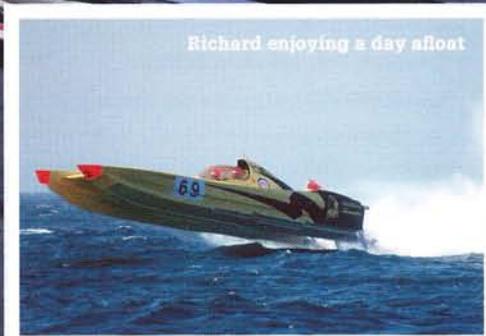


10 MINUTES WITH...

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RICHARD CARR



Today, Britain's Richard Carr is a respected and successful property developer, but during the late 1980's and early 90's, he was a fully fledged 'hell raiser', one of powerboat racing's larger than life characters. Race organizers and officials would be shaking in their shoes at the very sight of Richard's name on the entry list. However, despite the lampoon antics there lurked an ambitious and shrewd businessman who has systematically established an empire in the leisure industry, and powerboat racing was, and still is, an effective safety valve and his means of escapism.

Over the years, Richard has competed in most classes, and his foray into the UIM World Class I during the early 1990's aboard the Cougar cat 'Tekno Lamborghini' with Peter Dredge, will be most remembered because the new team secured a victory in their first season against the might of Italy. After almost 25 years Richard Carr is still racing big powerboats, and is currently competing in the Evolution class of P1 in his 40ft Skater 'Honeyparty.com'.

How do you see powerboat racing today compared with when you first started?

"The most noticeable difference is speed - boats are going a lot faster than when I started to get involved, in fact almost everything is different from those early years. There were a lot more boats, more classes, which made it more competitive, and everyone was much friendlier I recall. I've watched the sport decline and realized few people are putting anything back into racing. In almost every other sport they are attracting newcomers with provision of training schools etc., but with powerboat racing, you're on your own! It's like business - if you don't put the effort in to grow, the result will be the opposite - decline."

Of all the boats you've owned which is your favourite?

'Lethal Magic' (right) - a Cougar 41 powered by three Cobra engines. Although it was only a pleasure boat it topped 105mph and was brilliant in almost all sea conditions."



Last season you raced in the USA, how does it compare with Europe?

Everyone is more amenable. Although they are very competitive, most people know how to enjoy themselves. It also gave me the opportunity to visit some great places like the Lake of the Ozarks - that was superb."

Where do you most like to race?

"Key West - that's where I won the World Super Vee Championship last year in 'Honeyparty.com' - the place has a real buzz about it during the powerboat championships."

What's your favourite champagne?

"Pols George - it was Winston Churchill's choice."

If you were cast away on a desert island who/what would you take with you?

"My boat and my race team."

What are your other hobbies?

"Boats, boats and more boats - I just can't get enough of them, but I do enjoy a bit of racket ball."

Why have you chosen Powerboat P1 as opposed to Class I?

"Although I won't be popular saying this, (that's never stopped you in the past Richard) I think the only way forward for Class I would be to become part of the P1 enterprise. P1 is being built on business lines as a brand rather than a club for wealthy individuals. When I'm asked if I think P1 will survive, my answer is always the same, yes, I think it will become bigger than ever. If it did fail, it won't be through lack of investment and effort."

Is there a particular driver you admire?

Dr Bonomi - he was my idol as a youngster in the 80's and I used to follow his progress when he raced the Dry Martini boats."