

Boat races



JGV/VGL

DETROIT, MICH., U.S.A. 1-9-1919
Dist. 1-6-1919

Mr. Carl G. Fisher,
Alton Beach,
Miami, Florida.

My dear Mr. Fisher:

Mr. Macauley just handed me your letter of December 18th and has asked me to write you direct.

I have been thinking about exactly what you have in mind, that is, a Liberty engine revised for fast motor boat work. This, of course, means that all the aluminum must be removed from the engine and the crank case must be designed for proper mounting in a boat and that a proper reverse gear must be worked into the design. Every one I have talked to about motor boats tells me the same thing, that is, that no real, reliable reverse gears have ever been gotten out for high-powered motors. I do not know of any reason why a proper reverse gear can not be designed and I at least intend to try my hand at it. I think some method will have to be worked out to prevent the cylinders and jackets from rusting out as I understand that hot salt water is very detrimental to unprotected steel and, of course, aluminum will not stand it at all.

I intend to get at this job just as quickly as I can but in taking up my old work again, you can appreciate the fact that I must get the "bread and butter" engineering lined up first. Therefore, I am going to be very busy along this line for the next two or three months.

As yet my plans are not very well matured, but I am trying to get things lined up so that I can run down to spend a couple of weeks with you along the latter part of February or the first of March. I believe if I could do this, I could obtain some real information from you as

Mr. Carl G. Fisher

1-9-1919

to just how this motor-boat engine should be arranged. After receiving this information, I shall be very glad to do my best to push through a sample engine for you.

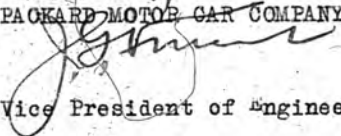
Please let me know how you think the latter part of February or the first of March will work out and I shall make every endeavor to come through this time.

I have your letter enclosing booklets and will acknowledge this letter after I have had a chance to look over the pamphlets. At present I am simply "snowed" under.

With kindest personal regards and best wishes for a Happy and Prosperous New Year, I am

Sincerely yours,

PACKARD MOTOR CAR COMPANY,


Vice President of Engineering.

January 14 1919

Packard Motor Car Company,
Detroit, Michigan.

Attention of Mr. J. G. Vincent.

Dear Mr. Vincent,

I have your letter of the 9th. I am very glad indeed to know that there is a possibility of your running down here this season. There are a lot of things that you could learn here in a few days. You could gain experience with a high-power boat that would be very valuable to you, particularly through talking with Purdy.

Purdy occupies, in my estimation, the same position in the boat building field that you occupy in the building of pleasure cars. He just doesn't know how to make anything poorly. He has always wanted to have plenty of power for runabouts, but as you know, power hasn't been available. At least power you could use, and which was reliable.

I believe there is going to be quite a sale for any motor bearing the Packard name, at most any price you care to ask for it.

There is opening a new cycle of sport, which, in my estimation, will have a tremendous boom for years to come. Airplaning, fast automobileing or ballooning, or any other sport that I know of simply cannot be compared with a 45 or 50 mile runabout, provided the power is reliable.

This is going to be an expensive sport, but we have thousands of Americans who can afford it. I can't imagine anything more thrilling than a 50 mile runabout - a thrill every second, and practically no danger. To get thrills in airplanes or automobiles, you must have danger; but such is not the case with a very fast motor boat.

The latter part of February or the first part of March will be entirely satisfactory to me for you to come down. In fact most any time you can come will be all right. The season is on here in full swing during February and March. If you decide to bring Mrs. Vincent with you, we shall, of course, be very glad to see her.

Page 2

Mr. J. G. Vincent, Care Packard Motor Car Company, January 14

Walter Marmon is going to be here on the 15th of this month, to stay thirty days. I imagine Howard is making plans to come down during February.

Yours very truly,

CGF/mrb



DETROIT, MICH., U.S.A.

January 21, 1919.

JGV:JKM..

Mr. Carl G. Fisher,
Alton Beach Realty Co.,
Miami Beach, Fla.

Dear Mr. Fisher:

Just a line to acknowledge receipt of your letter of the 14th.

Mr. Macauley and I are laying our plans to get down to see you the latter part of February or the first part of March, even though we may not be able to stay very long.

I am certainly glad to have your remarks regarding boat engines, and will be mighty glad to have a chance to go over this whole situation with you and Mr. Purdy.

Very truly yours,

Feb. 24th, 1919.

Chamber of Commerce,
Key West, Fla.

Att. Mr. Chase

Gentlemen:-

This will confirm the newspaper report of recent date calling off all long distance ocean races scheduled for the Miami Mid-Winter Regatta, due to lack of entrants for these events.

We regret very much that things should have turned out this way, however, the entrants in the regatta, except Mr. Fisher, objected to participating in any more races during the present season.

Very truly yours,

REGATTA COMMITTEE

Secretary.

W/W

Free McKeown

CLASS OF SERVICE DESIRED

Fast Day Message	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.

Check

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

February 28th, 1919.

Chas. W. Chas, Secretary,
Chamber of Commerce,
Key West, Florida.

On account of injuries received to boats in races here Key West race tomorrow unavoidably postponed. Advised you by letter on twenty-fourth. Letter follows.

Carl G. Fisher.

Unpaid.

CHAMBER OF COMMERCE

OF THE CITY OF OPPORTUNITIES

KEY WEST

FLORIDA

Nearer by Several Hundred Miles than any other U. S. Port or City
to the Panama Canal

THE ONLY
FROST-FREE
CITY
In the United States

SOUTHLAND'S
SOUTH-MOST
PARADISE
For Winter Homes

Key West, Fla., Feb. 27, 1919.

Mr. Carl Fisher,
Miami, Fla.

Dear Mr. Fisher,--

The trophies for second and third place are on exhibition at Frank Johnson's store on Duval St. We are looking forward to Saturday with a great deal of pleasant anticipation. We shall have two boats at the end of Duval street with red flags for the end of your course. Upon finishing this, if you will then go to the Porter Dock for landing our committee will meet you and escort the party to our Athletic Club where the trophies will be presented and an informal reception held.

Will you wire me the hour of start and give me a suggestion of the hours within which you anticipate reaching the end of the course?

Any further details that may have been omitted please suggest as you note them.

Our Regatta is postponed on account of the absence of the fleet at Galveston.

With best wishes, and most cordially,
The Chamber of Commerce,

Chas. W. Chase
Secretary.

CWC*H.

CLIMATE UNSURPASSED!

The Lowest Temperature
Ever Known in
KEY WEST

was
41 Above Zero
in 1886

For the Past Twenty-five Years
the Thermometer at
KEY WEST
has

NOT
Registered above 93°

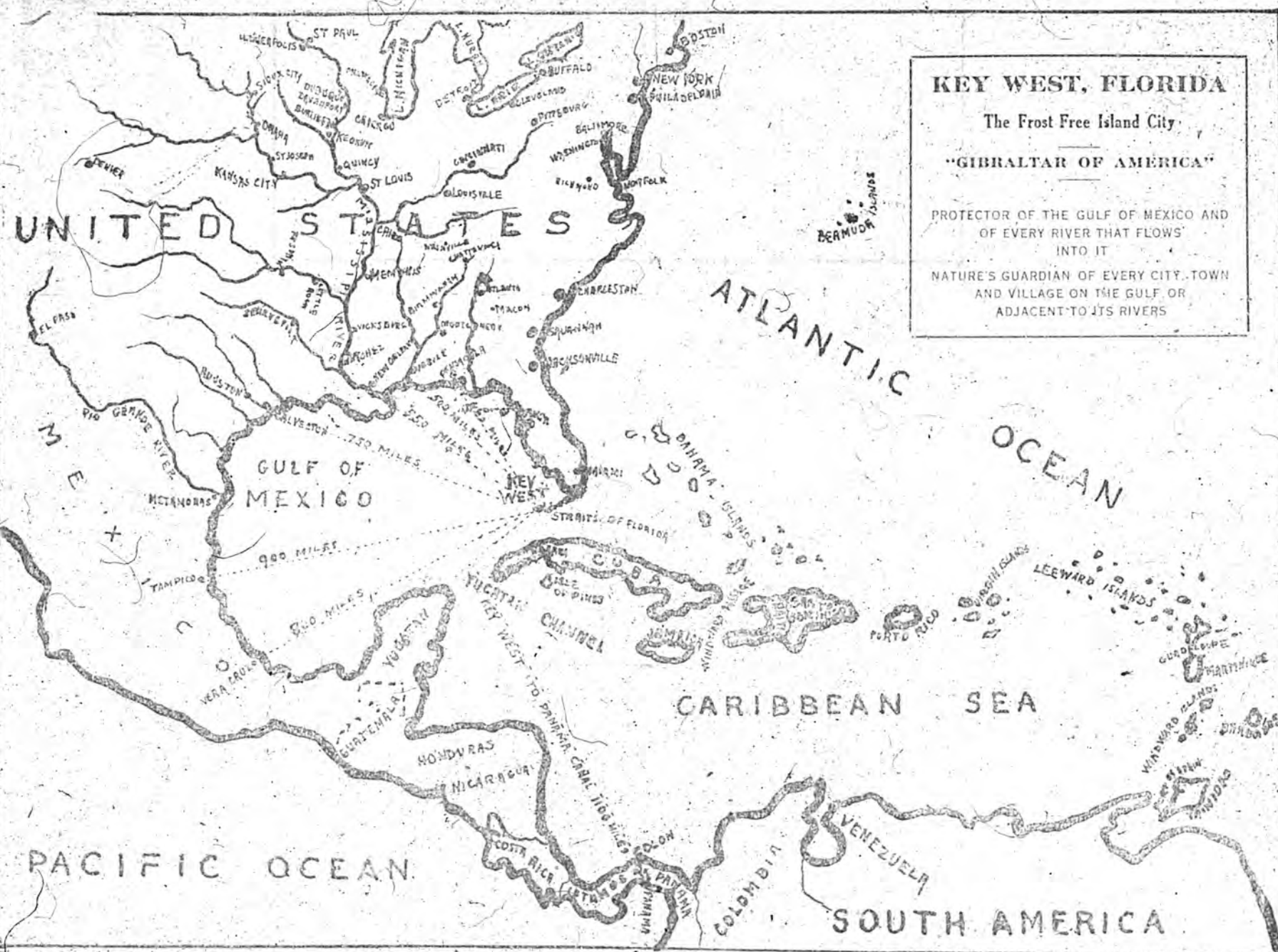
Our Summers

Average Minimum is.....79°
Average Maximum is.....89°

Our Winters

Average Minimum is.....65°
Average Maximum is.....74°

NEVER TOO HOT
NEVER TOO COLD



KEY WEST, FLORIDA

The Frost Free Island City

"GIBRALTAR OF AMERICA"

PROTECTOR OF THE GULF OF MEXICO AND
OF EVERY RIVER THAT FLOWS
INTO IT

NATURE'S GUARDIAN OF EVERY CITY, TOWN
AND VILLAGE ON THE GULF OR
ADJACENT TO ITS RIVERS

February 28th, 1919.

Mr. Chas. W. Chase, Secretary,
Chamber of Commerce,
Key West, Florida.

Dear Mr. Chase :

I asked our Secretary a week ago to advise you that it would be impossible for us to race to Key West this year, particularly on the specified date.

During the Regatta here, the "Shadow" struck a row-boat and had a long opening ripped in her side. This has just been repaired and the Shadow is now in pretty good shape, but Mr. Maypole, the owner of the "Whip" was called North on important business and has not yet returned. The "Altonia" ran into the "Whip" in the inside races and knocked a hole in her bow, which is just being fixed up now. Considerable ill feeling was caused between the owners of the "Whip" and "Altonia" on account of this accident, and I am afraid that they are not going to get together again this year.

It is with great regret that I am compelled to advise you of the postponement of this race, as I had looked forward to it with much pleasure. The interest taken by the Key West Chamber of Commerce and the citizens is enough to assist greatly in the promotion of these Ocean Races. I think the only thing to do is to let this race run over into next year, when I am in hopes we will have a sufficient number of boats to again get competition going. We have three boats here, all of which can easily break the record, and it is indeed too bad that the race must be called off. It may be, a little late, that we can get them together.

Sincerely,

CCF:R.

CHAMBER OF COMMERCE

OF THE CITY OF OPPORTUNITIES

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THE ONLY
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SOUTH-MOST
PARADISE
For Winter Homes

Key West, Fla., March 4, 1919.

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Dear Mr. Fisher,—

Many thanks for your letter of explanation. Your wire was the first intimation that I had that the race would not come through on March 1. We had all arrangements made on the day before for a little informal reception and presentation of trophies at the Athletic Club after the races. I regret that it could not have come though as planned.

We are still planning to hold our local Regatta on March 19, when the fleet gets back from Galveston. If there is any way in which the race could be had from Miami on that day, I should be glad, even if all that was pulled off was your own racing against the record to lower it. You will know what is best.

If this may not be, then I wish it were possible that you might be with us on that day and help as judge or starter or in some way our plans for that day. please write me your views.

We will hold the trophies until such a time as your race may be carried through.

With best wishes,

Yours cordially,

Chas. W. Chase

CWC*H.

Secretary Chamber of Commerce.

C O P Y .

CHAMBER OF COMMERCE
KEY WEST

March 4, 1919.

Dear Mr. Fisher :—

Many thanks for your letter of explanation. Your wire was the first intimation that I had that the Race would not come thru on March 1st. We had all arrangements made on the day before for a little informal reception and presentation of trophies at the Athletic Club after the Races. I regret that it could not come thru as planned.

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We will hold the trophies until such a time as your race may be carried thru.

With best wishes,

Yours cordially,

(signed) Chas. W. Chase.
Secretary Chamber of Commerce.

CWC:H

Mr. Chase: This letter to be written and mailed to each buyer of speed boats.

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each company who have bought boats come over next week and tak a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am

Yours very truly,

CGF-mc

To be written on Mr. Fisher's personal stationery.

March 6th, 1919.

Mr. Arthur G. Novig :
Mr. Harry C. Stutz :

Miami Beach, Florida.

Dear Sir :

I enclose you copy of a letter from the
Chamber of Commerce of Key West.

If you decide you want to go in this Key
West Race, let me hear from you in time to notify
their Chamber of Commerce.

Yours very truly,

GGF:R

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM.	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

RECEIVER'S NO.
CHECK
CASH OR CHARGE
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 12th, 1919.

S. Bobo Dean,
Miami Metropolis,
Miami, Florida.

Shadow Fifth broke all express cruiser world records yesterday from Mackinac to Detroit distance of three hundred twenty miles in eleven hours twenty-five minutes.

Carl G. Fisher.

Prepaid.

Beat faces

VICE-PRESIDENTS

CHARLES M. ENGLIS
THOUSAND ISLANDS SECTION

A. B. CARTLEDGE
DELAWARE RIVER SECTION

CHARLES J. CURRAN
SOUTH JERSEY SECTION

EDWARD N. SMITH
LOWER LAKES SECTION

C. WILLARD EVANS
CALIFORNIA SECTION

J. H. BARTON
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JOHN V. A. CATTUS
BARNEGAT BAY SECTION

HENRY A. JACKSON
LONG ISLAND SOUND SECT ON

GEORGE R. LESAUVAGE
GRAVESEND BAY SECTION

RACING COMMISSION

E. CLAUDE HEADLEY, CHAIRMAN

CHARLES F. CHAPMAN, Sec'y
119 WEST 40TH ST., NEW YORK CITY

FRANK M. GARDEN

American Power Boat Association

ALBERT L. JUDSON, PRESIDENT.

CHARLES P. TOWER, SECRETARY.

GEORGE C. KRUSEN, TREASURER.

FREDERICK K. LORD, MEASURER.

REUBEN B. CLARK, TIMER.

F. W. HORENBURGER, SURVEYOR.

boat races

OFFICE OF THE

SECRETARY OF THE RACING COMMISSION

ADVISORY TECHNICAL COMMITTEE

REUBEN B. CLARK, CHAIRMAN

HENRY J. GIELOW

JOHN J. AMORY

STANDARDIZATION COMMITTEE

THOMAS B. TAYLOR, CHAIRMAN

FREDERICK K. LORD

HERBERT L. STONE

CENTRAL COMMITTEE ON AIDS TO NAVIGATION

H. A. JACKSON, CHAIRMAN

CHAS. P. TOWER, SECRETARY

JOSEPH H. WALLACE

A. B. CARTLEDGE

GEORGE R. LESAUVAGE

LEGISLATIVE COMMITTEE

ALBERT L. JUDSON, CHAIRMAN

HARRY S. MESIROV

A. B. BENNETT, JR.

MATT MCCARTY

I. H. CORY

JAMES T. BRESNAHAN

119 WEST 40TH STREET, NEW YORK CITY. October 22, 1919 191

Mr. Carl Fisher,
Indianapolis,
Ind.

Dear Mr. Fisher:

In scheduling the dates for the races at Miami this winter, I hope you will keep in mind that the Motor Boat Show in New York City this coming winter is to take place about a month later than usual. The dates for the Motor Boat Show as now set are February 20th to 28th, inclusive.

Personally, I think the dates for the Miami Races should be arranged so that they will not conflict with the Motor Boat Show as there are probably many persons who will desire to attend both of these events.

Very truly yours,

C. F. Chapman

October 24th, 1919.

Mr. C. F. Chapman,
119 West 40th Street,
New York City.

Dear Mr. Chapman :

I have yours of the 22nd : We will try and keep our boat races away from the Boat Show this year, as we are anxious to have as many visitors from the Boat Show as possible.

I don't think it will be necessary to send me copies of all the correspondence regarding the Races. Every once in awhile you probably have some interesting correspondence, however, that might help keep me posted.

The other day I wired you that I thot they had better lengthen the heats of the race to at least 50 miles, with no repairs between heats - any repairs necessary on motors, to be done on racing time, which would certainly separate the sheep from the goats as far as the motors are concerned.

Yours very truly,

CCF:R

CHAMBER OF COMMERCE

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BEST FISHING
IN AMERICA

Key West, Fla., Jan. 12, 1920.

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Average Minimum is 65°
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**NEVER TOO HOT
NEVER TOO COLD**

Mr. Carl G. Fisher;
Alton Beach,
Miami, Fla.

Dear Mr. Fisher:

Will there be a race from Miami to Key West for the Key West Cup during the present season? You will perhaps remember that at your request this Chamber of commerce purchased a second and third prize, consisting of a cup and Trophy Shield for a race last year, which did not come off. We still have these prizes and should like to give them away if a race can be arranged.

If such races are held could you advise us of the date of same. We should like to make it a real sport day here and get up the best regatta possible making your Express Cruiser. Race the event of the day.

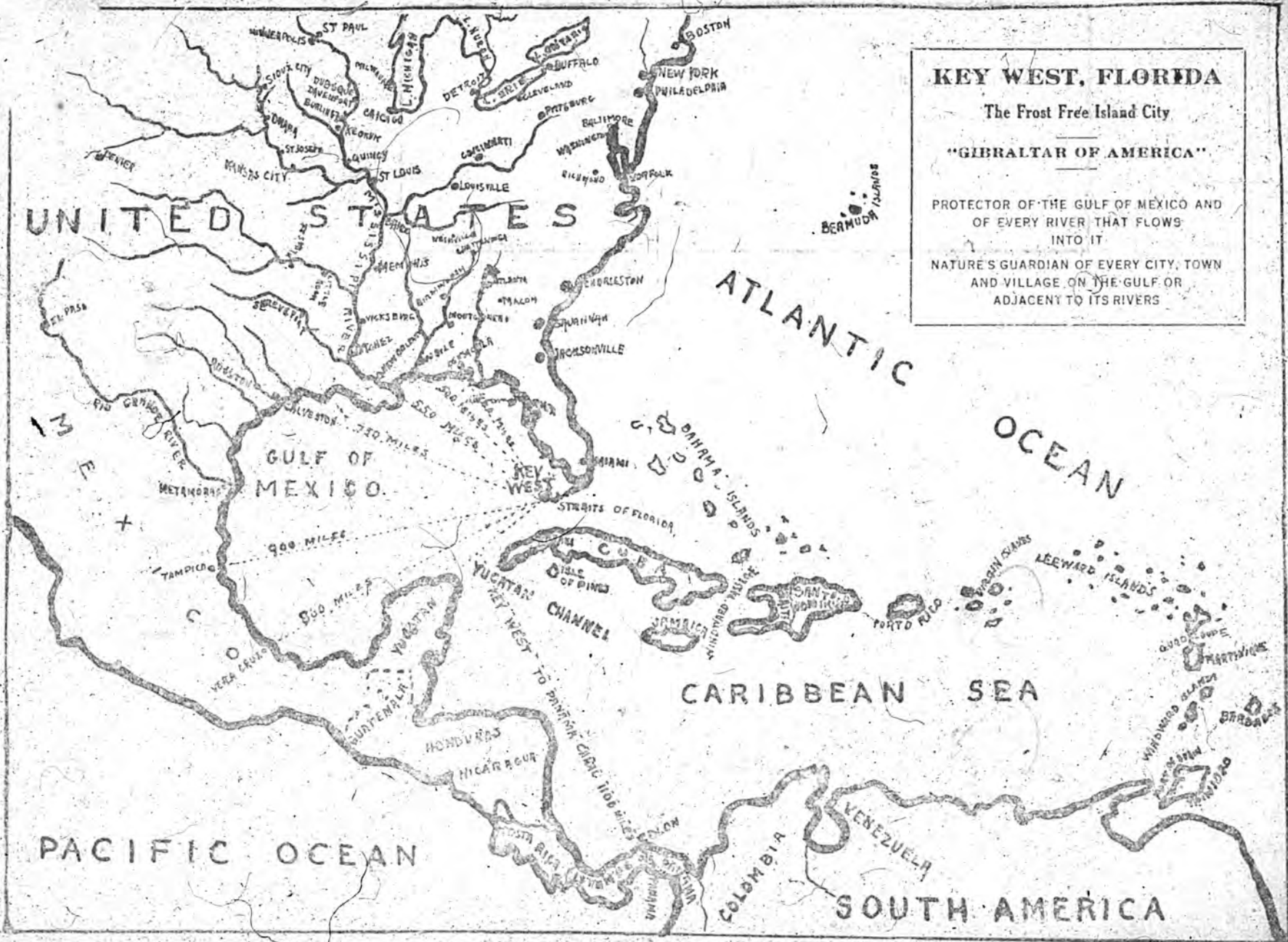
We should be pleased to hear from you.

Yours most sincerely,

CHAMBER OF COMMERCE.

Chas. W. Chase
Secretary.

MEMBER OF
CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA
NATIONAL HEADQUARTERS
1800 BUILDING, WASHINGTON, D.C.



KEY WEST, FLORIDA

The Frost Free Island City

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OF EVERY RIVER THAT FLOWS
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AND VILLAGE ON THE GULF OR
ADJACENT TO ITS RIVERS

January 15th, 1920.

Mr. Chas. W. Chase, Secretary,
Key West Chamber of Commerce,
Key West, Florida.

Dear Mr. Chase :

Replying to yours of the 12th : I am quite satisfied we can pull a race this year to Key West. We have several boats and I expect some of them will want a handicap - but we have at least three in the harbor that can come down at 28 miles an hour, or in other words, we can make a new record to Key West - and that is what we want.

I think we should have this race some time in March. What do you think about it ? Say on some Saturday about the middle of March - along about the 15th ?

Let me hear from you.

Yours very truly,

CGF:R

January 23rd, 1920.

Miami Chamber of Commerce,
Miami Metropolis,
Miami Herald :

Gentlemen :

Following is a copy of the program as made out for the Winter's racing events.

The Chamber of Commerce at Key West purchased just before the War some very handsome Trophies for the Race between Miami and Key West. On account of the War these races were called off, as were also the Gun Key and Palm Beach Races. This year, however, it has been decided by the Committee to run these races prior to the races in the Bay. This will give us a racing event every week, commencing February 14th.

We have at this time the largest field of express cruisers ever gotten together in the United States - at least eight fast boats are here in the harbor now. Some of the boats that will probably be entered in these races are more suitable for light weather, and in order to make a general all-round race for the displacement boats that will cover all the racing conditions for express cruisers, the Point System of award will be used covering all events.

The system of scoring will be as follows : It will be necessary for any boat entered to finish one of the long distance outside races in order to compete in the final races in the Bay. Your Committee have decided on these rules in order that the lightly constructed and very powerful boats, such as the "Shadow V" - and the Gar Wood boat which we understand will be entered here and is very fast - will not have an undue advantage over heavier boats of somewhat larger size and power.

The Long Distance races will start promptly at nine o'clock, from the Biscayne Bay Yacht Club Dock, as usual, so that citizens of Miami can assemble and see the Race off. The Finish of the Long Distance Races will be the bay line of the Government Cut, where it will be possible for three boats to come in abreast, if the finish should be that close. It was thought best not to try to finish in front of the Yacht Club where so many yachts are lying in the harbor, and for this reason the Finish will be at the bay line of the Government Cut, as stated. ~~It has now been fixed and will accommodate a large number of people.~~

It is estimated that it will take about four hours to run the Race to Gun Key Light and return. On account of Customs, necessary delays, etc, the boats will not enter or discharge passengers at the Bimini Harbor, but will pass around a buoy at the entrance to the harbor and back to Miami.

B-A-Y R-A-C-E-S

Friday, March 5th, 1920.

2:00 P.M. 20-mile Open Displacement Boat Race.

Open to all Open Displacement Boats with an average speed of better than 20 miles per hour. Flying start. No handicap.

2:50 P.M. 10-Mile Race for Express Cruisers.

Open to all Express Cruisers with an average speed of better than 20 miles per hour. Flying start. No handicap.

3:20 P.M. Two-mile time trials. One lap of race course - open to all entrants.

4:00 P.M. Aquaplane Events.

In addition to a crack-the-whip contest for prizes, an exhibition of fancy riding will be given.

Saturday, March 6th, 1920.

2:00 P.M. 10-Mile Open Displacement Boat Race.

Open to all Open Displacement Boats with an average speed of better than 20 miles per hour. Flying start. No handicap.

2:50 P.M. 20-Mile Race for Express Cruisers.

Open to all Express Cruisers with an average speed of better than 20 miles per hour. Flying start. No handicap.

3:20 P.M. Two-mile time trials. One lap of race course - open to all entrants.

4:00 P.M. Aquaplane Events.

In addition to a crack-the-whip contest for prizes, an exhibition of fancy riding will be given.

boat races

February 22nd, 1920.

Mr. C. F. Chapman,
119 West 40th Street,
New York City.

Dear Chapman :

You may be interested to know that in the first race of the season's racing here, which was from Miami across the Gulf Stream to Bimini and return, a distance of about 106 miles, Mr. Wood had trouble at the dock, could not start his motor - and after installing a new starter, left an hour late, leaving at ten and arriving in Bimini about one o'clock. They started to return to Miami, had various troubles and arrived here about six o'clock.

In the meantime, the rest of us were thoroly frightened over his non-appearance and the fact that none of the boats had seen the Wood boat going or coming - so a searching party of boats was organized and thoroly combed the waters around here, but in spite of the fact that some of the boats stayed out until eleven o'clock, they missed him.

The race yesterday - to Palm Beach - was in a rough sea. Three boats besides Wood's boat, left - making only about fifteen or sixteen miles an hour. Wood turned around at the jetties and didn't attempt the Ocean trip.

Our experience with Wood's boat as an express cruiser is just what we have always had in mind in regard to using the Liberty motor. I doubt if Gar Wood could have driven his boat, one mile outside the jetties without having it flooded with water and put out of commission entirely.

Yours very truly,

CGF:R

CHAMBER OF COMMERCE

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BEST FISHING
IN AMERICA

Key West, Fla., March 1, 1920.

Mr. Carl G. Fisher,
Miami, Fla.

Dear Mr. Fisher,--

When the Shadow V reached the wharf on Saturday where we had the admiral and the naval band and our civic leaders ready to greet you, your absence was a matter of great regret to all. You already know the fate of the other contestants and that only one other came through to Key West. The cup for the second honor and the trophy for the third honor were there with Hon. J. VINING HARRIS to present them. The KEY WEST CUP is the one you won two years ago which was offered at that time to be raced for annually. You already have it in your possession and are entitled to keep it till another race is called. The Altonia is entitled to the second cup which we have here at the Chamber of Commerce and shall be pleased to ship to the winner, if you will send us the name and address. We did not get the chance to present it here.

We regret very much that we were not with the Shadow Saturday and hope that we shall soon see you in Key West.

Yours cordially,

Chamber of Commerce,

Chas. W. Chase

Secretary.

ACK

not returned please

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MEMBER OF
CHAMBER OF COMMERCE
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UNITED STATES OF AMERICA
NATIONAL HEADQUARTERS
RIGGS BUILDING, WASHINGTON, D.C.

March 3rd, 1920.

Mr. Chas. W. Chase, Secretary,
Key West Chamber of Commerce,
Key West, Florida.

Dear Mr. Chase :

I have yours of the 1st. "I was indeed sorry to miss the Key West trip." The people in Key West always turn out wonderfully well for a sporting event and the last time we were there they certainly did the honors to the limit. I had some very important business, however, which made it necessary at the last minute to give up my trip.

The other boats had quite a little bad luck. The "Altonia" lost a blade from one of her wheels - and the "Gar, Jr" and "Hoosier" both hit either a piece of floating wreckage or some rock - I am not sure which - but they busted up their engines temporarily.

This race is becoming very prominently talked about over the United States and it is going to get bigger and bigger every year - and some of these days it is going to be quite an event.

Mr. A. C. Newby, the owner of the "Altonia", lives here at Miami Beach - and if you will send his cup to him, I am sure he will appreciate it.

It is too bad that we didn't have two or three boats in a neck-to-neck finish, as they finished here in the previous race. That would have been more spectacular for the Key West spectators.

Yours very truly,

CGF:R

Boat races

March 6, 1920.

Mr. G. A. Wood,
Miami, Fla.

Dear Mr. Wood:-

The fact that my boat "Shadow V" has won the championship has created such a keen rivalry among the owners of the other Cruisera, that we have decided not to wait until next winter for the next series of races. Several of the owners are of the belief that they can beat "Shadow V" if we have another series of races under the same conditions as the series just closed. Therefore, I am offering the Cup, which I have just won, for a repetition of the series under exactly the same conditions in every particular.

The new series will start this next Wednesday and races will follow every other day according to the following schedule:-

Wednesday, March 10th, Bimini and return.

Friday, March 12th, Palm Beach and return.

Monday, March 15th, Key West.

Wednesday, March 17th, 10 mile Bay Race.

Thursday, March 18th, 20 mile Bay Race.

We invite you to enter with G.R. Jr. and sincerely hope you will be with us again.

The races will carry the same Championship titles as the former ones.

Yours very truly,

Chairman.

GGF: A

March 12, 1920

Chamber of Commerce,

Key West, Florida.

Gentlemen:

Beg to advise that the 2nd series of races for the United States Express Cruiser Championship is now being run and the Key West Race will be on Monday the 15th. The boats will leave here at 9:00 o'clock and should arrive in Key West in the neighborhood of six hours. The finishing point will be the same as before. We will thank you to wire the name of the winner and time of arrival to the Alton Beach Realty Company.

Very truly,

H. B. Dickwall.

CLASS OF SERVICE DESIRED	
Telegram	<input type="checkbox"/>
Day Letter	<input type="checkbox"/>
Night Message	<input type="checkbox"/>
Night Letter	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Key West, Fla.,

March 15, 1920.

Regatta Committee:-

First, Hoosier V, finished 2:16-51.

Second, Altonia, 2:34-33,

Third, Shadow V, _____

Judges Lenmanski, Renedo & Chase.

Chamber of Commerce.

CHAMBER OF COMMERCE

OF THE CITY OF OPPORTUNITIES

KEY WEST

FLORIDA

Nearer by Several Hundred Miles than any other U. S. Port or City
to the Panama Canal

THE ONLY
FROST-FREE
CITY

In the United States

SUITS US,
IT WILL YOU

SOUTHLAND'S
SOUTH-MOST
PARADISE

For Winter Homes

BEST FISHING
IN AMERICA

Key West, Fla., March 15, 1920.

**OUR
CLIMATE
IS
UNSURPASSED!**

The Lowest Temperature
Ever Known in
KEY WEST
was

41 Above Zero
in 1886

For the Past Twenty-Five Years
the Thermometer at
KEY WEST
has

NOT

Registered above 93°

Our Summers:

Average Minimum is 79°
Average Maximum is 89°

Our Winters:

Average Minimum is 65°
Average Maximum is 74°



**NEVER TOO HOT
NEVER TOO COLD**

Mr. Carl G. Fisher,
Alton Beach, Fla..

Dear Mr. Fisher,--

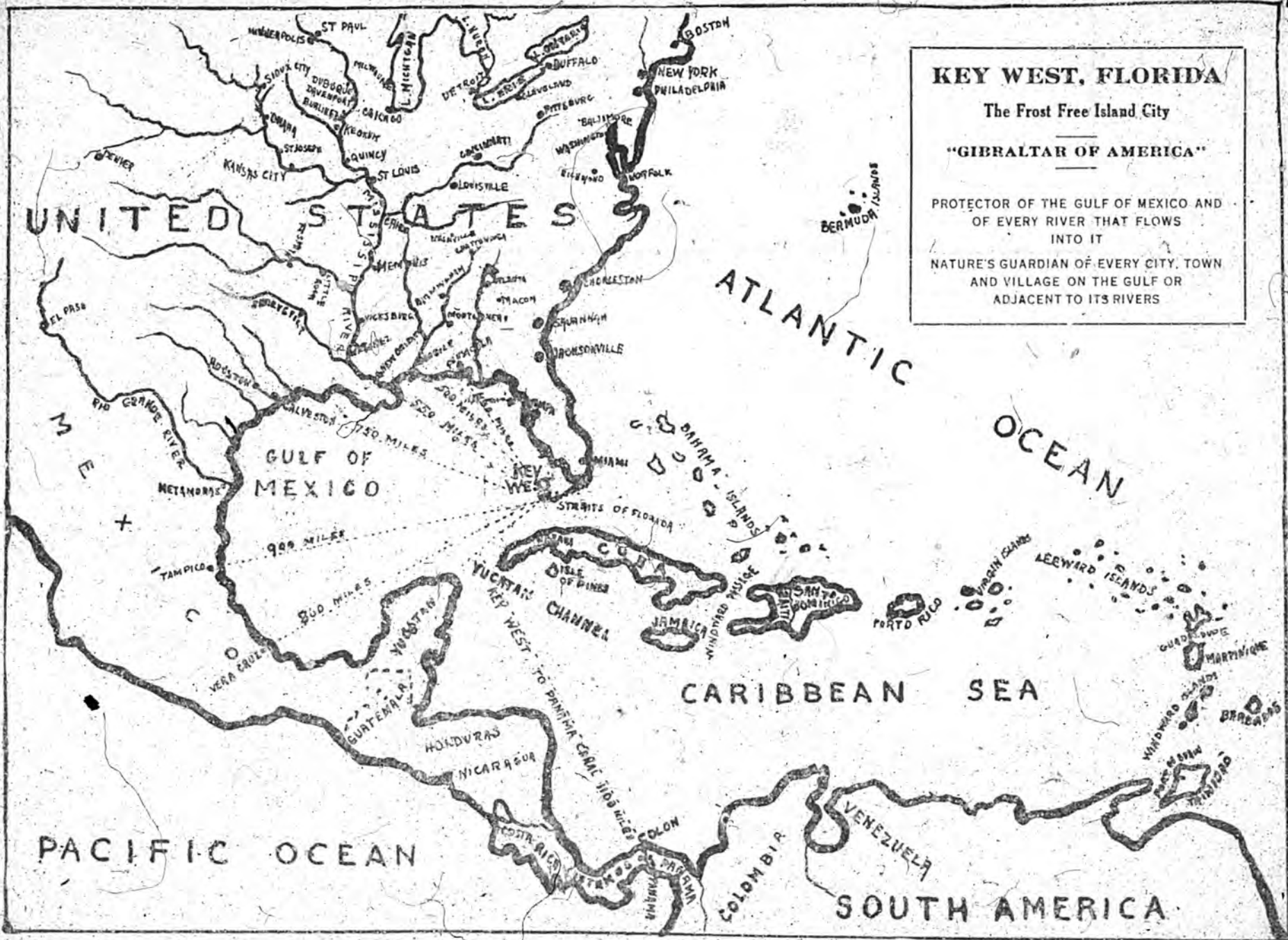
Three boats came through in excellent form in the re-running of the Express Cruiser race, Miami to Key West. It was a personal disappointment that you did not come in on Shadow V. I am sending you the shield trophy offered by the Chamber of Commerce as a third prize in the race and trust that the souvenir will be a not unpleasant reminder of the race and the day. It would have been a pleasure, had you come in as number one in the race on February 28.

With best wishes and looking forward a race in 1921, I am,

Yours cordially,

Chas. W. Chase
Secretary Chamber of Commerce.

MEMBER OF
CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA
NATIONAL HEADQUARTERS
1100 BULLING, WASHINGTON, D. C.



KEY WEST, FLORIDA

The Frost Free Island City

"GIBRALTAR OF AMERICA"

PROTECTOR OF THE GULF OF MEXICO AND
OF EVERY RIVER THAT FLOWS
INTO IT

NATURE'S GUARDIAN OF EVERY CITY, TOWN
AND VILLAGE ON THE GULF OR
ADJACENT TO ITS RIVERS

UNITED STATES

ATLANTIC OCEAN

GULF OF MEXICO

CARIBBEAN SEA

PACIFIC OCEAN

SOUTH AMERICA

999 MILES

800 MILES

750 MILES

YUCATAN CHANNEL

YUCATAN

GUATEMALA

HONDURAS

NICARAGUA

COSTA RICA

PANAMA

COLOMBIA

VENEZUELA

ISLE OF PINES

JAMAICA

WINDWARD ISLANDS

PORTO RICO

MARIN ISLANDS

LEEWARD ISLANDS

CURACAO

MARTINIQUE

WINDWARD ISLANDS

TRINIDAD

BARBADOES

BERMUDA ISLANDS

BAHAMA ISLANDS

STRAITS OF FLORIDA

MIAMI

KEY WEST

SPAINVILLE

SPRINGFIELD

CHARLESTON

WASHINGTON

BALTIMORE

PITTSBURG

CLEVELAND

PHILADELPHIA

NEW YORK

BOSTON

ST. PAUL

MINNEAPOLIS

ST. LOUIS

LOUISVILLE

INDIANAPOLIS

CINCINNATI

MEMPHIS

ST. JOSEPH

QUINCY

ST. LOUIS

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The American Yacht Association

Hereby certifies that

The *Shadow V.* rating —
and belonging to Mr. Carl S. Fisher of the
Miami Beach Yacht Club

won the first prize in the sanctioned race held by the
Miami Beach Yacht Club on Feb. 28, 1920

Course 158 ~~nautical~~ statute miles. Elapsed time 6 hrs. 00 min. 00 sec.

Speed 26.3 ~~nautical~~ statute miles per hour. Number of competitors 4

Remarks: Miami to Key West

Given under our hand and seal this 28 day of Oct. 1920

H. C. Kruse Secretary *W. H. Pillsbury* President

Oct. 29th, 1920.

Miami Metropolis,
Miami, Florida.

Gentlemen:-

Replying to yours of the 29th. It is impossible to give you all details by wire regarding the boat races.

The Fisher Trophy race is for displacement boats of 3000 cubic inches engine displacement or either one two, or three motors can be used but the total displacement of all of the piston space must be not over 3000 cubic inches.

Five boats competed for this cup in Detroit at the first race held in September. The average for the entire heats of fifty miles each was about thirty-eight miles. The Fisher Trophy Cup is a \$5,000 gold cup and must be won three times before the winner is to retain possession of the cup. The cup is given for marine engines only. The Gar Wood and Carl G. Fisher Trophy is under the same conditions as the Fisher Trophy, generally, except that aeroplane engines may be used when furnished with gear boxes. This type of boat can have as much as 800 H. P.

It will not be possible to have the first heat of the Wood-Fisher trophy at Miami this winter but arrangements have been made to have the second heat there next summer. About twenty boats are being built in the United States now for these two cups.

Mr. Gar Wood has promised to ship "Miss America" to Miami for some exhibitions. This boat has a capacity of speed of eighty miles per hour and is undoubtedly the fastest boat in the world, - it is the winner of the recent international boat race in England.

Mr. Wood will also have his express cruiser at Miami with 800 H. P. and some very lively express cruiser races are on the board for this winter.

Very truly yours,

CGW:EM

SUGAR PRODUCTS COMPANY, INC.

CANE MOLASSES

CABLE ADDRESS
"SUPROCO"

P. O. BOX 100

KEY WEST.

February 10, 1921

Mr. Carl G. Fisher,
Alton Beach,
Miami, Fla.

Dear Mr. Fisher:

We were all mighty sorry when you did not personally come down on your boat in the "Miami-Key West" race last year.

Admiral Decker, U.S.N., Commandant of the entire 7th. Naval District (of which Miami is a part) had the Navy Band turned out on one of the Navy Yard piers, where the race terminated. He also had a gun crew stationed at one of the cannon, which was fired when the winning boat crossed the line. We had several subchasers and navy tugs patrolling the course and a couple navy aeroplanes doing stunts, - but the large crowd was very much disappointed when they discovered that you were not there in person.

Now what about the race this year? I am sure we can get the Commandant to open his heart, as he did last year, and to also offer berthing space for the racing boats in the Navy Yard for over night. The citizens of Key West are keen to have the race each year, - but they also want one Carl G. Fisher to come along.

I understand you offered the "Key West Cup" as a perpetual trophy to be run for each year. That was mighty fine of you, and I'm sorry you had to give it up last year. However, we Key Westers want to see someone KEEP that cup, and this is to advise you that when anyone wins it three times in succession, - we will gladly put up another sterling silver-cup as good, or better.

Our long promised, new tourist hotel is now open. You have doubtless heard of it; - the "Casa Marina." It was built by the East-coast Hotel Co., and is said to be the best by far of any of their other hotels. It certainly is a wonder and is proof of what beauty can be had on this south-most isle of ours, where frost has never been known. You and your friends will enjoy staying over here a night at the "Casa Marina."

There is another project that has progressed here, that you will be more than pleased to learn about, inasmuch as it was suggested by yourself, and one that you earnestly urged us to proceed with. At your advice, we did proceed in a small way, and now we see the

object of four years of work about to be accomplished. You told us then that this project would do more for Key West than any one thing we could do, and I still believe it. Will write you more about it later.

What I now want to know is: - what date are you going to run the "Miami-Key West" race this year, and are YOU going to come down with it. We don't want you to stop coming to our balmy shores, and the Rotary Club has asked me to take this subject up with you and find out how many boats are expected to participate, for we want to arrange for a second and a third prize.

Please let me know as soon as possible, what date we can look forward to seeing you.

Mrs. Chase, Jr. joins in best wishes to Mrs. Fisher and yourself.

Sincerely,

C. W. Chase, Jr.

CWC-NS.

SUGAR PRODUCTS COMPANY, INC.

CANE MOLASSES

KEY WEST.

February 16, 1921

Mr. Carl G. Fisher,
Miami Beach, Fla.

Dear Mr. Fisher:

I am sending Mr. A. C. Newby today, four small charts covering the entire stretch of the Florida Keys, together with a chart of the harbor of Key West. On this latter I have marked with a small flag the point where the finish of the race is to be. You will have no trouble in locating this spot.

The judges and timekeepers will be at this marked location, either in boats or on the end of the F. E. C. Pier. Wherever they are, a flag similar to the one marked on the chart will be flying.

Laying well off this F. E. C. pier is a large four masted schooner. You will please pass between this schooner and the end of the pier.

Much interest is being manifested in this year's race. We are to have a representative of the International News Service here, taking moving pictures of the race. These will soon be shown in thousands of picture theatres.

We are looking forward with much pleasure to seeing you come down in your boat and believe you will be quite surprised at the many improvements in Key West since your last visit.

Sincerely,

C. W. Chase, Jr.

CWC-NS.

C. W. Chase, Jr.

CABLE ADDRESS
"SUPROCO"

P. O. BOX 185

Copy to [unclear]

Committee in Charge of Patrol

H. R. Duckwall (Chairman)	Indianapolis, Ind.
G. A. Wood	Detroit, Mich.
L. A. Young	Detroit, Mich.

Committee in Charge of Course

A. C. Newby (Chairman)	Indianapolis, Ind.
John Levi	Miami Beach, Fla.

Entertainment & Publicity Committee

Guy W. Livingston (Chairman)	Miami, Fla.
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Official Photographer

M. Rosenfeld	New York, N.Y.
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Various Committees Miami Races, February 10, 11, 12, 1921

Race Committee

G. F. Chapman	New York, N.Y.
G. W. Kotcher	Detroit, Mich.
R. W. Wadman	New York, N.Y.
Carl G. Fisher	Indianapolis, Ind.
Sheldon Clark	Chicago, Ill.

Judges at Start and Finish

A. I. McLeod (Chairman)	Algonac, Mich.
O. J. Mulford	Detroit, Mich.
J. A. Allison	Indianapolis, Ind.
Huston Wyeth	Miami, Fla.

Judges of the Course

A. A. Schantz (Chairman)	Detroit, Mich.
G. W. Vaughan	Monroe, Mich.
F. D. Lawley	Boston, Mass.
R. E. Power	Cleveland, Ohio
W. C. Morehead	Milwaukee, Wis.
J. L. Hacker	Detroit, Mich.
L. L. Tripp	Albany, N.Y.

Timers

G. T. White (Chairman)	New York, N.Y.
H. L. Stone	New York, N.Y.
H. A. Parsons	Cleveland, Ohio.
M. S. Cornell, Jr.	Middletown, Conn.

Technical Committee in Charge of Competing Boats

A. J. Utz (Chairman)	Buffalo, N.Y.
W. B. Gibb	Middletown, Conn.
W. Moreton	Boston, Mass.
Frank D. Gheen	Daytona Beach, Fla.

Boat race

February 18th
1 9 2 1

Mr. C. W. Chase, Jr.
Sugar Products Company
Key West, Florida

Dear Mr. Chase:

Mr. Fisher has asked me to write to you in refer-
ence to the long distance motor boat race for express cruisers
from Miami to Key West.

We have scheduled this race for Saturday, February
19th. The race will start at 9:00 A.M. from Miami Beach.

The following express cruisers are entered:

- Gar Jr. II, owned by C. A. Todd of Detroit
- Cigarette, owned by Gordon Hamersley of New York
- Shadow III, owned by Carl G. Fisher of Indianapolis
- Hoosier VI, owned by H. L. McWall of Indianapolis

Gar Jr. II, the fastest of these cruisers, should
average at least thirty five miles an hour for the 150 odd miles
between Miami and Key West. Therefore, if the boats have good
weather and no accidents, they should make the run in between four
and five hours and get them to Key West between two and three o'clock.

Will you be good enough to establish some point as
the finish line. This should either be a Government buoy, or a
wharf, which is easily distinguished on the Government charts, and
can be readily located by the contestants. Mr. C. Newby, Miami
Beach, Florida is the Chairman of our Course Committee. Therefore,
if you will be good enough to write to Mr. Newby, giving him the
details of the finishing point and what other information you care
to, he will see that this information is given to the contestants.

Very truly yours,

C. J. Chapman

*P.S. Please arrange to take
times at finish, also have
judges at finish*

C. J. C.

WISCONSIN'S LARGEST AUTOMOBILE SALES ESTABLISHMENT



Overland Wisconsin Company Automobiles

510-516 BROADWAY

MILWAUKEE,

GEO. W. BROWNE, PRESIDENT
REPLY ATTENTION OF

June 3, 1921.

Mr. Joseph H. McDuffee,
c/o Fisher Automobile Co.,
Indianapolis, Ind.

My dear Joe:

Upon my arrival home I was approached by the Association of Commerce in regard to a Regatta they are going to hold here the latter part of July and it is their intention to have a hydro-racing-boat entered in the races representing the city of Milwaukee, and from the description they have given me it corresponds very favorably with that hydro-racing-boat Carl gave me while in Miami this winter. I have been trying all morning to get him on phone and find he is out of town so I therefore, respectfully ask you to get in touch with him immediately upon his return and ask him if his offer of this boat to me still holds good, giving me a description of same as to length, width, weight and speed realized at the time he was racing it.

The Great Lakes Boat Company have agreed to put in a power plant and if this boat is available and practical for this purpose, I would like to have a notice sent to Purdy to have him load same and ship to me at Milwaukee by freight.

Carl, at the time he gave me this boat, seemed very anxious to have me take it out of its present storage place but I do not feel like going ahead without verifying it.

Trusting you will take this matter up at the first opportunity and advise me, I wish to thank you for such courtesy at this time.

Very truly yours,

Geo. W. Browne

GWB:HW

*cl. J.
Please
advise
me
what
to do
about
this -*

JWB

June 7th, 1921.

Mr. George W. Brown,
Overland Wisconsin Co.,
Milwaukee, Wisconsin.

My dear Brown:

Your letter to Joe just received. The little Smith Hydroplane hull was sold some time ago to Charles Pease. The other 32 foot hull built by the Great Lakes Boat Company four or five years ago, is available at Miami but it wouldn't be suitable for the city of Milwaukee to enter in a bang-up race. If the city of Milwaukee should decide to put a racing boat in at Detroit and Buffalo and get some real advertising, this would make it possible to enter the boat at Chicago and then make it possible to give a race meet the following year at Milwaukee and get other fast boats to compete there.

The best hull available in America that I know of is from 450 to 500 H. P. double planked, 32 foot mahogany, now at Trenton, Michigan. This hull cost \$10,000 to build about five years ago and was designed by the Purdys for 500 H. P. and the design calling for over fifty miles per hour.

It has no step and is suitable for the Fisher Gold Cup Trophy Race and is also suitable for the Wood-Fisher Trophy race and is all of such thoroughly first class construction that it will perform, if hooked up with motors that are of some account, probably over 200 H. P.

At the time the boat was built the motors installed were not available to stand up in the hull for thirty minutes continuous driving, at least the pair of motors I purchased would not stand up twenty minutes and I discarded them and got out of that end of the racing business. The proper motors for this boat ought to weigh over 1800 pounds each.

I sold the hull to Allison a year ago and he expects to put in a pair of his 400 H.P. motors instead of weighing 3000 pounds they weighed about 4400 pounds so that a pair of them would not be practical for this hull and it would be almost as expensive to rebuild a hull for one motor, as it would to build a new hull.

I am giving you a lot of details so that you can understand the situation. If you want to get a good hull, you can get this one for \$2,000. I doubt if you could duplicate the machine work on the struts for this sum. The hull is not entirely complete - possibly the steering gear has been ~~on~~ used. I think that the shafts are with the hull but not the propeller, anyway, its dirt cheap at this price and if the City or Milwaukee want to do something that amounts to something, this is the proper hull for them to purchase. If you want to do something as an individual and want the 32 foot hull at Miami, you can have it.

Yours,

CGZ:EM

P.S. On account of the interest in Detroit and Buffalo there is a possibility that

June 7th, 1922.

Mr. George W. Browne,
Overland Wisconsin Co.,
Milwaukee, Wisconsin.

My dear Browne:

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The best hull available in America that I know of is from 450 to 500 Horse Power, double planked, 32 foot mahogany, now at the Purdy Boat Company, Trenton, Michigan. This hull cost \$10,000 to build about five years ago and was designed by the Purdys for 500 H. P. and the design calling for over fifty miles per hour.

It has no step and is suitable for the Fisher Gold Cup Trophy Race and is also suitable for the Wood-Fisher Trophy Race and is all of such thoroughly first class construction that it will perform, if hooked up with motors that are of some account, probably over 200 H. P.

At the same time the boat was built the motors installed were not available to stand up in the hull for thirty minutes continuous driving, at least the pair of motors I purchased would not stand up twenty minutes and I discarded them and got out of that end of the racing business. The proper motors for this boat ought to weigh between 2000 to 3000 pounds each.

I sold the hull to Allison a year ago and he expects to put in a pair of his 400 H. P. motors, but instead of weighing 3000 pounds they weighed about 4400 pounds so that a pair of them would not be practical for this hull and it would be almost as expensive to rebuild a hull for one motor, as it would to build a new hull.

I am giving you a lot of details so that you can understand the situation. If you want to get a good hull, you can get this one for \$2,000. I doubt if you could duplicate the machines work on the struts for this sum.

The hull is not entirely complete - possibly the steering gear has been used. I think the shafts are with the hull, but not the propeller, anyway, its dirt cheap at this price and if the City of Milwaukee want to do something that amounts to soething, this is the proper hull for them to purchase. If you want to do something as an individual and want the 32 foot hull at Miami, you can have it.

Yours,

P.S. On account of the interest in Detroit and Buffalo there is a possibility that this hull at Trenton might be sold almost any day.

Br Boat races
July
16th
1921

Mr. C. F. Chapman,
American Power Boat Assn.,
New York City.

My dear Mr. Chapman:

I have had several talks with Col. Silva of Havana, Cuba, during the last few days regarding an Annual Express Cruiser Race between Miami and Havana.

Col. Silva is the Vice-President of the Havana Yacht Club and Manager of the Havana Polo Team, which has recently been in Washington, and he is very much interested in promoting sports between America and Cuba and he is gaining a great many supporters in this country and is also gradually getting the co-operation of the people in Havana for the inter-change of sports.

The Havana Club will give a perpetual cup of considerable value and the replica each year to the winner and a small medal to the contestants. We can probably get four to five starters in this race this next year. I think sometime in March would be best.

I would like to have you write the conditions for this deed of gift along the lines of improvements in power boats and engines, also to keep out freak racing shells and still give every opportunity for new ideas.

What would you think of an express cruiser class, limit on the piston displacement for fifty feet and over? Scratch race - no handicaps - and the date, say the second Saturday in March, start from Miami at 8:00 o'clock A. M. the finish to be opposite a buoy in Havana harbor mounted with black and white checkered flag.

The general weather conditions are such that it would hardly be practical for a builder to attempt to enter a light freak hull in this race, and on second thought, I think it unnecessary to place a limit on piston displacement, unless the piston displacement is figured against the weight of the boat it may cause great complications.

We should have an immediate announcement of this race so that we can get entries for next winter. Will you please make up a tentative set of rules and conditions and forward a copy to me for check-over, as well as a copy to Col. E. Silva, Vice-pres. Havana Yacht Club, address - Camp Columbia, Havana, Cuba.

Very truly yours,

Post race

November 27th, 1922.

Mr. E. G. Sewell, President,
Chamber of Commerce,
Miami, Florida.

My dear Mr. Sewell:

I have just received a letter from Mr. C. F. Chapman, Editor of Motor Boating, who will have charge of our racing this year, and he has decided that March 3rd to 10th will be the most satisfactory time, and with the following schedule:

March 3rd: Long distance race; Miami Beach to Havana.

March 6th: Cruiser race; Havana to Key West.

March 7th: Cruiser race; Key West to Miami.

March 9-10: Runabout and cruiser races on Biscayne Bay.

It is necessary that our dates do not conflict with other important events around the country, and particularly the Motor Boat Show, as most of our officials come from the Motor Boat Show to Miami.

Very truly yours,

Carl G. Fisher.

copies to:

Miami Herald
Miami Daily Metropolis

Boat races

December 22nd, 1923.

Mr. Barney Oldfield,
Oldfield Tire Company,
Cleveland, Ohio.

Dear Barney:

We have a hydroplane for you to drive in the big
race here, if you can get down and drive it.

I will be glad to have you as my guest at the
Flamingo Hotel, and I hope you will be able to get
down.

I wrote you sometime since, but had no reply.

Yours,

CGE-md

July 25th, 1924.

W. D. Edenburn,
Detroit Daily News,
Detroit, Mich.

My dear Eddie:

Whenever I have a spectacular job on hands I always think of you. I am enclosing you a blue print of ten speed boats that I am having built at the Purdy Boat Works. They will be real forty milers, and substantial - no junk.

We want to race them annually at Miami Beach. I would like to get away from the idea of owners drivers. You know how they are always late - have something busted just before the start of the race - or have to change their golf stockings to some other outfit! I want to start in by putting up a ten thousand dollar purse at Miami Beach, for two days racing of these boats; and I would like to get some old-time drivers like Barney to come down and drive boats and show a lot of people what a real boat race looks like, or should look like.

These boats should be within a few feet of equal speed and endurance. I would like to make a deal with you to take over these races for me if you could and run it for me; I mean, so far as the drivers are concerned and the allotments of the boats. Chapman is always with us as official starter, timer, etc. Of course, we have fifteen or twenty committees who put on their gold caps and don't do a damn thing except get in the road; but, I want to figure on two men who can run these races every year.

Palm Beach said that they would buy five boats, but I am not sure whether they have made up their mind what they want, and I can't afford to wait on them.

We can get other boats that would be faster, but they have airplane engines that would be broken up and generally not be substantial and reliable, so I would rather have a little less speed and more reliable and closer competition; so all the boats will be alike. Chapman has no time to rig up the drivers and handle this part of the job.

I will give you one thousand dollars cash and all your expenses to take this over for this year.

I have written Purdy to come on tomorrow and I am sending you a wire this afternoon.

Yours -

CCP:ms

Boat races

July 29th, 1924.

Mr. C. W. Chase, Jr.
Miami Beach, Fla.

Dear Peté:

I have given Purdy an order for ten racing boats, and the Palm Beach crowd promised Chapman that they would buy five.

These boats will be husky - well built - with Scripps six-cylinder marine motors. They will be about nineteen feet long, without a step; about six foot beam. The cost will be about \$2400.00.

I think that possibly Hollywood would like to have one of these boats, and select their own driver to represent them; perhaps Merrick would like to have one or two; and the Wialeah crowd might like to have one or two of the boats.

The idea is that we will race these boats annually at Miami Beach for cash prizes that will total around ten thousand dollars.

I am going to try and get a few drivers like Milton, Eddie Hearm and Barney Oldfield.

If any of the big real estate companies there want to purchase a boat and the order is received in the next thirty days, we can increase the number of boats to possibly twenty. You might have a talk with the principal real estate people and see if they want to co-operate.

Yours

CGF-nc

Boat Races

Sept. 27th, 1924.

Mr. C. W. Chase, Jr.
Miami Beach, Fla.

* Dear Pete:

I enclose you herewith a picture of the first boat which has been completed at Purdy's and tested - doing forty miles per hour. Some few changes will be made in this outfit, which will increase the speed probably three or four miles per hour; then all the boats will be turned out alike.

The only difference should be in the color of the boats. Now, if Coral Gables and Hollywood or the city of Miami, or any other land company wants to purchase one of these boats and enter it, they can, of course, put their name on the boats afterward; but on account of drawing for the boats, the colors will have to be accepted with the draw.

We will number them from one to twelve, and try and make the colors on each one of the twelve boats as near distinctive as possible. Of course, any owner of a boat can give his boat a special name if he wishes; and I think a small flag on the bow, with either the name or the number will be necessary, as there is bound to be a great deal of spray flying.

Yours very truly,

CGF-mss

W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

12/19/24
Carl G Fisher.....2

I did not invite Bragg as he is hard to handle and to my mind would be a disturbing influence.

I wrote you some time ago about my friend D. Fisk Reasnor. He is now in Miami, living at 978 N.W. Third Street. He saw Mr. Chase but did not get any encouragement and if you should need extra men would appreciate your giving him consideration.

With best personal regards, I am

Eddie
Very truly yours,

WDE:MM

Dec. 23rd, 1924.

Mr. W. D. Edenburn,
Hotel Addison,
Detroit, Mich.

Dear Eddie:

I am afraid you are going to be short on "top-notch" drivers at the last minute; therefore, you should have at least one or two up your sleeve, not necessarily men that you would have to bring here, but men who are already here.

There is not trouble to drive these boats. Webb Jay would actually help the boys to get tuned up and give them some instructions. Webb doesn't care whether he wins or looses in this race, but just wants to come in for the sport of it.

I don't know why Callie Bragg should be a hard man to handle; you have a set of rules, and it strikes me that he would probably be the best man to handle of the outfit. We have never had any trouble with him at the Speedway that I know of.

Yours,

CGF-mc

We do not have a two mile course that I know of unless you adopt the straight of way course.

W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

December 19th,
1924.

Mr. Carl G. Fisher,
Miami,
Florida.

My dear Carl:

Thanks very much for your telegram of the
18th as follows:

"Webb Jay will drive boat and I
would be glad to see him on one".

If you want Webb Jay to drive of course that is agreeable
to me.

I enclose for your information, a copy of the
Bill of Particulars which I sent to the race drivers and
have invited the following:

Tommy Milton	Fred Comer
Earl P Cooper	Ralph DePalma
Bennett Hill	Barney Oldfield
Harry Hartz	R Clifford Durant
Peter DePaolo	Edward A Hearne

I enclose herewith a sample letter that I
have written to all the boys. I did not go any further
than my verbal agreements until they were ready to finish
up with the Los Angeles race, which was held last Sunday.

My own ideas on this matter, and, of course,
I will always be guided by your wishes, were that if possible
we should have men who had not had previous experience driv-
ing boats, so that none would have any advantage over the
other.

As soon as I hear from the various drivers, I
will advise you and the rest of the committee. It is poss-
ible that DePalma, Durant and Oldfield may not accept. I
have had considerable correspondence with them and there is
nothing certain about any one of them. I also have in reserve
Louis Chevrolet, Ray Harroun and Ira Vail. I also tried to
line up Rickenbacker for a reserve driver, but the automobile
shows prevent his being there.

Drop me a line and tell me what you think
about using Jay due to his previous experience, and please
understand that whatever you wish will be carried out.

W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

December 27 1924

Mr. Carl G. Fisher
Miami Beach,
Florida.

My dear Carl:

I have yours of the 23rd and as I have written you before, I have no objection to Jay's driving but before making any decision, I would like to have an opportunity of hearing positively from the ten I had figured on. I have been sending the publicity now for about a month and I trust that some of the clippings have drifted in to you. Oldfield has received his divorce and he advised me that if this was settled he would be with me but have not heard from him on the subject.

I do not believe that you quite get my ideas about Bragg. He is a very nice gentleman and I personally do not have any trouble with him as I could get along with most every one, but when you are going to throw in a bunch of fellows who are comparatively ignorant of boat racing, Caleb is going to have a lot over them in experience and he enjoys nothing better than to argue at length about rules as you must well remember if you sat in on any of the driver's meetings twelve or fourteen years ago at home.

I will write you in a few days on the replies that I have from the boys and if you want Webb Jay to drive, I will not make any objections. Webb is in Florida and should be easy to get in touch with at any time.

Best personal regards and the Compliments
of the Season.

Sincerely,

Eddie
W. D. Edenburn.

January 3rd, 1924.

Mr. W. D. Edenburn,
Detroit, Mich.

My dear Eddie:

Yours of the 27th. I would like to see Bragg
drive, also Jay. They are well known in this
country and will have practically nothing on
the other drivers, as the boats are all alike.
At any rate they are good drivers and can keep
out of each others road. I am afraid Barney
is likely to disappoint you at the last minute.

Yours,

CGF:mc

January 3rd, 1924.

Mr. W. D. Edenburn,
Detroit, Mich.

My dear Eddie:

Yours of the 27th. I would like to see Bragg
drive, also Jay. They are well known in this
country and will have practically nothing on
the other drivers, as the boats are all alike.
At any rate they are good drivers and can keep
out of each others road. I am afraid Barney
is likely to disappoint you at the last minute.

Yours,

GCP:mc

W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

December 27 1924

Mr. Carl G. Fisher
Miami Beach,
Florida.

My dear Carl:

I have yours of the 23rd and as I have written you before, I have no objection to Jay's driving but before making any decision, I would like to have an opportunity of hearing positively from the ten I had figured on. I have been sending the publicity now for about a month and I trust that some of the clippings have drifted in to you. Oldfield has received his divorce and he advised me that if this was settled he would be with me but have not heard from him on the subject.

I do not believe that you quite get my ideas about Bragg. He is a very nice gentleman and I personally do not have any trouble with him as I could get along with most every one, but when you are going to throw in a bunch of fellows who are comparatively ignorant of boat racing, Caleb is going to have a lot over them in experience and he enjoys nothing better than to argue at length about rules as you must well remember if you sat in on any of the driver's meetings twelve or fourteen years ago at home.

I will write you in a few days on the replies that I have from the boys and if you want Webb Jay to drive, I will not make any objections. Webb is in Florida and should be easy to get in touch with at any time.

Best personal regards and the Compliments
of the Season.

Sincerely,

Eddie
W. D. Edenburn.

W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

February tenth
1925.

Mr. Carl G. Fisher,
Miami Beach,
Florida.

My dear Carl:

Enclosed find a couple of pages from "Motor Life" for February, in which, I believe, you will be interested.

I would like to inquire if you have contemplated bringing the Speedways' Timer and Messrs. Porter and Ricker to Miami. I realize that it would cost some money to pay their expenses and I do not want to make any arrangements for such an expenditure without your approval. I know you realize that it always simplifies the scoring of the race to have these gentlemen present and that the timing is practically infallible.

I am just about lined up on the drivers and if Cooper doesn't come I have Louis Chevrolet in reserve. I am also counting on Webb Jay in case another driver should disappoint us.

The Scripps Motor people will send their engineer, Mr. William Taylor, to tune up the engines for Mr. Purdy and we are going to try and make all the engines the same speed so that the race will be on the ability of the pilot to get the most out of his boat.

I am also making an effort to have Mr. Scripps get the motion picture people who make the Detroit News Weekly on hand to get us some added publicity.

Trusting that these arrangements all meet with your approval, I am, with best regards

Very truly yours,

W. D. Edenburn

WDE:MM

GRAY MARINE MOTOR COMPANY

LAFAYETTE AVE. EAST AT CANTON
DETROIT, MICHIGAN

GRAY MARINE MOTORS
SINCE 1906

O. J. MULFORD
PRESIDENT

Feb. 13, 1925

boat races

Mr. Carl Fisher,
Miami, Fla.

My dear Fisher:

The annual meeting of the Executive Committee of the National Association of Engine and Boat manufacturers in New York was held last week, and brought up the matter of the splendid service you had rendered motor boating, and it was discussed at considerable length. You were given one hundred per cent credit for your continuous and untiring efforts in helping to get the sport on a high plane, and calling it to the attention of the great mass of sport lovers in America.

It was suggested that the least the Association might do was to adjourn the meeting to the Flamingo, March 14th, and attend these races in a body, and have an opportunity to express to you personally their good will.

Mr. Sutphen, President of the Transmarine Lines operating out of New York, and also President of the Elco Works in New York extended to the members of this Executive Committee an invitation to make this trip on the Steamship S.S. "Sumanco," as his guests. This ship leaves New York February 26th for Beaumont, Texas, and Mr. Sutphen has arranged to carry on her deck a 34 foot Elco Cruisette.

The "Sumanco" will anchor at the can buoy at the entrance to Miami Harbor, and the Cruisette will be launched from the ship and carry her guests ashore. The Cruisette will be kept in Miami during the stay of the Committee for their own use and for that of their friends.

The following members of the Committee are expected to be aboard the Sumanco:

Henry R. Sutphen, Vice-President,
The Elco Works of the Electric Boat Co.
Bayonne, N.J.

James Craig, President,
James Craig Engine & Machine Works,
Jersey City, N.J.

Ira Hand, Secretary,
National Ass'n. of Engine & Boat Mfrs.,
New York City.

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H. R. Sutphen*

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Feb. 13, 1925

John J. Amory, President,
Consolidated Ship Building Corp.,
Cleveland, O.

Geo. W. Codrington, Vice-President,
Winton Engine Works,
Cleveland, O.

H. A. Brautigan, President,
Bridgeport Motor Co.,
Bridgeport, Conn.

A. E. Luders, President,
Luders Marine Construction Co.,
Stamford, Conn.

Walter C. Ware, President,
Fay & Bowen Engine Co.,
Geneva, N.Y.

Joseph C. W. Van Blerck, President,
Joseph Van Blerck Engine Corp.,
Plainfield, N.J.

A. E. Robinson, President,
Regal Gas Engine Co.,
Coldwater, Mich.

E. E. Palmer, President,
Palmer Bros. Engine, Inc.,
128 Lexington Ave.,
New York City.

Chas. A. Criqui, President,
Sterling Engine Co.,
Buffalo, N.Y.

Geo. F. Lawley, President,
Geo. Lawley & Sons Corp.,
Boston, Mass.

Some of the others, including myself, will go down ahead of time by train and make arrangements, such as we find necessary, for the arrival of our associates.

This is really quite a remarkable pilgrimage, and I believe it will result in a great deal of good to all concerned. It will give all these men a better picture of what you are doing for motor boating in Florida, and the desirability of this market for their product.

Mr. Carl Fisher

-3-

Feb. 13, 1925

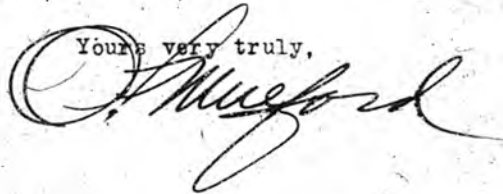
Another point that I think will be brought out, is that it is not going to be so hard for yachtsmen to get their boats in Florida for the winter, if this idea of swinging a yacht on the deck of one of these freight steamers and dropping it overboard, outside the harbor, is shown to be absolutely practical, I believe it will result in bringing a lot more boats to Florida, the owners of which otherwise would not care to take the long drill down the coast, at least not more than once.

The Transmarine Company have done this before, and they will demonstrate that it is practical to ship a boat to Florida in three or four days without damage, or prohibitive expense.

I think the point that was more uncertain in their minds was that the hotel accommodations should be so tight at that particular time that they should be unable to get in, and that is where I know you could help us out, and that is probably what they are going to hold me responsible for, to see that they have a good place to hold forth, so I am going to depend on you to see that none of these good hotels of yours are going to be so full that they can't take in this group of men.

With kindest regards, I am

Yours very truly,



OJM/D

February 23th, 1925.

Mr. Hugh Anderson.,
Miami Shores,
Florida..

Dear Mr. Anderson :-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club, will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OGF:EM

February 28th, 1925.

Mr. Chas. S. Baxter.,
Key Largo Club Properties,
N. E. 2nd Ave.
Miami, Florida.

Dear Mr. Baxter:-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating, and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

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Thanking all of you for making this boat race a great success, I am,

Yours very truly,

CGP:EM

February 28th, 1925.

Mr. Glenn Curtiss.,
Hialeah,
Florida.

Dear Mr. Curtiss:-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating, and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by members of the Manhasset Yacht Club, will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive, we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly.,

CGF:EM

February 14th, 1925.

Mr. W.D. Eisenburn.,
Hotel Addison
Detroit, Mich.

Dear Eddie :-

I do not think it will be necessary to bring special timers and apparatus here for this race with only 11 boats in.

Webb Jay is here and I think would be very glad to take one of the boats. Purdy is here, and the boats have been within forty miles of town for several days, but there is such a traffic jam of freight that Ned is having trouble in getting the boats in to town and unloaded. You had better come down several days in advance so that we wont have any slip-ups.

I think the fairest way to handle the disposition of the boats is for the owners to draw for their boats and also the owners to draw for their drivers. We should have plenty of parts here in case of a breakdown.

Chas. Pease bought the first boat, knowing that it is slower than the others, and will enter. Pease was an old-time champion bicycle rider and is quite a speed boat fan., and will only enter to fill up, unless you think he had better not go in this race.

After this year the owners of the boats can select their own drivers. There is so much interest in this race that I believe we will have ten or fifteen more boats in this race next year.

Respectfully yours.,

CARL G. FISHER

CGF:EM

February 26th, 1925.

Mr. R. La Gro.,
Venetian Islands,
Florida.

Dear Mr. La Gro :-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club, will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive, we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OGF:EM

February 23th, 1925.

Mr. George Merrick.,
Coral Gables,
Florida.

Dear Mr. Merrick :-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each company who have bought boats come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OGF:EM

February 26th, 1925.

Mr. O. E. Soverign.,
% Flamingo Hotel,
Miami Beach, Fla.

Dear Mr. Soverign :-

The Biscayne Babies have arrived; All in good condition. This will be the handsomest boat race ever seen in history of boating, and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Bay Yacht Club will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive, we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats come over next week and take a short trial run in the boats as they are, before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OGP:EM

February 26th, 1925.

Mr. B. B. Tatum,
Tatum Bros.
Miami, Florida.

Dear Mr. Tatum :-

The Biscayns Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating, and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club, will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive, we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OGF:EM

February 25th, 1925.

Mr. M. C. Tabbetts.,
Fulford By-the-Sea,
Florida.

Dear Mr. Tabbetts:-

The Biscayne Babies have arrived! All in good condition. This will be the handsomest boat race ever seen in history of boating and will be the most interesting. Eleven of best automobile mechanics and race drivers in the world will handle these boats.

Immediately after the races the boats will be turned over to the owners. If there is any breakage in the engines or boats it will be repaired before turning over to the owners.

These little boats are so successful that we have already ordered ten more, which will be raced first at Manhasset Bay, and those that are not taken by Club members of the Manhasset Yacht Club, will be shipped south to add to the list for next year.

A representative of the Scripps Engine Company will be in Miami, in a few days and will go over each boat and see that it is in first-class shape and good racing condition.

In the event that any driver should be delayed or fail to arrive, we have five extra drivers on hand, all of them skilled and it can be depended upon that they will get every inch of speed that the boat has.

Would like to have at least one representative of each Company who have bought boats to come over next week and take a short trial run in the boats as they are before getting in shape. If you want a real thrill, we believe you will get it.

Thanking all of you for making this boat race a great success, I am,

Yours very truly,

OWP:EM

M E M O.

March 20th, 1925.

Mr. Chase:

I think possibly Russell Pratt's house might suit Mr. Pence. Write him about it.

CGF:K.

Carl G. Fisher.

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W. D. EDENBURN
HOTEL ADDISON
DETROIT, MICHIGAN

Boat races
Biscayne Bahias

Bill of Particulars-Miami Invitation Race- March 20-21 1925

- Contestants --- 10 automobile race drivers, by invitation.
Distance--- Three 12 mile heats, Friday, Mar. 20--Three 12 mile heats, Saturday, March 21.
Course----- Two miles to the lap, single stake turns.
Location -- Biscayne Bay, Miami Beach.
Boats----- 10 Runabouts, same design, power and weight
Built by Purdy Boat Works, Trenton, Mich
Runabout, monoplane type.
Water line length, 18 feet.
Waterline beam, 5½ feet.
Rudder -- outboard.
Power--- 100 h.p. Scripps F-6 Marine engine (winner Junior Gold Cup)
Bore---3¾ in.-- Stroke 5 in. -- P.D. -- 331.2 Cu. In.
Control-- Wheel--One Man-- No Mechanic.
Uniforms--- White duck trousers, white jersey vest, red life jacket red toque--white tennis shoes--(All except shoes furnished by C. G. Fisher)
Boat Allotment--Drawing for boats by drivers morning of March 18 (Wednesday) Drivers will have 48 hours to practice.
Boat preparation--Mr. Purdy will have charge of all boats and will have the engines tuned and ready for pilots on arrival. All boats painted distinctive colors.
Rules----- Races run under American Power Boat Association rules, book will be sent on request of drivers accepting invitation.
Prize Money--- \$7,000 will be divided on a point basis for the six heats, as indicated below -- \$3,000 will be divided in heat prizes, \$500 in each of the six heats.
Point prize awards--First \$1,000--Second \$850--Third \$800
Fourth \$750--Fifth \$700--Sixth \$650--Seventh \$600--
Eighth \$575--Ninth \$550--Tenth \$525
Race Committee---Contest under the management and authority of the following men: Charles F. Chapman, New York, Chairman; Ned Purdy, Trenton, Mich; W. D. Edenburn, Detroit, Mich.

EXECUTIVE COMMITTEE

A. A. SCHANTZ, CHAIRMAN
 WM. E. METZGER
 WM. E. SCRIPPS
 GAR WOOD
 HON. JAMES COLENS
 HON. ALEX. J. FROESBECK
 JEROME H. RERICK
 HENRY FORD
 WALTER F. GRAYBLER
 EMORY W. FLARK
 RICHARD K. JOY
 THOMAS F. HENRY
 CHAS. E. SORENSEN
 CHAS. F. CLIFFERT
 ROBERT OAKMAN
 CO. J. G. VINCENT
 J. J. FRUPELL
 CAPT. W. S. GILBREATH
 H. M. JEWETT
 W. C. RANDS
 JOHN STALEY
 CHAS. W. KOTCHER
 HON. JOHN B. SOSNOWSKI
 HON. CHAS. J. DELAND
 HON. GEO. W. WELSH
 HON. CLARENCE J. MCLEOD
 CHAS. D. CUTTING
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 HENRY E. BODMAN
 HARRY AUSTIN
 EDWARD GRAY
 GEO. JEROME
 CYRIL ARTHUR PLAYER
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 DR. JAS. W. INCHES
 JOS. A. BURKHEISER
 AARON DE ROY
 S. E. SALLAN
 H. C. KENDALL
 E. M. GREGORY
 GEN'L EDW. G. HECKEL
 CAPT. E. V. RISENBACKER
 R. GEO. MARSH
 HORACE E. DODGE, JR.
 B. F. EVERETT
 DR. F. J. CLIPPERT
 DR. CHAS. G. JENNINGS
 H. J. HUNT
 WM. J. KENNEDY
 HON. HENRY W. BUSCH
 WM. B. STOUT
 PAUL STRASSBURG
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 GREGORY FLYNN
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Oct. 5th. 1926.

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*Boat
 Races!*

Mr Carl G. Fisher,
 Port Washington, L.I.

Dear Mr Fisher:-

We are pleased to enclose herewith check for Two Thousand Dollars (\$2000.00) first prize in the 1926 Sweepstakes Race.

We wish to take this opportunity of thanking you for sending your boat to Detroit for the race, and wish to congratulate you on the splendid performance of the boat.

With best wishes for your continued success in motor boat racing, we remain,

Very truly yours,

J Lee Barrett
 Secretary

JLB:M

The American Power Boat Association

Hereby certifies that

The **ROWDY** rating
and belonging to Mr. Carl G. Fisher of the
Montauk Yacht Club

won the first prize in the sanctioned race held by the
Montauk Yacht Club on September 6, 1926

Course ¹ beat 150 miles ~~montauk~~ miles. Elapsed time 3 hrs. 06 min. 32 sec.

Speed 48.25 ~~montauk~~ miles per hour. Number of competitors 9

Remarks: 150 mile Sweepstakes and
International Trophy Race

Given under our hand and seal this 28th day of October 1926.

W. Seelman Secret

A. H. [Signature] President



The American Power Boat Association

Hereby certifies that

The **BISCAYNE BABY NO. 27** rating
and belonging to **Mr. Carl G. Fisher** of the
Montauk Yacht Club

won the **first** prize in the sanctioned race held by the
Columbia & Montauk Yacht Clubs on Aug. 21-22 1926

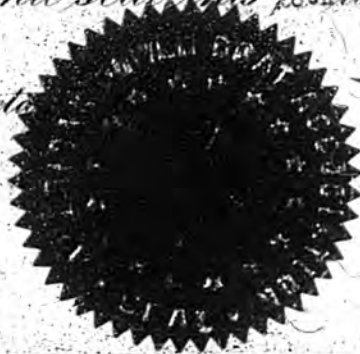
Course **4 heats 12 miles each** nautical miles. Elapsed time hrs. min. sec.

Speed **nautical miles per hour.** Number of competitors 7

Remarks: **Biscayne Baby Class**

Given under our hand and seal this 28th day of October 1926

W. E. Quinn Secretary



A. H. [Signature] President

The American Power Boat Association

Hereby certifies that

The **ROWDY** rating
and belonging to Mr. Carl G. Fisher of the
Montauk Yacht Club

won the first prize in the sanctioned race held by the
Columbia & Montauk Yacht Clubs on August 22 1926

Course ^{4 heats 12 miles each} nautical miles. Elapsed time 1 hrs. 00 min. 53 sec.

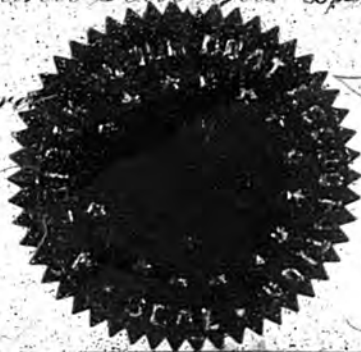
Speed 47.80 nautical miles per hour. Number of competitors 7

Remarks Dodge Trophy Race

Given under our hand and seal this 28th day of October 1926

W. E. ... Secy

A. ... President



The American Yacht Association

Hereby certifies that

The SHADOW J rating
and belonging to Mr. Carl G. Fisher of the
Miami Beach Yacht Club

won the first prize in the sanctioned race held by the
Miami Beach Yacht Club on March 19-20 1926

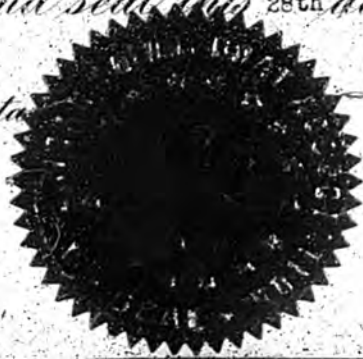
Course ^{1 heat 6 miles} ~~nautical~~ miles. Elapsed time hrs. 16 min. 34 sec.
Speed 21.65 ~~nautical~~ miles per hour. Number of competitors 4

Remarks: Express Cruisers.

Given under our hand and seal this 28th day of October 1926

W. E. Fisher Secretary

A. H. H. H. President



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AMERICAN POWER BOAT ASSOCIATION

Office of Secretary Racing Commission

113 WEST 40TH STREET
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November 4th, 1926.

Mr. Carl G. Fisher,
Port Washington, L.I.

Dear Mr. Fisher:-

I am sending you under separate cover the American Power Boat Association certificates awarded to you for the victories of your boats.

Biscayne Baby No. 27 - Columbia & Montauk Yacht Clubs, August 21st and 22nd.

Rowdy - Columbia & Montauk Yachts Clubs, Aug. 22nd.

Shadow J. - Miami Beach Yacht Club, March 19-20

Rowdy - Montauk Yacht Club, Sept. 6th.

Will you kindly be good enough to acknowledge receipt of these certificates and oblige

Yours very truly,

C.F. Chapman.

Chap
Secretary, Racing Commission.

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KEMP-CROMWELL PISTONS

INCORPORATED
ELEVEN EAST FORTY-FOURTH STREET
NEW YORK, N. Y.

boat races

Sept. 22, 1927

Mr. Carl G. Fisher
Port Washington, L. I.

Dear Mr. Fisher:

The Gold Cup Race this year at Greenwich turned into such a farce and was so justly ridiculed by every newspaper or magazine which took sufficient interest to mention the matter at all, that I, as an owner and driver, feel that it is time the Contest Board took some action to improve existing conditions.

The Contest Board has decreed that next year hydroplanes of the same general specifications of the present displacement boats are to be permitted. These hydroplanes will be much faster and consequently more dangerous than the present type of boat, and, if such a thing were possible, even more useless and expensive. When one considers the vast amount of money, time and trouble represented at Greenwich for one day's use of these boats, and when one recalls that only two out of eleven entries remained in the race after less than sixty miles of running, I would say that those interested in the future development of motor boat racing will soon see the Gold Cup Race deteriorate to the grade of the Harmsworth Trophy Race, which latter, as a sporting event, has been practically non-existent for years.

I presume that the Gold Cup Race was conceived with two main purposes in mind:

1. As an interesting sporting event both for the driver and the spectator.
2. As a means to assist in the development of high speed motor boats.

To the nine out of eleven drivers and owners, whose boats sunk, burned or broke down within the first sixty miles, the race very quickly ceased to be an interesting sporting event, and to the spectator it became merely a joke.

Both the present and the proposed type of Gold Cup boats have become marine abortions and I have never seen a stock runabout of any description which even faintly resembled them. With the purpose in mind of endeavoring to improve existing conditions I submit the following three suggestions for what they may be worth:

1. The new boat should have a minimum length of thirty feet.
2. It should have a minimum weight in proper proportion to its dimensions.
3. It should have one cockpit to comfortably seat a minimum of four persons - the length and breadth of said cockpit to be explicitly stated.

The six-hundred and twenty-five cubic inch engine displacement, hydroplane type, and other rules to remain unchanged.

I propose that a boat be developed which should be as fast as the present type; it is to be longer and heavier and consequently should be sufficiently seaworthy to easily weather such conditions as obtained in Greenwich and which various critics described as a "millpond". The purpose of making the boat thirty feet long and of minimum weight is not only for greater safety and seaworthiness, but also to enable the owner to supercharge his motor or to replace his 625 cubic inch engine with a more powerful unit and race his boat in the Detroit Sweepstakes, Dodge Trophy, President's Trophy, etc. in addition to the Gold Cup Race. The purpose in specifying the cockpit size and that four persons shall comfortably sit together therein is to return to what was originally contemplated by the Gold Cup Rules, and also to make it possible for an owner to get some use and pleasure out of his boat while not actually racing it. Another most important purpose accomplished by having a bigger and safer boat is that owners can sometimes have their boats towed to certain of the races instead of always having to go to the great expense of trucking and shipping.

At first glance my suggestions might appear to curtail individual initiative and design improvement, but upon second thought I believe it will become obvious that these specifications will oblige designers seeking higher speeds to obtain their ends by means of finer lines, rather than by means of cutting weight and strength below the point of either safety or usefulness as is the case today.

If my suggestions wholly or in part appear to have merits to the other owners and to the Contest Board, I further suggest that Messrs. Crouch, Purdy and Lord each be requested to submit to the Contest Board their individual proposals as to the minimum weight and cockpit size of the new boat, and that the Contest Board from one or the mean of these proposals, then designate and publish the precise specifications.

I cannot personally attend the meeting of the Contest Board in October, due to absence from this Country, and I am, therefore, adopting this method of endeavoring to ascertain the attitude and opinion of the various interested parties.

Will you not kindly reply to my letter and express your opinion relative to my suggestions? Your reply will be forwarded to Mr. C. F. Chapman and used by him to aid the Contest Board in reaching a decision.

For your further information this letter has been mailed to the following:

Mrs. D. D. Cromwell and Messrs. W. P. Chrysler; G. H. Townsend; J. G. Vincent; W. McP. Bigelow; Fred Blossom; R. F. Hoyt; R. V. Williams, H. E. Dodge; A. F. Masury; C. S. Bragg; Gar Wood; A. E. Walbridge; C. F. Chapman; W. D. Edenburn; H. B. Greening; F. R. Still; G. Crouch; F. K. Lord; S. B. Smith; G. Hammersley; G. Graves; R. Law, Jr; V. Kleisrath; and William Horn.

Very truly yours,

J. D. R. Cromwell

September 22, 1927

Mr. Carl G. Fisher
Port Washington, L. I.

Dear Mr. Fisher:

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For your further information this letter has been mailed to the following: Mrs. D. D. Cromwell, Messrs: W. P. Chrysler, Townsend, Vincent, McP. Bigelow, Bloom, Hoyt, Williams, Dodge, Masury, Bragg, Serwood, Walbridge, Chapman, Edenburn, Greening, Still, Crouch, Lord, Smith, Hammersley, Graves, Law, Klierath, and William Horn.

Very truly yours,

J. E. R. Cromwell

September 30, 1927.

Mr. J. H. R. Cromwell,
11 East Forty-fourth St.,
New York City.

My dear Mr. Cromwell :

I have your letter of the twenty-second. I thoroughly agree with every clause, every stanza, and every word you put into this letter. If you will remember, I had the same thing in mind several years ago when my partner, Allison and myself, put up the "Fisher Gold Cup". We paid five thousand dollars for the gold that went into this cup and we tried to write rules that would make a boat practical to use after it was through racing. We called in Mr. Chapman and we called in Mr. Bragg and Mr. Purdy and wrote these rules, and this is what happened. The racing men immediately beat the rules in first one way and then another. Our cup dwindled down to a struggle between Gar Wood and Webb Jay. Gar Wood wanted to win the cup for the amount of money represented, and he did win it and I understand he had it melted up and sent a lot of stick pins out. So ended our five thousand dollars which we contributed.

A job such as you recommend must be taken up by two or three men who stick to the job and see it put through. This thing of having a Contest Board write rules for racing men is all wrong. The Contest Board have no money invested mostly they have a lot of wind, a dinner and talk and not a lot of experience in racing. The racing men themselves should write the rules.

If necessary to do so, the present association should be busted and a new association formed. As a rule, I am not in favor of going against control where the control is intelligent and always trying to promote improvement. I do know that personally I never expect to spend another

Mr. J. R. R. Cromwell
September 30th, 1927,
Page 2.

dollar on an out and out racing outfit. I have two boats in the shop now, as you know, that cost a lot of money. They are racing creations, all right, but for practical purposes they are not worth a damn.

I wish you would agree on one rule, and that would be to make a boat a certain weight and if the boat did not weigh that, make them carry pig iron to make it weigh up to the rules.

Then limit your ^{gross} displacement and stick to the passengers carried, as you have mentioned in your letter; and then at least you will have when you get through with it a boat that can be used for pleasure or practical purposes. I don't know that this can be done, but at any rate I am thoroughly for your plan and will do anything possible to help you get a new rule.

You will probably have to do this job yourself. If you leave it to a committee it may never be done. Personally, I have no time to give to the job. I will vote with you; that is all I can do. I think Bragg is in favor of your plan and I think Dick Hoyt is; certainly Chrysler should be, also Vincent, and Horace Dodge. In fact, I believe that most everybody mentioned in your letter would vote for this if you put it up to a plain proposition to vote, making it an easy matter for everybody to sign an agreement and I think you will make progress. Then if the Governing Committee of the different racing associations don't like the rule, create a new class and go ahead.

Yours,

CGP:F

Copy to Caleb S. Bragg.

C. W. Chase Jr.

Boat races

November 25, 1927.

Mr. James H. Booth,
114 S.W. North River Drive,
Miami, Florida.

Dear Sir:

Replying to yours of the twenty-third:

I am not sure whether the "Biscayne Baby" is sold or not at this time. At any rate, I would not care to put the "Baby" in special preparation for the "Biscayne Baby" race to win. This is one race I don't care about winning.

We sold a lot of these boats to semi-amateurs and I don't think it would be the right thing for me to fix up a boat and go to beat them. I can have just as much fun getting in last as first.

Thank you just the same.

Yours very truly,

CGF:T

PERSONAL.

MIAMI BEACH NEWS SERVICE

MIAMI BEACH, Fla., Feb. 20 -- Regatta royalty is dusting off its orrinc for the court sessions of the winter season. Out in the blue-green waters of Biscayne Bay, the speedsters already are warming up for the Miami Beach mid-winter regatta, March 16 and 17.

Gar Wood of Detroit, daddy of all the speed kings, is here with five ontries, including his Miss America V, which he hopes to drive to a new salt water world speed record. Mrs. Grace Connors of Buffalo will pilot her Miss Okoochobee, a displacement boat capable of close to a mile a minute.

J. H. Rand, Jr., of New York will bring his Spitfire V, champion of the 151-cubic inch hydroplane class, and three fast Cuban boats, never before raced in American waters, have been entered.

In addition, the largest collection of outboard speedsters, the peppery and noisy class that has grown up in the last three years, will meet to battle again for the magnificent Col. E. H. R. Green cup, a solid silver trophy standing more than three feet high. It was the Colonel Green cup -- the Star Island trophy -- that gave the first impetus to outboard racing, which has grown to be the lively feature of every power-boat meet.

Gar Wood's heart is set on yet another speed record and so will send Miss America V out to shave time off her salt water record, established at the Miami Beach regatta last year, a shade better than 80 miles an hour.

J. H. Rand's entry of Spitfire V adds interest to the 151 inch class, which also will include Sparrow, a new 151 inch hydroplane built for Elmer H. Johnson of Bennington, Vt. Spitfire V, winner of the Duke of York trophy in England last summer, was driven by Ralph Snoddy to new mile records for this class in the Albany, N. Y. regatta. She made one mile at the speed of 64.286 miles an hour and averaged 62.882 in six mile heats. Miss Miriam H. Rand, daughter of the capitalist, has entered the fast little boat and Snoddy probably will drive it.

IMPROVED PRODUCTS CORPORATION

44 WALL STREET
NEW YORK, N.Y.

Friday
October
18th
1929
(dic. 10-16)

boat races

Mr. Carl G. Fisher
Montauk, Long Island
New York

Dear Carl,

Replying to yours of the eleventh, bear in mind that my interest in this proposition is just about the same as Dick Hoyt's is representing Hayden, Stone. Hayden, Stone is the financial godfather of Johnson Motor Company; my company is the financial godfather of the Penn Yan Boat Company. I conceived the idea of the Penn Yan selling boats in combination.

Therefore, I am doing everything in my power to help the Johnson Motor Company get under way, and I know that Dick Hoyt is equally interested.

I think your suggestion may be all right with one proviso only. Could we have the privilege of using the Flamingo docks to take people out?

For your information, it was not my idea to use the lawns of the Flamingo, but the one between the dock and the hotel where there is always a big group of outsiders during regatta week.

However, I am going to send your letter on to the Johnson Motor Company, and I know they will be awfully interested.

Tell Thompson to address me here. I mailed the letter from Waukegan because I happened to be out there.

You still do not tell me whether you liked the golden goblet, which was especially dedicated and inscribed for you.

Page Two

Mr. Carl G. Fisher
Montauk, Long Island

I trust Margaret and you have enjoyed the summer
in the best of health. When do you plan going
South?

Rose and I are moving in town on the first -- One
Fifth Avenue.

Sincerely yours,

F. E. M.

F. E. Moskows

FEM AKG ✓

October 21, 1929.

Mr. F. E. Moskovics,
44 Wall Street,
New York City.

Dear Fred:

Replying to yours of the 18th:
On the lawn just south of the Flamingo yards, we have a dock where the Shadow lays. You can put a pair of steps about six feet wide down to the water's edge. There is only about 3½ feet between the dock and the water. Also, you could hang a pair of steps right on the bulkhead where you could have your own landing. This could be done very easily. You could rope off a space there 50 x 100 if you want it that large and have it in nice green oats which we use instead of grass, on seven days' notice. You could also have a small tent there to put your exhibit under at night.

We could also give you some room at the boat house if you want it. The boat house slips are pretty well taken this year, which brings all the boat captains and owners in and out of the place every day. What we want to do is to keep strangers out of the hotel yard. We have quite a job to guard the grounds, the cottages and the hotel and during the Regatta week we are not going to admit anybody to the grounds except as guests of the hotel guests. During previous years all sorts, rag tail and bob-tail, have crowded on our docks and crowded our guests right out in the bay.

We are sort of fed up on the races, especially the Out-board motor classes without mufflers, and we will not allow them there this year. Last year we had to get the police to stop the noise and they certainly were a hell of a nuisance. I think if the Out-board motor people would get together and agree under no circumstances to build out-board motors without mufflers, it would be a god-send for


Mr. F. E. Moskovics,
October 21, 1939,
Page 2.

the trade and for the people in the vicinity where they are used. It is a very interesting race to watch and I was very glad to give a cup for the Out-board motor race and would do so this year if I could depend upon them behaving and that we would not have the bay full of these racing motors without mufflers after the races. It is going to be necessary for us to take some strenuous steps against out-board motors without mufflers, but you can depend upon it we will do what we can if you will cooperate with us.

I hope to leave about the first of the month. I had hoped to see you and Rose before we left.

Best regards.

Yours,



CGF:T

Copies:
C. S. Krom
C. W. Chase
C. F. Chapman

Boat Races

March 17, 1932.

Mr. Claude A. Bonshaw,
644 Ocean Drive,
Miami Beach, Fla.

Mr. D. Richard Reed,
2343 North Bay Road,
Miami Beach.

My dear Mr. Bonshaw:
My dear Mr. Reed:

I think it is proper now to advise the City Council that for the future we would like to turn over all the Annual Regatta plans to the City to handle.

As you have a Recreational Director who seems to be quite competent, and as the expenses now have been brought to a point where the Boat Races are practically self-sustaining, we think your City Management and Recreational Director can handle these Races for the city, if you think they are of sufficient importance to continue to run annually.

In the past we have promoted these Races at a very large expense to ourselves, also it has taken a great deal of time from our office force, just at a time when we need this force to assist us in our business.

Yours very truly,

C. G. FISHER

OR, Fla. Miami's Annual Southern Regatta on March 20-21 will mark
in speed boat racing. It will be the first time that power boats of
the same weight, power and speed have been pitted against each other
and in the hands of pilots of practically equal skill.

On the two days in March ten of the country's leading speedway automobile
drivers will try conclusions in as many boats, racing in three twelve-mile heats
each day. In the average power boat regatta the boats are never evenly matched
but in this series of races every advantage to be gained must be the ability of
the pilot.

Carl G. Fisher, who originated the 500-mile International Sweepstakes on the
Indianapolis Motor Speedway, is responsible for this unique series of races. Mr.
Fisher, who was one of the pioneer automobile race drivers, piloting fast cars in
the days of Alexander Winton, Webb Jay and Earl Kiser, has been one of the con-
sistent supporters of motor boat competition for the last decade and a half. He
has never been satisfied with the regattas of the past and has given a number of
trophies, including the Fisher-Allison and the Wood-Fisher to develop keener
competition. In this he has always had to combat the private owner who did not
even race his boat after it was entered, if he did not feel like it, producing
oftentimes regattas almost devoid of contestants.

Last summer he decided that the annual regatta on Biscayne Bay should be one
of keen competition. He ordered ten runabouts from Ned Purdy of Tranton, Mich.
These boats are small compared to the usual speed boat, being only eighteen feet in
length but with a 51-foot beam are very seaworthy. These boats are powered with a
100 horsepower Scripps six-cylinder engine and in trials have all averaged around
42 miles an hour without the engines being tuned, and will develop from 35 to 30
miles per hour in racing trim. Every boat is a duplicate of the other and in the
races will carry only the driver. This engine is of the 335 cubic inch displacement
class, a Detroit product. In the first competition in which this engine was pitted
against other marine power plants, it won its class championship, the Junior Gold
Cup of the American Power Boat Association, in the Detroit Gold Cup Regatta last fall.

There will be a total of \$10,000 in cash prizes put up by Mr. Fisher for the
race. Of this amount \$7,000 will be divided at the conclusion of the six heats, on
a point basis, and \$3,000 divided among the heat winners. There will be other speed
boat events in the Miami Beach Regatta, including the Horace E. Dodge Memorial
Trophy, a sweepstakes for all classes of runabouts, but the heat races with the
Speedway drivers will be the feature of the two day meet.

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Handwritten notes on the right page, featuring a large 'X' at the top and several lines of text with arrows and underlines.