

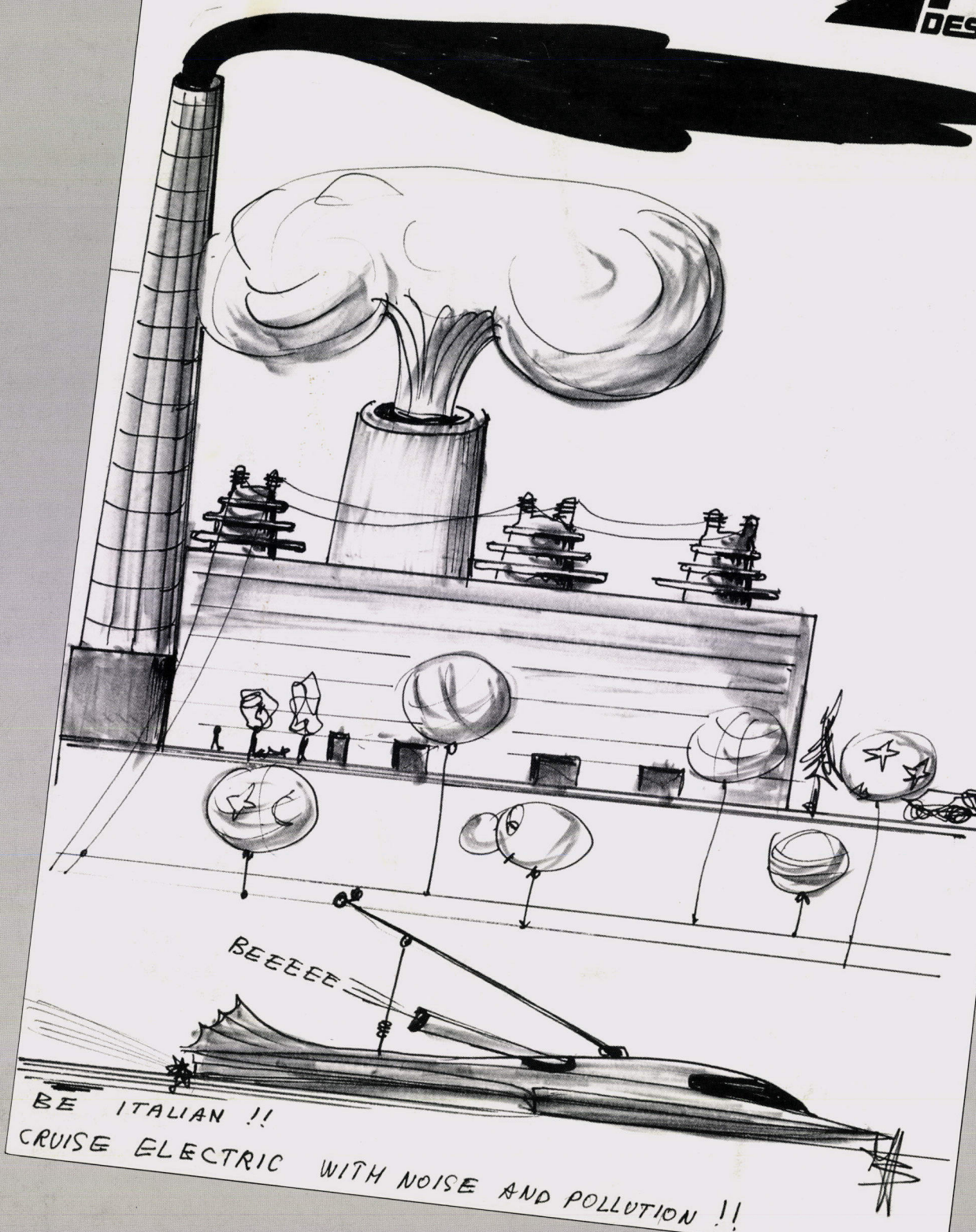
Electric Boat News

The Journal of the Electric Boat Association
(Affiliated with EVA)

Volume 5 : Number 1 : Spring 1992

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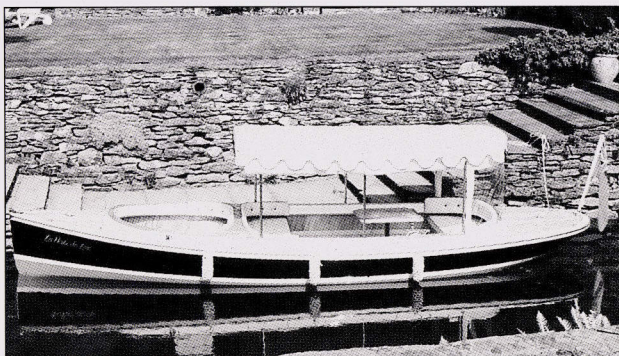
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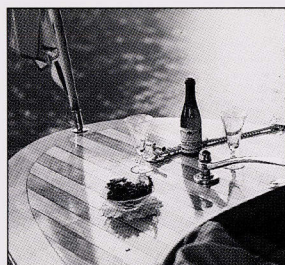
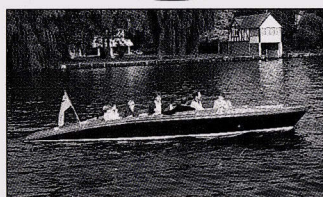
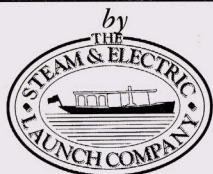
*Italy's
answer to
Lady
Arran*

(See page 7)

RHAPSODY IN BLUE



Frolic 21 Traditional



Above: Frolic 21

left: Henley Slipper Launch

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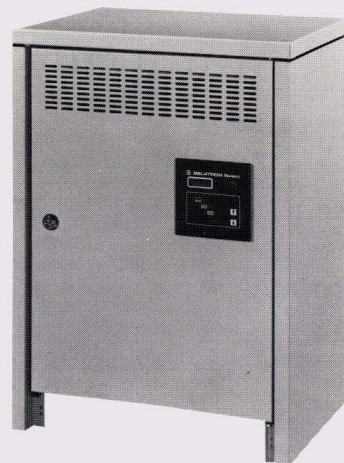
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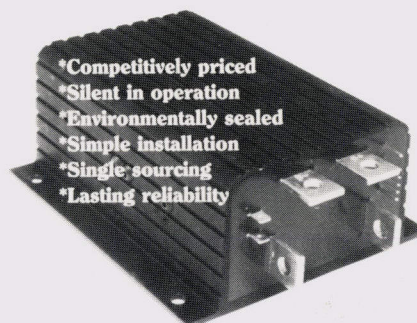


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"Electric Boat News" is the quarterly journal of the Electric Boat Association. To ensure its continued positive benefit for both EBA members and on the boating/electric vehicle industries, YOU are asked to regularly consider **SENDING IN** any relevant information for publication. We are always looking for reports (from the manufacturers) on the latest boat, motor, battery, controller, charger or accessory. We welcome instructive articles about electrifying and fitting out a particular boat (written up by the owner or his boatyard); regional progress reports, home and abroad (from those active in that locality); reports on rallies, races and records (sent in by organisers, sponsors or competitors); letters of constructive criticism; historical articles and ideas for the future (these are always of interest. Please, therefore, send your contributions (500 words max.) with at least one photograph, to The Editor, Electric Boat News, Fairfield House, 122 Olive Road, London NW2 6UU, England. Thank you.

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Chairman/Editor: Kevin Desmond, "Fairfield", 122 Olive Road, London NW2 6UU.

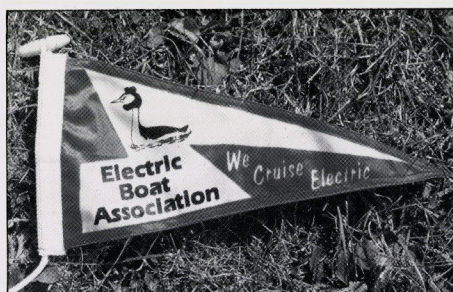
Membership Secretary/Treasurer: Fraser Brown, c/o The Mouse Hole, Abbey Road, Knaresborough HG5 8HX.

Chairman (Users' Group): Edward Hawthorne, "Waters Edge", Riversdale, Bourne End, Bucks. SL8 5EB.

Front Cover: Fabio Buzzi has taken up Kevin Desmond's "gauntlet" and has sent the EBA draft plans of his record attempt craft.

OUR CALENDAR FOR 1992

This year is the tenth anniversary of the founding of the EBA. The electric boat scene has changed dramatically over these years and there are more events this year than ever. It will be worth coming to meet other members and see the types of electric boats now in use.



Why not give your boat an EBA pennant? The price, including postage and packing is £9.50. Please make cheques payable to Electric Boat Association and send to Fraser Brown The Mouse Hole, Abbey Road, Knaresborough HG5 8HX.

April 10th: River Thames Society/EBA Lecture "ELECTRIC BOATS — PAST, PRESENT, and FUTURE". Paul Wagstaffe, Chief Executive, BMIF.

Liston Hall, Marlow. 8 p.m. Members £2.00; Non-members £2.50.

Contact Ms. K. Cuthbert, 0628-522975.

May 23-25th: IWA NATIONAL TRAILBOAT RALLY, Taunton. (Saturday—Monday).

The Rally is part of the West Country Waterways Festival being held to celebrate the restoration of the Bridgewater and Taunton Canal. The rally is part trade and part private. Emrhys Barrell, of Thames Electric Launch Co. will have a stand and, on the water, one of his electric boats. We need some members to be on the stand to represent the EBA and stimulate interest in electric boats. Better still, why not take your electric boat and join in the rally on the water?

Please contact Emrhys Barrell on (0491-873126). If taking a boat, book your berth with Richard Halliwell (IWA organiser), 0823-331522.

June 14th: FIFTH WARGRAVE ELECTRIC BOAT RALLY and 10th ANNIVERSARY of the ELECTRIC BOAT ASSOCIATION. (Sunday).

To be held this year at the Remenham Club halfway up the Henley Regatta course. The rally will also celebrate the 10th Anniversary of the founding of the EBA. The President will present the Emsworth Trophy, Lady Marjorie St. Davids will present The St. Davids Trophy to the winner of the EBA Design Competition and Ken Barge will present the Wargrave Trophy.

Meet at 12.30 at Remenham Club by boat or car. Bring your own picnic. Contact Peter Butler (0732-403614) for further information and booking form.

August 16th: LOWER THAMES ELECTRIC BOAT RALLY. (Sunday).

This is the first downriver rally and will be held on the Thames Ditton bank just downstream of the mouth of the River Mole opposite Hampton Court. (see Nicholson's Guide, page 117). Bring your own picnic. Contact Roger Richardson (081-977-7921) for details and booking form.

August 29-31st: IWA NATIONAL WATERWAYS FESTIVAL, Wakefield. (Saturday—Monday).

Last year 385,000 people visited the Black Country Rally and this year's rally should be as good. EBA will have a stand. Trade Members interested in taking space please contact Gillian Nahum (0491-579383). Will some members please help out on the stand and/or take your own boat. Contact Gillian on Henley 0491-578870.

September 5th: COOKHAM REGATTA (Saturday).

Last year there were 17 electric boats in the sail past at Cookham Regatta. Can we do better this year! There will be an EBA Stand. Details from Edward Hawthorne (0628-521606).

The National Motorboat Museum at Pitsea, Essex is looking for exhibits to represent electric boats... motors, batteries, etc. Anything connected with electric boats most welcome. Contact: David Standen 0268 550088

EARLS COURT '92

Recalling a time, less than five years ago, where our Association wondered whether it could make its presence felt by squeezing onto somebody's else's stand, it was encouraging to note that no less than 9 electric boats, divided onto four company stands were being exhibited. Three of these shared a little enclave on the Ground Level:

Stand 66F was taken by Steam and Electric Launch Company, with their Deltic, their Frolic 21 and their Mystic. Although smaller than the Stand they took in 1991, they probably did more

business. Lots of enquiries, and subject to contact they sold the Frolic 31, a 21 to Norway and a Frolic to Thames. Possibly 10 Mystics to a hirefleet operator.

Stand 66B was taken by Gibbs Marine Sales, with their Baycruiser 14 and Baycruiser 16, and a Party Boat 12, dressed with a bottle-green livery. We were pleased to see that one of them sported our EBA bergee.

Stand 66D was taken by the

Thames Electric Launch Company who not only exhibited their Voltaire 18, a picture of the Voltaire 16 and the surprise Electric Ranger 13ft, but also showed themselves agents for both Combi and MinnKota electric outboards. Emrhys Barrell of TELCO told us:

"The hull is made by Outhill Boats from Studley, Warwickshire as the Ranger 380. Then we developed the steering wheel

Continued on page 6.

Produced by Caversham Lithographic Studios,
16a Bridge Street, Caversham, Reading, Berkshire RG4 8AA.
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More than just a record...

On the bitterly cold weekend of November 9th/10th, **MotorGuide Challenger**, a 17ft aluminium Alustar-52 equipped with twin MotorGuide Stealth 350V outboards, created a non-stop Twenty-Four Endurance Record of 80.2 miles around a Measured Course on the Welsh Harp Lake, North London. Its twenty, 6-volt lead-acid batteries (Oldham Crompton 3KQII) were not re-charged through the full-day period. **MotorGuide Challenger** was driven in three-lap relays by a seven-strong team, three of them teenagers from the Solihull-based "Youth Afloat" Sailing Centre.

Although a 23-Hour Endurance Record of 101 miles was established on the Norfolk Broads in 1986 by one of the Steam & Electric Launch Company's Frolic 21's, this was achieved with an inboard motor. The **MotorGuide Challenger's** 80.2 mile-Record is to be considered the first in the Outboard Class. In December 1987, a distance of 19 miles was established on the canal at Little Venice by a Wolstenholme skiff powered by a prototype Lynch electric outboard, but this was during a four-Hour race, and with only one battery on board.

An additional achievement by the team was to raise £650 by sponsored miles for "Radio Cracker Neasden", a youth-run local radio station broadcasting through December to raise money for children in The Third World, particularly Brazil.

The idea of an attempt on the 24-Hour Record attempt was proposed in May at the Move Electric '91 conference by Electric Boat Association Chairman Kevin Desmond to Victor Johnson, UK concessionaire for MotorGuide electric outboards. But it was not until autumn that permission was requested to make use of the Welsh Harp Lake, otherwise known as the Brent Reservoir. With British Waterways having negotiated permission from both the Nature Conservancy Council (the reservoir is an SSSI) and the Wembley Federation of Sailing Clubs, Johnson sought and

received the support of MotorGuide in America, Thanetcraft Ltd (Alustar agents), Stow Marine (electronic log manufacturers), and Oldham-Crompton Batteries Ltd. Business pressure and an accident in which he cracked a couple of ribs, delayed Johnson's bid.

But with an offer of help from Johnson's friend John Baker, just fourteen days before the scheduled attempt, things looked better. Ironically, it was not until 10 o'clock on the morning of 9th November that with the Alustar, the batteries, the log and the outboards being delivered from Teddington, Manchester, Waterloo and Redditch respectively, that the **MotorGuide Challenger** came into being. (She ceased to exist in as many minutes after the run had been completed and therefore had a total life of 25 hours!)



A team effort...

Although the initial intention had been to use just one outboard, its 35lb thrust would only give the aluminium V-bottom (weighing 806Kg from eighteen Oldham-Crompton batteries with hull) a speed of 2½ knots and just over 60 miles in 24 hours. A second motor was fitted and two further batteries linked in series-parallel, raising the speed by half a knot. Once the correct positioning was found for the outboards, the team told the EBA official, Chairman Desmond, they were ready to start.

In sunlit calm water, the **MotorGuide Challenger** set off at 10.37 am. Being a Saturday it was soon sharing a lake with some 30 yachts, and several flocks of undisturbed wildfowl. A careful record of its lap times was kept in

Race Control on the northern shore. These averaged from 27 up to 31 minutes, although various little hiccups — such as weed, an engine coming loose, or picking up the anchor rope of a buoy tended to give odd laps above 35 minutes.

Keeping going through the night was a gruelling challenge in itself. As the course marker buoys were not illuminated, relay crews of two tended to sight on the lights from of different buildings — JVC on the easterly down run and the domes of Wembley Stadium on the westerly return. At 8 o'clock, the Federation of Wembley Sailing Clubs held their "Guy Fawkes night" so that those on board were entertained with a bonfire and a fine display of fireworks. From midnight, whilst the bonfire died down, the **MotorGuide Challenger** continued to cruise through mist-shrouded mirror-calm water, with the temperature dropping steadily to below zero. Those out on that North-West London lake were perhaps sustained by a magnificent starry sky and the thought that every mile completed would raise more money for deprived children in South America.

With wind and rain absent for the entire 24 hours, the final 46th lap was made by the three teenage boys from Youth Afloat Steven Forbes (aged 14), James Lyndsay (aged 13) and David Billingsely (aged 15) — who were given three hearty cheers as they arrived back at 10.37 am on Sunday 10th November. Given the additional distance the boat had travelled every three laps from course to jetty and back for a crew changeover, EBA Chairman conceded the team an additional 47th lap.

Victor Johnson and his team, the equipment and charity sponsors and the Wembley Sailing Club (including Commodore Sera Lee and Harbourmaster Graham Kyte) are to be congratulated for a splendid team effort. It is to be hoped that next year, an outboard-engined boat will be able to eclipse the 24-Hour/101 mile record before an inboard boat gets in first. ●



▲ "Assembling" MotorGuide Challenger.

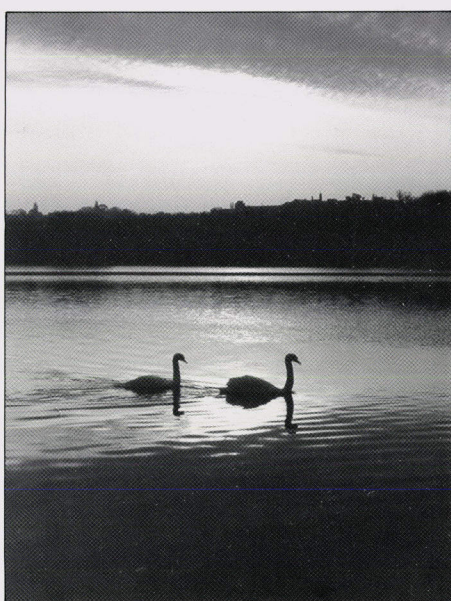
▼ Oldham-Crompton staff prepare to link up the bank of 3KQII batteries.



Victor Johnson, "Mr MotorGuide UK"



Race Control!



The Welsh Harp lake is a Site of Special Scientific Interest.

(Postscript: Radio Cracker Neasden was on the air right up until Christmas Day and managed to raise £7,700 for the plight of Third World Children. We congratulate them!

MotorGuide HQ in America were so impressed with the new record, that they issued a press release to their dealers across the United States and elsewhere.

Youth Afloat at Solihull have already planned another attempt on the World Outboard Endurance Record on a lake in the Midlands. We cannot reveal too much about the project except that the boat will be of trimaran design and, of course, powered by MotorGuide outboards. Best of Luck Lads!



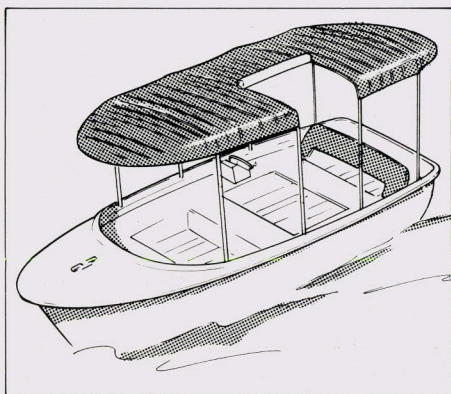
steering, the cushion seating, the battery boxes beneath the seats, and the Combi 7 outboard on the stern. We've packaged it so that for four batteries, motor, automatic traction charger and boat you pay £3995.

"Among interested visitors we did have a man from Brazil, who having rowed solo across the Atlantic, has built an aluminium



sailing boat for the Antarctic and he wanted a tender for it, with electric power — so that he can get in closer to photograph the wildlife. He also works for Alcan Aluminium and was complaining that he couldn't get hold of their new aluminium/air battery."

To find the ninth boat you had to walk back towards the Main Entrance and to Stand 87B taken by Bossoms. Here we came across the Suzanna 12 electric day picnic



launch designed and built by the Ballance brothers at their Binsey works, near Oxford. Last June, a couple of local residents living at Long Witnam approached the yard and asked for a reasonably priced electric boat. One ordered a 12-footer and the other a 14ft glass-fibre version based on Vital Spark, an electric boat which Bossoms

produced some six years ago. Ballance tested all the basic electric outboards (Mercury and Yamaha range). He chose the T45, cut the top off, put a tiller arm on to make it complete remote and put the control switch which was inside the pod before, onto the dashboard beside the steering wheel — making a remote-controlled electric outboard boat. Energy comes from four Chloride 175 Ah batteries in the middle section. Tethered trials give the Suzanna (in line with Bossoms lady's boat naming) seven hours cruising flat-out, suggesting ten hours reasonable cruising. You can park her in your garage and there is a whole host of areas where you can just go and launch it, sometimes for free.

The price-tag is £4,000 plus VAT.

THE DUSSELDORF BOAT SHOW

Took place from 18th to 26th January, also saw a range of boats and engines worth mentioning. From Schabmuller of Ingolstadt came two new underwater electric outboard motors — the 500W/24 volt "Speedy 500" and the 800W/24 volt "Speedy 800" priced at around £900 each. Then there was the Florida-based Regal Electric Aussenborder four-boat range, from the 12 metre/8.8KW down to the 6 metre/4.3KW model, with seven x 12 volt batteries. Regal's particular advantage is its computer-managed motor with a claimed energy efficiency improvement of 50%. From fa de Jong of Reeuwijk, the Netherlands (surely a member of our sister Stichting Electrisch Varen) came a DIY electric propulsion kit (twin-drive 48-volt 2.2KW) comprising over twenty component parts.

Last, but certainly not least, from the yard of Herr Heinrich Herwig at Bad Zwischenahn came the "LISTO 73" solar-motor-yacht with its highly manoeuvrable oil-free, Schottel rudder-propeller. The "73" is in fact 7.3 metres in overall length and powered by a 2.2KW quadripole asynchronous motor. With full sunshine, the makers claim that their Listo can travel at 12km/h full speed for 12 hours — or at 9km/h cruising speed indefinitely. Without the 9 square metres/ 30 modules of 720 monocrystalline cells in operation, Listo's cruising range goes down to 6 hours, or 4 hours at top speed. The

WELL DONE PAUL!

Congratulations to Paul Wagstaffe for winning the Emsworth Trophy. During 1991, Paul (and wife Pat) cruised their electric Wagtail V some 313 miles up and down the River Thames, more than any other electric boating enthusiast. Paul also well deserves this Trophy in consideration for his other services to electric boat development over the past three years. Previous recipients of what donor Rear-Admiral Percy Gick has called "scruffy duck" have been Viscount St Davids, the Countess of Arran, and Fraser Brown. It is to be hoped that with the advent of the live-on-board electric cruiser such as the Deltic, annual mileage attained by future Emsworth Trophy winners will go to extraordinary heights . . .



Listo 73

price of this innovator which is half the price of the Mirwald (see EB News Volume 4: Number 1) is 147,000 Deutschmarken (or around £36,000).

ELECTRACRAFT

By now electric boat enthusiasts on the Thames will have become aware of a new range of American-built boats in the Baycruisers as built by Electracraft of Westlake Village, California. The importers are Gibbs Marine Sales of Shepperton-on-Thames. There will be some seven different models to choose from ranging from 10ft to 21ft in length. The Baycruiser 14 and 16 are easily identifiable by their lapstrake glass-fibre hull sides, their square transoms, their



pedestal steering and pedestal table.

In the early 1970's, Frank Butler of Catalina Yachts purchased a home at the side of a Southern Californian lake where petrol-powered boats were banned. He therefore developed a 15ft boat equipped with four large batteries

and a 1½hp DC motor—calling it the *Runabout*.

In 1975 Skip Toller joined Catalina Yachts and within a few years he and his wife Cheryl had expanded the concept of battery powered boating and established the Electra Craft range. From just three models including the 10ft

Jonty, the Tollers have now increased to seven different models. A new 18ft and 21ft are in the works and will soon be introduced. The 21ft will no doubt be the flagship of a fleet which is now being marketed in other parts of the United States, Japan and Europe. ●

MANY WORD SPOKEN IN JEST

On October 23rd last year, Fiona the Countess of Arran, current holder of the World Electric Water Speed Record (50.8 mph) in her *An Stradag* hydroplane, agreed that it was time to challenge others to break her two-year-old record. In collaboration with your EBA Chairman, a written "gauntlet", signed at London's Turf Club, was dispatched to Fabio Buzzi of Annone, Como, Italy. In recent years, Signor Buzzi has built and piloted diesel-engined Class I offshore powerboats to World Championships, whilst the World Diesel Water Speed Record 135 mph was created 7 years ago in a Buzzi Powerboat.

Fabio Buzzi found our challenge: "So typically English that the acceptance from a typical Italian like me is nearly compulsory." But with his mischievous sense of humour, in a letter sent to the Association last November 11th, Buzzi initially treats the idea as a joke:

"Of course," he writes, "my record attempt will be done in typical Italian style so I enclose my first electrical project (see front cover) based on a nuclear power plant (with an additional coal power plant just to add some smoke pollution also) giving power to a leg of 3Km, with electrical wiring (probably supported by balloons) to provide all the power that my electrical boat needs to bring this stupid record up to 200 mph and forget it for ever after!

"We are now studying how to keep the trolley of the boat in contact with the power cables at high speed but be sure that this important problem will be quickly solved by our engineers.

"Of course we in Italy, cannot tolerate the run to be noiseless so we are considering different sources of nasty noises, like Lamborghini exhaust with electrical amplification, but this,

also if essential to the spirit of our attempt, is a minor problem.

"As this record is mainly based on low weight/power ratio, of course, I cannot be on board and also as matter of respect to the Countess of Arran, I can officially announce that the driver of the attempt will be a real Italian Countess and exactly Miss Paola Petrobelli. Of course as she is typically Italian she is also young and beautiful but also this is a secondary problem.

"The big problem is: who is going to pay for it?"

After a lengthy but equally amusing satire on the whimsically of Italian sponsorship, Signor Buzzi concludes:

"In any case, back seriously to your proposal, my answer is: definitely YES, I accept your challenge at the only condition of finding a minimum of sponsorship and we start now looking around."

Since then we have been informed by EBA member Leonardo Libero of Turin that Buzzi is even now applying himself to the challenge with typical Italian flare. **WATCH THIS SPAZIO!**

Passing on the Italian response to Lorne Campbell, who has designed several successful racing powerboats, including three of Lady A's record-breaking hydros (the electric one included), we received an equally amusing response, again based on lack of sponsorship.

As illustrated here, Lorne's cut-price record-breaker will make use

of one mono ski discovered in the back of his neighbour's garage, fishbox hull-planking courtesy Greenslaves of Poole (fish-mongers); acid bath type batteries built into the hull on each side of the motor; patented single piston, reciprocating oscillating double acting electric motor connected direct to propshaft with shaft-mounted commutator; half a bucket seat; aft stabilizing wing borrowed from a hang glider; offset "cleaver" rudder; single-bladed surface prop mounted on coil spring shock absorber unit (from six-month old Lotus Esprit found in the local scrapyard).

Lorne points out present design problem areas as: "uneven sponsons meaning boat is fastest on a course with a 1.062 kilometre right-hand radius (very difficult for return run); Motor and single bladed propeller; one good point, however, is that we have a typically British noise from the motor (pop, bang, hic, splutter etc) and have achieved 185 rpm."

Lorne concludes "We are against pollution in the UK (if it is of the instantly noticeable type) and as well as windmills, solar cells, etc, we have tried other means of power generation such as hamsters running in cage wheels connected to mini generators and water turbines in sink and waste pipes. We are checking how many of the Poole population 'run' hamsters. The waste pipe turbines are hopeful but would work better if connected to water closets. The latter, however, involves pollution problems (as to hamsters when on a high energy diet) extended to one week for recharging . . ." ●

