

Boat races--

Fisher-

Allison

trophy

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OFFICE OF THE
 SECRETARY OF THE RACING COMMISSION

119 WEST 40TH STREET, NEW YORK CITY, January 24, 1919 191

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

Dear Mr. Fisher:

I am just in receipt of your letter of January 18th in regard to the class of runabouts for which you have offered a trophy. We have everything practically whipped into shape now and I am planning to send you the tentative conditions in the course of the next few days.

I am sorry that you feel we have not acted promptly enough. It was my understanding when talking with you in Detroit and at the time you made your generous offer for a trophy, that you did not wish this taken up or given any publicity until after the war was over. The Racing Commission therefore took no action until after the armistice was signed but since then, we have been given the matter considerable attention and thought and have conferred with many owners and prospective owners in order to get their opinion on the points in question.

Very truly yours,

C. F. Chapman
 Secretary, Racing Commission.

January 18 1919

Mr. C. F. Chapman,
Care American Power-Boat Association,
119 West 40th Street,
New York City.

Dear Mr. Chapman,

Replying to your letter of January 9, I think you are right when you state that the first race should be scheduled for 1920. Next summer is too close at hand. I don't think there is a chance to get anything completed for next summer, and 1920 ought to be the opening gun.

In 1920 we will be able to have Liberty motors with marine clutches, and then we can have 50 or 60 mile displacement runabouts.

I have had some correspondence with Commodore Schantz of Detroit. They seem to think out there that something should be done right away to create a class for runabouts and express cruisers. This would better the sport, calling as it does for a safe boat and one that could be used for something besides racing.

It seems to me that the American Power-Boat Association does not act promptly nor in time. I have been asked to join another association, but I have not yet said that I would. I thought it rather odd I did not hear from you in regard to these matters.

It might be a very good thing to have a Western racing association; say from Detroit, and create a lot of competition between the Western and the Eastern associations. There is one thing certain, I don't want anything to do with an association that will not advertise a racing date to the hour and the minute, and race on that date; and furthermore, I don't want anything to do with an association, at least at this time, that fathers in any manner hydroplane racing.

My reason for this is the one explained to you in previous letters. Hydroplanes do no good to the sport. They waste a lot of money, and don't teach the boat and engine builders a single thing.

Yours very truly,

CGF/mrb

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January 9, 1919

Mr. Carl Fisher,
 Indianapolis,
 Ind.

Dear Mr. Fisher:

You may remember that at the time of the Gold Cup Races in Detroit last September you talked over with me the question of making an effort to stimulate interest in a class of high speed runabouts which would be of service for other purposes besides racing. You even went so far as to be kind enough to offer us a perpetual trophy for such a class after the war, the first race to be held on Lake George and subsequent ones at Miami, Detroit, etc.

The Racing Commission has been giving this matter a whole lot of thought and we have a tentative set of rules and conditions we have been working on, about ready to submit to you as our suggestions. However, these are not quite in shape yet as I am trying to get the opinion of all racing men, including owners, on various points so that we can have a set of rules which will be popular.

Before submitting to you our formal ideas, I should like to have your opinion as to whether you think it advisable to schedule the first race for your cup next summer.

Without any desire to influence you, we of the Racing Commission feel that it would be better policy to schedule a race for the summer of 1920. The boat building conditions are so upset at the present time that it would be practically impossible for one to get a new boat built of a calibre which the boat should be, in time for a 1919 race. I have sounded quite a number of prospective contestants for a race of this kind and the opinion seems to be almost universal that the race would be only half successful next summer. Several parties have tentatively assured me that they would be interested in building a boat to get into a class of this kind but feel that there is not sufficient time to do so for next summer and even if there were time, the financial situation is such that they are hardly interested.

Furthermore, a class of the kind you suggested would be a very important one and

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Mr. Carl Fisher

-2-

115 WEST 40th STREET NEW YORK CITY

Jan. 9, 1919

191

well/worthy of at least a year's publicity before the race. We are of the opinion that if a race was scheduled for 1919, it would be some weeks yet before the final plans could be announced and that the publicity which we would be able to give it would hardly do the race or trophy justice.

On the other hand, please do not feel that we are against going ahead with such a race if you desire us to do so. Just say the word and we will start the ball rolling and have our ideas in regard to conditions in your hands within a week or ten days.

I have taken up with Mr. Judson, who will necessarily be the leading light at Lake George for a regatta there, the question of a race in 1919 or 1920. He assures me that he is ready to go ahead with one in 1919 if you approve of such a move but feels that the policy of holding the race next summer is somewhat doubtful. Inasmuch as the New York Yacht Club has declined to honor Lipton's challenge for a 1919 race for the America's Cup, it may be that the general public would take it that the precedent had been set and would not support a big race at Lake George next summer.

I hope you will feel like giving me a full and frank expression of opinion as to just how you feel on this question as well as any further ideas you have on the subject of conditions for the class you suggested at Detroit.

I trust the arrangements for your races at Miami are progressing favorably and that you will have a very successful meet. If I can be of any service, do not hesitate to call upon me.

Very truly yours,

Charles P. Tower
 Secretary of the Racing Commission.

January 30 1919

Mr. J. G. Vincent,
Cere Packard Motor Car Company,
Detroit, Michigan.

Dear Mr. Vincent,

For your information, the American Power-Boat Association, at the request of Allison and myself, has been working on a project for an annual power-boat race which will, immediately on its announcement, become the one big sensational boat race of America.

I have offered a \$5000 cup for this race, Allison has offered to give \$1000 per year for three years to the crew of the winning boat, and there will be enough other prizes offered to bring the total amount of the prizes up to a large sum in cups and trophies.

Some of the things that I insist on in power boat racing are: the boats must have at least three bulkheads so that they are practically non-sinkable. They must have a covered exhaust, so that the owner can drive them without having his hair burnt off, making him look like a plumber; and the boats must have a reverse clutch and a gear case - in fact the boat must be convertible in a few minutes' time into a useable, sensible runabout, by the addition of cushions, carpets, etc. I want to see the owners of fast boats spend their money for racing boats that can be used for something else an hour after the race is over.

The piston displacement and the other conditions will remain in effect for at least two years. This will give engine manufacturers a chance to produce good engines, and an interest in doing so. With Liberty motors, it will be easy to have a runabout which can do from 50 to 60 miles per hour.

I can't think of any sport in the world that can be as sensational and interesting as a lot of 50-mile runabouts on a 3-mile course, or a $2\frac{1}{2}$ -mile circular course. We feel sure we could sell eight or ten of these boats to people we come in contact with here, and of course a lot of others could be sold to people in New York, Philadelphia and other large cities. This sport would be popular, for it is reasonable and safe as well as sensational and spectacular.

I can give you further dope after the committee has met.

Page 2

Mr. J. G. Vincent, Care Packard Motor Car Company January 30 1919

I was glad to have your letter of January 21, and to learn that you and Mr. Macauley will be down to see me the latter part of February. I am only sorry you could not come earlier and stay longer.

Looking forward to seeing you, I am

Yours very truly,

CGF/mrb

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119 WEST 40TH STREET, NEW YORK CITY. May 12, 1919 191

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

I have endeavored to whip into shape the points regarding the deed of gift of the trophy which we talked over during my recent trip to Indianapolis. I have talked over these points with quite a number of interested persons and I think the whole scheme is going to work out fine. They certainly approved of the changes you suggested and which I have tried to work into the revised deed of gift.

I am enclosing two copies of this deed of gift for your final corrections and revisions. After you are satisfied that we have reached perfection, if you will execute and sign both copies and return them to me, I will have Mr. Judson do the same for the American Power-Boat Association. I will then return one copy of the signed deed of gift to you for your files and we will file the other in the archives of the American Power-Boat Association.

I am starting a publicity campaign which I hope to have in full swing in about a week's time.

With kind regards, I am,

Very truly yours,



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OFFICE OF THE
SECRETARY OF THE RACING COMMISSION

119 WEST 40TH STREET, NEW YORK CITY, May 12, 1919 191

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

I enclose a publicity item which we are sending out to some of the New York papers. If you would care to start the same item through your channels of publicity, I think it would be of great help.

Everyone who has heard of the conditions for the trophy which you have offered, is very enthusiastic and I am quite hopeful that it will lead to the building of several very fast boats next summer.

Very truly yours,



encl.

JAMES A. ALLISON
INDIANAPOLIS

May 17, 1919.

Mr. Carl G. Fisher,
North Capitol Avenue,
Indianapolis.

Dear Carl, -

I am returning herewith copy of Deed of Gift with these suggestions:

The Declaration of Trust does not provide for any individual challenging for the trophy. It limits any contestant to members of the American Power Boat Association. Both of these suggestions come under Article I.

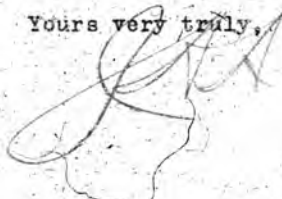
Article V states that if the trophy is won three times, it shall then become his or their perpetual property, thus indicating any individual may challenge, but Article I does not allow for any individual challenging. I do not see why challenges should be limited to members of any Association.

In Article VII, Clause H - I think that it would be well before finally accepting this Deed of Gift to obtain copy of racing rules of the American Power Boat Association.

In Article VII, Clause Q - Boats are limited to an efficient electric self-starter and reverse gear. I think that this could probably be improved by including air or other self-starters - possibly the word "mechanical" might cover it.

I don't know enough about boats to offer any criticisms on other parts of the proposed draft.

Yours very truly,



JAA-NH
Enc.

May 20th, 1919.

Mr. C. F. Chapman,
American Power Boat Association,
119 West 40th Street, N.Y.C.

My dear Chapman :

Don't forget that the thousand dollar prize each year was donated by James A. Allison, and any write-up you have on the matter, please give Mr. Allison full credit, as I don't care to steal any of his particular thunder.

As far as I can see, the rules are alright. Mr. Allison, however, makes the following comments which I think are alright :

"The Declaration of Trust does not provide for any individual challenging for the trophy. It limits any contestant to members of The American Power Boat Association. Both of these suggestions come under Article I.

Article V states that if the trophy is won three times it shall then become his or their perpetual property, thus indicating any individual may challenge - but Article I does not allow for any individual challenging. I do not see why challenges should be limited to members of any Association.

In Article VIII-Clause E - Boats are limited to an efficient electric self-starter and reverse gear. I think that this could probably be improved by including air or other self-starters - possibly the word "mechanical" might cover it."

The word "mechanical" starter instead of electric starter might be used, as there are several good air starters at the present time, and as Mr. Allison says, there is really no good reason why challenges should be limited to members of your own Association.

However, these are small matters.

Yours very truly,

CGF:R

Declaration of Trust
Governing the
American Power-Boat Association
Challenge Trophy
for Displacement Boats

This instrument, dated June 12, 1919, made by the American Power-Boat Association, witnesseth as follows:

Mr. Carl Fisher of Indianapolis, Ind., having presented to the American Power-Boat Association a trophy for the purposes, the American Power-Boat Association offers this as a perpetual challenge trophy or until won as hereinafter provided, to be known as the Carl Fisher Trophy for Displacement Boats, representing the Displacement Boat Championship of North America, for the purpose of promoting speed contests between displacement boats of a wholesome character and improving and perfecting models and construction of internal combustion engines for displacement boats and for developing the lines, designs and usefulness of the displacement type of motor boat, hereby sets forth and declares the terms and conditions which shall govern the tenure of said trophy and competitions therefor. Furthermore, James A. Allison of Indianapolis, Ind., hereby promises to present to the winner of the match each year a prize to the value of one thousand dollars of the winner's own choice and selection.

Article I.

Any Club or Association in North America or any individual shall always have the right to challenge for the trophy and to run a match therefor, provided such challenge shall be made and such match shall be run in accordance with the terms and conditions of the agreement.

Article II.

Matches for the trophy shall be run under the rules and regulations of the American Power Boat Association governing sanctioned races, as adopted or amended at the annual meeting of the Association next preceding the race, unless otherwise provided in this Declaration of Trust. The match shall be for Displacement Racers as defined by the American Power-Boat Association, or this Deed of Gift.

Article III.

The first match for this trophy shall be run on Lake George, New York, during the summer season of 1920, the second match at Miami, Florida, during the winter of 1920-1921, and the third match at Detroit, Michigan, during the summer of 1921. Subsequent matches shall be run at a time and place selected as hereinafter provided.

Article IV.

The match shall be managed by a Race Committee of three as follows: The president of the American Power-Boat Association (Chairman), the secretary of the Racing Commission of the American Power-Boat Association and one other person to be named by the local club holding the race.

Article V.

If this trophy be won three times by the same club, person or persons, it shall become his or their perpetual property and the terms and agreement of this declaration of trust will thereupon become null and void.

Article VI.

All challenges must be made in writing according to form herewith, and if made by a Club must be signed by the Secretary (or proper official) of the challenging club, and must be forwarded to the secretary of the American Power-Boat Association. A copy of the challenge must be sent to the Secretary of the Club or person holding the trophy and a copy to the Secretary of the Racing Commission of the American Power-Boat Association. To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs or persons may challenge and enter the same contest, but no challenge shall be received later than

ten days before the date set for the first race of the match. In case no challenge is made or received six months in advance of the match, the Committee may at their discretion schedule the race and accept entries.

(Form of Entry Blank for Challenges for American Power-Boat Association
Challenge Trophy for Displacement Boats) (Fisher Trophy)

Dated at19

To the Secretary of the American Power-Boat Association:

(Name of Club or Individual).....hereby challenges for the American Power-Boat Association Fisher Trophy for Displacement Boats.

It is agreed that the rules governing the race for this Trophy, as provided in the Declaration of Trust and those governing Sanctioned Races, will be complied with.

.....
(Club or Individual)
.....
(Secretary)

Note: The challenge to be sent to the Secretary of the American Power-Boat Association and copies to the Secretary of the challenge club or person holding Trophy and the Secretary of the Racing Commission of the American Power-Boat Association.

Article VII.

- (a) Match shall consist of three races, to be sailed on consecutive days, including Sunday.
- (b) Courses shall be thirty statute miles in length.
- (c) Courses shall be laid in water of not less than 10 feet and shall be as free from turns as possible. The finish must be at the starting line. The length of each lap of the course shall be three miles or approximately three miles. The course shall be approved by the Racing Commission who shall have power to accept or reject same.
- (d) The start shall be a one-gun standing start with a preparatory gun five minutes before the starting time. A flag shall be dropped by the starter one minute before the starting time. During the interval of time between the dropping of the flag and the starting gun, boats shall not make headway through the water toward the starting

line in zone within 300 yards of the starting line.

Owners or their representatives shall draw for positions previous to the start of each race of the match.

(e) The winner of the match shall be determined by the point system, whereby each boat entering and finishing a race of a match receives one point for entry and one additional point for each boat which she defeats, the winner being the boat scoring the highest aggregate number of points in all the races of the match. In computing points the maximum number of entrants shall be deemed racing each day and those that do not start shall be counted as defeated boats. A boat which starts in a race, but does not finish before one hour after sunset, shall receive no points for that race, but shall be counted as a defeated boat in that race by the boats finishing. In case two or more boats have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to that one of the tied boats which has covered the course in the best total elapsed time for three races.

(f) Each Club or person challenging shall name its representative boat, or boats, and shall file with the Challenger Club or person and the Racing Commission of the Association, at least ten days before the date set for the first race, a certificate with the measurer of such club of the measurement of such boat.

(g) No club shall enter more than three boats for the match.

(h) No boat shall be eligible to compete for this trophy which has since the year 1916 raced for a cash prize, or which has competed in, or has been entered in any race where a cash prize, was offered or which at any time since 1916 has been entered in a race by a person who is not an amateur within the meaning of the American Power-Boat Association Racing Rules.

(i) Measurement of boats must be verified prior to the match by the Measurer of the Assistant Measurer of the Association who is acting on the Race Committee in accordance with Article IV.

(j) The minimum waterline length of a boat competing for this trophy shall be thirty-two feet.

- (k) The maximum piston displacement of the motor or motors in boats competing for this trophy shall be 3,000 cubic inches.
- (l) The form of power plant shall be one or more stock marine motors. The owner shall file an affidavit sworn to by the engine manufacturer stating that the motor or motors are regular stock marine motors and are not "special" in any particular.
- (m) Competing boats must exhaust at the stern close to the waterline.
- (n) Boats shall race without handicaps or time allowances.
- (o) Competing boats shall be fitted with at least three transverse bulkheads, have the motor compartment entirely closed in, and have seating accommodations for at least four persons.
- (p) The time of start for each race of the match shall be 3 P.M. No postponements for any cause shall be allowed.
- (q) Each motor in a competing boat shall be fitted with an efficient self-starter and mechanical gear.
- (r) Competing boats must demonstrate to the satisfaction of the Race Committee that they are capable of a speed of at least 40 miles an hour.
- (s) The hulls of competing boats must have no breaks in the longitudinal continuity of the immersed surface, not more than one lifting surface and must conform to the committee's ideas of what is generally classed as a Displacement type.
- (t) Rudders known as bow rudders shall not be used on competing boats.

Article VIII.

The Race Committee, shall by mutual consent and agreement, fix and decide all the terms and conditions of the match (not inconsistent with the terms and conditions of this instrument) whether relating to dates, courses, notices or any other matter whatsoever pertaining to the match or preliminary thereto, except that the Challenged Club or person must immediately, upon receipt of the first challenge, notify in writing the Racing Commission of the American Power-Boat Association of the fact and transmit to it a copy of such challenge; and the date for the first race of such match shall not be set for a day earlier than thirty days after the course, dates, and any other matters have

been agreed upon and written notice of the same sent to the Racing Commission of the American Power-Boat Association.

Article IX.

If deemed desirable, the terms of this agreement may be modified by the American Power Boat Association while the trophy is in its possession, and when not in its possession by agreement between the American Power-Boat Association and the Club having custody of the trophy provided, however, that no modifications shall be made during the pendency of any challenge unless consented to in writing by all the challengers

Article X.

In case the Club having the custody of the trophy, shall be dissolved, or shall cease to exist or shall they or person holding trophy, refuse to or fail to comply with all the terms and conditions thereof, the said trophy shall thereupon revert to the American Power-Boat Association, and shall continue subject to the terms and conditions of this instrument.

Article XI.

This instrument shall be executed in quadruple originals, one of which shall be preserved with the archives of the American Power Boat Association, one shall accompany and be delivered with the trophy whenever won and transferred. One shall be retained by Carl C. Fisher and one retained by James A. Allison.

The trophy shall be delivered to the Chairman of the Racing Commission one week prior to the date set for the first race of any match for the said trophy, and a receipt given by the Chairman of the Racing Commission to the Club thus delivering the trophy substantially in the following form:

Received thisday of, 19....., from the Club, American Power-Boat Association Fisher Trophy for Displacement Boats awarded toClub, as a result of a match held atunder the auspices of the Club, on theday of, 19.....

Signed (Chairman Racing Commission)

After the finish of a match for the cup the Chairman of the Racing Commission of the American Power-Boat Association shall have the trophy suitably engraved with the name of the Club and the boat winning same with date, and shall deliver said trophy to the proper official in the Club or to the individual winning same, taking a receipt from the Club receiving the trophy made out substantially in the following form:

Received thisday of, 19...., from the Chairman of the Racing Commission of the American Power Boat Association, the Carl Fisher Trophy for Displacement Boats, awarded to the undersigned Club as a result of a match held at, under the auspices of the Club, on the day of, 19...., which cup is delivered to the undersigned Club in pursuance of the terms of a certain instrument executed by the American Power-Boat Association, under the date ofday of 19, and will be held by the undersigned Club, subject to all the terms and provision of said instrument.

By

.....Title

The holder of the Trophy shall furnish bond and insurance to assure its safe keeping, preservation and return in such amount as may be determined by the American Power-Boat Association.

In Witness Whereof, Carl G. Fisher, James A. Allison and the President and Secretary of the American Power-Boat Association have signed and executed this instrument in quadruple.

Carl G. Fisher
.....
James A. Allison
.....

Wm. L. Johnson
.....
Wm. L. Johnson
.....
Wm. L. Johnson
.....

Secy. American Power Boat Assn.

VICE-PRESIDENTS
 CHARLES W. HENNING, SECTION
 A. B. CARLLEDGE
 DELAWARE BAY SECTION
 CHARLES J. CURRAN
 SOUTH JERSEY SECTION
 EDWARD N. SMITH
 LOWER LAKES SECTION
 C. WILLARD EVANS
 CALIFORNIA SECTION
 J. H. BARTON
 EASTERN CANADIAN SECTION
 WORTHINGTON SCOTT
 HUDSON RIVER SECTION
 JOHN V. A. CATTUS
 BERNEGAT BAY SECTION
 HENRY A. JACKSON
 LONG ISLAND SOUND SECTION
 GEORGE R. LESAUVAGE
 SAVANNAH 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 E. CLARK, TIMER.
 F. W. HORENBURGER, SURVEYOR.

OFFICE OF THE
 SECRETARY OF THE RACING COMMISSION

119 WEST 40TH STREET, NEW YORK CITY June 19, 1919 191

ADVISORY TECHNICAL
 COMMITTEE
 REUBEN E. 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. CARLLEDGE
 GEORGE R. LESAUVAGE
 LEGISLATIVE COMMITTEE
 ALBERT L. JUDSON, CHAIRMAN
 HARRY S. MESIROV
 A. B. BENNETT, JR.
 MATT MCCARTY
 I. H. CORY
 JAMES T. BRESNAHAN

Mr. Carl B. Fisher,
 Indianapolis, Ind.

Dear Mr. Fisher:

No doubt Commodore Judson has written you before now in reference to the acceptance of your offer of a trophy which was formally made at the meeting of the entire Council of the American Power-Boat Association held last week in this city.

The entire Deed of Gift was presented by the Racing Commission and approved and accepted exactly as suggested by yourself. We have had the four copies of the Deed of Gift signed by Mr. Judson as President and Mr. Krusen as Secretary of the Association. I am returning to you two signed copies of the Deed of Gift, one of which is for you and the other I would ask you to kindly turn over to Mr. Judson. The third copy is filed with the secretary of the American Power-Boat Association and the fourth will accompany the trophy.

Several people in the industry have written in expressing their highest approval of your plan for stimulating interest in this type of boat, and stating that they are sure they have in mind the names of several people who will build for this class.

We are sending out much publicity from Mr. Judson's office and are having the Deed of Gift printed in pamphlet form. We intend to supply the industry and trade with a number of copies of the Deed of Gift for distribution to their prospects.

If you have any further points in mind for keeping this matter before the public, let me know your ideas and I will see that they are carried out.

Very truly yours,

C. F. Chapman

June 23rd, 1919.

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

Dear Mr. Chapman :

Replying to yours of the 19th : I think it would be a good thing to write an article for the various papers and for publicity, regarding the practical use of a high speed boat; and also some estimates of the speed and power plant necessary to give 45 miles per hour in a runabout, or, if you want to make it 40 miles. A good many people may read these articles and be impressed with the possibilities of purchasing a boat of this type.

Yours very truly,

CGF:R

VICE-PRESIDENTS

CHARLES M. ENGLIS
THOUSAND ISLANDS SECTION
A. B. CARTLEDGE
DELAWARE RIVER SECTION
CHARLES J. CURRAN
SOUTH JERSEY SECTION
EDWARD N. SMITH
LOWER LAKE SECTION
G. WILLARD EVANS
CALIFORNIA SECTION
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GEORGE I. MERRILL
BARNEGAT BAY SECTION
HENRY A. JACKSON
LONG ISLAND SOUND SECTION
GEORGE R. LESAUVAIGE
GRAVESEND BAY SECTION
G. H. WOOD
DETROIT RIVER SECTION
RACING COMMISSION
E. CLAUDE HEARLEY, CHAIRMAN
CHARLES F. CHAPMAN, SECR.
119 WEST 40TH ST., NEW YORK CITY
M. S. CORNELIUS, JR.

American Power-Boat Association

ALBERT L. JUDSON, PRESIDENT.
CHARLES F. TOWER, SECRETARY.
GEORGE C. KRUSEN, TREASURER.
FREDERICK K. LORD, HEADQUARTERS.
HENRY SAMPSON, JR., TIMER.
F. W. HORENBURGER, SURVEYOR.

ADVISORY TECHNICAL
COMMITTEE

HENRY SAMPSON, JR., CHAIRMAN
HENRY J. GIELOW
JOHN J. AMORY

STANDARDIZATION
COMMITTEE

THOMAS B. TAYLOR, CHAIRMAN
FREDERICK K. LORD
REUBEN B. CLARK

CENTRAL COMMITTEE ON
AIDS TO NAVIGATION

H. A. JACKSON, CHAIRMAN
CHARLES F. TOWER, SECRETARY
JOSEPH H. WALLACE
A. B. CARTLEDGE
GEORGE R. LESAUVAIGE

LEGISLATIVE COMMITTEE

ALBERT L. JUDSON, CHAIRMAN
HARRY S. MESIROV
A. B. BENNETT, JR.
I. H. CORY
JAMES T. BRESNAHAN

OFFICE OF THE PRESIDENT

THE PLAZA 5TH AVE AND 59TH ST. NEW YORK CITY June 21, 1919

Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Sir:

At a meeting of the Council of the American Power-Boat Association, held in New York City on the 12th day of June, 1919, your generous offer to provide a Cup to be raced for under conditions stated in the Deed of Trust accompanying the same, was formally and gratefully accepted. I am sure that the interest you have thus shown in the sport will contribute in a degree the possibilities of which are of unlimited benefit to the industry in general, and I believe that the type of boat which will be developed under the conditions will be so far superior to anything which has gone before, that a great and important advance of benefit to the world will be accomplished.

This Association intends to give the matter the widest publicity, and we are having printed copies of the Deed of Trust which will be sent, with a letter, broadcast to everyone in the United States who would be likely to be interested; this will include boat builders, engine manufacturers, yacht clubs and power boat clubs, and as many individual power-boat enthusiasts as we can get in touch with.

Please accept the thanks of this organization and express our appreciation to your associate, Mr. Allison, for this important and generous stimulation to the building of boats of the character which will be developed by the conditions of the Deed of Trust, and this Association will give its entire and whole-hearted support to the promotion, encouragement and development of the idea sought to be carried out by your gift.

Yours very truly,

Albert L. Judson
President.

Declaration of Trust
Governing the
American Power-Boat Association
Challenge Trophy
For Displacement Boats

This instrument, dated _____ made by the American Power-Boat Association
witnesseth as follows:

Mr. Carl Fisher having presented to the American Power-Boat Association a trophy for the purposes, the American Power-Boat Association offers this as a perpetual challenge trophy or until won as hereinafter provided, to be known as the Carl Fisher Trophy for Displacement Boats representing the Displacement Boat Championship of North America, for the purpose of promoting speed contests between displacement boats of a wholesome character and improving and perfecting models and construction of internal combustion engines for displacement boats and for developing the lines and usefulness of the displacement type of motor boat, hereby sets forth and declares the terms and conditions which shall govern the tenure of said trophy and the competitions therefor.

Article I.

Any Club or Association in North America which is a member of the American Power-Boat Association, shall always have the right to challenge for the trophy and to run a match therefor, provided such challenge shall be made and such match shall be run in accordance with the terms and conditions of the agreement.

Article II.

Matches for the trophy shall be run under the rules and regulations of the American Power-Boat Association governing sanctioned races, as adopted or amended at the annual meeting of the Association next preceding the race. The match shall be for Displacement Racers as defined by the A. P. B. A. Rules, or this Deed of Gift.

Article III.

The first match for this trophy shall be run on Lake George, New York, during the summer season of 1920, the second match at Miami, Florida, during the winter of 1920-1921, and the

third match at Detroit, Michigan, during the summer of 1921. Subsequent matches shall be run at a time and place selected as hereinafter provided.

Article IV.

The match shall be managed by a Race Committee of three as follows: The president of the American Power-Boat Association (Chairman), the secretary of the Racing Commission of the A.P.B.A. and one other person to be named by the local club holding the race.

Article V.

If this trophy be won three times by the same owner or owners it shall become his or their perpetual property and the terms and agreements of this declaration of trust will thereupon become null and void.

Article VI.

All challenges must be made in writing according to form herewith, signed by the Secretary, (or proper official) of the challenging club and must be forwarded to the secretary of the American Power-Boat Association. A copy of the challenge must be sent to the Secretary of the club holding the trophy and a copy to the Secretary of the Racing Commission of the American Power-Boat Association. To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs may challenge and enter the same contest on the terms proposed and accepted in the first challenge received; but no challenge shall be received later than ten days before the date set for the first race of the match.

(Form of Entry Blank for Challenges for American Power-Boat Association

Challenge Trophy for Displacement Boats) (Fisher Trophy)

Dated at 19.

To the Secretary of the American Power-Boat Association:

The ... (Name of Club) Club, hereby challenges for the American Power-Boat Association Fisher Trophy For Displacement Boats.

It is agreed that the rules governing the race for this Trophy, as provided in the Declaration of Trust, and those governing Sanctioned Races, will be complied with.

.....
(Club)
.....
(Secretary)

third match at Detroit, Michigan, during the summer of 1921. Subsequent matches shall be run at a time and place selected as hereinafter provided.

Article IV.

The match shall be managed by a Race Committee of three as follows: The president of the American Power-Boat Association (Chairman), the secretary of the Racing Commission of the A.P.B.A. and one other person to be named by the local club holding the race.

Article V.

If this trophy be won three times by the same owner or owners it shall become his or their perpetual property and the terms and agreements of this declaration of trust will thereupon become null and void.

Article VI.

All challenges must be made in writing according to form herewith, signed by the Secretary, (or proper official) of the challenging club and must be forwarded to the secretary of the American Power-Boat Association. A copy of the challenge must be sent to the Secretary of the club holding the trophy and a copy to the Secretary of the Racing Commission of the American Power-Boat Association. To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs may challenge and enter the same contest on the terms proposed and accepted in the first challenge received; but no challenge shall be received later than ten days before the date set for the first race of the match.

(Form of Entry Blank for Challenges for American Power-Boat Association

Challenge Trophy for Displacement Boats) (Fisher Trophy)

Dated at 19.

To the Secretary of the American Power-Boat Association:

The ... (Name of Club) Club, hereby challenges for the American Power-Boat Association Fisher Trophy For Displacement Boats.

It is agreed that the rules governing the race for this Trophy, as provided in the Declaration of Trust, and those governing Sanctioned Races, will be complied with.

.....
(Club)
.....
(Secretary)

Note: The challenge to be sent to the Secretary of the American Power-Boat Association and copies to the Secretary of the challenge club and the Secretary of the Racing Commission of the American Power-Boat Association.

Article VII.

- (a) Match shall consist of three races, to be sailed on consecutive days, excluding Sunday.
- (b) Courses shall be thirty statute miles in length.
- (c) Courses shall be laid in water of not less than 10 feet and shall be as free from turns as possible. The finish must be at the starting line. The length of each lap of the course shall be three miles. The course shall be approved by the Racing Commission who shall have power to accept or reject same.
- (d) The start shall be a one-gun standing start with a preparatory gun five minutes before the starting time. A flag shall be dropped one minute before the starting time. During the interval of time between the dropping of the flag and the starting gun, boats shall not make headway through the water toward the starting line.
- Owners or their representatives shall draw for positions previous to the start of each race of the match.
- (e) The winner of the match shall be determined by the point system, whereby each boat entering and finishing a race of a match receives one point for entry and one additional point for each boat which she defeats, the winner being the boat scoring the highest aggregate number of points in all the races of the match. In computing points the maximum number of entrants shall be deemed racing each day and those that do not start shall be counted as defeated boats. A boat which starts in a race, but does not finish before one hour after sunset, shall receive no points for that race, but shall be counted as a defeated boat in that race by the boats finishing. In case two or more boats have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to that one of the tied boats which has covered the course in the best total elapsed time for three races.
- (f) Each club whose challenge has been accepted shall name its representative boat, or boats, and shall file with the Challenged Club and the Racing Commission of the Association, at least ten days before the date set for the first race, a certificate of the measurer of such club of the measurement of such boat.

- (g) No club shall enter more than three boats for the match.
- (h) No boat shall be eligible to compete for this trophy which has since the year 1916 raced for a cash prize, or which has competed in, or has been entered in any race where a cash prize, was offered or which at any time since 1916 has been entered in a race by a person who is not an amateur within the meaning of the American Power-Boat Association Racing Rules.
- (i) Measurement of boats must be verified prior to the match by the Measurer of the Assistant Measurer of the Association who is acting on the Race Committee in accordance with Article IV.
- (j) The minimum waterline length of a boat competing for this trophy shall be thirty-two feet.
- (k) The total maximum piston displacement of the motor or motors in boats competing for this trophy shall be 3,000 cubic inches.
- (l) The form of power plant shall be one or more stock marine motors. The owner shall file an affidavit sworn to by the engine manufacturer stating that the motor or motors are regular stock marine models and are not "special" in any particular.
- (m) Competing boats must exhaust at the stern close to the waterline.
- (n) Boats shall race without handicaps or time allowance.
- (o) Competing boats shall be fitted with at least three transverse bulkheads, have the motor compartment entirely closed in, and have seating accommodations for at least four persons.
- (p) The time of start for each race of the match shall be 3 P.M. No postponements for any cause shall be allowed.
- (q) Each motor in a competing boat shall be fitted with an efficient electric self-starter and reverse gear.
- (r) Competing boats must demonstrate to the satisfaction of the Race Committee that they are capable of a speed of at least 40 miles per hour.
- (s) The hulls of competing boats must have no breaks in the longitudinal continuity of the immersed surface, not more than one lifting surface and must conform to the committee's ideas of what is generally classed as a Displacement type.
- (t) Rudders known as bow rudders shall not be used on competing boats.

Article VIII.

The Race Committee shall by mutual consent and agreement fix and decide all the terms

and conditions of the match (not inconsistent with the terms and conditions of this instrument), whether relating to dates, courses, notices, or any other matter whatsoever pertaining to the match or preliminary thereto, except that the Challenged Club must immediately, upon receipt and acceptance of the first challenge notify in writing the Racing Commission of the American Power-Boat Association of the fact, and transmit to it a copy of such challenge; and the date for the first race of such match shall not be set for a day earlier than thirty days after the course, dates, and any other matters have been agreed upon and written notice of the same sent to the Racing Commission of the American Power-Boat Association.

Article IX.

If deemed desirable, the terms of this agreement may be modified by the American Power-Boat Association while the trophy is in its possession, and when not in its possession by agreement between the American Power-Boat Association and the Club having custody of the trophy provided, however, that no modifications shall be made during the pendency of any challenge unless consented to in writing by all the challengers.

Article X.

In case the Club having the custody of the trophy shall be dissolved, or shall cease to exist, or shall resign from the American Power-Boat Association, or shall refuse to or fail to comply with all the terms and conditions thereof, the said trophy shall thereupon revert to the American Power-Boat Association, and shall continue subject to the terms and conditions of this instrument.

Article XI.

This instrument shall be executed in duplicate originals, one of which shall be preserved with the archives of the American Power-Boat Association, and the other shall accompany and be delivered with the trophy wherever won and transferred.

The trophy shall be delivered to the Chairman of the Racing Commission one week prior to the date set for the first race of any match for the said trophy, and a receipt given by the Chairman of the Racing Commission to the club thus delivering the trophy substantially in the following form

Received this day of, 19., from the

..... Club, American Power-Boat Association Fisher Trophy for Displacement Boats
awarded to Club, as a result of a match held at
under the auspices of the Club, on the day of ..
....., 19 ..

Signed
(Chairman Racing Commission)

After the finish of a match for the cup the Chairman of the Racing Commission of the
American Power-Boat Association shall have the trophy suitably engraved with the name of the
Club and the boat winning same with date, and shall deliver said trophy to the proper official
in the Club winning same, taking a receipt from the Club receiving the trophy made out
substantially in the following form:

Received this day of 19, .., from the Chairman of the
Racing Commission of the American Power-Boat Association, the Carl Fisher Trophy for Displace-
ment Boats, awarded to the undersigned Club as a result of a match held at,
under the auspices of the Club, on the day of 19 ..
which cup is delivered to the undersigned Club in pursuance of the terms of a certain instru-
ment executed by the American Power-Boat Association, under the date of day of ..
19 .., and will be held by the undersigned club, subject to all the terms and provisions
of said instrument.

By
..... Title

In Witness Whereof, the American Power-Boat Association has caused this instrument to be
signed and executed by its Present and Secretary, in duplicate, originals, this
date of

**Carl Fisher Offers Valuable Trophy for Displacement Boats
A Permanent Prize Worth \$5,000 As Well As an Annual Prize to the Winner Each Year to Stimulate
the Building of High-Speed Runabouts - The Most Valuable Offer in the History of Motor Boating**

At last years Gold Cup Races at Detroit, that popular and well-known sportsman and yachtsman, Carl G. Fisher of Indianapolis, watched and waited for several days for something to happen in the motor boat racing line to pay him for his trip to Detroit. Everything that did occur was of a negative nature - delays, breakdowns, mishaps, rough water, balky motors, boats catching fire, and all such incidents which contribute so much toward an unsuccessful hydroplane racing event. These were not the unusual but to the contrary those who have followed speed boat racing for the last several years have grown hardened and accustomed to such casualties and have learned to expect them.

Mr. Fisher as well as most of the other spectators have become disgusted and the former called Commodore Judson, president of the American Power Boat Association, and C. F. Chapman, editor of Motor Boating and secretary of the Racing Commission of the A. P. B. A. to him and offered to present a trophy worth \$5000. to the Association for a race. The only requirement which Mr. Fisher specified was that the race must start at 5 O'clock on the days scheduled irrespective of weather, sea or any of the other factors, irrespective of spectators or owners wishes. Mr. Fisher suggested to Mr. Chapman that he draw up a Deed of Gift governing such a class and submit same to him for his approval. This Mr. Chapman has done and Mr. Fisher has approved of the conditions for the series of races which should result in the development of a type of runabout in this country which will appeal to many sportsmen not heretofore interested in motor boat racing, as well as to those who were at one time boosters of hydroplane events but on account of the unreliability of these racing machines and the makeshifts adopted by some owners to win ~~at~~ at any cost have become disgusted with the whole sport and have promised themselves never again to become enthusiastic or allow themselves to throw their money away on a sport with such unsatisfactory results.

In addition to the trophy Mr. Fisher has agreed to donate to the winner each year a prize of the value of \$1,000, the winner to have the privilege of selecting his own prize. The

American Power-Boat Association offers this trophy as a perpetual challenge trophy or until finally won under the rules decided upon/

This event is for displacement boats exclusively and the race will be for the Displacement Boat Championship of North America. It will be open to any club or association which is a member of the American Power Boat Association, and any such organization will always have the right to challenge for the trophy and to run a match for it, providing, of course, that the challenge and match shall be run in accordance with the terms and conditions of the agreement. The matches must be run under the rules and regulations of the American Power-Boat Association governing sanctioned races, as adopted or amended at the annual meeting of the Association next preceding the race.

The first match for the trophy will take place on Lake George, N.Y., during the summer season of 1920, the second match at Miami, Fla., during the winter of 1920-1921, and the third match at Detroit, Mich., during the summer of 1921. Subsequent matches are to be run at times and places to be selected later.

These races are to be open to displacement boats provided they are over 32 feet in length and have a piston displacement of the power plant of not more than 3,000 cubic inches. In order to enter for the event boats must be powered with a stock marine motor, this condition is to be very rigidly enforced. The hull may be either of the round- or V-bottom type; the boats are to have a seating capacity of four persons; are to be equipped with electric starters, have stern exhaust, and must be capable of a minimum speed of 40 m.p.h.

The maximum piston displacement of 3,000 cubic inches may be distributed in one, two, or more units. Two eight-cylinder Speedways, Sterlings or even Van Blercks, or two of the new Murray & Tregurtha motors will meet the power plant specifications. If the maximum allowable piston displacement is used it will amount to something over 500 h.p.

Another ^{usual} feature of the race upon which Mr. Fisher is insistent is that it will always start exactly at 3 P.M., irrespective of the readiness of contestants or their ability to get underway at that moment. He is determined that spectators shall be considered at the event as well as boat owners and with this in view owners of competing boats will have to begin to get their craft tuned up far enough in advance to be sure they can start at the specified time. There are to be absolutely no postponements for any cause whatsoever.

The \$1,000 prize is to be permanent and to be retained by the winner but the \$5,000 Carl Fisher Trophy is to be a leg on trophy and to be retained only if the trophy be won three times by the same owner when it will become his perpetual property.

To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs may challenge and enter the same contest on the terms proposed and accepted in the first challenge received; but no challenge will be received later than ten days before the date set for the first race of the match.

A match is to consist of three races to be sailed on consecutive days, excluding Sunday. The course is to be thirty statute miles in length and is to be laid in water not less than ten feet deep and is to be as free from turns as possible. The finish is to be at the starting line. The length of each lap of the course is to be three miles, and the course must be approved by the Racing Commission which is to have power to accept or reject it.

The start is to be a one-gun standing start with a preparatory gun five minutes before the starting gun. A flag is to be dropped one minute before starting time and during the interval of time between the dropping of the flag and the starting gun boats are not to be permitted to make headway through the water toward the starting line. Position will be determined by the owners or their representatives drawing lots previous to the start of each race of the match.

The winner of the match is to be determined by the point system, under which plan each boat entering and finishing a race of a match received one point for entry and one additional point for each boat which she defeats, the winner being the boat scoring the highest aggregate number of points in all of the races of the match. In computing points the maximum number of entrants is to be deemed racing each day and those that do not start are to be counted as defeated boats. A boat which starts in a race, but does not finish before one hour after sunset, is to receive no points for that race and is to be counted as a defeated boat in that race by the boats finishing. In the event that two or more boats score the same number of points for the series, establishing a tie, the match is to be awarded to that one of the tied boats which has covered the course in the best total elapsed time for three races.

Each club whose challenge has been accepted is to name its representatives boat or boats and file those names with the Challenged Club and the Racing Commission of the Association, at

least ten days before the date set for the first race and is also to send a certificate of the measurer of the measurements of the boats. Clubs are limited to not more than three boats for the match. Boats are not eligible to compete which have at any time since 1916 raced for a cash prize, or which have been entered in a race by a person who is not an amateur within the meaning of the racing rules of the American Power-Boat Association. Measurements of boats must be verified prior to the match by the Measurer or Assistant Measurer of the Association who is acting on the Race Committee.

The minimum waterline length of a boat competing for this trophy is to be 32 feet. The total maximum piston displacement of the motor or motors is not to exceed 3,000 cubic inches. The form of power plant must be one or more stock marine motors and the owner must file a sworn statement, attested to by an affidavit of the engine manufacturer stating that the motor is a regular stock marine model and not a "special" in any particular.

Competing boats must exhaust at the stern close to the waterline. There shall be no handicaps or time allowances and the craft must be fitted with at least three transverse bulkheads and have the motor compartment entirely closed in and have seating accommodations for at least four persons. One of the vitally important features is that the race must start exactly at 3 P.M., and no postponements for any cause will be permitted. Each motor must be fitted with an efficient electric self-starting and reversing gear, and the boats must demonstrate to the satisfaction of the race Committee that they are capable of a speed of at least 40 m.p.h. There must be no breaks in the hulls in the longitudinal continuity of the immersed surface, not more than one lifting surface and must conform to the Committee's ideas of what is generally classed as a displacement type. No bow rudders are to be used. The committee is by mutual consent to fix and decide all terms and conditions of the match, whether relating to dates, courses, notices or any other matter, except that the Challenged Club must immediately upon receipt and acceptance of the first challenge notify in writing the Racing Commission of the American Power-Boat Association of the fact, and transmit to it a copy of the challenge, and the date for the first race is not to be set for a day earlier than and thirty days after the course and other matters have been agreed upon and the written notice sent to the Commission.

The Power-Boat Association may modify the terms while the trophy is in its possession and when not in its possession they may be modified by agreement between the Association and the Club having custody of the trophy; provided that no modification shall be made during the pendency of any challenge, unless consented to in writing by the challenger.

In the event that the Club having custody of the trophy shall be dissolved or cease to exist or resign from the Association, or refuse or fail to comply with the terms and conditions of the Association the trophy is to revert to the Association. The trophy must be delivered to the Chairman of the Racing Commission, one week prior to the date set for the first race and a receipt will be given to the club. After the finish of a match and for the cup the Chairman of the Commission will have the trophy suitably engraved with the name of the Club and the boat winning same with the date. He will deliver it to the winning club, taking its receipt.

Minimum Length of Hull 32 feet
Maximum Piston Displacement of Power Plant . . . 3,000 cubic inches
Type of Power Plant Stock Marine Motor
Type of Hull Round- or V-Displacement
Length of Race Three Heats of 30 Miles each
Date and Place of First Race Lake George, N. Y., 1920.
Time of Start of Each Race 3 P.M. (No postponements for
any cause.)
Seating Capacity of Boats Four persons
Exhaust A stern
Starter Electric
Prize Flag on Fisher \$5,000 Trophy
and Permanent Prize valued at
\$1,000 of Winner's Own Selection.
Race Management American Power-Boat Association.
Minimum Speed of Competing Boats . . . 40 M.P. H.

MOTOR BOATING

119 WEST 40TH STREET
NEW YORK

September 11, 1919

Mr. Carl G. Fisher,
Indianapolis,
Ind.

Dear Mr. Fisher:

I am just back from the Detroit and Toronto races and, as you have probably heard, they were the usual fizzle. One boat sank at Detroit and two at Toronto.

Your letter of September 2nd was received during my absence. On my way back from Toronto, I stopped off at Lake George and had a long talk with Commodore Judson. I spoke to him about your motors and he tells me that he has placed a tentative order for one of them. I am very glad to know this and I am sure he will get a very satisfactory power plant, which he deserves. He has tried long enough to get a satisfactory boat but so far has met with nothing but disappointment and failure.

There still continues to be considerable interest in the racing for your trophy. I had luncheon on Monday with Mr. Guy W. Vaughn, the new advertising manager of the Van Blerck Motor Company and he tells me that he expects to build a boat. There is one building at Boston that I know of and with the two or three at Lake George, I am sure we are going to have a very successful race.

I think Commodore Judson has written you in reference to changing the first race from Lake George to Detroit. We will, however, be guided by your wishes.

With kind personal regards,

Sincerely yours,



September 15th, 1919.

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

Dear Mr. Chapman :

I have yours of the 11th ; I think I can be put in the same boat with Commodore Judson. I have spent several hundred thousand dollars for boats in the past few years and I have never yet found motors that I could tag as being satisfactory. The Seabury Six Cylinder has been the nearest thing to a satisfactory motor for me - but it has been too small. Their 8-cylinder of the same design is net good at all.

If we can get six or eight boats of this class to start in this kind of a race I think we are going to have a very successful first year - and each year should see the number increase.

If you want to hold the first race at Detroit, this is alright with me.

Yours very truly,

CCF:R

October 2nd, 1919.

Mr. Albert L. Judson, President,
American Power Boat Association,
New York City.

My dear Mr. Judson :

I have yours of the 20th : If I am permitted to do so, there is one clause in the Deed of Gift that I would like to stick to and that is - the short course of not over three miles. I wouldn't give a damn to see a race over a six-mile course, even if it was boats that ran 100 miles an hour. I would much prefer to see boats running 40 miles an hour over a three-mile course.

I don't agree with you that the boats, engines, etc. are to be considered in this matter at all. The spectators come first ! If the engines won't stand up for continuous hard driving around short curve courses in heavy side swells, with a good deal of spray - then they must be made to stand it. If the boats are not suitable to swerve around the curves at 45 miles, then they are not properly designed and must be designed properly - and the quicker we find the best type of design, the better. The few seconds difference in high speed you receive from a long course doesn't amount to anything, in my estimation.

Note the results of the Race at Detroit : A little slop of a wave sinks a high priced racing boat - and it has been doing the same thing for ten years, and yet the conditions of the race allow a man to put a 1000 H.P. engine on a flat plank if he wanted to, and call it a racing boat.

I don't agree with you on the minimum weight. For this reason there should be some premium paid to the designer who can design a hull sufficiently strong and yet sufficiently light to stand the abuse that it is surely going to receive in a race of this kind, and stand up. When you take into consideration the bulkhead, the quantity of gasoline that must be carried and the passenger equipment that must be carried, I don't believe that they can beat the weight very much. Possibly it could be beaten four or five hundred pounds - but I believe any restriction on weight in this particular case is going to be a bad thing, unless the restrictions are such that it would not be a hardship on the architect or builder who can build a substantial and yet extremely light hull. If this is what you and Mr. Lord have in mind, I think it would be a very good thing for us to consider.

Mr. Albert L. Judson. #2. October 2nd, 1919.

In my estimation there is no reason why a builder in Detroit should not take 50 Liberty Motors, redesign the base, oiling system, etc, and put these in racing hulls. They certainly will be lots better than the kind of engines that have been going in hydroplanes - and while I wouldn't care to use one of these motors, they might be the entering wedge for a light motor that could be rebuilt and still give good service. I thorely agree with you that the old type of marine motor will soon be obsolete except for heavy duty purposes.

If we place too many restrictions on these races we do not give the engineer and manufacturer, who are really trying to develop a light powerful motor, a chance.

I thorely agree with you that aeroplane engines should be prohibited - but I would not consider that aeroplane cylinders and a crankshaft properly built (rebuilt) with a clutch and electric starting outfit, would be prohibited.

It certainly is a hell-of-a-mess to straighten out and still give every opportunity to the good designers as well as the cheaters. The worst of these troubles, however, I think will help straighten themselves out after the first race.

Sorry I could not be in New York to attend your meeting.

I was just out to the Allison Experimental Company this morning and they had a large number of the parts of their motor finished up in wood - and it looks very good. Personally I believe that this is going to be by long odds the finest marine motor that has ever been constructed - and I am in hopes they will be able to show it at the February Show in New York. If you or Mr. Chapman happen to be out this way, I hope you will drop in to the Allison Experimental Company and look these motors over.

Yours very truly,

OGF:R

VICE-PRESIDENTS

CHARLES M. ENGLB
THOUSAND ISLAND SECTION
A. B. CARLEDGE
DELAWARE RIVER SECTION
CHARLES J. CURRAN
SOUTH JERSEY SECTION
EDWARD N. SMITH
LOWER LAKE SECTION
H. H. CORY
CALIFORNIA SECTION
S. F. GEROW
EASTERN CANADIAN SECTION
WORTHINGTON SCOTT
HUDSON RIVER SECTION
JOHN V. A. CATTUS
BERNEGAT BAY SECTION
HENRY A. JACKSON, JR.
LONG ISLAND SOUND SECTION

RACING COMMISSION

E. CLAUDE HEADLEY, CHAIRMAN
CHARLES F. CHAPMAN, Sec'y
115 WEST 48TH ST., NEW YORK CITY
FRANK M. GARDEN

American Power-Boat Association

ALBERT L. JUDSON, PRESIDENT.
THOMAS B. TAYLOR, SECRETARY.
GEORGE C. KRUSEN, TREASURER.
FREDERICK K. LORD, MEASURER.
REUBEN S. CLARK, TIMER.

OFFICE OF THE PRESIDENT

From June 10 to October 15 my address will be "Sagamore-on-Lake George, N. Y.," where official communications should be addressed to insure prompt reply. Mail to "The Plaza, New York," will be forwarded, but there may be a slight delay in the correspondence.

ADVISORY TECHNICAL COMMITTEE

REUBEN B. CLARK, CHAIRMAN
HENRY J. GIELOW
JOHN J. AMORY

STANDARDIZATION COMMITTEE

GEORGE F. CROUCH, CHAIRMAN
FREDERICK K. LORD
HERBERT L. STONE

CENTRAL COMMITTEE ON AIDS TO NAVIGATION

H. A. JACKSON, JR., CHAIRMAN
CHAS. P. TOWER, SECRETARY
JOSEPH H. WALLACE
A. B. CARLEDGE
GEORGE R. LE SAUVAGE

LEGISLATIVE COMMITTEE

ALBERT L. JUDSON, CHAIRMAN
HARRY S. MESIROV
A. B. BENNETT, JR.
MATT MCCARTY
J. H. CORY
JAMES T. BRESNAHAN

October 4, 1919

Mr. Carl G. Fisher,
Indianapolis,
Indiana.

Dear Mr. Fisher:

I am wondering if you received my letter of September 20th in relation to some suggestions that were made in connection with your Trophy; and in addition to those remarks, I am enclosing herewith copy of a letter from Gar Wood which is extremely interesting from one point of view. He certainly pays high testimony to the Liberty Motor, and I have to say that his outfits at Detroit were inspected at the time of the Gold Cup Races very thoroughly by Mr. Chapman and Mr. Sampson, who went there representing the American Power-Boat Association; they had a ride also in the cruiser which he runs from Detroit to Algona, and their testimony of the workings of the Liberty Motor is almost on a par with Wood's, and while others may have had no success in developing the Liberty Motor for marine work, still it would appear that Wood and the Smith family have been able to do so. I understand that they reconstruct them in some way in changing the base, silling system, and some other parts of the mechanism so that they seem to develop a perfect marine motor.

If Wood's statement is correct as to his experience in his boat, it would appear that he at least has found a motor suitable for a boat which will stand up. If the Liberty, or similar motors, can be developed to the state of perfection described by Wood, would it be wise for you or us to stand in the way of such development? All of which, of course, is more or less interesting and brings to light many difficulties which we are yet to face.

I shall be here until the 13th or 14th of this month, at which time I will return to New York for the winter, where my

VICE-PRESIDENTS

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- A. B. CARTLEDGE
DELAWARE RIVER SECTION
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OFFICE OF THE PRESIDENT

SECRETARY OF THE CENTRAL COMMITTEE
ON AIDS TO NAVIGATION

110 WEST 40th STREET, NEW YORK CITY, October 4, 1919

Mr. Carl G. Fisher,
Indianapolis,
Indiana.

Dear Mr. Fisher:

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I shall be here until the 13th or 14th of this month, at which time I will return to New York for the winter, where my

American Power-Boat Association.

Page 2 ...

To Mr. Fisher

Date Oct. 4/19

address will be, as usual, The Plaza, Fifth Avenue and 59th St.,
or my office, 30 East 42d Street, and I hope to have the pleasure
of seeing you on your next trip, and that it will be possible for
you to attend the Annual Meeting on October 30th.

Best regards.

Yours very sincerely,

W. Hudson
President.

ALJ:D
Enc.

Copy for Mr. Fisher

Algonac, Michigan.
Sept. 26, 1919

Commodore Albert L. Judson, Pres.,
American Power Boat Association,
The Plaza, 5th Ave and 59th St.,
New York City, N. Y.

My dear Commodore:

Your letter of Sept. 20th was delayed in reaching me on account of my being on a boat trip and not returning in time to get to the meeting which was held at your office this week. I am very sorry that I did not attend because there are several matters of importance which should be considered.

One of them being the acceptance by the association of the Carl Fisher Trophy deed of gift. As I understand the motive of Carl Fisher in giving this trophy was for the promotion of a fast cruiser or runabout which with a limited piston displacement would be a practical boat, one which was fast, safe, comfortable and easily maneuvered but it now appears that Mr. Fisher and Mr. Allison are experimenting with an engine to weigh in the neighborhood of 3200 lbs., which they propose to market at a price of approximately \$15,000., and as I understand it, Mr. Fisher would like to have his deed of gift read so that boats competing for his trophy would be equipped with motors of weights approximately the weight of his. He claims that the light high speed motor is not practical for motor boats. He even made a statement in the Press that the Liberty Motor was not practical and I understand that he insists that a so-called airplane motor could not be used in a boat eligible to compete for his trophy.

To begin with the available motors purchasable to qualify for his trophy at the present time would cost too much for any ordinary user, I would say not less than \$10,000 for a boat engine and I knew of no engine today outside of possibly a 7½ x 9 Murray and Ferguson or one of the motors such as you have in the Whip-p-Will that could be used in this proposed race and still have power enough to drive a boat anywhere

.....2
Com. Judson

near 40 miles per hour. I knew of no boat outside of the Gar Jr., which I happen to own, that could qualify as far as speed is concerned in this race.

I know of no motor and I speak from experience only and from the information which I have been collecting in the past few years which will stand up day in and day out under what I would call hard service other than the Liberty Motor. I have owned and run many, many makes, the most recent of which are the Van Blerck, Sterlings and the latest engine built by Murray and Tergurtha as marine engines and I still own two Sterlings, 6 cylinder Murray and Tergurtha, $7\frac{1}{2} \times 9$ and from my experience the Liberty Motor when properly installed and equipped with the proper water circulating system, oil system and clutch, is so very superior to any of the above mentioned motors that I would not even consider putting anything in any of my boats but Liberty motors.

I have run the Gar Jr., at an average speed of 35 to 38 miles per hour for over 7000 miles this season since July 1st this year and outside of changing 3 or 4 spark plugs I have had positively no trouble with this motor. It is a wonderful thing to start and will run both high speed and low speed for approximately any length of time and from what I can see this is the kind of an engine for the people to use who want a practical boat.

No marine engine manufacturers will ever be able to develop their engines to such perfection as this motor has been developed to because they have not the means nor do any of them incorporate the perfect inspection system which has been necessary to produce this motor. Neither do they use the high grade of material which has been used in it. For instance the valves in this motor of mine have never been ground, a valve spring has never broken, a wire has never come off a spark plug. The motor is so balanced that there is no vibration.

Yesterday I was asked by Mr. Flanders how many times we had ground our valves and he was extremely surprised when I told him that they were in perfect condition and have never been ground. This is not a mystery; it is only made possible by the

.....3
Com. Judson

fact that the valve seats are properly cooled and that the discharge of heated gas from the cylinder past these valves is so distributed that the valve is heated evenly preventing any possible distortion.

I have made fifty-four trips to Detroit and back, a distance of 76 miles per round trip, in all kinds of weather, across Lake St. Clair and there has never been a hint of the motor giving any trouble whatever.

I could rave on all week about the good points of this engine if you had the time to read it and then I could not get it all out of my system, therefore anyone who tries to insinuate that the Liberty motor is not practical does not know what he is talking about, and should be taken to task for making such statements.

There is one other thing that should be thoroughly thrashed out at the annual meeting and that is the definition and the thorough understanding of what an Express cruiser is. I propose to have if possible the fastest Express cruiser in the world and I want to know when I leave the Annual Meeting if it is possible, just what I must have in the way of a boat to qualify under the association rules so that there will be no chance for arguments and pretexts. I believe it is now possible to have an Express cruiser which will run a mile a minute or nearly so and if I should succeed in developing such a boat I must positively know all conditions to be met with to qualify as an Express cruiser.

Mr. Chapman and Mr. Scampson will no doubt tell you that there is real sport in riding in a boat like the Gar Jr. She is practical for cruising, very seaworthy and is extremely fast. This boat is one almost anyone with means could own and enjoy and if possible I believe this type of boat should be permitted in the Express cruiser class especially where the handicap rule applies; in which case there is no injustice done the man with the slower boat.

.....4
Com. Judson

Please let me hear from you as to what was done at the preliminary meeting and if you think it advisable I will be glad to come to New York and go over these matters with you before the annual meeting.

Hoping this finds you in better health than you were a few months ago and also that your eyesight is improving and hoping that next year will find you back in the game with the same enthusiasm as of former years, I remain

Sincerely yours,

(signed) Gar. Wood

GAW:EF

WESTERN UNION TELEGRAM



NEWCOMB CARLYON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE DESIRED	
TELEGRAM	
DAY LETTER	
NIGHT MESSAGE	
NIGHT LETTER	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

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

October 10th, 1919.

Albert L. Judson,
c/o Plaza Hotel,
New York City.

I believe the races will be ruined and the marine engine builders discouraged unless the race is lightened to three heats on three days of fifty miles each or one heat one day of one hundred miles stop. If decided three days racing fifty mile heats is best all repairs to motors must be done on the racing time stop Technical Committee must report every break or trouble with every motor entered stop Otherwise we are back to the hydroplane races with light flimsy engines and hulls rebuilt every night Letter follows.

Carl G. Fisher.

Prepaid.
Day Letter

October 9th, 1919.

Mr. Albert L. Judson,
c/o The Plaza Hotel,
New York City.

My Dear Commodore Judson :

Replying to yours of the 4th : Certainly both you and Mr. Cox Wood have misinterpreted a part of the Deed of Gift intentions - at least if you have an idea that a Liberty Motor is barred from the runabout class. A Liberty Motor with an exhaust pipe that is water cooled, with exhausts out the rear transom, with a cover over the motor, with a clutch either separate or a part of the motor that is enclosed, and with an electric starting system - is certainly eligible, as long as the piston inches are within the specified limit. This limit was intentionally made in the first place to allow for the use of a motor of the Liberty Motor size, but in making the rules every effort was used to discourage the application of airplane motors with an exposed exhaust pipe in a freak hull of an extremely light weight that could of course run under suitable weather conditions providing the engineers of the boat did not object to sitting on top of the motors and swallowing the gases from the exhaust pipes.

In other words : An attempt is being made with the Fisher Trophy to develop a runabout race that would allow owners to drive their own boats without the discomforts and the filth and dirt that usually go with hydroplane racing, such as the hydroplanes that have been designed in the past few years. There are always, of course, a few owners who are willing to stand these hardships for the sake of the sport, but the number is very limited. Our idea was that there are a good many owners who would like to have a boat that could race and at the same time could be worth something after the race is over for pleasure purposes. Certainly nobody can say that the hydroplane is worth anything after the race except to get it in shape for another race.

Mr. Wood is mistaken in another statement which he makes - namely, that I am interested in the Allison Experimental Company motor other than a friendly interest and that I have purchased two of them. I have no interest whatever in the Allison Experimental Company and only succeeded in getting Mr. Allison to build these motors for the simple reason that there were no other motors built in America that were suitable, in our estimation, for racing of this kind.

I happen to be very well acquainted with the original designer of the Liberty Motor, and I do know that the engineer who designed the Liberty Motor would not consider the present Liberty Motor, of which

Mr. Albert L. Judson. #2. October 9th, 1919.

Mr. Wood speaks so highly, as suitable for marine work; neither would he consider that the present Liberty Motor could be changed by the ordinary shop mechanic into a suitable marine motor, unless you wish to specify particularly that the motor should only be used in fresh water.

Undoubtedly in the coming Fisher Trophy Race the Liberty Motor will have a considerable advantage on account of its weight and the short distance of the race, but this is entirely satisfactory to us, as time will prove out whether or not this motor can stand up, as Mr. Wood seems to think it can, under all sorts of conditions that it must race under. If Mr. Wood and his associates can demonstrate that the Liberty Motor can be rebuilt to make a reliable marine motor, it will be a good thing for light express cruisers and fast runabouts, because there are lots of Liberty marine motors to be had for much less than they cost to build, and I imagine that they can be changed and still keep the original cost less than the original cost to manufacture.

Personally it is quite difficult for me to understand how the Liberty Motor can be expected to develop qualities when installed in a boat that it did not have when installed in an aeroplane. Possibly the short time that the motor was run at high speed when installed in the boat on its various trips with Mr. Wood, might have been responsible for some of the success of the motor.

Undoubtedly the principles of the Liberty Motor are ideal for engineers at the present time to follow in the construction of a light high-powered motor for a light express cruiser or for a high powered runabout.

Another one of the principal objects of the Fisher Trophy is to secure a sufficient number of entries into this new racing game that would make it possible to start a race promptly on the scheduled hour and minute and on the day advertised, and not make it possible for only two entries to decide what and where they would race, at what hour and under what conditions they would race.

Now, if we can get these matters thoroughly straightened out, I see no reason why we cannot commence to have some real boat racing in this country - and I hope Mr. Wood and his associates will have every opportunity to develop the Liberty Motor and to use it in both the Express Cruiser and the Fisher Trophy Races.

I am sending copy of this letter to Mr. Wood.

Yours very truly,

CCP:R

October 9th, 1919.

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Another one of the principal objects of the Fisher Trophy is to secure a sufficient number of entries into this new racing game that would make it possible to start a race promptly on the scheduled hour and minute and on the day advertised, and not make it possible for only two entries to decide what and where they would race, at what hour and under what conditions they would race.

Now, if we can get these matters thoroughly straightened out, I see no reason why we cannot commence to have some real boat racing in this country - and I hope Mr. Wood and his associates will have every opportunity to develop the Liberty Motor and to use it in both the Express Cruiser and the Fisher Trophy Races.

I am sending copy of this letter to Mr. Wood.

Yours very truly,

OCF:R

October 10th, 1919.

Mr. Albert L. Judson,
c/o The Plaza Hotel,
New York City.

My dear Commodore Judson :

I have just sent you a telegram and a long letter regarding the runabout race.

Unless we are very careful we are going to have light runabout hulls with a light motor that will comply with the rules as we have written them. Under favorable conditions these motors, of course, have a very great advantage, and since the distance of the race is only 30 miles, these motors can go thru the race, be torn down at night, new parts substituted, and indefinitely repeat this performance - so that we continue to have the usual program of a hydroplane race. Mechanics feverishly replacing everything in the engine as soon as one race is over, getting ready for the next. Nothing is said to the public regarding the fact that new pistons, valves or valve springs are put in the engine after every thirty mile race, or at least a big part of that - and the public gets no benefit from our trouble and our labor.

If we all understand each other, we are trying to promote a better design of engine, and a combination of a comparatively light hull and powerful engine that has a lot of speed and is useful for something besides racing. Now, at the Indianapolis Motor Speedway we have races of 500 miles - 5½ hours long. Every break of every kind that is reported at the pits is reported in the Press. Every manufacturer understands this when he enters. Every manufacturer gets some benefit from every break that he has, not only to his own machine, but gets also some benefit thru the unfortunate breaks of others - and in this way we have built up the automobile motor in this country, and we should attempt to do the same thing for the marine motor.

If the race is lengthened to 150 miles, say, for one day, the motors that come thru this race with the least trouble are the best motors suited for this type of racing. I do not think that the 30-mile race of one day is sufficient - or that the 30-mile races for three days is a sufficient test if the owners of the motors are allowed to do whatever they please with the motors after each race. If the motor finishing each day in the lead of the 30-mile races finds it necessary to replace valve springs, valves or other parts of the motor for the next days racing, without the public being informed of these necessities, then we have utterly failed in our attempt to promote more reliable motors and take the camouflage out of the marine engine construction.

Mr. Albert L. Judson. #2. October 10th, 1919.

Referring again to the Indianapolis Motor Speedway ; some of the most reliable motor cars built in America have never won first place at the Speedway - but the cars have made consistent and reliable trials that have increased the confidence of the manufacturer in the product and have greatly assisted the public in deciding that these motor cars were reliable even tho' they did not attain first - and sometimes not even second - place ; and I think it should be the same with these boat races.

Manufacturers who wish to make a marine motor and put it in the race - a motor that will go thru, stand the gaff - are entitled to the facts, at least ; and the manufacturer or boat owner who has only the last ounce of speed in his mind, regardless of the impracticability of the engine equipment, should be allowed to compete - but his errors and his weaknesses in construction and engineering should be known to the public.

Kindly let me hear from you.

Yours very truly,

CCF:R

October 10th, 1919.

Mr. Albert L. Judson,
c/o The Plaza Hotel,
New York City.

My dear Commodore Judson :

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If we all understand each other, we are trying to promote a better design of engine, and a combination of a comparatively light hull and powerful engine that has a lot of speed and is useful for something besides racing. Now, at the Indianapolis Motor Speedway we have races of 500 miles - 5 1/2 hours long. Every break of every kind that is reported at the pits is reported in the Press. Every manufacturer understands this when he enters. Every manufacturer gets some benefit from every break that he has, not only to his own machine, but gets also some benefit thru the unfortunate breaks of others - and in this way we have built up the automobile motor in this country, and we should attempt to do the same thing for the marine motor.

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Mr. Albert L. Judson. #2. October 19th, 1919.

Referring again to the Indianapolis Motor Speedway : some of the best reliable motor cars built in America have never won first place at the Speedway - but the cars have made consistent and reliable trials that have increased the confidence of the manufacturer in the product and have greatly assisted the public in deciding that these motor cars were reliable even tho' they did not attain first - and sometimes not even second - place ; and I think it should be the same with these boat races.

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Kindly let me hear from you.

Yours very truly,

CCF:R

October 9th, 1919.

Mr. Car Wood,
Algonac, Michigan.

My dear Mr. Wood :

I have copy of your letter of the 26th to Commodore Judson. I am sending you herewith copy of my reply to Commodore Judson.

I beg to confirm previous statement that I have made that the Liberty Motor, as constructed at present, is not practical for marine work.

I also wish to correct you on a statement that you made to Commodore Judson with reference to my being associated with the Allison Experimental Company in any pecuniary manner. Mr. Allison was a former partner of mine and is associated with me in a good many enterprises at the present time - but I have no interest in the Allison Experimental Company or in the building of these engines, other than the fact that I have purchased three of them.

I thoroely agree with you that the workmanship on the Liberty Motor is in a class by itself, that the construction of the motor is ideal and that it can be made suitable for light runabout or possibly light express cruiser service of a very limited use. I cannot, however, agree with you that it could be practical for salt water use under its present construction. Possibly some changes might be made that would make it serviceable for a short length of time, but undoubtedly salt water will have the same effect on steel as used in the Liberty Motor that it will have on steel used in any other motor.

You are entirely in error regarding the weight of the motor to be used in the Fisher Trophy Race : If you will take the trouble to carefully read the Deed of Gift you will be able to understand from this reading that the piston displacement of the motors is specified but no mention whatever is made of the weight ; neither is there any mention whatever made as to whether or not the motor shall have cast iron, aluminum, brass or steel water jackets ; no mention is made of the number of cylinders or their position in the boat. When the Deed of Gift was drawn we specifically had in mind that a great number of parts now used in the Liberty Motor could be used in the construction of a motor that would be suitable for this Race. I had in mind, however, that it would be necessary to change the crank base, install a clutch, change some of the fittings for salt water, and generally to stiffen up the motor so that it could be used for the runabout class.

If you will read the Deed of Gift carefully you cannot help but see that a big part of our attempt is to create a racing class that will make it possible to interest a larger number of owners to have a boat which

Mr. Gar Wood. #2. October 5th, 1919.

can be used in these races and at the same time be suitable for pleasure riding after the races are over. For this reason, the hulls of the boat were specified, the length of the boat specified and the exhaust pipes specified; also the covering over the motor was specified, an electric starter and reverse gear. This makes it possible for all boats to at least start with complete equipment and allows the most powerful engine and best constructed hull to prove their worth.

I have no doubt, and thoroely realize, that a Liberty Motor such as you are using would have considerable advantage in a light unabout race - and as far as Mr. Allison is concerned in the manufacture of his motor, it will weigh approximately 3500 pounds. He thoroely realizes this and doesn't care anything about it; and in the boat I am constructing I will use one of Mr. Allison's motors realizing also that it is considerably handi-capped in weight.

Another thing I would like to have you thoroely understand, Mr. Wood, and that is that I have made no attempt whatever to have the Board of Gift read so that boats competing for this Trophy would be equipt with motors of the approximate weight that the Allison Experimental Company is building. I have had no thot whatever of this kind in my mind.

I am attempting to promote these races in order to get rid of freak constructed hulls, etc, such as the hydroplanes have been for the past several years, and to get rid of the conditions that have existed in hydroplane racing, and to make it possible for large numbers of people to own fast boats which can compete in a race not only at Detroit but at Lake George and Miami - and in my estimation, this is the only manner in which we have a chance to promote this sport so that we can interest a large number - and if we cannot interest a large number, then the sport will degenerate into races between one or two enthusiasts like yourself who are willing to put up with the discomforts of riding in boats that are built with only one intention, and that is to get the last ounce of speed regardless of the sea-worthiness, comfort to the owner, or any future benefit or pleasure from the boat other than racing.

We would like very much to enlist your co-operation in these races, having the same thing in mind that we have - and I would be very glad to hear from you. I am going into this plan from a sporting standpoint, pure and simple, and Mr. Allison is going into the thing in the same manner.

If there are any points that I have not made clear in this letter, I will be very glad to try and straighten them up, on receipt of your reply.

Yours very truly,

GGF:R

Mr. Gar Wood.

Postscript. #3.

October 29th, 1919.

P. S. I have been considering the question of motors and reliability since last night and I have decided that the best thing we can possibly do to bring out the real sterling worth of an engine and hull and to offer marine engine builders some encouragement to build and create motors that will stand up, is to increase the length of the Fisher Trophy Race to either a three days race, a fifty-mile heat each day, with a provision that at the end of each race the boats be turned over to a Technical Committee and that no mechanical work of any kind can be done on these boats until ten minutes before the start of the race the next day, and provision that a Technical Committee be appointed which will make a report on the breaks or troubles of every motor as reported by the drivers, and that same will be published; either this plan of three heats, fifty miles each, three days, or a one-day race of either 100, 125 or 150-miles.

My thought in this matter is that we will gain nothing for the purchaser of an engine, we will gain nothing for the designer of a hull and engine equipment, or for the builder of a reliable marine motor - unless we adopt one of these two plans which will make it impossible for a light, flimsy motor to race either three days in succession without overhauling or to race 150 miles without overhauling.

Engines that will stand these tests can certainly be considered as very much more reliable than anything we have had previous to this time.

Kindly let us hear from you.

O.G.F.

October 9th, 1919.

Mr. Car Wood,
Algonac, Michigan.

My dear Mr. Wood :

I have copy of your letter of the 25th to Commodore Judson. I am sending you herewith copy of my reply to Commodore Judson.

I beg to confirm previous statement that I have made that the Liberty Motor, as constructed at present, is not practical for marine work.

I also wish to correct you on a statement that you made to Commodore Judson with reference to my being associated with the Allison Experimental Company in any pecuniary manner. Mr. Allison was a former partner of mine and is associated with me in a good many enterprises at the present time - but I have no interest in the Allison Experimental Company or in the building of these engines, other than the fact that I have purchased three of them.

I thoroughly agree with you that the workmanship on the Liberty Motor is in a class by itself, that the construction of the motor is ideal and that it can be made suitable for light runabout or possibly light express cruiser service of a very limited use. I cannot, however, agree with you that it could be practical for salt water use under its present construction. Possibly some changes might be made that would make it serviceable for a short length of time, but undoubtedly salt water will have the same effect on steel as used in the Liberty Motor that it will have on steel used in any other motor.

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If you will read the Deed of Gift carefully you cannot help but see that a big part of our attempt is to create a racing class that will make it possible to interest a larger number of owners to have a boat which

Mr. Car Wood. #2. October 9th, 1919.

can be used in these races and at the same time be suitable for pleasure riding after the races are over. For this reason, the bulkheads in the boat were specified, the length of the boat specified and the exhaust pipes specified; also the covering over the motor was specified, an electric starter and reverse gears. This makes it possible for all boats to at least start with complete equipment and allows the most powerful engine and best constructed hull to prove their worth.

I have no doubt, and thoroly realize, that a Liberty Motor such as you are using would have considerable advantage in a light runabout race - and as far as Mr. Allison is concerned in the manufacture of his motor, it will weigh approximately 3300 pounds. He thoroly realizes this and doesn't care anything about it; and in the boat I am constructing I will use one of Mr. Allison's motors realizing also that it is considerably handicapped in weight.

Another thing I would like to have you thoroly understand, Mr. Wood, and that is that I have made no attempt whatever to have the Deed of Gift read so that boats competing for this Trophy would be equipt with motors of the approximate weight that the Allison Experimental Company is building. I have had no thot whatever of this kind in my mind.

I am attempting to promote these races in order to get rid of from constructed hulls, etc, such as the hydroplanes have been for the past several years, and to get rid of the conditions that have existed in hydroplane racing, and to make it possible for large numbers of people to own fast boats which can compete in a race not only at Detroit but at Lake George and Miami - and in my estimation, this is the only manner in which we have a chance to promote this sport so that we can interest a large number - and if we cannot interest a large number, then the sport will degenerate into races between one or two enthusiasts like yourself who are willing to put up with the discomforts of riding in boats that are built with only one intention, and that is to get the last ounce of speed regardless of the sea-worthiness, comfort to the owner, or any future benefit or pleasure from the boat other than racing.

We would like very much to enlist your co-operation in these races, having the same thing in mind that we have - and I would be very glad to hear from you. I am going into this plan from a sporting standpoint, pure and simple, and Mr. Allison is going into the thing in the same manner.

If there are any points that I have not made clear in this letter, I will be very glad to try and straighten them up, on receipt of your reply.

Yours very truly,

CCF:R

19
Mr. Gar Wood.

Postscript. #5.

October 29th, 1919.

P. S. I have been considering the question of motors and reliability since last night and I have decided that the best thing we can possibly do to bring out the real sterling worth of an engine and hull and to offer marine engine builders some encouragement to build and create motors that will stand up, is to increase the length of the Fisher Trophy Race to either a three days race, a fifty-mile heat each day, with a provision that at the end of each race the boats be turned over to a Technical Committee and that no mechanical work of any kind can be done on these boats until ten minutes before the start of the race the next day, and provision that a Technical Committee be appointed which will make a report on the breaks or troubles of every motor as reported by the drivers, and that same will be published: either this plan of three heats, fifty miles each, three days, or a one-day race of either 100, 125 or 150-miles.

By that in this matter is that we will gain nothing for the purchaser of an engine, we will gain nothing for the designer of a hull and engine equipment, or for the builder of a reliable marine motor - unless we adopt one of these two plans which will make it impossible for a light, flimsy motor to race either three days in succession without overhauling or to race 150 miles without overhauling.

Engines that will stand these tests can certainly be considered as very much more reliable than anything we have had previous to this time.

Kindly let me hear from you.

C.G.F.

October 25th, 1919.

Mr. Albert L. Judson,
c/o The Plaza Hotel,
New York City.

My dear Commodore Judson :

I have yours of October 22nd : My point in suggesting three heats of 80 miles each, or one race of 160 miles, was to bring out the stable reliable motors that can go this distance. We are not going to do the engine builders a service, or we are not going to help the situation, if our race is so outlined that the motors can be rebuilt every night. If we have a race with twelve starters for three days over a thirty or fifty mile course and only two motors come thru, it will certainly touch the other motor builders that reliability is one of the big features that we are looking for and that must be a part of an outfit to win a leg on this Trophy Cup.

If I was interested in an engine company that couldn't produce an engine that would go thru a fifty mile race three days in succession, three times out of five I would quit building engines. I think there are any number of engine builders who will produce motors that will stand this test, but these motors will have a very poor show against the light flimsily constructed motor that can be rebuilt between each race. The public do not get the real facts, and after the race great publicity is used to exploit a motor which does not deserve any other credit than being light and flimsy enough to get thru one, and possibly two, heats of the race without a great deal of repair work, and in some cases cannot get thru without practically rebuilding the motor.

I think certain parts of the Liberty Motor could be used in redesigning a marine motor that would be satisfactory, but I hardly see how any motor could be called a 'marine' motor that was only a fresh water motor. Certainly a marine motor that was a marine motor in Detroit should be a marine motor in New York, Philadelphia, Baltimore or any other place where there is plenty of salt water. I do not want you or anybody else connected with the race to think that I am objecting to the Liberty Motor. I am not - but I do think our specifications ought to be such that the Liberty Motor should be standardized to such an extent that a reasonable and fair committee could call it a marine re-constructed Liberty Motor.

It might be best to absolutely bar Liberty Motors from this race : that is, it might be best for the engine builders and for the future, but personally I do not want to suggest this move. If the conditions of the race are made severe enough, reconstructed Liberty Motors will have an opportunity to show whether they can stand up against other well constructed motors that are designed for marine purposes. Certainly nobody can make a

Mr. Albert L. Judson. #2. October 25th, 1919.

better motor than the Liberty motor, considering weight, but whether we should sanction the use of these in racing boats and the consequent large sale of them to owners for racing purposes, is a question that I do not feel competent to pass upon at this time, particularly if the motors are properly rebuilt. I have no hesitancy in saying that as they can be purchased second-hand and installed in a racing boat, it would not make a satisfactory job.

I think if we could get Colonel Vincent interested in this matter enough to write the specifications of what necessary changes should be made in the Liberty Motor to make it a stock motor, we might get somewhere, and I am going to write Mr. Vincent a letter today, send him a copy of this letter to you, and ask him if he won't give us some comments on the situation.

If the first engines which are built by the Allison Experimental Company won't go thru three 50-mile heats, developing 80% of their rated horse power, then the Allison Experimental Company will undoubtedly scrap these motors and build some that will - and until we get this spirit among the engine builders of producing immediately perfect parts to take the place of imperfect parts, we will not have a satisfactory marine motor.

I have not received a word from Mr. Wood in reply to my letter/

Replying to your second letter of October 22nd, in which you state that you are afraid that if we do not allow repairs on the motors other than on racing time, that we might not have enough boats to pull off a second race; while this would be discouraging, it seems to me that such a condition would be the only manner in which we could finally get motors that would stand this sort of work. On second consideration - I think that any repairs that are made on the motors should be made on the racing time. A great many races in France were run under such rules, and it was the best thing that ever happened to the industry there. We have had in this country a great many reliability runs where the cars were locked up at night under guard, so that no repairs could be done to these cars except after the starting hour in the morning. I have owned a number of Speedway motors that would stand a test of this kind, and I think that there are several marine engines that will be completed in time for our races that will stand a test of three days racing without repairs - but these engines would have a very little chance against a boat equipt with a Liberty Motor, if all engines could be overhauled and parts replaced every night.

However, I am for whatever the majority of your committee wish to do - but we are not going to make any headway for years if we consider precedent.

Yours very truly,

CGP:R



WOOD HYDRAULIC HOIST & BODY COMPANY

MANUFACTURERS OF
THE WOOD HYDRAULIC HOIST AND STEEL DUMP BODIES

1025-1026 BELLEVUE AVE.

DETROIT, MICH.

BRANCH OFFICE—NEW YORK, N. Y.
721-5 EAST 135TH ST.

BRANCH OFFICE—CHICAGO, ILL.
2911-17 INDIANA AVE.

Oct. 13, 1919

Mr. Carl G. Fisher,
Fisher Auto Company,
Indianapolis, Ind.

My dear Mr. Fisher:

I am in receipt of your letter of Oct. 9th which I have read with a great deal of interest and I am indeed very glad to get first handed certain facts from you setting forth your ideas as to the practicability of the light speed so called airplane motors for motor boats and I am very glad that you agree with me as to the possible performance of some of these types of engines and particularly the possible success of the Liberty Motor for this purpose.

To go into back history a little I might say that I was very much interested when I learned that you had offered a trophy to be raced for by boats which would be practical for the ordinary every day service and that practically the only limitation would be piston displacement and length of hull with a few additional provisions such as exhaust pipes thru the stern of the boat and so forth. I have been very much interested to know just what the Deed of Gift covering your Trophy would be but up to the last week I did not know just what the requirements would be for qualification. I had heard many rumors of various conditions that would have to be met. One of them to the affect that positively no airplane engines could be used and by the way this was not a rumor. It was stated in your letter to Mr. Schantz of Sept. 8th. I also was told by Mr. Gregory of the Belle Isle Boat and Engine Works during the Gold Cup Races that you had specified that an engine must weigh at least 3000 lbs. to compete for your Trophy. Where Mr. Gregory got his information I do not know.

Upon receipt of this information I thought it advisable to get in touch with the officials of the A.P.B.A. before they sanction any such limited provision for qualifying with the result that you have a copy of my letter to Mr. Judson and with a further result that I have your letter to me and copy attached thereto of your letter to Mr. Judson which I have read very carefully.



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2911-17 INDIANA AVE.

Mr. Fisher

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I am 11th Vice-President of the A.P.B.A. for the district of Detroit and its vicinity and of course am very much interested in any Deed of Gift which might be accepted or drawn up by the Association.

I have spent a great deal of time going over various details of various engines. Mr. Jay Smith, General Superintendent of my factory, the Wood Hydraulic Hoist and Body Company has also devoted a great deal of his time in collecting data and information relative to the merits of the available motors, for marine use. I believe Jay Smith is second to none in the world when it comes to knowing what results are possible to obtain from various motor construction. He has obtained up to the present time possibly better results in the racing game than any known man and it was upon his suggestions and backed by the writer's initiative that we decided to try out a Liberty Motor in a boat.

I first secured two of the navy type motors from The Packard Motor Car Company and set about changing them over to make them suitable for marine purposes. I then purchased two high compression motors to make a comparison and to say the least we have obtained wonderful results the best results have been obtained from the high compression motors. Jay Smith says that in all his experience in racing, the Liberty Motor is the best motor which he ever had anything to do with that "stays put" and is ready to run any time it is needed.

I am going to have a boat to compete for your Trophy and I am going to win it if there is any way of doing it and I am quite sure I can get others in this section to build a boat or have a boat built to enter into this contest and I will do what I can to bring about this result if motors in general which are suitable for marine purpose are eligible.

If motors such as the Liberty Motors when rebuilt for marine purposes are not eligible I would not even consider for a minute entering to compete for your Trophy and furthermore I would not for a minute recommend that anyone else compete in such a contest. I believe in the best man winning, in other words, I believe in the best brains winning whether it be the brains of the boat builders, engine builders or the combination of the two together with the owner of the boat and I also believe in allowing a man to use any motor of his choosing as long as it will demonstrate that it is practical for every day service and can stand up under a long grand.



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721-5 EAST 158TH ST.

BRANCH OFFICE—CHICAGO, ILL.
911-17 INDIANA AVE.

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Your idea as I understand it for offering the Trophy which you have is to develop a boat that you can negotiate with some degree of comfort and which has some staying qualities when it comes to a long trip. If my understanding is correct, why would it not be desirable to lay a course for this race in open water where a course could be possibly ten to twenty miles in length or even up to 200 miles in length so that the contestants would have a chance to demonstrate navigation, seaworthiness, and reliability as well as speed.

In going thru a copy of the Deed of Gift which I received last week from Mr. Chapman of New York, I note in Article 7, under caption "C" the following:

"Course shall be laid in water of not less than 10 feet and shall be as free from turns as possible. The finish must be at the starting line. The length of each lap of the course shall be three miles or approximately three miles. The course shall be approved by the racing commission of the A.P.B.A. who shall have power to accept or reject same."

I cannot understand why this limitation was put on unless it was due to the fact that the race at Miami must be held inside of a limited space in front of a Grand Stand. We had an experience racing around a two and one-half mile course this year at Detroit and to say the least all we were doing was making turns.

I note that the article mentioned above lays special stress that the course must be as free from turns as possible and I would suggest that a course in order to be free from turns should be laid in a body of water sufficient for making the required distances of the race in one, two or say three laps. It is impossible to obtain real speed and be making turns all the time.

I recall very distinctly the tail of water thrown by your boat the "Eph" at Peoria a number of years ago when she was making turns and she came a long ways from running at a speed of 50 miles per hour.



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.....4

Mr. Fisher

I am well satisfied that my boat the Gar Jr., can operate at considerable speed in almost any kind of a sea which we have on the Great Lakes and I would like to see the course which is sanctioned for the race here at Detroit laid out over Lake St. Clair or possibly to Mackinaw Island and return. I am well satisfied that I can run it with my boat and return in almost any sea and this is only made possible if a heavy sea is running by the fact that I am using a very light motor. I do not believe that my boat with a 9' beam such as she has and a V bottom construction would negotiate in a heavy sea very satisfactorily with a motor weight of 3000 or 4000 pounds.

Would you not be in favor of a long distance course in fact longer than you suggest in your postscript of your letter to me? I do not believe we are ever going to hold a crowd of any magnitude together for races of boats of this kind. They all apparently want to see extreme high speed boats such as the hydroplanes therefore why would it not be well to hold races of this kind over long distances. Also it might be a good suggestion to carry at least one lady aboard each boat. Mrs. Wood says she would be willing to ride in a contest of this kind in boats powered with a Liberty Motor or an engine of this type.

In your letter to Mr. Schantz, the second paragraph, I quote the following:

"Just now we have a lot of old Liberty airplane engines trading about the country and there are some boat builders and some owners who are making strenuous efforts to have the rules changed so that these airplane engines can be considered as a standard stock marine engine. Needless to say, this clause of our Deed of Gift will never be changed. It is the one thing we are trying to avoid now and that is the getting together of a lot of light, impractical stuff in boats for racing purposes";

My answer to that would be: let builders make their outfits as light as they want to but make the race so long and under such open weather conditions that they will have to have staying qualities or be automatically eliminated.

I note the paragraph in your letter to Mr. Schantz as follows:



WOOD HYDRAULIC HOIST & BODY COMPANY

MANUFACTURERS OF

THE WOOD HYDRAULIC HOIST AND STEEL DUMP BODIES

1026-1028 BELLEVUE AVE.

DETROIT, MICH.

BRANCH OFFICE—NEW YORK, N. Y.
721-3 EAST 135TH ST.

BRANCH OFFICE—CHICAGO, ILL.
2911-17 INDIANA AVE.

.....5

Mr. Fisher

" I understand the Gas Engine and Power Company are bringing out a 7 $\frac{1}{2}$ x 9 six Cylinder which will have approximately the same H.P. at 1600 revolutions, also that the Murray and Tregurtha Corporation are bringing out some engines that will have approximately this same H.P. "

I wish to set forth my experience with engines of this kind. I have one of the Murray and Tregurtha six cylinder engines of their latest type 7 $\frac{1}{2}$ x 9 which weighs approximately 3000 pounds and which is a wonderful piece of workmanship. It cost approximately \$12000 and it stands almost as high as a man. I used it in my boat the "Wood Hydraulic II" a year ago at the races. My boat was #4 and she took fourth place. It took about three men to keep this engine running. It is so tall that I had to build a special house around it to cover it above the deck. It consumed about 35 gallons of gasoline per hour, and while it always ran, after you got it started and the plugs were not fouled or it was not back firing, it was more or less of a failure and required more than a novice to run it or even start it. It is now for sale at half price after having been running at the outside not to exceed four hours.

I have incorporated a Liberty Motor in this boat; she makes seven miles an hour more speed, uses not to exceed 25 gallons of gasoline per hour, runs whenever you ask it, requires positively no attention and does not sink the boat.

I would not be interested in any engine for any kind of a boat where considerable power is desired other than the Liberty Motor until someone had produced a motor of greater power per weight, one that could demonstrate that it could run for over 50 hours at wide open throttle without going to pieces and I am very well satisfied that we are not going to have such a motor produced by the marine engine builders of today unless they change their ways.

WOOD HYDRAULIC HOIST & BODY COMPANY

MANUFACTURERS OF

THE WOOD HYDRAULIC HOIST AND STEEL DUMP BODIES.

1026-1026 BELLEVUE AVE.

DETROIT, MICH.

BRANCH OFFICE—NEW YORK, N. Y.
721-5 EAST 135TH ST.

BRANCH OFFICE—CHICAGO, ILL.
2911-17 INDIANA AVE.

Mr. Fisher

.....6

I am well acquainted with Mr. Vincent of the Packard Motor Car Company. Mr. Vincent has made many trips to Algonac this summer to learn what success I was having with my motor. Furthermore Mr. H. B. Joy also of the Packard Motor Car Company is thoroughly convinced that this motor is a very practical marine motor. He has spent a great deal of time here and has ridden in my boat considerable and while both Mr. Vincent and Mr. Joy would in all probability make a different crank case from the one which is now used on the Liberty motor yet I believe that they are fully convinced that the motor as it stands today or at least the motor as it has been changed by the C. C. Smith Boat and Engine Works, is a very satisfactory installation for marine purposes. There are of course a lot of people in the world who are always going to do something or make radical changes but very often if we wait for such changes we would be waiting for ever; moreover most of these changes would in all probability be detrimental. We know what the Liberty Motor is and we know what it will do and I say with Mr. Joy if it can be put in a boat with a few changes incorporated and it proves a satisfactory installation, why is it not a Marine Motor? The question then arises: what is a Marine Motor?..... If this question was left to the marine motor manufacturer they certainly would not provide a place in their gallery for the Liberty Motor but if this was to be left to the ordinary boat operators to decide, I believe most of them would feel as Mr. Joy and myself does.

As far as making the Liberty motor practical for marine purposes, I believe we have this problem solved at the present time. It only remains now to have a test made of the method we expect to use for cooling the motors in salt water which test I expect to make at Miami this winter with the "Gar Jr".

I hope, as has been suggested by Mr. Judson, that we may all get together at the meeting soon in New York and go over the various details of motor boats etc., so as to clarify the atmosphere and make it possible for the prospective contestants for the trophy, to know exactly what they are up against.

Very truly yours,

JAW. 11

A. H. Woods

Boat races

October 31st, 1919.

Mr. C. A. Wood, President,
Wood Hydraulic Hoist & Body Company,
Detroit, Michigan.

My dear Mr. Wood :

I have yours of the 13th and will say that we certainly seem to be in quite a mess on the engine specifications and qualifications for our Fisher Trophy Race.

To begin with ; We all know that the Liberty Motor has as fine materials as can be used in any engine, that it is well made, and that it will stand up for most any reasonable test of a race of, say, thirty to fifty miles - but I don't believe that the designer of the engine or any fair minded man would say that the Liberty Motor would be a suitable marine motor, particularly where it is used first in fresh water and then in salt water.

I thoroely agree with you that Mr. Jay Smith is one of the best all 'round boat men that I have ever seen ; he is a thoroely first class racing man from start to finish - and that, Mr. Wood, is one of the troubles that we are up against now; that is, that we want to have you and Mr. Jay Smith, as racing men, assist all you can in some sort of a classification that will develop a real marine motor, and that will give the present manufacturers of marine motors an opportunity to develop their marine motors to the point where they are as reliable as the present Liberty Motor and still suitable for day-in and day-out work and in either salt or fresh water.

I don't doubt for a minute the statement of Mr. Jay Smith that the Liberty Motor is the best motor he has ever had anything to do with. There isn't any doubt in my mind that this is true - but the idea that it is a satisfactory marine motor would not exactly meet the conditions. Now, if rebuilt Liberty Motors are allowed to compete in this race, the manufacturers of marine engines are so handicapped that I don't think they will ever go ahead with the engines they are making - and the race will develop into a race of rebuilt Liberty Motors, and that is not going to give the engine business any benefit - it is simply going to make a demand for a lot of these rebuilt Liberty Motors that will not stand up under continuous service for light express cruiser work.

The question of the rebuilding of these motors, of course, depends to a large extent on the individual getting them satisfactory ; I have no doubt that you and Mr. Smith could rebuild a Liberty Motor so

that it could be very powerful and go thru an ordinary three days racing, but I do have serious doubts that you and Mr. Smith could rebuild one of these and make it satisfactory to sell to a man who wanted to put it into a light express cruiser. We are not trying to develop an out-and-out racing motor - and I say that the whole trouble with the hydroplane racing motors was that the races developed to the point where an owner could get absolutely no pleasure except once a year and for a few minutes only - even if he owned the fastest boat in the world.

I agree with you that every opportunity should be given to demonstrate the ability of the boat builders and the engine builders - but I believe that such rules should govern this contest as will give the engine and boat builders to work into a combination that will be satisfactory for more than three or four days racing during the season.

I do not agree with you for an instant on the statement that you make that any man should be allowed to use a motor of his own choosing as long as it will demonstrate that it will stand up under a long drive. If we should allow any automobile motor to enter the Indianapolis Motor Speedway Races there would be a certain percentage of these automobiles that would always collapse in the first hundred miles or so and offer great danger to the other drivers who have really constructed automobiles that are going the distance.

If the best engineers in America that I have talked to would agree or offer me the slightest hope that a rebuilt Liberty Motor would be satisfactory in a boat for day in and day out work, I can assure you that I would purchase some rebuilt Liberty Motors at once and that I wouldn't consider paying two or three times the price of the Liberty Motor for the Allison Experimental Company motor, which I am purchasing for my boat. In other words, I can purchase a Liberty Motor for about \$4000 while an Allison Experimental Company motor will cost me about \$15,000 - and the Allison Experimental Company motor has practically the same horse power. The weight of the Allison motor, however, will be about 3500 pounds, as against the weight of the Liberty Motor, rebuilt with clutch and fly wheel, of about 1200 pounds.

I would like to find some way of allowing the rebuilt airplane motors to compete in this race if I could be convinced that they are a real marine motor, but all that I have been able to learn on the subject from conversation not only with Mr. Vincent, the designer of this motor but with other engineers, there has not been a single dissenting voice on the subject of their inability to stand for any continuous service as a marine motor, particularly when used under salt water conditions - and it seems to me that it would be doing a great injustice to other marine engine builders to allow any engine to enter this contest that was only practical in fresh water. Now I asked you particularly regarding these matters in my previous letter, but you do not mention them in your reply.

Regarding the size of the course: the size was decided upon for the reason that we wanted to make the race popular with spectators. There is no particular interest for spectators when the boats disappear out of

that it could be very powerful and go thru an ordinary three days racing, but I do have serious doubts that you and Mr. Smith could rebuild one of these and make it satisfactory to sell to a man who wanted to put it into a light express cruiser. We are not trying to develop an out-and-out racing motor - and I say that the whole trouble with the hydroplane racing motors was that the races developed to the point where an owner could get absolutely no pleasure except once a year and for a few minutes only - even if he owned the fastest boat in the world.

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Mr. G. A. Wood. 42 October 31st, 1919.

out of sight and are only seen every ten or fifteen minutes. This very condition absolutely killed road racing in all parts of the country, and when the Speedways commenced to show up with the small courses where spectators could see the automobiles practically at all times, a very large interest was aroused in Speedway racing. From my own experience here, I would consider it much easier to get a fifty or sixty-mile boat around a three-mile course than to get around a Speedway of 2 1/2 miles at 100-miles an hour. The three-mile limit was not put on this race for the reason that you suggest - that the Miami Race course is limited; in fact, the present Miami course is to be given up and a longer course selected. In selecting the three-mile course at Miami we have every opportunity to make it 5-miles in length if we wish, as it will be in the open sea. We haven't room in front of our present grandstand in Miami for a three-mile course. This makes all our previous expense and work at Miami worthless for motor boat races. In these high speed boats we figure that the last ounce of speed is not necessary and that the spectators are to be considered. There is no doubt that the smaller course will cut down the speed some, but there is also no doubt that it will be more satisfactory for the spectators; and it is also quite probable that a great many people on the bank as spectators may become interested in owning this class of boat, which is one of the things we are trying to do - and that is, promote a general and larger interest in high speed runabouts.

I have suggested to the Racing Committee that the Race be lengthened to three 50-mile heats - which seems to meet with their approval. I have also suggested to them that no repairs whatever be allowed on any of the motors between races, except on racing time. This clause will certainly cut out the complete rebuilding of motors in boat racing - and the Technical Committee appointed will be authorized to report on every breakage to every motor - and the manufacturer who isn't willing to have the breakages on his motor printed, can stay out of the race. I believe that a complete resume of these breakages will help to eliminate all the manufacturers' troubles exactly as it has worked out in automobile racing.

I do not agree with you at all in the clause of your letter in which you say we are never going to be able to hold a crowd to see these high speed boat races. If we can get twelve to fifteen entries I expect to see not less than 100,000 people assembled for the boat races at Miami, Lake George and Detroit, on every day of the racing, providing however that the races are started at a given hour and the management of the race handles it as it should be done. I would not think it would be a good plan to consider the long races you refer to, particularly the carrying of ladies, etc.

I think that clause in your letter which I will quote herewith is very practical and it is just what we are trying to get at - in fact it is the whole thing in a nutshell, but the trouble is that our present rebuilt Liberty Motors will undoubtedly go thru three days racing in either

Mr. G. A. Wood. #4. October 31st, 1919.

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I would hate very much to see any race pulled off without you and Mr. Jay Smith entered, and I am in hopes that you will have a motor that can pass the rules.

I will be very glad to hear from you further from time to time as any new conditions come up.

Yours very truly,

GGF:R

Boat races

October 31st, 1919.

Mr. G. A. Wood, President,
Wood Hydraulic Hoise & Body Company,
Detroit, Michigan.

My dear Mr. Wood :

I have yours of the 15th and will say that we certainly seem to be in quite a mess on the engine specifications and qualifications for our Fisher Trophy Race.

To begin with : We all know that the Liberty Motor has as fine materials as can be used in any engine, that it is well made, and that it will stand up for most any reasonable test of a race of, say, thirty to fifty miles - but I don't believe that the designer of the engine or any fair minded man would say that the Liberty Motor would be a suitable marine motor, particularly where it is used first in fresh water and then in salt water.

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Mr. G. A. Wood. 48. October 31st, 1919.

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Mr. C. A. Wood. #4. October 31st, 1919.

fresh or salt water under the conditions under which we will have to race. The clause I refer to is as follows :

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I will be very glad to hear from you further from time to time as any new conditions come up.

Yours very truly,

CGP:R

DEED OF GIFT

Carl G. Fisher Trophy

FOR

DISPLACEMENT BOAT CHAMPIONSHIP

OF NORTH AMERICA.

Under the Auspices

of the

American Power Boat Association

ALBERT L. JUDSON, President.

Published by the Racing Commission,
CHARLES F. CHAPMAN, Secretary,

119 West 40th St., New York.

The Declaration of Trust Governing the Trophies
Presented by Carl G. Fisher and James A.
Allison of Indianapolis to the American
Power Boat Association:

CARL G. FISHER, of Indianapolis, Ind., having presented to the American Power-Boat Association a trophy for the purpose, the American Power-Boat Association offers this, as a perpetual challenge trophy, or until won as hereinafter provided, to be known as the Carl Fisher Trophy for Displacement Boats, representing the Displacement Boat Championship of North America, for the purpose of promoting speed contests between displacement boats of a wholesome character and improving and perfecting models and construction of internal combustion engines for displacement boats and for developing the lines, designs, and usefulness of the displacement type of motor boat, hereby sets forth and declares the terms and conditions which shall govern the tenure of said trophy and competitions therefor. Furthermore, James A. Allison, of Indianapolis, Ind., hereby promises to present to the winner of the match each year for 3 years a prize to the value of \$1,000, of the winner's own choice and selection.

Article I

Any Club or Association in North America or any individual shall always have the right to challenge for the trophy and to run a match therefor, provided such challenge shall be made and such match shall be run in accordance with the terms and conditions of the agreement.

Article II

Matches for the trophy shall be run under the rules and regulations of the American Power-Boat Association governing sanctioned races, as adopted or amended at the annual meeting of the Association next preceding the race, unless otherwise provided in this Declaration of Trust. The match shall be for Displacement Racers as defined by the American Power-Boat Association, or this Deed of Gift.

Article III

The first match for this trophy shall be run on Lake George, N. Y., during the summer season of 1920; the second match, at Miami, Fla., during the winter of 1920-1921, and the third match at Detroit, Mich., during the summer of 1921. Subsequent matches shall be run at a time and place selected as hereinafter provided.

Article IV

The match shall be managed by a Race Committee of three as follows: The president of the American Power-Boat Association (Chairman), the secretary of the Racing Commission of the American Power-Boat Association and one other person to be named by the local club holding the race.

Article V

If this trophy be won three times by the same person or persons, it shall become his or their perpetual property and the terms and agreement of this declaration of trust will thereupon become null and void.

Article VI

All challenges must be made in writing according to form herewith, and if made by a Club must be signed by the Secretary (or proper official) of the challenging club, and must be forwarded to the secretary of the American Power-Boat Association. A copy of the challenge must be sent to the Secretary of the Club or person holding the trophy and a copy to the Secretary of the Racing Commission of the American Power-Boat Association. To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs or persons may challenge and enter the same contest, but no challenge shall be received later than ten days before the date set for the first race of the month. In case no challenge is made or received six months in advance of the match, the Committee may at their discretion schedule the race and accept entries.

(Form of Entry Blank for challenges for American Power-Boat Association Challenge Trophy for Displacement Boats.) (Fisher Trophy.)

Dated at _____, 19_____

To the Secretary of the American Power-Boat Association:

hereby challenges for the American Power-Boat Association Fisher Trophy for Displacement Boats.

It is agreed that the rules governing the race for this Trophy, as provided in the Declaration of Trust, and those governing Sanctioned Races will be complied with.

(Signature of Club official or Individual)

Note:—The challenge to be sent to the Secretary of the American Power-Boat Association and copies to the Secretary of the challenged club and the Secretary of the Racing Commission of the American Power-Boat Association.

Article VII

(a) Match shall consist of three races, to be sailed on consecutive days, excluding Sunday.

(b) Courses shall be 30 statute miles in length.

(c) Courses shall be laid in water of not less than 10 feet and shall be as free from turns as possible. The finish must be at the starting line. The length of each lap of the course shall be 3 miles or approximately 3 miles. The course shall be approved by the Racing Commission of the A. P. B. A., who shall have power to accept or reject same.

(d) The start shall be a one-gun standing start, with a preparatory gun five minutes before the starting time. A flag shall be dropped by the starter one minute before the starting time. During the interval of time between the dropping of the flag and the starting gun boats shall not make headway through the water toward the starting line in a zone within 300 yards of the starting line.

Owners or their representatives shall draw for positions previous to the starting of each race of the match.

(e) The winner of the match shall be determined by the point system, whereby each boat entering and finishing a race of a match receives one point for entry and one additional point for each boat which she defeats, the winner being the boat scoring the highest aggregate number of points in all the races of the match. In computing points the maximum number of entrants shall be deemed racing each day and those that do not start shall be counted as defeated boats. A boat which starts in a race, but does not finish before one hour after sunset shall receive no points for that race, but

shall be counted as a defeated boat in that race by the boats finishing. In case two or more boats have scored the same number of points for the series, thus establishing a tie, the match shall be awarded to that one of the tied boats which has covered the course in the best total elapsed time for three races.

(f) Each Club or person challenging shall name its representative boat, or boats, and shall file with the challenged Club or person and the Racing Commission of the Association at least ten days before the date set for the first race, a certificate with the measurer of such club of the measurement of such boat.

(g) No club shall enter more than three boats for the match.

(h) No boat shall be eligible to compete for this trophy which has since the year 1916 raced for a cash prize, or which has competed in or has been entered in any race where a cash prize was offered, or which at any time since 1916 has been entered

in a race by a person who is not an amateur within the meaning of the American Power-Boat Association Racing Rules.

(i) Measurement of boats must be verified prior to the match by the Measurer or the Assistant Measurer of the Association.

(j) The minimum waterline length of a boat competing for this trophy shall be 32 feet.

(k) The total maximum piston displacement of the motor or motors in boats competing for this trophy shall be 3,000 cubic inches.

(l) The form of power plant shall be one or more stock marine motors. The owner shall file an affidavit, sworn to by the engine manufacturer, stating that the motor or motors are regular stock marine motors and are not "special" in any particular.

(m) Competing boats must exhaust at the stern close to the waterline.

(n) Boats shall race without handicaps or time allowances.

(o) Competing boats shall be fitted with at least three transverse bulkheads, have the motor compartment entirely closed in, and have seating accommodations for at least four persons.

(p) The time of start for each race of the match shall be 3 P. M. No postponements for any cause shall be allowed.

(q) Each motor in a competing boat shall be fitted with an efficient self-starter and mechanical reverse gear.

(r) Competing boats must demonstrate to the satisfaction of the Race Committee that they are capable of a speed of at least 40 miles an hour.

(s) The hulls of competing boats must have no breaks in the longitudinal continuity of the immersed surface, not more than one lifting surface and must conform to the committee's ideas or what is generally classed as a Displacement type.

(t) Rudders known as bow rudders shall not be used on competing boats.

Article VIII

The Race Committee shall, by mutual consent and agreement fix and decide all the terms and conditions of the match (not inconsistent with the terms and conditions of this instrument) whether relating to dates, courses, notices and any other matter whatsoever pertaining to the match or preliminary thereto, except that the challenged club or person must immediately, upon receipt of the first challenge, notify in writing the Racing Commission of the American Power-Boat Association of the fact and transmit to it a copy of such challenge; and the date for the first race of such match shall not be set for a day earlier than thirty days after the course, dates, and any other matters have been agreed upon and written notice of same sent to the Racing Commission of American Power-Boat Association.

Article IX

If deemed desirable, the terms of this agreement may be modified by the American Power-Boat Association while the trophy is in its possession, and when not in its possession by agreement between the American Power-Boat Association and the holder of the trophy, provided, however, that no modification shall be made during the pendency of any challenge unless consented to in writing by all the challengers.

Article X

In case the Club having the custody of the trophy shall be dissolved, or shall cease to exist, or shall

it or the person holding trophy refuse to or fail to comply with all the terms and conditions thereof the said trophy shall thereupon revert to the American Power-Boat Association and shall continue subject to the terms and conditions of this instrument.

Article XI

The trophy shall be delivered to the Chairman of the Racing Commission one week prior to the date set for the first race of any match for the said trophy, and a receipt given by the Chairman of the Racing Commission to the Club or person, thus delivering the trophy substantially in the following form:

Received this _____ day of _____ 19____ from
_____, American Power-Boat Association, Fisher Trophy for Displacement Boats awarded to
_____ as a result of a match held
at _____ under the auspices of the
_____ Club, on the _____ day
of _____ 19____

Signed _____

Article VIII

The Race Committee shall, by mutual consent and agreement fix and decide all the terms and conditions of the match (not inconsistent with the terms and conditions of this instrument) whether relating to dates, courses, notices and any other matter whatsoever pertaining to the match or preliminary thereto, except that the challenged club or person must immediately, upon receipt of the first challenge, notify in writing the Racing Commission of the American Power-Boat Association of the fact and transmit to it a copy of such challenge; and the date for the first race of such match shall not be set for a day earlier than thirty days after the course, dates, and any other matters have been agreed upon and written notice of same sent to the Racing Commission of American Power-Boat Association.

Article IX

If deemed desirable, the terms of this agreement may be modified by the American Power-Boat Association while the trophy is in its possession, and when not in its possession by agreement between the American Power-Boat Association and the holder of the trophy, provided, however, that no modification shall be made during the pendency of any challenge unless consented to in writing by all the challengers.

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Article XI

The trophy shall be delivered to the Chairman of the Racing Commission one week prior to the date set for the first race of any match for the said trophy, and a receipt given by the Chairman of the Racing Commission to the Club or person, thus delivering the trophy substantially in the following form:

Received this _____ day of _____ 19____ from _____, American Power-Boat Association Fisher Trophy for Displacement Boats awarded to _____ as a result of a match held at _____ under the auspices of the _____ Club, on the _____ day of _____ 19____

Signed _____

After the finish of a match for the cup, the Chairman of the Racing Commission of the American Power-Boat Association shall have the trophy suitably engraved with the name of the Club or person and the boat winning same with date, and shall deliver said trophy to the proper official in the Club or to the individual winning same, taking a receipt from the one receiving the trophy, made out substantially in the following form:

Received this _____ day of _____ 19____, from the Chairman of the Racing Commission of the American Power-Boat Association, the Carl Fisher Trophy for Displacement Boats, awarded to the undersigned as a result of a match held at _____ under the auspices of the _____ Club, on the _____ day of _____ 19____, which cup is delivered to the undersigned in pursuance of the terms of a certain instrument executed by the American Power-Boat Association under the date of _____ 19____.

The holder shall furnish bond and insurance to assure its safekeeping, preservation and return in such amount as may be determined by the American Power-Boat Association.

This instrument shall be executed in quadruple, one of which shall be preserved with the archives of the American Power-Boat Association, one shall accompany and be delivered with the trophy wherever won and transferred. One shall be retained by Carl G. Fisher and one retained by James A. Allison.

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119 WEST 40TH STREET, NEW YORK CITY. May 18, 1920 191

Mr. Carl G. Fisher,
Miami Beach, Florida

Dear Mr. Fisher:

I am just in receipt of your letter of May 18th in which you state you have just had a letter from Bob Power in which he states that the American Power-Boat Association has decided to withdraw sanction from the Miami Regatta and requesting that I write you what I know about this.

I can say most emphatically that what Power has written you is a lie pure and simple. No such action has been taken by the American Power-Boat Association nor is any contemplated.

Chris Smith and Wood are both as sore as hornets over the showing made by their boats in the ocean races. They are trying to discredit the speeds and records made at Miami in every possible way. Power is their press agent and is sinking to pretty low limits in his methods of knocking the American Power-Boat Association. Smith and Wood have Liberty engines to sell, as you know, and so far in every race of any consequence, Liberties have fallen down and have been all shot to pieces before the race was half over.

We are having some difficulty in obtaining the lengths of the various courses used for your ocean races. Duckwall writes that they were this and that length and Newby also writes "No, they weren't, they were of such and such a length". The actual times made also have not been furnished us. Quite naturally, the times and distances have a great bearing on the records.

It is also a fact that none of the winning owners have as yet filed their owner's statement as required by the rules. As your Miami races were in sole charge of your local committee, is it not logical that the above should be filed and made a part of the records of the American Power-Boat Association before being announced by the Association as official?

However, as far as what Power writes you, there is nothing to it and it is only

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Mr. Carl G. Fisher

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propaganda to discredit the American Power-Boat Association for their part in building up racing and trying to bar all outfits from their races except those worth while.

Very truly yours,



May 27th, 1920.

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

Dear Chapman :

Anything Newby tells you, you can absolutely depend upon - to the thousandth of an inch, either in time or distance.

I have never been excited about what the Power Boat Association would do - just wrote for information.

Have been too busy with a lot of other stuff to really attend to the races but that Duckwall and Newby would do so. You can take Newby's figures on anything - they are always correct.

Yours very truly,

CCF;R

Boat races

September 1st, 1920.

Mr. Gar Wood,
Detroit, Michigan.

Dear Mr. Wood :

I wish to congratulate you upon the splendid showing your boat made in England - and I am very much in hopes that when in Detroit I will have a chance to talk to you regarding the building of a boat for the Fisher and Allison Trophy.

I have no other interest in the rules and regulations governing this race than to assist in every way possible in developing high grade and powerful marine motors that will give the maximum amount of speed for the pounds weight and to the purchaser a maximum amount of satisfaction and lack of trouble.

I believe that you can be of great assistance, particularly in future races, if our viewpoints could be brought nearer together.

Hoping to have the pleasure of seeing you while I am in Detroit. -

Yours very truly,

CCF:R

Boat races

September 2nd, 1920.

Mr. Herbert R. Packwall,
c/o Zenite Metal Company,
Indianapolis, Indiana.

Dear Herb :

I have yours of the 27th : You will find before many years that boat racing crews are the most jealous and undependable lot of men to be found anywhere. It has always been the same with the automobile racing game. Looking back on the accidents of ten years ago I can see where 95% of all the accidents that were credited to other crews were the carelessness of the crew manning their own machinery. For instance - the famous Louis Strand (?) once claimed that the Buick Team gave him some oil that was half maple molasses. Three years later Louis owned up that this was an imaginative tale of his own - and that it was a good joke.

I myself would have made an even bet that your motors wouldn't go to Key West at anything like full speed, for it didn't look to me like they were heavy enough to stand the work. I don't believe that any of our crews down there jinned any each others boats - but I do believe that any of our crews would be perfectly willing to blame some other crew for their own sloppy carelessness. We will never have very much success with these crews until we separate them and work hell out of them and fire them any time they get gay. Then we may get some efficiency.

Yours -

CCF:R

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DEAR SIR:—

At last year's Gold Cup Races at Detroit, that popular and well-known sportsman and yachtsman, Carl G. Fisher of Indianapolis, watched and waited for several days for something to happen in the motor boat racing line to pay him for his trip to Detroit. Everything that did occur was of a negative nature—delays, breakdowns, mishaps, rough water, balky motors, boats catching fire, and all such incidents which contribute so much toward an unsuccessful hydroplane racing event. These were not the unusual but, to the contrary, those who have followed speed boat racing for the last several years have grown hardened and accustomed to such casualties and have learned to expect them.

Mr. Fisher as well as most of the other spectators have become disgusted, and the former called Commodore Judson, President of the American Power-Boat Association, and C. F. Chapman, Editor of MoToR Boating and Secretary of the Racing Commission of the A. P. B. A., to him and offered to present a trophy worth \$5,000 to the Association for a race. The only requirement which Mr. Fisher specified was that the race must start at 3 o'clock on the days scheduled irrespective of weather, sea or any other factors, irrespective of spectators or owners' wishes. Mr. Fisher suggested to Mr. Chapman that he draw up a Deed of Gift governing such a class and submit same to him for his approval. This Mr. Chapman has done, and Mr. Fisher has approved of the conditions for the series of races, which should result in the development of a type of runabout in this country which will appeal to many sportsmen not heretofore interested in motor boat racing, as well as to those who were at one time boosters of hydroplane events but on account of the unreliability of these racing machines and the makeshifts adopted by some owners to win at any cost have become disgusted with the whole sport and have promised themselves never again to become enthusiastic or allow themselves to throw their money away on a sport with such unsatisfactory results.

In addition to the trophy Mr. James Allison has agreed to donate to the winner each year a prize of the value of \$1,000, the winner to have the privilege of selecting his own prize. The American Power-Boat Association offers the Fisher trophy as a perpetual challenge trophy or until finally won under the rules decided upon.

This event is for displacement boats exclusively, and the race will be for the Displacement Boat Championship of North America. It will be open to any club, association, or individual, and any organization or person will always have the right to challenge for the trophy and to run a match for it, providing, of course, that the challenge and match shall be run in accordance with the terms and conditions of the agreement. The matches must be run under the rules and regulations of the American Power-Boat Association governing sanctioned races, as adopted or amended at the annual meeting of the Association next preceding the race.

The first match for the trophy will take place on Lake George, N. Y., during the summer season of 1920, the second match at Miami, Fla., during the winter of 1920-1921, and the third match at Detroit, Mich., during the summer of 1921. Subsequent matches are to be run at times and places to be selected later.

These races are to be open to displacement boats provided they are over 32 feet in length and have a piston displacement of the power plant of not more than 3,000 cubic inches. In order to enter for the event boats must be powered with a stock marine motor. This condition is to be very rigidly enforced. The hull may be either of the round or V-bottom type; the boats are to have a seating capacity of four persons; are to be equipped with self-starters, have stern exhaust, and must be capable of a minimum speed of 40 m.p.h.

The maximum piston displacement of 3,000 cubic inches may be distributed in one, two, or more units. Two eight-cylinder Speedways, Sterlings or even Van Blercks, or two of the new Murray & Tregurtha motors will meet the power plant specifications. If the maximum allowable piston displacement is used it will amount to something over 500 horsepower.

Another usual feature of the race upon which Mr. Fisher is insistent is that it will always start exactly at 3 P. M., irrespective of the readiness of contestants or their ability to get underway at this moment. He is determined that spectators shall be considered at this event as well as boat owners, and with this in view owners of competing boats will have to begin to get their craft tuned up far enough in advance to be sure they can start at the specified time. There are to be absolutely no postponements for any cause whatsoever.

The \$1,000 prize is to be permanent and to be retained by the winner, but the \$5,000 Carl Fisher Trophy is to be a leg on trophy and to be retained only if the trophy be won three times by the same owner, when it will become his perpetual property.

To insure a contest, one challenge must be delivered at least six months before the date set for the match. Subsequently, other clubs may challenge and enter the same contest on the terms proposed and accepted in the first challenge received; but no challenge will be received later than ten days before the date set for the first race of the match.

A match is to consist of three races to be sailed on consecutive days, excluding Sunday. The course is to be thirty statute miles in length and is to be laid in water not less than ten feet deep, and is to be as free from turns as possible. The finish is to be at the starting line. The length of each lap of the course is to be three miles, and the course must be approved by the Racing Commission, which is to have the power to accept or reject it.

The start is to be a one-gun standing start with a preparatory gun five minutes before the starting gun. A flag is to be dropped one minute before starting time, and during the interval of time between the dropping of the flag and the starting gun boats are not permitted to make headway through the water toward the starting line. Position will be determined by the owners or their representatives drawing lots previous to the start of each race of the match.

The winner of the match is to be determined by the point system, under which plan each boat entering and finishing a race of a match receives one point for entry and one additional point for each boat which she defeats, the winner being the boat scoring the highest aggregate number of points in all of the races of the match. In computing points the maximum number of entrants is to be deemed racing each day and those that do not start are to be counted as defeated boats. A boat which starts in a race, but does not finish before one hour after sunset, is to receive no points for that race and is to be counted as a defeated boat in that race by the boats finishing. In the event that two or more boats score the same number of points for the series, establishing a tie, the match is to be awarded to that one of the tied boats which has covered the course in the best total elapsed time for three races.

Boats are not eligible to compete which have at any time since 1916 raced for a cash prize, or which have been entered in a race by a person who is not an amateur within the meaning of the racing rules of the American Power-Boat Association. Measurements of boats must be verified prior to the match by the Measurer or Assistant Measurer of the Association who is acting on the Race Committee.

The minimum waterline length of a boat competing for this trophy is to be 32 feet. The total maximum piston displacement of the motor or motors is not to exceed 3,000 cubic inches. The form of power plant must be one or more stock marine motors and the owner must file a sworn statement, attested to by an affidavit of the engine manufacturer stating that the motor is a regular stock marine model and not a "special" in any particular.

Competing boats must exhaust at the stern close to the waterline. There shall be no handicaps or time allowances and the craft must be fitted with at least three transverse bulkheads and have the motor compartment entirely closed in and have seating accommodations for at least four persons. One of the vitally important features is that the race must start exactly at 3 P. M., and no postponements for any cause will be permitted. Each motor must be fitted with an efficient self-starting and reversing gear, and the boats must demonstrate to the satisfaction of the Race Committee that they are capable of a speed of at least 40 m.p.h. There must be no breaks in the hulls in the longitudinal continuity of the immersed surface, not more than one lifting surface and must conform to the Committee's ideas of what is generally classed as a displacement type. No bow rudders are to be used. The committee is by mutual consent to fix and decide all terms and conditions of the match, whether relating to dates, courses, notices or any other matter, except that the Challenged Club must immediately upon receipt and acceptance of the first challenge notify in writing the Racing Commission of the American Power-Boat Association of the fact, and transmit to it a copy of the challenge, and the date for the first race is not to be set for a day earlier than thirty days after the course and other matters have been agreed upon and the written notice sent to the Commission.

The Power-Boat Association may modify the terms while the trophy is in its possession, and when not in its possession they may be modified by agreement between the Association and the one having such custody of the trophy provided that no modification shall be made during the pendency of any challenge, unless consented to in writing by the challenger.

In the event of the one having custody of the trophy shall refuse or fail to comply with the terms and conditions of the Association, the trophy is to revert to the Association. The trophy must be delivered to the Chairman of the Racing Commission one week prior to the date set for the first race, and a receipt will be given to the club. After the finish of a match for the cup the Chairman of the Commission will have the trophy suitably engraved with the name of the club and the boat winning same, with the date. He will deliver it to the winner.

We are enclosing herewith a number of printed copies of the Deed of Gift, which will govern the racing for the Fisher Trophy representing the Displacement Boat Championship of North America. May I ask you to see to it that proper distribution is given to the enclosures and that they reach the hands of any parties whom you believe would be interested?

If there are any points upon which you desire further information, we should be pleased to have you call upon us at any time.

Yours very truly,

ALBERT L. JUDSON, President.

American Power-Boat Association

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EDMUND L. JUDSON, JR.,
ASSISTANT TO PRESIDENT

OFFICE OF THE PRESIDENT

~~XX~~ September 21, 1920.
Bolton Landing-on-Lake George, N.Y.

Mr. Carl G. Fisher,
Indianapolis, Ind.

My dear Commodore,

I did not answer your letter of September 8th earlier as I knew you would be in Detroit and I thought I would await results in order to congratulate you, as I now take great pleasure in doing, over the success of the contest.

I have heard a little from Mr. Chapman and others about the success of the races at Detroit and of the notable success particularly of the race for the Fisher Trophy. From what little I have heard, I know it must have been exceedingly gratifying to you to see such a splendid contest and to know that you inspired it, and I hope that future contests will show added and increasing interest each time in the development of a boat such as your Trophy is intended to develop.

I was very sorry to hear that your outfit was not ready for the contest and I know it must have been a great disappointment to you.

We are to have a meeting of the Council of the Association on September 30th, and in the latter part of October, probably October 28th, the Annual Meeting of the Association will be held in New York. It will be very gratifying to me and to the other delegates who are present if you can arrange to be at the meeting and give us at that time a few of your ideas upon the first contest for your Trophy and suggestions for future contests. I hope you can arrange to do this, as the race and its results and preparations for future contests will, I believe, be second to no other matter which the meeting will have to discuss.

Mr. Chapman tells me that the Trophy itself is the most appropriate and beautiful one he has ever seen, and certainly this also must be gratifying to you and I am very glad to know that it turned out that way.

Mr. Carl G. Fisher.

9/21/20.

I expect to remain at Lake George until the middle of October at least, and if I do not see you previous to that time, I hope to see you at the Annual Meeting on October 28th.

Yours very truly,



President.

ALJ:K

September 29th, 1920.

Mr. Albert L. Judson,
Bolton Landing-on-Lake George,
New York.

Dear Commodore Judson :

I have yours of the 21st : Am sorry it will not be possible for me to be in New York along the 28th of October. I am figuring on leaving for Miami about that date.

There is one important change that I think should be made in the rules for the Fisher Trophy and that is that the course be cut down to 2 miles. The 2 1/2 mile course is entirely too long for boats up to 60 miles per hour. The spectacular feature of the race is lost to the spectators - and the spectators are the people we are after to buy boats and to become interested in the sport. There is practically no danger in the sport and there is more interest for the spectator in the 2-mile course than in the 2 1/2-mile. In fact, if it wasn't for the strong opposition that I know I would encounter, I would advocate their racing on a mile and a half course - but I do believe the rules should be immediately changed from a 2 1/2 to a 2-mile.

I am in hopes you may find time to visit Miami this Winter.

Yours very truly,

CGF:R

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OFFICE OF THE
SECRETARY OF THE RACING
COMMISSION
119 W. 40TH ST.

Boat race

NEW YORK, N. Y.

1920

March 6, 1921

Mr. A. J. Uts,
Buffalo, N. Y.

Dear Art:

It has come to me from several sources and probably you have heard it yourself that Gar Wood threatens to enter the race for the Fisher Trophy next summer with some sort of a Liberty engine equipped with a marine base, marine cylinders or some kind of a make-shift which he believes will make the job a marine engine.

While this is not for publication, yet I want you to feel once for all that the American Power-Boat Association will not stand for anything of this kind in connection with the Buffalo Races. Perhaps Wood's threats are all bluff. He can go as far as he likes in the race for the Wood-Fisher Trophy but in the race for marine engines he cannot.

Of course I want you to feel that the Buffalo races are to be under the complete control of the local Buffalo committee without any interference whatsoever from me or anyone else in the A.P.B.A. as long as the rules are complied with.

The rules are specifically against what Wood announces he will do. Furthermore, a special resolution was passed at the last annual meeting of the A.P.B.A. forbidding any form of Liberty or other aviation motor or any motor originally designed or built for other than marine service to compete. In addition to this, I have Carl Fisher's instructions to go the limit and use court measures if necessary to keep out aviation or other rebuilt motors. This is not for publication but it is the attitude which will be taken if anyone tries to defeat the purpose and intent of the races for the Fisher Trophy open to boats powered with marine motors.

Very truly yours,

Boat races

April 11, 1921.

Mr. Esdel Ford,
Detroit,
Michigan.

My dear Mr. Ford:

I have a copy of your letter of the 4th written to Mr. Chapman. I previously had a wire from Gar Wood regarding the Wood-Fisher Trophy, and I agreed with Mr. Wood to raise the piston displacement on account of your engine. Personally, however, I think it is a mistake to try to get keen competition or any large number of entries after a raise of this kind and where the piston displacement is so great. I believe you will see two Liberty engines and a runabout in this race, and if we are to promote a practical high speed event, I do not see how it can be done with two motors as large as Liberty, or even one motor as large as yours. However, one or two years' racing under the 3000 limit will certainly teach us all some new things about runabouts. I am inclined to think that the Wood-Fisher Trophy will be won with one motor of not more than 2000 inches.

While I am on this subject, I think I will ask you if you would not be interested in the Purdy Boat Works, at Trenton, Michigan. These men are very practical builders and have a small shop with some good machinery. I established this place principally so that I might get thoroughly first class boats for my own use, which I could not secure on the open market under contract. If they can be of any assistance to you in building hulls, or otherwise, I am sure they will be glad to help and I am also quite sure that you will find a very high class workmanship, and that both of these Purdys are thorough designers. I hope to see you and your boat here next season.

Very truly yours,

Edsel B. Ford
Detroit

Apr 15
1921

Mr Carl G Fisher
Miami Beach
Fla

Dear Mr Fisher:

Replying to your letter of April 11th I wish to impress on you that I do not feel I am to blame for having the piston displacement of the Wood-Fisher Trophy Race raised to 3,400 cubic inches as it was finally decided upon.

If you will recall, early in the fall an announcement, which I believed to be official, was made in the publication "Motor Boating" outlining the rules and regulations of the Wood-Fisher Race and stating definitely in that article that the piston displacement was 3,000 inches. I assumed this to be official or authentic and went ahead with my plans to build a motor to that limit. It was only at a later date when I was advised that this limit had been reduced to 2,100 inches that I protested to Mr Chapman. After a lapse of perhaps two or three weeks I was notified by Mr Chapman by wire that the displacement had been increased to 3,400 cubic inches. I of course do not know how this arrangement was arrived at. Please be assured that I am not particularly anxious to race with a large displacement engine, but inasmuch as the limit was placed high, I believed that in building a special motor we might just as well get as much out of it as possible. I am sure that, as the Indianapolis 500 mile results have shown each year, you will be able to reduce the displacement limit on this race and have just as fast competition.

Regarding the Purdy Boat Works, I have had several communications from the Messrs Purdy, and although I am not interested in a new boat at this time I will always bear them in mind for any future business and shall be very glad to give them every consideration.

Yours very truly

Edsel B. Ford

Boat rates

May 6th, 1921.

Mr. Easel B. Ford,
Detroit, Michigan.

My dear Mr. Ford :

I have your telegram of the second, forwarded from Miami : I think the present cubic inch displacement of the Wood-Fisher Trophy Race is where it should have been in the first place, but I have been dragging along on this commission without paying much attention to it, and agreed to go in on the deal with Gar Wood principally because he seemed to be such a good sport and was doing so much for the racing game.

In my estimation, the piston displacement should be limited to the point where it will be possible for a considerable number to get engines that are eligible and at the same time to have and to develop a boat that will be practical. While I am a contributor to the Wood-Fisher Cup, I have left the matter of engine displacement and other conditions entirely up to Wood and Chapman.

The piston displacement has been changed once for your benefit - but immediately complications commenced to show up and then it was decided to change the displacement back and allow you to enter the race just the same - and I think that under the circumstances and considering the short time, that this would probably be the best thing for you to do this year. Certainly the displacement is now where it belongs - but since you have gone to the expense of building a larger engine and since there has been such a general mix-up in the thing, I see no reason why you should not enter this year or why anybody else should not enter who has already spent money for an engine - and then after this year a committee can get together and decide on something definite for the next three years, which seems to me to be the practical thing to do.

The Fisher Trophy Race is definitely set for three years - we know just what we are going to do and we are doing it - and I am in hopes that the same thing will happen to the Wood-Fisher Race.

I will be in Detroit within the next week and will be very glad to talk the matter over with you if you have some time - and possibly Gar Wood will be there at that time. However, I am in hopes that Wood and Chapman can entirely settle this matter between themselves.

Yours very truly,

GCF:R

June 1st
1 9 2 1

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

Dear Mr. Chapman:

With the high speed motors that are coming out now, it is quite necessary to use Benzol to keep the motors from pinging. Benzol is going to be used in enormous quantities in another year or two.

If we have any restrictions regarding the use of Benzol, they must be removed and all owners notified that they can use it. On tests here, we find that we get 15 more H. P. at twelve hundred revolutions with Benzol and the motor runs as sweet and quiet as you please. Gasoline doesn't begin to give the same results. Please take the matter up with Gar Wood. He probably is using benzol now in some of his races, but we should allow all entries to use it.

Another thing, - by all means, since having the course at Buffalo two and a half miles, we must interest spectators and the course should be so laid that a large number of spectators can view the races.

If the course is kept small and the number of entries increased, we can, in the near future, draw a hundred thousand people to see a boat race and when this time comes, we will have a large field of entries and more purchasers have high powered engines.

I am glad you have the Wood-Fisher Trophy Race straightened up.

Very truly yours,

CGF:EM

MOTOR BOATING

119 WEST 40TH STREET
NEW YORK

June 20, 1921.

Mr. Carl G. Fisher,
Indianapolis, Indiana

Dear Mr. Fisher:

I am just back from Buffalo where I went to smooth off some of the high spots in connection with the Fisher Trophy Races. The course which they had laid out on the Niagara River did not meet with my approval. As they had it arranged it was between three and four miles in length with the lower turn in front of their Launch Club House and the upper turn at a point which would be visible from one of the streets of Buffalo. The space between the turning marks could not be seen from ashore due to the development of manufacturing plants along the river in that neighborhood.

I suggested that they move the course further up the river and shorten its length to two miles, which they agreed to do. The course will now be visible for its entire length from one of the finest boulevards in Buffalo. I should say fully one hundred thousand people will be able to see the motor boat races in August as the course is now arranged. The points where the people will be is raised well above the river so that they will have an excellent view of the boats over the entire course every minute.

There will be only one turning buoy at the upper and lower ends of the course. You are going to see some of the greatest thrills of your life at Buffalo.

We now have ten entries, including the one we are expecting from Colonel Vincent. Perhaps some of these will drop out before the starting gun, but there will be enough left to make the best race which has ever taken place.

In reference to your letter of June 18, which has just come in in reference to working out some plan whereby boats from other cities will enter at Detroit, Buffalo and Miami, we are working on just this thing now. Having two races a year that is, one in the north and one at Miami, will help.

Don't put too much stock in the talk about the Chicago, Milwaukee and Baltimore events. Chicago is likely to go through big, but Milwaukee and Baltimore will flivver. I would not be surprised but that both of these events will be called off before the date arrives.

Yours very truly,

C. F. Chapman

C. F. Chapman-B

June 22nd, 1921.

Mr. C. F. Chapman,
119 West 40th St.,
New York City, N. Y.

Dear Mr. Chapman:

I wish you would enter the Aye, Aye, Sir in both the Fisher Trophy race and Wood-Fisher Race - and this brings to my mind again the point which I took up with you two years ago at Detroit. The name of the Gold Cup race is about half the time called the Fisher-Allison race and it should be straightened up and called the Fisher-Allison Trophy race as I am giving a cup and Mr. Allison is giving \$3000.00 cash to this race.

As you know, this cup cost \$5,000.00 and this makes about \$8,000 prize for the race. Mr. Allison has been in and out of the name of the race ever since it begun for some reason or other, and whenever you get a chance, I wish you would straighten up this situation.

You may be interested to know that we tried out a pair of the Allison motors in the 80 foot Sea-horse last week at Detroit, getting a run of 100 miles at 1200 revolutions. In fact this power plant sounds like a steam plant in operation and it runs so smoothly and quietly that in no part of the bow or on deck can it be imagined that there is a motor in the bowels of the ship.

The Sea-horse will undoubtedly sho on the trials between 26 and 26½ miles per hour speed.

Mr. Allison is thinking of some particular runs later and we will drop you a note and hope you will be able to come out and make some of them with us.

Yours,

CGF:EM

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OFFICE OF THE SECRETARY
821 FORD BUILDING
PHONE MAIN 127

DETROIT, MICH.

June 29, 1921.

Boat races

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

The Committee is particularly anxious to have your entry in the Wood-Fisher Trophy Race to be held in Detroit, August 27th, 29th and 30th.

This race is for a distance of one hundred and fifty Statute Miles, in three heats of fifty miles each. For displacement boats of Open Run-About Type more than 32 feet length on water-line and powered with any type of motor having a maximum piston displacement of 3,000 cu. in.; also must be capable of making not less than 35 Statute miles per hour over a measured course.

The Wood-Fisher Trophy is one of the most magnificent Trophies ever offered for a race of this kind and the winner will be proud of its possession.

I am asked by the Committee to obtain an expression from you.

Very truly yours,

J Lee Barriett
Secretary.

JLB/FT

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OFFICE OF THE
SECRETARY OF THE RACING COMMISSION

119 WEST 40TH STREET

NEW YORK CITY, June 17, 1921 1921

Mr. Carl G. Fisher
Indianapolis, Ind.

Dear Mr. Fisher,

I am enclosing herewith a copy of Deeds of Gift Governing the Fisher-Allison Trophy and the Wood-Fisher Trophy races which will be held during the summer season of 1921.

The races for the Fisher-Allison Trophy will be held at Buffalo August 11, 12 and 13. The races for the Wood-Fisher Trophy will be held at Detroit August 27, 29 and 30. Each of these races will consist of three heats of 50 miles each without repairs.

Entries for both the Fisher-Allison Race and the Wood-Fisher Race should reach the writer at least ten days before the date set for the first race of the match. The writer will see to it that copies of the challenges and entries are forwarded to the proper local officials.

If there are any questions in reference to these races I hope you will not hesitate to call upon me if I can be of service.

Yours very truly

C. F. Chapman

C. F. CHAPMAN
SECRETARY OF THE RACING COMMISSION

enc
1

June 22nd, 1921.

Mr. C. F. Chapman,
119 West 40th St.,
New York City, N. Y.

Dear Mr. Chapman:

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Mr. Allison is thinking of some particular runs later and we will drop you a note and hope you will be able to come out and make some of them with us.

Yours,

CGF:EM

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OFFICE OF THE SECRETARY
821 FORD BUILDING
PHONE MAIN 1277

DETROIT, MICH.

June 29, 1921.

Boat races

Mr. Carl G. Fisher,
Indianapolis, Ind.

Dear Mr. Fisher:

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The Wood-Fisher Trophy is one of the most magnificent Trophies ever offered for a race of this kind and the winner will be proud of its possession.

I am asked by the Committee to obtain an expression from you.

Very truly yours,

J Lee Barrett
Secretary

JLB/FT

July 1st, 1921.

Mr. J. Lee Barrett,
821 Ford Building,
Detroit, Michigan.

Dear Mr. Barrett:

I presumed that you already had the entry of the "Aye Aye Sir", for the Wood-Fisher Trophy Race, if not, consider this as your authority to enter the "Aye Aye Sir" in this race.

The Power Plant will be the Allison Engineering Company twelve cylinder motor, 5 $\frac{1}{2}$ x 7, ball and stroke, - 500 Horse Power at 1650 revolutions.

Very truly yours,

CGP:EM

vice-presidents

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Gravesend Bay Section

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NEW YORK CITY, September 11, 1921. 1921.

Com. Carl G. Fisher,
Indianapolis, Ind.

My dear Commodore,

Mr. Chapman has sent me the enclosed bill of the J.E.Caldwell Company for one-half the cost of the Wood-Fisher Trophy, the initial race for which was held at Detroit at the recent regatta in that city. He tells me that, in his opinion, which is emphasized and enthusiastically agreed in by everyone who has seen the Trophy, that it is without exception the finest motor boating trophy in the world, and I know that this must be gratifying to you and to Commodore Wood.

The success which has attended the contests for the Fisher-Allison Trophy has demonstrated the value and popularity of the idea for which the Trophy was offered, and the fact that the third of the series of the contest for that Trophy, run at Buffalo this year, attracted an increasingly large numbers of entries over the first and second contests afforded the proof that the idea had struck a chord in the minds of those interested in useful as well as fast runabouts not heretofore developed. While the idea of limiting the power plant for the Fisher-Allison Trophy to stock marine motors brought much discussion to the extent of what was such a motor, and was the cause of some criticism of the definition finally adopted, these objections and criticisms were met promptly by

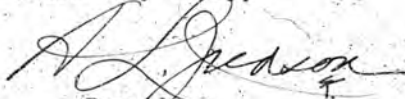
Com. Carl G. Fisher.

9/11/21.

you in joining with Commodore Wood in the offer of a trophy which removed any possibility of the discussion above referred to and opened for the new trophy an opportunity for those who desired to use any style of motor made in the United States or Canada which they desired. The number of entries for the initial race for the Wood-Fisher Trophy at Detroit has demonstrated also the popularity of this idea, and future contests for this trophy promise to be increasingly popular and to bring to the entry list the results of the efforts of the best constructors of boats and engines on this continent.

The American Power-Boat Association, in the ideas for which it was organized and continues to exist in the development of "power boats and the improvement of their design and power construction" and in clean honest sport in contests of speed on the water, acknowledges with grateful appreciation the fact that your ideas along these lines, stimulated and emphasized by the presentation to this Association of the Fisher-Allison Trophy and the Wood-Fisher, have done more for these aims and objects and for clean amateur power boat contests than anything that has been done in many years. We beg you, therefore, to accept our thanks and appreciation of what you have done for the development of the boat and the sport, and we believe that for many years to come the contests for these trophies will be looked upon as among the most important of all the sports and contests which are held anywhere.

Yours very truly,


President.

ALJ:K

September 15th, 1921.

Mr. Albert E. Judson,
Bolton Landing, N. Y.

My dear Commodore:

I have yours of the 11th and I am pleased with the many complimentary things you have to say regarding the Fisher-Allison and the Wood-Fisher Trophy. Certainly, the class of boats are improving wonderfully as well as the power plants.

The Allison engine has a wonderful record. For example, it recently ran considerable over 500 miles with sealed hoods and when you take a 500 H. P. motor and drive it over 500 miles, in fact almost 700, with sealed hoods, it is quite a performance.

I hope you will get down and see us some of these days at Miami.

Best regards -

Yours -

CGP:EM

S. DeBoe:

Replying to yours of the 26th - I would
not be interested in additional lands at Key West.

Thanking you for calling my attention to
same, I am

Very truly yours,

GGF:DLG

Pete Chase