

Victor Edelbrock Aboard the M/Y *Victorious*

Mr. "Made in the USA" Takes Delivery of a 110' Norlund.



The Edelbrocks have been called the "first family of fast," as their name is synonymous with car and motorcycle speed. For over six decades, their company, the Edelbrock Corporation, has produced "automotive aftermarket" parts for car connoisseurs who transform their vehicles into muscle cars. It all started in 1933 when Victor Edelbrock, Sr. founded a car repair shop and later began hand-building intake manifolds to make his 1932 Ford Roadster swifter. Soon, everyone wanted his meticulously crafted parts. After Victor died in 1962, his son, Victor Jr., took over the family business at the tender age of 26. He's credited with expanding the company into an internationally known powerhouse. The Edelbrock saga has even been chronicled in a 2005 coffee table book by Tom Madigan, entitled *Edelbrock - Made in the USA*. Like his dad, Victor Jr., has a need for speed—and not only on the road. Even his early nautical experience was devoted to racing ski boats and powerboats off the California coast, a period he calls his "liquid thunder phase."

So when Victor and his wife Nancy recently launched their latest custom yacht, a 110-footer

constructed by the Norlund Boat Company of Tacoma, Washington, the question naturally arose: Did the vessel come with afterburners?

Victorious is not a souped-up hotrod—rather, the Ed Monk, Jr.-designed yacht sits sleekly and curvaceously on its chine. It's streamlined and doesn't resemble the Pacific Northwest traditional workboat designs often found in Monk's naval architecture repertoire. "The look of our sportfisher is more suited to southern California," explains Victor. "It should be smooth, shapely and in gear with the sun—not the misty Northwest." The bright white of the yacht is perforated with glistening black-tone windshields and portholes and highlighted with surprising touches of red.

This mix of white, black and red are the Edelbrock colors used liberally in its southern California plants. It's a theme carried throughout the vessel. Red epoxy paint covers the walls of the day head off the California deck, the lacquer softly illuminated by a translucent

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glass sink. The color also shows up in the otherwise stark-white, immaculately organized engine room. Yes, the twin 2000hp, 16-cylinder MTUs have a crimson coating. They may not sport afterburners, but like hotrod cars, they're built for performance: each cylinder is 2,000cc—comparable to the total displacement of the four-cylinder engines in ordinary automobiles. Five-foot propellers turn in five-inch shafts. Fully loaded (fuel capacity is 7,250 gallons), the yacht displaces 317,000 lbs., and runs at a maximum of 24 knots—burning about 220 gallons an hour at that velocity. The “sweet spot,” according to Victor, is 13 knots at 1,450 rpm.

Victorious is the Edelbrocks' second Nordlund. They found their previous 90-footer somewhat cramped for housing the family's three daughters, seven grandkids and crew of three. It was Nancy who decided a larger yacht would better suit them, especially as Victor had vowed to spend more time away from the office. “You know, with all the modern electronics and communications I can stay in close touch anyway,” he says, a bit impishly. But to make sure cruising holidays would increase, Nancy began

working secretly with Ed Monk about four years ago. For Victor's 65th birthday, she handed him a long, beribboned package: the drawings for *Victorious*. Victor immediately harked back to his frugal upbringing. “And who's gonna pay for this?” he asked. Nancy answered sweetly, “Oh, that's not my problem.”

The result is a highly personalized yacht, completely suited to the couple's lifestyle and concerns for safety. For example, the solid teak swim platform has a built-in folding step that falls well below the waterline, for easy person-overboard rescue. The unusual crows nest seats three and is home to one of the yacht's six navigation stations. To make sure this aerie—from which they spot fish—doesn't vibrate, carbon fiber has been used in the arch where stiffness is required. Throughout the vessel, aluminum beams and carbon fiber limit deflection in the Airex-cored hull. To limit rolling, the stabilizers are oversized—30 square feet each.

Victor is an ardent fisherman, so the spacious cockpit offers built-in holders for a flock of rods. The face plate for attaching a fighting

chair fits snugly into the cockpit sole. Roomy bait tanks as well as four tuna tubes—bait for marlin—line the perimeter. The rods themselves, with their silky braided wrappings, are proudly displayed as artwork in the joint salon/dining room, in a specially built glass and stainless sole-to-deckhead cabinet.

The Edelbrocks worked with Alexander Design Studio on the yacht's interior appointments, although Nancy's taste directed the effort. The salon is home to a huge, modern, red leather couch, flanked by black-and-white houndstooth chairs. Antique British brass-and-copper ship lanterns have been transformed into lamps. Built-in mahogany cabinets with chevron inlay hide the pop-up television.

Ahead of the dining room, two steps take you into the galley, a cozy family gathering place. “I wanted a 1950s diner look,” says Nancy. And she has succeeded. The galley sole is tiled in black and white, the settee is covered with red leather and the extra stools are stainless. The Corian

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table has an inlaid black-and-white chessboard. Forward of the table under the tinted windows, a model train runs along its circular

track. But the décor recalling the '50s doesn't neglect modern conveniences: two trash compactors, a stylish appliance garage, duo fridge drawers, a Sub-Zero refrigerator and all the other modern appliances that make up a first-class cooking space are included.

A circular stairway leads to the helm station with its instrument readouts and five screens displaying everything from Nobeltec charts to the Simon ship management system. *Victorious'* captain, Richard Stocker, has his private cabin and head aft of the bridge. A corridor leads to the aft deck with a huge davit for lifting the 12- and 18-foot Nautica tenders; two six-person Switlik life rafts line the stainless railing.

The lower deck is the most extensive and the yacht's 25-foot beam makes for a lot of space. “I have room for my stationary bike now,” says

Victor as he points to a spot aft of the engine room. “I ride it 35 minutes a day to stay in shape.” More crew quarters, double washer/dryers, tool cabinets, wine cooler and large freezers are also located in the vessels aft quarters.

Forward of the engine room, the four staterooms—all finished in rich satin mahogany—are designed to sleep a good portion of the family. Two suites house twin bunks, one with British Columbia aboriginal decorations, the other with Mexican motifs. A stateroom with queen-sized accommodations again recalls how the Edelbrocks made their fortune: The bedspread and cushions celebrate Route 66—considered to be the American “Mother Road.” Reading lamps incorporating model replicas of Nancy and Victor's classic cars perch on the nightstands. Each of the guest cabins has entertainment centers and their own heads.

The couple's master suite features—what else?—a red bedspread and headboard, adorned with bright cushions covered with handmade molas from the Caribbean San Blas Islands. The couple chose a single head with double white Co-

rian sinks. The walls are covered by red leather squares embossed to resemble crocodile skin.

Victor and Nancy plan to make good use of *Victorious*. This summer, they'll cruise to Alaska along B.C.'s Inside Passage, stopping to fish at Langara, the Queen Charlotte Islands' northernmost island, whose nutrient-rich waters are home to a vast array of sea life. Christmas will see the family on *Victorious* in Costa Rica. Future plans include a stint in the Caribbean with an eventual cruise up the East Coast.

The Edelbrocks are immensely pleased with their new yacht, which gives them a feeling of home. “A boat should be comfortable and look like you live there,” says Nancy. They count their collaboration with the Nordlund Boat Company as superb. “It's a great company to deal with,” Victor says with conviction. “In our company, we have a tradition that work has to be fun. Building a boat has to be fun too. With this yachtbuilder, it was. Their craftsmen are like those at Edelbrock—a pleasure to be around. Their work was absolutely meticulous.”

