

MISS BARDAHL

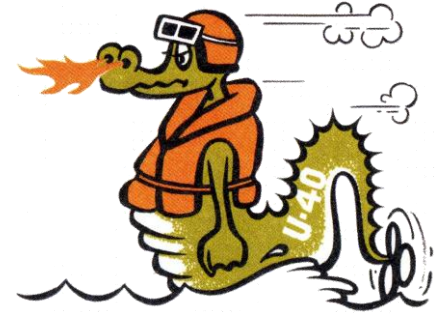
VINTAGE HYDRO TEAM



Personnel:

- Designer/builder: Ted Jones, 1962
- Restoration: original Miss Bardahl crew & Mike Hanson, 2000-2007

	<u>1965</u>	<u>Current</u>
Owner:	Ole Bardahl	DSS Inc.
Driver:	Ron Musson	Dixon Smith
Crew Chief:	Leo Vanden Berg	Ryan Smith



Hull specifications:

- Length: 30' 4"
- Width: 12' 5"
- Weight: 7,100 pounds ready to race
- Construction: oak, spruce, mahogany, aluminum

Engine & drive train:

- Engine: Packard-built Rolls-Royce Merlin V-12 with significant racing modifications
- Original use: WWII fighters such as P-51, Spitfire, Hurricane
- Displacement: 1,650 cu in (27 liters), supercharged
- Horsepower: 3,000+ hp with nitrous oxide & water alcohol injection
- Max. rpm: 4,500
- Propeller: 13" diameter, 12,000+ rpm with 3:1 step-up gearbox
- Fuel: 50 gallons of 145 octane aviation/racing fuel
- Oil: 15 gallons of 70 weight Bardahl
- Top speed: 180+ mph



Results/records:

- 12 race wins (1962-65)
- 1963-64-65 Gold Cup winner & National Champion
- 1965 World Champion
- 57 consecutive heats finished (record still stands for piston-powered unlimiteds)
- Fastest lap (3-mile course): 117.870 mph (stood until 1972; previously 117.674)
- Fastest heat (15 miles): 116.079 mph (stood until 1973; previously 113.660)
- Fastest race (45 miles): 115.064 mph (stood until 1973; previously 109.459)
- One of the few hydroplanes to run its entire career under the same name

Trivia & history:

- Last unlimited hydroplane designed & built by Ted Jones.
- First team to win three straight Gold Cups since El Lagarto (1933-34-35).
- After retirement from racing in 1965, Miss Bardahl did not run again until 2007, following an extensive restoration led by three members of the 1965 crew.
- After its final record-setting run in 1965, Dixon Smith, David Smith & Skip Schott retrieved Miss Bardahl from the water. The same three people put Bardahl back in the water 42 years later after its restoration.
- Miss Bardahl was found by Jon Osterberg in New Hampshire in 1982 after being "lost" for 15 years. He arranged for the hull's transfer of ownership and return to Seattle.
- Three generations of the Smith family have worked on this boat. Burns Smith (1962), his sons Dixon & David (1962-1965, current), and Dixon's son Ryan (current).
- Four of the 1965 crew members (Dixon Smith, David Smith, Skip Schott, Roger Kruse) make up a majority of the current Miss Bardahl crew.
- The Miss Bardahl and Miss Exide teams were the first to adapt nitrous oxide for professional boat racing.

