# Canada prepares to defend her title as "world series" of boat racing begins

**HARMSWORTH COURSE**—The five-mile course for the Harmsworth trophy race this weekend is outlined on an aerial photo of Picton's Long Reach, looking southeast towards Picton, Ont. Four powerboats will battle for the international powerboating trophy, won last year by Canada's Miss Supertest 111.

By BRUCE EVETT

Canadian Press Staff Writer

PICTON, Ont. (CP) — It will be the champion against the field today when four unlimited hydroplanes roar away over the first lap in the run for the Harmsworth Trophy.

Miss Supertest III, which won the world series of international powerboat racing for Canada last year, will have to fight off three United States challengers to keep it.

Carrying the stars and stripes over the 45mile distance in a best-of-three - heats elimination will be Nitrogen and Nitrogen Too, both owned by Sam Dupont of Wilmington, Del., and Gale V, owned by Joe Schoenith of Detroit.

If Miss Supertest wins one heat and any U.S. boat the other, a third heat will be held Monday—it's against the rules to race for the Harmsworth on the Sabbath.

**U.S. HAS ODDS**

If Gale V wins one heat and either of the Nitrogens takes the other, the United States regains the trophy. An inter-club race-off between the two winning U.S. boats would follow Sunday or Monday to decide which club would hold the trophy.

This will be the last time a Harmsworth entry will have the odds stacked against her. Beginning next year, each competing country will be limited to one entry.

When she took the Harmsworth from the U.S. last year, Miss Supertest III bucked a windy Detroit River course at an average of 99.976 miles an hour. He average over the fastest heat was 104.098 miles an hour.

Jim Thompson, president of Supertest Petroleum Corporation, spent the winter of 1958-59 building the present Miss Supertest.

"We built her as a good all-round racing boat which would be more durable under racing conditions—not for out-and-out speed."

The mahogany-colored, magnesium-covered craft weighs 6,000 pounds—much of it the 2,000 horsepower Rolls-Royce Griffon engine.

"We don't know how fast she'll go," Thompson says. "We've never given her a speed trial."

Thompson, 34, still drives Miss Supertest III in tests but leaves the racing to the driver who brought Canada her lone Harmsworth victory—Bob Hayward, 32, of Embro, Ont.

The lady herself is 30 feet, eight inches long, but when she's running away from her rooster tail only a patch 18 inches square is in contact with the water.

Under power, her hull sits eight inches out of the water, supported on two forward sponsons and the propeller hub.

**TINY STABILIZER**

Midships on the port side—that's halfway back on the left, for landlubbers—there is a small knife-edged stabilizer jutting vertically into the water.

It's the exact setting of this tiny blade that is the secret of Miss Supertest's stability on the constant left-hand turns. Time after time during trials the heavy hull must be lifted and the stabilizer reset a fraction of an inch.

Norm Evans of Seattle, a veteran of Gold Cup racing, will be in the cockpit of Nitrogen and Russ Musson will handle the sister-ship.

Bill Cantrell, a veteran driver in this dangerous sport, will be making his second Harmsworth appearance when he drives Gale V on to the course.

**SET FOR TEST RUN**—Bob Hayward, who piloted Miss Supertest 111 to a world speed boat title at Detroit last year, sets out for a trial run in the Bay of Quinte, site of this year's Harmsworth trophy race. Miss Supertest 111, which broke the United States' 39-year hold on the powerboating trophy, is this year's favorite. Four unlimited hydroplanes will race over the five-mile stretch this weekend. —CP Wirephoto.



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# Hubby needs wife-but only in emergencies

By HAL BOYLE

NEW YORK (AP)—The handiest thing to have around the house in an emergency is a wife.

The other morning I was sitting in the living room putting on my shoes. I had one shoe tied and, breathing hard, was about to put on the other when I happened to glance at the window.

There, as usual, sat our cat, Lady Dottie, on the air-conditioner. She loves to perch on top of the machine and bat at the window glass whenever a bird flies near.

I yawned and started to turn my gaze away, but something pulled it back. What was wrong?

A second quick glance told me at once. Lady Dottie wasn't inside on the air-conditioner. She was outside on it.

**ONE FLOOR, ONE LIFE**

Someone had left the casement window partly open. The cat had climbed out. Now she crouched on the small steel surface of the air-conditioner gravely looking at the ground—nine floors below. If a bird flew by and she made a pass at it, I knew she'd be a goner—nine lives and all.

But it wasn't really the fate of Lady Dottie that worried me. At that moment, I could hear my seven-year-old daugher, Tracy, singing in the bathroom. I knew that if anything happened to her cat, well

What could I do? Like every father and husband, I had daydreamed a thousand times about how heroically I would face any danger or disaster that threatened my family—how I would save them from drowning if a boat overturned . . . get them out of a theatre on fire . . . punch in the nose any invading burglar.

"Here, kitty!" I called weakly, rising. Lady Dottie heard me and crouched lower. Panic overcame me. I clumped out to the kitchen where my wife was annoying two eggs with a fork in the skillet.

"The cat . . . the window . . . Tracy," I mumbled.

Frances took one look at my face and then brushed wordlessly past me into the living room.

"Nice kitty," she said softly, "nice kitty."

**MOM TO THE RESCUE**

She reached her hand unhurriedly out and began to stroke Lady Dottie's back. The cat crouched as if to spring away. But in that second's pause, Frances gripped her firmly. She hoisted the cat, still without hurry, back inside.

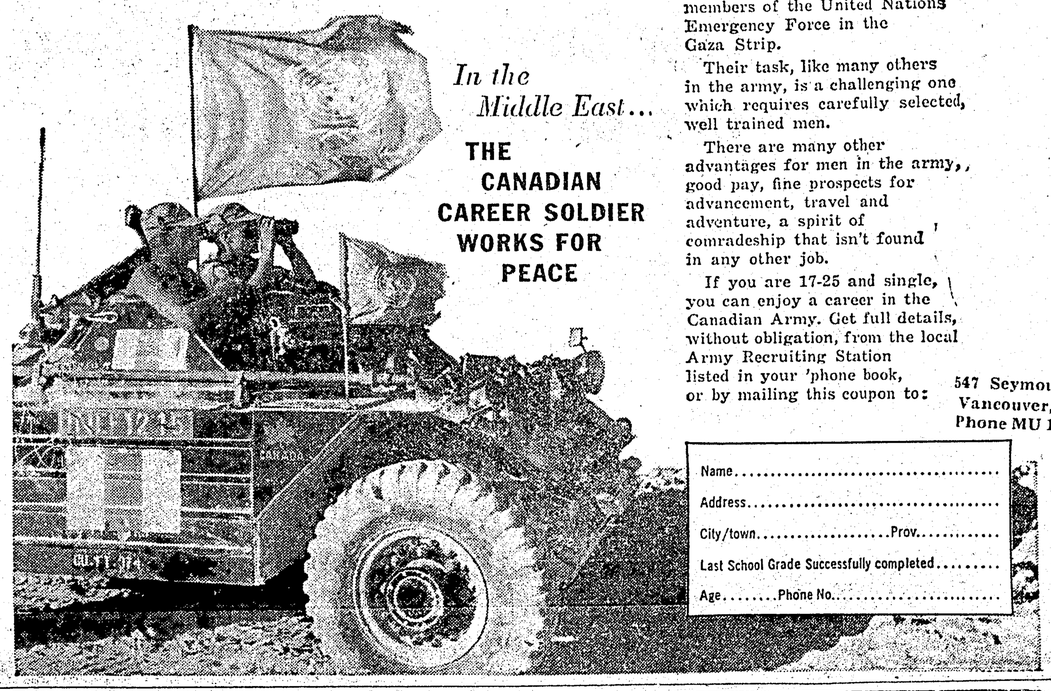
Then we heard a cry. Tracy had come to the doorway and seen the rescue. She rushed over, took the cat in both her arms and buried her face in the warm fur.

"Oh, Lady Dottie!" she cried. "Don't ever do that again. If anything happened to you, I'd want to die, too.'

"You know, if a robber or someone like that broke into this house, Id bust him right in the nose," I said, lamely. "But when I saw that cat out there, I—well, I—."

"It's all right, Rover," said Frances. "I understand."

You sure can't beat a wife in an emergency.



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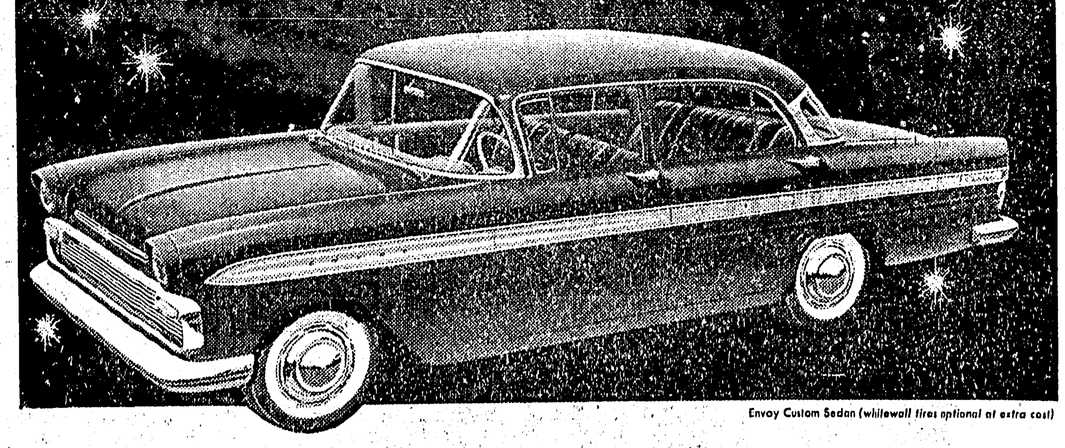

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