

# The Heritage Society of Essex & Middle River



Founded  
September 26, 1968

Officers 1969-70

*Seated: Mary Corey (Treasurer), Laura Hensler (Vice President), Alex Baumgartner (President), Helen Baumgartner (Secretary). Standing: Horace McCarter (Publicity), Emma Dunham (Trustee), Earle Scoggins (Sergeant at Arms), Virginia Borsos (Trustee), John Ruley (Historian), Kay Wolfe (Trustee).*

We thank our founding members Mr. and Mrs. Alex and Helen Baumgartner, their family, and peers for establishing our premiere Baumgartner Collection. The collection captures a historical snapshot of life in Essex and Middle River, Maryland. The collection contains nearly 300 categorical binders documenting our community activities with articles, pamphlets, and photographs from 1969 through the 1980s. The Heritage Society has scanned the collection to our website to share with our extended community. As we continue to build new collections, we are seeking new materials such as photographs and ephemera that pertain to the community and business history of Essex and Middle River. Please contact [essexmuseum@gmail.com](mailto:essexmuseum@gmail.com) if you have historical memories or items to donate or would like to become a member.

**The Heritage Society of Essex and Middle River, Inc.**  
**516 Eastern Blvd, Essex, Maryland 21221**  
[essexmuseum.com](http://essexmuseum.com)

*Collections processed and scanned by: Rita Sellers, Jenny Parish, and Scott Huffines*

Cox's Point

No. 37

## Cox's Point Park Still Far From Safe Playground

*Eastern Beacon  
May 15, 1963*

Cox's Point "Park" at the end of Riverside Drive, in Essex is nowhere near ready for use by the public. The 28 acres include wooded land, beach front and some property extending out into the water. The property recently purchased for an Essex Park is now under water will gradually be reclaimed over the coming years.

The 28 acres was purchased for \$76,200 and is made up of one large tract of land and several smaller lots.

According to Hubert I Snyder, county Director of Recreation and Parks, the park will be used for such things as camp-outs, picnicking and boating. He also points out that there is a beautiful beach on the property, and if Back River ever becomes clear of pollution, as it shows signs of

doing, the beach may be opened for public bathing.

As of now, the park is public property and is open to the public, but Mr. Snyder cautions that the park is still undeveloped at this point. Eventually, picnic tables will be built and a boat ramp is planned, but these improvements have not yet begun.

Mr. Snyder is very enthusiastic about the possibilities of the park. He advises that F. Ellwood Allen, one of the nation's top park planners has been working with him on this project, and Mr. Allen designed the Gunpowder and Patapsco Valley Parks.

The first improvement planned

is to stop the erosion which has been taking place for many years on this ground. This will be a gradual process, as the county intends to acquire as much fill dirt as possible from other county construction projects thereby saving some of the cost of dredging for this fill.

Mr. Snyder says the park project was a joint effort, and no one man or dept. can claim all the credit. He gives special thanks to the County Council which approved the bill, to Mr. Agnew who signed it into law, to Harry W. Wright, Chairman of the Board of Dept. of Recreation and Parks and to the Planning and Zoning Board.

**NATIONAL STOCK OUTBOARD  
CHAMPIONSHIP RACES**

**AUGUST 23 - 27, 1967**



**SPONSORED BY**

**ESSEX RECREATION COUNCIL**

**COX'S POINT, ESSEX, MD.**

*Fifteenth Annual*

**POWER BOAT**  
**REGATTA**

« 1969 »



**COX'S POINT PARK**

Essex, Maryland

















*In Cooperation with the*

**ESSEX RECREATION COUNCIL**

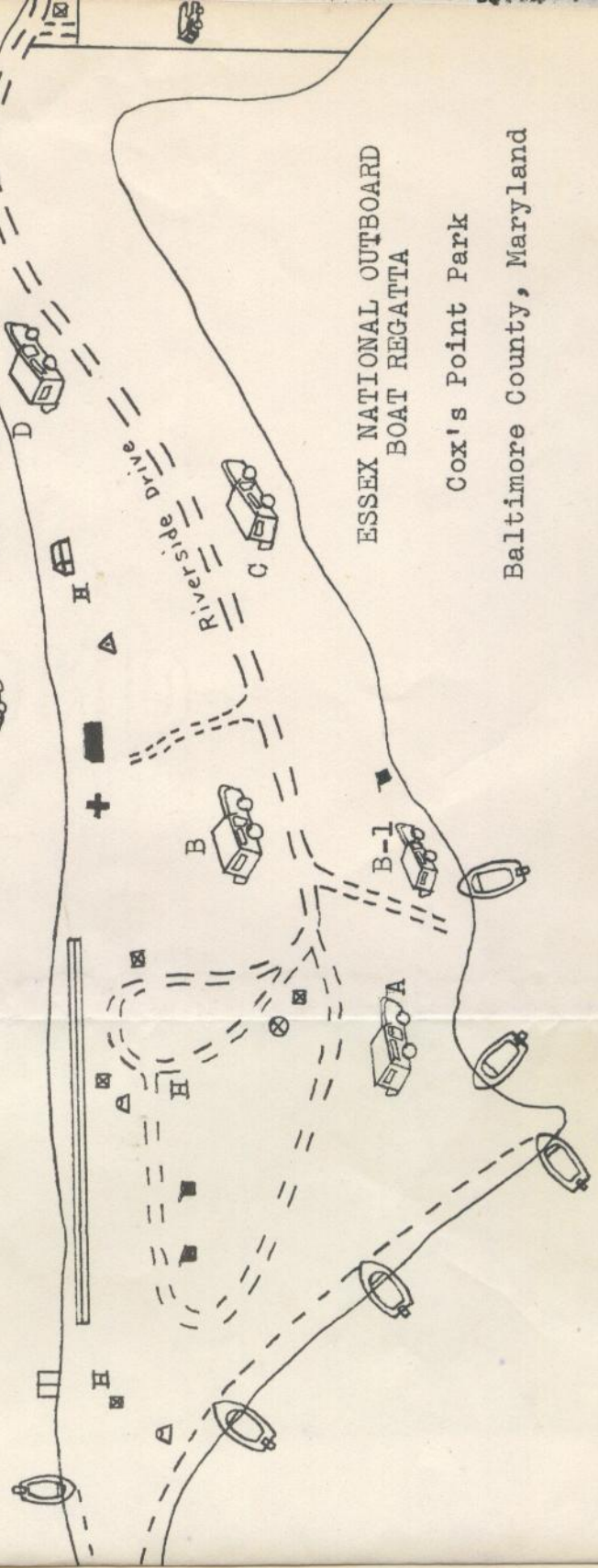
HERITAGE SOCIETY  
of ESSEX & MIDDLE RIVER  
113 RIVERSIDE RD.

No 37

National S  
Regatta Champi  
Course

-  Pit Area
-  - - Parking Area
-  - - Registration
-  - - Administration, Rest Rooms
-  - - Red Cross
-  - - Inspection Area
-  - - Ticket Gate
-  - - Concession
-  - - Judges Stand
-  - - Rest Room
-  - - Bleachers
-  - - Water
-  - - Rides
-  - - Telephone
-  - - Tent Area
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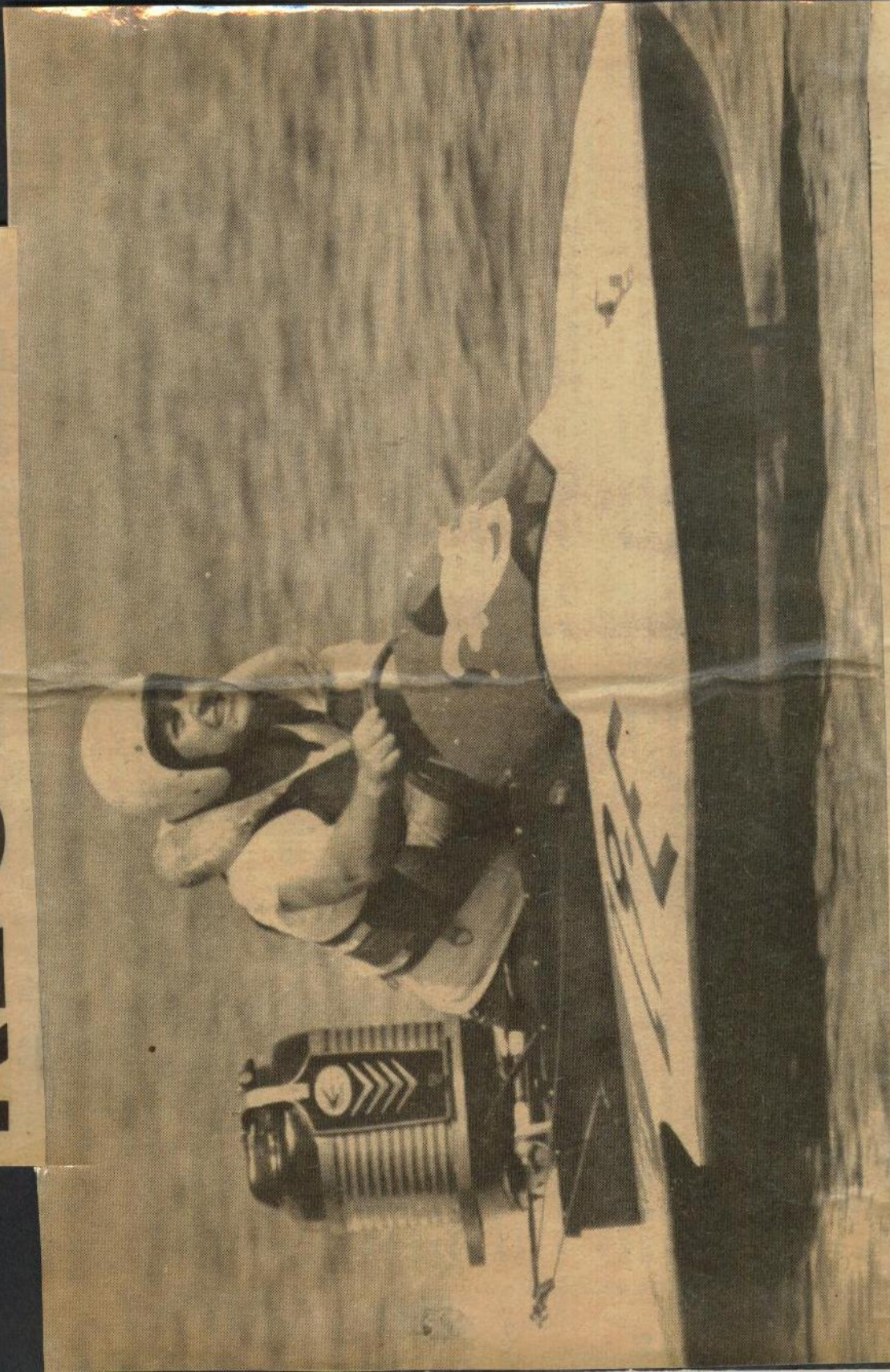
Back River



ESSEX NATIONAL OUTBOARD  
BOAT REGATTA  
Cox's Point Park  
Baltimore County, Maryland

# REGATTA

Aug. 23 1967  
Eastern Season



# TOMORROW

# DUSTY RHODES MEMORIAL REGATTA



SPONSORED BY  
C O R A

DATE: 8 June 1969

TIME: 1:00 PM - 6:00 PM

PLACE: Cox's Point Park, Essex, Maryland

ADMISSION: FREE

Plenty of Refreshments and Picnic Areas

*Come One ; Come All  
to  
A Day of Fun & Racing*

All Racing and Entertainment in Co-operation  
With BALTIMORE Co. and ESSEX Parks and  
Recreation Council

# Thousands To Jam Cox's Point Tomorrow

More than 500 outboard boating buffs and thousands of spectators from Essex and across the United States are expected to jam Cox's Point tomorrow, August 24, for the "Indianapolis 500" of outboard hydroplane racing -- The 1967 Stock Outboard National Championships.

Beginning tomorrow morning, the National Championships, sponsored by the Essex Parks and Recreation Council, and technically advised by the Chesapeake Outboard Racing Association, will begin eliminations and continue them to Saturday, and on Sunday, competition for finalists will be held.

With more than \$3,000 worth of trophies and cash prizes to be awarded, the 1966 champs, who competed last year at Prineville, Ore., will be out to defend their titles.

Facilities are being provided at the park for families who wish to bring picnic lunches, and children will be entertained by a variety of amusements.

Outside of the racing events themselves, the Essex Council has planned a free evening concert, a fish fry and an awards banquet.

Aug. 23  
1967

## PROCLAMATION

by  
The County Executive, Baltimore County  
Designating August 23 through 27, 1967  
as

### NATIONAL STOCK OUTBOARD WEEK

WHEREAS, the 1967 National Stock Outboard Motorboat International Championships will be contested at a distance of five miles over an oval course in Back River, off Cox's Point Park, Essex, Baltimore County, Maryland; and

WHEREAS, competition will be in eleven separate divisions, including hydroplanes and utility runabouts, sanctioned by the American Power Boat Association, drawing drivers and their families from all sections of the United States and Canada; and

WHEREAS, competition will be of the highest calibre with spectator attendance estimated at 30,000 since the affair is comparable in scope and interest to the celebrated Indianapolis 500; and

WHEREAS, we are cognizant of the interest and enthusiasm with which all Baltimore Countians and fellow Marylanders hold for all types of boating, particularly for competitive racing,

NOW, THEREFORE, I, Dale Anderson, County Executive, do hereby proclaim the week of August 23 through 17, 1967, as

### NATIONAL STOCK OUTBOARD WEEK

in Baltimore County and do sincerely encourage all citizens who can do so to attend the scheduled events and to participate in the activities of the occasion.



Sun May 21, 1967

# 100 Outboards To Race At Back River Today

**F**IRST it was baseball, then soccer, and now today another major league season opens in the Baltimore Metropolitan area with the starting gun of the Essex Outboard Regatta to be fired at 1 o'clock.

Today's competition at Cox's Point State Park marks the return of big time boat racing to Baltimore after an absence of several years.

Eleven classes of hydroplanes and runabouts will

race on a 1.2-3 mile course at Back River in the first of three scheduled regattas there, the last of which will be the American Power Boat Association's Stock Outboard National Championships, August 23-28. The events are sponsored by the Essex Parks and Recreation Council and Chesapeake Outboard Racing Association.

With more than 100 boats from eight states entered in the five-hour program, the

local promoters anticipate an attendance of more than 5,000. Admission is free to Cox's Point which overlooks the same course that will host the nationals in three months.

## Direction To Races

Those planning to attend the races should take Eastern avenue east, cross the Back River bridge, then turn right at the second signal light, which is Made avenue. It leads right to the park.

The program will feature Class A, B, C and D stock outboard hydros, Class A, B, C and D stock racing runabouts, and CLASS A, B and C outboard alcohol hydroplanes.

There are two main groups of racing boats the inboards and the outboards.

Outboards are divided into two designs. One is the hydroplaner, an almost flat plywood type boat with broad curved bow that rides on a cushion of air at high speed. The other is

the runabout, a narrow sharp bow lightweight craft of displacement design that depends on water lift at high speed.

These boat types are divided into class definitions rated on the cubic inch displacement of a motor cylinder. For example, Class A covers boats powered by motors with a 15 cubic inch displacement.

Class B is for boats with a 20 cubic inch displacement; Class C, 30 cubic inches, and Class D, 40 cubic inches. Class A boats with small motors naturally go slower, about 40 miles an hour in competition, while the big Class D hydros can race in the 80 mile an hour range—and whip up to 110 miles an hour on a straightaway.

Spectators, too, will note an alcohol classification within these general classes. This means these particular craft are powered by an "alcohol fuel cocktail" usually of nitromethane. They scream like bandits with their straight out exhausts.

There is a utility class subdivision, too, and among these one finds youngsters of from 9 to 14-year-old competing in low powered boats.

## Two Separate Heats

Races are run in two separate heats. After both heats are completed the high point driver is considered the winner of the race. The points are figured in this way:

First place in each heat gets 400 points; second place, 300 points; third place 223 points; fourth, 169 points, fifth, 127, and so on down to twentieth place (if the field is that big) which is worth 1 point.

Five minutes before the start of each heat a "five minute gun" is fired and a red flag flown from the judges' boat. That's when the boats assigned to that race take the field. They must also pass by the judges for verification of their boat numbers, then they test the course.

Four minutes later the "one minute gun" is fired and a white flag flown, and the racers start to line up as they go around the course. A large scoreboard-like clock is set into motion and the racers proceed towards the starting line intent on having their bows within 20 feet of it when the "starting gun" is fired and the white flag dropped.

The first turn after the start is usually the most exciting for the spectators—and

drivers, too, — because the boats are still bunched up and fighting for the lead.

Oftentimes much of the action on that turn is obscured by roostertails of water churned up by the racers fighting for the best positions as they go into the far straightaway.

## Interesting Aspects

The heat continues until the checkered flag is flashed as the winner crosses the finish line, but the boats must continue on a straight course for another 500 feet before turning into the center of the field as a safety precaution.

There are many other interesting aspects, too, like visiting the pits to look over the boats, watch the mechanics work on them, or the drivers

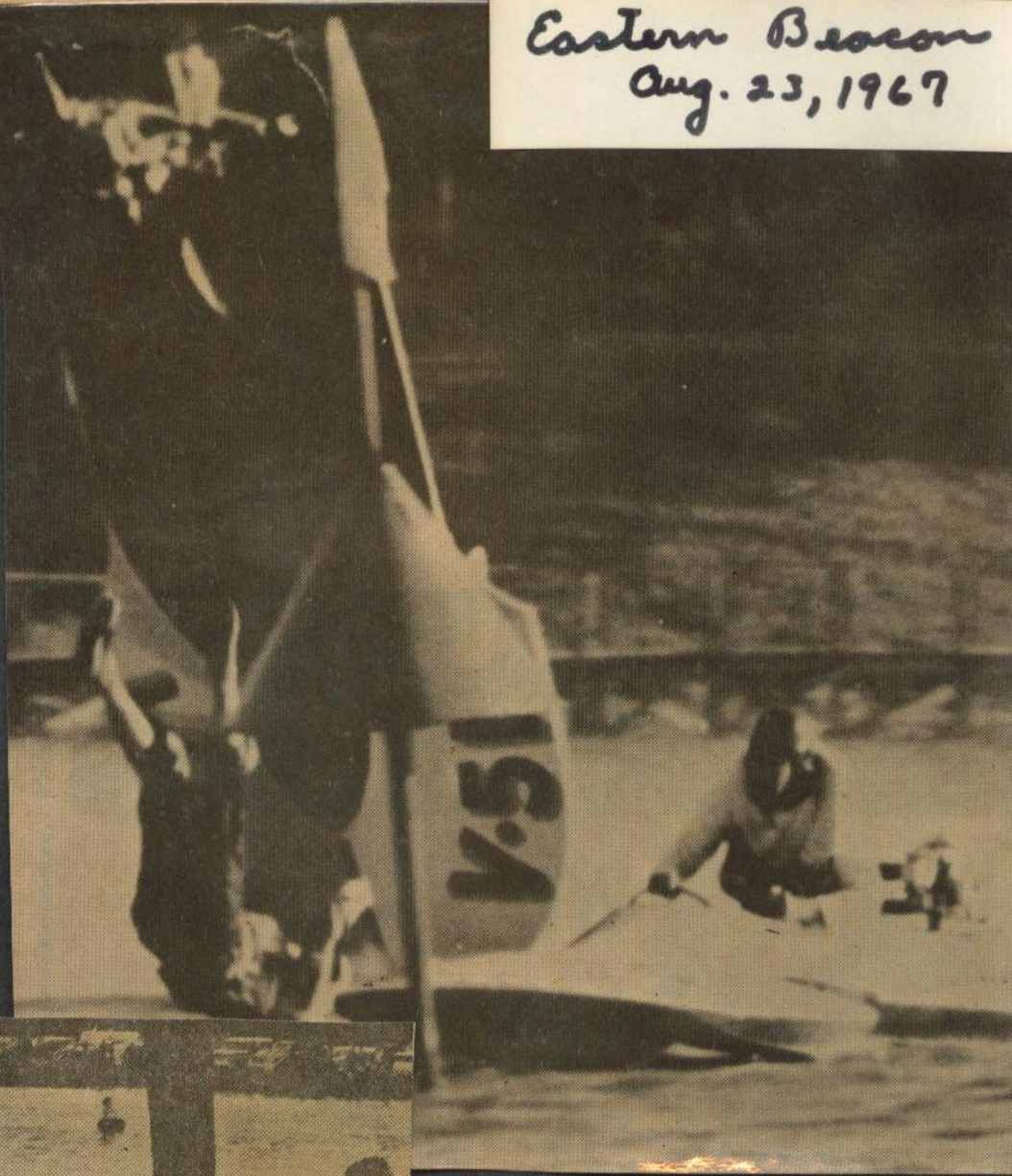
give them a test at the shoreline.

One thing to remember, however, is not to stand close to the stern of a boat about to be started. Its high speed racing engine sends a torrent of water straight back, and anyone in the vicinity will be soaked.

Racing spectators have obligations, also. They are especially requested not to toss anything into the water because a bottle or can can pierce a sponson or bottom of a boat at high speed. Even a small piece of paper or orange peel can plug a water inlet and ruin an expensive racing engine.

# Action Set For Four-Day Outboard Nationals

Eastern Beacon  
Aug. 23, 1967



Sun May 21, 1967

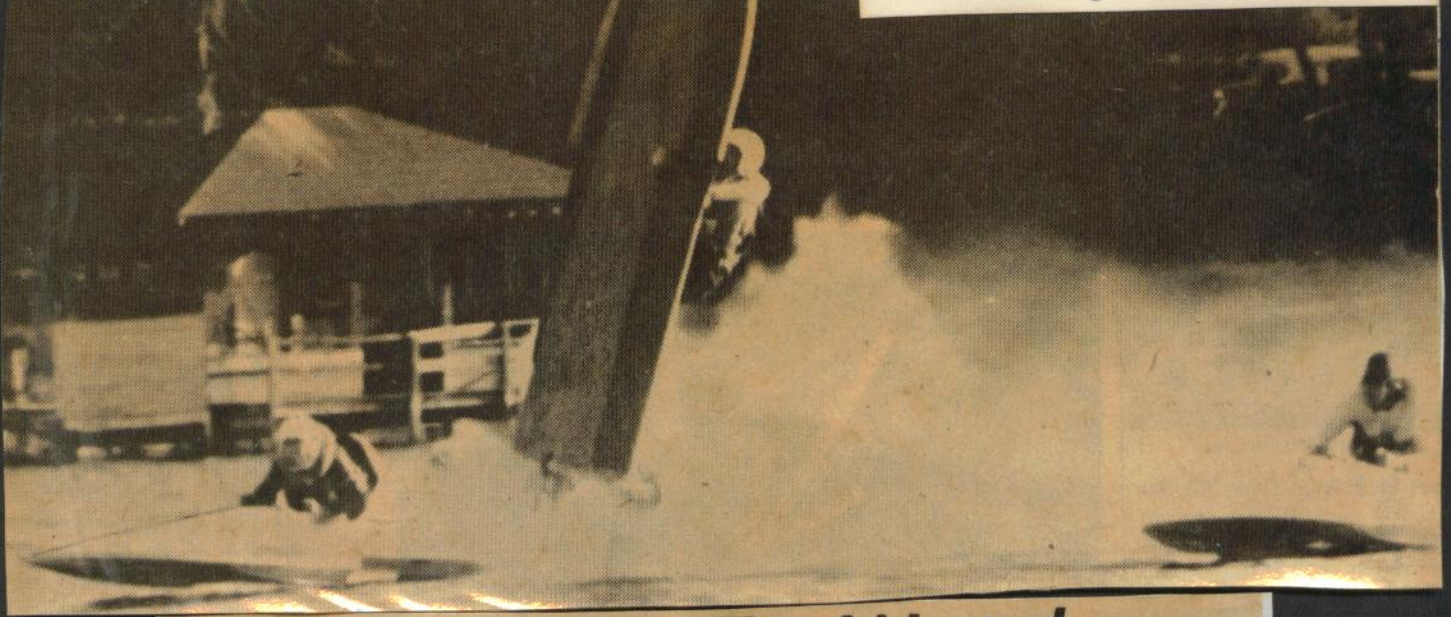
Neverstand close to the stern of boat about to be started. Its high speed engine sends torrent of water straight back, drenching everyone.

Sun  
May 21, 1967

Ray Timmons, of Milford, Del. Christy is seven times national hydro champion. The first of three scheduled regattas here will be the Essex Outboard events which is set at 1 P.M. today

Action like this is commonplace at the turns in hydroplane racing. Here Don Christy, of Baltimore, holds the lead because he has gained the "inside track," leaving a wet "rooster tail" for more.

Eastern Beacon  
Aug. 23, 1967



## Drivers To Watch; 1966 Champs

**STOVER HIRE:** ASU -- racing since he was 13 years old, standing out in BU competition. He entered his name in the Gulf Marine Racing Hall of Fame for the second time as he also hit the high spot in 1964. Hire has been high point champion for four consecutive years in BU as well as a national champion in 1963, 1964 and 1966.

**WILLIAM J. GILES:** CSU -- in 1966 entered 86 races, completing 160 heats with a better than 300-point average per class, per race. Total points earned were in excess of 28,000. First in over-all high point standings in CU and the 1966 National Champion; first in over-all high point standings in DSH: first in overall high point standings in BU.

**MIKE DOWNING:** JSU -- thirteen year old student racing for four years; has become top driver in the JU and JSH classes. Besides winning the APBA national titles in JU and JSH he also created two new records in each class, four in all, He is also Region 10 high point champion in JU Runabout.



Youngsters from 9 to 14 get in on powerboat races, too, as they push along their utility boats

equipped with 7½ horsepower engines to speeds up to 28 miles an hour—for thrills, maybe spills.

# Officials Explain Flags, Scoring Procedures

Knowing the finer points of stock outboard racing adds interest to the sport for the spectator, the Essex Recreation and Parks Council reported, and to help the public better understand the events, the council has passed along an interpretation of signals, scoring and procedures.

Seven different colors and styles of flags are used at the races to let the drivers and spectators know how much time and how many laps remain in the event:

**RED** -- designates period from 5 minutes gun until 1 minute gun.

**WHITE** -- designates period from 1 minute gun until the start.

**GREEN** - advises the driver that he is beginning his last lap.

**YELLOW** -- advises and clears driver to return to the pits.

**BLACK** -- course is closed. All boats remain in pit.

**RED & YELLOW** -- Caution, continue racing but maintain position.

**CHECKERED** -- finish flag.

## SCORING

The chief scorer and four scorers observe the position and performance of each boat from the start to finish of each race. The final standing of each boat depends on its total points at the end of the regatta.

In the order of finish, the driver coming in first is credited with 400 points; second, 300; third, 225; fourth, 169; fifth, 127; sixth, 95; eighth, 53; ninth, 40; tenth, 30; eleventh, 22; and twelfth position draws 17 points.

## PROCEDURE

Thrilling from start to finish, but often confusing to an uninformed spectator, power boat races follow a certain procedure, the Essex Recreation and Parks Council explained.

Before the events start, a meeting is held to inform the contestants of the course, time schedules, local rules and last minute changes and safety.

Each class participates in two heats of racing. Points are awarded each boat that finishes, the winner receiving 400 points, second 300 and so on. The overall winner is the boat with the most points for two heats. Should there be a tie for points, the winner is then decided by the fastest time for the race.

When all boats for a particular heat of racing are in the water, a gun is fired by the officials signaling that there are five minutes to the start of the race. At this time the drivers enter the course to time their approach, check water conditions and position for the start. With one minute to the start, another gun is fired and a large clock, visible to all con-

testants, ticks off the last 60 seconds. The boats then start down the straight away often 12 abreast.

The object of the start is to cross the starting line going full bore without jumping the gun and being disqualified.

A spokesman for the Essex Council pointed out that "many races are won or lost because of the start, and drivers are most particular about their timing. The start is the most thrilling to the spectator too!"

## Spectators, Take Heed!

The Essex Recreation and Parks Council requests that spectators refrain from throwing anything in the water.

A spokesman for the council explained that a can or a bottle will go through the sponsor or bottom of a boat traveling at a high speed.

A piece of paper, an orange peel or similar matter, he added, can plug a water inlet and ruin a racing engine in half a lap.

Parents are requested to keep children and pets well clear of propellers and exhaust stacks.

Spectators are warned, by the Essex Council, to stay clear when a crew is trying to launch a boat in a hurry.

# Races Feature Utility, Hydroplane Crafts

The National Stock Outboard Championship Races will feature two different types of -- utility and hydroplane.

A spokesman for the Essex Recreation and Parks Council explained that the hydroplane skims on top of the water's surface and does not have to cut through the water. This, the spokesman said, eliminates drag and friction and results in greater speed and action.

The bottom of the hydros are designed to create the least friction possible and to take advantage of the wind foiled underneath the boat. This, he added, gives lift to the boat making it lighter and raising it from the water.

The utility has a straight or rased bottom designed to skim off the top of the water's surface but does not incorporate the special features on the bottom which raise from the water as in the hydroplane.

The 11 classes competing in the nationals include:

CLASS MAX. MOTOR DISPLACEMENT MIN. OVERALL WEIGHT UTILITY

JU	7.5 Cu. In.	245 lbs.
AU	15 " "	345 lbs.
BU	20 " "	395 lbs.
CU	30 " "	470 lbs.
36	36 " "	565 lbs.
DU	40 " "	555 lbs.

## Stock Hydroplanes

CLASS MAX. MOTOR DISPLACEMENT MIN. OVERALL WT.

JSH	7.5 Cu. in.	290 lbs.
ASH	15 Cu. in.	330 lbs.
BSH	20 Cu. in.	355 lbs.
CSH	30 Cu. in.	435 lbs.
DSH	35 Cu. in.	435 lbs.

# Championships Schedule

Thursday (Aug. 24) -- 11 a.m. to 6 p.m. - Eliminations and Trials.

8 p.m. to 10 p.m. - Free Jazz Concert Open To The Public At Cox's Point.

Friday (Aug. 25) -- 11 a.m. to 6 p.m. - National Eliminations and Kilometer Trials.

Friday evening -- Bus tour of Baltimore city and to Oriole baseball game for drivers and families only.

Saturday (Aug. 26) -- 11 a.m. to 6 p.m. -- Finals JU, JSH & 36 class;

Free Fish Fry For Drivers and Families At Hawks Pleasure Club.

Sunday (Aug. 26) -- Finals, All Classes; Awards Banquet At Eastern Center from 8 a.m. to 2 p.m. Din-

ner open to public.

E. B

Aug. 23, 67

# Boat Racing To Be Held At Cox's Point Sunday

This Sunday is the day for perhaps one of the most exciting events of the year for Essex, Baltimore County, and the state -- the Chesapeake Sweepstakes Regatta, under the auspices of the Stoney Creek Racing Boat Club and the Essex Community Council.

The race, which will start at 12 noon, held at Cox's Point will feature hydroplanes from all over the country competing for top honors in the world of boat racing.

A full racing schedule is planned, beginning with the 48 cubic inch engines and climaxing with the gold cup 7 Litres and Jersey Speed Skiff boats.

Local drivers, who will be competing in the race, include John Krishner of the Essex area, driving his 266 Supersonic, Don Starliper of Dundalk in the 150's, and Bill Bunn, Paul DiGenero and Roger Klein of the Baltimore area in the 1458s.

The race will be open to the public with a nominal fee being charged. Children will be admitted free. Once in the park, there will be plenty of room to view the race, see the boats, and walk around. Food and drinks will be sold at the park.

First off the line will be the 48 cu. in. class "Y" boats. This is an inboard hydroplane of low initial cost and economy of operation having a minimum hull length of nine feet. It can be powered with not more than an internal combustion engine of either the 4 or 2 cycle type and cannot exceed 48 cu. in. in piston displacement. These engines are usually Croselys.

The 145 cu. inc class, or Class "S" is powered by a stock automobile engine whose displacement does not exceed 145 cu. in. Engines are usually 1960 Falcons or Ford V-8s and the boats have a minimum length of 13'6".

The 150 cu. in. class is the lowest type that uses fuel other than regular gasoline. The engines are usually Falcons, Ford V-8s and the fuel is restricted to methanol. Size of the boats are a minimum of 16" and are identified by the letter "A".

The 280 cu. in. class is probably the largest and most popular class of all the hydroplanes. In this class, the boats are severely limited. They must be completely stock, the power cannot exceed 280 cu. in. and must be a motor built in the U.S. Motors are usually Chevrolets, Fords or Buicks.

The hull length is a minimum of 16' using automobile type gasoline.

Another of the "alky" classes, the 266 cu. in. are 4 cycle, non-supercharged engines from usually Chevrolets or Dodges. With a minimum hull of 18', the boats carry the letter "F".

The class with probably the most excitement, the 7 Litre has a total maximum piston displacement of 427.161 cu. in., powered by one or more engines of the 4 cycle type and can be supercharged. The hull length is a minimum of 20' and must be propelled by an underwater screw-type propeller.

The Ski Boats are similar to the family runabout except for the engines, whose displacement cannot exceed 400 cu. in. Fuel is restricted to pump gasoline and the engine is mounted in the rear and drive forward through "V" drive. In this class, there can be a crew of two people. Usually fiberglass, the boats originated in California.

The Jersey Speek Skiffs are similar to the Ski boats and usually prove as exciting.

Certain basic rules should be understood by anyone watching a race of this sort. First, a word about the flags and starting guns.

Exactly 60 seconds before the start of the race, the one minute warning gun is fired. A white flag is then displayed at the judges stand, and the official clock is set in motion.

The official start shall be the exact instant when the hand of the official clock reaches zero. The starter will then drop the white flag and detonate the starting cannon.

In the event of a false start, that is, one or more boats crossing the starting line before the white flag, the Starter will display a red flag and, when all the boats have circled and passed back to the 500 foot starting buoy, the one minute gun will again fire, and the above starting procedure will again begin.

The following flags, while of interest only to the drivers, will be of help to the spectator: green flag, beginning of the last lap; checkered flag, the finish; black flag, don't leave pits or go into course; yellow flag, postponement or return to pits.

The start is probably the most important part of the race, for it will determine in what positions the drivers will be navigating their boats. The start is so important, that the drivers will take a few runs to

the starting line prior to the race to determine just how far back they should begin. The idea of the start is to cross the starting line at full speed at the exact second the starting cannon goes off, particularly if the driver is surrounded by six or seven boats all trying to accomplish the same thing.

The wide margin that develops as the boats race may be summed up in two words -- water conditions. If the boats were running alone, there would be speed differences of only one or two miles per hour. What makes the race exciting is its effect on the boats, after the leader has churned it with his propellers.

Cavitation is of great importance to the drivers, especially when they will trail the leader. Boats have no solid contact with the water surface and slippage factors are extremely important. The boatman changes the pitch and diameters of his propellers just as a racing car driver changes the gearbox differentials in his car.

What the boatman cannot control, however, is the condition of the water after it is churned up by the leader. The leader has gone through the water with his propellers getting a solid "bite" on the water.

Not so the other drivers. They are driving through a mass of bubbles, foam, and airpockets and are hence getting less of a grip on the surface. Their engines may be turning more revolutions per minute but with less effect than the leader.

And this is what makes the race. By running a wider course, that is the outside of the course, a driver can find more "solid" water, but because he is traveling a much longer route, he must run faster on the straights, deeper into the turns, and use more daring to catch the leader.

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Janice Erney  
June 5 1969



BOATING ENTHUSIASTS--Spectators will line the shore during the boating races at Cox's Point this Sunday. Powerful power boats will run for the prizes and the pleasures of competition during the Essex Recreation Council sponsored race.

last minute changes and safety.

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A piece of paper, an orange peel or similar matter, he added, can plug a water inlet and ruin a racing engine in half a lap.

Parents are requested to keep children and pets well clear of propellers and exhaust stacks.

Spectators are warned, by the Essex Council, to stay clear when a crew is trying to launch a boat in a hurry.

# Stony Creek Boat Races Draw Coast-Wide Entrants

Nearly 3,000 racing fans came out recently to Stony Creek for the Annual Stony Creek Inboard Speed Races held under beautiful weather. Participants from as far away as Miami, Florida and as near as Aberdeen, Maryland, gathered to vie for the trophies.

Results of the day's racing were:

## S-145

W. S. Wilson Jr., Wilmington, Del., "Lil Lectron," 800 pts.  
Steve Sharp, Aberdeen, "Bonanza V", 625 pts.  
L. Thompson, Chester, "Sandy K", 600 pts.

## 1-48

H. Wienges, Miami, Fla., "Wait For Me", 800 pts.  
F. Coneeny, Carney's Pt., N. J., "Tinker Toy," 600 pt.  
T. Mohr, Mt. Wolf, Pa.; Lewis Darr, Harrisburg, Pa., "Purple People Eater", 394 pts.

## 150

Louis Schneider, North East, "Bob A Lou", 800 pts.  
Bob Shay-Walter Wilson, Red Bank, N. J., "Double W", 600 pts.  
Charles A. Miller, Bowie, "Whoopee", 450 pt.

## N-225

R. Hearn, Hampton, Va.; R. Brodgen, Newport News, Va., "Kitty B", 800 pt.  
Chris Oliver, Millersville, "Snoopy", 600 pt.  
Jerry Beard, Massapequa, N. J., "Jenny B", 450 pts.

## F-266

B. Marsh, Annapolis-W. Rittner, Gladwyne, Pa., "Wa-Wa Too", 800 pts.  
G. Baker, Daytona Beach,



FIRST PLACE TROPHY -- Miss Essex-Middle River, Lil Norman presents the first place trophy to Mrs. J. Ziegler after she piloted her boat to the lead in the JS division, accumulating 700 points. Mrs. Ziegler hails from Long Beach, N. J., and was among the 24 winners in the Stony Creek Inboard Speed Races recently

Fla., "Gee Bee", 300 pts.  
J. Tyrell, Hyattsville, "Ain't Misbehaving," 225 pts.

## JS

J. Ziegler, Long Beach, N. J., "Pure TOO," 700 pts.  
F. Verge, Jersey City, N.J., "Franita," 625 pts.  
Darc Greenlaw, Philadelphia, Pa. "Veri Cheri," 427 pts.

## SK

Tom Donley, Annapolis, "That Yellow Boat," 700 pts.

Fred Sutton, Jr., Kinston, N. C., "Lorelei III," 525 pts.  
Jack Wilcox-Hank Langsen, Ft. Lauderdale, Fla., "Steeler," 400 pts.

## E-280

Don Brown, Woodbury, N. J., "Dee Bee," 800 pts.  
C. Barker, Daytona Beach, Fla., "Gee Bee," 569 pts.  
A. Lemeshevsky, Arnold, Md., "Wildcat," 525 pts.

1969 Junior Essex No 3

## Old Fashioned Victory Picnic

July 19, 1975

2:00 P.M. — 8:00 P.M.

Cox's Point Park

RIVERSIDE ROAD

ESSEX

AUTHORITY CHARLES O. CONNELLY JR., TREASURER

Rain Date  
July 26, 1975

No 850

THE  
NEW  
DEMOCRATIC  
TEAM



Victory Picnic



No 850

The annual speed boat races at Cox's Point are now history. Jerry Crowell, director of the Essex Recreation Council, has again pulled off the "wonder of the decade" as he readied the area for this mighty boating event, and he staged it brilliantly.

For the many people who came out to see the races on Sunday, August 10, it was indeed a momentous occasion. The variety of boats and the intense way of handling them by their owners was a sight to behold.

If you are ever in the market for one of these racing machines there are a few questions which should be answered before purchasing, or so the water racing "buffs" tell us.

One is about the Inboard Hydros: What does 44-Cubic Inch Class mean? "Simply this," remarked one young lady bearing a lifejacket over her tanned teen shoulders. "Boats of this class have a minimum overall length excluding all projections of 9 feet. The measurement shall be made from the bow to the after edge of the planing surfaces. The hull may have either but a minimum of one of the following: A watertight bulkhead that will insure sufficient buoyancy of a minimum of 3 cu. ft. of block styrofoam suitably placed in the hull, or suitably inflated truck or automobile innertube."

This young lady couldn't have been more than 13-years-old.

Still trying to figure out what the little gal had told me about the 44 Cubic Inch job, I wandered down the beach a bit and spotted a sleek boat with Miss Essex-Middle River perched atop. Standing next to this duo was a girl even smaller and no doubt younger than the one we had just met. My curiosity began to peck away until I couldn't hold back any longer. I had to find out whether this child knew her "apples," or should we say "engines."

Carefully I asked her what kind of boat was sitting up on blocks.

She looked at the sleek craft with the motor jacked up over the hood, answering "That is a 145 Cubic Inch (Stock) Class job."

So quick was her reply that it startled me and I took a pair of steps backwards.

Then, pointing to the hull, she declared, "To be eligible for competition in this class, a boat must be powered with one stock automobile motor listed in the National Automobile Dealers Red Book, such motor to have no more than 145 cubic inches of piston displacement. No motor built outside the U.S. shall be eligible."

We must have been blinking in amazement as this wide-eyed youngster continued with enthusiasm.

"Engines or parts which have been declared optional high performance equipment by the Racing Commission will not be permitted," this little lass explained.

The remarks made by this little girl and the older one whom we talked to prior to the racing date at Cox's Point on Sunday, August 10, caused us to take a good look around at the youngsters who were wandering around the boats, touching the sides, commenting about the motors and displaying genuine interest about the technical side of boat racing.

This is an area about the young people of today that we sometimes don't really understand.

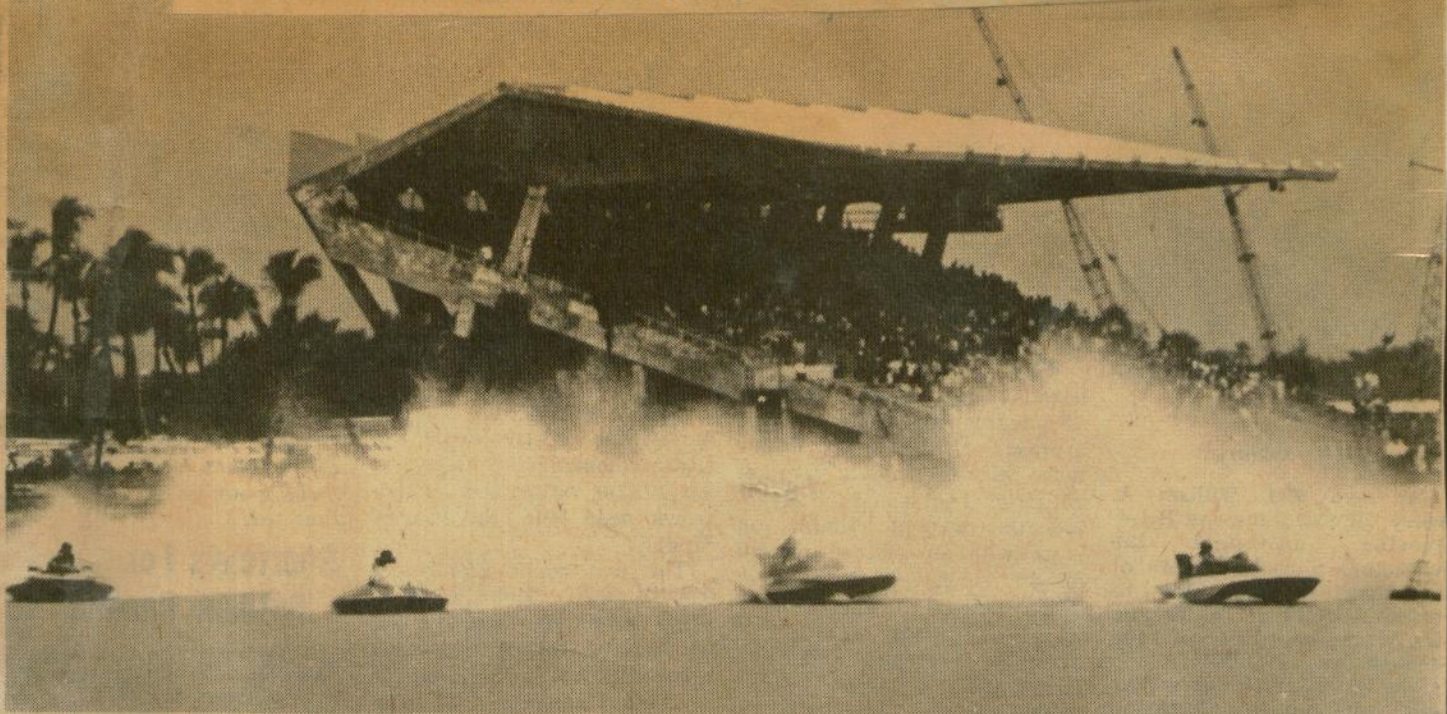
Sure, all are there to see speed boat races, and sure there were some long-haired boys and mod-garbed girls in attendance. But the significant thing about all the youngsters who were in attendance was the fact that each had come to watch the speed boat races, most had come to see the engines and craft which was being used in the races and most significant of all, was the fact that most of the youngsters were well informed about the technical aspects of this type of racing.

None of these young people came to the races for the mere pleasure of watching the boats run on the water; they knew and understood what they were viewing.

I wish this reporter could have been as thoroughly versed as these early teenagers about that same water sport.

No 57 Aug. 21, 1969 Jamie Cary

# How To Watch A Boat Race



FULL SPEED AHEAD -- They'll be roaring toward the finish line Sunday, August 10, at Cox's Point, when the Stoney Creek Racing Boat Club presents its annual Inboard Boat Races. Featured will be Roostertailing-Hydroplanes, Roaring Ski-Boats,

Bouncing-Jersey Speed Skiffs. All boats are geared to perform at speeds from 60 to 150 miles per hour. Starting time is 1 p.m. The program is a joint sponsorship between the Stoney Creek Club and the Essex Recreation and Parks Association.

Certain basic rules should be understood by anyone watching a race of this sort. First, a word about the flags and starting guns.

Exactly 60 seconds before the start of the race, the one minute warning gun is fired. A white flag is then displayed at the judges stand, and the official clock is set in motion.

The official start shall be the exact instant when the hand of the official cock reaches zero. The starter will then drop the white flag and detonate the starting cannon.

In the event of a false start, that is, one or more boats crossing the starting line before the white flag, the Starter will display a red flag and, when all the boats have circled and passed back to the 500 foot starting buoy, the one minute gun will again fire, and the above starting procedure will again begin.

The following flags, while of interest only to the drivers, will be of help to the spectator: Green flag, beginning of the last lap; checkered flag, the finish; black flag, don't leave pits or go onto course; yellow flag, postponement or return to pits.

The start is probably the most important part of the race, for it will determine in what positions the drivers will be navigating their boats. The start is so important, that the drivers will take a few runs to the starting line prior to the race to determine just how far back they should begin. The idea of the start is to cross the starting line at full speed at the exact second the starting

cannon goes off, particularly if the driver is surrounded by six or seven boats all trying to accomplish the same thing.

The wide margin that develops as the boats race may be summed up in two words--water conditions. If the boats were running alone there would be speed differences of only one or two miles per hour. What makes the race exciting is the condition of the water, and its effect on the boats, after the leader has churned it with his propellers.

Cavitation is of great importance to the drivers, especially when they trail the leader. Boats have no solid contact with the water surface and slippage factors are extremely important. The boatman changes the pitch and diameters of his propellers just as a racing car driver changes the gearbox differentials in his car.

What the boatman cannot control, however, is the condition of the water after it is churned up by the leader. The leader has gone through the water with his propellers getting a solid "bite" on the water.

Not so the other drivers. They are driving through a mass of bubbles, foam, and airpockets and are hence getting less of a grip on the surface. Their engines may be turning more revolutions per minute but with less effect than the leader.

And this is what makes the race. By running a wider course, that is the outside of the course, a driver can find more "solid" water, but because he is traveling a much longer route, he must run faster on the straights, deeper into the turns, and use more daring to catch the leader.

Comparing the racing motorboat of the early 1900s to the present day hydroplane is like comparing a model "T" Ford to the latest Indianapolis Speedway cars. The early speedsters of the water, then

called "displacement craft" plowed their way through the water in a manner not unlike today's rowboats and other pleasure craft. They met much drag from the water and moved very slowly by today's standards - approximately 25 mph. Some of the early displacement racers required three men to handle the driving

chores. Some were almost 60 feet long, nearly twice the size of modern hydroplanes.

In the 1920s planing surface - or steps - were developed and built into hulls. These steps lifted the boats on top of the water and there reducing the drag. This was one of the first concepts in hydroplanes. With the addition of this new innovation, speeds began to increase. It wasn't until the arrival on the scene of the "three-point" hydros - after World War II - that the boat started reaching speeds in the neighborhood of 200 mph. Instead of plowing through the water, the three-point hydroplanes skim over a wave highway which only half of propeller and approximately one square foot of each sponsor in the water. For all practical purposes, one could say they're airborne.

July 31, 1969

Times Express

# Championship Boat Races At Cox's Point Next Sunday

Sunday, Aug. 10th is the day for perhaps one of the most exciting events of the year for Essex, Baltimore County, and the state — the Chesapeake Sweepstakes Regatta, under the auspices of the Stoney Creek Racing Boat Club and the Essex Recreation & Parks Council.

The race, which will start at 12 noon, held at Cox's Point, will feature hydroplanes from all over the country competing for top honors in the world of boat racing.

A full racing schedule is planned, beginning with the 48 cubic inch engines and climaxing with the gold cup 7 Litres and Jersey Speed Skiff boats.

Local drivers, who will be competing in the race, include John Kirshner of the Essex area, driving his 266 Supersonic, Don Starliper of Dundalk in the 150's, and Bill Bunn, Paul DiGenero and Roger Klein of the Baltimore area in the 1458s.

The race will be open to the public with a nominal fee being charged. Children will be admitted free. Once in the park, there will be plenty of room to view the race, see the boats, and walk around. Food and drinks will be sold at the park.

First off the line will be the 48 cu. in. class "Y" boats. This is an inboard hydroplane of low initial cost and economy of operation having a minimum hull length of nine feet. It can be powered with not more than an internal combustion engine of either the 4 or 2 cycle type and cannot exceed 48 cu. in. in piston displacement. These engines are usually Croselys.

The 145 cu. in. class, or Class "S" is powered by a stock automobile engine whose displacement does not exceed 145 cu. in. Engines are usually 1960 Falcons or Ford V-8s and the boats have a minimum length of 13'6".

The 150 cu. in. class is the lowest type that uses fuel other than regular gasoline. The engines are usually Falcons, Ford V-8s and the fuel is restricted to methanol. Size of the boats are a minimum of 16' and are identified by the letter "A".

The 280 cu. in. class is probably the largest and most popular class of all the hydroplanes. In this class, the boats are severely limited. They must be completely stock, the power cannot exceed 280 cu. in. and must be a motor built in the U.S. Motors are usually Chevrolets, Fords or Buicks. The hull length is a minimum of 16' using automobile type gasoline.

Another of the "alky" classes, the 266 cu. in. are 4 cycle, non-supercharged engines from usually Chevrolets or Dodges. With a minimum hull of 18', the boats carry the letter "F".

The class with probably the most excitement, the 7 Litre has a total maximum piston displacement of 427.161 cu. in., powered by one or more engines of the 4 cycle type and can be supercharged. The hull length is a minimum of 20' and must be propelled by an underwater screw-type propeller.

The Sky Boats are similar to the family runabout except for the engines, whose displacement cannot exceed 400 cu. in. Fuel is restricted to pump gasoline and the engine is mounted in the rear and drive forward through "V" drive. In this class, there can be a crew of two people. Usually fiberglass, the boats originated in California.

The Jersey Speed Skiffs are similar to the Ski boats and usually prove as exciting.

July 31, 1969

James Crisp



THIS PICTURE WAS TAKEN IN 1947 AT THAT TIME MR. TAYLOR OF THE TAYLOR LAND COMPANY LIVED IN THE MAIN HOUSES AND HAD DIFFERENT NAMES FOR THEM, THIS ONE WAS CALLED "THE COZY" (later called Honeymoon Cottage) BOB WILLIAMS WAS BORN HERE IN 1935. THE HOUSE NO LONGER STANDS, THE SITE IS NON USED FOR BOATS, THE CARS ARE OUR ESSEX AND OLD PIERCE-ARROW. BOB WILLIAMS IS ON THE LEFT IN THE DARK SWEATER.

# Purple Martins May War On Mosquitoes In Essex

EVE. SUN

Those blood-hungry mosquitoes that have been infesting Cox's Point Park in Essex, using it as a dining table, might find themselves on the menu next summer.

An official for the Essex-Middle River Improvement Association said that coming to the rescue might be the purple Martin, a bird of the swallow family which considers mosquitoes appealing hors d'oeuvres.

William Bruggman, research chairman of the association and head of the mosquito control projects, said that the purple Martin can eat 2,000 mosquitoes daily.

Since the birds live in colonies, just one community of them will account for more than 100,000 mosquitoes a day," Mr. Bruggman said.

### Colony Proposed

He proposed that such a colony be started at Cox's Point Park where any bug-loving bird can have a ball. It was so bad last summer, he said that human attendance at the park was affected.

The association said it would recommend to the Baltimore county Department of Parks and Recreation that it invest in several Martin houses this spring to be placed around the park.

Purple Martins are about 8 inches long. The males are steel blue in color and the females are just a bit lighter.

They depend almost entirely upon man to furnish their home, which would make it easy to get them to adopt Cox's point park. It wouldn't be the first time that man has used them to get rid of insects.

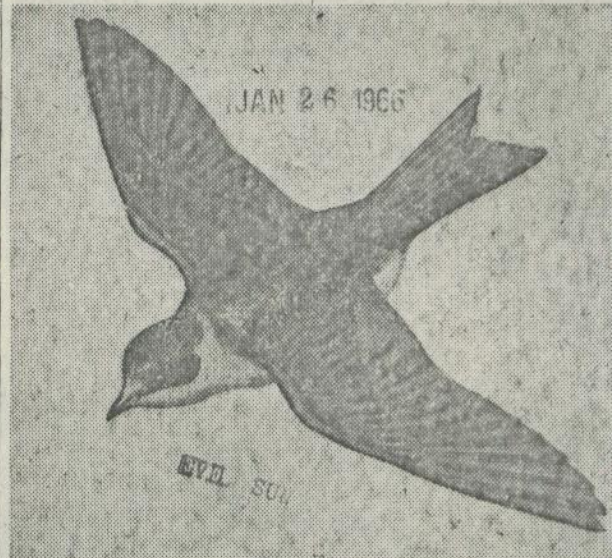
### Indians Used Them

The American Indian used them in his corn fields, to keep the insects from eating away his crops.

Other parts of Essex are not without their share of mosquitoes during the summer and other colonies of the martin could be used if they prove successful in the park, the association President, George Martinak said.

"Now we can fight them with biological as well as chemical warfare," Mr. Martinak said.

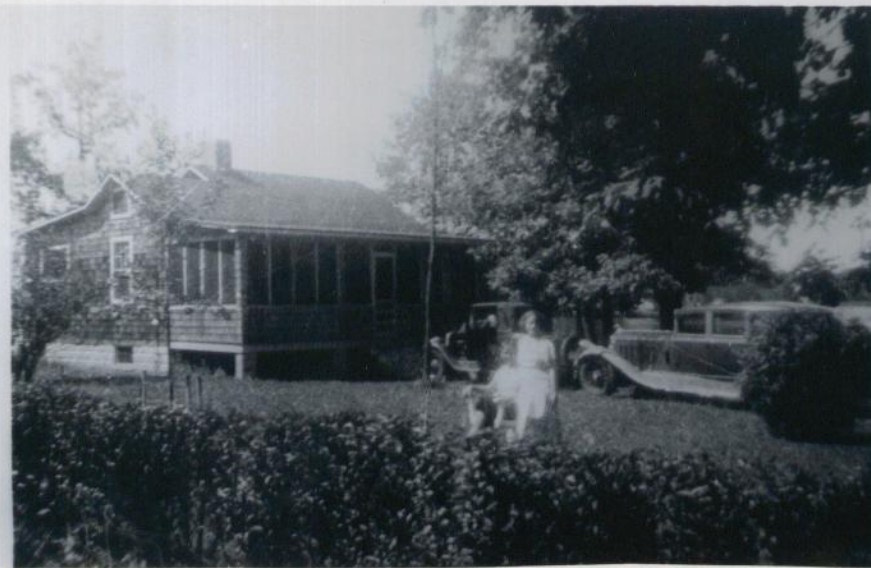
Mr. Bruggman said it was worth a try "What do we have to lose but mosquitoes. . . They're for the birds," he said.



IN FLIGHT—The Purple Martin can catch 2,000 bugs a day



AT REST—How the mosquito-eater looks between his meals



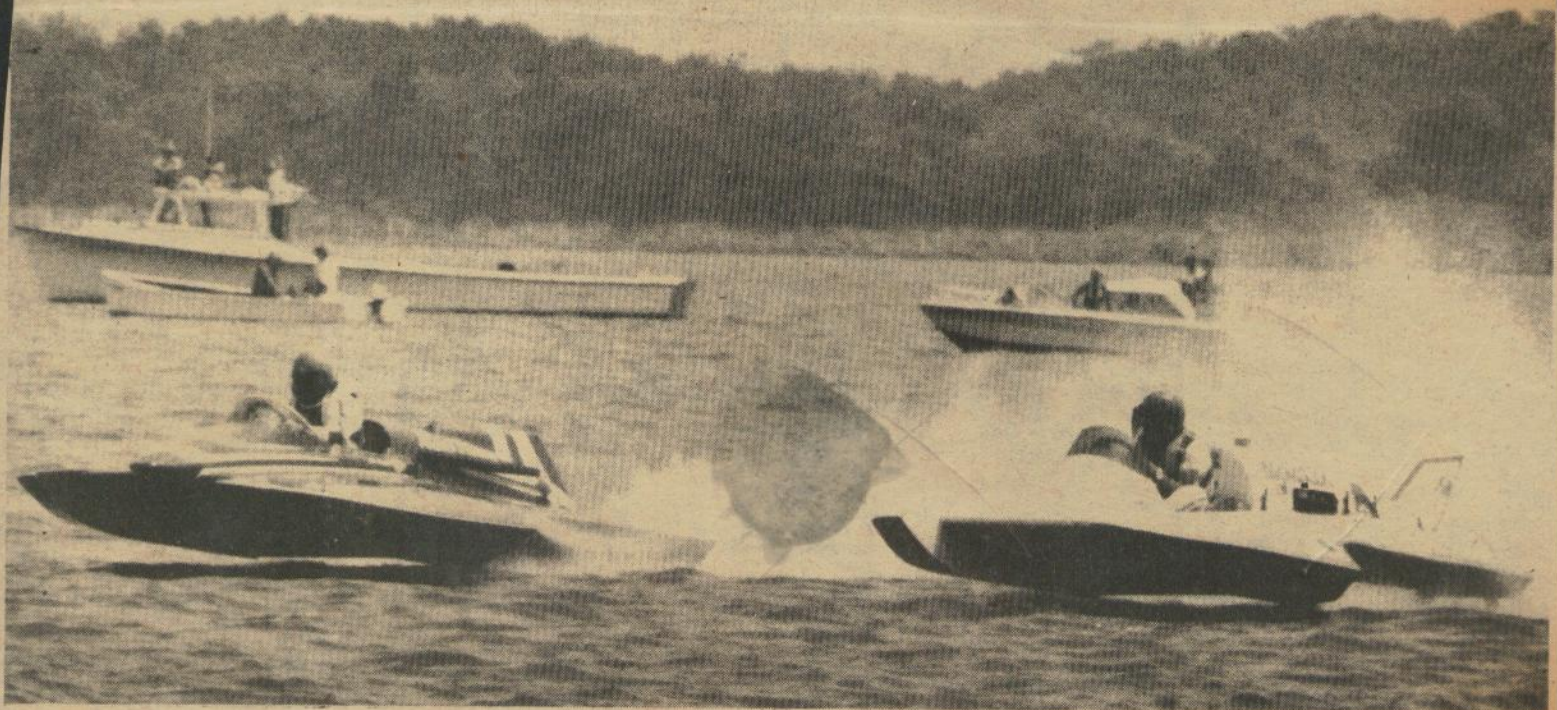
COX'S POINT ESSEX MD. 1935

RESIDENCE OF THE WILLIAMS FAMILY KNOWN AS THE  
 "COZY" MR. TAYLOR OF THE TAYLOR LAND CO. NAMED  
 ALL THE HOUSES HE RENTED ON COX'S POINT DIFFERENT  
 NAMES.

CARS IN BACKGROUND ~~ESSEX~~ "ESSEX & "PIERCE-ARROW"

The Avenue

August 3, 1935



## Boat Races Next Weekend In Essex

Ronnie Thompson (left) from Dundalk and Stu Shane of Havre de Grace will be among the approximately 75 drivers from throughout the state to compete for the Governor's Cup in the annual hydroplane boat races to be held next weekend, Aug. 12 and 13, off Cox's Point. Racing will begin both days at noon and end at approximately 6 PM. There will be up to three heats for each class depending on the number

of entrants. The coveted Cup is presented to the driver who meets or exceeds the World record by the greatest percentage in his class. Admission to the park is \$2.50 for adults and \$1 for children under 12. Discount coupons are being offered at all Wendy's Old Fashion Hamburgers. ©

# Governor's Cup Races

*Essex Times Aug 8 - 1974*

## Sunday At Cox's Point

BY GARY NEIKIRK

This year marks the third annual Maryland Governor's Cup Regatta to be held again at Cox's Point on Sunday in Essex.

And featured this year will be the jet boat classes in addition to the 11 classes of inboards that annually race at

what is considered to be the best course on the Eastern Seaboard.

The event is scheduled to run from noon to 6 p.m. this year and will be held on only one day as opposed to the previous two days of racing.

"We hope that Governor Mandel will be able to join us," said chairman Tom Isaac.

"Our regatta is rescheduled this year in order to avoid conflict with the Clam Festival held in Annapolis and for that reason we hope that Gov. Mandel will be with us."

The Stoney Creek Racing Boat Club in conjunction with the American Power Boat Association sponsors the annual event conducted at the mile and two-thirds racing course on Back River.

Among some of the drivers who annually compete in the regatta is international competitor Tony Rodriguez who rates the Back River course as tops for the entire Eastern Seaboard.

Vic Covington and Frank C. "Pappy" Potter are two of the other figures who have

coordinated the event annually and Al Bauer, APBA top race announcer, has been on hand for the previous events.

Drivers from all over the Eastern Seaboard have been on hand to compete for the Maryland Governor's Cup.

And record speeds will be sought in this year's action on Sunday.

The top four courses in this part of the country include Red Bank, N.J., Raleigh, N.C., St. Petersburg, Florida and the Essex Back River course.

"Of all four courses," said Tony Rodriguez last year, "I rate this (Back River) as the best."

The action begins at noon and the cost is \$2 for adults and all over 12 years of age. Those under 12 are admitted free to the super event.

"We will have another big event," said Tom Isaac, "and we will provide all of the excitement in the water with these super boats."

Refreshments will be provided at the racing site.



**Bail  
Out**

The hydros can flip in the turns just as did this one. The driver bails out.



**SPEEDBOAT IN ACTION...turning the water.**

# Maryland Governor's

8-2-1973

Essex Times

## Cup Regatta To Be

### Held August 11, 12

The Maryland Governor's Cup Regatta will be held this year on August 11 and 12 at Cox's Point in Essex sponsored by the Stoney Creek Racing Boat Club and the Essex Rec Council under the sanction of the American Power Boat Association and the action begins on both days at 11 a.m. and ends at 7 p.m.

Powerboat fans will be treated to some of the fastest water racing to be found anywhere, when the annual Maryland Governor's Cup Regatta is held August 11th and 12th. The Stoney Creek Racing Boat Club along with the Essex Recreation and Parks Council will sponsor this event at Cox's Point Park in Essex. Drivers from all over the East, including Canada, will bring their rigs to Essex, with some capable of doing over 140mph.

Baltimore will be well represented with such outstanding drivers as Don

Lewis (5 litre), Chris Oliver (225 C.I.) and Tom Isaac (145 C.I.).

Admission will be \$1.00 for adults, with proceeds going to help improve parks and recreation programs in the Essex Area. Classes scheduled: 44H, 145, 2.5 litre, 225, 280, 5 litre, 7 litre

Division 2, Super Stock, SK and Jersey Skiff.

For further information contact Tom Isaac, Race Chairman, Stoney Creek Racing Boat Club, P.O. Box 454, Riviera Beach, Maryland 21122, Phone: (301) 761-8840 (day), (301) 760-5006 (night).

## Rooster Tails Sunday <sup>Cont.</sup> Aug. 6, 75

Plenty of rooster tails will be visible when the tale of speed and time will tell the story of who has the swiftest hydroplane at the Fourth Annual Maryland Governor's Cup Regatta slated to be held at Cox's Point Park this Sunday, August 10, beginning at 12:30 PM.

The proceedings, sponsored by the Stoney Creek Racing Boat Club and sanctioned by the American Power Boat Association, will feature drivers from all over the East, including Canada. Gordie Reid of Buffalo, N.Y., world record holder of 97 MPH with a 5 litre engine, will be among the participants. But, that record is merely an average, since his rig can surpass 150 MPH on the straight-away.

The nine bouy turn course set up at Cox's Point for the event is one of two in the nation. Three world records have been set on the speedy circuit, which is 1.66 miles long. Each race comprises of three laps with an aggregate total of five miles.

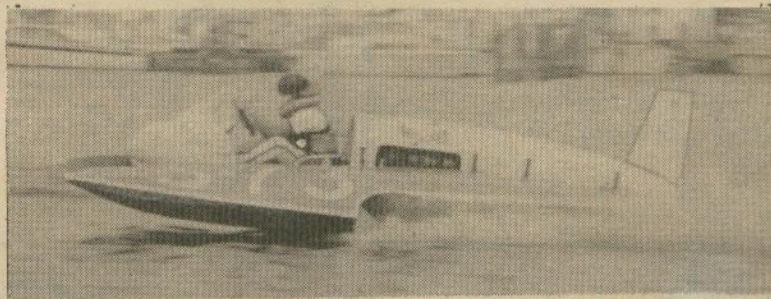
The classes scheduled are 72 H 850 cc, 145, 2.5 litre, 225, 280, 5 litre, Super Stock, SK, and Jersey Skiff. It is expected there will be two heats in each division.

Baltimore will be well represented with such outstanding drivers as Don Lewis (5 litre), Chris

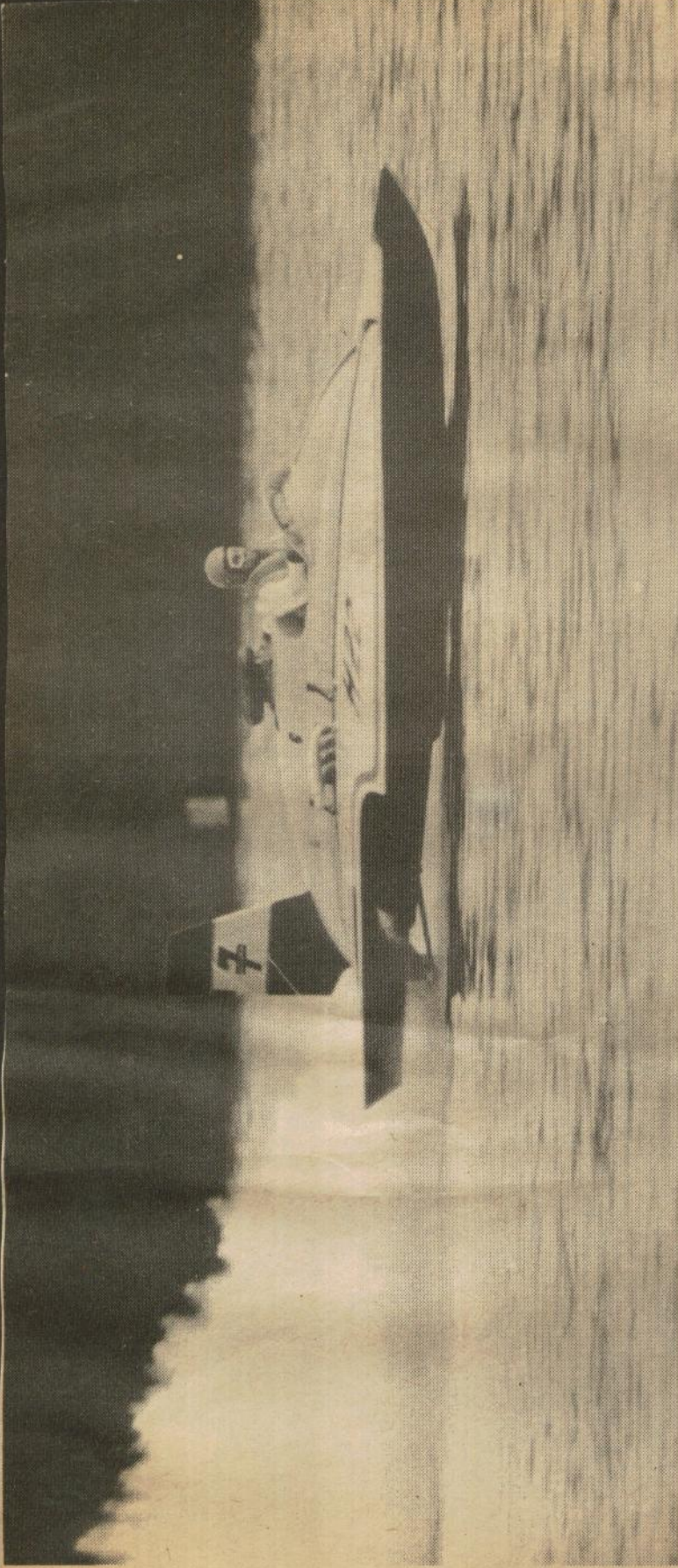
Oliver & 225 C.I.), and Tom Isaac (145 C.I.).

Admission will be \$2.00 for adults. Children are free.

Proceeds from the event will help improve parks and recreation programs in the Essex area.



Men and boats will test their stamina at the Maryland Governor's Cup Regatta Sunday, August 10.



Big

One

The 7-Litre inboard hydros will be the biggest boats at the Maryland Governor's Cup this weekend at Cox's Point in Essex. These hydros have a top speed of 145 mph.

*8-9-73 Essex Times*

# Maryland Governor's Cup Regatta To Be Held August 11, 12

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Admission will be \$1.00 for adults, with proceeds going to help improve parks and recreation programs in the Essex Area. Classes scheduled: 44H, 145, 2.5 litre, 225, 280, 5 litre, 7 litre Division 2, Super Stock, SK and Jersey Skiff.

For further information contact Tom Isaac, Race Chairman, Stoney Creek Racing Boat Club, P.O. Box 454, Riviera Beach, Maryland 21122, Phone: (301) 761-8840 (day), (301) 760-5006 (night).



*James Essey  
8-16-1973*

## Winners

## And Trophy

Winners of this year's Maryland Governor's Cup Regatta are shown with the permanent trophy. From L to R: Tom Isaac, chairman of this

year's event, Bill Moore, Al Bauer, Herb Moore who along with his brother Bill won the title and Frank C. "Pappy" Potter, the man who

originated the concept of the Regatta for this area.

*Times Essey 8-16-1973*



**Flew In  
From Portugal**

Tony Rodriguez receives a second place award in the 7-litre Division II competition at the Governor's Cup Regatta from chairman Tom Isaac. Rodriguez is a world-known racing

driver with businesses in New York City as well as his native Portugal from where he flew for this special event.



*8-23-73  
Times Essey*

**In the pits at Cox's Point for the Maryland Governor's Cup Regatta. The cranes lower the racing crafts**

**into the water prior to the start of each event.**



*Jimmy Essex*  
**Top Officials**

*8-16-1973*

Frank Watson of Mays Landing, N.J. who served as referee and Al Bauer nationally-known racing event announcer are shown with the replica of the permanent Maryland Governor's Cup. The Governor's Cup is

kept by the Stoney Creek Racing Boat Club and winning driver's names are inscribed on it each year and the smaller replica is given to the winner.

*Jimmy Essex*

AT COX'S POINT

*8-16-1973*

It was the an excellent weekend for the Maryland Governor's Cup Regatta at Cox's Point in Essex. And some 130 boats were on hand again for the second annual event. The crowds were exceptionally good for a tough weekend in August when everyone takes the old vacation. Al Bauer from Paoli, Pa. was back on hand to announce the races on Saturday and Sunday. Known as "Mr. Inboard", Al is in great demand around the country for the various racing boat events. But as he commented on Sunday afternoon, "This is one of the best racing sites in the country."

# DiFebo Wins Rhodes Memorial

By ROBERT A. MEARA

Joe DiFebo of Wilmington, Del. yesterday won the Dusty Rhodes Memorial Trophy for the fastest heat in the D Stock hydroplanes racing in the regatta sponsored by the Chesapeake Outboard Racing Association in honor of the late Essex driver and racing enthusiast.

DiFebo in the first heat toured the course at Cox's Point Park, Essex, in three minutes twenty-one seconds for the fastest time of the day. He flipped in the second heat while battling Steve McDaniel of Arlington, Va. for first place at the first turn of the second lap.

This gave 14-year old Charles Timmons of Milford, Del. a chance to rack up his second of two first places in the regatta which was run in a brisk easterly breeze that made the course a bit choppy.

Timmons took the D stock hydro with a 2-2 placing and 600 points. McDaniel had run seventh in the opening heat before hitting the starting line perfectly and leading DiFebo half a lap. Then he battled side by side until the flip.

### Timmons Finishes First

Timmons also picked up a first in the Class A stock hydroplane racing with a 3-2 performance in his El Toro. He has been racing for five years, starting his career in the JU runabouts, a junior class, and then stepping up.

Joining the husky youngster was old-timer Dick Rees of Pottstown, Pa. in scoring two firsts. Rees turned the trick with four perfect heats. He got two firsts in the Class C utility runabouts and two in the Class D utilities.

The ten classes of boats drew 73 starters for the racing under mostly threatening skies. The rains held off though until after the trophy presentation at the end of the racing.

The drivers were rushing the starts yesterday. In six heats there were disqualifications for jumping the starting gun. In two of the heats, eight drivers of the eleven-boat fields were thrown out, leaving only three legal to run the race.

Butch Rhodes, in his first year

## The Results

**JU RUNABOUTS**—No. 1-P. Kim E. Roseberry, York, Pa., 1-1, 800 points; 2. Try Baby, Earl Webb, 3d, Dover, Del., 2-2, 600; 3. Flying W. Wayale W. Winazak, Dover, Del., DSQ—3, 225. Winning times: 4.21, 4.34 (two laps).

**A STOCK HYDROS**—1. El Toro, Charles Timmons, Milford, Del., 3-2, 525; 2. No. 61 J. Bill Parker, Jr., Bordentown, N.J., DNF—1, 400; 3. 1-P. Donald E. Roseberry, York, Pa., 1—DSQ, 400 (Point tie broken on 61-J's better speed). Winning times: 4.18, 4.16.2.

**C STOCK HYDROS**—1. Kookie, Bill Parker, Bordentown, N.J., 1-1, 800; 2. No. 1-US, Tom Barrett, Silver Spring, Md., 2-4, 469; 3. No. 1, J. David Augustine, Hyattsville, Md., 5-3, 352. Winning times: 3.32.4, 3.33.2.

**B STOCK HYDROS**—1. 81-J, Charles Spencer, Gloucester, N.J., 1-3, 625; 2. 59-J, Pete Haigh, West Orange, N.J., DSQ—1, 400; 3. Dug-Up, Doug Temple, Scotland Neck, N.C., DSQ—2, 300. Winning times: 4.00.2, 3.38.2.

**D STOCK HYDROS**—1. No. 7-Q, Chrls Timmons, Milford, Del., 2-2, 600; 2. No. 500-E, Steve McDaniel, Arlington, Va., 7-1, 471; 3. No. 6-P, Bob Minton, Cornwell's Heights, 3-3, 450. Winning times: Witchcraft, Joe DiFebo, Wilmington, Del., 3.21, and No. 400-E, 3.24.1.

**J STOCK HYDROS**—1. Donna J. Roseberry, York, Pa., 1-1, 800; 2. No. 7-Q, Earl Webb, 3d, Delaware, 2-2, 600; Top Cal, Linda D. Parker, Bordentown, N.J., 3-3, 450. Winning times: 4.44, 4.09 (two laps).

**AU RUNABOUTS**—1. No. 76-J, Tom Glock, Allentown, N.J., 1-4, 569; 2. Lil' Leb, Roger Grimes, Woodbridge, Va., 2-3, 525; 3. Red Knight, Larry Reber, Reading, Pa., DSQ—1, 400. Winning speeds: 4.44, 4.38.

**CU RUNABOUTS**—1. No. 80-P, Richard Rees, Pottstown, Pa., 1-1, 800; 2. No. 1Q, Earl Webb, Jr., Dover, Del., 3-2, 525; 3. No. 2 E, Tom Barrett, Silver Spring, Md., 2-DSQ, 300. Winning times: 3.38, 4:04.2.

**BU RUNABOUTS**—1. "B" Bug, Stan Kidd, Pennsville, N.J., 2-1, 490; 2. No. 24-P, Craig DeWald, Reading, Pa., 1-DSQ, 400; 3. Snoopy, Thomas Nuccio, Key Port, N.J., 2-DSQ, 300. Winning times: 3:49.1, 4:35.

**DU RUNABOUTS**—1. No. 80-P, Richard Rees, Pottstown, Pa., 1-1, 800; 2. No. 38 P, Ray Hastings, Philadelphia, 2-2, 600; 3. Leprechaun, Roger Grimes, Woodbridge, Va., 4-3, 417. Winning times: 4:09, 3:34.2.

Club regatta. He had hoped to run in the D stock hydro races and win the memorial to his father.

The closest race of the day was the second heat of the CU runabouts. Rees nipped Earl Webb, Jr. of Dover, Del. at the finish line by half a length. In this heat two of the boats were disqualified for early starts.

back in boat racing after his discharge from the Army, but his left arm last week when his boat flipped at North East L



An American flag donated by the Middle River Veterans of Foreign Wars Auxiliary Post 8849 flew for the recent Governor's Cup Regatta held at Cox's Point Park in Essex. The flag will be flown at all projects at the park which are sponsored by the Essex Recreation and Parks Council. Accepting the gift from Mrs. Kathy Barbante and Graham McBirney of the post is Mrs. June Powell, vice president of the Essex Rec. Council.

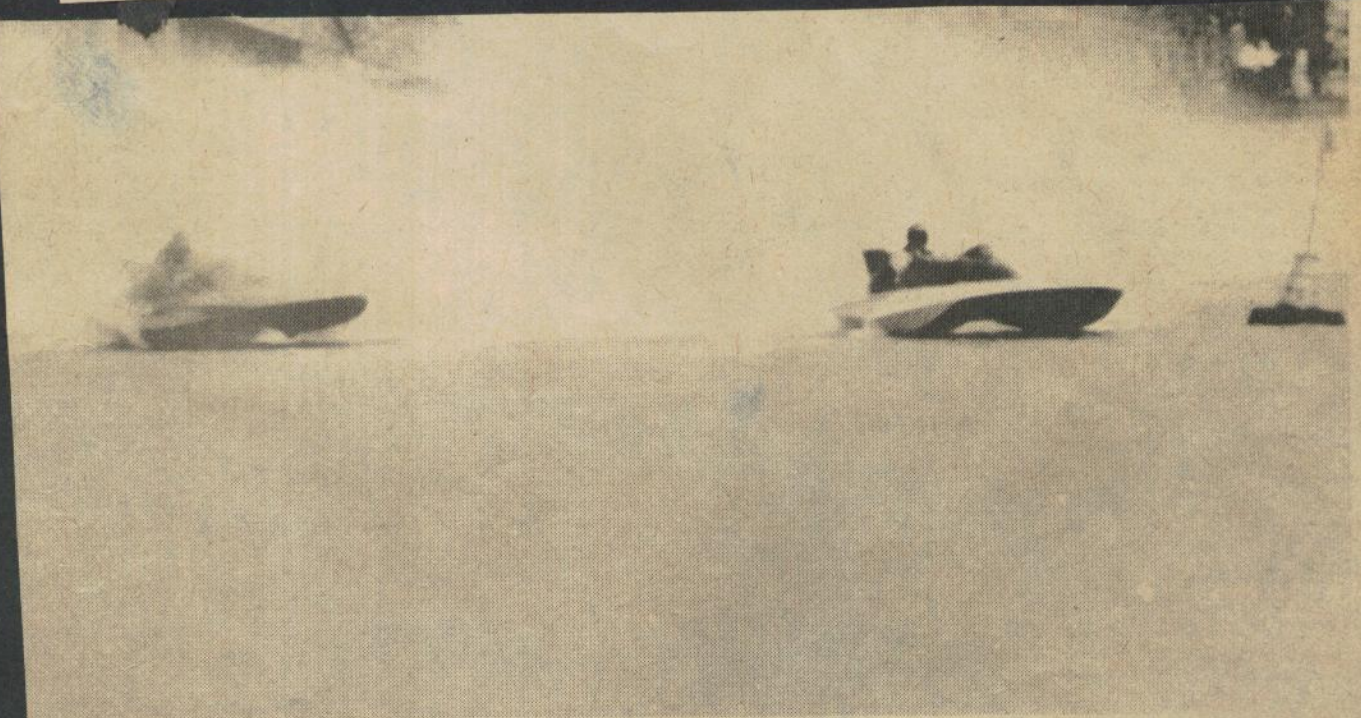


## **Boat Races Saturday**

*8-9-1973 Essex Times.*

An American Power Boat Association - sanctioned inboard boat races will get underway this Saturday, August 11, at 11 a.m., at Cox's Point Park at the end

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of Riverside Drive in Essex. The racing will end Sunday afternoon. The races are sponsored by the Essex Recreation and Parks Council and the Stoney Creek

Racing Boat Club. To help relieve the public parking problem, a shuttle bus will travel on regular runs from Riverside Drive and Eastern Boulevard to Cox's Point Park.

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# Governor's Cup Regatta scheduled on August 12-13

The Sixth Maryland Governor's Cup Power Regatta will be held at Cox's Point Park in Essex on August 12 and 13.

This year's event is sponsored by the Maryland Jaycees.

Since 1972, when the Governor first agreed to lend the name of his office to this award, the annual event has attracted drivers from all over the nation to compete for the coveted cup.

The award is presented to the driver who meets or exceeds the world record by the greatest percentage in his class.

Thus, every driver in all twelve classes running two days, has an opportunity of winning the award.

Racing will begin each day at noon

and end at approximately 6 p.m.

There will be up to three heats for each class depending on the number of entrants.

The admission is \$2.50 for adults and for children under 12 the charge is \$1.00. There are coupons with a \$1 discount for the race at local Wendy's.

The directions to the Back River site are as follows: take the Beltway to Eastern Blvd. Right to Riverside Drive which dead ends at Cox's Point Park.

This year's Maryland Governor's Cup Regatta is in honor of the late Judge Wm. E. Brannen who was a past president of the Maryland Jaycees.

## Governor's Cup boat races due again on Back River

Once again the roar of world-class power boats will be heard in Essex as the Governor's Cup Regatta comes to Back River.

This year's competition will be held Sat. and Sun., Aug. 12 and 13 off the shores of Cox's Point. Since 1972, when the governor agreed to lend the name of his office, the event has attracted hydroplane drivers from across the country competing for the cup.

Craft will race in 12 categories based on their engine size. Those in the larger classes have speeds in excess of 140 m.p.h.

The smallest boats have been clocked at speeds over 70 m.p.h.

The cup is awarded to the driver who meets or exceeds the world

record for his class by the greatest percentage.

The Maryland Jaycees, sponsors of the regatta this year, said that racing will begin each day at noon and end at approximately 6 p.m. Depending on the number of boats, there will be up to three heats for each class.

Tickets will be \$2.50 each for adults, \$1 for children under 12.

Discount tickets are available at Wendy's drive-in restaurants.

The Jaycees have dedicated the event to the memory of the late Judge William E. Brannen, a former president of the Maryland organization.

# Regatta Queen Selected

JUN 22 1978 THE AVENUE



Janet Fink

Mrs. Fink were raised in the Essex area.

Janet is the granddaughter of Mrs. Elizabeth Fink of Virginia Avenue.

The 1978 Regatta Queen is a secretary employed with the Harford County Board of Education.

Janet will ride in the Essex Recreation Council's July 4th Parade on July 2. The parade leaves from Middlesex Shopping Center at 5 PM and will end at Sussex Elementary School-Recreation Center.

Awards will be presented at 8:15 PM at Cox's Point Park followed by a fireworks display sponsored by the Essex Business Association.

6

Janet Fink, a 19-year-old graduate of Belair High School, has been named the Governor's Cup Regatta Queen. The former Essex resident will preside over the boat races Aug. 12 and 13 at Cox's Point Park.

Janet and her parents, Mr. and Mrs. Charles Fink, formerly lived on Taylor Avenue in Essex. Now residents of Bel Air, Mr. and

## Sixth Maryland Governor's Cup Regatta set

ESSEX TIMES AUG 10 1978

It was just six years ago this August when the late F. C. "Pappy" Potter and Vic Covington sought to put Maryland on the national motor boat racing scene with the First Annual Maryland Governor's Cup Regatta held at Cox's Point Park in Essex.

This year marks the annual event with some 80-plus racing craft entered in 11 classes for the regatta scheduled for next Sat. and Sun., Aug. 12 and 13, again at Cox's Point Park.

Regarded by members of the American Power Boat Association members as one of the top racing areas on the Eastern Seaboard, the Back River nine-buoy course brings the nation's top-ranked drivers to the cove along Cox's Point.

From the 72-cubic inch powered hydroplanes that move at speeds approaching 75 miles per hour on up to the seven liter powerboats that reach 140 miles per hour, the Maryland Governor's Cup Regatta features

some of the most exciting racing afforded anywhere in the United States.

Many of the attending drivers are bypassing the APBA Nationals held in California this week so that they can be on hand next week for the Governor's Cup.

The protected cove of the Back River racing site makes it the potential for world-record setting races.

And there have been quite a few in the first four events.

Eddie Thompson of Dundalk will be back again as one of the top drivers.

This year's event is sponsored by the Maryland Jaycees.

The Governor's Cup is awarded to the driver who meets or exceeds the World Record by the greatest percentage in his class.

Which means, that every driver in each of the 11 classes have an opportunity to win the cup.

Racing begins on both Saturday and Sunday at noon and ends around 6 p.m.

Each class can run up to three heats depending on the number of entries in that class.

Assisting the Jaycees, will be the Essex-Middle River Recreation Council which will provide food and drink for the two days.

Admission to the event is \$2 for adults and \$1 for children under 12.

To reach Cox's Point Park, take the Beltway to Eastern Boulevard, then take a right to Riverside Drive which dead-ends at Cox's Point Park.



**Queen of  
Regatta**

8-24-78 Times

The Sixth Annual Maryland Governor's Cup Regatta queen for 1978 was

Janet Fink pictured here with the Governor's Cup trophy.

Times photo by Tom McFarland.



# Dedication

AUG 10 1978

ESSEX TIMES

The Fifth Annual Maryland Governor's Cup Regatta was dedicated to

the memory of the late F.C. "Pappy" Potter. Pictured, L to R: Vic Covington who is also one of the co-

founders, Pappy's son Harold and Jaycee executive director for the event Jay Harris.

8



AUG 10 1978

ESSEX TIMES

# Winner

Williard Wilson of Wilmington was the winner of last year's Maryland Governor's Cup.

9



MARYLAND  
GOVERNOR'S CUP  
CHAMPIONS  
A. P. B. A.  
INBOARD

GOVERNORS	YEAR	WINNER
GOV. MANDEL	1972	BOB MOORE
GOV. MANDEL	1973	BILL MOORE
GOV. MANDEL	1974	SUSAN SOOY
GOV. MANDEL	1976	DAVE GREENLAW
GOV. LEE	1977	WILLARD WILSON

Times photo by Tom McFarland.

## The big trophy!

Only six power boat racers have, or will have, their names included on this, the Maryland Governor's Cup,

ESSEX TIMES

AUG 17 1978

at the Sixth Annual races held at Cox's Point in Essex. Nick Cerino won the cup this year, to become the sixth name to be inscribed, and

Cerino also broke a world's record in the 145 cubic inch class boats with a speed of 78.838 miles per hour on Sunday afternoon.

Sixth year

255

# Cerino wins Maryland Governor's Cup Regatta

Nick Cerino, in a light rain, won the Sixth Annual Maryland Governor's Cup Power Boat Regatta at Cox's Point in Essex last weekend and also set a new world's record for the 145 cubic inch hydros with a speed of 78.838 miles per hour.

With some 3,000 area fans in attendance on the final day, Sunday, Cerino took top honors for the 145s.

Last year's Governor's Cup winner, Willard Wilson was in front in the 145s on Saturday but Cerino, a Connecticut resident, came through with the top speed to win the top award and break the speed record of 77.99 miles per hour.

In the other classes on the Back River course which attracted 95 boats this year, Dave Shaw was the Saturday winner in the 72 cubic inch class while Dundalk's Eddie Thompson, Jr. was the leader on Sunday afternoon.

In the 850 cubic centimeter boats, Tom Kropfeld led on Saturday with James Sellars taking the honors on Sunday.

In the 145 cubic inch boats, Wilson was in front on Saturday as mentioned previously and Cerino took the Sunday event, a world's record and the Governor's Cup.

In the 2.5 litre class, Earl Hall was the front-runner on Saturday with Jack Vandenman leading the pack on Sunday.

Wes Carman paced the 225 cubic inch boats on Saturday and Jim Kropfeld led on Sunday.

Wheeler Baker took the front spot in the 280 cubic inch class on both Saturday and Sunday.

Chuck Kaiser followed suit in the 5 litre inboard hydroplanes.

George Diering led the 7 litre inboard hydroplanes on Saturday and Joe Shaw was the Sunday front-runner.

In the Jersey Speed Skiffs, one of the more popular classes and exciting races for the fans, Dave Paraskezas was the Saturday leader while Dave Greenlaw led the pack on Sunday afternoon on the Back River

course which has been called the best course on the Eastern Seaboard by the American Power Boat Association members.

In the Ski Racing Runabout class, Garry Rice was the big man on both Saturday and Sunday.

Catonsville's Dan Ziegfield was a second place finisher on Saturday afternoon.

In the Super Stock Runabout class, Dickie Webb won both the Saturday and Sunday events.

"We had about 500 in attendance on Saturday afternoon," said Regatta director Jay Harris, "and we had some 3,000 there on Sunday afternoon."

The Sixth Annual Maryland Governor's Cup Power Boat Regatta was dedicated this year to the late Judge William E. Brannan who was a Jaycee member and president of the Catonsville Jaycees, National Director of the Maryland Jaycees



Times photo by Tom McFarland.

## In the straightaway

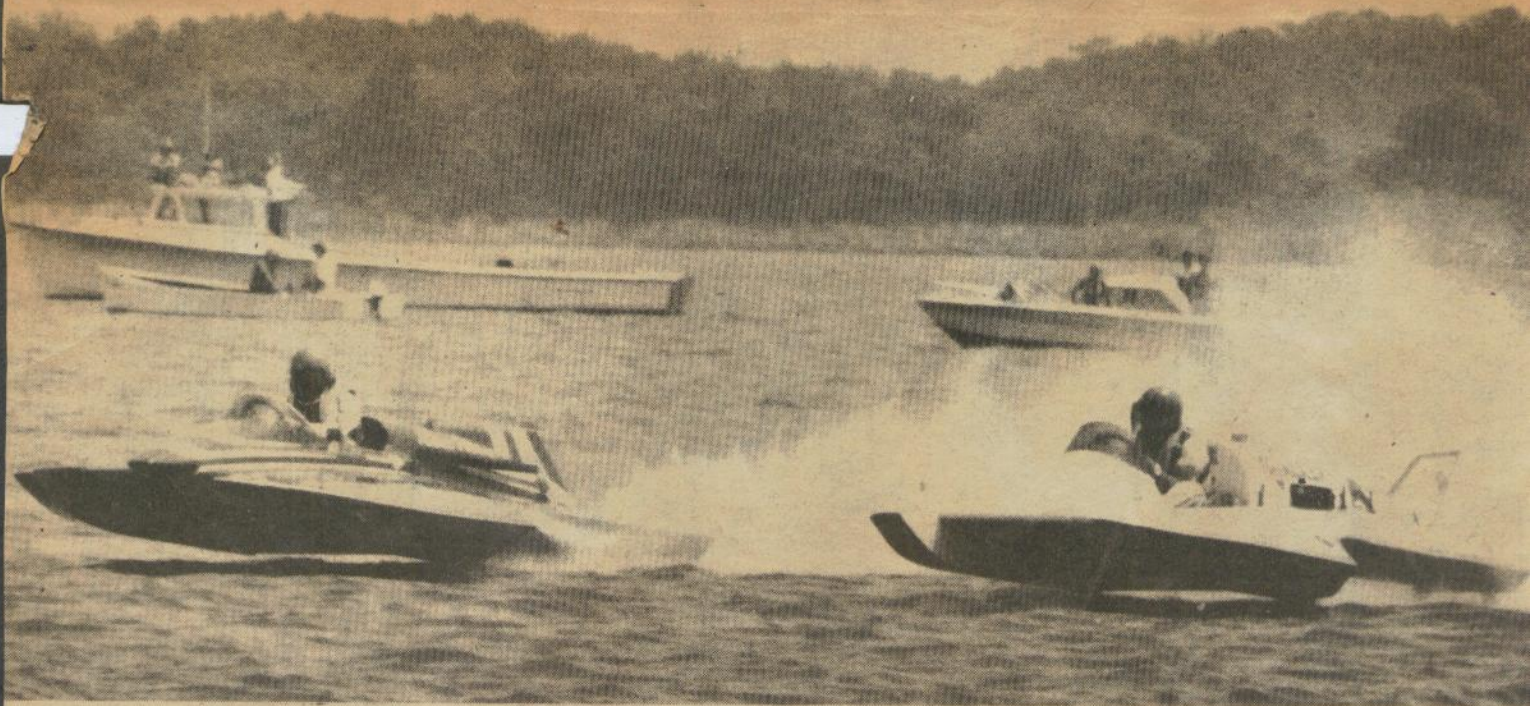
ESSEX TIMES

AUG 17 1978

Cerino in action as he wins the Maryland Governor's Cup Power

Boat Regatta and sets a new world record with a speed of 77.838 miles

per hour in his 145 cubic inch power boat on Sunday afternoon at Back River.



## Boat Races Next Weekend In Essex

Ronnie Thompson (left) from Dundalk and Stu Shane of Havre de Grace will be among the approximately 75 drivers from throughout the state to compete for the Governor's Cup in the annual hydroplane boat races to be held next weekend, Aug. 12 and 13, off Cox's Point. Racing will begin both days at noon and end at approximately 6 PM. There will be up to three heats for each class depending on the number

of entrants. The coveted Cup is presented to the driver who meets or exceeds the World record by the greatest percentage in his class. Admission to the park is \$2.50 for adults and \$1 for children under 12. Discount coupons are being offered at all Wendy's Old Fashioned Hamburgers.

Dear Editor:

*3-30-1978 Ave.*

The 1978 Maryland Governor's Cup Inboard Power Boat Regatta will be held on August 12th & 13th at Cox's Point Park. As you are probably aware, the Regatta has been held annually for the past six years. Each year, it has grown until now it is one of the most respected boating events on the east coast. Last year, 85 boats participated, and the paid attendance was in excess of 4,000.

The Maryland Jaycees are proud to put on this event and would like very much for the Essex community to join us in making this event even more prestigious. It is hoped that in two to three years, this site would be the host of the National Championship.

There will be several ways in

which community groups can assist the Regatta and at the same time, make money for themselves:

1). Selling of Ads - A program book similar to last years will be sold at this year's event. Your organization can sell ads and get a percentage for themselves.

2). Patron Ads - These sell for \$1.25, and your organization can keep a portion. The ad campaign will begin on April 1st and end on June 1st.

3). Ticket Sales - Adult tickets will sell for \$2.50, and your organization can retain a part of this. Ticket sales will be on July 1st.

Other ways in which your organization can assist are:

1). Mention of the Regatta at meetings, events, and newslet-

ters of your organization

2). Assistance in placing flyers and posters throughout the community.

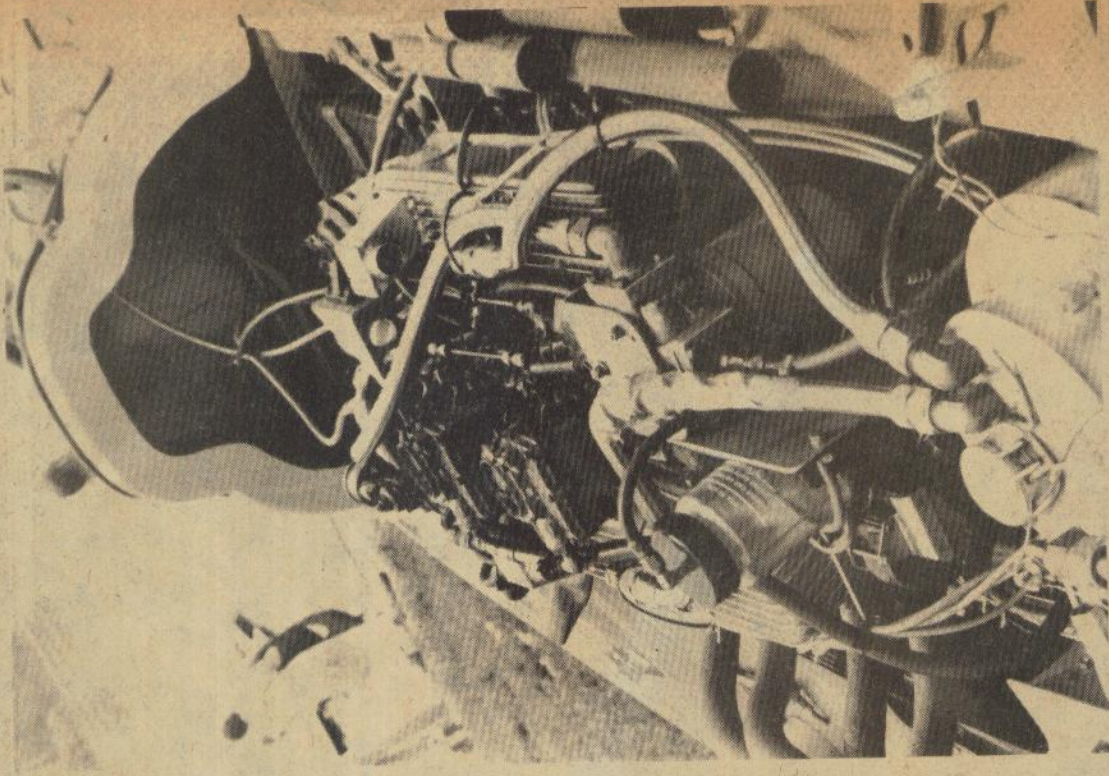
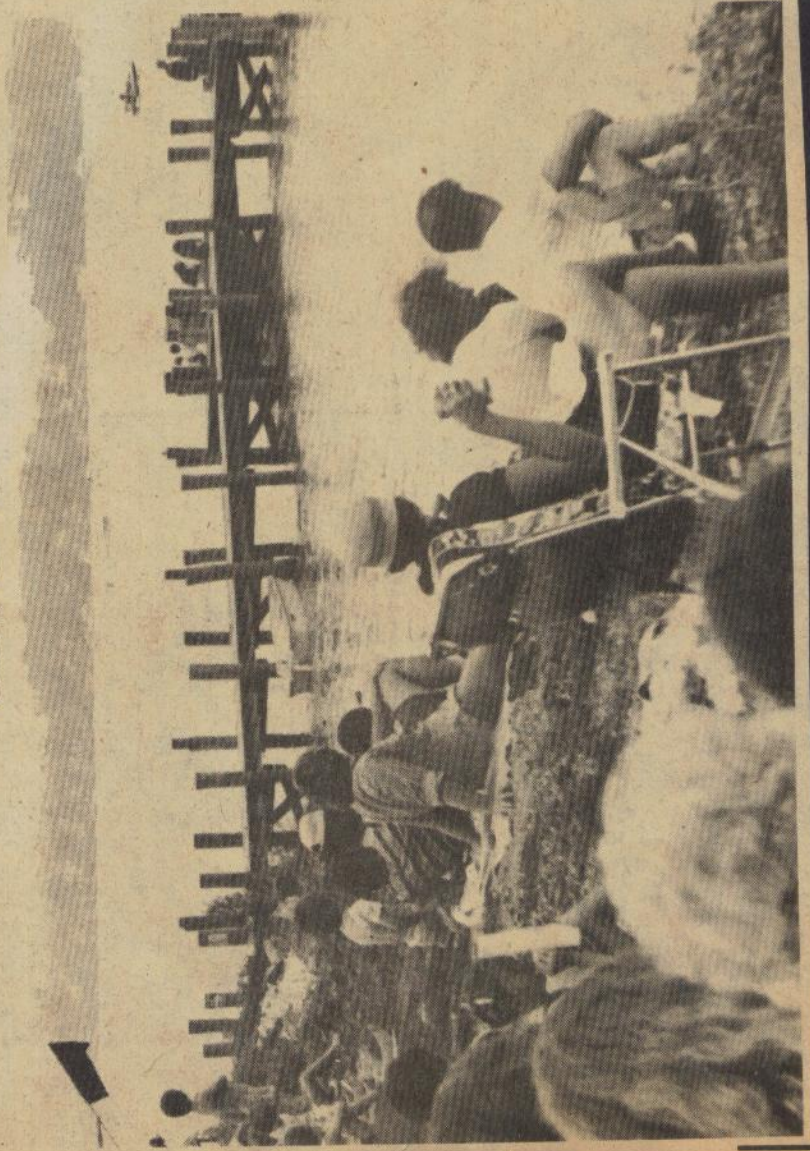
Together, we can succeed in putting on a truly outstanding event. If space is available at the Regatta, it is possible that organizations may be allowed to have booths at the Regatta.

For more details on this call me at 594-1742, or 922-8692 evenings.

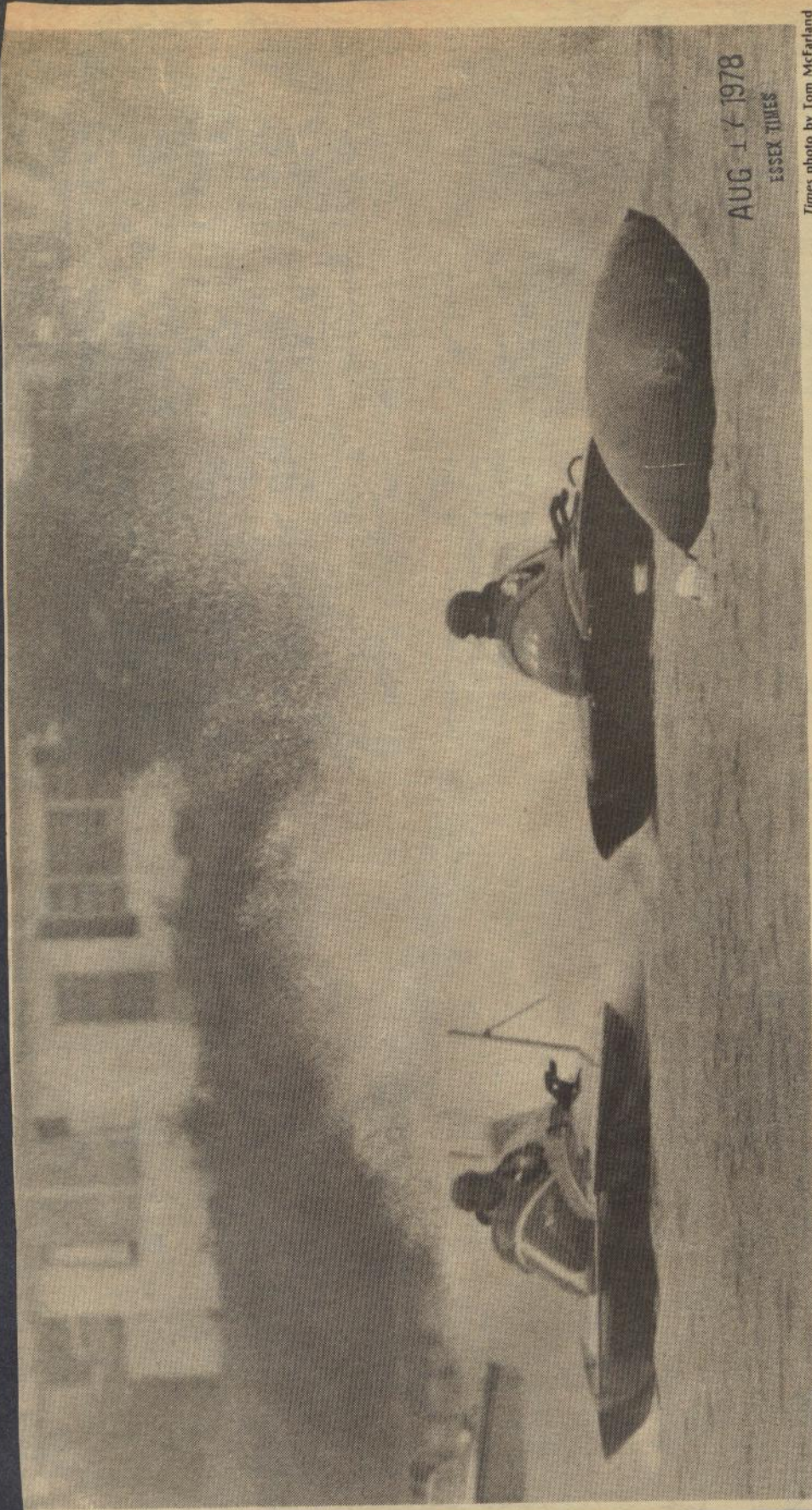
Sincerely,  
Jay Harris  
Executive Director



Photos by Ronald Byrd



Janet Fitzgerald (top left) crosses the finish line to win the first heat of competition at the Governor's Cup Regatta this past Sunday. Above, Wess Carman had the hatch off for a pre-trial adjustment of his boat's motor. A big crowd was on hand for both days of racing at Cox's Point. ©



AUG 17 1978

ESSEX TIMES

Times photo by Tom McFarland

of the most highly regarded racing courses in the nation and on the Eastern Seaboard.

sprayed through the air as the power boats seek to break existing records at Cox's Point in Essex which has one

One of the most spectacular sights at the Maryland Governor's Cup is the rooster tail effect of the water that is

255  
**Rooster tails**

# Boat Races

Aug 8-11-1977

## Here Next

### Weekend

On August 20th and 21st, the Maryland Governor's Cup Power Boat Regatta will be once again held at the world record course at Cox's Point Park in Essex.

This year's event is co-sponsored by the Maryland Jaycees, the Carling-National Brewery, The Times Newspaper and WPOC Radio.

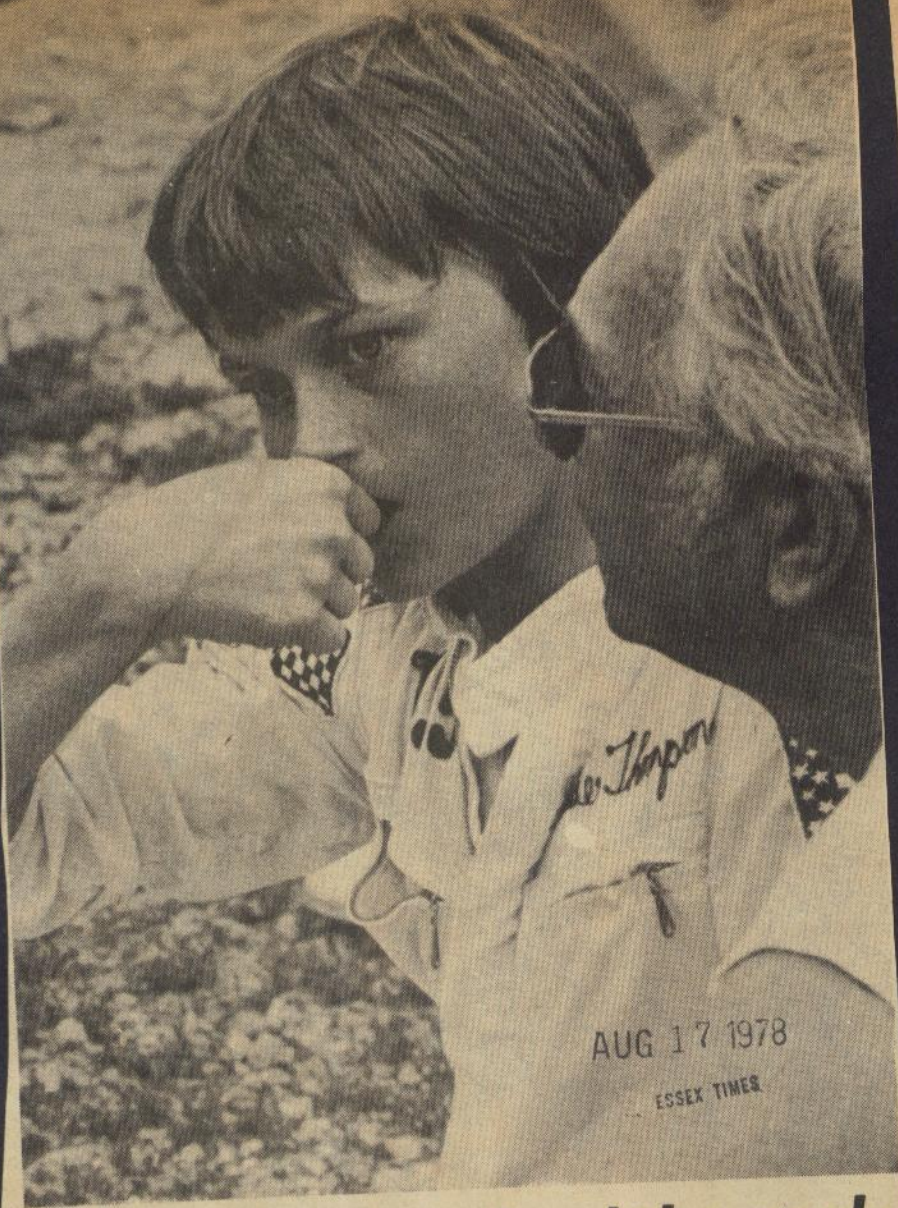
Since 1972, when the Governor first agreed to lend the name of his office to this award, this annual event has attracted drivers from all over to compete for the coveted cup.

Racing will be conducted in 11 classes ranging from the small hydroplanes with 72 cubic-inch engines which go as fast as 75 mph, to the 5 liter inboards which travel up to 150 mph.

Most of the racers are amateurs, coming from all over the East and Midwest, and there may even be one or two from Canada. Several Marylanders will be participating in this year's race.

The Governor's Cup is presented to the driver who meets or exceeds the world record by the greatest percentage in his class, thus every driver in all 11 classes has an opportunity of winning the award. This year's award will be presented by Acting Governor Blair Lee, and in honor of this prestigious event, he has proclaimed the month of August as "Governor's Cup Regatta Month in Maryland".

Racing will begin each day at noon and end at approximately 6 PM. There will be up to three heats for each class, depending on the number of entrants.



## Gettin' ready to lead the pack

Eddie Thomson Jr. looks a bit pensive as he waits for his turn in the water at the Sixth Annual Maryland Governor's Cup Regatta. Eddie led the pack on Sunday in the 72 cubic

inch boats. The Dundalk resident has been one of the continuing entrants in the annual event that drew 95 boats this summer.

Times photo by Tom McFarland.

# OUR PEOPLE

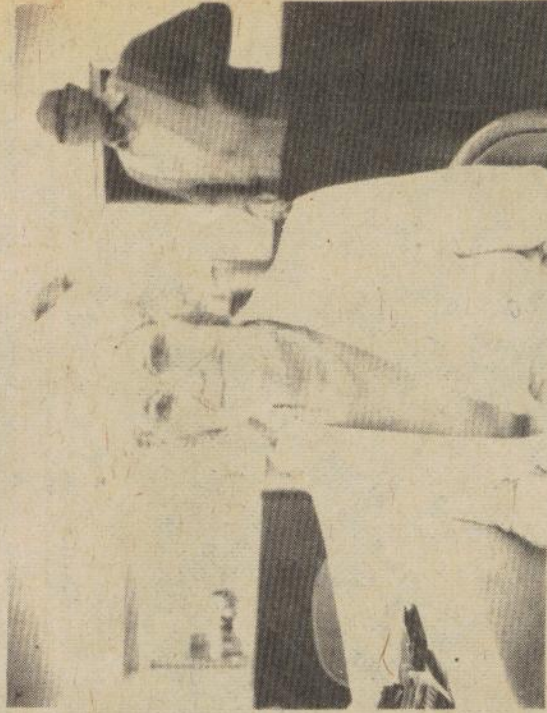
by Jacqueline Baker

**QUESTION ASKED:** "Are you planning to attend the fireworks celebration at Cox's Point on July 2nd?"



**Margaret Safran**  
Resident of Brunswick Road

"Yes, I'd love to go but my problem is getting a ride. I like anything that makes noise and is colorful...like fireworks."



**Gwendolyn Funk**  
Resident of Right Wing Avenue

"If at all possible I'm going to attend. The thing I like most about the Fourth of July is the fireworks."

JUN 29 1978  
~~JUN 9 2 1978~~

THE AVENUE



**Dorothy Wheeler**  
Resident of Middleway Road

"I want to see the aerial displays especially and I really hope we get to go."



**Charles Wheeler**  
Resident of Middleway Road

"I hope to go. I've got a busy schedule, but we're sure gonna try to get there."



**Evelyn Roth**  
Resident of Buckboard Lane

"Oh yes, I'm certainly planning to go. It's a marvelous way to get out of the house and do something, meet people, and have an old-fashioned day, just like they say! Yes, I'm really looking forward to the celebration. I'm going to make a special note on my calendar."



**Walter Maisie**  
Resident of Old Eastern Avenue

"Oh, I'm going! I love Fourth of July, even though this is going to be held on the 2nd. It makes no difference to me. I just like the fireworks, and there is supposed to be real good entertainment that day, too!"



- APR 27 1972

## Fishing Weather

ESSEX TIMES

The weather this past week has been on-again, off-again, but last Wednesday it was real "fishing weather." Donna Arias, 4, of Essex took advantage of the occasion to toss over a line at Cox's Point Park in the hope of

hooking "the big one." Whether or not she landed a fish really isn't important. It was a beautiful, sunny day, and she was in the spirit of things. TIMES photo by Keith Weller.



#37

WHILE HE WASN'T LOOKING, THE TIDE CAME IN

*New American Oct 18 76* ... nothing like picnicking along the shoreline at Cox's Point.

—News American Photo by Vernon Price.

# Park Offers Public Slice Of Paradise

By RICHARD IRWIN  
News American Bureau

ESSEX — Regardless of the season, Cox's Point Park, located at the tip of Riverside Road and just minutes from the hustle and bustle of Eastpoint and Eastern Boulevard, is a pleasant place to get away from it all.

Bordered on three sides by Deep Creek, Back River and Duck Creek, the park is owned by the county and maintained by the Bureau of Recreation and Parks.

Dotted with large oak trees that keep the squirrel population contented during the winter months, Cox's Point Park was purchased by the county from the Taylor Land Corp. in 1963 for \$67,000.

While swimming is not recommended, the 25-acre park is open daily from 7 a.m. to dusk and admission is free.

Visitors can picnic, fish, stroll along the sandy beaches or just sit on one of the many benches near the water's edge and enjoy a quiet moment.

Numerous marinas within sight of the park give the visitor an opportunity to dream of boating to a distant port.

In the summer, the neighboring waterways are full of runabouts, cabin cruisers and yachts bound either for the Chesapeake Bay or a spin around the area.

Even the common seagull makes a dinner table out of Back River. Gliding high above the water within sight of picnickers, the flying-fisherman plunges into the water and exits with a tiny morsel.

He never misses.

Records kept by the Heritage Society of Essex and Middle River indicate the property was "patented" to Joseph Cox in 1736 from a Daniel Robbins.

Cox called the site "Cox's Privilege," then changed it to "Cox's Marsh."

Following Cox's death, the Taylor Land Corp. purchased it from descendents of Cox and kept it until the county bought it for public use 13 years ago.

The county named it Cox's Point Park and went about the task of turning it into a public facility.

Then, according to Mrs. Violet McCready, a caretaker at the park, all five of the original homes owned by the Cox family were standing.

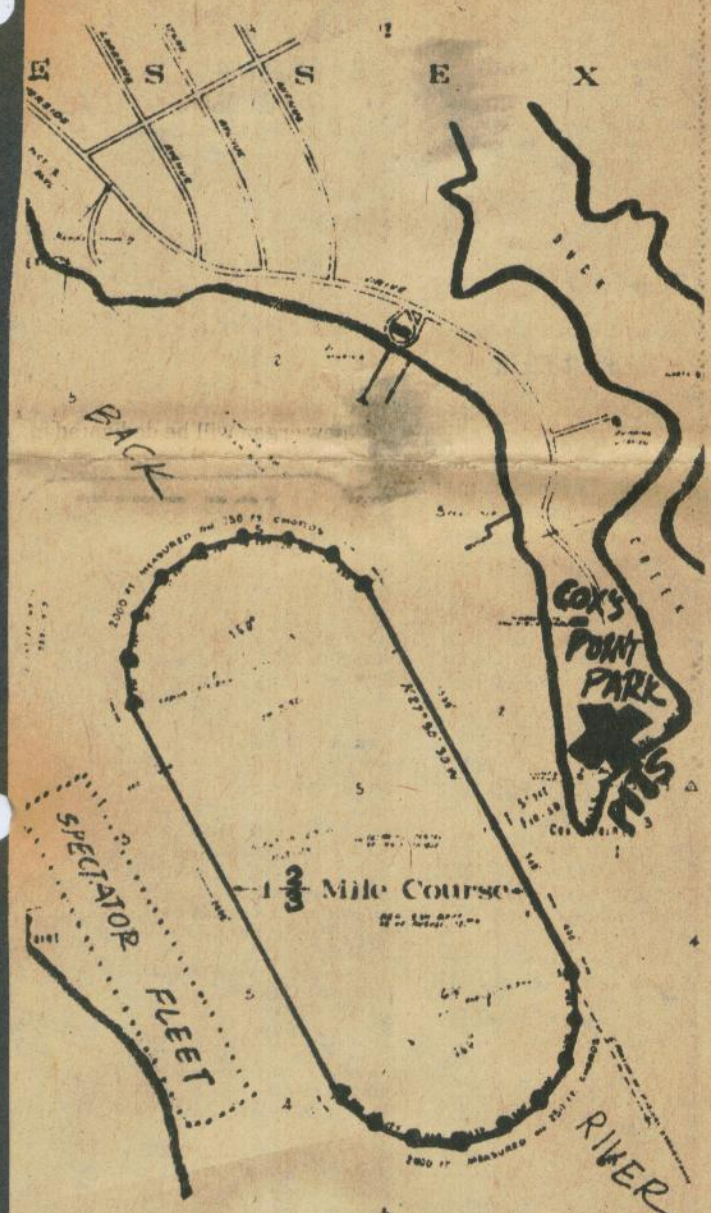
However, not long after the county bought the land, four of the homes were razed.

A popular location for annual community events, Cox's Point Park is the site for the annual Essex Boat Race on Back River and concerts sponsored by the Essex Recreational Council.

Edward Bender, assistant director of recreation and parks, said there are tentative plans to add another fishing pier and a pavilion at the park. ♣

# Two World's Records Set In Powerboat Race At Cox's Point

At Cox's Point



Plat Showing Revised Layout of Power Boat Race Course at "COX'S POINT PARK" (Essex) Baltimore County, Maryland

By Gary Neikirk

When is the Maryland Governor's Cups Race not the Governor's Cups Race?

This year.

Due to a variety of difficulties, the Stoney Creek Boat Club and Essex Recreation and Parks did not sponsor the Governor's Cup at the Back River mile and two-thirds race course.

But they did have one of the best-attended racing events in the last four years with a fine crowd on hand for the occasion, nearly 100 boats entered and two World's Records were set in the American sanctioned event.

**World's Records**

Young 14-year Eddie Thompson of Dundalk established a new World's Record for the 72 cubic inch inboards with a 59.880 MPH clocking in his "TM Special, Jr."

Eddie set the new record but only finished third in the event because the boat was damaged and he could not run the second heat. He had a third spot with 400 points for his winning run in the first heat.

JoAnn Pliescott in her "New Edition" took first place in the 72's winning one heat and taking a second in the other. She hails from Cambridge.

In second spot was George Ritter in "That's My Boy."

Willard Wilson set a new World's Record in "L'il Lectron" as he won both heats in the 145 cubic inch class setting the record with a 76.661 MPH clocking.

Other winners in the 145's



A Big One



## Putting 'Em In The Water

were Nick Cerino of Milford, Connecticut in "Miss Hillwinds" taking second place with two second place finishes in both heats and Bob Presley took third in "Capital Gains"; Bob is from Westend, N.J.

### Other Classes

In the 225 cubic inch class, Bud Roper took first in "Kitty B," Don Pasadinto of Allen Park, Michigan was second in "Don Juan" while Bill Boyance of New York was third in "Jenny B".

Arson Bogarth, of Millville, N.J. in "Skip", won the two and one-half liter class, Woody Pliescott of Cambridge second in "Family Affair" and Ray Lynn from New Jersey was third in "Budget Buster."

In the 850 cubic inch hydros, Tom Karpfeld, of Cincinnati, won first in "Lip Ship," Terry Browning from Chesapeake, Virginia was second in "Pachunga" and Jim Sellers of St. Petersburg, Florida was third in "High Upkeep."

"Shindig" piloted by Skip Gillam of Miami won the 280 cubic inch class, Henry Knobb of Oceanside, New York was second in "Big Bwana" and Larry Lauterback of Portsmouth, Virginia was third in E-114.

"Happy Hooker" was the first place finisher in the

seven-liter class piloted by Warren Wilhelm of Iselin, New Jersey, Paul DeVaigh of Little Silver, New Jersey finished second in "Miss Purolator" and Fran Conneany in "Ulua Kai" was third; Conneany is from Salem, New Jersey.

In the SK runabouts, Bill Logoczo of West Hartford, Connecticut won first place in "Nutmegger," Bob Morris of Annapolis was second in "The Other Woman" and Al Quintillano of Windsor, Connecticut was third in SK 528.

In the Super Stocks, Bill Moore of Sea Bright, New Jersey won first in "Danielle Lee," Bob Commander of Raleigh, North Carolina won second in "Commander" and Bill Keller of Darnestown, Indiana was third in "Miss Behavin."

Dave Greenlaw of Philadelphia finished first in the Jersey Skiffs in his "Very Cherry," Eric Dender of Atlantic Highlands, New Jersey was second in the "Von Zippen Express" while Tom Donnelly of Annapolis finished third in his "UFO."

Al Bauer, the popular and sought-after announcer for American Power Boat Association events across the country, was on hand at Cox's Point again this year as was

Frank Watson who again was referee.

F.C. "Pappy" Potter, one of the founders of the race and a great supporter of boat racing, was greatly missed this year having died only two weeks prior to Sunday's event.

Plans are underway now to establish a memorial race in honor of "Pappy" Potter.

"We didn't give the Governor's Cup away this year," said Vic Covington who also has been instrumental in getting boat racing into Maryland, "but we will be starting on next year's event, on September 10."

The mile and tow-thirds Back River course is rated by racing drivers as the best on the East Coast.

Another good year of racing for the Essex course. f



## Round The Big Turn

Two World Records were set Sunday at the Back River Inboard motor boat race sponsored each year by the Stoney Creek Racing Boat Club and the Essex Recreation and Parks Department. Eddie Thompson of Dundalk set one



record in the 72 cubic inch class and Willard Wilson set the other record in the 145 cubic inch class. The event held each year at the Cox's Point area in Essex features top drivers from across the nation. y



*Times  
Aug 7  
1969*

## Beauty On Land And In The Water

Miss Lila Norman will be one of the beautiful sights to see when the Speed Boat races are held at Cox's Point this Sunday, August 10. Miss Norman is currently reigning as "Miss Essex-Middle River" and will preside over the annual boating event. The all day affair will feature the sleek, expensive, racing boats and records are expected to fall, both in attendance and on the water. Sponsored by the Essex Recreation Council and the Stoney Creek Racing Association, the beach is expected to be filled with spectators. |

Vol. 6 No. 22

NO. 37 THE AVENUE

April 19, 1979



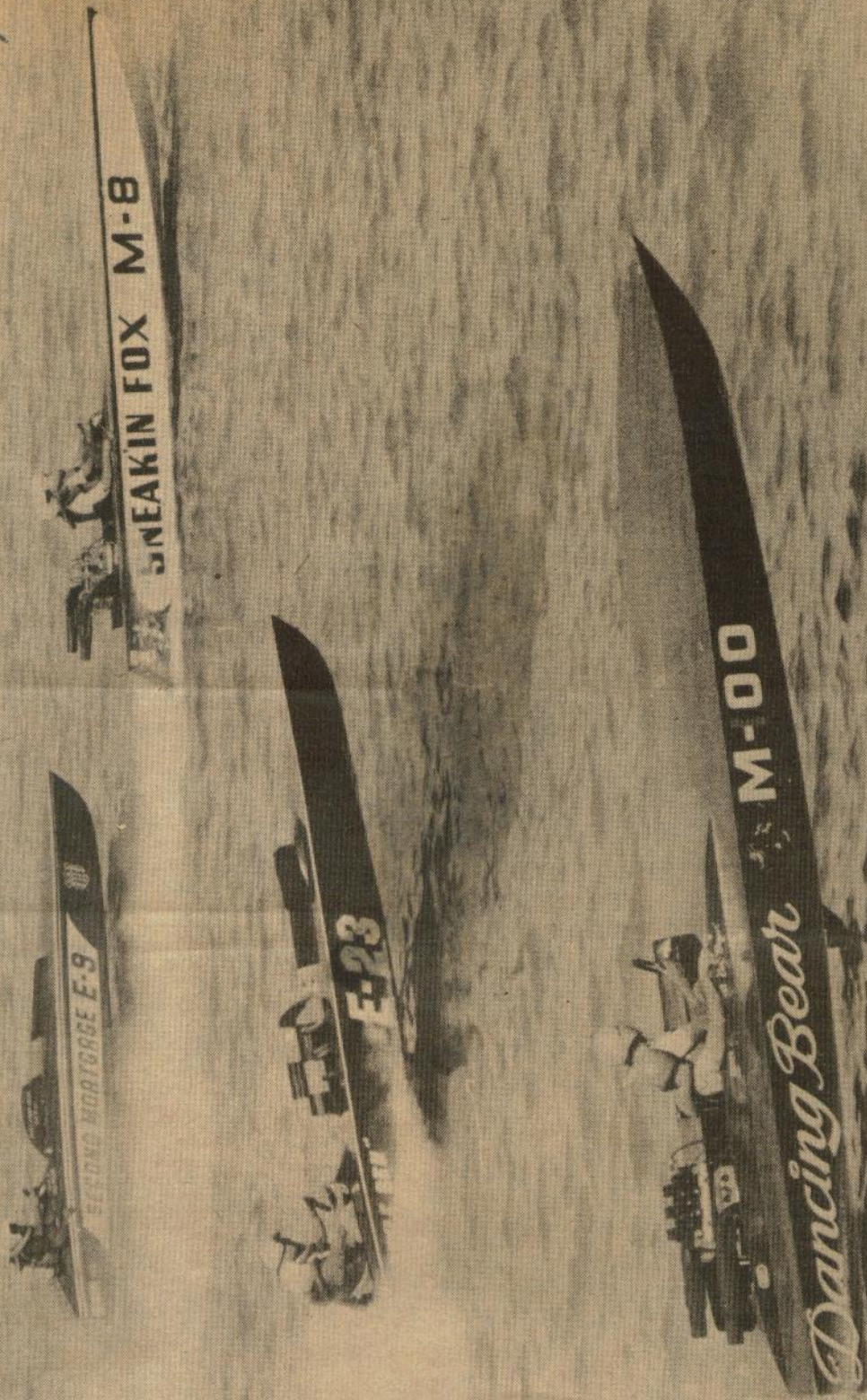
APR 21 1979

THE AVENUE

Photo by Vicky Cornell

Tara Cody, 3, won a skooter and a stuffed animal for finding 51 eggs at the annual Easter egg hunt, held Monday at Cox's Point Park. 2

*Times July 31-1975*



## Powerboats

Powerboats get underway for the fourth annual Maryland Governor's course in Essex in one of the top events held on the entire East Cup which is to be held again this year at Cox's Point, Back River race ern Seaboard. /

Easey Jimmie

12-8-77



## Rock piles

These piles of rock at Cox's Point Park might pose a mystery until a visitor looks down at the shoreline. Erosion from Back River has sliced away large sections of the park's

shore, so park officials recently decided to reinforce the water's edge with these rocks, waiting to be placed. |