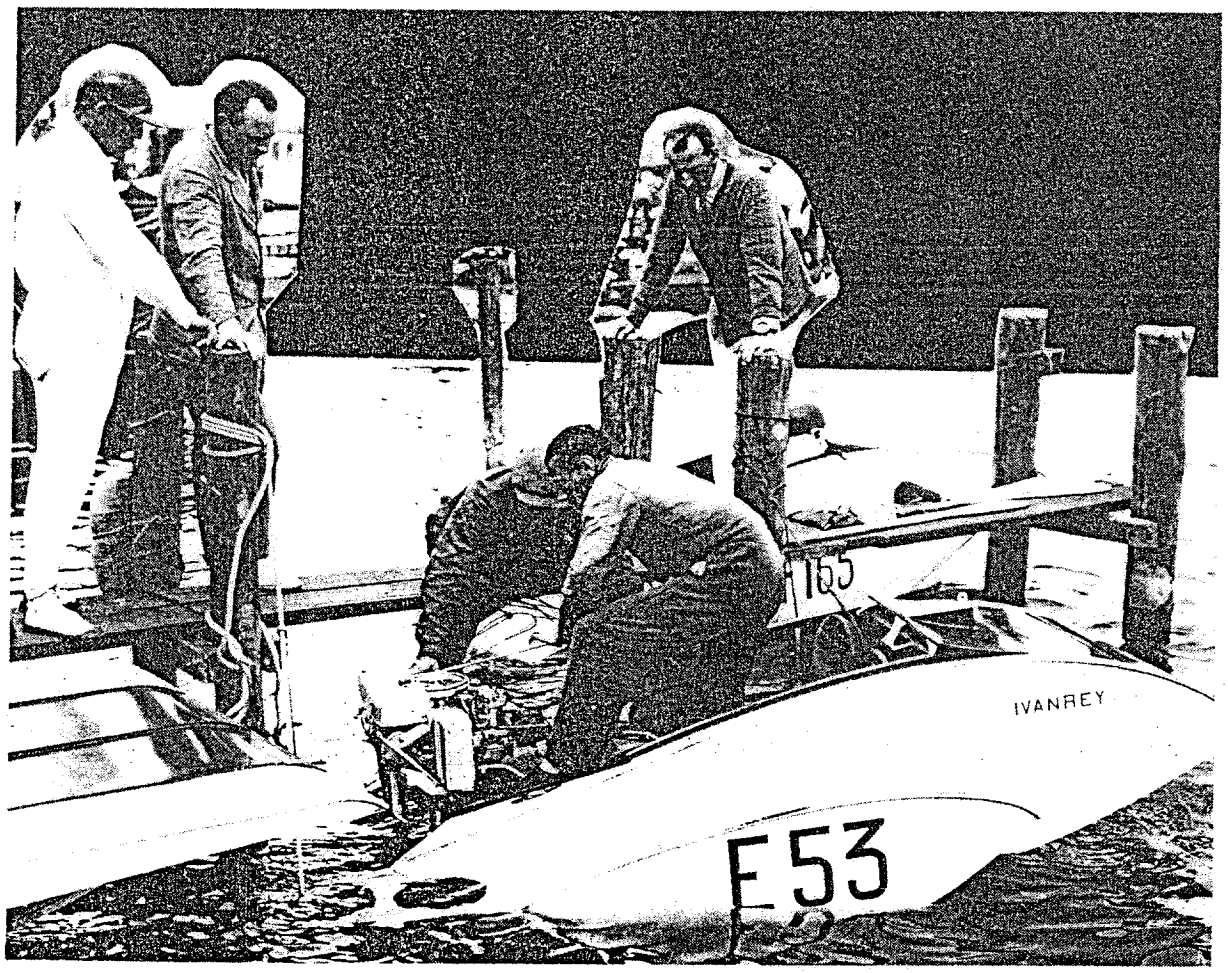
Marquis Riccardo Soriano d'Ivanrey

Some copied articles

POWER BOAT SPEED
By Kevin Desmond

EXPERIMENTAL



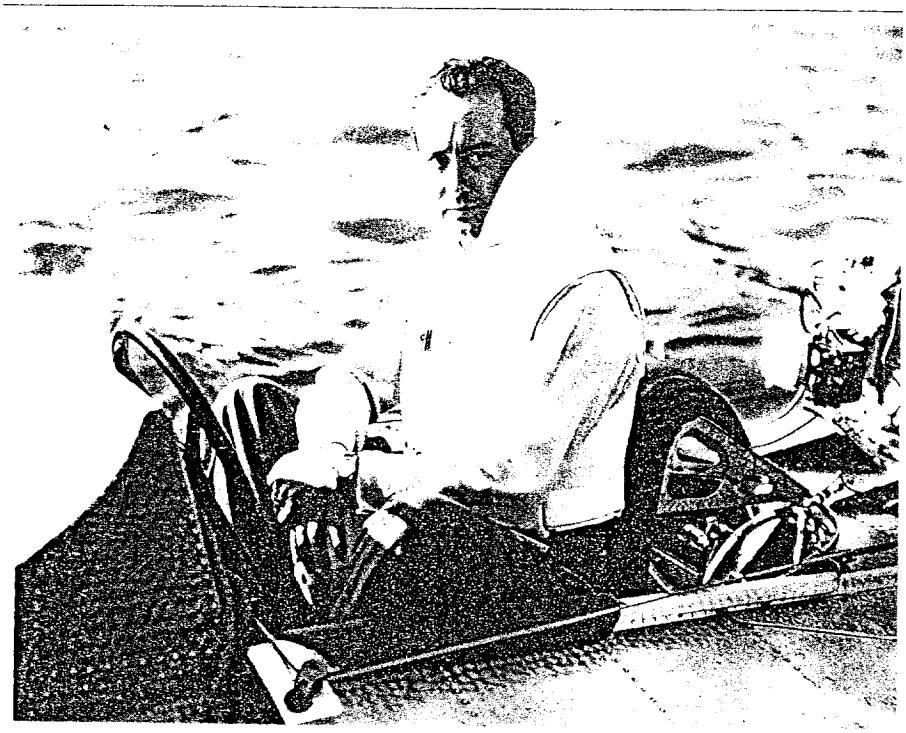
Marquis d'Ivraney (wearing the helmet) supervises preparation to his all-metal hydroplane, with supercharged Bonnemaison outboard and tandem props. *Quadrant Picture Library*

By this time, a wealthy Frenchman with the same determined approach as Scott-Paine had attempted to move outboard-engined racing into the aluminium era. Jean Dupuy was a debonaire 34-year-old French sportsman and member of a rich family of publishers, owning such major newspapers as the *Excelsior* and *Petit Parisien*. Anxious to make his mark on power boating, he acquired a mass of racing equipment from the Marquis de Soriano. The latter had planned to get his Bonnemaison-designed outboard put into production at a Barcelona-based organ-manufacturing company called Orpheus Synchronica, but then decided to abandon the idea due to political unrest in Spain.

By this time Paul Bonnemaison had brought both his engines and 'roughwater' hulls to perfection.

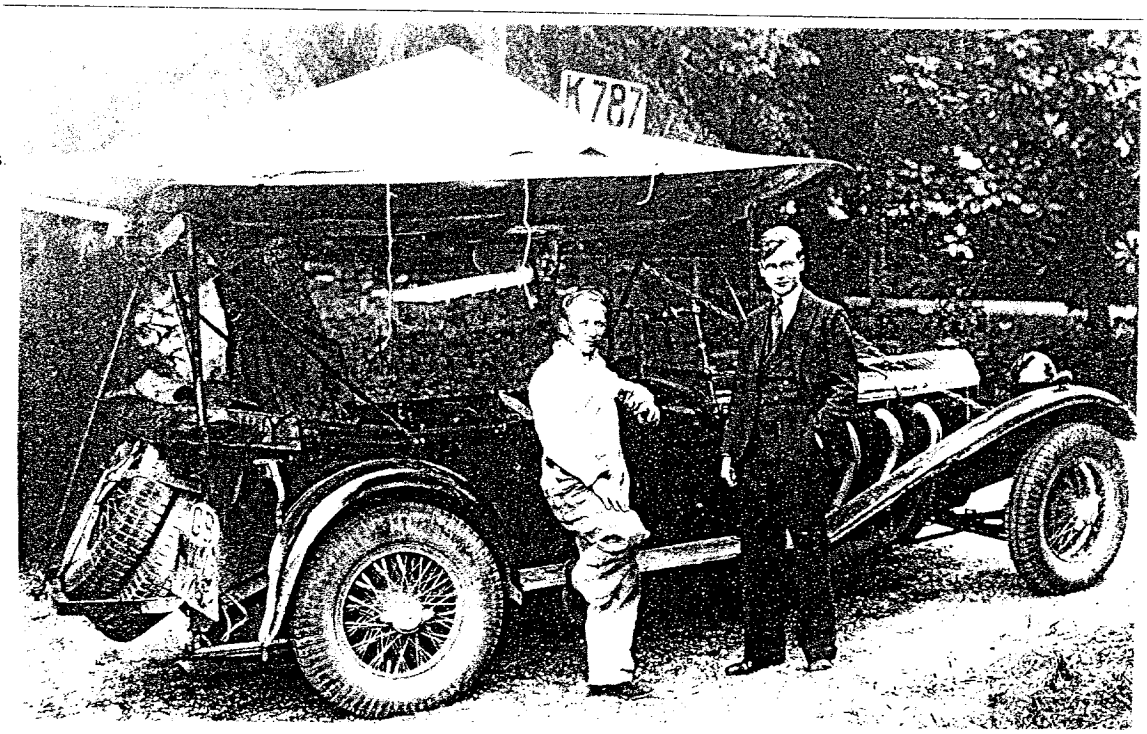
The engine was an opposed six-cylinder unit of 987cc, which with a Roots-type blower developed a formidable 85bhp at 5000rpm. It had two overhead camshafts per cylinder, steel-lined aluminium pistons, chrome-nickel-steel crankshaft. Most sophisticated of all, the streamlined underwater unit comprised twin contra-rotating props spinning at surface level and fitted with cavitation plates up the leg to ensure that only half the prop was in the water. Very conscious of the power obtained, Bonnemaison produced a roughwater hull of machined aluminium plating, slightly stronger, albeit heavier, than the standard timber and plywood currently employed.

Probably no more than 15 to 20 Soriano Six engines had been built,



Jean Dupuy.
Earl of Granard

ALUMINIUM INITIATIVE



Viscount Forbes's Dupuy-Soriano on the top of his SS Mercedes.
Earl of Granard

Such an inboard contest paled into insignificance when compared to the outboard races for the William Randolph Hearst Trophy. Boats came from Sweden

(Kurt Oldenberg), Hungary (Francis Luckavecz) and Spain (Manuel Giro). Sadly, Viscount Forbes was now up at Trinity College, Cambridge, reading History and his family would not let him attend. Edward Treglown from the Oulton Broad Club and C J Turner in *Non Sequitur*, went in his place. But most formidable-looking of all was the French team – immaculately equipped with shiny Soriano rigs – Jean Dupuy, the Marquis de la Gonzalo de la Gandara, and Baron Alain de Rothschild (a distant relative of the Lionel de Rothschild who had raced *Yarrow-Napier* with Lord Montagu of Beaulieu some 25 years before).

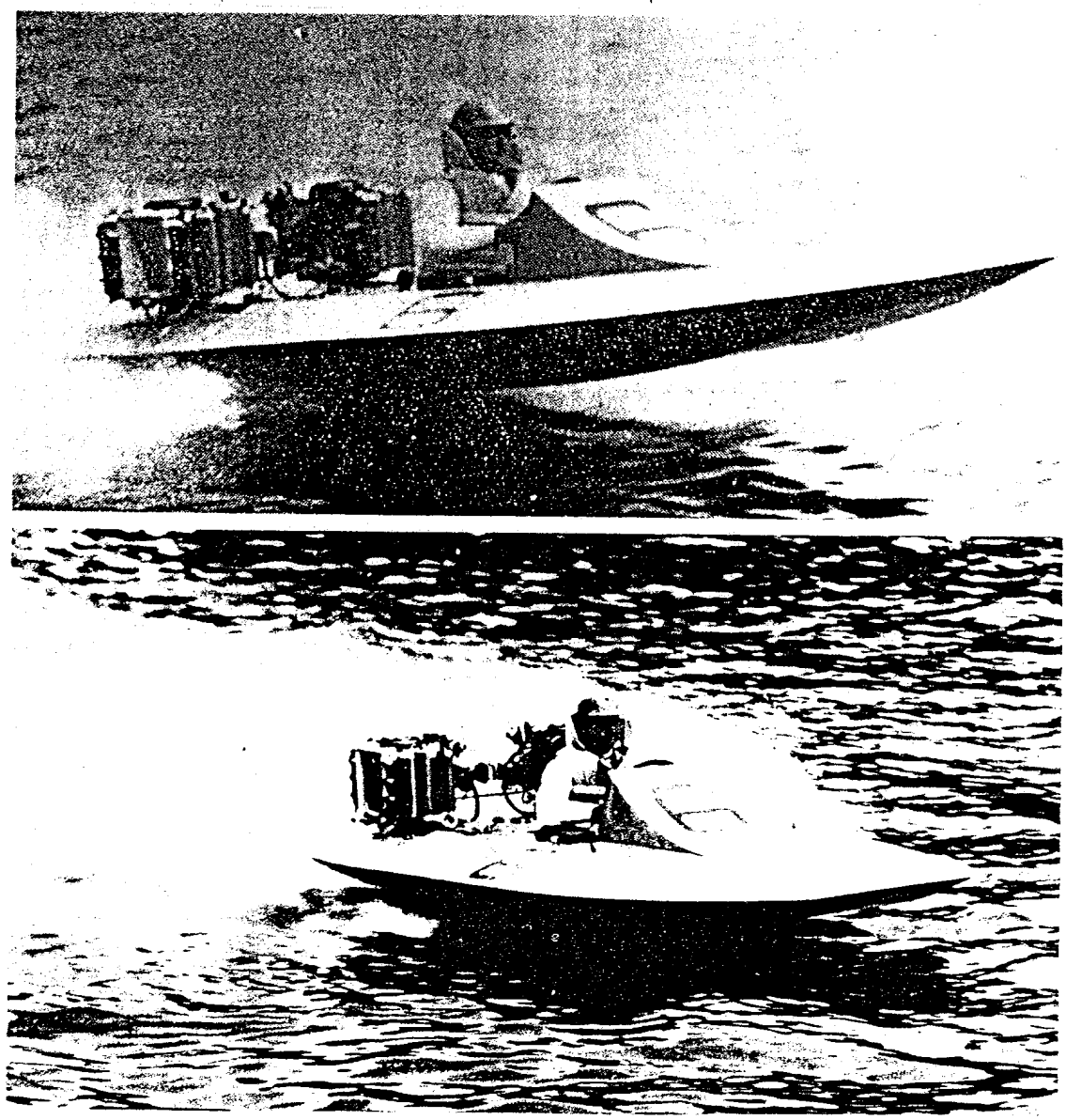
During the past couple of years, inter-collegiate and inter-scholastic outboard-engined competitions had blossomed across the States. One such entry was from a 21-year-old student at Chicago's North-Western University called Horace Tennes, who had brought along *Hootnanny VI*, powered by an X-Class Evinrude, with pits support from his brother Monte and two good mechanics, Hoe Dwyer and Ed Englehorn. Another was Phil Ellsworth from Bucknell University with *Blue Devil V*. The first of nine heats, held at New Smyrna, was watched by 12,000 spectators, who thrilled to Tennes' daring, wreckless driving.

'I just put my head down and drove. Once when I squinted up at the course buoys, I did not see a boat ahead of me and it dawned on me that I might just be in the lead. I thought of my motor and said, maybe out loud "Motor, if you ever ran, run now!" '

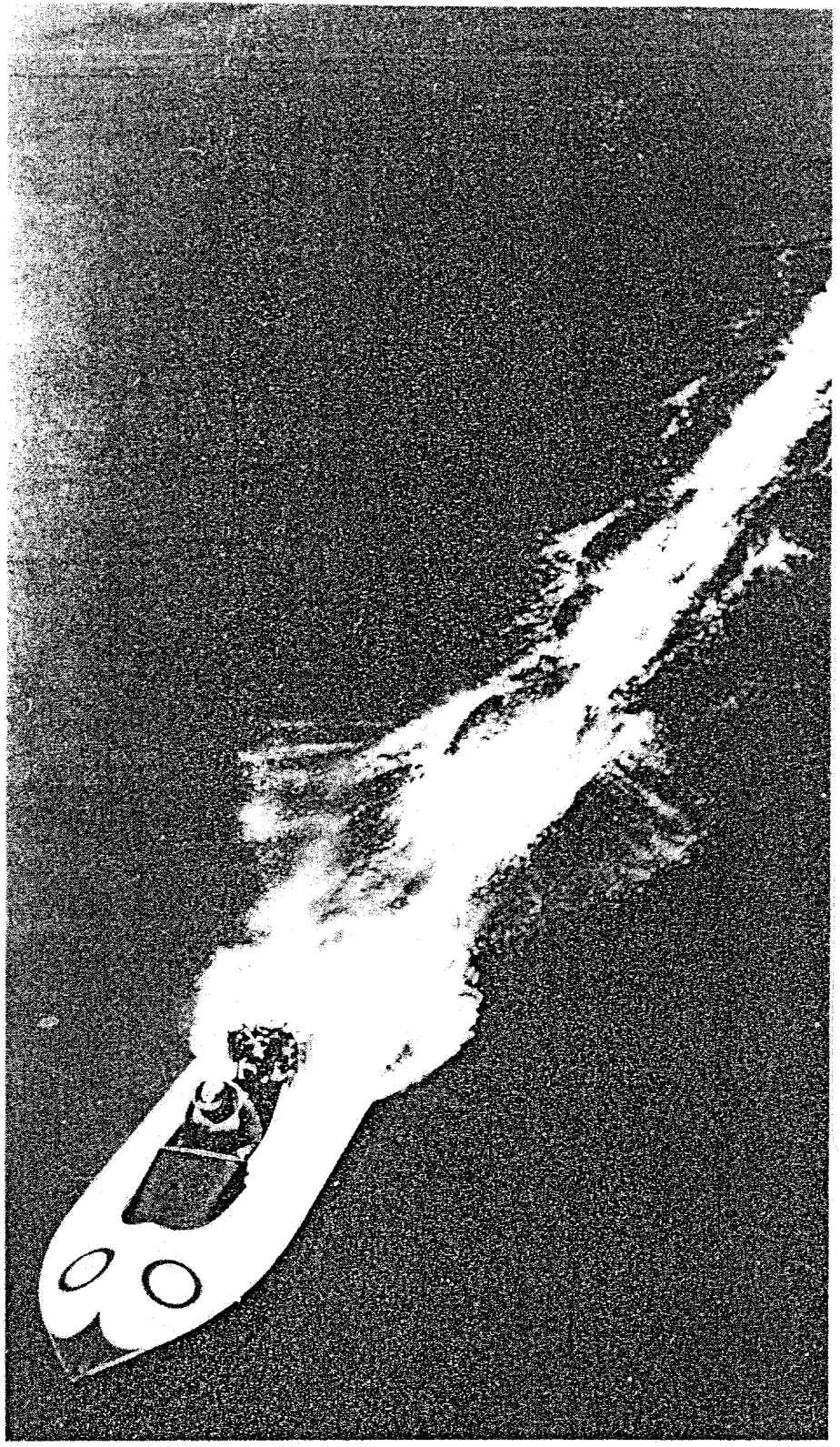
Tennes' time for a 10-mile dog-leg course with sharp bends worked out at 52.631mph. And he won heat two, with Jean Dupuy coming second after some desperate driving. Then Dupuy won heat three from Tennes.

The contest now moved to Lake Worth, in choppy conditions and watched by 15,000. Driving the entire 10 miles on his knees despite *Hootnanny VI* frequently leaping out of the water, Tennes won heat four; half a mile astern was Walter Everett of Tulsa, Oklahoma, the National Champion.

Whilst Dupuy won heat five, Tennes' victories in heats six and seven gave him the Trophy. In short, with all his investment, the Frenchman had been beaten by a mere student. Returning home he won a number of races on the Seine against friendly rivals such as Prince Guy de Polignac. Then that October, Dupuy lifted the world outboard speed record to 65.21mph, more than half Gar Wood's unlimited record.



The **Dupuy Special,** twin Soriano-style. *Earl of Granard*



Jean Dupuy had also seen the error of his ways. Although his champion teams had won the Spreckels Trophy three years' running, he would have to dispense with those beautifully-built, over-heavy, aluminium hulls if he was to beat the Americans.

He therefore had a Jacoby Flyaway hull shipped over to France for an attack on the world record. A Soriano Six was given brand new twin-cam cylinder heads to develop 102hp and fitted with a special step-up gearbox. Most revolutionary of all, there was a four-foot long, slanted-back propshaft inside a steamlined fin housing, at the end of which a tiny three-bladed prop spun at 8000rpm. The innovation paid off for on 20 May Dupuy created a new two-way average of 79.04mph on the Seine at Suresnes. His best run was just over 84mph.

Dupuy, with a Soriano on the stern of his imported American hull, clocked a new world outboard speed record of 74.39mph, 15 May 1936.
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