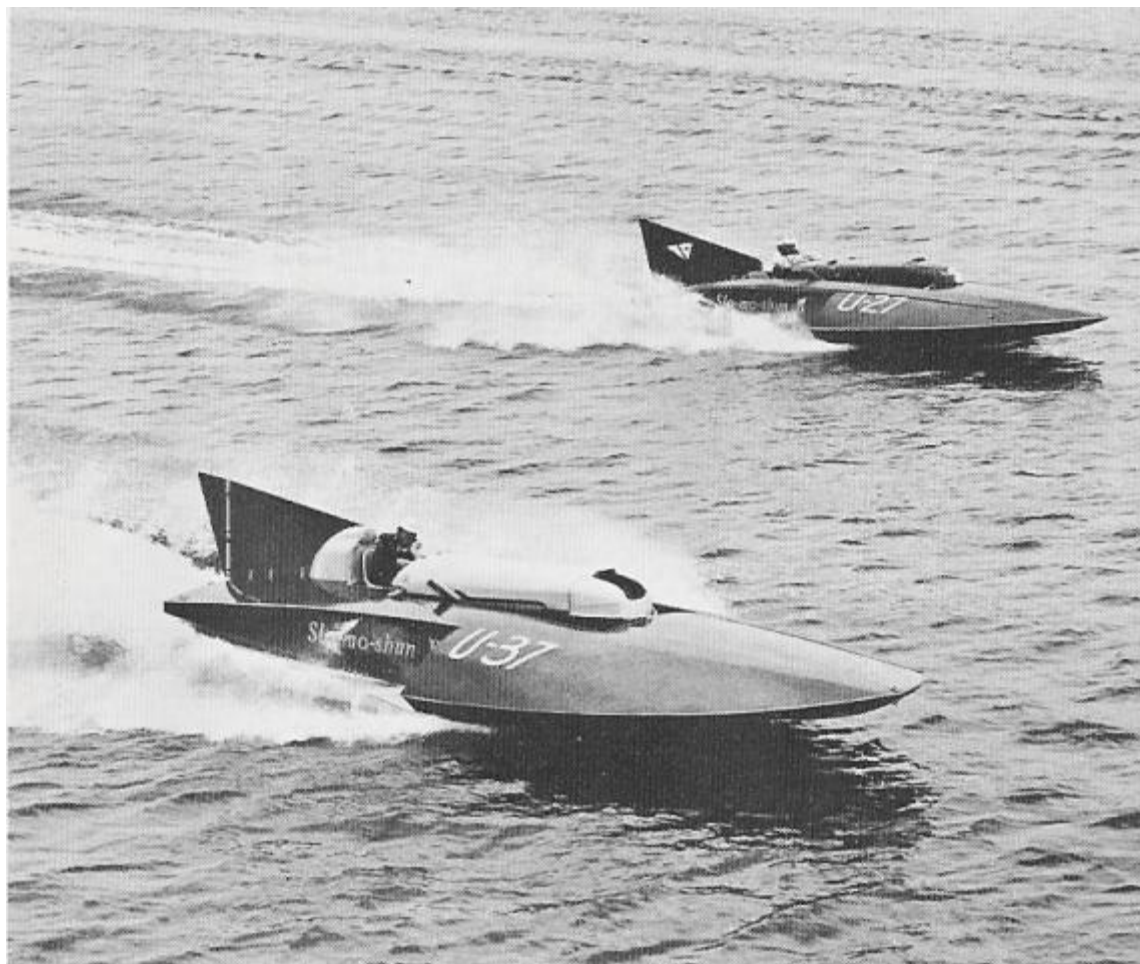
1951 IV & V Trophies - Sayres, Jones & Jensen in the center with support crew at SYC clubhouse



SLO – MO IV & V IN ACTION

(1952 YEAR

BOOK)



Slo Mo Shun IV on SYC Bar Wall 1952



A picture post card labeled “ Bar – Marine Room. Seattle Yacht Club” shows the Slo-Mo-Shun’s rooster tail flowing a quarter mile behind her. The new record for unlimited craft was now 160.3225 miles per hour. The SYC celebrated the event by displaying an 8-foot long rooster tail photo above the Fireplace. The Club members had indeed caught the “Hydro Fever”.

SLO-MO-SHUN IV AGAIN SETS A WORLD SPEED RECORD -----
178.497 MPH July 7, 1952



Seafair Program cover 1952



The 1952 Gold Cup Regatta Seafair Regatta official program shows a 1951 photo of Slo-Mo-Sun IV (U 27) leading Hurricane IV and Gale II in front of the starting line. Note the SYC burgee topping the flagstaff.

Slo-Mo-Shun IV 1950, 1952 and 1953 Gold Cup Winner



Slo-Mo-Shun V 1951 & 1954 Gold Cup Winner



In 1954 the Slo-Mo-Shun V, with Lou Fageol driving, used a Rolls Royce Merlin engine and won the race, taking first place in all three heats.

Gale V Crashes Rose Garden Party



"Gale IV" nestles serenely in a Seattle rose garden after skidding out on the north turn and booming over the sea wall to intrude on a quiet lawn party given during the race by Dr. F. A. Black. Luckily no one was hurt, but "Gale IV" and Driver Bill Contrell sat out rest of race.

1953 Gold Cup Cover



SLO-MO IV Takes Checkered Flag

(1954 YEAR

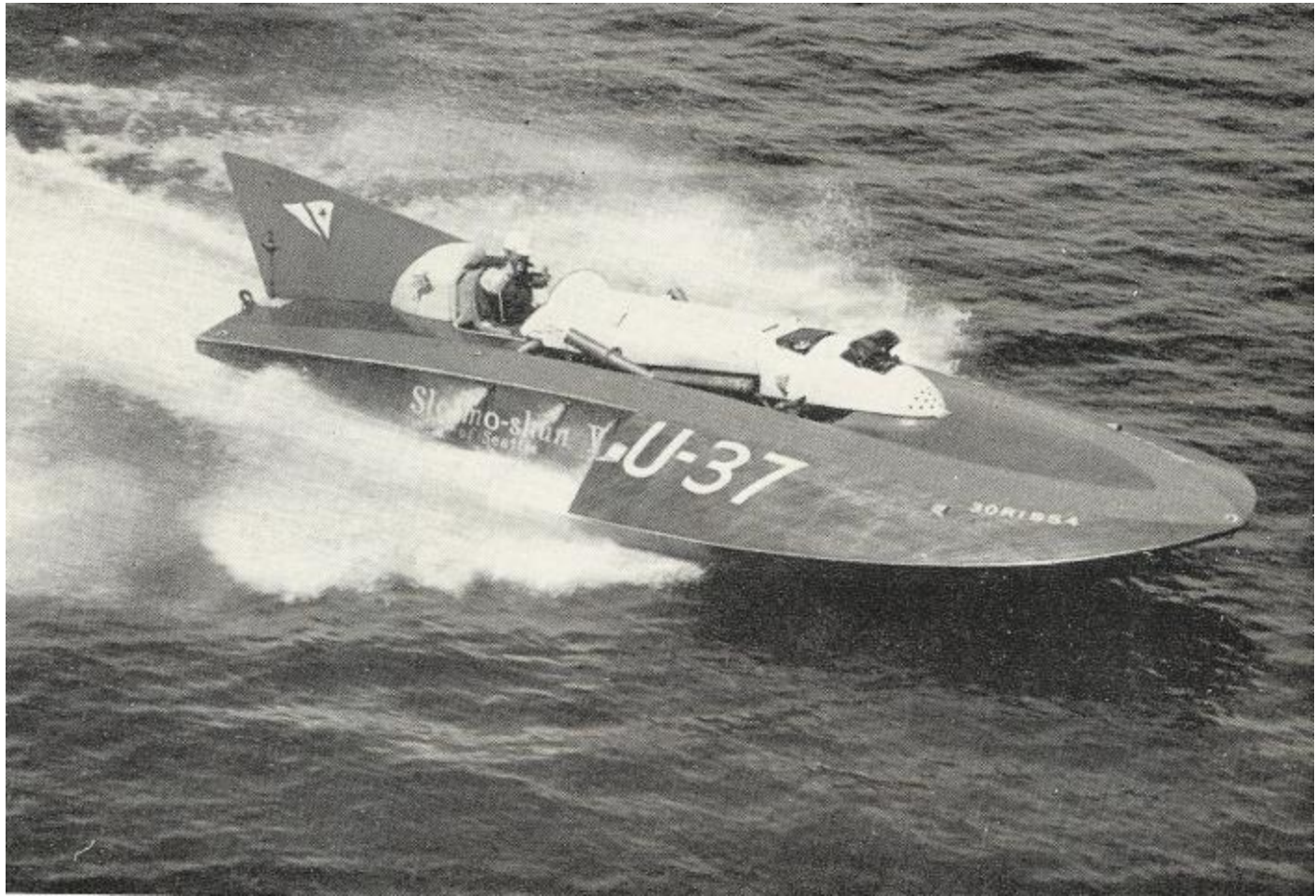
BOOK)



1954 Gold Cup Program



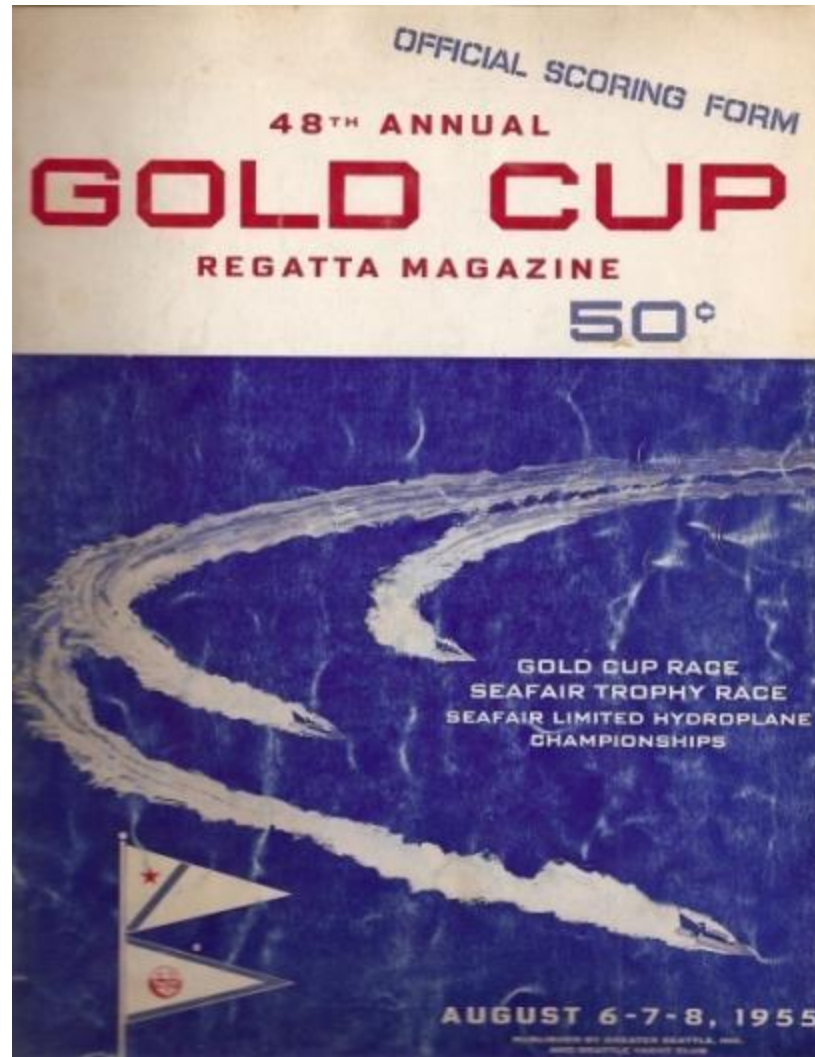
SLO MO V WINNER 1954 GOLD CUP





Ike presents Presidents cup to Lou Fageol Slo
Mo V Driver for winning in 1954

1955 Gold Cup Program Cover



HYDROPLANES THAT WERE SPONSERED BY SYC OR OWNED BY AN SYC MEMBER 1951-1962

	Name	Race History	Owner	Driver	SYC Year
1910	SEATTLE SPIRIT	AYPE 1910 Fastest Boat on the Pacific Coast	Casey and Binkley	Unknown	Owners in 1910
U-27	SLO-MO-SHUN IV	GOLD CUP 1952 & 1953	Stan Saryes	Ted Jones	SYC50-55
U-37	SLO-MO-SHUN V	GOLD CUP 1950, 51 & 54 Seafair Trophy1951	Stan Saryes	Lou Fageol	SYC50-55
U-60	MISS THRIFTWAY	GOLD CUP 1956 & 57/ Nat Champion 1960	Willard Rhodes	Bill Muncey	SYC57
U-29	SHANTY I	Seafair Trophy 56 / National Champion 1956	William Waggoner	Russ Scheen	SYC57
U-8	HAWAII KIA III	GOLD CUP 1958 / National Champion 57	57 Kaiser-58 SloMo Crew	Jack Regas	SYC57
U-40	MISS BARDAHL 2nd	Nat Champ1958, World Champ 61,	Ole Bardahl	Mira Slovak	QCYC58-61
U 00	MAVERICK	GOLD CUP 1959 / National Champion 59	William Waggoner	Bill Stead	LkMdYC/SYC59
U-60	MISS CENTURY 21	GOLD CUP 1961 & 62 / National Champ	Willard Rhodes	Bill Muncey	SYC55
U-40	MISS BARDAHL 3rd	GOLD CUP 1963, 64, 65 Nat Champ 63, 64, 65	Ole Bardahl	Ron Musson	SYC62
U-1	MISS BARDAHL 5th CkB	GOLD CUP 1967 & 68 / Nat Champ 67 & 68	Ole Bardahl	Billy Schumaker	SYC62
U-25	PAY N' PAK	Gold Cup 74,75 Nat Champion 1973, 74 ,75	Dave Heerensperger	George Henley	SYC 70
U-62	MISS THRIFTWAY TOO	Raced 1957 & 60 & 61	Willard Rhodes	Brian Wygle	SYC57
U-77	MISS WAHOO	Raced 1956, 57 Won Lake Tahoe 58	Bill Boeing	Mira Slovak	SYC57
U-12	MAVERICK	Raced 1957 & 58 & 59	William Waggoner	Bill Stead	SYC 57
U-37	MISS SEATTLE (SloMo V)	Raced 1957, 58, 59 & 60	Roostertails Inc	Chuck Hickling	SYC58
U-101	MISS WAHOO was U-77	Raced 1959 Presidents Cup, Wrecked 1960	Bill Boeing	Mira Slovak	SYC60
U-47	Miss PAY'N SAVE	Raced 1958 & Won Apple Cup 1959	Hydro's Inc M. Stoen	Al Benson	SYC58
U-47	MISS SEATTLE TOO	Raced 1960 & 61 & 62	Hydro's Inc M. Stoen	Dallas-Sartz	SYC61
Note: After 1962 the American Power Boat Association (APBA) no longer required Yacht Clubs to sponsors the boats.					
Note:There were a few other SYC sponsored boats not mentioned here for lack of information or space.					
Note: Several other Seattle area boats also raced but were not sponsored by the Seattle Yacht Club					

1955 Slo Mo V Does Loop at 165 Mph.

Slo-mo Somersault



SLO-MO BEGINS TO RISE



SHE NOSES HIGHER



CRAFT POINTS SKYWARD



SHE STARTS TO FLIP



DIRECTION CHANGES IN MIDAIR



SHE PLUMMETS DOWNWARD



INTO THE WATER SHE GOES



CRAFT LANDS RIGHT SIDE UP



THE DAMAGE: Tony Jensen, father of Archer Jensen, who built Slo-mo-shun V., inspected the damage done to the boat's hull when it somersaulted on Lake Washington during an attempt to qualify for the Gold Cup race. The white material under his left hand is styrofoam. It is credited with keeping the Five afloat after the accident.

Lou Fageol in Good Shape After Boat Loops the Loop

... just to show the world-wide interest in the boat race, this writer received a cable Saturday from Singapore, Malaya, signed by Jerry Manley and reading "Best luck to the Slo-mos" ...

Slo-Mo-Shun Flips During Trials For Gold Cup Race

Slo Mo V Flips



During a qualifying run in 1955, driver Lou Fageol, had Slo-MO-Shun V running the backstretch, at over a blistering 165 mph, when her sponsors could be seen lifting clear out of the water. Suddenly the V's starboard sponsor lifted far above its mate, throwing the "MO" into a steep list to port. In a flash the hull reared directly skyward, clear off the water. Slo-Mo-Shun V performed a backward somersault with Fageol diving out with the boat above him. The "V" smacked down upright and the safety throttle stopped the boat. The rudder had broken off. Fageol had broken ribs, a punched lung, and back injuries. The "V" had repairable damage, but Saryes announced his retirement from unlimited boat racing immediately after the 1955 Gold Cup Race. His announcement included a statement that if we should win, I certainly propose to make a Slo-Mo Shun available (be it sale or loan) to the Seattle Yacht Club and Greater Seattle Inc. for the 1956 defense of the trophy on Lake Washington.

1955 Thriftway Crew Tend Boat



SYC Members Sayres and Rhodes fight over Gold Cup



At the SYC clubhouse owners of Slo-mo-shun's IV & V and Miss Thriftway have a tug of war in anticipation of winning the 1955 Gold Cup on Lake Washington.

MISS THRIFTWAY & SLO-MO-SHUN IV race for the 1955 Gold Cup



1955 - Miss Thriftway's Greatest Disappointment Thriftway After Winning Three Heats, loses to Gale which had the fastest total elapsed time



After winning 3 heats Bill Muncey thought he had won the Gold Cup, so he backed off the throttle to save his engine. This allowed Gale V to win on the total elapsed time rule. Finally after five years of Slo-Mo-Shun wins a Detroit boat had won the 1955 Gold Cup and was taking the 1956 race back to the Detroit Yacht Club.

1956 Gold Cup Program

The Start of the 1956 race



The cover of the 1956 Seafair Regatta Magazine is divided into several sections. The top left features a black and white photograph of a smiling woman in a light-colored dress holding a hydroplane. The top right has a red background with the word "Seafair" in a large, white, serif font, followed by "REGATTA MAGAZINE" in a smaller, black, serif font. Below this, two pennants are shown: a white pennant with a red star and a blue pennant with a red circle. The bottom right section has a dark blue background with white text: "Unlimited Hydroplanes!", "1956 National Championship SEAFAIR TROPHY RACE", "\$25,000 Purse", "SUNDAY, AUGUST 5", and "LAKE WASHINGTON". The bottom left corner has a dark blue background with "50c" in white. The bottom center has a red background with the text "Published by Greater Seattle, Inc. and the Seattle Yacht Club". The bottom half of the cover features a wide photograph of several hydroplanes racing on a body of water.

Seafair
REGATTA
MAGAZINE

Unlimited Hydroplanes!
1956 National Championship
SEAFAIR TROPHY RACE
\$25,000 Purse
SUNDAY, AUGUST 5
LAKE WASHINGTON

50c

Published by Greater Seattle, Inc. and the Seattle Yacht Club

SYC Sponsor's Hawaii Kai III in 1956



One of Stanley Sayers many legacies to the sport he loved was to give Edgar Kaiser, the owner of the new boat, Hawaii Kai III U-8, one of his spare Rolls Royce engines. There was also Hawaii Kai U-9 that was destroyed before it ever raced.

Bill Muncey Flies by in Thriftway



One more race ends with major damage to Slo-Mo IV



After retiring 1956 Sayres was approached about bringing “The Old Lady “ out of retirement—just for one more race. The IV did well, but was washed down when trying to pass Shanty (Another Seattle Yacht Club boat). Bill Waggoner and Shanty had won the Seattle Seafair Trophy Race for the Seattle Yacht Club. Finally again bowing to pressure from all sides, Sayres told his crew chief, Mike Welch, “Lets go for it one more time--- and see if we can bring the Gold Cup back to Seattle.” Before departing for Detroit the “Motor City” Sayres told friends that next spring Slo-Mo-Shun IV would to attempt to break its own record. “I can see no reason why we can’t take it to over 200mph,” he related.

Probe Begins in the Sinking of Slo Mo IV



On the morning of August 30, 1956, the Detroit River racecourse was open for testing and qualifications from 6am to 10am. Driver Joe Taggart took Slo-Mo-Shun out for a warm-up run. Joe opened up the IV to 140 mph at the same time a harbor master patrol boat appeared causing a roller wave. The boat rose, first on one sponsor and then the other, then it slipped sideways. The left sponson dug into the water. The nose pushed underwater with crushing impact. Taggart flew out of the cockpit, landing 50 feet in front of the wreckage. The boat went to the bottom of the river. The battered hulk of the Slo-Mo-Shun IV was raised from the Detroit River, shipped back to Seattle and cosmetically restored for display by Anchor Jensen in 1959. A tired and battered Stan Saryes, who could not bring himself to view the hulk of the IV, died of a heart attack, 18 days after the sinking. Madeleine Sayres donated the boat to the Museum of History and Industry.

Slo Mo IV Front View Damage



Slo Mo IV Rear Damage Photo



Seattle fans view wreck of battered Slo Mo IV upon return from Detroit



Miss Seattle Sponsored By SYC In 1956 (Former Slo Mo Shun V)



1956 Seafair Race with Such Crust & Tempest being serviced by Butler
Constructions company crane



Shanty, SYC Sponsored Hydroplane Wins 1956 Seafair Trophy Race and National Championship



In 1956 Texas cattle rancher Bill Wagoner joined the Seattle Yacht club which sponsored his hydroplane "Shanty-I" driven by Col. Russ Schlee. He won the Seafair Trophy Race and was the national champion that year.

After winning the 1956 National Championship Shanty was destroyed



Thriftway Wins 1956 Gold Cup in Detroit and Returns Gold Cup to SYC and Seattle



Muncey and the Miss Thriftway captured the 1956 Gold Cup in Detroit after challenging officials who claimed that Muncey had struck a buoy in the final heat. Films supplied by Seattle's King TV showed that Muncey cleanly rounded the buoy in question. The SYC sponsored Thriftway, returned the Gold Cup to the SYC trophy case for another year. Muncey was given a hero's welcome when he returned to Seattle.

“LIL’ BILL” WM. F. SCHUMACHER II, WINNER
AND DRIVER 1956 NATIONAL CHAMPION,
J - STOCK RUNABOUTS



In 1956, Ike at the White House, presented the President's Cup to Bill Muncey and owner Willard Rhodes

Muncey defended his 1956 Gold Cup Victory again in 1957 with a clear undisputed race.



(WCI) WASHINGTON, Sept. 17--PRESIDENT PRESENTS TROPHY--President Eisenhower appears to be giving some advice to speedboat driver Bill Muncey during a White House ceremony today in which Eisenhower presented the President's Cup to Muncey and Willard Rhodes, center. Rhodes, of Seattle, is owner of the Miss Thriftway boat which Muncey, of Royal Oak, Mich., drove to victory in yesterday's cup race on the Potomac River. (AP Wirephoto) (b21705rbs)1956

1957 MAVERICK

Another SYC sponsored Unlimited Hydro



1957 APPLE CUP

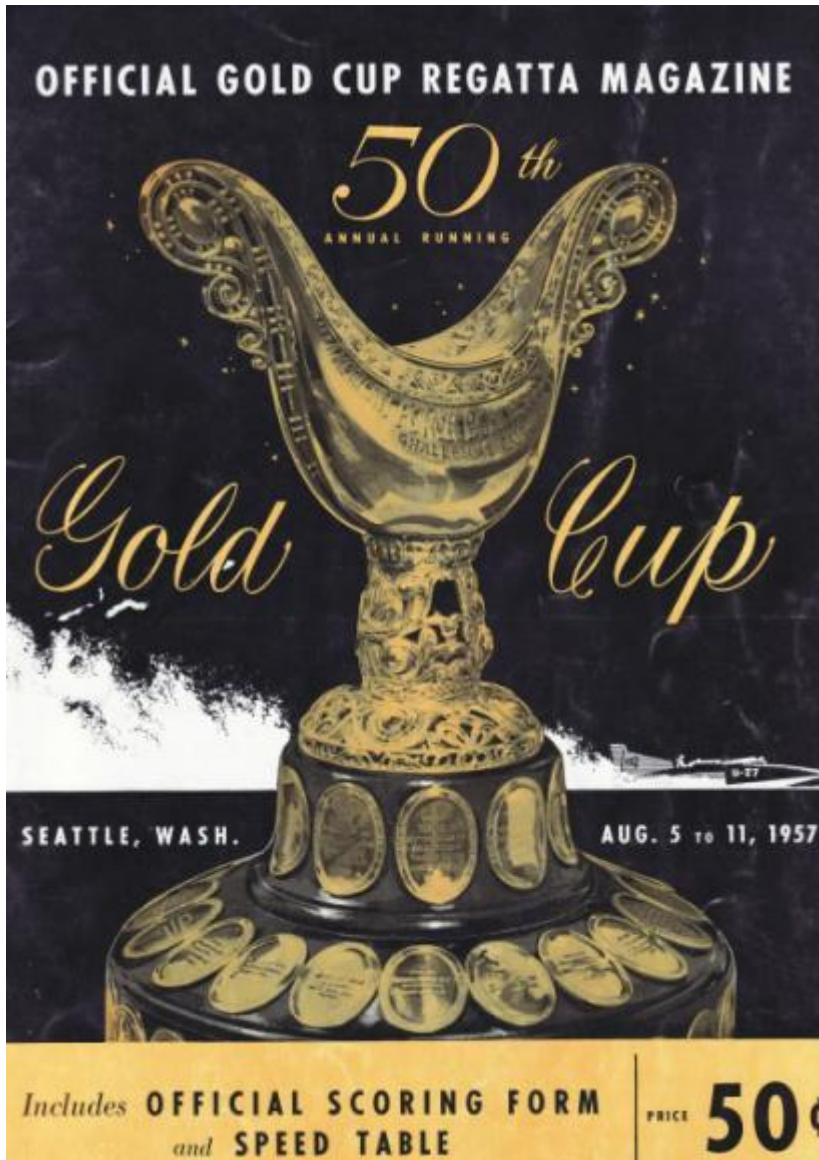
DRIVER: BILL STEAD, AVERAGE SPEED 103.152

MAY 5TH - LAKE CHELAN, WASHINGTON

Maverick U-12 1957 SYC Sponsored raced and won several races before being destroyed by fire.



1957 Seafair Cover The Gold Cup



The Gold Cup is a Pewter Mug that has been plated with gold. Built by Tiffany's in 1903, the trophy is beautiful but hardly seems worth the millions of dollars and many lives spent in its pursuit. But for the brave few that feel its lure, nothing can compare with the electric moment of supreme accomplishment that comes in winning it just once.

In 1957, Ole Bardahl joins SYC and his boat, the third, Miss Bardahl and wins the 1958 National Championship with Mira Slovak driving



1958 Miss Bardahl U-40



STANLEY DONOGH
President, Greater Seattle, Inc.



ANDERSON S. JOY
President, Seattle Yacht Club

**The Seattle Yacht Club
and
Greater Seattle, Inc.
are proud to join together
in co-sponsoring this, the 50th running,
of the Gold Cup Race**



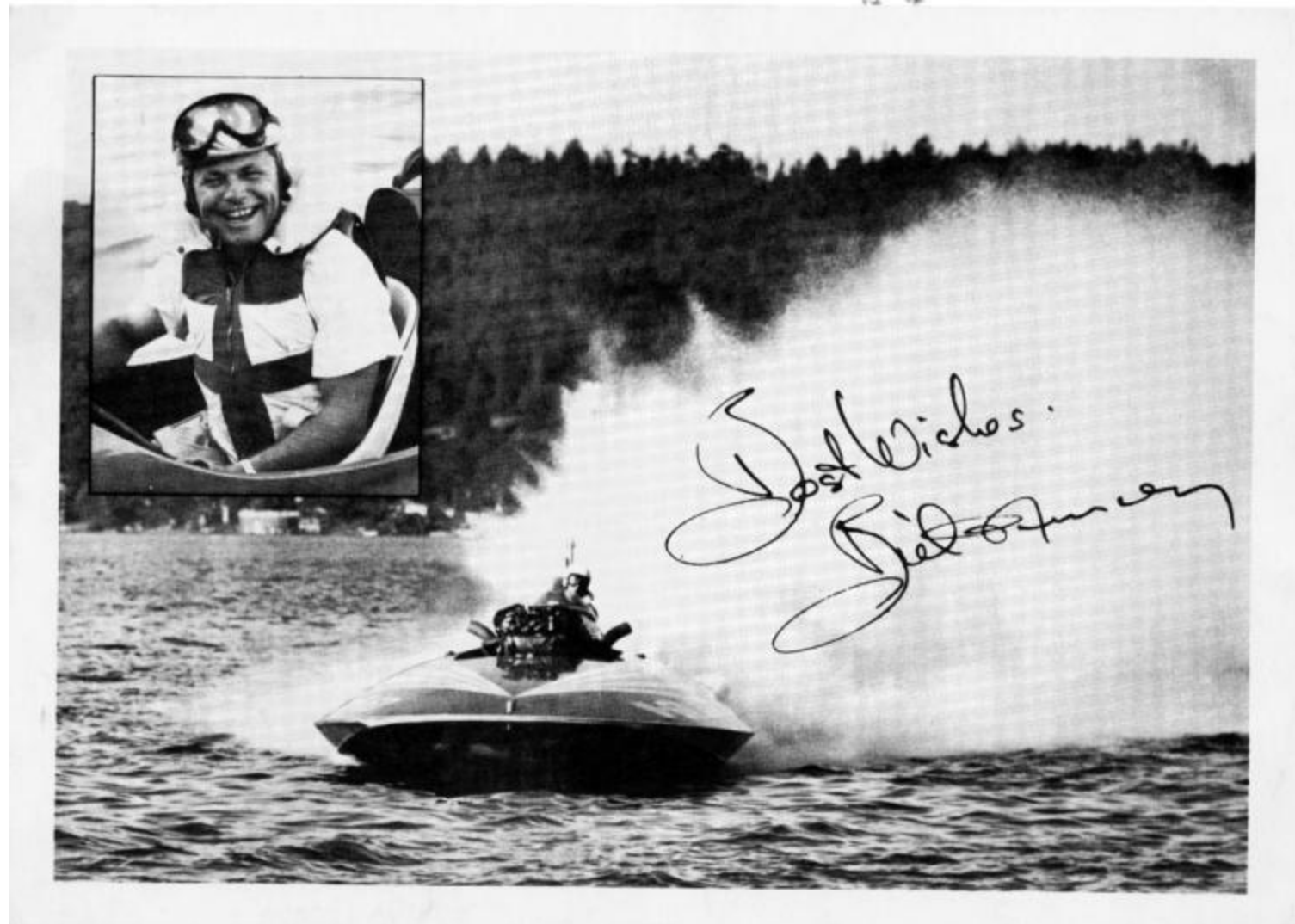
FIRST ROW, Left to Right—Paul Brown, Art Skurey, Joe Mesdag, Dan Amick, Jackson Gidewell, Ross Merrill, Robert Hyde, Coe Knutson, Dr. Charles Stipp, Wheaton Blanchard, Stanley Martin, Stanly Donogh, Howard Richmond.

SECOND ROW, Standing, Left to Right—Admiral Greber, D. A. Anderson, Eddie Black, Norm Scott, Ray Ogden, Jim McGinnis, Chas. E. Kelley,

Jim Strout, Ole Berdahl, Beck Wilson, Mid. Chirm, Bruce Culver, G. E. Mayer, Bill Wagoner, Jim Austend, Jack Regan, Cash Beardley, Phil Duryea.

THIRD ROW, Standing, Left to Right—Police Chief H. J. Lawrence, E. E. Lewarch, Anderson S. Joy, Cmdr. Marsden, Capt. Fred Wild, Lt. Cmdr. Elmer Winbock, Cmdr. Felix Berggren, Chief Joe Giuse, Dr. Frank Henry, John Hembury, Tom Wheeler, Austin Seell, Norman Christensen.

1957 Best Wishes from Bill Muncey



Thriftway and Thriftway Too



The Thriftway Team also raced one of the first Cabover motor designs. It did not prove to be successful. It was designed to have two engines, but a second engine was never used. Perhaps it would have done better with a second engine.

Hawaii Kia III wins the National Championship in 1957 as a SYC Sponsored Hydroplane.



Backed by the Slo-Mo-Shun crew, Hawaii Kai won eight races—six of them consecutively, and won the 1957 national championship, plus taking the 1958 Gold Cup.

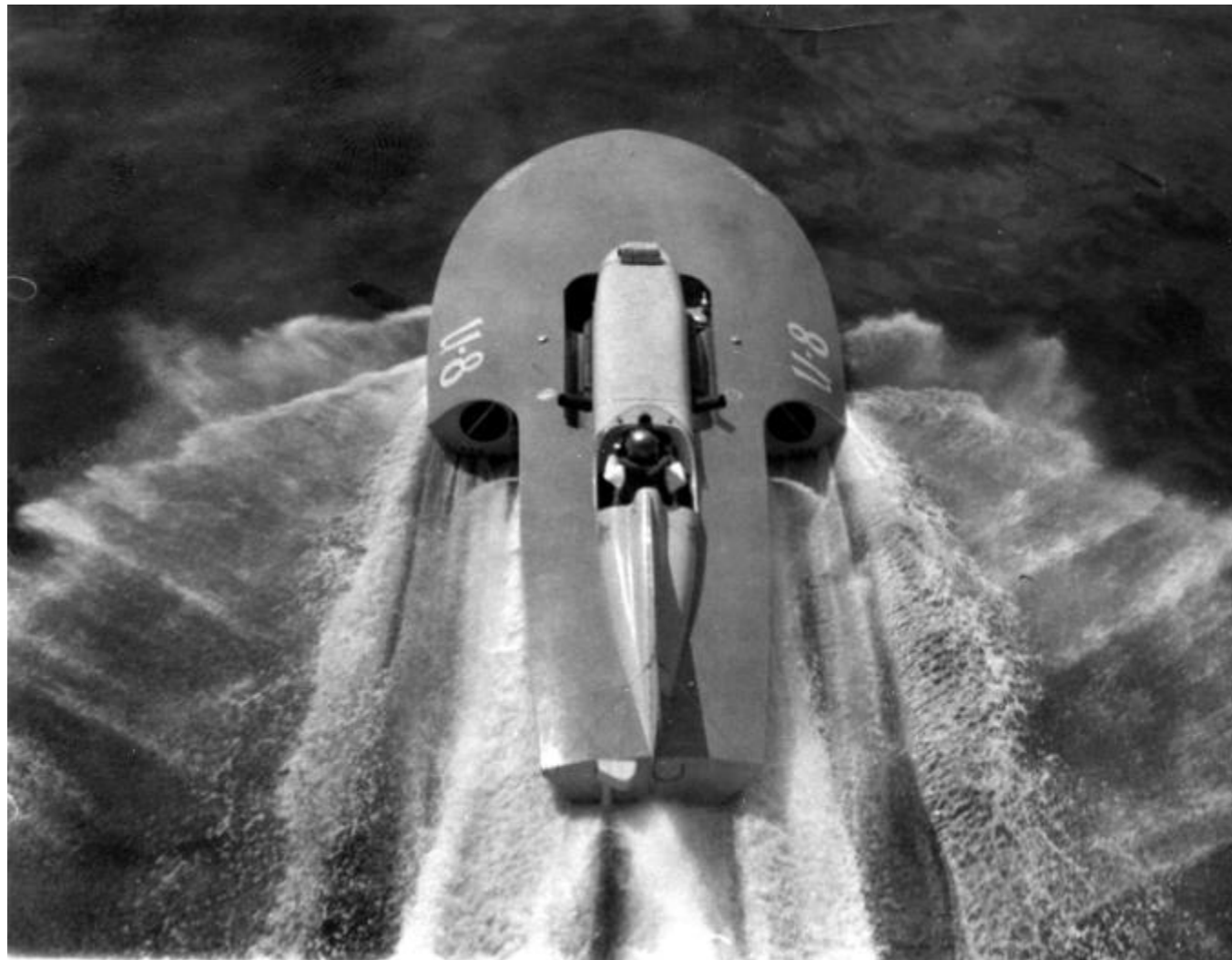
1957 Hawaii Kai III Trophies at SYC – Driver Jack Regas on Right



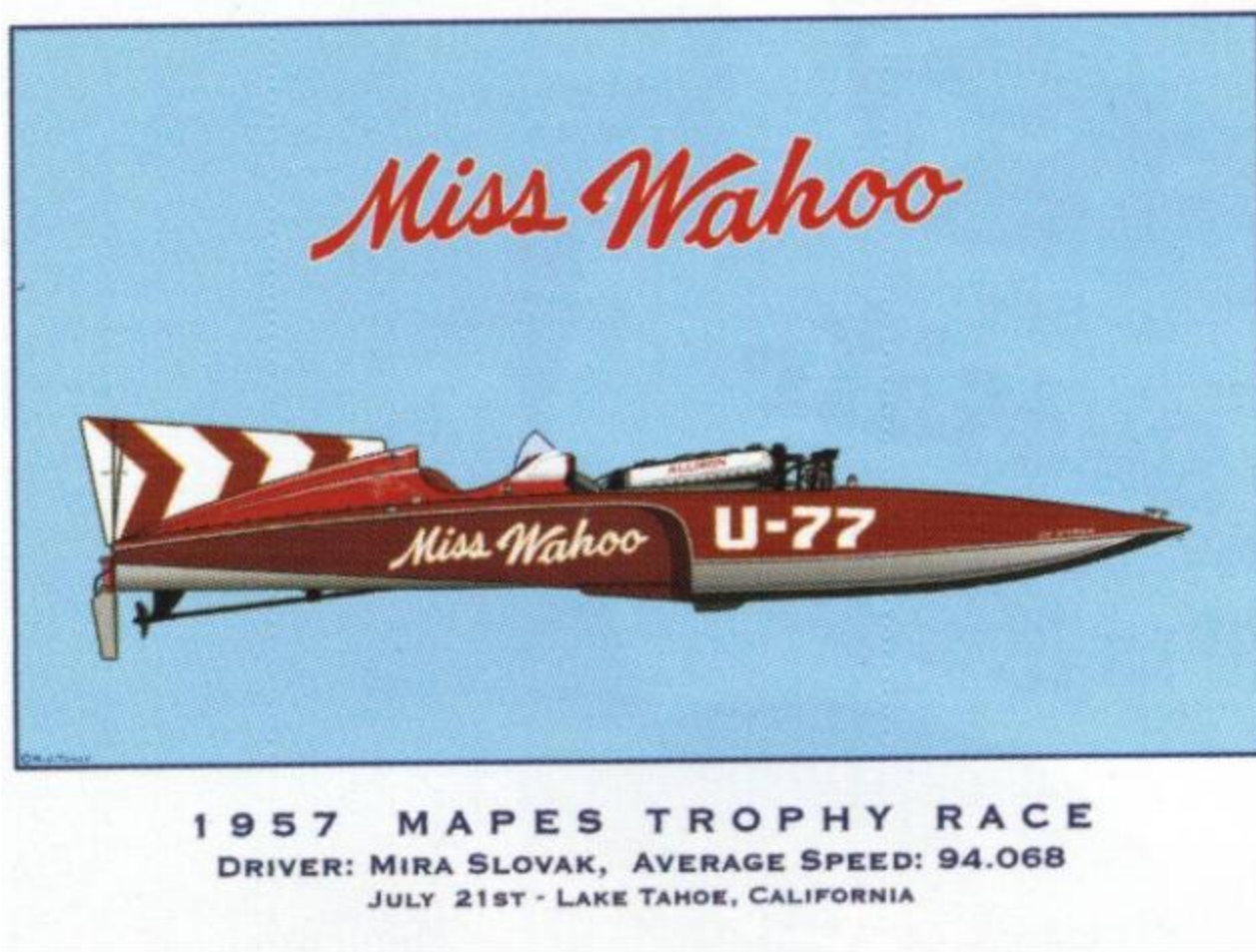
HAWAII KAI III wins Gold Cup 1958



Hawaii Kia III Wins 1958 Gold Cup for SYC and Seattle



Miss Wahoo 1957 U-77 a SYC Sponsored Hydro



1958 Gold Cup Cover



Photo of Mira Slovak Winner of 1958 National Championship

(He had Escaped Communism from Czechoslovakia by flying out in a military aircraft).



In 1957 Ole Bardahl joins SYC and his boat Miss Bardahl wins the 1958 National Championship with Mira Slovak driving



1958 Miss Bardahl U-40

Rooster tails

Sea Fair 1st Lap 1958



Muncey Loses Rudder and Sinks a Coast Guard Boat

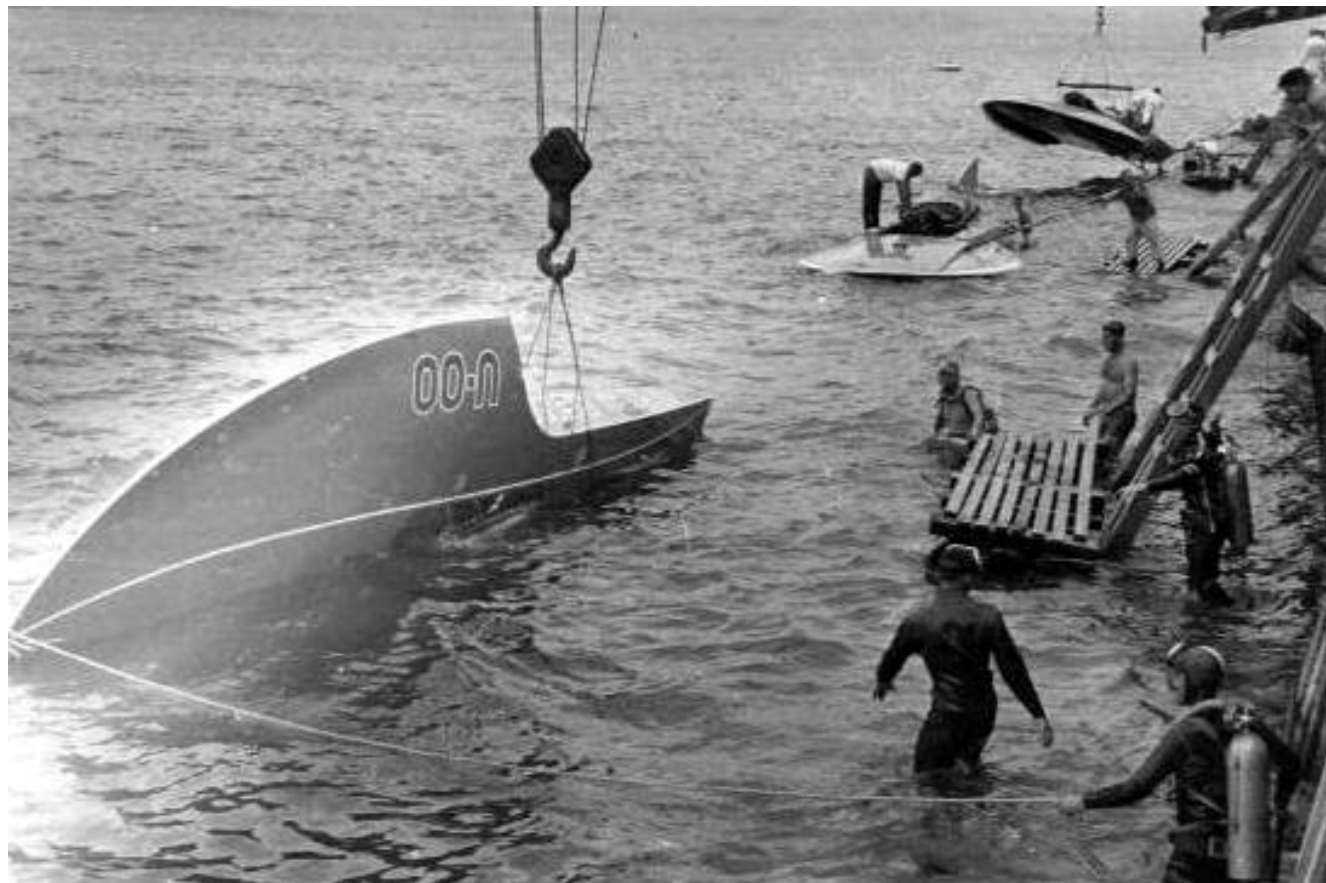


Shortly after the start of heat 2-A in the 1958 Gold Cup the Miss Thriftway lost its rudder and hit a Coast Guard Patrol Boat. Both boats immediately sank. Muncey recovered from serious injuries but was unable to return to racing the next year.

1959 Gold Cup Program



2nd Maverick U-00 after Winning 1959 National Championship Sinks and could not be rebuilt.



In 1959, Texas cattle rancher Bill Wagoner, not racing for SYC, again captured the Gold Cup with his boat Maverick and elected to take the next year's race to Las Vegas. Maverick who became National Champion also won the Seattle Seafair Race.

Pay'n Save U-47 1959

SYC Burgee on tail



Miss Wahoo U-101 driven by Mira Slovak wins 1959 Presidents Cup races for owner Bill Boeing and SYC.



1960 Seafair Trophy Race Program



SYC and Greater Seattle Burgee's replaced by Seafair Queen

Seattle Yacht Club and Greater Seattle, Inc Co-Sponsor the Seafair Trophy Race 1960 This was the last year SYC Co-sponsored the race

Regatta Co-Sponsors ...

THE SEATTLE YACHT CLUB

In 1950 when the late Stanley S. Sayres won the Gold Cup in Detroit, he laid the foundation for unlimited hydroplane racing in Seattle. The Gold Cup rules provide that the yacht club that sponsors the winning boat will be host for the next year's race.

Since then the Seattle Yacht Club has hosted eight Gold Cup Regattas and in 1956 when the Detroit Yacht Club was host for the Gold Cup Race, was co-sponsor with Greater Seattle of the SEAFAIR TROPHY RACE, designated that year as the National Championship Race for Unlimited Hydroplanes.

While the Seattle Yacht Club is far from an organization of racing boat owners it has developed an efficient committee to handle the myriad details of staging those giant regattas that have on several occasions won the praise of national officials.



M. PHIL BUTLER
Commodore

GREATER SEATTLE, INC.



GEORGE F. KACHLEIN, JR.
President

Unlimited hydroplane racing as a thrilling Seafair attraction has drawn the largest attendance of any sports event in the country if not in the world. It has become one of the major activities of Greater Seattle, the non-profit corporation that was established a decade ago to promote Seattle with a community festival of national importance—Seafair.

As co-sponsor with the Seattle Yacht Club of nine unlimited hydroplane regattas, Greater Seattle, Inc., underwrites the budget and assists in coordinating many of the business details.

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FREDERICK C. PETERSON	Staff Captain

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Paul S. Morris	Frank Hissack	John Ford
Dr. Randolph P. Pillow, Fleet Surgeon	Robert W. Graham, Judge Advocate	
John P. Lital, Measurer	Roy Corbett, Historian	
Quant Williams, Librarian	V. Russ Hoppe, Club Manager	

Bill Muncey Presents 1960 Trophies to SYC



Miss THRIFTWAY U-60 1960

- Before name change to Miss Century 21





ANDERSON S. JOY
Vice-Chairman



CONRAD KNUTSON
General Chairman



HOWARD E. RICHMOND
Chief Expeditor

Again the Seattle Yacht Club is assisting Greater Seattle, Inc. in presenting this unlimited hydroplane regatta. For the first time, the club is not billed as co-sponsor. Its officers felt that role properly belonged to Greater Seattle, the civic organization that was created to sponsor Seafair and all the various community entertainment events.

However, most of the loyal committeemen are members of the Seattle Yacht Club and the club is cooperating in the fullest to make this year's hydro classic more

colorful and interesting than ever.

On race day more than 700 persons will be engaged in the conduct of the regatta. About 400 volunteers will serve each day during the qualifying trials from August 1st to 5th and about 300 persons have served during the better part of the year to plan and prepare for this mammoth regatta. An estimated 250,000 spectators in attendance and countless thousands of TV viewers and radio listeners will say, "Thanks for a wonderful sports spectacle!"

1961 was the last year that SYC was a co-sponsor of the hydro races. Many SYC members continued to be on the committees helping Greater Seattle with the races for many years.



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JOE MESSDAG
Communications

W. C. GAYLORD
Course & Survey

DON KENNEDY
Entertainment

MIDDLETON CHISM
Judges & Timers

ROBERT W. GRAHAM
Legal

PHIL DURYEE
Log Book



LESLIE MAYNOCK
Mayor's Liaison

DON MERZ
Measurer

DR. RANDOLPH PILLLOW
Medical

JIM MCGINNIS
Official Borge

SKIP SKINNER
Pits

CLYDE ROBINSON
Programs

ED C. BURKHEIMER
Property



JACK GORDON
Publicity

BILL SEARS
Publicity

JACK GLIDEWELL
Registration

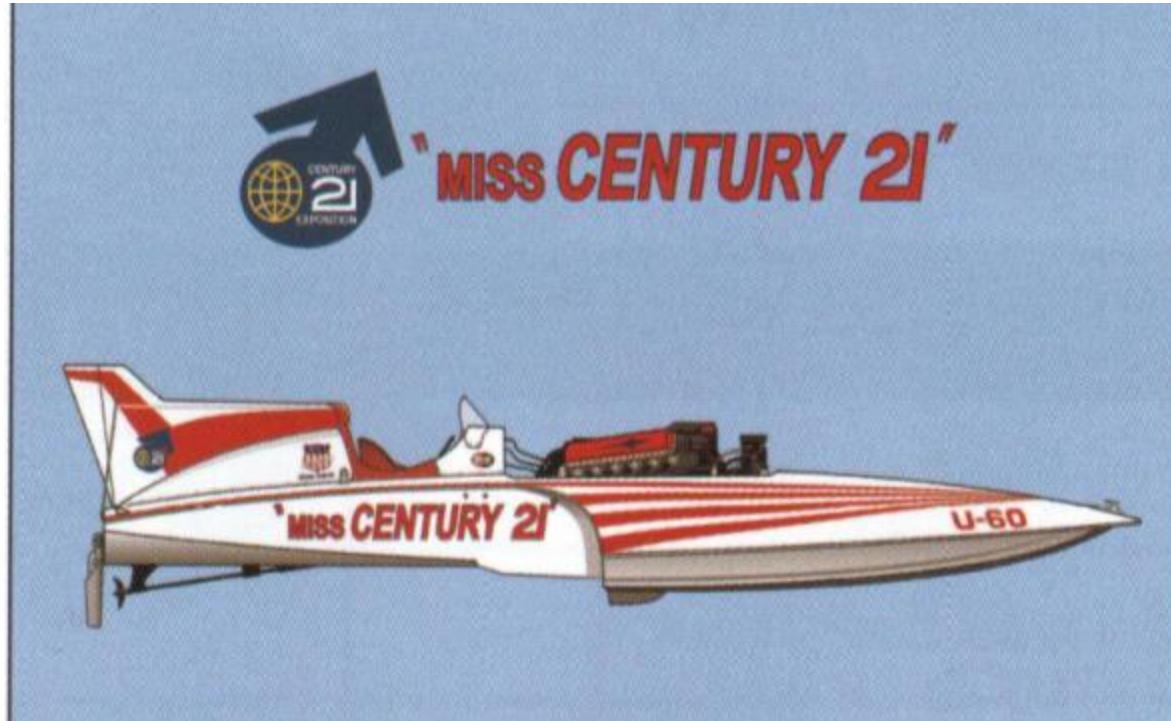
TOM WHEELER, JR.
Security

STANLY DONOGH
Trophies & Awards

CLARENCE ANDERSON
Volunteer Patrol

MILDRED MATTSO
Secretary

Miss Thriftway now Miss Century 21



**To celebrate the 1962 Worlds Fair in Seattle
WILLARD RHODES renamed Miss Thriftway U-60
as the MISS CENTURY 21**

**Miss Thriftway was the
1961 NATIONAL HIGH POINT WINNER
AND an SYC SPONSORED HYDRO**

Bill Muncey brings back the hardware to SYC
 in 1960 and again in 1961



MISS BARDAHL, 1963 GOLD CUP AND NATIONAL CHAMPION
OWNER: OLE BARDAHL, DRIVER: RON MUNSON - BURGEE SYC

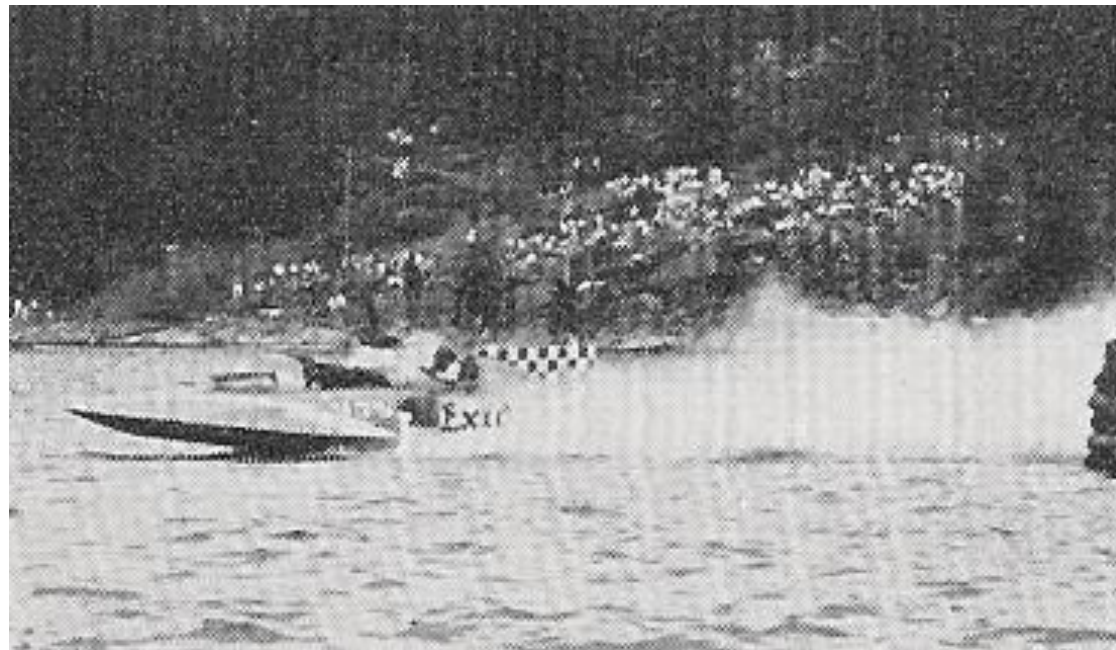


RON MUSSON 3 GOLD CUP TITLES AND 3 NATIONAL HIGH
POINT CHAMPIONSHIPS + MANY OTHER WINS AND 3 NEW
WORLD WATER SPEED RECORDS
Driving MISS BARDHAL



Ron was killed while driving Bardahl on Black Sunday
1966

**SYC'S 1965 UNLIMITED HYDROPLANE FLEET
INCLUDED
MISS EXIDE**



1965 MISS BURIEN
ONE OF SYC'S UNLIMITED HYDROPLANE FLEET





FIRST ROW: Wayne H. Richardson, Stan Robertson, Les Maynock, Art Shorey, Frank Cech, Orv Shadduck, Loren W. Rodewald, Clyde Robinson.
SECOND ROW: Bob Ennis, Bill Sears, Skip Skinner, H. E. Richmond, Andy Joy, Randy Pillow, Mildred Matson, Jim Stirrat, Bob MacDonald, Harold Seaborg, George Hardy, Clifford Peistrup.
THIRD ROW: Gordon N. Boone, M. M. Chism, Norm Belcourt, Lin Ivey, Harry Lyness, Don Kennedy, Ed Judson, Mike Welsch, Clarence L. Anderson, Fred E. Haskell, Cmdr. O. R. Noetzelman, Howard B. Kellogg, Jr., William G. Gaylord.
FOURTH ROW: G. J. Daniels, Sgt. Ray Schork, Capt. C. V. Reinholt, Ev G. Henry, Don Thomas, Jack Gildewell, Lt. W. M. Stockham, K.C.S., Capt. H. C. Gauntlett, K.C.S., Jim Poirot, Fred Farley.

—Zubic photo

1965 GOLD CUP COMMITTEE

Thriftway Bow View of Damage



Crew of Coast Guard Boat

Coast Guard cutter sank by Bill Muncy when he was driving Miss Thriftway during the 1958 Gold Cup race on Lake Washington

Picture taken at Coast Guard Base Seattle



Crew members from left to right. Ed Gause, Keith Hoskinson, Al Webber, Robert Hutchings & Ronald Arnett. As of Aug. 2007 we have located 3 members of the crew. We are still trying to locate Webber & Hutchings for a 50 year reunion.

Miss Seattle SYC sponsored formerly Slo Mo V
raced but had not much success.



Miss Bardahl U-40 in the SYC Binnacle



Billy Schumacher - Driver Miss Bardahl 1967 National Champion and Gold Cup Winner



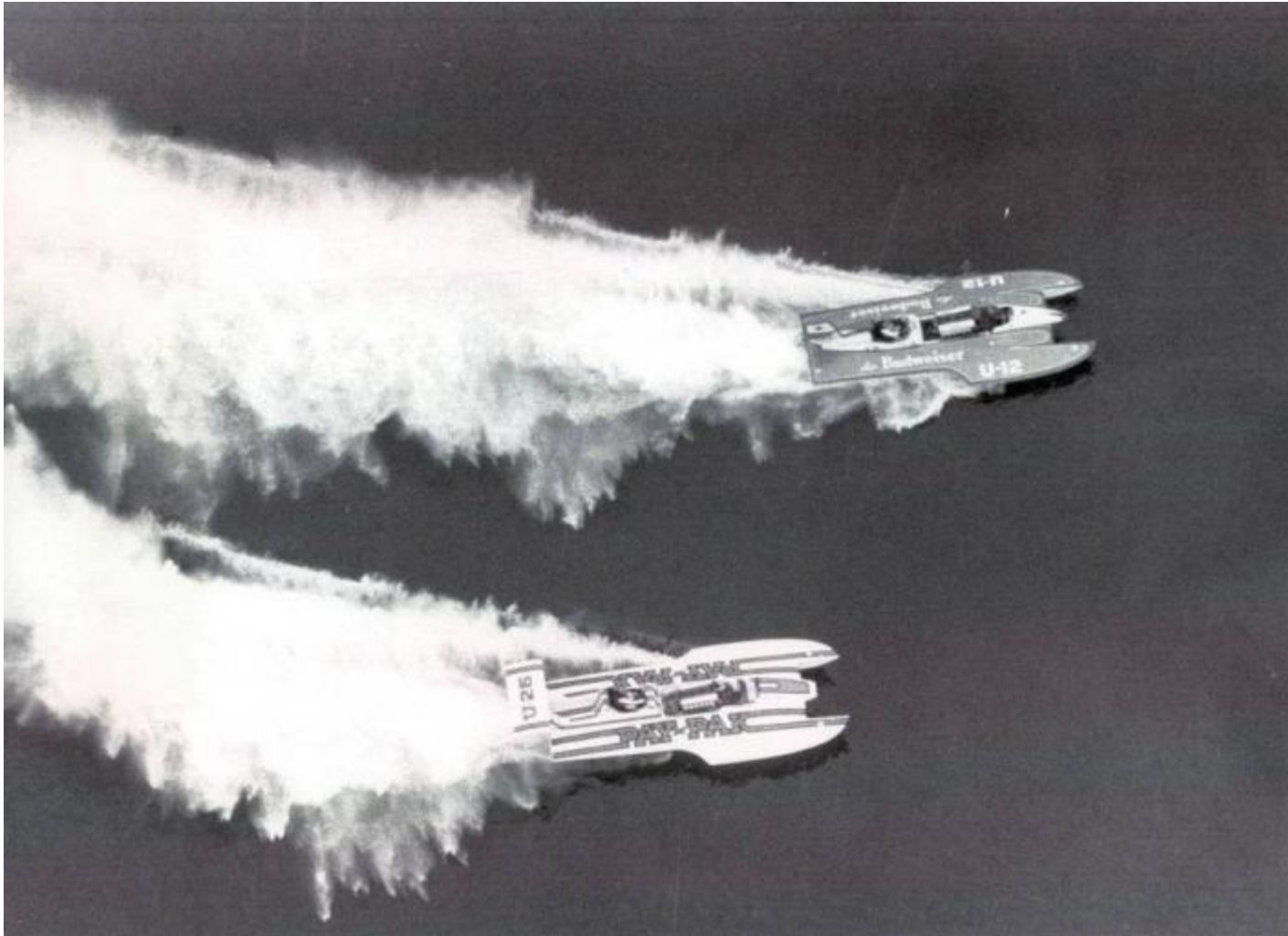
Bill Schumacher – Current SYC Member – Joined 1959 Now a Life member

Bardahl U-1 the Checkerboard Comet 1967 & 1968



In 1967, Bardahl came back with a new boat and driver. In 1967 and 1968, Billy Schumacher won back to back Gold Cups and the national championships for Ole Bardahl aboard the new Miss Bardahl U-1. This was the fifth Miss Bardahl

Top view of Pak & Bud



Pay n' Pak U-25 1974-75 The jet boats now dominate the unlimited class of hydroplanes



Miss Beacon Plumbing (2008) is currently raced and is very competitive. It is owned by SYC Members Bill Scumacher and Jane Suzick



2007 Replica of 1955 Miss Thriftway U-60



In recent years there have been many of the old hydroplanes restored to racing condition and also several exact replica hydro's have been built. These boats show off their stuff at hydro races and events. Many are associated with the Hydroplane Race boat Museum in Kent, WA. There are many retired unlimited hydros on display at the museum. Sometimes some of the old retired drivers and owners are on display also.

2009 Restoration of 1958 Miss Bardahl U-40



Restored 1958 Miss Bardahl Flies SYC Burgee



Restored 1956 Hawaii Kai III on Lake Washington in 2010



2010 Replica of 1957 Miss Wahoo

BUILT BY BILL BOEING Jr.



2012 - Restored Slo Mo Shun V at Hydroplane Museum Kent, WA



In 1959 a Restored Slo-Mo IV was On Display at MOHAI Museum where it resides to this day.



In 1990 the boat was loaned to Ken Muscatel and his group, the Antique Race Boat Foundation (before the hydroplane museum) for restoration. Volunteers and original crewmembers spent 6 months restoring the boat to race condition. Slo-Mo-Shun returned to the water for 3 explosion laps the final day of the 1990 Seafair trophy race. The “old lady” then resided at the Unlimited Hydroplane and Race boat Museum, until it was transferred back to the Museum of History and Industry on October 18, 2000 where it is presently on display.

Epilogue

- Black Sunday was the name that described the events of the Fourth of July 1966 race when three drivers Ron Munson, Rex Manchester and Don Wilson were killed the same day.
- Seattle was rocked by the news. Hydroplane racing had enjoyed unbelievable popularity, but the winds had begun to shift. The sport's innocence was gone and the honeymoon was officially over.
- Between 1956 and 1962, Bill Muncy won four Gold Cups driving Miss Thriftway. Ole Bardahl won five as the owner of Miss Bardahl.
- Bill Muncy had a long career becoming one of the sports most winning drivers. Muncy was driving his own boat the "Blue Blaster" when he was killed in a race in Mexico in 1981.

These Men Perished in the Pursuit of the Gold Cup from 1951 to 2000



Their names are inscribed on a monument in Coeur Delane, Idaho

1951 Orth Mathiot Seattle, WA

1951 Thom Whittaker Seattle, WA

1961 Bob Hayward Detroit, MI

1966 Ron Musson Washington, D.C.

1966 Don Wilson Washington, D.C.

1966 Rex Manchester Washington, D.C.

1966 Chuck Thompson Detroit, MI

1967 Bill Brow Tampa, FL

1968 Warner Gardner Detroit, MI

1970 Tommy Fults San Diego, CA

1974 Skip Walther Miami, FL

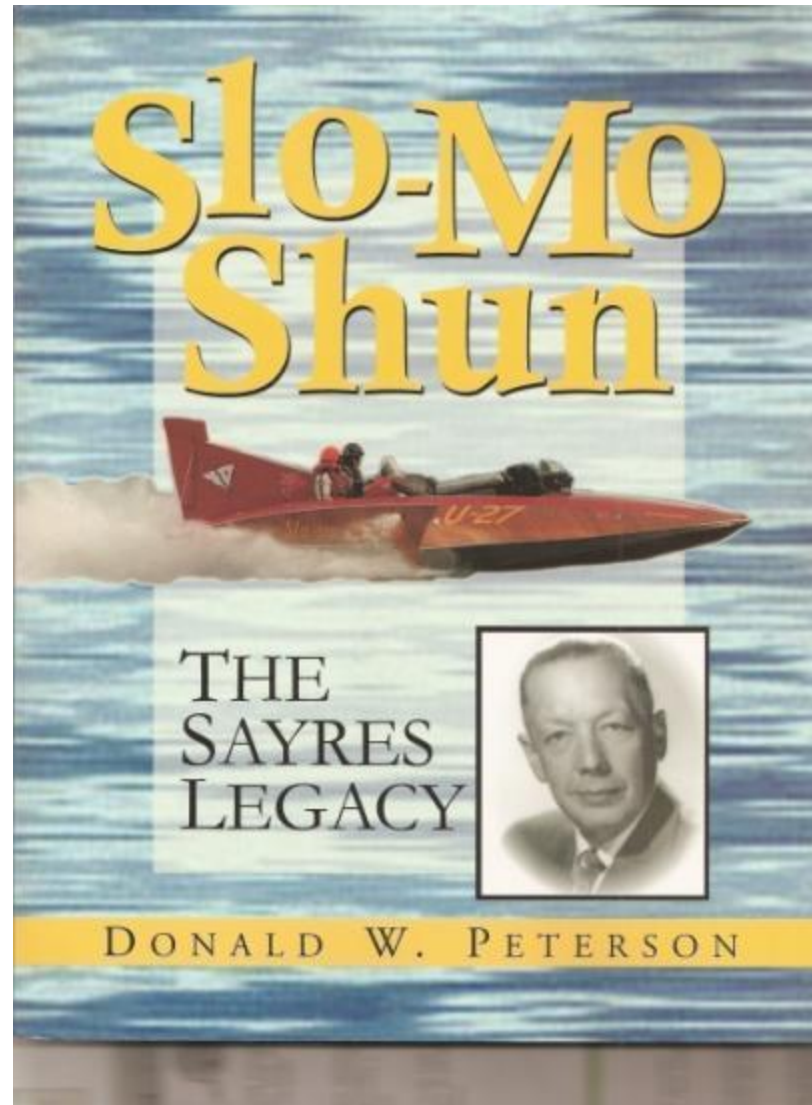
1977 Jerry Bangs Seattle, WA

1981 Bill Muncey Acapulco, Mexico

1982 Dean Chenoweth Kennewick, WA

2000 George Stratton, San Diego, CA

To get more history of Sayres and the Slo-Mo's read this book.



Don't Forget to Check Out Many Other SYC Historical Slide Shows

- History of our 3 Clubhouses
- Commodores 1879 – Present (4)
- Commodores & Wives
- Women's Group Presidents
- Awards & Trophies
- Opening Day
- Year Books & Digital Archives
- A decade of SYC Hydroplane Racing