

BOATSPORT

OCTOBER
25c

**OUTBOARDS AND INBOARDS:
HYDROS, RUNABOUTS, UTILITIES
RACING—HOP-UPS—SERVICE**



**ALBANY -- NEW YORK
130 MILE MARATHON**

15-year-old Allyn J. Guerin of Webster, N. Y., the nation's 1951 High Point Champion in Amateur division of Stock Outboard Racing sanctioned by A.P.B.A. This hard-driving youngster and his "Miss Rocket III," a JU runabout, established a record of 21.791 m.p.h. on 5 mi. closed course at Dallas.



Vic Scott, Levittown, N. Y., former Class C five mile competition record holder, pictured as he prepares to leave the pits at the National Sweepstakes Regatta, Red Bank, 1950. Jim Bosland, Paterson, N. J., is shown in his Class M hydro.



Mrs. Eleanor Shakeshaft of Mount Kisco, N. Y., in her world's record holding Midget Jacoby hydroplane. It was in this boat that she established a world's record of 43.303 m.p.h. average for one mile at Lake Alfred, Florida, 3/21/49.



This Month's Cover Story ..

THIS MONTH'S COVER shows the start of a typical post-war Albany-New York Outboard Marathon. More than 200 boats are pictured crossing the starting line. This particular shot was selected because of the exceptionally clear conditions existing at 8 o'clock race morning.

The 130-mile grind stretches from the Albany Yacht Club to Dyckman Street, New York City.

With strictly-designed-for-racing engines at a premium and spare parts nearly impossible to obtain, hydro drivers not so long ago looked on marathon events as equipment wreckers and viewed a post-war renewal of the Hudson test with jaundiced eyes. In 1947 an enthusiastic group who wished to perpetuate this "Indianapolis of the Waterways" came up with the idea of conducting the event but limiting it to utility boats powered by out-of-the-box stock motors. Since 1947 the outboard hydro clan have been able to get new racing parts aplenty but the stocks have proved themselves a worthwhile and exciting competitive medium and have given the outboard marathon a much-needed shot in the prop.

This year, in addition to the six stock utility classes the event is open for the first time to three classes of modified stocks designated CM, EM, and FM.

From all indications, the A.P.B.A. Albany-New York Marathon looks like it's going to be an exciting event. In 1951 it was estimated that some 400,000 excited racing fans watched the race—in 1952, provided the weather is good, we predict there will be as many if not more onlookers along the banks of the Hudson River.

The insert picture shows 1951 Class A winner, Martin O'Neill of East Rockaway, N. Y., as he crossed the finish line in "Little Bit."

Whether he's in the engine room nursing a 1,200 horsepower Diesel or behind the wheel of a bouncing stock outboard, Marty O'Neill feels at home. He has jockeyed outboards since 1934, originally starting in hydros and switching to stock outboards in 1948.

Marty, 39 years old and a native of Brooklyn, has held a marine engineer's license for fifteen years. During World War II, he served as an engineer on ocean-going tugs, shipping out of New York Harbor. He is the father of two girls, Anne, who is six, and Barbara, eleven. Both are as enthusiastic as their father about fast boats.

O'Neill's racing record includes eight starts and six finishes in the Albany-New York grind. He maintained an average 33.2 m.p.h. to win last year.

Other major wins in his class include the 1950 Norwalk Marathon in Connecticut, and in the Lake Winnepausakee Marathon in New Hampshire. In 1950 and 1951 Marty garnered Class A high points in the Stock Outboard Racing Association of Long Island.

Flexichrome cover in color by Harold Kelly from photos by Howard B. Edwards—Socony-Vacuum. (End)

BOAT SPORT

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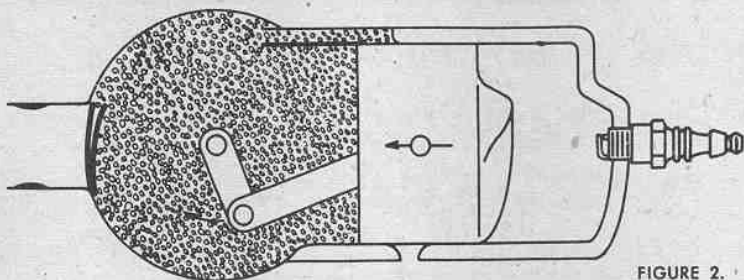


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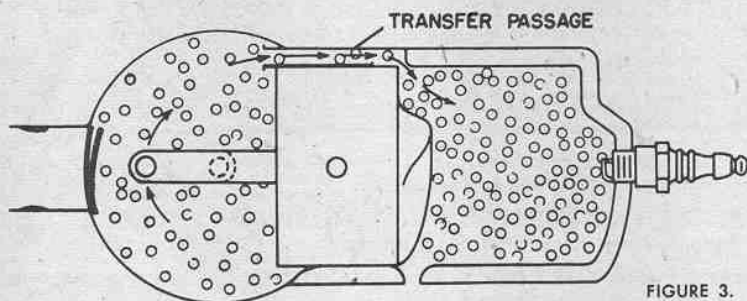


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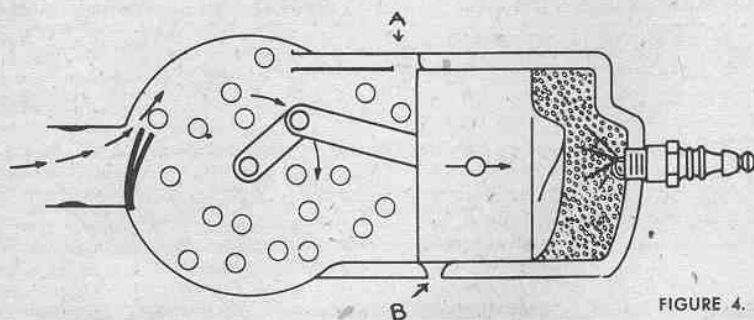


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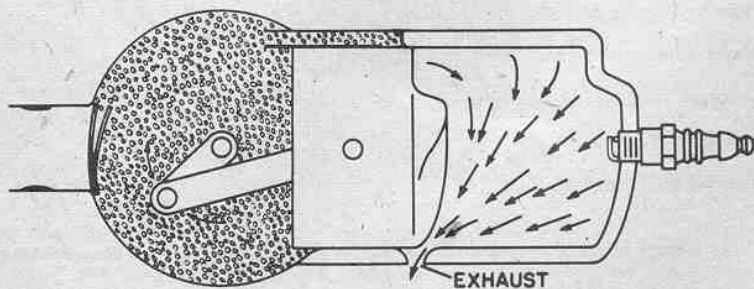
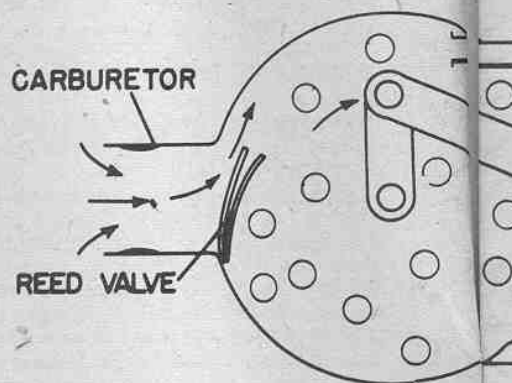


FIGURE 5.



HOW CAN I make it go faster?
This single question is the foremost one in the minds of every individual who owns a piece of outboard racing equipment, whether it be strictly stock, modified stock or especially designed for racing.

Let it be pointed out immediately that there are very, very few secrets in the motor refinement and hop-up field. Few are the ideas, good and bad, that haven't been tried many times over. Before outlining some of the possible alterations or refinements that can be made to a motor that will have definite plus values, we must first understand exactly what the two-cycle outboard engine is and how it differs from the common, four-cycle type gasoline engine used in automobiles.

A four-cycle engine requires four strokes or two full revolutions for each power impulse in the cylinder. By contrast the two-cycle outboard engine requires only two strokes of the piston for each power impulse. This means that there is a power stroke for each cylinder with each revolution of the crankshaft.

The diagrams shown here illustrate a cylinder and crankcase of the reed valve type control of fuel intake. In Figure 1 we assume that the cylinder illustrated is free of fuel charge and that the motor is just starting. As the piston moves outward as indicated by the arrows, a partial vacuum is created in the crankcase. This vacuum opens the reed valve and fuel vapor is drawn into the crankcase.

Figure 2 shows the piston as it moves back toward the crankcase, the reed valve being forced back into closed or

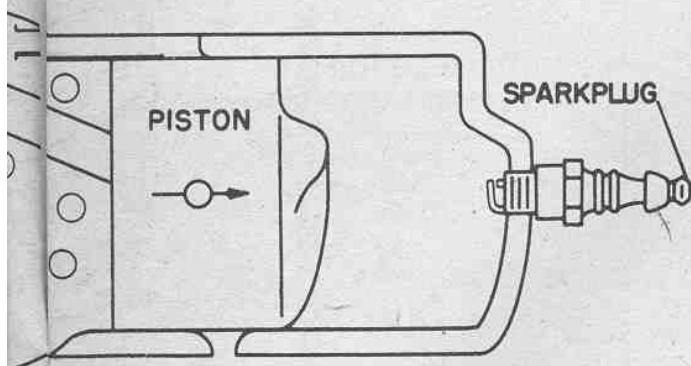


FIGURE 1.

REFINEMENT, BALANCE AND ATTENTION TO DETAILS WILL KEEP YOUR MOTOR UP IN THE FRONT RANKS

By Hank Wieand Bowman

Figures 1-5, reproduced by courtesy of Scott-Atwater Mfg. Co.

MAKE YOUR STOCK ENGINE A WINNER

seated position as the mixture is compressed.

As the piston nears the bottom of the stroke, the top of the piston moves down below the intake port as illustrated in Figure 3 and the compressed fuel vapor rushes into the vacuum in the combustion chamber.

On the next upward stroke shown in Figure 4, the piston closes off both the intake and exhaust ports, A and B respectively, and the fuel in the combustion chamber is trapped. As the piston moves onward, this fuel is compressed. At the same time a new charge of fuel is introduced into the crankcase as a gas vacuum is again created. Near the end of this stroke the spark fires the fuel vapor and the expanding gases force the piston toward the case again on its power stroke. At this time the piston again compresses the new charge of fuel in the case.

Figure 5 illustrates how at the end of the power stroke the exhaust port is uncovered, permitting heated and burned gases to be exhausted through the manifold port after which the intake port re-opens and a new fuel mixture flows into the combustion chamber.

You will note in the illustrations how the contouring on the top of the pistons has a relationship to the port locations and the flow of incoming gases and the exhaust of gases. The cycle of events shown in these five illustrations occurs during each complete revolution of the crankshaft.

WITH THIS description of two-cycle operation clearly in mind, let us immediately give a warning on one pre-

sumed hop-up idea that is prevalent. If the rules for the particular class of racing motor in which you plan to compete allow any tampering with the ports (and be sure to consult the rules covering your particular class carefully before doing any such work), don't forget that filing or grinding of exhaust ports so that they are enlarged in size toward the cylinder head end of the block will result in permitting exhaust gases to be released earlier than your motor manufacturer originally intended. Have faith in the manufacturer's basic engineering skill and realize that alteration of ports means a change in port timing.

Quite simply, filing or grinding of ports toward the cylinder head in general will shorten the duration of the effective power stroke by permitting exhaust gases to be released too early. However, it is possible if the ports have been drilled, cut or cast in a round or ovalar fashion to use the highest point on the exhaust port, i.e., that point nearest the head of the cylinder, as your maximum opening and square the rounded contouring to create a larger exhaust passage without altering exhaust port timing. Any squaring or enlargement toward the case end will be effective only to the depth of the pistons skirt travel.

Beyond that point you are cutting away material that will never permit the passage of exhaust gases as long as the standard contouring of your piston is not changed—but again remember, clean up ports and square them for greater relief of exhaust gases only if the rules permit this, or if you are interested only in obtaining peak speed

from an engine without contemplating legally approved racing activity.

In dealing with clean-up work or enlargement of the intake ports, again be guided by the manufacturer's original specifications. Any cutting of the ports toward the case end will be effective only to the depth of the piston travel. Additional cutting toward the head end will result in an alteration of intake port timing so that you will introduce fresh fuel prior to the originally-designed completion of the power stroke.

Where a modification of stock engines from strictly factory condition is permitted, added efficiency can be obtained by opening up and polishing the interior passages of the intake side of the cylinder block; that is, the transfer passage or passages from the case to the intake port.

If there is any question in your mind why certain stock utility motors outperform others, be assured that the principal reason for superior performance is based on the greater attention paid to minute details.

With any outboard engine, greater efficiency with an end result of greater speed comes with perfection or more nearly perfect balance than was accomplished by the original factory assembly. If all moving parts in the outboard engine are put in perfect balance, both statically and dynamically, at a minimum the life of the engine will be increased and you may also hope to increase speed.

In balancing the stock motor, several rules restrictions must be kept carefully in mind.

(Turn to Page 28)

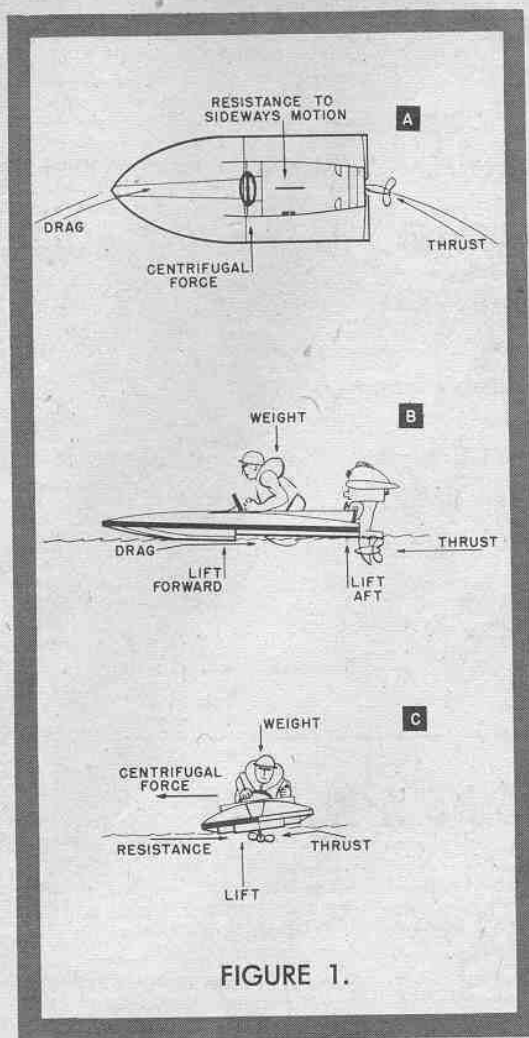


FIGURE 1.

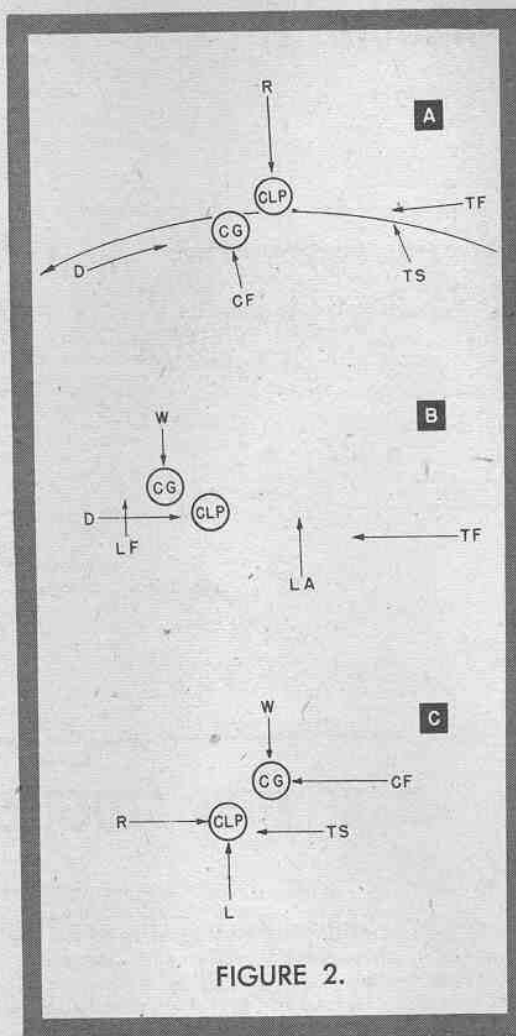


FIGURE 2.

SCIENTIFIC JOBS of wheedling require a thoroughgoing study of what you want to get around, what equipment you have to get around it with, and what techniques you must use while going around. This general statement of universal truth applies equally to getting around traffic cops, employers, girls, or buoys. Unfortunately, the ability to get around one of these won't help you to get around the others, but the same methods can assist in the approach to each problem.

Because of unfortunate limitations in the knowledge of your author, this discussion will have to be confined to what is perhaps the least interesting of the above listed subjects, namely, buoys. And a logical development requires some rearrangement of the order in which the three elements are presented. Anyhow, this time we'll start with equipment.

First, we need to have some idea of what happens to the boat while it is going around—and we will confine our discussion to outboard racing boats, confident that our inboard-driving companions can note the points of deviation from their particular problems.

In Figure 1, we see an outboard hy-

droplane in what the driver hopes is a steady turn—neither slowing down nor accelerating; not skidding, but running on the arc of a circle. In order to achieve this happy state of affairs, a number of forces must be in balance, and these are: thrust, drag, centrifugal force, resistance to sideways motion, lift, load. The illustration shows them and the points they act on:

T—thrust, at the propeller.

D—drag, combination of air resistance, skin friction of the boat bottom, wave-making resistance, and drag of the lower unit and fin. This could be considered as one force acting at a point slightly below the bottom in a hydroplane, since the resistance of the lower unit is very large.

CF—centrifugal force, tendency of the boat to go in a straight line, equal to $\text{mass} \times \text{velocity}^2 / \text{radius}$, acting through the center of gravity (CG—balance point).

R—resistance to sideways motion. The fin, lower unit, and such other parts of the bottom as happen to be in the water are not easily moved sideways. The sum of these small resistances act as one large resistance concentrated at one point. If you were to

attach a line at the correct point, you could drag the hull sideways and it would have no tendency to rotate. This point is called the center of lateral plane (CLP). Of course the CLP of your boat found at rest is in a very different position from the CLP at 45 m.p.h.

L—lift of the planing surfaces.

W—load (weight), acting through the center of gravity.

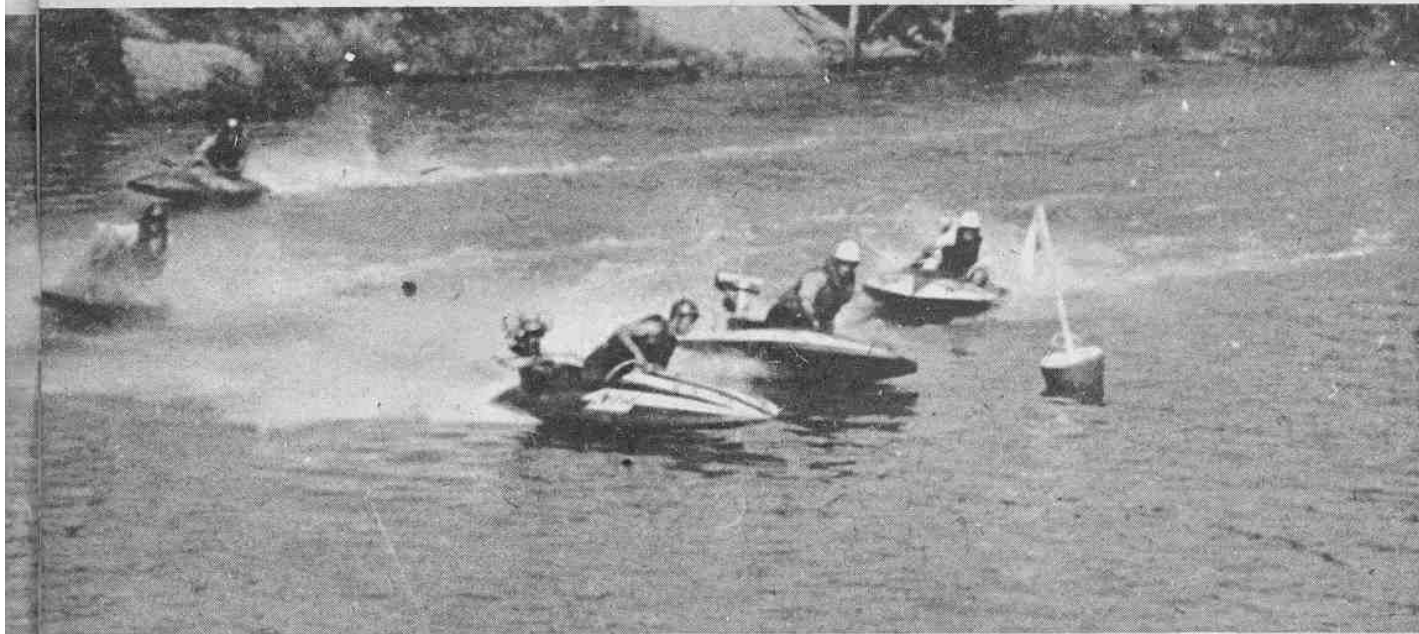
In Figure 2a we have left out the boat so we can admire just the arrows, and we have divided the thrust into two components—TF, forward thrust, and TS, sideways thrust. For a boat that is not speeding up or slowing down, TF must equal D, for a boat that is not skidding, $R = CF + TS$. If the boat is moving in a circular arc—neither increasing nor decreasing the radius of the turn—the moments around the CG must be zero: $D \times a_1 + TS \times a_2 = TF \times a_3 + R \times a_4$, where a_1, a_2 etc., represent the lever arm of the respective force around the CG. Likewise in Figures 2b and 2c, all forces must balance.

At this point your patience is gone, you reach for a beer and mutter "When does he get around to getting around?"

LET'S GET AROUND IT

By Dean Worcester

(Below) These five boats present an interesting study in cornering technique. Hull with striped deck will move through corner into lead. Boat nearest buoy is over-controlled and is about to broach in path of following driver. To avoid crash third driver must cut speed and maneuver; this will drop him from good challenging position to last spot. Getting around buoys not only requires skill but also dependence on other speedboating drivers' skill and dexterity.



Skillful Racing Drivers Recognize and React To

The Various Forces Exerted On Boats In High

Speed Turns on the Water Raceways

Well the purpose of all this is to tell you that you, the driver, control many of these factors. Your position in the boat affects CG and lift position; your handling of throttle and wheel affects the amount and position of thrust and drag; and the location of the fin, which you can change, affects the CLP.

An industrious hour or two—which could be more pleasantly spent in sanding your boat—studying these arrows, may lead to lots of interesting conclusions, and might even teach you something that you'd otherwise have to learn the hard, wet way. So, let's start unbalancing our forces and see what happens to our perfect turn.

Suppose we hit a wave broadside, increasing R by a large amount. Figure 2c shows that this would have an overturning moment and the rig would roll over to the outside—which frequently happens in tight turns in choppy water. If the impact should come toward the bow, Figure 2a shows that moving R forward would cause the boat to rotate rapidly with the bow toward the inside of the turn. This phenomenon, known as broaching, is occasionally indulged in by unskillful drivers, and is guaranteed to discourage the guy behind. But

don't try it unless you're sure he won't go right through you, as it will take plenty of skill to avoid a collision.

Well, back to the arrows to see how we can prevent these time-consuming maneuvers. Figure 2c would prove that moving W to the inside—leaning out farther—will help avoid a roll-over. A reduction in CF by straightening out the turn will have a similar effect. The boat designer could have helped us, too, by having nontrip chines to minimize the increase in R when the wave comes along, or a V bottom to increase L and move it to the left. If most of R is represented in force against the fin, an increase in angle as the boat starts to roll will pull the fin out of the water and let the boat slide out a little and settle down again. Very desirable.

We can do something to prevent broaching, too. By moving forward in the boat the CG is moved farther ahead of CLP, which will help. Here motion of the wheel is also required. It can change the sideways thrust component, TS, to the other direction and decrease CF. Again the designer could have helped us by keeping the CLP well aft, and by reducing the resistance R with nontrip chines forward.

Let us see what a little manipulation of the throttle can do. The thrust is normally at a maximum as we accelerate out of a turn. This may be seen in any outboard hydro race where almost all boats will turn with the forward plane clear of the water. If we shut down the power plant, D will be unbalanced, the bow of the boat will come down, and R will move forward. This can be helpful in going over bumps, where cutting the throttle at the proper time can decrease the amount by which the bow is thrown up, but in correcting a broach we need power on to keep R aft. The tendency to roll over is opposed by TS and by L, both of which will be reduced if thrust is reduced, so again we need power on.

Since an overdose of medicine may be more fatal than the disease, we should run down what overly strenuous corrective measures will do:

A reduction in R decreases the chance of upset or crossup but if R is too small, a tight turn becomes impossible.

Having the CLP aft may eliminate broaching, but the farther aft it is, the more power it takes (TS) to make the turn.

Leaning out,

(Turn To Page 34)

Rough Water Conditions Brought Outboard Runabouts Long Island Fan Appeal, says Mr. Peterson, Commodore of the Eastern Outboard Racing Club, Inc.

By Perry A. Peterson

OUTLAWS OF THE LONG ISLAND CIRCUIT



(Picture above left) Action in the feature class Art and Dot Hilton take to the air in "Sabot" in attempt to catch Langdon and Shortmeyer riding the 1951 winner, "Sippy." (Picture at left) "Bye Now." This beautiful black Voss hull is a typical Long Island Circuit racing runabout. Though usually raced in feature class by Gid Stivers and Sonny O'Hara with a P-500 pump on the business end, she is shown here warming up a hot "E."

ALL RACES on Long Island have one thing in common—rough water. Waves are so consistently lumpy that fifty percent of all hydroplane events in the post-war years had to be cancelled or postponed.

The speedboaters of the Long Island Circuit have licked the rugged water conditions by going all out for runabouts. Add an unquenchable desire to race and race often, to a "don't-give-a-flip" attitude toward chop, rolling seas and the accompanying beating it gives boats and drivers, to the relatively more seaworthy higher freeboard runabouts and you come up with a combination that will race anywhere at anytime.

The evolution of specially-designed-for-speed outboard racing hydros to the "outlaw" type runabout equipment used by EORC and others on the Island was the direct result of the treatment given the L.I. runabouts at regular sanctioned regattas. Too many times there members trekked hundreds of miles to mainland events to find no

runabout heats scheduled. Or the runabout drivers were bunched together in one mad free-for-all.

Finally, one August day in 1940, the lads arrived at an Eastern regatta with their galloping bathtubs. They were told the same old story—no races scheduled for runabouts. It had been a long haul, another of a series of disappointments. The boys put their heads together and decided that since there seemed to be more runabouts than hydroplanes on the Island the thing to do was to go home and organize a one-hundred percent runabout regatta.

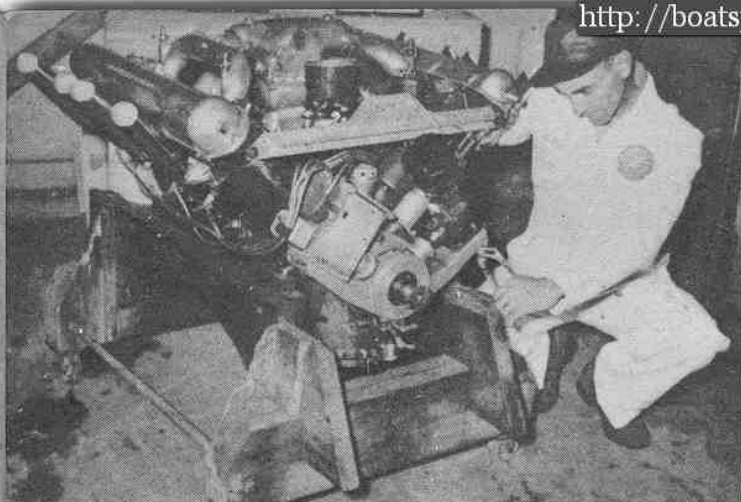
A race was hurriedly whipped up with donated merchandise for prizes. The sponsor was the Mattituck Yacht Club with the event slated for a cold, blustery October afternoon on Peconic Bay. A handful of spectators watched C. Ward Frauenthal of Freeport, L. I. bounce his "Miss Freeport" over heavy swells and plunge through combers in a shingrazing exhibition that was a real thriller. Ward won a can of oil and a tube of grease for his hair-raising per-

formance but all hands agreed that the event was a dilly and here was the answer to the runabouts' problems.

The world emergency in the spring of '41 put a crimp in racing and the war put a complete stop to it. But immediately on their release from the Armed Services the lads dusted off their lumber, cleaned up their iron and made plans for more racing. Hewlett Point was the opener with events slated both for hydros and runabouts.

Nicky Chapman, fresh out of the Coast Guard, dug out his father's famous "Big Ben" in storage since Harold Chapman bowed out of racing in the mid-thirties after ironing out all comers in such events as the Around-Manhattan, Around-Staten-Island marathons as well as short course events.

The Class D Johnson "32" was no match for the 4-60s in the F hydro event but an odd thing happened. The crowd paid little attention to the low-slung hydro winners but surged around the ungainly wall-sided (Turn To Page 32)



IT'S A WONDER

**Thirty - four - year - old Hisso Pushes
Home-made Three Pointer 100 M.P.H.**

Special Photos By

John O. Hibbs



(Picture below) 1-88, now classified as Gold Cupper, was originally a 2-seater. Recently she was converted to single cockpit arrangement to lower weight. In '51 she beat home "Delphine" and "My Darling". (Picture bottom of page) "It's A Wonder" being loaded overboard for the Governor's Cup event at Madison, Ind. '51. Davis placed second. The hull of the boat is a Carman-Davis design, similar to an early Ventnor.

(Picture top of page) George N. Davis shown with his Hisso power plant built up of 3 World War I Hispano Suiza engines and odds and ends of spart parts. The engine drives through a 2-1 V-drive transfer case. (Picture immediately above) Running at close to 100 m.p.h. "It's A Wonder" with George Davis at wheel, and his partner and mechanic, Bright F. Whiteside. Originally boat carried the name "Hermes IV".

"IT'S A WONDER", a home-made three-pointer styled after the early type Ventnor, is powered by the oldest motor to be registered with the A.P.B.A. Owner-driver George N. Davis of Vine Grove, Kentucky, feels that the 725 cubic incher can still run up with the fast boys and the records indicate George is correct.

The powerplant in "It's A Wonder", the boat so named by Davis' sister who said, "It's a wonder it runs or even starts, it's so old," is a combination of salvaged parts from three World War I Hispano Suiza aircraft engines that once saw action in Spads.

Although the boat and motor are reported on here as curios, the recent performance of Davis' boat is anything but what one might expect from a relie.

The hull was built in the fall of 1939 and measures 20' 6" in length, 9' 6" across the greatest width at the sponsons, with an 18" freeboard. Originally, like the older Ventnors, the hull was a two-place job which has recently been altered to a single seater. Engine stringers and strength members are of spruce with skin of mahogany plywood.

The engine combines parts from Hisso's of 1918 through 1923 vintage, so that the official registry of the powerplant is given as 1923, the age of the newest components.

Originally the Hisso's models I, E, and A, cost the Government in the neighborhood of \$8,000.00 each. George Davis bought six of them for \$50 to \$75 each—dependent upon their condition. (Turn To Page 34)





(Left) Part of the crowd which flanked the entire lake at Hart Park, watch Bob Klein's E-racing runabout flip in turn. Another, "Bombshell," managed it on straightaway during meet. Boats in this class are permitted a c. i. piston displacement up to 246 inches.

(Below) Three of the 135 c. i. prospects for year's high honors—and about as close as here pictured in this swell action shot—are three fast boats: Fred Galante's "Joey" (25-A), Buddy Holloway's "Screaming Eagle II" (6-A) and Roy Skaggs' "Skalowaggs" (52-A).



(Below) Veteran Eddie Meyer of Hollywood, had a great 1951 season in his 135 c. i. class "Avenger II," and with a lot of winter work, looked good to move throughout year. At 57, Eddie is one of the toughest guys to feed rooster-tail to in his speedboating class.



(Below) Shown here are those traction B-racing runabouts, so very popular in Northern California: "Wee Willie" (21-B), "Vina Mae IV" (1-B) and "Rampage" (25-B). "Wee Willie" ran 2nd to "Beetle Bomb" at Bakersfield, Cal., and won at the Fresno event this year.



GOLDEN SPEEDBOAT YEAR

— GOLDEN WEST

By Bob Ruskauff

**EARLY SEASON REGATTAS GIVE
EVERY INDICATION OF THE BIG-
GEST YEAR EVER ON WEST COAST**

THAT 1952 would turn out to be a spectacular speedboating year was apparent after the first two major meets in California last April proved top-notch: the Hart Park Lake inboard racefest on April 6th at Bakersfield and the eighth annual Lake Millerton regatta (inboard and outboard) of the Fresno Motor Boat Association, April 27th.

Admitted, there are some morbid factors. Most disturbing right now is Salton Sea. The west this year also had heavy rainfalls, ending a seven-year drought. For many drying-up lakes and once-fine race courses, it was a rebirth. One was Lake Elsinore, once the scene for some of the country's outstanding outboard hydro events.

Famed Salton Sea though, which needed no more water, rose some three feet; enough to cover the race course markers and inundate pier, drivers pits and most all regatta facilities at Desert Beach. It won't be impossible to hold the 12th annual Desert Regatta on November 8-11 as scheduled, but it will be a costly deal to reestablish a 1-2/3-mile course and driver accommodations. At this writing the outlook is rather bleak. But under poorer conditions drivers launched from the shore, ran and made records there in the '30s.

Prediction: there will be a 1952 Salton regatta.

On August 9th through 16th, the Gateway City of Seattle will again be host to the unlimited competition—restricted inboard and outboard races during the great Gold Cup event with Stan Sayres' *Slo-Mo-Shuns* in stellar defending roles. It would be hard to imagine a greater spectacle than that of 1951, when a throng exceeding 230,000 crowded the shores of Lake Washington to watch

Boat Sport



Over-all view of the Hart Park Lake course out from Bakersfield, California, during first 1952 regatta (held April 6th), as 225s cross line at start. In 1952 the 225 c. i. will carry number prefix "N," while 266 c. i. will use prefix "F."

the action. Yet Seattle is planning it bigger than ever this time.

Especially heartening was the aforementioned early-season action. Hart Park Lake brought out 48 inboards, big for an opening race. The top boats of 1951 were still largely in the win columns, but new blood was a-transom all the way, behind such winners as Dr. Louis Novotny's "Cherub II" (PODH); Fresno's Ernie Bender's 266 c.i. job, "Thunderbird"; and George Matucci of Oakland in Lou Graditi's re-activated 225, "California Kid." Two winners, and apparent threats for all 1952, are Paul Terheggen's winning E-racing runabout, "Donald Duck" (which finally arced, and to a record, last November at Salton), and Robert Wacker's B-racing runabout, "Beetle Bomb" of Avenal, Calif.

Of signal note, the Kern County board of supervisors, through the insistence of outboarder-councilman Manuel Carnakis and others, are taking steps to have the present little "three cushion" course enlarged for some really major racing.

Even more auspicious three weeks later was the Miller-ton Lake inboard-outboard turnout, totalling 102 boats. Largest inboard fleet was nine 225s, in which the winner was a lad likely to go places from here out, Keith Black in the "Flying Saucer" of Lynwood. Mustering over 10 boats each in the outboard classes were A Hydros (winner, Bakersfield's Orlando Torigiani in "Cotton Kid"); C-racing runabouts (winner, Art Pierre's R-94 Stockton); C-service runabouts (winner, Manuel Carnakis' "Woisme") and, surprisingly, 11 of the F-racing runabouts.

Here Walter Gillo's "Tenderfoot," San Mateo, eked victory over record-holder Ken Jolley's "Bear Cat" of Burbank. But the heartening thing, and it can do great good for outboard racing, is that the "Thundering Herd" class, which a short while back appeared extinction-bound, appears to be coming back. Speedboat racing does, and most rightly, curry to public interest. To get this and to keep it, there must be along the line, classes with especial flash, color, or what promoters call box office appeal. Inboarding is fortunate enough to have two or three such classes (led by the 266s but, to prove that cost isn't everything, including the gaudy and more economical Cracker Boxes). In outboarding, the 4-60s unquestionably have it.

Interesting, too, the National Championships for the F-runabouts will be run when outboards this time take over on July 27th the 20th Annual Hearst Gold Trophy Regatta at Long Beach Marine Stadium. This fixture, it is understood, will be a two-day affair if, as seems likely, it constitutes western outboard divisionals.

On another course from Lake Millerton (below Friant Dam), the Region 11 outboard championships will be conducted August 25th by the Fresno Motorboat Association. Stock outboards have their regionals set for August 17th at Long Beach. On the same "Lanky Lagoon", the Southern California Speedboat Club holds its own traditional inboard racemeet on Labor Day.

Several races for stock outboards are booked in between, but the big stock show will be the fifth annual running, October 5th, of the now 115-mile Colorado River Marathon, at Needles, Calif. (End)

(Below) Fourth place finisher in the 1951 Gold Cup event was Morlan Visel of Los Angeles in his beautifully designed prop rider, "Hurricane IV." He averaged 81.374 m.p.h. in the second thirty-mile heat and qualified at a dizzy 90.06 m.p.h.



(Below) World's one-mile title holder of 160.323 m.p.h., winner of the 1950 Gold Cup and 1950 Harmsworth Trophy, Stan Sayres' "Slo-Mo-Shun IV," shown here with designer Ted Jones at wheel during third place finish at 1951 Gold Cup race.



(Below) "Gale II," owned by J. A. Schoenith and driven by son, Lee, turned in relatively poor averages to place fourth and sixth after having motor trouble in both heats. With early competition problems licked, "Gale II" should do better in '52.



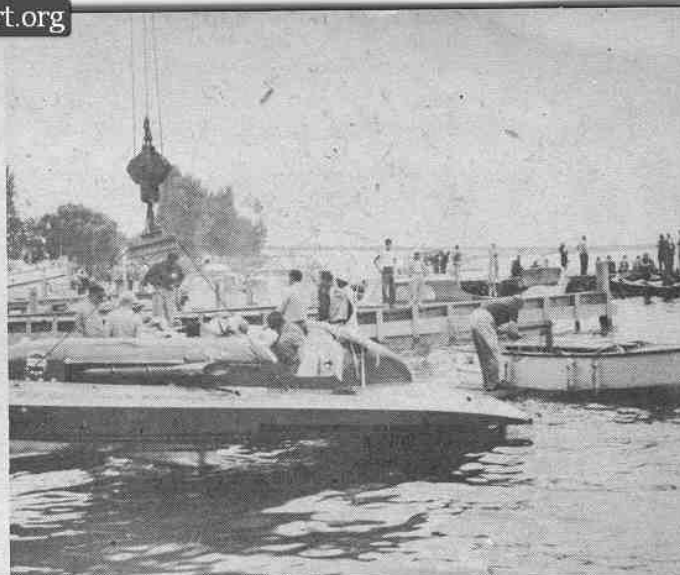
(Above) Six challengers rolled by truck from the East in 1951 in vain attempt to dethrone Stanley S. Sayres, whose Slo-Mos for two years running have won Gold Cup race. Huge boat trailers are shown here on the banks of Lake Washington.

(Below) Two Gold Cup enthusiasts, Horace Dodge (left), owner of "Hornet", in background, and Jack Schaefer, owner of "Such Crust" and "Gold'n Crust". They will campaign at Seattle this year in attempt to return Gold Cup to Detroit.



(Below) Stan Dollar (right) and riding mechanic, Howie Weeks, prepare "Skip-A-Long" for '49 Gold Cup. Cockpit of metal-skinned hull was amidships, unique among large speedboats but designed for greater strength forward, easier driving.





(Above) "My Sweetie," winner of seven first places, one second and two thirds in eleven heat starts with Bill Cantrell at the wheel back in 1949, was unable to do better than a seventh and a fifth at the Seattle, Washington, Gold Cup event in 1951.

V-12's GET THE NOD

AIRCRAFT ENGINE CONVERSIONS REIGN SUPREME IN UNLIMITED SPEEDBOATING

SHORTLY AFTER the close of World War I, new, still-crated surplus water-cooled V-12 Liberty engines, originally designed for military aircraft, were available at a lower cost than present day, moderate sized outboard motors. I know of one boatman who installed two in a lapstraked 26-footer for less than a thousand bills, including the talents of a first rate marine mechanic. Reportedly his first run in through the Manasquan Inlet in defiance of the Volstead Act paid for his engines and boat plus a neat added profit.

Actually, whether the first aircraft-marine conversions were used for rum-running purposes or racing is a moot one, but the performance of those original 1,700 c.i. 420 hp. Liberties opened the racing enthusiasts' eyes as to their potentials for water speed.

Gar Wood used Liberties and Englishman Parry Thomas knocked off better than 170 m.p.h. with a Liberty in a four-wheeled speedster during an era when 150 was considered impossible. And later, in the mid Twenties, with three of the aircraft V-12s in his Triplex, the late Ray Keech scorched Daytona's sands at a comfortable margin above the 200 m.p.h. mark.

The Rolls Royce R 2150 c.i. V-12 aircraft job in "Miss England" developed better than 2000 hp. and for a time held the world's water mark.

Since Gar Wood's "Miss America I," in which two Liberties gave the necessary punch to grab up the Harmsworth Trophy from England, the aircraft-marine conversions have reigned supreme on water.

Wood shifted to Packard V-12s, also plane designed, and stuck by them through his four-engined "Miss America's" mark of 124.915 m.p.h..

Sir Malcolm Campbell with a Rolls Royce R2 V-12 rated at 2400 hp. was able to clock 141.74 m.p.h. in "Bluebird II," a record that stood in the books for more than a decade.

The United States' speedboating supremacy is again based on converted aircraft engines, this time the Allison V-12 model W-3420's. Guy Lombardo in his Allison-powered "Tempo" bettered 118 m.p.h. in 1942 as a forecast to marine fans of things to come.

"Skip-A-Long," owned and driven by R. Stanley Dollar, Jr., set a new race record for America's first post-war Harmsworth defense with a competition mark of 94.285 m.p.h. Not

bad for the ill-fated 8200 pound four-pointer that made speedboating history in 1949 only to sink at Lake Tahoe, Calif., in several hundred feet of water during an unimportant exhibition race.

Perhaps luck (actually bad luck for Canadian Harold A. Wilson) kept the Harmsworth title in the United States for the Rolls Royce Griffon powered "Miss Canada IV" set a new American mile record of 138.645 m.p.h. in early tests and then developed supercharger troubles during her 1949 Harmsworth challenge. "Miss Canada IV," with her aircraft conversion smoothed out, had the world's mile mark in the bag, too, only to be robbed by the fluke interruption of an unscheduled tug and barge crossing her second two-way run.

"Such Crust" and "My Sweetie" were two other Allison-powered show boats of 1949 that turned in terrific performances, "Such Crust" clocking 98.164 m.p.h. in one lap of the Harmsworth.

In 1950 the Allisons remained supreme with the Ted Jones-designed, Anker Jensen-built "Slo-Mo-Shun IV," setting a new world mark for the mile straightaway at 160 m.p.h. and then confounding the experts by performing beautifully in competition to cop the Gold Cup and the Harmsworth title.

The Allison 1710 cubic inch installations have been by now given nearly a universal nod, with a few holdouts for Rolls, notably Jack Schaefer's "Such Crust" and "Gold'n Crust." Multiple installations have added more power to certain unlimited hydros. One of the earlier multi-installations was in the disappointing "Aluminum First," Henry Kaiser's Ventnor-built three-pointer, which had two W-3420 Allisons built over a single crankcase. This type twin-Allison of which 400 bench models were produced at \$75,000 each (reportedly Kaiser paid \$600 for the engine used in "Aluminum First") were originally designed for use in the experimental B-19s. Horace Dodge's "Delphine X" has dual Allisons as does the highly successful, "Miss Pepsi" with its two Allisons arranged in tandem.

1952 will find a greater number of unlimited class show boats in action than any year in the past and the aircraft-marine conversion will be destined to make history again in Seattle when the Gold Cup event is held on August 9th. Once again, a horde of Easterners will go west to try to bring the year's most important trophy back to Motor City. (END)



(Above) Everything is damp but the enthusiasm of 56-R's speedboating driver, Bob Batie.

(Below) "Red" Taylor negotiates one more turn safely during Seattle's Sammamish Slough Race.



EACH SUCCEEDING YEAR
HAS SEEN AN INCREASE IN
THE NUMBER OF STARTERS
IN THE SAMMAMISH SLOUGH
RACE AT SEATTLE, WASH.

TEXT AND PHOTOS BY
RUSSELL G. SWANSON

SEATTLE SNAKE DANCE



One of the drivers passes up a mistake as he pits his skill against Sammamish's snaky waterway.

ONE OF THE most unique outboard racing events in the Pacific Northwest—and perhaps the nation—is the mad-cap, devil-take-the-hindmost, wriggling, snake-like affair called "The Sammamish Slough Race." It has come a long way from its innocent inception which was merely a Sunday afternoon pastime of some of the more imaginative hydro and runabout drivers.

The Sammamish Slough is a narrow, twisting waterway which connects Lake Washington, affronting the city streets of Seattle, Washington, and Lake Sammamish, which is fourteen devious water miles away. The slough varies from perhaps fifty feet in width at its mouth, to from ten to thirty feet in width for its major length. It provides some of the most hair-raising driving known to

the civilized world of speedboat racing.

An organized race was established nearly twenty years ago by the Seattle Outboard Association. It is now sponsored by Greater Seattle, Inc. Each succeeding year has seen an increase in the number of starters. This year the race was run April 6th, with a record 57 starters ready to pit their skill against the snaky waterway. Thirty-two finished the first heat. Twenty-five finished the entire two-way run.

The various winners of the standard stock racing classes are recognized, with the overall winner crowned King of the Slough for the year. The postwar advent of stock and runabout racing accounts for the increased number of starters, and has attracted drivers from California to British Columbia.

The Bothell turn is the most spectacular helmsman's hell of the whole course for here the slough takes a pure 90 degree turn directly after passing beneath a bridge. Many boats have left their autograph on the pier of this bridge making a chine-high rainbow of the concrete. What maneuvers on this turn lack in finesse are made up for with excitement. Many drivers have had to swim away from the turn or drag their boat back to the water from the banks. The huge spectator attendances are attributed to the fact that the miles of shoreline allows (Turn To Page 34)

SO YOU WANT TO RACE AN OUTBOARD? WELL, HERE'S

HOW TO GO JUMP IN A LAKE

BY BLAKE GILPIN

THIS ARTICLE must—by necessity of subject matter—have an autobiographical tinge. I have good reasons for this soul-baring state of affairs. If you were to go up to an outboard racer in the pits and ask him how to start racing, he'd tell you, "Just go ahead and race." Now, what's helpful about that? What's more, if that were all I had to say, BOAT SPORT wouldn't print the article. Therefore, I shall tell you how it was with me.

Learning to drive an outboard hydroplane (my media) is different from learning to drive any other sort of motor conveyance. You have, after all, ridden in cars, in planes and on motorcycles. Furthermore, should you desire to learn to drive, fly or ride one of these on your own, someone can go along with you or at least, in the case of the cycle, stand along side and tell you how to operate the throttle, shift and balance while you get the feel in a stationary position. Not so a hydroplane. You must literally go jump in the lake and take off, all by yourself. You can't do it slowly and carefully, or you foul your plugs at best, or burn your pistons at worst.

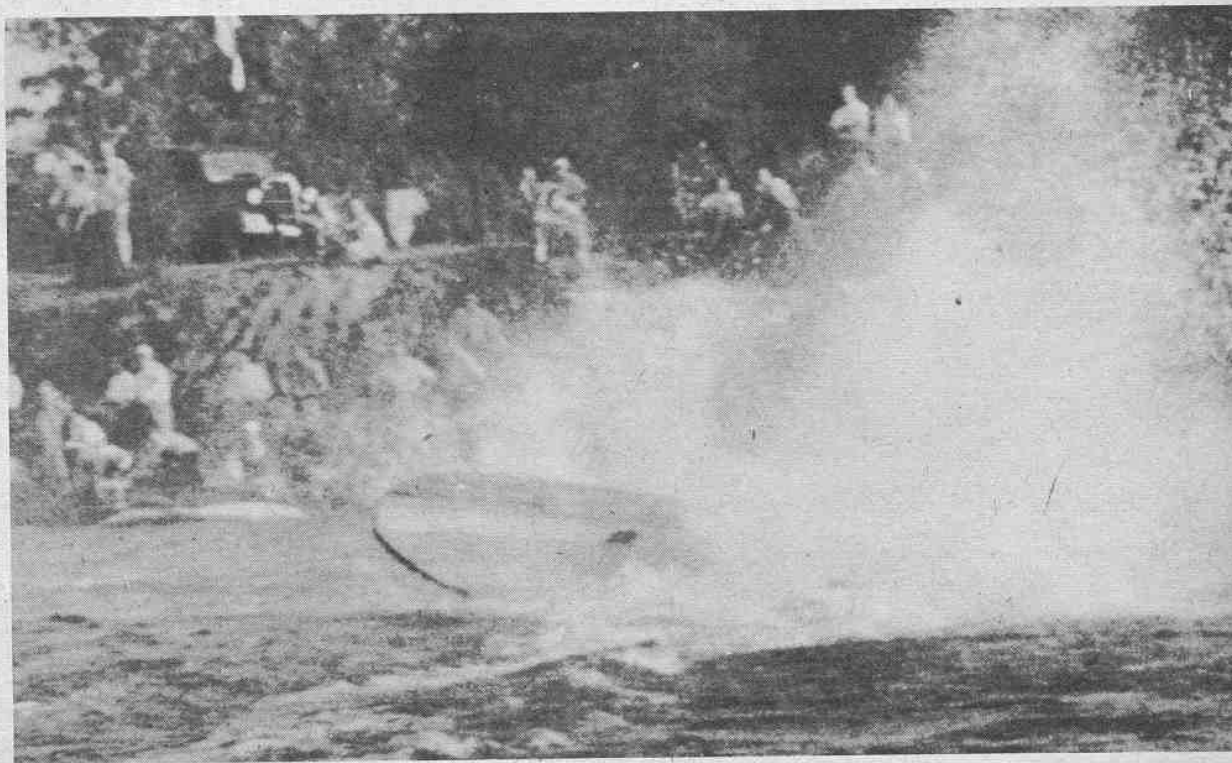
The first time I climbed into my Class A job, my head was spinning with bits of advice about how to adjust the needle, how far to advance the spark, how to lean when turning and how to get back and down on the straightaway. After a few suspense-filled pulls on the rope, the motor revved and with it I scrambled awkwardly and frantically around to get my hands on the wheel. I got one foot caught in the wrong chock and couldn't get it out and also found I apparently was not equipped with enough hands. I needed one for the throttle, one for the wheel and one to wind up the starting rope and put it somewhere.

Later on I learned that all is not so frantic as it seems. You can leave the throttle locked, hold the wheel with your knees, push the bow down with one hand while you pocket the starting rope with the other. Simple!

My first ride went off uneventfully and nervously enough and aside from the fact that I threw a gear tooth through my brand new lower unit (no fault of the driver), everything clicked.

But then I learned point two in the instruction program of a would-be hydroplane racer. You are not allowed to practice. This I believe also makes this sport unique from any other. It seems that when a mechanic (be it the driver himself or a friend) has spent his life's blood and free evenings perfecting an engine, you are not allowed to go out and flip it, stick it or burn it up just for the sake of a ridiculous idea like learning to drive.

So my boat was put in mothballs until my first race. There I learned point three. There's always something your instructors forget to tell. Oh, they're strong on the fine points, like, how to pass or how to keep from being passed, but, the fundamentals. . . . Well, I started out on a river that was trying to make like the ocean with the parting words ringing in my ears, "Don't quarter your waves!" (That is, don't turn sideways to waves.) I nearly found the mouth of the river before I could figure out how to turn around without at some point turning myself sideways to the waves. (Turn To Page 31)



Whoops! There she goes, up and over! Flips happen sooner or later to every hydro driver. You shouldn't let them dampen your spirits.



The 225s (now 266s) in a racing start during the great, record-breaking 1951 regatta on Salton Sea. Sawyer, second from left, won the event.

PAUL SAWYER, the 1951 King of the 266 cubic inch hydroplane drivers and currently America's number one Speedboat Ambassador, has, for the second year in a row, been racing in Europe.

With a rebuilt, lighter, yet much stronger hull than the one in which he raced to such outstanding triumphs last year, both abroad and at Salton Sea, Paul and Erminie put "Alter Ego" aboard the SS "Homeland" and on May 16th sailed from New York.

Primarily, Paul was accepting the invitation of the Federazione Italiana Motonautica to compete in three championship Italian races: at Trieste, Milan and, for the UIM-assigned world championship for the 450 kilogram class (91 c.i. motor with supercharger or 274 c.i. without) at Turin, Italy, during June and July. (Editorial note: Paul Sawyer won each of the three European events he entered last year.)

If the Continental schedule of some eight races, ending Sept. 21st at Como, Italy, and including action all over Europe, proves interesting enough, and everything goes well, Sawyer was of a mind when he left for Europe, to make the entire big Continental circuit.

Sawyer's entry and victory in one or all of the events will be important for the sake of our own national prestige in racing. Like 99.44% of all pure speedboat racers, the Rochester, N. Y. and Long Beach, Calif. veteran of both the outboard and inboard wars, races to win. This unofficial ambassadorship, as it proved last year when Paul won three major

events in Switzerland and Italy, was a splendid thing for international relations—and best of all, handled by a worthy representative of the U. S.

Difficult to realize are the problems which confront an alien in a strange land where speech is carried on through an interpreter; where you don't get parts when they break; where you do your own work and plenty of it, and where your opposition—grand sportsmen though all of the king-pins of Europe's racing world proved to be—is as intent on victory as you are. And it isn't easy to brush off such drivers as Selva, Delacour and Castoldi, with motors and hulls not much different from our own three-pointers.

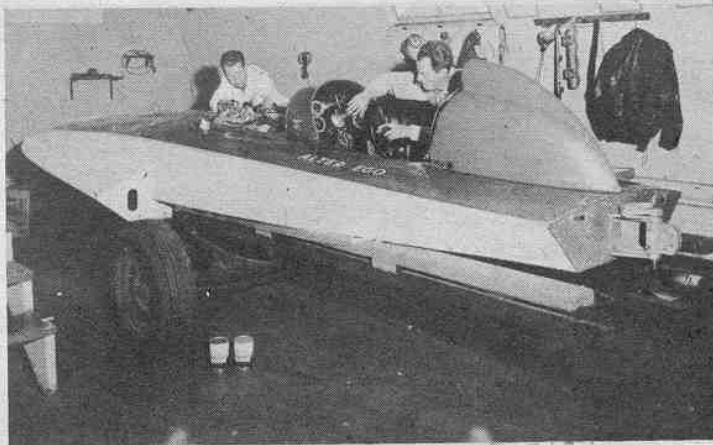
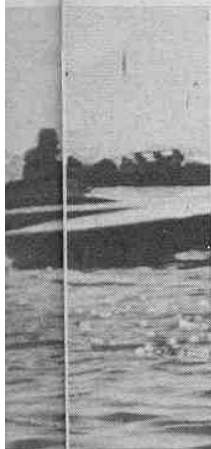
When an American, racing alone, wallops his opposition in Europe, even in one race-meet, he's sure hoed a row for himself!

So Sawyer this time, took along with him, one hull and two identical 266 c.i. Mercury engines. Each is built to set right in "Alter Ego", lined with the propeller shaft, ready to bolt to the hull. Added: spare foot throttle, steering cable, pulleys, struts, rudder, propeller shaft and rudder racket—at least two of everything breakable.

The lines of the hull appear the same as the original "Alter Ego". There have been no frame changes, but many successive and continuing modifications in shape and structure: bottom, sponsons, struts and body work have been accomplished.

In view of the longer European races (about 15 miles with





Sawyer at the revised control panel of his boat, "Alter Ego", and his right bower, Dwight "Whitey" Clayton at Smith & Jones Speed Shop in Long Beach.



Sawyer and Ezio Selva of Milan, whom Sawyer classed as one of his top rivals for racing honors.

usual lap $1\frac{1}{4}$ miles), and the need for greater stability than is built into boats for our 5-mile American courses with $2\frac{1}{2}$ mile laps, the entire hull rebuilding effort was to make the boat lighter, steadier for the tighter turns, and stronger.

Sawyer replaced wood screws with aircraft nuts and bolts—heavier, but it allowed taking away much unnecessary material. "There is no point in having a boat rigidly strong in one spot and weak in another. It must be flexible throughout. To achieve this was our main endeavor," he said.

Contrariwise, the Europe-bound "Alter Ego" had a rugged transom of $\frac{3}{4}$ " oak. As Sawyer said, "That point must be strong. Last year the old one failed and we broke our strut bracing. One broke in Italy and I replaced it. Then both struts broke in Switzerland. I doubt if they'd do that in one, or even two of our 5-mile heats, but in those 15-milers. . . ."

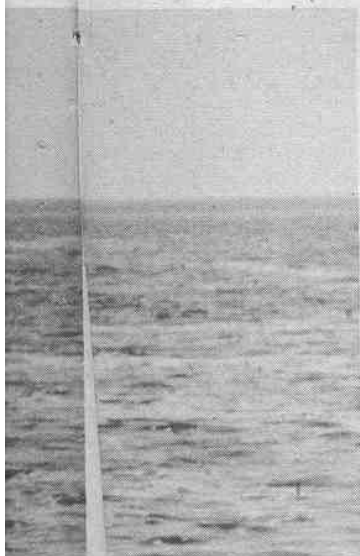
The American Speedboat Ambassador will doubtless have raced, and successfully, by now. When he returns there will be, say, the Salton Sea in November if the swelling desert sea hasn't bulged over into the Pacific Ocean by then.

Paul Sawyer took a lighter, but huskier boat abroad to handle what is, at an average, tougher competition (per course and event, that is) than ours. He also faces greater competition in the 266 class than he has yet faced at home. No doubt about it, what he does in Europe and again on his return to the United States will provide an interesting comparison of racing on two Continents when the "Hot Stove League" sweats it out again this coming winter. (End)

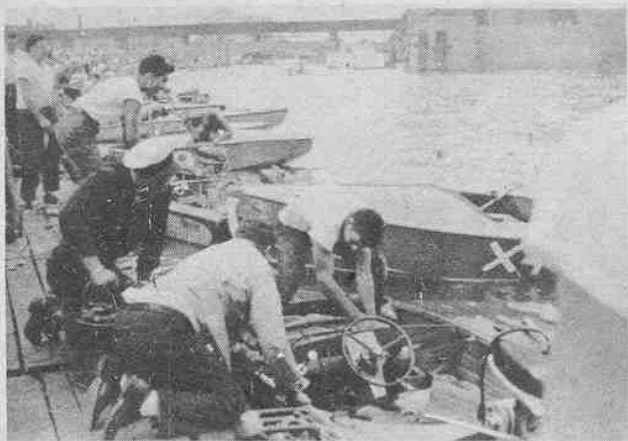
PAUL SAWYER

SPEEDBOAT AMBASSADOR

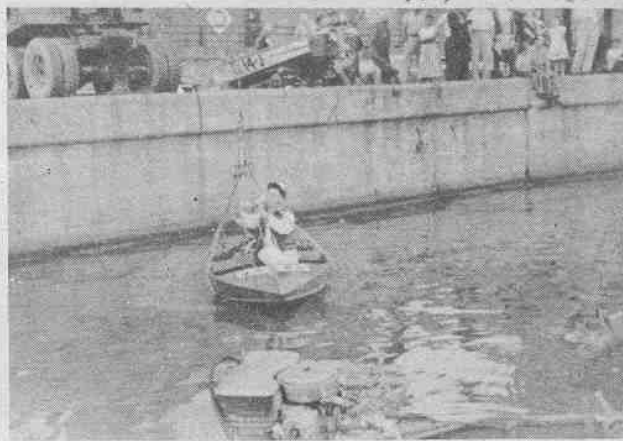
THE "HOT STOVE LEAGUE" WILL HAVE A LOT TO TALK ABOUT THIS WINTER IN COMPARING WHAT SAWYER DID IN EUROPE AND WHAT HE DOES ON HIS RETURN TO THE U. S. . . .



(Photo at far left): With his Hallett designed hull changed to gain added strength with less weight, Sawyer is shown as he ran "Alter Ego" in a mile trial run on Salton Sea. Sawyer is tackling Europe's speedboat aces during his second Continental speedboating invasion in spring and summer of 1952. (Photo at immediate left): Sawyer holding Arthur L. Bobrick Silver Trophy. His record of 120.085 m.p.h. in "Alter Ego" earned second inscription on this trophy for fastest time on Salton Sea. First winner, Guy Lombardo, turned a spray-churning 119 m.p.h. in his Allison-powered "Tempo VI".



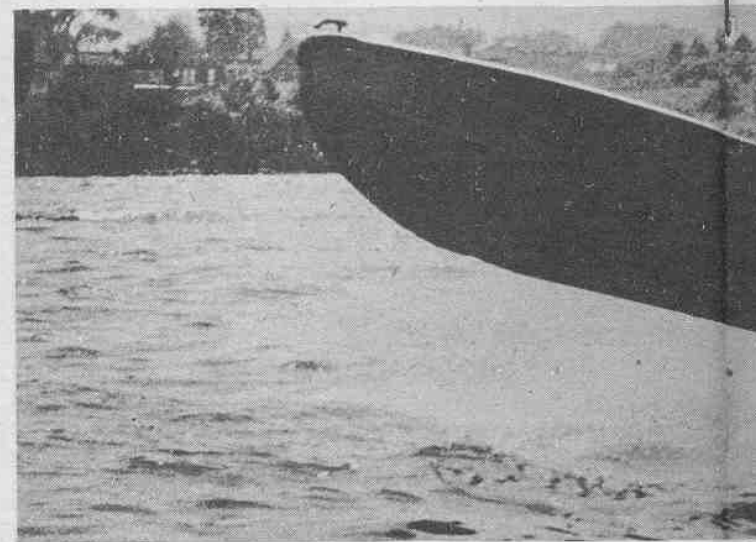
Pit crews busily make final checks of equipment. The old saying, "If I don't have enough, I have plenty," often leads to grief. A carefully prepared check-off list should be in every tool kit.



In the water at last, the driver is here unfastening the crane's sling. Most racers start but occasionally months of planning come to naught when balky engines refuse to cough into needed action.



It's frequently rainy and cold on race day and drivers huddle in their foul-weather outfits. But fair or foul, the ride is a wet one. In center foreground is veteran Hudson marathoner, Larry Teal.



130 miles of high bounding antics like this take plenty out of both drivers and boats. Bob Stout was airborne in this way during better part of 1949 race; in 1950 he won in Class BU at 31 m.p.h.

ABOUT THE TIME this issue of **BOAT SPORT** is published, the twentieth running of the Albany-New York Outboard Marathon will have proved too rugged for a major number of its contestants. Originally inaugurated in 1928 for racing motors, in post-war years the event has shifted over to service utility classes.

In 1951, for the first time since 1932, the Hudson River waters were calm as a mill pond and gave little pounding problems to the competitors. Even so, only 128 of the 205 starters reached the finish line. What happened to some of the non-finishers may serve as tips for the inexperienced who plan to give this or other marathon events a try.

In Class A, which last year was won by Martin O'Neill of East Rockaway, N. Y., in a Mercury powered Curtis Craft at 33.2 m.p.h., eight of thirteen drivers finished. Ignition failures accounted for two of the non-finishers, with a sheered flywheel key proving another failure.

Ronald Zuback of Morgan, N. J., helmed a Sid-Craft at 38.8 m.p.h. for the approximately 130 mile distance with a Mercury Class B job as a power plant. Zuback led in thirty-four drivers in his class. Twenty-two others started the event but did not finish.

One driver, G. Brinton Jack III of South Salem, N. Y., hit a pleasure boat wake and turned over at the start. Larry Reber of Reading, Pa., had the bottom planking of his boat split. He foundered at Kingston. Elmer Tuttle of East Northport, N. Y., shook the bottom loose on his boat and sank at Peekskill. But the principal causes of failure in the class were burst gas tanks and torn-loose auxiliary fuel tanks.

In Class C, Vince Sundquist of Ocean-side, N. Y., in his home-made hull, powered by an Evinrude, copped the C event from seventeen finishers at 35.7 m.p.h. Nineteen others failed to finish.

Byron Shannon of Audubon, N. J., led the class C's to Esopus Meadows

where he ran aground on a grass flat. After re-starting, veteran Shannon went out at Poughkeepsie with magneto trouble. In this higher cubic inch class, stick-ups from overheating and burned pistons prevailed.

Among the Class D's, Bill Hemenway of Camden, Me., with a Class D Mercury on a Hemenway boat led home sixteen finishers in his class at an average of 42.4 m.p.h.

Most unique experience in this class occurred to veteran outboarder Vic Scott of Levittown, N. Y., winner of the event in 1947 and 1949. That Scott was able to finish fourth in Class D was amazing. A few miles south of Poughkeepsie (roughly the midway point) Scott hit the wake of a cabin cruiser. He was thrown so hard from his Raveau hull and seemingly was so set on not being tossed even with the impact of a 4' swell that he ripped the safety throttle right out of the boat. His boat roared on wide open and finally crashed into the

In This Oldest of the Outboard Marathons, Rough Water, Driftwood and Mechanical Failures Give the Racers a Lot of Trouble and Provide the Spectators With Many a Thrill.

ALBANY—NEW YORK

130 MILE MARATHON

Thanks are due the roving cameramen of Socony-Vacuum for securing most of these interesting pictures of pre-race activity in 1951. Photos of Larry Teal and Bob Stout taken by Hank Wieand Bowman.



(Right) Coast Guard cutter in background is one of many such craft that patrol entire length of course and offer tow and rescue service to the hapless, and blankets and coffee to those who flip.

(Right, below) Helmets and life jackets are musts. Most drivers buy revamped miners' helmets for under \$5.00, but real crash helmet with ear and neck protection is worth \$15.00 difference in price.

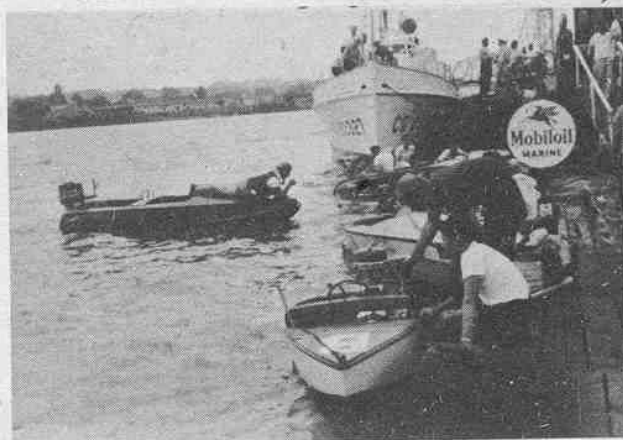
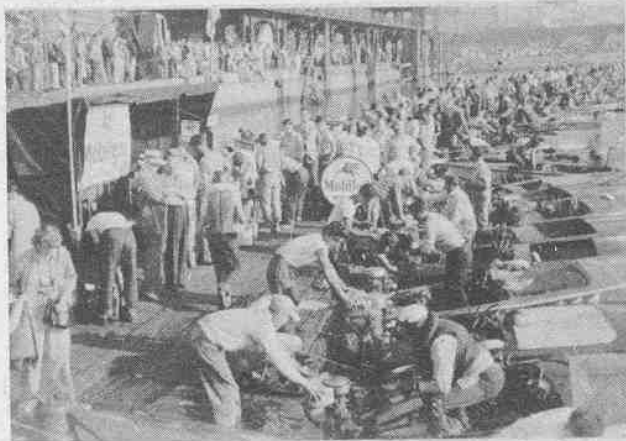
west bank of the Hudson, bounding three or four boat lengths over jagged boulders. Scott was picked up by a patrol boat, taken over to his presumably demolished craft and amazingly found that the only damage suffered was a torn-off fin. Scott lost more than twenty minutes during his dunking and the jury rig repairs to his boat. Without that time loss, it is highly probable that Scott would have checked up his third victory.

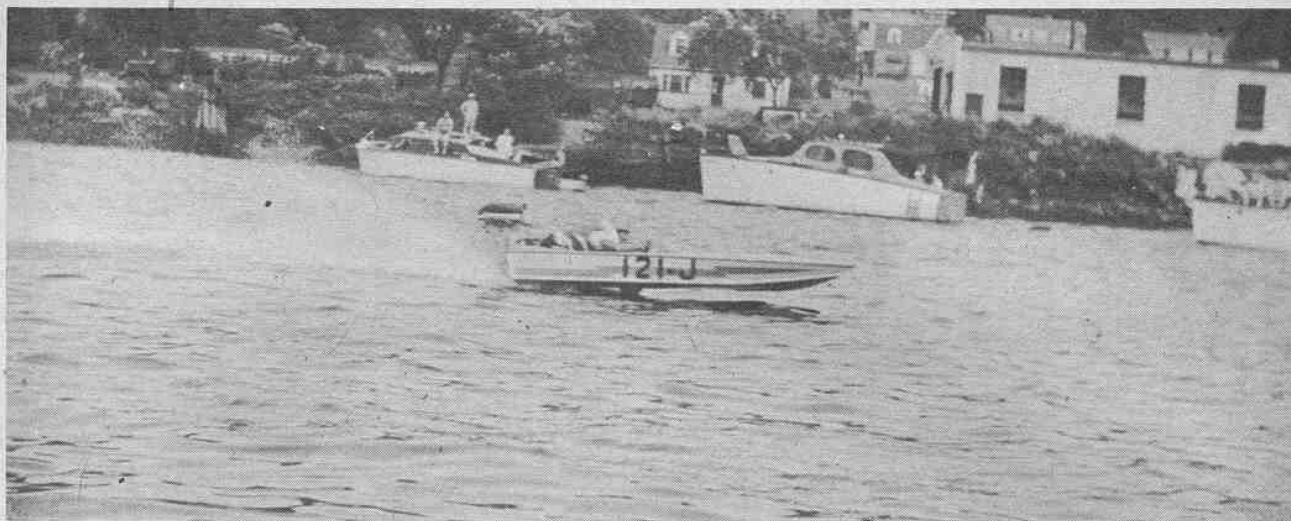
In Class F, Al Zolko of La Grangeville, N. Y., won the event at an amazing average of 42.8 m.p.h. Roughest treatment in Class F occurred to Ralph Rankin of City Island, N. Y., who struck a log about fourteen miles below Albany and had his boat break completely in two.

BOAT SPORT's vote for the standout performance in the race goes to the Sweeny family, of Jackson Heights, N. Y. Mrs. Helen Sweeny drove a Class F Evinrude on a Mayer boat (Turn To Page 33)

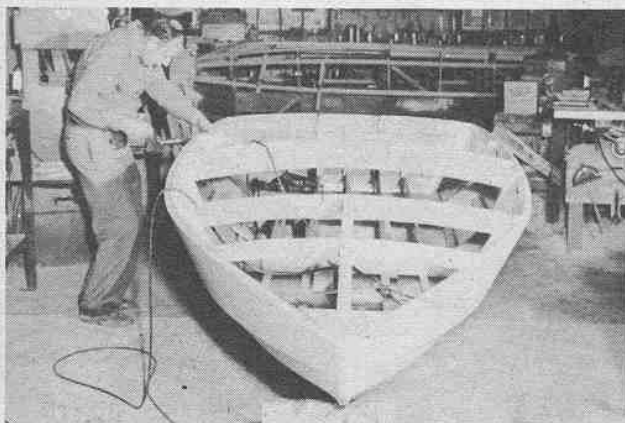
Boat Sport

(Below) In final hour before starting time, officials, spectators and crews jam floats and piers to see colorful send-off. Surprisingly few boats tangle in wild melee to lead pack down first mile.

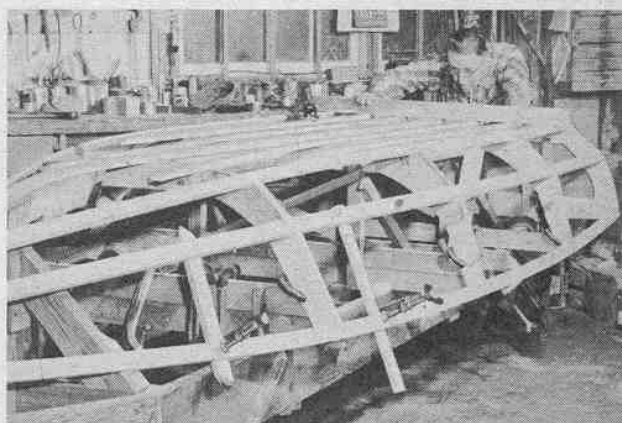




With no one in sight John DeMarco wins easily with his Sid-Craft BU at the 1951 Newark Yacht Club Annual Regatta. Note the small amount of wetted surface. Because of the extensive checking and finishing of planing surface Sid-Craft has less than 6" wetted surface on water.



Sid's partner, Mickey Starego, countersinks a wood screw with a specially designed bit to prevent wood from splitting. The cowl has crown of 4 inches and is kept as low as possible to decrease wind resistance. The Sid-Craft steering wheel is placed 6 in. aft-amidship.



Sid Urytzki checks the bottom of one of his Sid-Craft utility runabouts for discrepancies. Planing surface should be as near perfectly flat as possible to give less wetted surface when waterborne for additional speed of Sid-Craft. Note plywood lamination on frames for added strength.

STARTING IN THE middle of May and running up until late fall, thrills and spills are to be had every weekend on almost every river, lake, canal or pond big enough to sit a boat in the water and turn it around. The boats range from \$100 hopped-up home-made runabouts to \$1000 custom-designed rigs in all six classes of stocks from JU to FU. The participants are young brothers, sisters, fathers, mothers and sometimes even great grandparents. There's room for everyone with a love for speed on the Outboard Utility Circuit.

In the past five years stock outboard racing has hit the nation like a storm or rather a tidal wave. The low cost of rigs and the excitement of competition has taken the weekend fisherman and joy riders from the quiet serene settings of Sunday outings to the high-pitched screaming whine of the races. Prizes don't exactly line stock racers' pockets with gold but the idea and hope of winning a trophy, a basket of groceries or the honor of winning just to be able to brag to the boys at the club, or the neighbor woman across the fence, is incentive enough.

Don't let the small brother and great grandmother routine fool you though... the competition is plenty keen. With nearly every class record set at 40 m.p.h. and above, which is really traveling on choppy waters in an outboard runabout or stockboat, possible speeds offer a real test of skill and nerve.

But taking nothing from the finesse and intestinal investiture of the drivers, the boats themselves and their design are main factors in winning outboard races. Just the right hull alterations can add that extra needed speed to push across for the checker in front of the pack.

One of the outstanding boats in outboard competition today is the Sid-Craft. These boats the past two years have set two national records and more than a half-dozen State and local records as well.

What's so great about that? The answer is simply that in 1950 and 1951 when the records were set, not more than 100 Sid-Craft outboard runabouts were in competition.

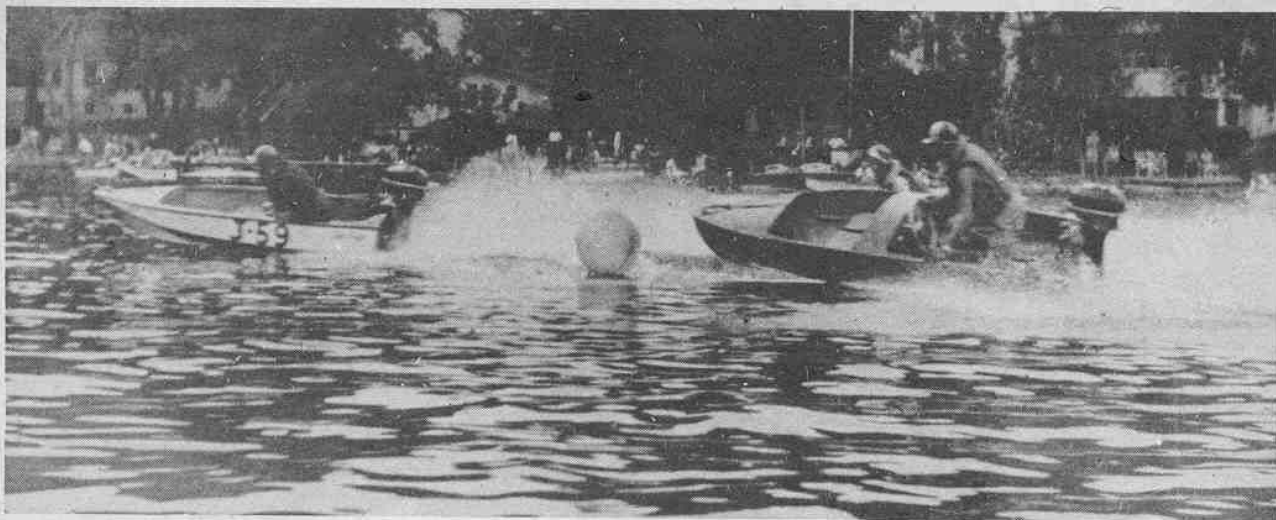
Sid-Craft utility runabouts are built entirely by hand from stem to stern by partners Seman (Sid) Urytzki and

Michael (Mickey) Starego of New Brunswick, N. J. Starting out as outboard stock drivers, trying to build themselves a rig with speed, stamina and guts, and using the motto "If you want it done properly—do it yourself," the partners have designed and built some of the world's fastest utility outboard runabouts.

Jim Coulbourn of Burlington, N. J., was driving a Sid-Craft Utility B at Lake Hollingsworth, Lakeland, Fla., when he broke his previous set national 5-mile competition record (also established with a Sid-Craft BU) by humming across the finishing line at a cool 43.545 m.p.h. A Sid-Craft Utility D was under Bob Stewart, at Fort Lauderdale, Fla., when he set the new national 5-mile straightaway record at 47.821 m.p.h. in 1951.

The main winning feature in the Sid-Craft design, the partners agree, is the bottom. Built entirely by hand with special attention given to the placement of each screw and each coat of paint, the result is a near perfect running surface. A one-piece straight-grained oak keel

(Turn To Page 29)

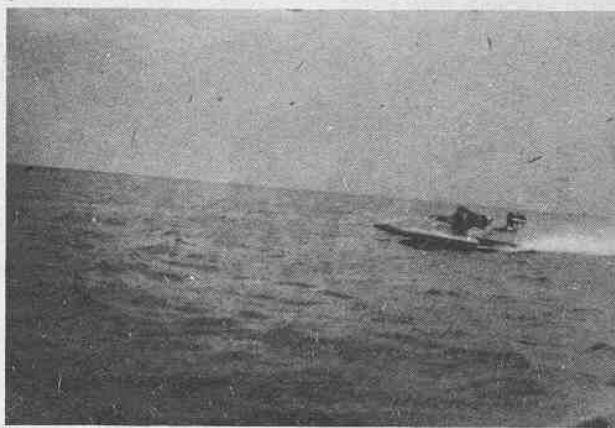


In the lead at the turn is Skippy Wetmore, 1949 high-pointer, New Jersey and Greenwood Lake; John Covals of Hasbrouck Heights, N. J., 1950 high-pointer, New Jersey and Greenwood Lake; Dick Towle, New Hope, Pa. '51 high-pointer in Del. River Yacht League. All own Sid-Craft.



(Left) Sid and Mickey's newly designed A-B hydro shows some of the unique alterations and additions. Note exceptional length of forward sponson. The craft weighs 100 lbs., is 10 ft. long with 5 ft. 6 in. beam.

(Below) Sid Urytzki skims across the water in his new prop-riding A-B just recently built. The trial runs of boat have proven highly successful.



(Below) Jim Coulbourn of Burling, N. J., screams across the surface at 43.541 m.p.h. in his Sid-Craft BU at Lake Hollingsworth, Lakeland, Fla.

SID-CRAFT WHIZ-CRAFT

By Bob Love

Sid and Mickey of New Brunswick,
N. J., Explain Major Features of
Their Record-breaking Stock Run-
abouts





She's a beauty! We mean the trim, light boat and streamlined Champion motor—not to mention her skipper, who is trim, light and streamlined enough to make any judge go overboard for her as Miss Outboard of 1952. Here's to the outboard-way of life!



Bulkhead seats, a regular feature of most aluminum boats, are filled with Styrofoam in this 12' Blue Star Warrior to give better flotation. Special rubberized sound-deadener applied over floor eliminates early problems of metal boats. Boat weighs 90 lbs.

1952 MAY WELL go down in outboard history as one of the very best years ever. From reports that we have received—and some of them are conflicting to a certain extent, coming as they do from various sections of the country—the general picture does not promise to be gloomy. Demand, of course, is terrific; everyone connected in anyway with the industry is well aware of this. The only question is: will there be enough materials and production space to turn out all the items required? So far, at least, material shortages do not loom up as a vital threat to the outboard industry. There is talk—as there always is—but it hasn't seemed to go beyond that point yet.

The over-all picture has to wait for future events to fully clarify it—but unless there is unforeseen trouble of much greater importance than is anticipated now we believe the great demand for boats, motors and equipment will in its greatest part be met fully and promptly. Some plants are doing a good deal of defense production work, but have scheduled their assembly lines so that except in rare cases their normal production has not suffered, and will not suffer greatly in the future unless there is a much greater increase in the ratio of such work to normal production.

One look at all the new lines being offered and the advancements in design and structure of both boats and motors will make anyone agree that the manufacturers certainly are not anticipating any real trouble along these lines.



Sixty thrills a minute! Glen Woolridge, famed white water navigator, bulldogs his way up the rough and rugged Rogue River in Oregon. With a Mercury 25 behind him he fought upstream for 120 miles through rapids and falls the experts said he couldn't run.



A forward-looking young man—and one sure to be going places from now on. The new Aquamatic Twist-Control of this Martin allows him to keep weather eye ahead. And with such a carefree cargo of comeliness who wouldn't want to keep a sharp lookout?

As to prices—well, some have been increased—and what hasn't these days?—while others have remained the same. We do not look for any marked advance during the season.

So, putting all that we've heard together, we're willing to go a little way out on a limb and make a "horse-back" guess of our own as to how things will stack up by the time the end of the year comes around. Remember, all bets are off if any real trouble comes up that makes for radical changes in production plans. Anyway, here we go:

National sales of boats and motors, gross—up by at least 17%; Prices—up not more than an average of 6%; so you can see that actual increase in unit-volume is estimated to be at least 11%.

Does this sound too much like economics? Maybe we better just pass on a few straws in the wind that have blown our way from the West Coast where dealers report an ever-increasing demand (population increasing too, of course) for all types of boats and motors; water sports very active; and, it seems, even Hollywood is going all out for outboards. Maybe some of the big stars have traded in their swank yachts. We also heard from a not-too-reliable source out there who claims he overheard a young starlet telling a friend the following: "My dear, I simply never have spent a cozier honeymoon in my life than on our new outboard cruiser. Just the two of us. No more eighty-two-and-a-half foot boats for me with all their requisite crews and formality." We doubt if

OUTDOORS WITH THE OUTBOARDS

(Below) Complete 1952 line of Scott-Atwater Shift motors passes in review (left to right): the 1-16, 5 hp. on a Larson 14' Senior Fisherman; 1-20, 7-1/2 hp. on an Alumacraft 14' model F; 1-25, 10 hp. on a 14' 54-TVT Thompson runabout; 1-30 16 hp. on 12 ft. Wagemaker.



people really talk that way—but we're passing it on for all it's worth.

So you can see—despite what some wise-half-acres say—that happy (outboarding) days are really here to stay. And we mean it!

OUTBOARDS IN THE NEWS

AGAIN, as in every major flood in the past quarter-century, outboard motors played a heroic part in the fight against the rising waters this spring throughout the Midwest. All owners of boats answered the emergency call and without their help the tragedy would have been much greater. Outboards carried families from their flooded homes, brought in medical supplies and foods, carried victims to rescue stations and hospitals. Some water cowboys saved great numbers of livestock, holding up the heads of foundering cattle and "steering" them to higher ground.

Outboard motorboats have long been the perfect boats for emergency flood conditions. They can operate successfully in shallow water and in the debris-filled waters of a runaway river, and they can be quickly and easily transported across country to the places where they are next needed. Under the almost unbearable conditions of the great flood, working around the clock and in all kinds of weather, these men and their boats and motors stood up against incredible odds. Our hat is off to the brave skippers of the "Missouri Fleet"!

WHAT ARE CHANCES OF GETTING THE BOAT
AND MOTOR YOU WANT THIS YEAR? WILL
MATERIAL SHORTAGES CUT INTO PRODUCTION?
HOW ABOUT PRICES?

By Dick Van Benschoten

BOAT NOTES

FROM up in North Bay, Ontario, we've heard that the Nipissing Boat Company, makers of all-cedar-strip construction round-bottom boats, has added two 18' models to their line. We've always loved the names of their boats: the Kipawa, Chaudiere, Manitou, Algoma, and the two new '52 entrants are no exception. They're named the Moosonee and the Temagami.

General Marine Company, St. Joseph, Mo., who make the Speedliners, now have both 13' and 14' kit boats available in either fir or mahogany plywood.

Chetek Boat Corp., Chetek, Wisconsin, announces a new exclusive flared transom design on their new Great Laker model, a 16' boat built to take the pounding of heavy water while being pushed along by the new 25 hp. motors.

Old Town Canoe Company, Old Town, Maine, has made a few changes in the extras on some of its larger models. The Sea Models and Oceanboats now have full-length spray rails.

Feather Craft, Inc., Atlanta, Ga., lists their new 15' Chief, all-aluminum utility boat that seats five. We also pass along the following maintenance instructions for aluminum boats, taken from their catalog: For occasional use of unpainted boats in salt water, wash thoroughly with fresh water after use; for unattended or continuous use in salt water or contaminated fresh water the aluminum hull should be painted according to these instructions—clean with a solution of phosphoric acid and organic solvents; or as an alternative, thoroughly roughen surface with No. "0" sandpaper and clean with painters' naphtha; then apply (1) two coats of zinc chromate primer and (2) one coat marine grade enamel. (Where boat is subject to marine fouling use only anti-fouling paint).

MOTOR BRIEFS

SPEAKING of salt water, if you're planning on taking your motor along with you to the beach this summer don't forget the simple rules: (1) take motor off boat as soon as you get in and wash off outside with fresh water to remove all salt spray; then (2) put motor in a barrel of fresh water and run for about three minutes—if yours (Turn to Page 31)

BUILD IT

FROM A KIT

FACTS ABOUT BOATS YOU CAN BUILD FROM PREFABRICATED KITS

By Bill Effinger

BUILDING A BOAT from a prefabricated construction kit isn't new. But up to a few years ago only a comparatively few of these boats were built at home—now, tens of thousands are being constructed every year. For generations, boat building was a craft that required skills handed down from father to son. Now, due to the development of superior plywoods and new, simpler methods of construction, it is possible to assemble a boat without previous experience and without outside help. Boats can be assembled without steam bending of woods and the individual cutting and shaping of planking. Although plywood kit boats, in general, cannot have the compound curves of planked hulls, the latest methods of lofting permit the use of pleasing lines that are both seaworthy and efficient.

In this article BOAT SPORT introduces you to a number of leading manufacturers of kit boats and their products. You will note from the kit boat summary (See Page 30) that prices vary. From a careful survey of the market, your editors found that competition is keen and values comparative. Keep in mind that you are buying beam and freeboard as well as length. Check the hardware for material and quality; remember that solid brass hardware is essential around salt water. If you intend using your boat in rough waters, the heavier though slower type might be the better selection. Also remember that there are three grades of plywood: interior, exterior and marine. Always insist upon marine grade for planking.

Here are specifications on some of the leading boat builders kits, arranged alphabetically. The boats hereinafter described and pictured are inboards and outboards up to 32 feet in length. Write direct to the manufacturers for information, then, once you have selected the type of boat you want, and are within reach of a boat dealer who handles kits, visit him and see the actual kits he has on sale. If you can't see the boat kit you want, ask the manufacturer for the names of customers in your locality who have built the model in which you are

interested. Fellow kit builders can give you helpful hints about the boat you are planning to assemble.

BAY CITY BOATS, INC.

BAY CITY BOATS, INC., 304 State St., Bay City, Mich., is the oldest in the business—founded in 1905. They have been continually concerned with the prefabrication of power and sailboats ranging in size from 17 to 90 feet. Their boats are completely assembled, then disassembled and crated at the factory before shipping, to assure successful home building. Their boats come in cabin styles with either plywood or mahogany planking, and all are inboard-powered. Kits are sold in sections to reduce the initial financial outlay. Of interest—and pictured here—is their Model 1620 Express Cruiser that will do up to 40 m.p.h. It is a 20-foot boat with full 5 feet of headroom in the cabin. Speeds range from 14 to 40 m.p.h., depending on power plant. A complete catalog is available at 25c. All Bay City boats are sold direct to the customer only.

CHAMPION BOATS

CHAMPION BOATS, 1524 West 15th St., Long Beach, Cal., are designed exclusively for racing and comply with current hull requirements of the American Power Boat Ass'n. At present, kits are available for outboard hulls only. They can supply all the necessary hardware. Recently they have started appointing dealers. Their catalog is available at 25c and they'll be glad to give you the name of their nearest dealer. Shown here is Champion's CD Utility. Low "V" and 30 degree non-trip chines give correct balance to a boat capable of carrying four people comfortably.

CHRIS-CRAFT

CHRIS-CRAFT CORP., Algonac, Mich., is the world's largest builder of motor boats. With its complete national sales organization, it is easy to see and examine a Chris-Craft at a local or nearby dealer. They are currently building the 12-foot Chris-Craft runabout shown here. It is small enough for car-top travel and

big enough to handle outboard power. The Chris-Craft line runs from an 8-foot Pram to a 31-foot Express Cruiser. A free circular may be had by writing to the manufacturer.

OZARKA, INC.

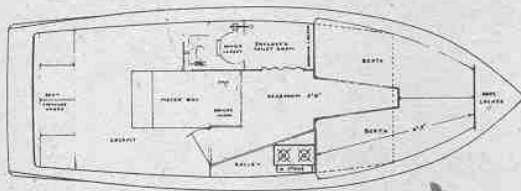
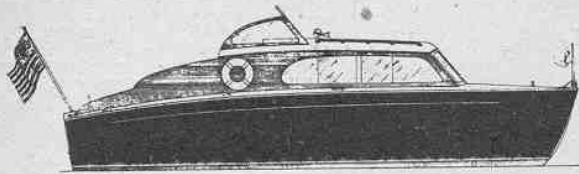
OZARKA, INC., Washington and Borden Sts., Woodstock, Ill., limits its line of boats to outboards and outboard-powered rowboats. Their boats have many interesting construction features, particularly the laminated ribs and stems. The Ozarka stem is laminated with eighteen layers of oak veneer and, according to the manufacturer, is four times as strong as solid wood construction. The Ozarka boat shown here is the "Atomite". It is a deluxe 10-foot racing hydroplane with laminated rib and stern construction. They admit that their boats are not the lowest possible in price, but contend that they are economically priced for the type of construction and quality of materials. A catalog is available on request.

ROBERTS INDUSTRIES, INC.

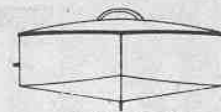
ROBERTS INDUSTRIES, INC., Branford, Conn., has a line of kit boats ranging from the "Sea Shell" to the new 18-foot "Weekender", an express cruiser. The "Sea Shell" is their most popular kit boat to date, with over 22,000 in service. At the other end of the line, the "Weekender" offers two full-length bunks, toilet and galley facilities—all in an 18-foot cruiser. The balance of their line includes prams, racers, runabouts and skiffs. Their kit boats do not need a level floor or platform for building. They carry an unconditional guarantee as to quality of materials and workmanship. Their "Super-Rocket", pictured here, with 10-foot speed hull, has been clocked at 46 m.p.h., powered by a Mercury 10 hp. racing motor. Catalog can be obtained from the manufacturer or any Roberts' dealer.

U-MAK-IT PRODUCTS

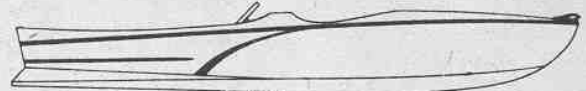
U-MAK-IT PRODUCTS, 701-725 Whittier St. Bronx 59, New York, N. Y., was
(Turn to Page 31 for conclusion of this article.
See BOAT SPORT's Kit boat summary Page 30.)



Bay City's Model 1620 Express Cruiser.



TOP VIEW



OUTBOARD PROFILE VIEW

Champion Boat's Class CD Utility.



12-Foot Chris-Craft Runabout.



Ozarka's "Atomite."



Roberts "Super-Rocket."



U-Mak-It's "Flying Cloud V116."



Gulf Oil's new hypoid type gear lubricant protects gears from rust corrosion; it is been designed for use in fresh or salt water.

what's

NEWS

MAGNAFLUX INSPECTION

Cleveland Hone & Mfg. Co., 8816 Harkness Rd., Cleveland 6, Ohio, offer an invaluable service to the outboard racing driver. If you have flipped your engine, subjected it to exceptional strains, and want to be sure no unseen cracks, metal fatigue, or defects exist, connecting rods can be given a magnaflux inspection for \$1 each; crankshafts at two bucks a throw; cylinders \$2 for singles and \$3 for double bore blocks. Rod reconditioning for bent and damaged rods, \$4 a rod complete with magnaflux.

PISTON SERVICE

Pistons for Crosley 48 C.I. Class inboards (fabricated or Hot Shot blocks) semi-finished, \$5.50; finished, \$6.00 each. Outboard classes A, B, C, F, Service C and short rod pumper, *Lo-Ex* aluminum racing pistons finished to specifications, ring grooves cut and pinned, \$5.25 each. For more information write to Turner Piston Company, 8355 Wilcox Avenue, Bell, Calif.

OUTBOARD GEAR LUBRICANT

Gulf Oil Corp. has introduced the new hypoid type gear lubricant pictured above. This new lubricant protects gears from rust corrosion, is designed for use in fresh or salt water, will not foam . . . and comes in the new easy pour spout illustrated. The lubricant is especially designed for outboard motor underwater gears.

HARD CHROME PLATING

Westerman Jones, 1 Yale Avenue, Claymont, Del., who has established an excellent reputation for outboard racing

motor grinding and hard chroming, announces that he has expanded his chrome and grinding service to include work for Mercury "10" owners. Jones', and any good chroming, will help eliminate cylinder wall wear, minimize ring and piston wear. Cost to the Mercury owners will be in the neighborhood of \$60 for the pair of blocks . . . costly but worthwhile. Jones is also marketing a new Class C outboard racing motor cylinder replacement for PR Johnson blocks. The block will also fit Evinrude racing model 6042.

ELECTRIC TACHOMETER

Stewart-Warner, 1826 Diversey Pkwy., Chicago 14, has introduced the new electric tachometer pictured here, which looks like a good bet for inboard racers as it gives engine r.p.m.s up to 4500 with no lag or over-run.

OUTBOARD RACING PARTS

Randolph Hubbell, 3222 N. Rosemead Blvd., Rosemead, Calif., handler of the world's largest stock of outboard racing motors and parts, carries a complete line of replacement items for the Evinrude Midgets, Class A Johnson KR's, Class B Johnson SR's, Class C Johnson PR's, Class F Evinrude 4-60's, 50 h.p., and P-500 pumper Evinrude and Elto Speeditwin Service Cs, Johnson P-50 Service C racing, Johnson PO Service C racing as well as the Hubbell Class B model B-50 racing engine complete and the Hubbell C racing engine complete. Hubbell parts have been proved in action to be consistently good. Of interest, too, to the newcomer to the outboard racing game, Hubbell also carries some second hand racing equipment.

AID FOR MARATHON RACERS

The Nautical Slide Rule pictured here is available from Weems System of Navigation, Annapolis, Md., at \$3.00. The gadget is so simple it takes no navigational skill or knowledge to operate. It offers a quick solution to speed-time-distance problems. Speed is given in knots so that 15% should be added to translate nautical miles into m.p.h.

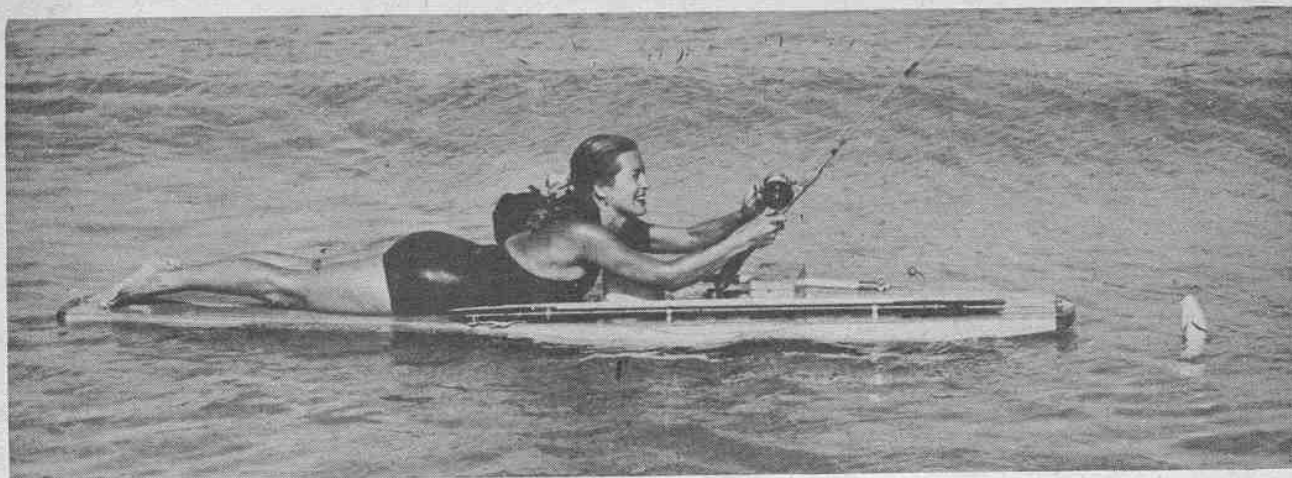
AQUA-CLEAR FEEDERS

Worried about rust corrosion and clogging of outboard water-cooled passages with scale due to mineral deposits? The Aqua-Clear Feeder is easily attachable to the side of any outboard motor and offers a solution. The kit, costing \$14.95 complete, is filled with approximately one pound of Aqua-Clear crystals claimed to be sufficient for one year's operation. For additional information on this item, write Sudbury Laboratory, South Sudbury, Mass.

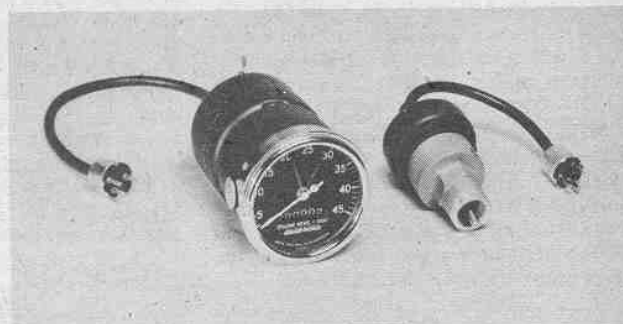
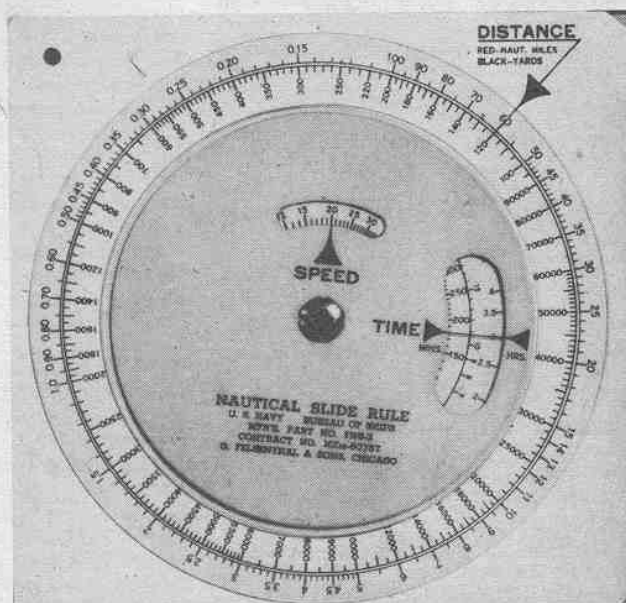
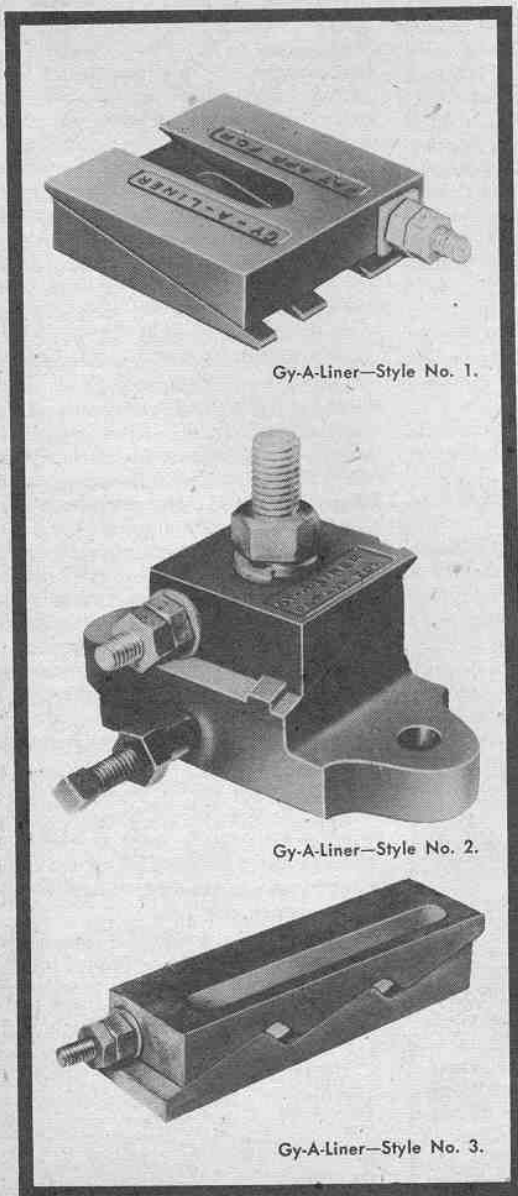
THE ROMILLY REEFER

Designed for the water sportsman is this new 9' by 27" sea going floating raft. Ideal for the spear fisherman, the reefer comes equipped with a foam rubber mounted plexiglass window which permits underwater inspection with no discomfort. Two stainless steel clamps on either side of the raft hold gaff, spear gun, paddle, etc. The passenger pictured here, however, is considered non-stock equipment. For information write Cabages and Kings, Worth Avenue, Palm Beach, Fla.

(Turn To Page 34)



(Above) Designed for fishing is this 9' by 2'7" Romilly Reefer.
(Right) Weems System of Navigation nautical slide rule aids racers.



(Above) For inboarders: Stewart-Warner's new electric tachometer.
(Below) Aqua-Clear Feeder helps prevent rust corrosion and clogging.



MAKE YOUR STOCK ENGINE A WINNER

(Continued from Page 5)

In the interest of safety the rules specifically state that no material may be drilled or removed from aluminum flywheels. Thus, if you balance the flywheel yourself, or take it to a balancing expert, be sure to specify that in order to compensate for off-balance, material may not be removed but counter weights may be added.

By contrast, in balancing the crankshaft, no material may be added, but material may be removed, provided minimum specified weights are maintained.

Complete piston, rod and wrist pin assembly may be balanced by first weighing each of the integral parts separately. By shifting combinations of wrist pin, rod and piston, you can obtain the closest possible weight balance by use of a pharmacist's scale. Finally, in order to attain complete balance, with a handy grinder, or by use of a file, remove sufficient material from the inside of the skirt of the piston in the heavier set of components until sufficient metal has been removed to balance these reciprocating parts.

CONSTANT attention to details wins races. A motor that consistently starts, and continues to run, obviously will score more frequently than the occasionally red hot but usually balkily performing engine. To trouble shoot your engine and to create a smooth functioning and reliable iron, check the following:

Inspect, by removing the cylinder blocks, the condition of the cylinder walls. If the walls are scored and you are racing modified stocks, rule specifications will permit up to .020" oversize bore so that a grind to remove scores up to the .020" limit is permissible. If you are racing stock utilities you have no alternative but to buy a new block.

Next, check the pistons for wear or scoring, usually noted across the ring lands. If pistons are worn or scored they must be replaced for peak performance. If they are in good condition and you still are losing compression, the cause may be worn or stuck rings.

Exhaust passages clogged with carbon not only restrict the flow of exhaust gases but also cause the engine to overheat. Hence all residual carbon should be carefully cleaned from the exhaust ports.

Leaking cylinder head gaskets are another frequent cause for compression loss and as a leaking head gasket can cause compressed gases to blow into the water jacket, restricting the normal flow of cooling water, this flaw can also prove to be another cause for the engine to overheat.

Excessively worn crankshaft journal bearings may cause loss of crankcase compression, which creates difficult and sometimes impossible starting conditions, as well as power loss.

Considerable interest in the foregoing has been expressed by Mercury owners, particularly by owners of the KE7 Lightning and KF7 Super "10". These models were equipped with four reed center mains while the later KG7 Super "10" Hurricane was equipped with an eight reed center main which offered a considerable increase in performance.

Owners of the KE7 and KF7 motors can install an eight reed center main, but—a word of caution. The Kiekhaefer Service Department explicitly warns that crankshafts from these earlier models cannot be used with the eight reed center main bearing. In the later KG7 model motors the distance between the two center crank cheeks of the crankshaft has been increased 1/16" giving a total of 1-15/32" clearance.

Some of the older style crankshafts have a small under cut on the ends of the crank cheek to provide clearance from the center main bearing push pins. On later models, this under cut is machined the full length of the crank cheek. The new model shaft, which is now a stock replacement, is suitable in either four reed or eight reed center main bearing jobs but *must* be used for the eight reed set-ups.

To obtain a benefit from the eight reed installation, the KG7 carburetor which has 1-5/16" rear opening is required. If there is a question as to the size of the rear opening, check the model num-

ber. For an eight reed installation Tillotson Model AJ-32A should be used rather than Tillotson AJ-29A or AJ-19A. It is recommended that in the event of a damaged reed, a complete new reed inlet valve set be installed in order that equal tension and uniform fuel distribution will result.

When installing reed valves, set them with no tension against the valve seat and not opened farther than .007". Reeds should never be bent in order to attain proper tension. Occasionally when a reed does not seat properly, it may be turned over and used as an opposite reed to attain the correct setting.

Under racing conditions J model Champion plugs are recommended, ranging from J6J (formerly the J10 Plug) to J3-2 with gasoline fuels, and standard factory compression ratios.

Another matter that should receive the Mercury stock motor owner's attention is the length of the driveshaft housing. Under most conditions, the short driveshaft housing has proved more efficient than the standard longer driveshaft housing for the Quicksilver unit assemblies used on Class A and B stock motors. The advantage of the shorter driveshaft housing, known as the "Hydro-Short" unit is the excellent performance it offers on the standard 14" racing boat transom without requiring the formerly necessary transom shimming to obtain proper performance. The "Hydro-Short" which is 2" shorter than the A-B Quicksilver lower unit, offers a lower center of gravity which drops the overall engine height by 2", offering better turning characteristics and lessened wind resistance.

As a tip to the owners of the A-B Quicksilver lower units, if you plan to buy one of the "Hydro-Short" conversion kits, check the serial number of your unit. If the serial number is lower than 10,000, to make the conversion a new pinion gear is required. The D "Hydro-Short" driveshaft housing is 3" shorter than the original D Quicksilver lower units and drivers who have shifted over to the shorter units have received considerable benefits in both boat balance and performance.

The Scintilla magneto used on the KE7, KF7 and KG7 Class B Mercurys are high tension crankshaft type magnetos that are highly dependable in performance, simple in design and light in weight. One of the most frequent problems, however, encountered by the outboard racer in starting difficulties is due to improper ignition.

To check for ignition problems, loosen the plugs so that the engine need not be pulled over against compression. Then with one lead grounded and the other held about 1/4" or slightly less from the plug terminal (and hold it by the insulation if you don't want to get a real jolt) spin the engine at normal cranking speed. If a hot, blue spark is noted jumping the gap, you have no trouble with that particular coil, condenser and breaker. Replace the high tension lead and repeat with the opposite one. If no spark is noted from

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CITY.....ZONE.....STATE.....

either or both the leads, check the contact breakers, more commonly called "points." Rotating the engine slowly until one set of breaker points is opened to its fullest extent, insert a feeler gauge. The recommended gap is .018". An elongated slot at one end of the breaker point assembly provides for shifting the breaker to obtain correct clearance. Pitted points may be effectively cleaned by drawing a strip of very fine sand paper (not emery) between the points, then cleaning with a strip of plain paper.

Be careful not to use paper on which there has been printing as the residue of graphite from the ink may cause short-circuiting. If cleaning and adjusting points does not cure the problem, then the coils and condensers on the non-functioning section of the plate must be checked. Ignition problems encountered at high speed usually are the result of faulty condensers. It is simpler to replace these inexpensive items than to pay to have them checked or worry along with weak ones.

In a later article possible modifications for added speed to the stock outboard engine will be covered. A final word of warning to the stock utility racer: all parts maintained as closely as possible to stock specifications will result in most reliable stock racing performance. Remember that the manufacturer has spent thousands of dollars in engineering research to provide the best combination of speed with dependability and reliability. (End)

BOAT HINTS

If you have ever fouled out on one cylinder on the course, killed your engine to make a quick plug change and then couldn't find your wrench or waterpump pliers this idea should be for you. Fancy holders usually make it difficult to break out the needed tools in a hurry, but unsecured tools have a way of drifting and bouncing up under the deck or finding their way to some other inaccessible location. An easy method to keep tools within the confines of the cockpit is to tack stucco screening from bottom battens and longitudinals to the strongbacks or deck coaming.

* * *

SID-CRAFT, WHIZ-CRAFT

(Continued from Page 20)

runs from stem to stern, thus eliminating joints and subsequently leaks. The steamed keel is bent into shape and held by clamps, when only half dry and still pliable so after it dries it will hold its shape.

Lateral ribs are made of white oak of the C and D Class and of spruce on the A and B Class (to keep weight down). Gussets of 5-ply plywood are solidly screwed and glued to the ribs.

"The stern of Sid-Craft also gets special attention," explained Sid Urytzki. "If the transom is not strong and durable it will pull apart at the seams when a high-powered motor is placed upon it, causing leaks at best and at worst a lost motor."

Stern plates are made of solid $\frac{3}{4}$ inch Honduras mahogany backed up and reinforced with $\frac{1}{2}$ inch white oak frames, and two plywood laminated knees. The transom depth is approximately $15\frac{1}{2}$ inches and can be shimmed or cut down to suit demands by individual owners.

All of these parts make up the basic framework of the hull, which is clamped into place on a "mould." Then six longitudinal stringers are placed six inches apart and glued onto the ribs with phenolic resin water-proof glue and monel screws. The longitudinal stringers are fastened into place with a special bit and countersink, made by the partners to give a tapering hole for the placement of wood screws without danger of splitting the wood. Sid then adds the master touch by checking and finishing the planing surface.

The non-trip chines are placed at a 35 degree angle. The angle of the chines and the depth, 14 inches forward to 12 inches aft in the Class A and 18 inches forward to 16 inches aft in the Class F, give an added safety feature.

After the longitudinal eye beams are checked for no possible deviations the mahogany planking is added to the bottom with fir planking placed on the sides. Two planks are used on the sides instead of one, with an alteration to the shape to give the boat more speed.

When the bottom and sides are in

place, the seams are filled with a special compound which when dried forms a latex rubber. This stretches or shrinks with the wood. When the hull is completed, smoothed and primed, a coat of varnish is first added, followed by four coats of Pettit's Boat Paint.

Sid Urytzki explains: "Each piece of wood has its own characteristics and irregularities and needs to be checked individually. This gives our boats better treatment than production-line boats."

Because of the carefully worked over flat bottom Sid-Craft has less than a six-inch wetted surface when waterborne. The less wetted surface the less skin friction, which adds extensively to the speed of the craft.

Owners of Sid-Craft, who have used the design to their advantage include: Ronald Zuback, Morgan, N. J., winner of the 1951 Albany to New York Marathon Class B; Joe Krupa, Hudson, N. Y., winner of Class BU 5 mile competition at the Knoxville, Tenn., Nationals; 1951 Metropolitan Class F Champion Augie Nigel; Bob Stout, Lambertville, N. J., 1950 Class B winner of the Albany to New York Marathon, and Richard Yarm, Brooklyn, N. Y., Class F Connecticut River Marathon 1951 winner.

The new A.P.B.A. ruling requiring a minimum of 10-foot length for 1953 has stretched Sid-Craft's 1952 models to a 10-foot length and a 53-inch beam for the A Class, compared to the $13\frac{1}{2}$ -inch length of the Class F with a 60-inch beam. Both Sid and Mickey give a nod in favor of the new A.P.B.A. ruling for utility outboard racing. They feel it not only offers added safety to the rigs but also places utility outboards back once again in their intended class. The past few years has seen a lot of utility runabout boats being skimmed down to a bare nothing, until they no longer should belong in the utility class.

Having achieved added successes to those mentioned above with runabout wins and records like Lambert Van Kirk's 51.1 m.p.h. Class D record (which still stands for the 75-mile Connecticut River Marathon), and the New Jersey 1951 State Championship won by Larry Teel of Lambertville, N. J., at Lake Homage, N. Y., the partners have designed and built a new hydroplane, larger, safer and perhaps also faster than most others. The new 100 pound A-B hydro rides on two points instead of three and is a prop rider a la "Slo-Mo-Shun."

"Hydroplanes," said Sid, "are an old field to us. In the Twenties both Mickey and I raced hydros when we practically had to shoot the motors full of ether and black powder to get them to start. When they finally did start they took off like crazed dope addicts, with leaps, bounds and spills."

"Most every race we had to swim over the finish line pulling our hydros behind us," Mickey finished up with an exaggerated wink.

END

SID-CRAFT Smashes World's BU 5-Mile Record



Jim Coulburn of Burlington, N. J., driving a stock model SID-CRAFT in the 1952 Lakeland, Florida Regatta set a new world's five-mile competition record of 43.541 M.P.H. for Class BU outboards. Join the record breakers by ordering your SID-CRAFT now!

SID-CRAFT BOATS

Mail Address: Route 43
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Shop Address: Highway 25 off Woodbridge Ave., New Brunswick, N. J.

BOAT SPORT'S KIT BOAT SUMMARY

MFR.	MODEL	LENGTH	BEAM	RECOM- MENDED POWER	SPEED IN M.P.H.	HULL PRICE
LIGHT OUTBOARD UTILITIES & PRAMS						
ROBERTS	GUPPY PRAM	7' 10"	3' 11"	1½ h.p.	6	\$42.50
ROBERTS	SEA SHELL	7' 10"	3' 11"	1½ h.p.	6	35.00
CHRIS-CRAFT	8' PRAM	8' 0"	4' 0"	1½ h.p.	6	45.00
U-MAK-IT	8' DINGHY	8' 0"	3' 4"	1½ h.p.	6	42.00
U-MAK-IT	JO-JO PRAM	8' 0"	4' 0"	1½ h.p.	6	39.60
OZARKA	9A SENIOR	9' 6"	3' 8"	3 h.p.	12	59.50
ROBERTS	10' ROAMER SKIFF	9' 7"	4' 1"	3 h.p.	12	65.00
U-MAK-IT	10' PAL	9' 7"	3' 11"	3 h.p.	12	55.00
ROBERTS	12' ROAMER SKIFF	11' 6"	4' 6"	5 h.p.	16	71.50
U-MAK-IT	12' PAL	11' 7"	4' 0"	5 h.p.	14	62.00
OZARKA	12A	11' 7"	4' 3"	5 h.p.	16	97.50
U-MAK-IT	12' DANDEE	12' 0"	3' 7"	3 h.p.	12	57.00
U-MAK-IT	12' UTILITY	12' 0"	2' 9"	3 h.p.	12	53.00
U-MAK-IT	14' FISHERMAN SPECIAL	13' 5"	4' 4"	5 h.p.	12	73.50
ROBERTS	14' ROAMER SKIFF	13' 6"	4' 10"	8 h.p.	18	79.50
CHRIS-CRAFT	14' FISHING SKIFF	13' 9"	4' 5"	5 h.p.	12	121.00
OUTBOARD RUNABOUTS						
CHAMPION	CLASS "J" UTILITY	9' 7"	3' 10"	5 h.p.	25	120.00
CHAMPION	CLASS "AB" UTILITY	11' 2"	4' 0"	7½-10	35-46	155.00
U-MAK-IT	ATOMIC V-12	11' 4"	4' 8"	5-25	20-44	128.00
CHRIS-CRAFT	12' RUNABOUT	11' 6"	4' 1"	3 h.p.	12	112.00
OZARKA	12B	11' 7"	4' 3"	5 h.p.	16	115.50
ROBERTS	12' SPORTSTER	11' 7"	4' 5"	5-16	20-40	139.50
CHAMPION	CLASS "CD" UTILITY	13' 0"	4' 5"	12-25	46-53	205.00
U-MAK-IT	ATOMIC V-14	13' 3"	4' 9"	5-25	18-40	138.00
CHRIS-CRAFT	14' RUNABOUT	13' 4"	5' 2"	7½-16	18-32	167.00
ROBERTS	14' ATLANTIC	13' 6"	4' 10"	5-25	18-44	169.50
OZARKA	14B	13' 6"	4' 6"	10 h.p.	22	157.50
U-MAK-IT	14' CHAMPION	14' 0"	4' 0"	10 h.p.	22	112.00
U-MAK-IT	14' CRUISETTE	14' 0"	3' 6"	10 h.p.	24	89.00
U-MAK-IT	ATOMIC V-16	15' 4"	4' 10"	7½-25	18-36	169.00
U-MAK-IT	FLYING CLOUD V-18	18' 0"	6' 10"	10-25	18-30	357.00
OUTBOARD RACERS						
CHAMPION	CLASS "M" HYDROPLANE	7' 0"	4' 2"	5 h.p.	40	159.00
ROBERTS	SKIMMER	7' 11"	3' 8"	5-7½	24-38	65.00
CHAMPION	CLASS "AB" HYDROPLANE	8' 6"	4' 8"	7-16	55-60	169.00
OZARKA	ATOMITE	9' 6"	4' 8"	7-16	40-47	89.50
ROBERTS	ROCKET	9' 7"	4' 5"	5-10	21-44	139.50
CHAMPION	CLASS "CD" HYDROPLANE	10' 0"	4' 11"	15-24	63-68	189.00
OUTBOARD CRUISERS						
CHRIS-CRAFT	18' OUTBOARD EXPRESS	18' 0"	7' 0"	10-25	15-21	595.00
ROBERTS	WEEKENDER	18' 0"	7' 2"	10-25	15-21	595.00
U-MAK-IT	FLYING CLOUD	18' 0"	6' 10"	10-25	15-21	528.00
INBOARD RUNABOUTS & UTILITY BOATS						
U-MAK-IT	FLYING CLOUD V116	15' 5"	6' 0"	25-60	18-33	259.00
BAY CITY	617	17' 0"	6' 0"	10-112	15-40	382.00
U-MAK-IT	AQUAMOBILE V-18	18' 0"	6' 8"	25-90	15-40	388.00
BAY CITY	620	19' 10"	7' 0"	25-175	16-41	458.00
CHRIS-CRAFT	21' SPORTSMAN	20' 10"	7' 1"	60-105	28-35	660.00
BAY CITY	222	22' 0"	6' 6"	45-125	24-36	696.00
U-MAK-IT	V-23A	22' 11"	7' 10"	60-125	22-35	549.00
BAY CITY	226	26' 0"	7' 2"	125-320	28-46	1020.00
INBOARD CRUISERS (UP TO 32' LENGTH)						
U-MAK-IT	AQUAMOBILE V-18	18' 0"	6' 8"	25-90	15-38	530.00
BAY CITY*	1620	19' 10"	7' 0"	25-125	14-38	458.00
CHRIS-CRAFT	21' EXPRESS	20' 10"	7' 1"	60-105	25-32	809.00
U-MAK-IT	ZEPHYR	22' 11"	7' 10"	90-125	25-32	735.00
BAY CITY*	1526	25' 10"	9' 4"	60-175	22-35	1671.00
BAY CITY*	1530	30' 0"	9' 4"	95-175	20-28	1880.00
CHRIS-CRAFT	31' EXPRESS	30' 7"	10' 1"	105-175	22-28	2070.00

(*Bay City boat price is for hull only, other prices include cabin and windshield frame.)

NOTES: 1. Boat Sport is not responsible for any errors in the above prices or specifications.

2. Speed and power recommendations are approximate. Speed will vary with the gross weight, hull finish, balance, trim, and propeller selection.

BUILD IT FROM A KIT

(Continued From Page 24)

formerly known as the Kayak Boat Co. They build an extensive line from 8-foot to 23-foot, including both outboard and inboard designs. Shown (P. 25) is their "Flying Cloud VII", the only small inboard kit on the market. This boat, typical of their line, has a laminated stem, marine plywood planking, brass screws and genuine mahogany trim. The manufacturer claims that the hull can be built in fifty hours. This company offers the builder a complete marine hardware service from the engine right through to the finishing coat of paint. Although their boats have previously been sold only by direct mail, a limited number of dealers have now been appointed. Their catalog may be obtained for 25c. (End).

HOW TO GO JUMP IN A LAKE

(Continued from Page 15)

I didn't figure it out; I just turned, which is evidently all you can do. And with a great sigh of relief I eventually found my way back to the pits.

Now it was my great misfortune that these pits were U shaped with moored boats sticking out along the inside of the U's like pins in a pincushion. As I came roaring into the pits in a glow of self-satisfaction at having found home-sweet-home right side up, I remembered one of the fundamentals my tutors had overlooked: how to stop the engine. After all, on my other ride I had stalled when my lower unit blew up and had come in under paddle-power. I dropped off the safety throttle, tried to retard (Turn To Following Page)

OUTDOORS WITH THE OUTBOARDS

(Continued from Page 23)

is a gear shift engine model then you can use a small pail of water, just enough so that water inlet is covered, and run in neutral for same period (since propeller is not turning there's no danger of hitting against side of small container). If you have a Flambeau motor you will know all about its special flush-out feature that allows attachment of a garden hose on a fresh water tap to do this job—or if yours is a Lauson motor (air cooled), no flushing is required.

If you plan to run in salt water for a long period it's a good idea to check the lower unit frequently to make sure that no salt water has got in and also that it is full of grease.

Martin motors now have the first full-year guarantee in the industry on their new Aquamatic Twist-Shift Control line for 1952.

READER ROUNDUP

THANKS for all the letters, to all of you. Sorry we can't mention each and every one but space just won't let us.

Thanks, A. J., for the interesting story of how you moved your summer cabin two miles across the lake by towing it

over with your outboard. They've been used for about everything else but this is the first time we've heard of them as "house movers" (even though, as you say, it was only a "little floating sort of a chicken coop shack.") Wish you'd taken some snapshots; we could have used them.

Dear Worried: Of course there are fines for reckless operation of a boat, endangering life, limb or property—and they're stiffer than some for doing

the same thing in a car. There's a Federal fine that can go as high as \$2000 and a year in jail. Surprise you? Your job is to pass this news on to your friends who may still think it's smart to pull those sort of tricks.

You may be a song writer yet, L. B. Jr., all you need is somebody to keep plugging for you. That's a good title for a romantic ballad you've got there—Get Outboard And Get Under The Moon (Turn To Page 34)

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You can have a strong, fully guaranteed Roberts Kit-Craft Boat and save 50% by assembling it yourself. Finest marine materials... all brass screws... no "throw-away" jig required. All parts prefabricated!

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The extreme light weight, compactness and rugged construction of the BRENNAN Midget Four—"IMP" 27 H.P. and "KID" 25 H.P.—accounts for their versatility in powering all types of craft—small cruisers, auxiliaries, runabouts, tenders, etc., and for converting outboard boats to inboard power. Although diminutive in size these engines feature multiple bearing crankshaft, oversize bearings, precision engineering and other advantages of much heavier and more expensive power plants. In efficiency and economy they are unsurpassed by any other engine of equal power rating.





BRENNAN IMP — 27 H.P., 160 Lbs.

The BRENNAN IMP drives this 15-foot runabout fast and economically.

This Dyer-Dink is IMP powered

As in hundreds of sailing craft the BRENNAN IMP powers this auxiliary built by Dunham-Timken.

For your new boat, for repowering your present boat or for converting your outboard hull you'll find no other engine offers all the advantages of the BRENNAN Midget Four, so, why not write today for the complete story of these famous engines?

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ESTABLISHED 1897

HOW TO GO JUMP IN A LAKE

(Continued from Preceding Page)

the spark but couldn't budge it and steer at the same time, and roared into the deadend pits with the other contestants screaming murderously unprintable things about women drivers.

Maybe I'd been afraid to make tight turns with that Class A rig before but I sure learned in a hurry. I don't know how many pinwheels I made brushing the noses of the other boats; I was too busy praying to count. Eventually I stalled, but I learned a strong lesson. When coming into a straight dock, come in sideways so you have room to turn and go out again if you can't kill her (and that happens at times even to the best) and if you must come into a U dock, kill her way out and coast or paddle in. Incidentally, cut-out buttons that short out the motor are handy.

Having had trial by fright and ridicule, on my third ride I received my trial by water and fire, in that order.

When this article says go jump in a lake to learn, it means just that. Streams and rivers have upsetting currents; salt water bays have upsetting currents and salt water, which play the devil with engines. I know. Having successfully finished my first two heats of racing (not saying where I finished, just finished) I bravely tackled a regatta at Stone Harbor, N. J., on the Atlantic Coast.

I was an early bird, since my husband was on the regatta committee, and therefore the first out to test. My husband was up on the yacht club veranda and as I whizzed by, he pointed me out to the assembled crowd in husbandly pride with the words, "There goes my wife. She's doing fine—err—wasn't she."

Yes, I chose this strategic moment to flip, all by myself in the great expanse of water and with no place to hide. Why? Just inexperience probably, but many a veteran has wondered why he flipped, too. So the Coast Guard dragged me in and my pit crew found the engine free and apparently undamaged. We spent the next two hours in the broiling sun flushing the salt water out of it with fuel.

Finally, just before the first heat, I pulled the rope to try again. The engine burst into flames. A helpful bystander grabbed a bucket and doused the flames—with salt water.

My pit crew and I retired to the nearest bar. We spent the next two weeks polishing the salt water corrosion out of the engine.

Since this two-race initiation hazing, I've had my fun at outboard racing and won my share of the purses—and have had an added flip or two even with experience. Maybe you won't have to go through the hazing period, but don't let it get you down if you do. When you have your boat, motor, life jacket and helmet ready to enter a race (these are all requirements. I've seen beginners sit out races because they didn't have life jacket or helmet and believe me, no one has spares to lend to you), get an entry blank from the Regatta Chairman or use a standard application blank of the sanctioning group.

If you don't know the name of the Regatta Chairman, just address him as R. C. of the races and send your letter to the town where the races are being held. If the city is smaller than Chicago

or New York, chances are he'll get it because races are usually well publicized. It will be necessary for you to have a membership card and boat and motor registration in the sanctioning group as well as a member club for most races. You will find these items listed when you come to fill in the blanks on the entry form. Most boating clubs welcome new members simply by payment of dues. It is necessary to file an advance entry that you are going to race in any regatta so that the regatta committee can know how many entrants to expect and have names for the program. It will save you a buck (the usual late entry fee) to comply.

When you arrive at a regatta, confirm your registration to make sure you're on the entry list for your heats and therefore going to be scored and also to receive contestants' and mechanics' passes, box lunches and anything else the regatta committee feels like passing out.

There's nothing exclusive about this boating fraternity. If you want in, just go jump in. When you get there, mind your pit steward and have fun.

And may you never land in the drink.
(End)

OUTLAWS OF THE LONG ISLAND CIRCUIT

(Continued from Page 8)

"Big Ben." All the talk was about "Good old 'Big Ben'." Man, they don't make 'em like that any more. There's a job that can really get through the waves," etc., etc.

Later, when the runabouts put on their show the crowd went nuts. Art Baldwin's "Lib," "Rex," "Dot," "If," "Moonbeam" and others gave an exhibition of rugged wave jumping that monopolized the talk after the races. The 1940 idea was re-born. It could have been that the fans liked the bigger boats better because they could identify them on the course. The speedier little hydros, with flat profiles may have looked pretty much alike to them. The judges seemed to be the only ones who were able to tell one streak of spray from another.

The all-runabout idea gained followers. It finally crystallized at a 1946 Labor Day regatta at the Mastic Beach Yacht Club. There, Bucky Hallock electrified the fans when he tossed a rooster tail at the hydros in the free-for-all. His incredible F racing runabout "Blue Monday" leaped and cavorted through the sloppy water of Moriches Bay in breathtaking fashion. Only one hydro finished in the first four—and the runabouts had finally proved themselves conclusively for rough water racing.

That winter the Eastern Outboard Gang and the Long Island Roat Racing Association jointly set up the Long Island Circuit exclusively for the outboard racing runabouts. Shortages of motors called for a liberalization of rules. Speed-minded newcomers were able to pick up a piece of late Thirties' iron and with the aid of a few dollars worth of files and rotary grinding stones created a rig that would run with a

pack. Courses were shortened to 1200-foot-long straightaways with 120 feet across the turns to make driving ability as important as hot motors.

With the big boats heats went off regardless of water conditions. The rules' rhuarbs were as conspicuously absent as rules were uncomplicated.

This disregard for complex motor specifications has caused us to be called "outlaws." Our rigs have been termed "flimsy sea going hot rods," but after competing frequently on water so rough the fishing fleets have stayed at the docks, these "flimsy" craft have wound up a day's roughing around in pretty good shape.

In fact some of the Island runabouts are heavily constructed. "Sabot," the wild-riding F, flown by the husband-wife team, Art and Dot Hilton, weighs 433 pounds without motor, fuel or passengers. Gid Stivers "Bye Now" tops 300 pounds and totes around a half-inch thick bottom. Pit stooges who have hauled Ellsworth Langdon and Harold Shortmeyer's '51 high-point F "Skippy" in and out of the drink say, "She's sure no peach basket." Flimsy? Well, Herb Voss got twelve years of water slapping out of "Moon Beam" before he sold her to Mac Smith of Setauket, N. Y. And Mac didn't put her to pasture. Renamed "Wing Ding," Mac rode her up in the front rank of the C jobs for more years until he was called into the Marines this spring and had to leave her behind in dry dock.

Our racing classes start with the tiny Soap Boxes raced with service Class A motors (no Quick Silver units). These hulls are built and raced by drivers under eighteen. The class was started by the Freeport Police Boys

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Club and has spread to sponsorship by many of the Island's P.A.L. Clubs.

Class B is open to any service motor up to 20 cubic inches. The Class C Modified Service Class permits reworking of any standard service part and any lower units other than PRs (the C racing units used on PR 60 and 65s) including the old style 12-21 racing units. Classes D and E are combined. Merc 25s must be stock. To level competition, Evinrudes may be modified as may a Johnson "32" but all racing parts are forbidden other than the old-style 12-21 units.

Our most popular event is the wind-up; the Feature Class. In this the winners of Classes C and D-E are matched against racing C engines and F racing rigs. There are few rules for this other than piston displacement. Hull weights with any "home-brewed" lower units are allowed.

In less than six years the results of the Long Island Outlaw Circuit have been amazing. While once Island regattas counted faps in the hundreds, the cavorting runabouts draw thousands. On Long Island the outboard racing runabout has real S.A. (spectator appeal) and has definitely come into its own. (End)

ALBANY-NEW YORK 130 MILE MARATHON

(Continued from Page 19)

to the sixteenth position in her class among forty-one starters. Mrs. Sweeny was running well up in the field when her engine began to miss near Saugerties, N. Y. She properly diagnosed her trouble as a too hot plug and made a change, got under way again (no mean feat for a woman to rope over a 50 horse power engine), and was running in 11th position when she passed Poughkeepsie. Near Spuyten Duyvil, Helen hit a partially submerged 2 x 4, broke her tie-down rope, kicked the engine into the boat, which went through a nice whirling dervish contortion and finished up with a sheered pin. The pin was jammed as a result of the forcible sheering and she lost nearly thirty-five minutes before she was able to pry the broken and wedged pin loose, repair her tie-down rope and get under way again. Her fourteen-year-old son who was driving an Evinrude E passed her and finished 7th in his class. This class was won by Wilford Roger of Pelham Manor, N. Y., driving a Raveau, Evinrude powered, at 39.1 m.p.h. To make the Sweeny family a complete standout, Helen's husband, Frank, finished 6th in Class F and averaged 38.6 m.p.h. Pretty fair work, we say, for a family triumvirate to place three boats in the finishers' brackets. (End)

THE OUTBOARD RACERS MANUAL By W. R. Carpenter

THE MUSKEGON OUTBOARD SPECIALTIES CO. currently is handling an outboard

racers' handbook prepared by W. R. Carpenter. Carpenter has managed to pack more pertinent information and clear easy-to-follow illustrations into 91 pages on the subject of racing than any other book that has come to our attention to date.

Starting off with a description of the cycle of events that occur in a two-cycle engine, Carpenter clearly explains the meaning and importance of such items as compression ratio and compression, carburetion and how it functions, with a fairly well defined section on the venturi, its shape, design and what the home hop-up expert may do and should not do to improve carburetor efficiency.

A frequent flaw in outboard engine high speed operation can be overcome by following Mr. Carpenter's clear and concise description of timing.

His chapter devoted to the cylinder is full of good, factual data, starting with a minute examination of the possible flaws in a cylinder, working forward to a description of intake and exhaust ports, reinforcing, the value of chroming, fitting of pistons, piston ring installation, ring pinning and the various types of rings that may be used plus the reasons for and against their use. This particular chapter is of value to anyone owning a two-cycle engine and the chapter alone should be well worth the price of the book.

The section on rotary valves is another good one, chock full of easy to understand diagrams, with a section on rotary valve timing that again is priceless to anyone wanting to produce topflight efficiency. —HANK WIEAND BOWMAN

COAST GUARD REGULATIONS FOR REGATTAS

IT IS THE duty of the United States Coast Guard to enforce the regulations for regattas and marine parades. Unfortunately, many people don't know this and as a result boating associations and other groups are often disappointed. According to Section 100-05 of the U. S. Coast Guard regulations:

(a) Organizations planning to hold marine regattas or marine parades, which, by their nature, circumstances, or location will introduce extra or unusual hazards to the safety of life on navigable waters shall submit detailed plans of such marine regattas or marine parades to the Commander of the Coast Guard District in which it is planned to hold them.

(b) The detailed plans shall include the following:

- (1) Name and address of organization
- (2) Nature and purpose of the event
- (3) Information as to general public interest
- (4) Estimated number and types of watercraft participating in the event
- (5) Estimated number and types of spectator watercraft
- (6) A time schedule and description of events
- (7) A section of chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

(c) Detailed plans shall be submitted no less than 15 days prior to the start of a marine regatta or marine parade unless the marine regatta or marine parade is of such a nature as to involve limitations on the use of a portion of the navigable waters by other interested parties, in which event the plans should be submitted not less than 60 days prior to the start of the proposed marine regatta or marine parade. (End)

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LET'S GET AROUND IT

(Continued from Page 7)

that is, by moving W forward and also moving W forward and inside—has stabilizing influences as we have seen, but it can decrease R and move it forward, which may increase skidding or broaching tendencies.

Straightening out the wheel may prevent an unpleasantness by reducing CF, but TS was helping us stay right side up, and, besides, the object is to get around the turn fastest.

Maintaining speed is the object, but in rough water it can be a choice of slow down or swim.

So the final analysis must come from driving the boat in competition and sensing the handling and changes it needs. Your author happens to think that most outboard hydros he has driven need a fin one size larger and three inches farther aft—but he has been beaten. A further personal opinion is that most

three-point and some conventional hydros have the CLP too far forward even after the fin is moved, and need a supplemental small fin on the inside of the turn (port side of the hull) near the nontrip and about 18 inches from the transom. This will pull out of the water quickly if the hull starts to roll, but will provide lots of resistance if it starts to broach.

This seems to have turned into a discourse on the inter-relation of equipment and technique, as applied to getting around with minimum chance of going into a spin—either horizontal or vertical. Utilizing the age-old instructor's prerogative, your first homework assignment will be to separate the one from the other, putting the one on the boat and applying the other to the boat, buoy, traffic cop or girl you happen to be going around with. (End)

SEATTLE SNAKE DANCE

(Continued from Page 14)

everyone to be "on the top of the race." The narrow channels and the switchbacks of the course are the points of concentration. Estimates place this year's crowd at 50,000. A race like this undoubtedly does much to promote interest in outboard racing.

The event is run in two sections. Up the slough to Lake Sammamish for a brief rest and refueling and down again to the starting line. The overall winner this year was Bob "Tiny" Jacobsen who placed second in both sections but won his crown on over-all shortest elapsed time. His class D runabout was Mercury powered.

Veteran of the slough, Lin Ivey piloted his "Poison Ivey" to victory in the first heat in a time of 20 minutes 44.3 seconds. Al Benson pushed his unlimited boat to beat out Jacobsen by one second in the last heat for a time of 20 minutes 55 seconds. It is not surprising to note that the best time was made upstream, despite the current. This was probably due to better control against the current or greater respect for hazards on the return run.

For real thrills, driving or spectating, the Sammamish Slough is a boat racers' snake dance and a spectators' snake pit and big business only for the outboard repair shops. (End)

IT'S A WONDER

(Continued from Page 9)

Two motors had seen service in first few years after World War I in "Pal" and "Little Pal." Several of the motors had air combat hours on them and the tachometer on Davis' present boat sports a bullet hole. According to Davis this particular tachometer and one of the original engines were from a plane flown by Eddie Rickenbacker, Ace of Aces in that early Twentieth Century fracas.

The twin ignition composite built up by Davis has competed with some of the

country's best for the past thirteen years. Davis has frequently averaged out better than 67 m.p.h. and can hit better than 100 m.p.h. on straightaways. "It's A Wonder" was originally designated as Class I for 725 cubic inches, the class of boats in which Bill Cantrell at the helm of "Why Worry", was famous through the Ohio Valley.

"It's A Wonder" scored in events at Evansville, Ind., Louisville, Ky.; Newport, Ky.; Cincinnati, Ohio; Detroit, Mich. and Washington, D. C.

Last year, reclassified as a Gold Cupper and bearing the number G-88, "It's A Wonder" placed a second and fourth in early season events and then at Cincinnati, while out in front, it broke a universal joint and was washed up for the balance of the season.

Repaired and with a few spare parts added here and there, the melange of Hispano Suiza parts is roaring into action again in 1952—not bad for a 34-year-old power plant. (End)

BACK ISSUES OF BOAT SPORT

Because of the continuing demand for the May and August issues of BOAT SPORT we made arrangements to secure a few extra copies of each issue. Send 25c for one issue or 50c for both, to BOAT SPORT, 215 4th Ave., New York 3, N. Y.

OUTDOORS WITH THE OUTBOARDS

(Continued from Page 31)

—but how can you ever think up a rhyme for that last word?

No, J. T., there are no regulations requiring a fire extinguisher to be carried aboard any outboard boat. We think it's a pretty good idea, though, to have one handy. You'll probably never need it (outboards are the safest of all on this score) but you may be able to help somebody else out someday.

SHADOW BOXING THE COMPASS

THE "Skipper" wants to know if anybody ever tied up at Hickory Dickory dock. Incidentally, he's on vacation now (and when isn't he?) and was last seen heading slightly north-east of east-by-north, up one of the tributaries of Narmiocknowhoosunkatankshunk Brook—honest, that's the name of a real brook over in Connecticut although it isn't too navigable. We may not have spelled it right but it's pretty close to the way it sounds. We expected to get a postcard from him by now, but maybe that extra penny has got him stopped. The last thing he told us was: "In times like these a feller has to keep his chins up, that's all." (He's got a couple of 'em, you know.)

LAST MINUTE NEWS

JUST before going to press we received word of Cris-Craft's entry into a new field of transportation. The newest addition to their well established line of pleasure boats, boat kits and engines is a boat trailer which also can double as a utility trailer for ordinary hauling jobs. A stake body is available at additional cost to make this conversion possible. Trailer is equipped with oversize bunks to allow owner to shape them to the contour of his boat. Capacity is rated at 650 lbs.; trailer alone weighs 160 lbs.

HAPPY OUTBOARDING

WHAT'S NEWS

(Continued from Page 26)

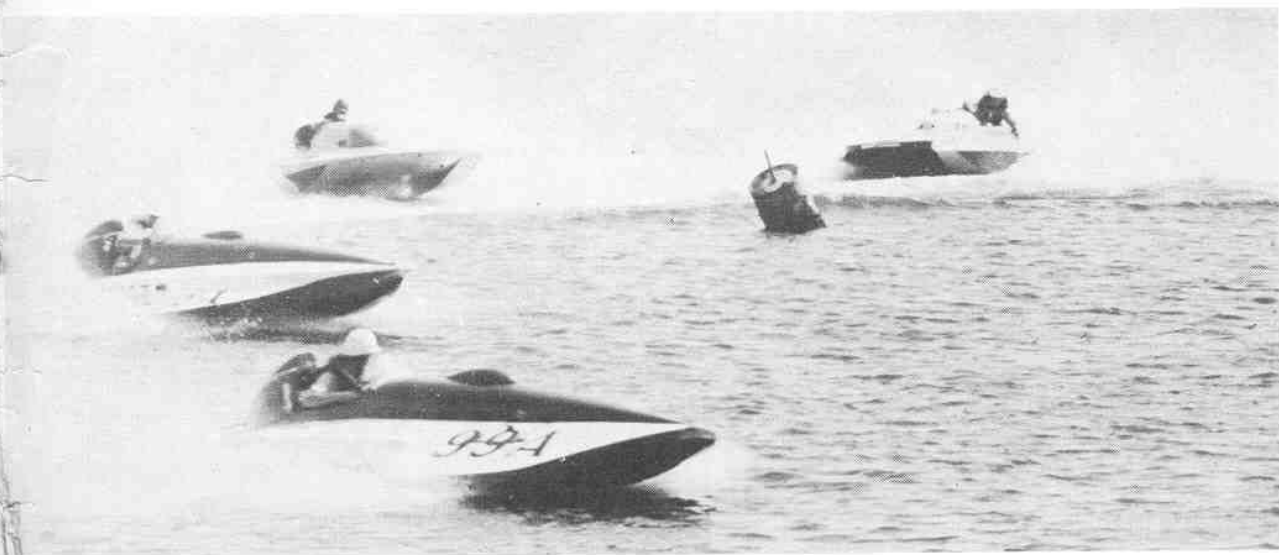
PRECISION MARINE ENGINE ALIGNERS

(See Page 27 for Illustration)

Gy-A-Liner Manufacturing Company, 24 Tobin Avenue, Revere 51, Mass., are turning out a group of engine mount aligners which offer the easiest and cheapest way we know to attain perfect alignment for the racing inboard engine. Gy-A-Liner No. 1 (\$11.90) is for use under motors having single bed-bolt mountings. It can be used under intermediate propeller shaft bearings and is designed for maximum safe loading to 1000 pounds. Style No. 2 (\$7.00) provides for both horizontal and vertical adjustments, offering maximum safe load to 1500 pounds. Style No. 3 (\$5.75) can be used when engine mount holes are spaced 2 1/4"-3" apart. This will carry maximum safe load to 1500 pounds. Gy-A-Liners can be placed under each engine bracket as permanent adjustments are simple. By turning adjustment nuts, engine position is shifted to desired alignment, then lock nuts offer permanent location. (End)

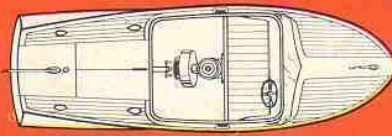


Outboard racers at the end of the Nineteen Twenties were no fancy crash helmets and they steered with hand tillers, but the action was fast, furious and spectacular.



Bud Meyer of Hollywood in 99-A leads his father, fifty-seven-year-old veteran Eddie Meyer, in 16-A around the buoy in some mighty close 135 c.i. competition. Eddie Meyer won the \$1,000 A.P.B.A. Silver Trophy on the rough Salton Sea in California November '51.

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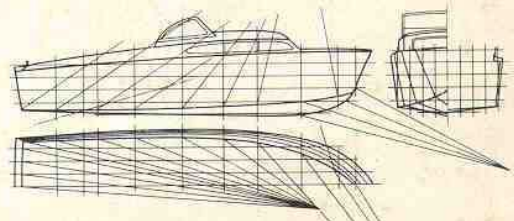
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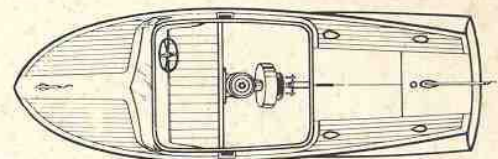
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