

OUTBOARDS

INBOARDS

<http://boatsport.org>

BOATSPORT

APRIL 1953
25c
ANC

1953 BOAT SHOW ISSUE
OUTBOARDING'S BIG THREE
SPEED TIPS • BOAT PLANS





Thrilling high speed action at the 1952 President's Cup Regatta on the Potomac River, Washington, D.C. shows four of the country's top-flight

Gold Cuppers running nearly abreast. Left to right: "Gale II," "Such Crust III," "Miss Pepsi," and "Miss Great Lakes." (Photo by Harold J. Flecknoe)

"SLO-MO" OR "MISS PEPSI?"

By Malcolm Lamborne, Jr.

A BIG UNANSWERED QUESTION—and one that may never be settled—is whether Walter and Roy Dossin's "Miss Pepsi" of Detroit, or Stanley Sayres' "Slo-Mo-Shun IV" of Seattle, is the better unlimited hydroplane. Partisans in the Far West will tell you there is no question—it's "Slo-Mo." Not so, say Eastern partisans of "Miss Pepsi."

The issue was headed for a showdown on the Potomac River at Washington late in September of last year. Sayres had indicated to President's Cup Regatta officials he was anxious to bring the boat East. Then illness changed his plans.

"Miss Pepsi," accordingly, was the odds-on favorite among five Detroit-owned Gold Cup craft that hit the starting line September 20th off Haines Point in the Nation's capital. With cool, capable Chuck Thompson at the wheel, "Miss Pepsi" was out in front even before rounding the first turn. Her twin Allison engines purred smoothly and just as smooth was her swing around the buoys. Jack Schafer's "Such Crust III," the only other twin Allison job in the regatta and the boat everyone was counting on to give "Miss Pepsi" a hard time, was first over the line and second at the first turn, with Walter Kade driving. But then she faltered coming out of the turn and finally limped off the course. The jinx that has been riding with genial Schafer all season was at it again. A broken throttle wire.

After six laps, in which Thompson was never seriously threatened, "Miss Pepsi" roared across the finish line a good quarter mile ahead of Albin Fallon's single Allison job "Miss Great Lakes II," driven by Joe Taggart. Another 250 yards astern was Lee Schoenith's "Gale II" driven by Danny Foster, who has twice piloted President's Cup winners. "Hornet-Crust" which is jointly owned by Horace Dodge and Schafer and driven that weekend by Jack Bartlow, came in a poor fourth, nearly a lap astern of "Miss Pepsi," whose

winning average speed for the 15 miles was 84.720 m.p.h.

Two heats were on the program the next day, a Sunday. With the situation crystalized by Saturday's performances, the field of Gold Cups stepped up their speeds and, to the enjoyment of some 150,000 spectators, they put on two of the best heats ever seen in a President's Cup Regatta. "Miss Pepsi" led both times with average speeds of 84.416 and 86.373 m.p.h. Later it was found that her average for the 45 miles was a new President's Cup race record. It was 84.472 m.p.h. compared with 83.450 in 1951. In the final heat, on the second lap, Thompson had "Miss Pepsi" turning the course at an average speed of 94.142 m.p.h.

The final point score was "Miss Pepsi," 1200 including 800 bonus points for fastest heat and race; "Miss Great Lakes," 825; "Gale II," 750, and "Hornet-Crust" 507. "Such Crust III" never got out again, suffering further engine troubles. Schafer commented to newsmen on the committee boat: "We won't give up losing," which helps explain why the Detroit bakery tycoon is so well liked.

In winning the cup for the Dossins, Thompson became the first Gold Cup driver to accomplish this feat three times. Chuck drove "Miss Pepsi" to victory last year and in 1950. The earlier Dossin win was in 1947 in a single-engine Allison known as "Miss Pepsi V," driven then by Foster. Two days after the regatta the Dossin and Thompson families paid a visit to the White House and received the big Gold Cup from President Truman.

Thompson, looking back over the past season, told this reporter he felt "Miss Pepsi" could take on "Slo-Mo" and come out ahead. Certainly, he did just that in one heat of the Gold Cup race at Seattle last August, only to break down next heat. He insisted that at that time, and again in Washington, that he wasn't getting the maximum out of the boat's twin Allison. (End)

STAN SAYRES RIDES AGAIN—THIS YEAR!

Mr. Harold Hersey, Editor,
Boat Sport,
215 4th Avenue,
New York 3, N. Y.

Dear Mr. Hersey:

This will acknowledge your letter of December 19th. I, too, have heard a good many versions of what I was doing and what I proposed to do, that were news to me.

The retirement story is one of them. At the present writing I do not have the slightest intention of retiring from boat racing. It is my one hobby, I like it too well. I am sure that I couldn't content myself playing golf or sitting in a rocking chair.

Naturally the years are creeping up on me—56 of them in fact. I am remonstrated with by Mrs. Sayres and some business associates concerning the racing business but as yet, neither age nor this pressure can quite equal my wish to continue.

There is also considerable speculation as to whether or not I am building "Slo-mo-shun VI". The answer is "No". For the 1953 season we do contemplate minor improvements in both hulls but nothing of a radical nature. Certainly we have a number of ideas about a new boat but this is something for the future and for the present I have no predictions regarding it.

You will be interested to know that "Slo-mo-shun IV" has now been run slightly over 130 hours which, when you consider all the competition it has had and the speeds at which it has been operated, is quite a record. We have recently removed the engine and have made a most thorough inspection of the hull. The boat is as sound today as it was when it was launched. "Slo-mo-shun V", of course, has only run about 38 hours and naturally it is in perfect condition.

I am hopeful that we will have a good field for the 1953 Gold Cup Race and that it will be possible to bring one boat East for the major events next Fall. I am glad to know that you are making good progress on circulation and I extend to you and BOAT SPORT very best wishes for the coming year.

Sincerely,

Stan Sayres.

THIS MONTH'S COVER

TO TIE in with our special "1953 Boat Shows" section in this issue, the cover of BOAT SPORT shows representative uses of outboard motors and boats: racing, pleasure and aquatic sports. At left is an Evinrude motor on a Thompson boat; upper right, a Martin motor on a Pabst hydroplane, with veteran racer Art Stilson at the wheel; lower right, a Mercury motor on a Speedliner boat driven by Water Ski Champion Bruce Parker, with Champion Evie Welford on the boards. For further information on these motors and boats see pages 8 through 15.

Editor.

BOAT SPORT

CONTENTS

Outboarding's Big Three—By Hank Wieand Bowman.....	4
<i>The Royal Family of Outboard Speedboating:</i> <i>Pop Jacoby, Fred Jacoby, Jr. and Emile Jacoby.</i>	
1953 Boat Shows—By Richard Van Benschoten.....	8
<i>Nationwide Previews of Boats, Motors and Accessories That Will Make This the Biggest Year in Outboard Motorboating History.</i>	
Boat Sport Covers 12th Annual Desert Regatta—	
By Bob Ruskauuff.....	16
<i>Saga of the Salton Sea Event.</i>	
Outboard Racing—Family Style—By Russell Swanson.....	18
<i>Al Benson Tells How and Why He and His Family Became Interested in Racing.</i>	
Outboard Racing In Puerto Rico—	
By Jorge Martinez-Negroni.....	20
<i>San Juan Boating Enthusiasts Go All Out For Speed.</i>	
Speed Snaps.....	21
<i>A Page of Pictures.</i>	
Know Your Speedboat Class.....	22
<i>Rules and Regulations Concerning Speedboating Classes Are Important to the Newcomers in Making Their Selections.</i>	
Inside Story of Racing Fuels—By Ted Powell.....	24
<i>Second in a Series of Articles for Those Who Want Final Peak Performance From Their Racing Engines.</i>	
It's News.....	25
<i>New Products and Parts.</i>	
1952 A.P.B.A. National Champions, Major Inboard Trophy	
Winners and Outboard Racing High Point Winners.....	34
1952 SCODA High Pointers and Plans for 1953.....	34

Photos and drawings in this issue reproduced by courtesy of Mercury Motors, Martin Motors, Morris Rosenfeld, Evinrude Motors, Harold J. Flecknoe, Oseco Motors Corp., Mardo Sales Corp., Fulgham, Bruce Hancock, Hank Wieand Bowman, Bob Ruskauuff, A. Picoche (Paris), Johnson Motors, Dearborn Photographers, Pabst Boats, Flambeau Motors, Champion Motors, Chris-Craft, Century Boats, Trojan Boats, Molded Products, Grumman Aircraft, Lauson Motors, Scott-Atwater Motors, Thompson Boats, Speedliner Boats, Arkansas Traveler Boats, Switzer-Craft, Shell Lake Boats, Wagemaker Boats, Klein's North Shore Studio, Barbour Boats, Baker Mfg. Co., Roberts Industries, Holsclaw Bros., Brinktun Co., Aluma Craft (Don Berg), Pop Jacoby, Fred Jacoby and Emile Jacoby.

Joseph J. Hardie • Raymond J. Kelly, Publishers

Harold Hersey, Editor

Hank Wieand Bowman, Associate Editor

Richard Van Benschoten, Assistant Editor

Bob Ruskauuff, Contributing Editor

Russell Swanson, Contributing Editor

George Weaver, Art Director

Frank Ringkamp, Assistant Art Director

Joseph Eustace, Layout Artist

March-April, 1953—Vol. 1, No. 6 (Whole number six) BOAT SPORT is published Bi-Monthly by Rockley Publications, Inc., 1140 East West Highway, Silver Spring, Maryland. Editorial and Executive offices: 215 Fourth Ave., New York 3, N. Y. Entered as second-class matter at the Post Office at Silver Spring, Maryland. Copyright, 1953 by Rockley Publications, Inc. Nothing herein may be reprinted without written permission of the publishers. Although unsolicited manuscripts and pictures are handled with care, this magazine assumes no responsibility for their safety. Printed in U.S.A. For advertising rates address: Advertising Department, BOAT SPORT 215 Fourth Ave., New York 3, N. Y. (Phone GRamercy 5-2509) West Coast Repr.: Ned BRYDONE-JACK, 714 W. Olympic Blvd., Los Angeles 15, Calif. (Richmond 9327). Subscription rates: \$1.50 per annual subscription in U.S.A., its possessions and countries in the Pan-American Postal Union—\$1.80 in Canada and elsewhere. Two-year subscriptions \$2.50 in U.S.A., its possessions, and countries in the Pan-American Union—\$3.10 in Canada and elsewhere.

AMERICA'S FIRST SPEEDBOATING MAGAZINE



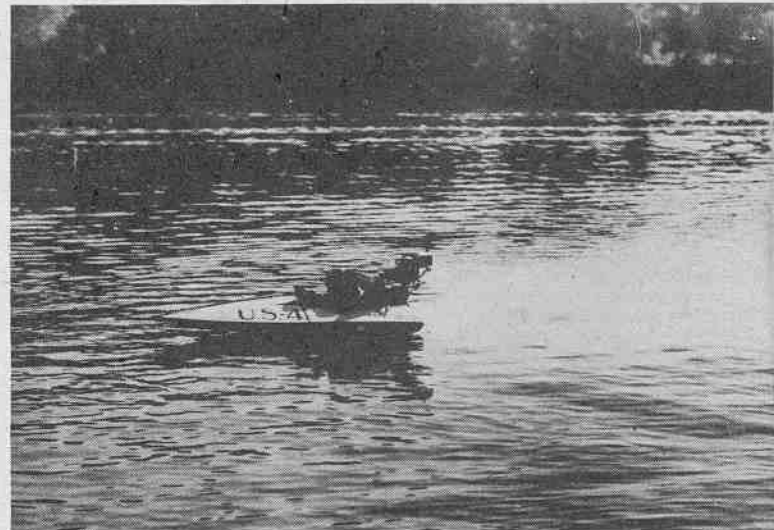
(Above) Fred in the pits at Albany prior to record-breaking Class B win of the Albany-New York outboard marathon back in year 1941.

(Below) Shown in sixth starting spot in this photo, driving US-2, Fred went on to beat the country's best to capture the National B title.

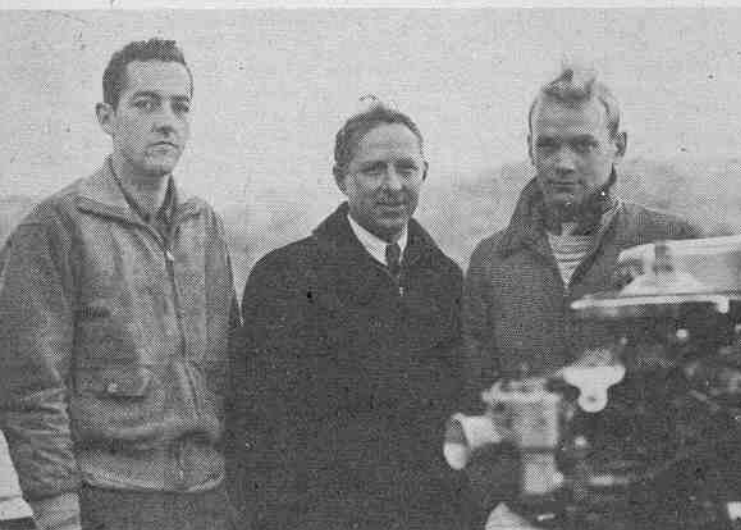


(Above) One of Fred's first major victories was his runabout win of the Philadelphia to Trenton and return marathon in early '30's.

(Below) Five times in '36, Fred established new Class B world's hydro records. Shown here in 4th record-breaking run at Richmond, Virginia.



(Below) Left to right: Bedford Davis, 1st outboard racer to top 70 m.p.h., Fred and Dean Draper, famous outboard hop-up specialist.



(Below) In a Jacoby hull, Jean Dupuy, using 6-cyl. supercharged Soriano-Dupuy engine that established world record of nearly 80 m.p.h.





Outboarding's Big Three shown in Pop's North Bergen, N. J. shop. Pop at left, Fred, Jr. center and Emile at right.

OUTBOARDING'S BIG 3 THREE

By Hank Wieand Bowman

The Royal Family of Outboard Speedboating: Pop Jacoby, Fred Jacoby, Jr. and Emile Jacoby

IF OUTBOARDING DURING its approximately twenty-five year history as a major speed sport were to have a royal family, the Jacobys would be it. Fred "Pop" Jacoby would be king; Fred, Jr., the Crown Prince and Emile, Grand Duke. The King still reigns; the Crown Prince voluntarily abdicated several years ago and the Grand Duke continues as a dominant figure in the sport.

The Jacoby family make no pretense at having blue blood. In fact, if Pop's blood were to be analyzed, it might break down to a blend of marine glue, varnish and mahogany chips. Fred, Jr.'s blood probably still retains strong remnants of methanol and blended racing fuels. Emile wouldn't have any fancy corpuscle composition either, but stored away in his mind is probably enough outboard hop-up information to fill volumes. He can't watch the wake of a speeding boat without mentally clocking off seconds and tenths like a horse trainer.

The three Jacobys make up the Fred Jacoby Boat Works at North Bergen, New Jersey. Pop's headquarters are a small, unostentatious appearing shop, covering about the same floor area as a pair of two-car garages placed end to end. Adjoining his boat shop, where an estimated 1250 outboard racing hulls have been made during the last twenty-two years, is a motor overhaul shop and garage space for lumber, boats, spare parts and outboard accessories. Separated from the shops by not more than fifty feet is a neat but modest three story home where Pop, his wife and Emile reside.

About fifteen miles away in the flat marshy land separating Newark from the Hudson River and New York City is an old, ramshackle boat house where countless record breaking outboard hulls and motors have been given their first tests.

Pop Jacoby came to America from Bavaria at the age of twenty-one. He

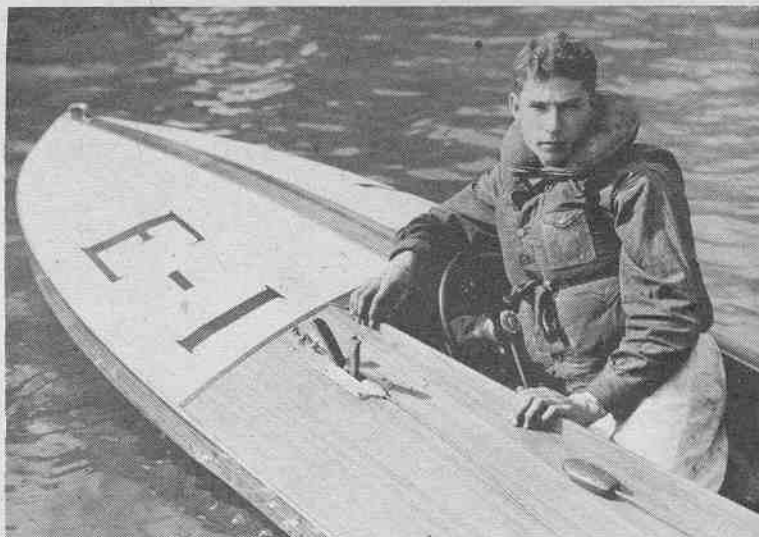
worked for the Government for more than forty years building lifeboats and dories. Then, well over sixty, Pop retired and decided he was through with boat building. Fred, Jr., at that time, was a scenic painter, designing and dressing up stage sets for Broadway shows. Outboarding was still in its infancy. At Lake Hopatcong, Charlie Hockenjos, a wealthy sportsman, was dusting off Eastern competition with a crudely made outboard racer.

Had it not been for Fred, Jr., Pop would have really retired and the entire development of outboard racing might have been considerably different. Fred saw Hockenjos in action and decided he wanted to give the new sport a try. One afternoon Pop found Fred in the family garage, inspecting a mail order house outboard "racer." Pop sneeringly looked at Fred's new pride and said, "You'll be lucky to have that rig hold together for three months."

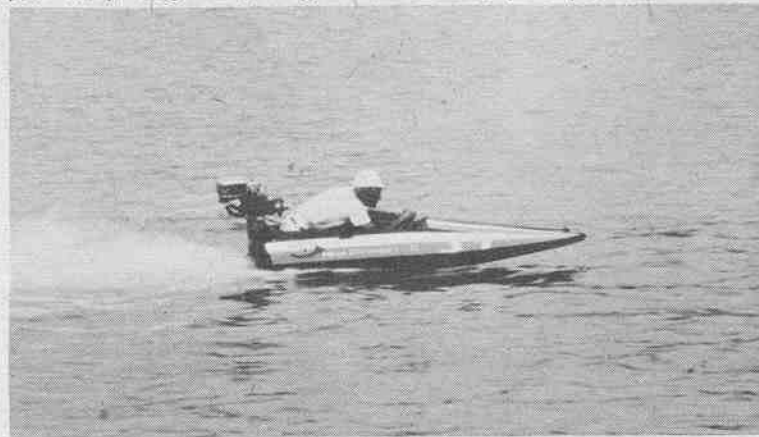
"What's a scow (See Over)



(Above) Early advocate of Jacoby hulls was Paul Wearly who drove his H-2 to Midwest highpoint and National Class A championships. (Below) Another of the many National figures who achieved outboard fame in Jacoby designed boat was Leon Rousset, French champion.



(Above) Long-time holder of F mile records was Jimmy Mullen. He's pictured here in his Class F that clocked dizzy speed of 66.234 m.p.h. (Below) Standout amateur driver of late '30's was National high-point champ, Doug Fonda, letting her out in one of his 5 speedboats.



(Continued from page 5)
builder know about racing boats?" Fred replied defensively.

"Enough to know that your new peach crate racer will come apart at the seams," retorted Pop.

Two or three weeks later, Fred's pride had started to warp and leak more than a little bit. About then Pop went back into boat building. Ma Jacoby, at that stage, put up her first and last objection. She didn't want Freddy to race and she didn't want Pop building any more boats. After all, he had "retired," hadn't he?

Today Pop walks from his kitchen to his boat shop at 7:30 every morning, takes an hour off for lunch, quits his day's work at 5:00, eats dinner and goes back to the shop again at 7:00 and works through the evening until 10:00. His schedule has seldom deviated in the last twenty-one years. And at eighty-three, the "retired" scow builder is well into his second thousand speedboats.

Freddy has competed in nearly 800 races and Emile has directed, officiated or been pit mechanic at a countless number. Today Ma takes outboard racing as a matter of course.

Outboard champions during the last twenty-four years have come and gone

like baseball stars. But what Babe Ruth is to baseball, Fred Jacoby, Jr. is to outboard racing. Championship performance and record breaking results came naturally to Pop and Freddy.

Fred made his initial appearance in a Jacoby Flyaway hull against Charlie Hockenjos. What Fred did to Charlie in that first appearance at Lake Hopatcong can be imagined readily as the following day, Charlie Hockenjos appeared at Pop Jacoby's and ordered four of Pop's homemade racers. From that day to the present, Pop has never been able to catch up with orders.

Hull designs and outboard engine design have developed from 1930 through to the present. As frequently as not, Pop precipitated the hull changes and other builders followed suit. At eighty-three he is still modifying and improving the configuration of his Jacoby hulls.

A glance through the record books at some of the drivers who have raced Jacoby hulls gives at least a partial Who's Who of the sport. At one time or another in the past twenty years, Pop's boats have held every hydroplane class record for both the mile and five miles in competition and one of his racing runabouts, an F job driven by Charlie Mack, established an all-time

Albany-New York Marathon record with an average speed of 47.47 m.p.h. for the rugged 130 mile grind.

The present one mile record for the tiny 7½ c.i. class M's is held by Mrs. Eleanor Shakeshaft at a speed of 42.303 m.p.h. in a 75 lb. Jacoby hull. At the opposite end of the speed bracket and outboard boat size, is the world's unlimited Class X mile record held by Jean Dupuy of Paris, France, at 79.04 in another of Pop's creations.

The King's boats have broken records around the world. Cliff Lawes won the Australian crown in a Jacoby. Pierre de Candoll took the French title in one of Pop's shingles and also won the European Grand Prix at Geneva. Another championship was copped by Frenchman Leon Rousset in a Jacoby—a sour note for Fred since he had journeyed to France only to have Pop's handiwork for Rousset turn him back with a third place finish for the European title.

Pop seldom strays from the boat shop and in the past five years hasn't seen more than a handful of races. But he has a photographic memory, follows results of every major race and seems to know intimately the record of every boat he's ever built. (Turn to Page 26)



(Above) Red Roberts, one-time Albany-New York winner and top-rank racer in "Phantom III."



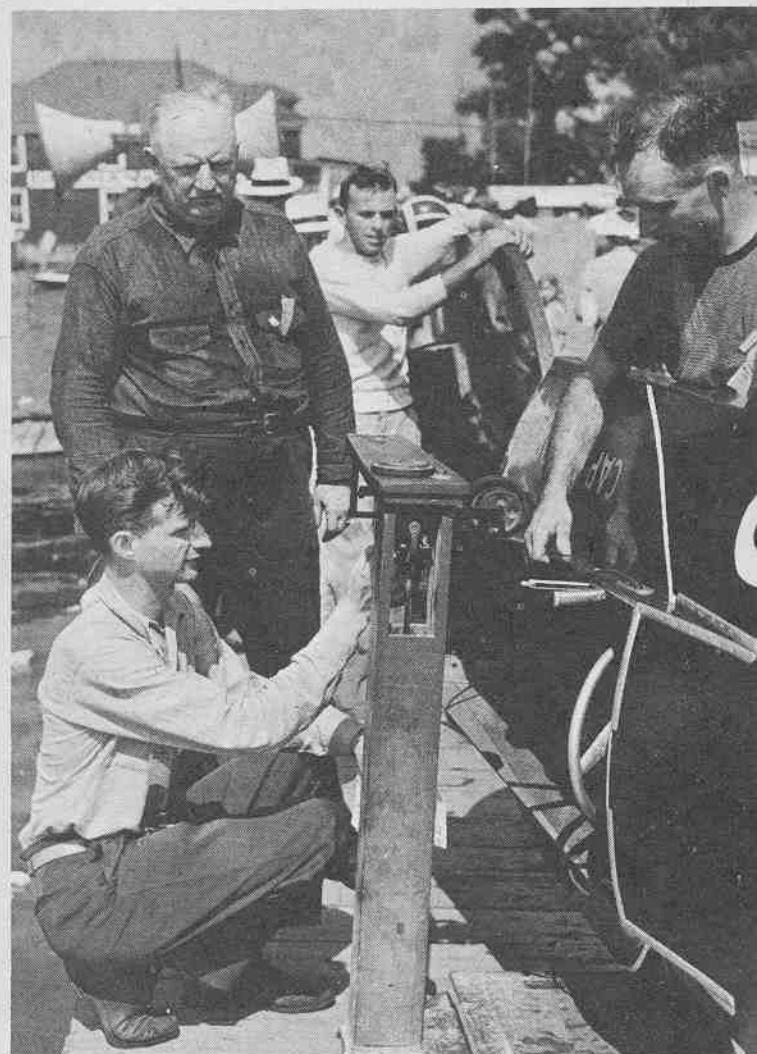
(Above) Gil Petermann, '51 Class A champ, ever tough competitor, in a Jacoby A conventional.



(Above) Clint Ferguson's mile record in 1939 still stands. Shown here in a Jacoby hull.



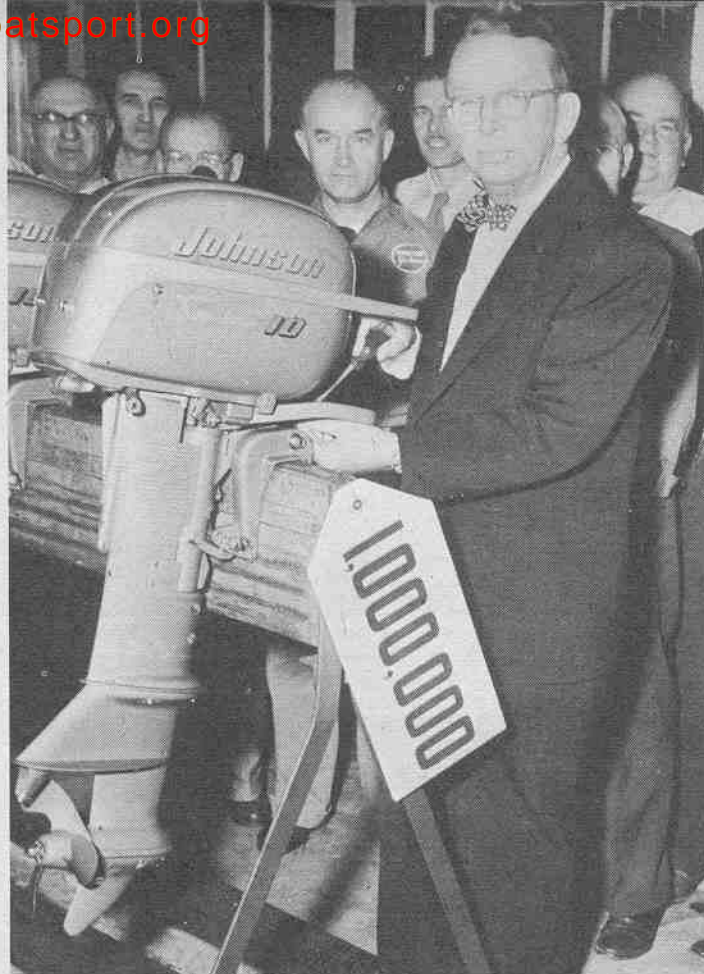
(Left) Cliff Lawes of New South Wales is pictured here in the Jacoby hull that carried this daring driver to Australian championships.



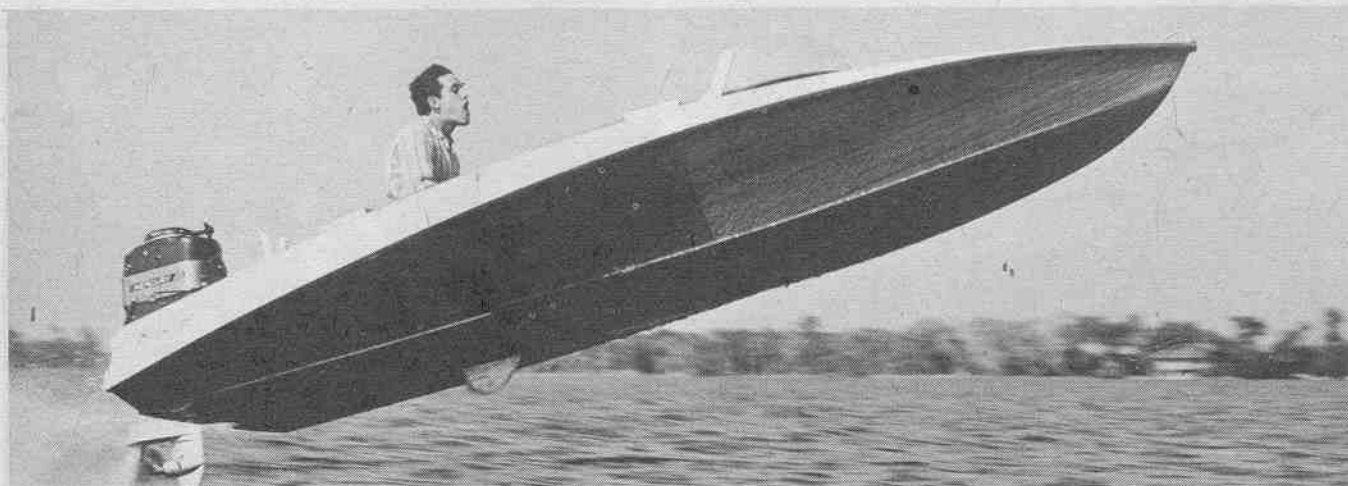
(Above) In the pits at Red Bank, N. J., Emile Jacoby, standing (left), watches weighing in by National Midget 5-mile record holder, Don Whitfield (at right), and former National title holder, Dick McFadyen, as they check weights. Man at back of photo is presently unidentified.

(Left) Gar Wood, Jr., Fred Jacoby and Sammy Crooks in Albany pits prior to the start of the 130-mile grind. Jacoby hull in background is "Valerie," later driven to a Lipton Trophy win by Jerry Meckier.

1953 BOAT SHOWS



(Above) Johnson displays millionth motor at national boat shows. Here outboard record breaker is shown coming off assembly line last November. (Below) Bob Switzer runs new 14' Shooting Star through rigid test paces. The 12' Lightning and Play Boy complete '53 Switzer-Craft pleasure line.



THE NEW BOATING YEAR shoved off in superlative fashion with the showing of the 43rd National Motor Boat Show in New York's Grand Central Palace, where all space was sold out long before the doors opened on January 9th. The show was the largest and most successful in its long history, attendance figures were up and orders placed with exhibitors confirmed the generally held view that 1953 will be the greatest year boating has ever seen. General public interest is also at an all-time high, and this may well be due to the increased publicity given to boating activities, particularly to outboard motorboating which more nearly meets the purse-possibilities of the average citizen.

Now, as this issue of BOAT SPORT comes out, the National Boat Show is underway in Chicago's International Amphitheatre, where many exhibits were moved intact from New York and many added by Midwestern, Southern and Western

manufacturers of boats and boating equipment to bring the total number of boats on display to approximately six-hundred, the largest figure for any boat show anywhere. Space at Chicago was sold out the earliest in the show's twenty-year history.

From now until Spring, boat shows will be blossoming all over the country and there will be exhibits of boats—especially outboards—at many sport, travel and vacation shows. Consult the table for those to be held in your vicinity, and remember that there will be many local shows for which dates have not yet been set.

What is the outboarding picture for 1953? BOAT SPORT asked the newly elected heads of the national outboard boat and motor associations to answer that for you. Here are their replies.

Howard C. Griffin, President of the (Turn To Page 10)

Boat Sport

NATIONWIDE PREVIEWS OF BOATS, MOTORS AND ACCESSORIES THAT WILL MAKE THIS THE BIGGEST YEAR IN OUTBOARD MOTORBOATING HISTORY . . .

(Below) Ozarka's first outboard cruiser has room for two bunks, head and galley. This 18' kit boat also comes as utility without cabin.

BY RICHARD VAN BENSCHOTEN



THE DATE, THE PLACE AND THE SHOW

Jan. 9-17	New York	National Motor Boat Show	Mar. 13-21	Toronto	Canadian National Sportsmen's Show
Jan. 17-25	Hartford, Conn.	Connecticut Sportsmen's and Boat Show	Mar. 14-Apr. 15	Bay Head, N. J.	7th Annual New Jersey Boat Show
Feb. 6-15	Chicago	National Boat Show	Mar. 20-29	Cleveland	American & Canadian Sportsmen's Vacation and Boat Show
Feb. 7-15	Boston	New England Sportsmen's and Boat Show	Mar. 20-29	Seattle	Sports, Travel and Boat Show
Feb. 16-21	Syracuse, N. Y.	(Memorial Building)	Mar. 21-29	Milwaukee	Milwaukee Sentinel Sports and Vacation Show combined with Great Lakes Boat Show
Feb. 20-25	Miami	International Boat Show	Apr. 3-12	Minneapolis	Northwest Sports, Travel and Boat Show
Feb. 21-Mar. 1	New York	Sportsmen's Show	Apr. 4-12	Des Moines	Iowa Sports and Vacation Show
Mar. 6-14	Philadelphia	Motor Boat and Sportsmen's Show	Apr. 17-26	Dallas	Southwest Sports, Boat and Vacation Show
Mar. 6-15	San Francisco	Sports, Travel and Boat Show			
Mar. 7-15	St. Louis	Sports, Travel and Boat Show			
Mar. 13-21	Atlanta	Southeast Sports, Boat and Vacation Show			

(Below) Pabst H3 Hydro, for stock and racing classes, holds the 1952 N.O.A. National A1 and the Mid West A1, A and B Hydro Championships.



(Continued from page 8) Outboard Boat Manufacturers Association and Sales Manager of Aluma Craft Boat Company: "As to the outlook for 1953, it is my opinion that this year will continue to see the growth of boating as a sport and that manufacturers and dealers can look forward to an even better year than 1952. Outboard motorboating is increasing tremendously in many areas where boats were never used before. As far as trends are concerned, there is a trend toward larger motors, higher speeds and a definite trend toward the outboard cruiser which offers the entire family a complete new boating pleasure."

John W. Gasink, President of the Outboard Motor Manufacturers Association and Vice President and Secretary of Scott-Atwater Manufacturing Co., Inc.: "The prospects for the coming year appear to be excellent. The materials situation, which has been very tight, appears to be easing up, permitting an increased production of outboard motors, which, combined with the increasing use of motors for both pleasure and fishing should indicate a good year ahead for the industry. Perhaps the most significant thing from a long term aspect is the constantly increasing number of man-made lakes being planned and created around the country. Continually improved outboard motors available for the con-

sumer certainly indicate a continuing increase in outboard motor production."

BOAT SHOW SUMMARY

Requests for information on 1953 lines were sent to all manufacturers listed as planning to exhibit outboard motors, boats and equipment in the National Motor Boat Show, New York, and the National Boat Show, Chicago, or having their products exhibited there by dealers. The photographs on these pages and the comments about other products exhibited, new models, changes, etc. are a digest of all replies received in time for inclusion in this issue. They present a broad picture of outboarding in all its phases: racing, pleasure, fishing, hunting and cruising. We wrote to every exhibitor—most of them sent facts, figures and photos. There were, however, a few who delayed until it was too late, or didn't answer any of our letters of inquiry.

The letters (NY) after exhibitor's name refer to New York show; (C) Chicago; (NY-C) both shows.

At the end of this section complete firm names and addresses are given for all manufacturers whose products are mentioned. In the text we refer to them in shortened form

(Below) Imperial Sportsman (14' or 16') leads the 1953 line of Century Thoroughbred outboards. Royal and Standard Sportsman follow in same lengths. All Century's embody "T" locked batten seam construction.



(Below) 14' Sea Captain joins Trojan fleet of Sea Queens (12-14-16'), 14' Off-Shore Angler and 12' Sportsman; has 70" forward deck, dashboard, two cross seats; with or without center deck and seat backs.

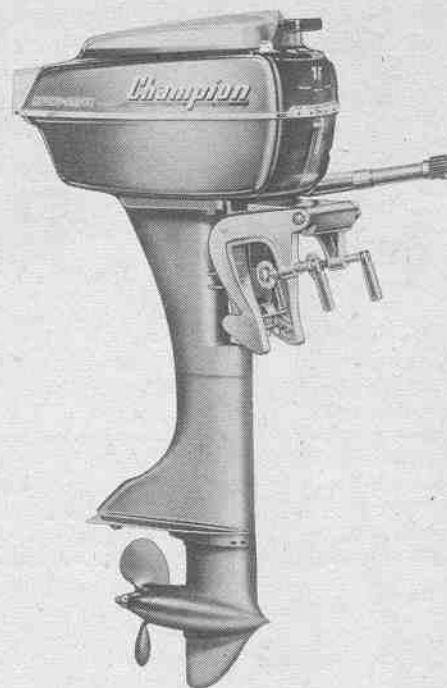
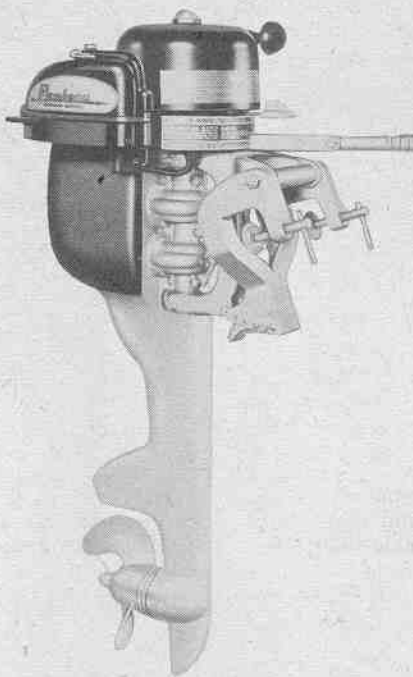
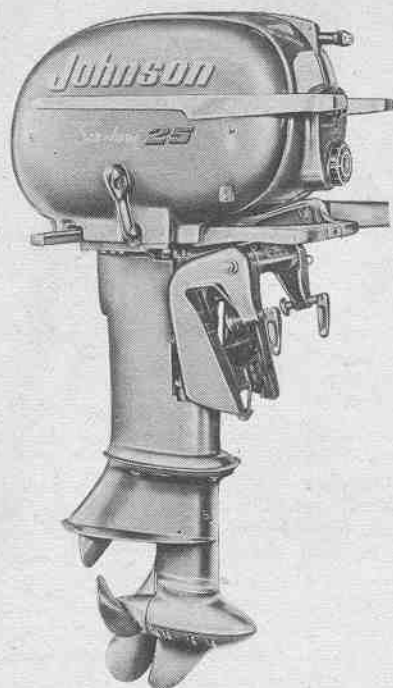


(Below) Most popular Molded Products' Whirlwind model (all mahogany molded plywood) is 13' 6" Deluxe (also 12-14-16'). Fisherman, Utility, Standard and new 14' Troller (fore seat faces aft) are other models.

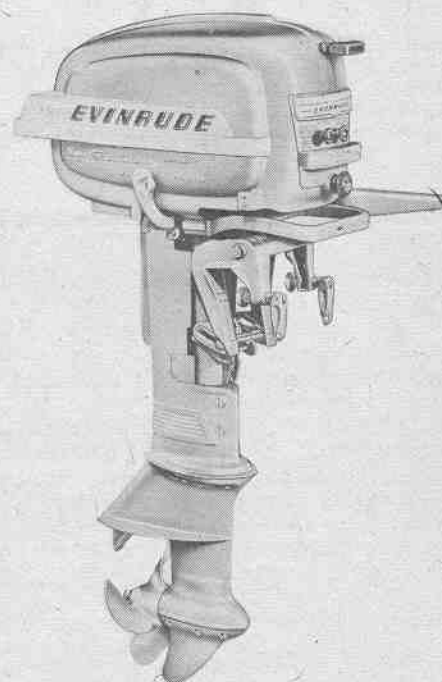


(Below) Grumman's new aluminum 14' Deluxe Outboard, previewed at the shows along with 13' Fisherman and 12' Car-Topper, will be available if metal restrictions allow. All boats meet rigid flotation tests.





(Above) Johnson's 1953 Sea Horse 25 has shift for forward-neutral-reverse, and synchronized twist-grip speed control. Mile-Master fuel tank and remote control fittings are standard. (Above center) The 5 h.p. Flambeau, weight 35 lbs., is lightest motor in its class. Clutch on propeller replaces shear pin. The Transet and fresh-out plug for flushing are features. (Above right) The new Champion Jubilee 7.5 h.p. Hydro-Drive motor has full shift with special 4-in-Hand control that shifts, regulates speed and operates the independent propeller clutch. (Right) Chris-Craft Commander, 10 h.p. motor, has anti-friction bearings throughout, flood-proof choke, selective steering adjustment and 360° swivel with a cam-operated reverse lock. (Far right) Evinrude 15 h.p. Super Fastwin has complete shift, separate Cruis-a-Day tank and Roto-Matic speed control in steering handle; also new quieter operation and Auto-Lift hood.



but anyone desiring to write for further information can easily find correct name in this index.

OUTBOARD MOTORS

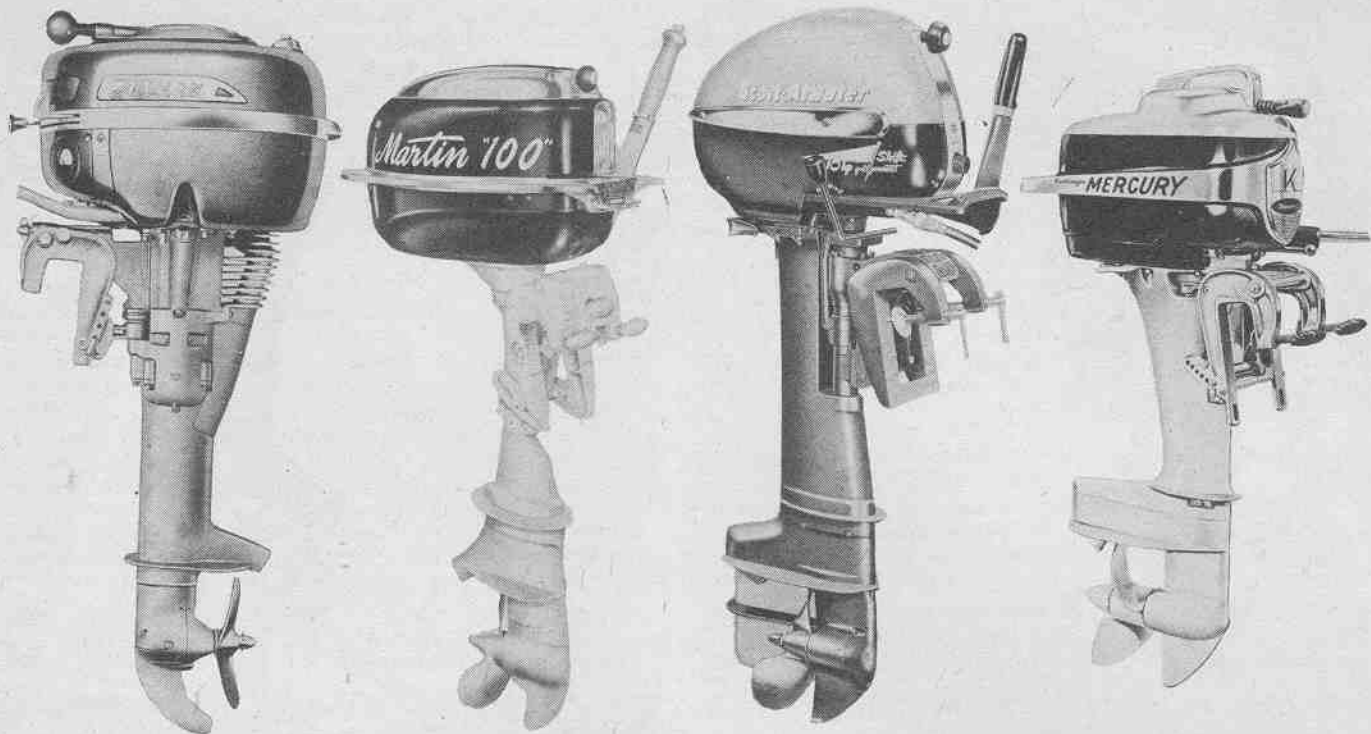
(Also see below for table listing motors by h.p. rating)

CHAMPION (NY-C): Five new Jubilee motors . . . 5, 7½ & 15 h.p. with forward-neutral-reverse gear shift . . . 7½ & 15 with Hydro-drive (hydraulic clutch in addition) . . . all have 4-in-Hand control which does shifting through steering handle and regulates speed . . . on Hydro-drive models also operates independent propeller control. All Jubilee models have powerhead mounted in rubber, separate cruising gas tank, EZ-off auto-type hood, swing-in-to-boat lower unit, double carrying handles and extra flywheel starter. Guide model (3.5 h.p.) continued without change. Plans announced for two new motors for racing . . . 7.5 h.p. J Class Hot Rod (just under 10 c.i. displacement) and a B Class Hot Rod

(just under 20 c.i. displacement) . . . no further information at present.

CHRIS-CRAFT (NY-C): Two models . . . 5.5 h.p. Challenger and 10 h.p. Commander . . . anti-friction, ball-bearing starter, floodproof choke, selective steering adjustment from easy-touch operation to automatic helmsman control for set course, 360-degree swivel with cam-operated lock in reverse, one-piece underwater unit designed for minimum cavitation, aluminum parts alodined for protection against salt water . . . Commander has anti-friction bearings throughout, positive starter assembly with rewinding rope, aluminum alloy lower unit and cylinder block (one piece).

EVINRUDE (NY-C): New 1953 motor is Super Fastwin (15 h.p.), acoustically tuned silencer on carburetor intake, Auto-Lift hood. Along with 25 h.p. Big Twin, Super Fastwin has forward-neutral-reverse shift, separate Cruis-a-Day Tank and Roto-Matic speed control in handle . . . (See Over)



(Left) Lauson Twin, 6 h.p. air cooled, four-cycle motor, requires no mixing of gas and oil, or flushing after salt water use. The Twin Trumatic has complete shift. (Right) Martin "100" 10 h.p. has forward-neutral shift and Aquamatic Twist Shift control in the steering handle for speed and shift; carries the one-year factory guarantee.

(Left) Scott-Atwater Gold Pennant 10 h.p. motor has forward-neutral-reverse shift, Twist-Grip 2-stage gear ratio speed control, Stowaway fuel tank. (Right) New Mercury Mark 15 (10 h.p.) has shift forward-neutral-reverse, remote fuel tank (not shown), Flo-torq Safety Drive and automatic co-pilot. Simply installed remote controls available.

(Continued from preceding page) 7.5 h.p. Fleetwin has Duo-Clutch for neutral starting and idling . . . 3 h.p. Lightwin has Fisherman Drive for use in weeds and over rocks and shallows. Simplex remote controls, available for Big Twin and Super Fastwin, attach to fittings on motors . . . steering cable connectors included.

FLAMBEAU (Metal Products Corporation) (NY-C): two models . . . 2½ h.p. and 5 h.p. (lightest in its class) . . . positive automatic choke, special propeller clutch releases for obstructions then re-engages, Jabsco-type pulsating action water pump to keep intake free of foreign matter, fresh-out plug for flushing entire unit after salt water use, Flambeau

(Below) 14' TVT runabout, one of sixty-seven models in the Thompson line for 1953, including stock utility racing boats. New addition is Thomboy II, 16' mate of popular 14' Thomboy (restyled for '53). The firm also announces entry into outboard cruiser and kit boat fields.

Transet to give the correct vertical motor adjustment easily.

JOHNSON (NY-C): Four models . . . 3, 5, 10 & 25 h.p., all available in standard or long-shaft lengths . . . Sea Horse 3 has Angle-Matic Drive for use in shallow water and over obstructions, 360-degree steering and synchronized spark and control lever . . . Sea Horse 5 also has neutral clutch, no shear pin because of shock-absorber clutch . . . Sea Horse 10 and 25 have forward-neutral-reverse shift, twist-grip throttle control, Mile-Master fuel tank and fittings for quick attachment of Ship-Master remote controls.

LAUSON (NY-C): four-cycle, air cooled motors, no mix-

(Below) Chris-Craft's 14' Fishing Skiff, a kit boat offered in 1953 line, which also includes kits for assembling runabouts (12-14-16'), 14' Sportsman, 14' duckboat, 18' outboard cruiser, 8' pram and a 10' pram for JU, AU and BU racing. Also has 650 lb. load boat trailer.



ing of gas and oil; no flushing necessary after salt water use . . . 3 h.p. single . . . 6 h.p. twin . . . and 6 h.p. twin-Trumatic, with forward-neutral-reverse shift, planetary transmission.

MARTIN (NY-C): Five models . . . "200" Silver Streak (20 h.p.) introduced at shows, meets all specifications for Class B racing, has built-in fuel tank but also adapted for optional "cruise-more" tank from which fuel is pumped by motor at turn of control knob on instrument panel, steering handle with speed control is detachable for plug-in attachment of remote speed control and steering bar . . . 10 h.p. "100" and 7½ h.p. "75" have forward-neutral shift and Aquamatic Twist Shift in handle for speed control and shift . . . "20" is 2½ h.p. model . . . all motors carry one year guarantee and have vertical stern adjustment allowing motor angle change while underway at slow speed . . . all models except "100" have full inboard swivel to bring lower unit into boat while attached to transom.

MERCURY (Kiekhaefer Corp.) (NY-C): new Mark 15 (approx. 10 h.p.) and Mark 20 (approx. 16 h.p.) lead off '53 line . . . both have forward-neutral-reverse shift with cam-actuated controls rotating in seals to protect against water leakage, neutral and reverse motor speed automatically governed, direct cam action used to lock motor down in reverse position, remote controls for simple installation available, Flo-torq safety drive, remote fuel tank with plug-in fuel line, automatic co-pilot, quickly detachable cowling, variable volume rubber rotex water pump, non-clogging, weed- and silt-proof . . . Mark 40 (improved 1953 version of Mercury Thunderbolt) is 4-cylinder-in-line alternate firing motor, automatic rewind starter, squeeze-grip safety throttle, remote fuel tank . . . Mark 7 (7½ h.p. Rocket) is continued . . . Mark 5 (5 h.p.) has 360 degree swivel and rear steering handle for reverse; forward-neutral shift is new on this model.

SCOTT-ATWATER (NY-C): Five models . . . two new

ones, 10 and 7½ h.p. Gold Pennant motors with forward-neutral-reverse shift, Twist-Grip speed control embodying two-stage gear ratio, Stowaway fuel tank, single knob carburetor control . . . 16 h.p. model is the same except Twist-Grip control does not have two-stage ratio . . . 5 h.p. has complete shift . . . 3.6 h.p. single is non-shift . . . remote controls for steering, shifting and speed available for all models . . . 5 h.p. can be adapted for optional Stowaway tank, conversion kit available.

OUTBOARD BOATS

WOOD HULLS AND MOLDED PLYWOOD

CHETEK (C): all models in '53 line of strip-built boats except Resorter (primarily a rowboat or for small motors) have exclusive Flared Transom, bigger, heavier, more solidly braced than ordinary kind to give stability, allow turns to be taken tighter and waves to be hit without shipping water . . . all '52 models continued, including 16' Great Laker introduced last year with Flared Transom.

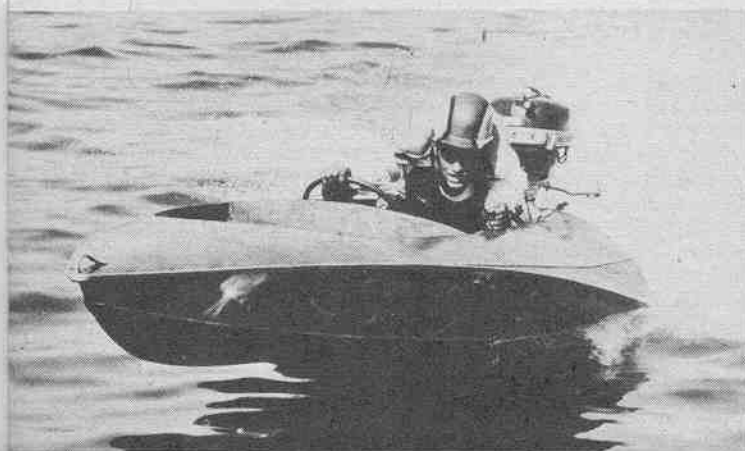
DUNPHY (NY-C): 17 molded mahogany plywood models . . . 6 cedar strip models . . . 12' Amberjack (Standard & Deluxe) and 14' 2" Deluxe Sand Dab new in molded line . . . Amberjacks O.B.C. rated 17 h.p. max.; Sand Dab, 33 h.p. max.; load capacities 450 and 750 lbs. respectively.

FLEETCRAFT (NY): Continues line of 14' Clipper and 14' Sportster, both in utility and runabout models . . . Clipper O.B.C. rated to 25 h.p.; Sportster to 16 h.p. (See also Fiberglass Hulls).

McDERBY-CONATSER (C): Yellow Jacket boats designed by Richard Cole of Miami, molded plywood hulls of aircraft birch . . . utility and runabout models 12' and 14' (two choices of beam in larger—56" & 62") . . . (See Over)

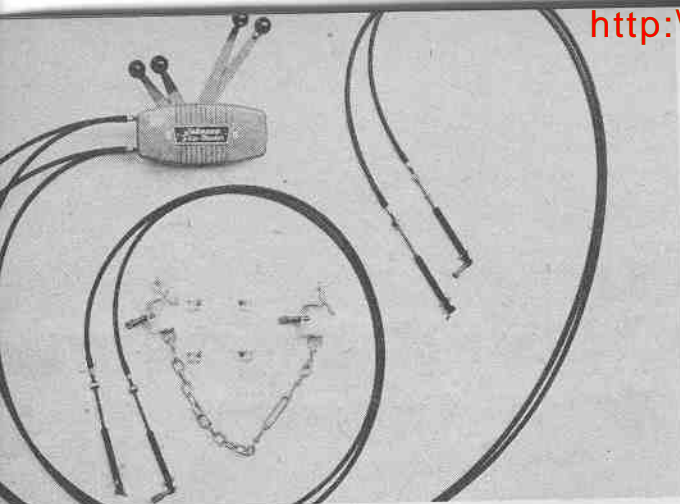


(Above) The Small Fry, one of fifteen '53 Arkansas Traveler aluminum models; all have the exclusive Cushion-Aire-Glide hull construction. (Below) Bob Switzer drove Baby Bullet to 3rd place in BU in A.P.B.A. Nationals. Switzer-Craft pleasure Lightning is copy of racing mate.

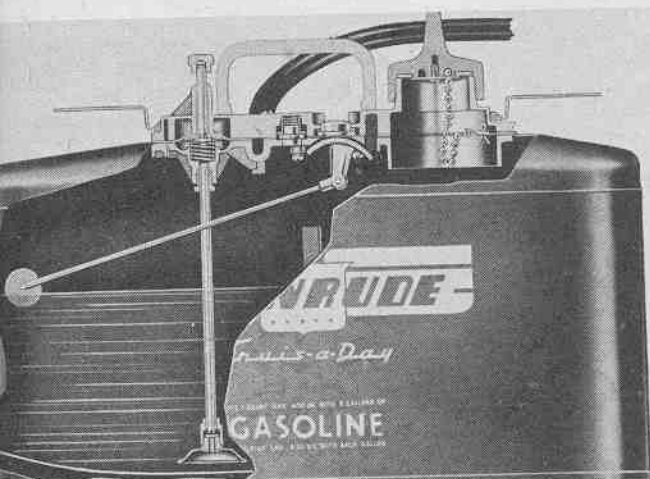


(Above) Shell Lake adds 18' Convertible, which comes as open boat or with windshield and side wings (as shown) or adjustable canvas top. (Below) Wagemaker's molded plywood Super De Luxe Runabout comes in 12, 14 & 16' models; strip-built Wolverine boats are also available.





(Above) Increase of twin-engine outboard installation, particularly on outboard cruisers, has brought need for remote controls such as this twin version of Johnson Ship-Master with snap-on connections.



Six outboard motor firms exhibiting at the shows had one or more of their models equipped with remote fuel tanks. Here is a cut-away view of Evinrude's Cruis-a-Day tank showing: pump for filling carburetor bowl after refilling, pressure relief valve, float and gauge.



(Above) Barbour lapstrake 19' Sportsman has mahogany trim, two bunks and takes 10 to 50 h.p. motors. Other boats in line (11' 6" to 15') are Fisherman, Vacationer, Utility, Skipper and Rocket stock racers.



(Above) Outboard cruisers may be operated with motors from 10-50 h.p. Here 16 h.p. motor (Scott-Atwater) raises Shepard bow clear of water. (Below) Holsclaw's 1953 Boat-Roadster allows one person to put boat in water or take it out. Note that boat is underslung when carried.

(Continued from preceding page) triple-kneed transom, with center knee tied to keelson, side knees to stringers.

OLD TOWN (NY-C): Show exhibit includes 18' Guide's Special, 15' Lapstrake Outboard (motors up to 25 h.p.), and 13½' Lapstrake model (motors to 10 h.p.) . . . complete '52 line is continued with only slight changes in some models.

PARTEE (C): 12 models of strip type boats of Western cedar . . . 12, 14 & 16' lengths in each type: Fisherman, Speedster, Standard Speedster and DeLuxe Speedster . . . weights range from 175 to 275 lbs. . . for motors from 2 through 7½ h.p. up to 10 through 33 h.p.

PENN YAN (NY-C): Show exhibits include 10 models out of 90 being offered in '53 line . . . featured is the 14' Fisherman, second boat to be shown in the patented Striptite construction, first shown on Aristocrat models two years ago . . . method consists of double-planking with heavy sheet of Penablen plastic in between instead of canvas or other fabric normally used in such construction. (Also see Racing).

TRUE (NY): 14' model of Amesbury Skiff on display, which is also built in 12 & 16' lengths . . . New England white pine, ⅝" bottom, ⅝" planking . . . for motors 5 to 25 h.p.

ALUMINUM HULLS

AERO MFG. (C): offers 12' Sea Nymph with round bilge hull, wooden seats, Styrofoam flotation under fore and aft seats, 85 lbs.

BLUE (C): Blue Star line . . . 10' Skiff, 12' Warrior (standard, deluxe & runabout), 14' Chieftain (standard & runabout) . . . Warrior models are for car-top carry . . . (Also see Racing).

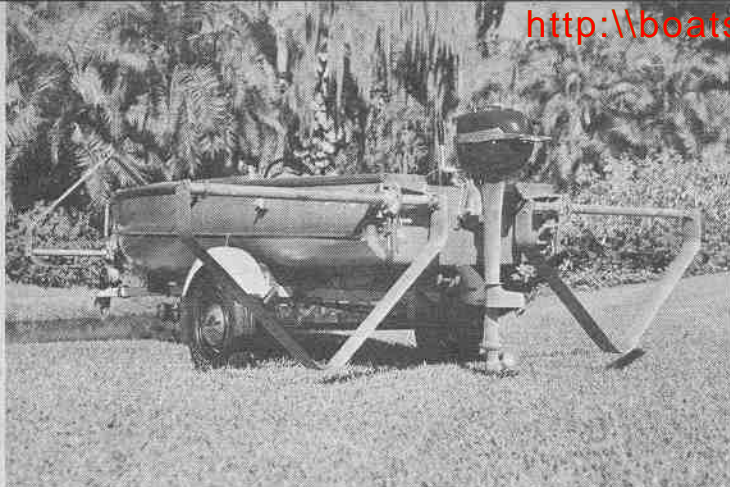
DURATECH (NY-C): introduces 7 new Veeline models from 12' fishing craft to 16' runabout . . . Pramline extended



to include 11½' model . . . new 116 Pram designed for fishermen and hunters who want large flat-bottomed boat for one-man carry . . . (Also see Racing).

FEATHER CRAFT (NY-C): Puts back into production several catalog models not available during past season . . . increasing depth and beam on several models . . . 13' Skipper now has 56" beam (5" increase) . . . 3 new flat-bottomed boats: 12 & 14' Camper and 12' Drifter, a fishing and duck boat similar to 15' Floater . . . (Also see Racing, Cruisers).

HARWILL (C): two new models added to Aero-Craft line . . . 12' Mainline, 80 lbs., and 14' Crestline, 120 lbs. . . both are semi-V-bottom with round chines and bow, spray rails, and carry 10-year guarantee against skin punctures.



(Above) Baker duraluminum Hydrofoils installed on Dunphy 14 1/2 Deluxe Dolphin, with an extended lower unit Mercury 10 h.p. Hurricane motor. Fully loaded boat approximated 35 m.p.h. with motor at half throttle.



(Above) Roberts 18' Weekender, one of twelve boat kit models offered. Line includes prams, skiffs, runabouts and JU-AU stock utility racer. (Below) Aluma Craft shows first outboard cruiser—all aluminum, with berths, galley, head and buoyancy tanks. Erich Swenson is designer.



LARSON (C): two new hulls for '53 . . . 15' & 18' Buccaneer . . . similar in lines and designed for rough water use with large loads and heavy motors, each have 70" beam, 36" of depth at bow and 26" amidships . . . available in either decked or open models . . . 18' Buccaneer carries 9 people easily.

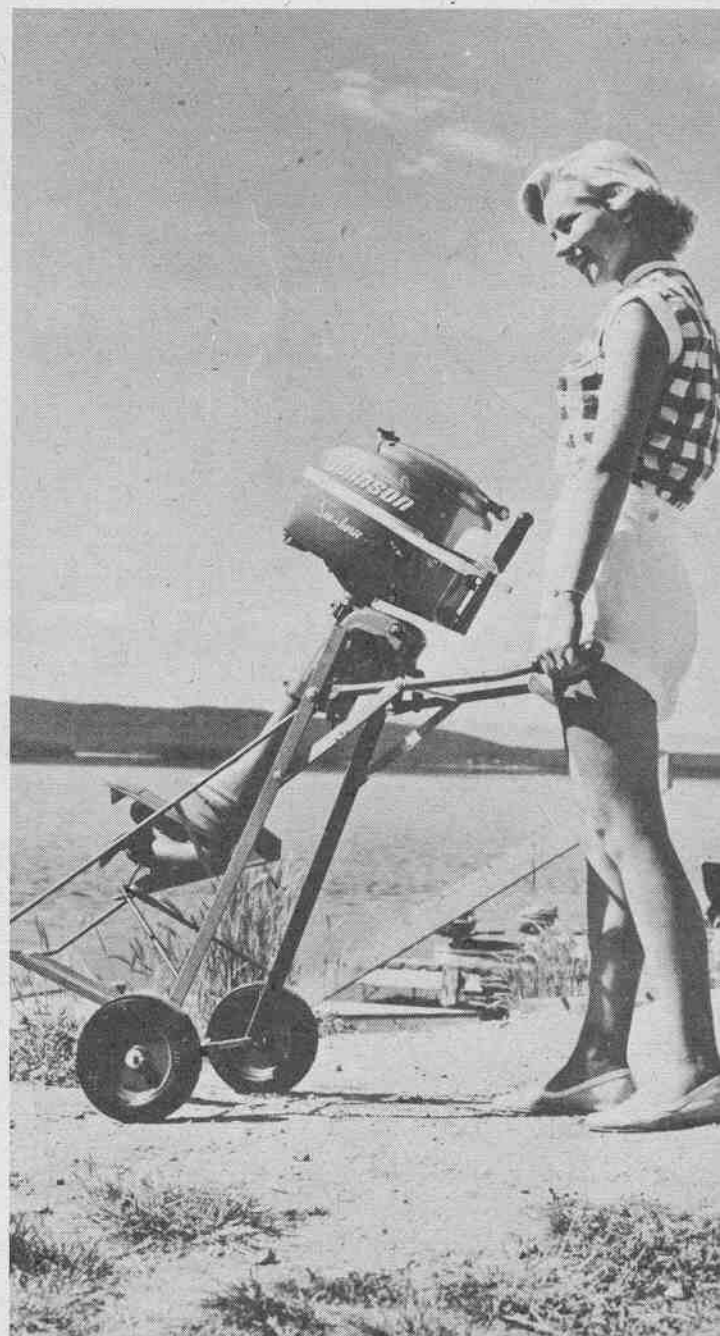
SOUTHWEST MFG. (NY-C): Arkansas Traveler boats . . . 4 new models added to line: Light 14' Utility, 14' River Fisherman, Heavy Duty 14' Utility, and 16' Utility.

STAR (C): introduces Starlite models of new type construction . . . 12 & 14' lengths for motors 10 & 25 h.p. . . also a new 14' stainless steel boat, 175 lbs. and a complete line of low priced galvanized steel models. (Turn To Page 27)

Boat Sport

"OUTBOARD MOTORBOATING IS INCREASING TREMENDOUSLY," SAYS HOWARD C. GRIFFIN, PRES. OF THE OUTBOARD BOAT MFRS. ASS'N, AND SALES MGR. OF ALUMA CRAFT BOAT CO. . . . "A GOOD YEAR AHEAD FOR THE INDUSTRY," SAYS JOHN W. GASINK, PRES. OF THE OUTBOARD MOTOR MFRS. ASS'N. AND VICE PRES. SEC. OF SCOTT-ATWATER MFG. CO., INC. . . .

(Below) Portastand, made by Brinkton, doubles as motor rack and carrier. Metal drip pan protects floor when in storage, and whole unit folds flat to fit in car. Also have unit called Car Carry that fits on car roof; also to carry and store, or as regular car-top carrier.





The opening day record breaker! Elgin Gates' EU Runabout, "Pearly Gates," of Surfside, which, at 37.289 m.p.h., upped the 36.022 m.p.h. year-old-record that was made at Miami, Florida, by Frank Stone.

SAGA OF THE SALTON SEA
EVENT ... "GUESS WHO" TURNS
121.7035 M. P. H.

BY BOB RUSKAUFF

(Left) Streaking down south run of her record trip, Bobby Sykes pushed "Guess Who" to new world's record of 121.7035 m.p.h., topping the 120.085 m.p.h. Paul Sawyer's great boat, "Alter Ego," set one year ago.



BOATSPORT
COVERS 12TH ANNUAL
DESERT REGATTA



NO MATTER WHERE you sit or what light you are reading by, there is something convincing and absolute about a world record.

And that, constructively, is the best one can say for the 12th National Desert Regatta, which was held through Nov. 7-11 of 1952 on that hydra-headed, faithless and unpredictable 14 x 40 mile body of water in the Southern California Colorado Desert, known as the Salton Sea.

There, for five fretful days, drivers, mechanics and families, represented by some 225 boats that rode aboard trailers from 10 States, either cussed and fumed, or philosophically enjoyed a vacation experience that millions (not waiting for records) would delight in, while "sitting it out" on the beach.

Compared to the 201 boats of 1952, on hand were 78 stock outboards, 43 racing outboards and 74 inboards that were registered—some 30 others didn't bother.

Compared to 1951's 21 speed marks, or the 22 that first astounded the world of boating in 1930, the two records gleaned this time might seem a pitiful harvest.

The outboards were to lead off the show on the Salton Sea Beach course, on the sou'westerly side of the sea and almost directly opposite Desert Beach, site of three past record crusades.

Given a choice, any betting speedboat man would probably plunk his dough on the north side. Here was only Hobson's choice. Due to the inexplicable "leakage" from the parent Colorado River, waters of this flood-born (1906-1907) spawn of the river were hoisted some four feet during the 1951-1952 winter. Desert Beach had been flooded out.

For six weekends in advance, officers and members of the sponsoring Southern California Speedboat Club worked to set up a 1-2/3-mile outboard and a 2 1/2-mile inboard competition course, with single buoy turns and mile straight-away markers. They repaired and painted two Navy barges. Owners of the adjacent property had dredged a launching spot for the boat pits, some 400 yards south from the sprawling trailer and tent cantonment.

Following (yes, it's always that way isn't it?) weeks of high-perfect weather, drivers foregathered in face of a rising storm and attempted to hold mile trials Friday, Nov. 7. For hours they were "blown out." Nonetheless 28 outboard and stock drivers made 31 runs through the traps. One, Elgin Gates of Surfside, Calif., who had already driven both stock and racing outboards to a total of 16 world records since 1946 and included three to date in 1952, set another. Gates drove his EU runabout "Pearly Gates" to twice loft the mark of 36.022 m.p.h., which Frank Stone had made at Miami on Dec. 29, 1951. The first average was barely over, at 36.266. A bit later he batted it down with a 37.689 m.p.h. average.

Otherwise, it proved a day of poor omen. The passing of his mother forced B-hydro driver, Elmo Belluomini of Buttonwillow, to return home. Tom Gouldstone, Los Angeles (BU Stock) and Bob Marrick (F Runabout) were injured in a highway accident enroute to the races. AU runabout pilot Pete Peters of North Hollywood emerged second best in a joust with a Salton Sea mudhen. As Pete was trying out before the mile runs, the bird hit him square in the face. Peters was stunned, the hydro flipped and it might have proved more serious except for a fast rescue aboard Patrol Chief Lloyd Jensen's "Dorloyd".

That evening came rain, thunder, lightning and wind. The race committee barge broke moorings and floated ashore. Much of Chief Timer J. Otto Crocker's electronic gear that had been left aboard was thoroughly drenched and the lines torn loose.

Saturday the sea was licked by white caps and action cancelled.

Sunday. A duplication.

(Turn To Page 30)

Boat Sport



The Committee did yeoman's work preparing for and handling the Salton Sea event. Top row, left to right: Ted Aman, Kenny Harman, Al Hart, Lloyd Jensen, Dr. Wayne Ingalls, Tommy Thompson, Reathal Bush, Fred Hallet, Bob Corbett and Commander Ed Olsen. Bottom row, left to right: J. Otto Crocker, Juanita Bush, Ruth Patrick, Adaline Ingalls, Jean Gorst, Ken Mayer and Dr. Paul McWilliams. (Photograph taken on last day).



Again the champion! Ed Parsley (left) shown with his "Vina Mae IV", driven by Willie Miranda, that retained the National B-racing Runabout title with straight heat win—the best heat at 47.670 miles per hour.

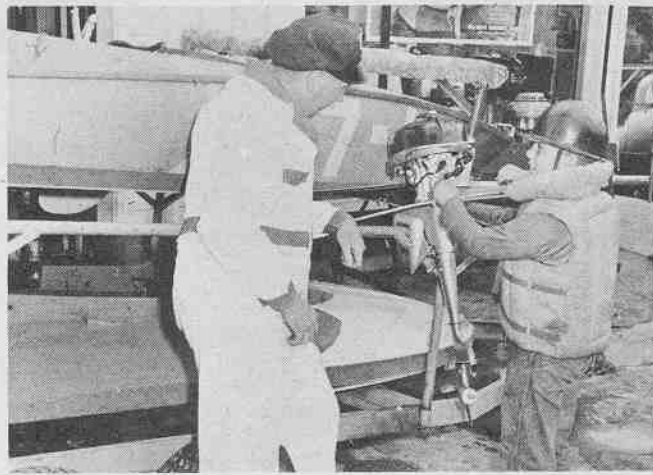


(Above) Fastest mile on Salton! Comm. Ed Olsen (center) gives Arthur L. Bobrock to Guess (left) and Sykes as Comm. Kay Olson of the Salton Sea & Boat Club and Race Chairman Tommy Thompson (right) look on. Previous record holders: Guy Lombardo, 118.229 m.p.h. and Paul Sawyer, 120.085 m.p.h. Silver trophy used was replica of the original. (Below) Danford Campbell (right) with riding mechanic, Bill Sibson, holds Salton Sea plaque. Campbell plans to sell his speedboat and retire from racing.





Al and Donnie Benson of Salt Lake City are father and son team.



Donnie, already a veteran JU, eagerly awaits promotion to Class C.

HOW DID I become an outboard racer? It's hard to put your finger on it. There are a thousand different ways it can happen. Some are obvious, some are hidden. With me it all started the day I traded a sailboat for a twenty-two horsepower motor. That probably was the most significant transaction of my career, for it was the first of what proved to be many motors. The beginning of an insatiable desire to not only go fast, but to get there first.

After I started organized racing, I found out it was not just a "git-in-and-go" proposition. Pop Tuthill, the father of racing in the Pacific Northwest was instrumental in getting across to me the proper balance of boat, motor, and headwork. Racing is a science, and I believe every newcomer should be aware of it.

To prove it takes brains to race, I remember the National Runabout Championships at the Marine Stadium in 1946. All I had to do to win was to finish the second heat. Circumstances were such that I had it sewed up that well. Peanuts Mayhew got ahead of me, and tried to bluff me on a turn. I refused to bluff. I remember sailing right over his bow. Neither one of us finished. But then that's racing. If a fledgling driver were to ask me the secret of winning, I

would tell him, "Stay upright, boy, just stay upright."

In the Benson family we like to make racing a family affair. My wife Dorothy is as avid a partner as one could expect, especially in a game that rewards you with wet feet and an oily complexion. In the days that I was racing Class F runabout, she has been known to ride deck for me. In past years Dorothy has confined herself to scoring races. I don't know which is worse, the ride, or calling the numbers.

The rest of the family is Donnie, thirteen, and Jimmy, eight years old. Donnie has been racing two years now, in a JU runabout, a fine place for a youngster to spend his freshman years. It has not gone without reward. He holds the world record in the JU class for the mile straightaway. He ran this in 1951 at Devil's Lake, Oregon making 22.69 m.p.h. Jimmy is coming up to getting his solo time in on the family skiff and the 1.5 hp motor.

In 1951 my business crashed headlong into my hobby. The hobby won. My service station was expanded to include boats, motors and equipment. From then on I've been more apt to be waving the flags at the Seattle Outboard Races than racing. But then I get a bang out of that, too. Maybe I'll be another Pop Tuthill! (End)

Still active, Al Benson fights it out with the other C Runabouts.



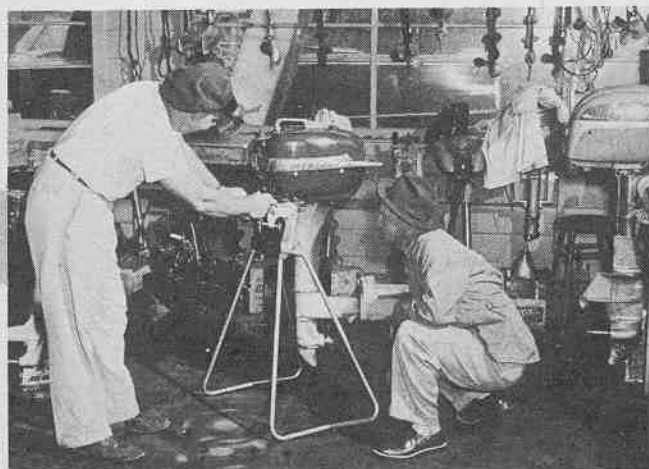


Al starts 'em young. "So long as they have jackets they'll float!"



After a race the P.A. system comes down and flags are folded up.

Racer or fisherman, we are an outboard-minded people nowadays. This picture shows Al at work in his shop.



OUTBOARD RACING

FAMILY STYLE

By Al Benson, As Told to Russell Swanson

Donnie (Left) and Jim supervise Mother's trophy maintenance, which is quite a job in the Benson home.





OUTBOARD RACING IN PUERTO RICO

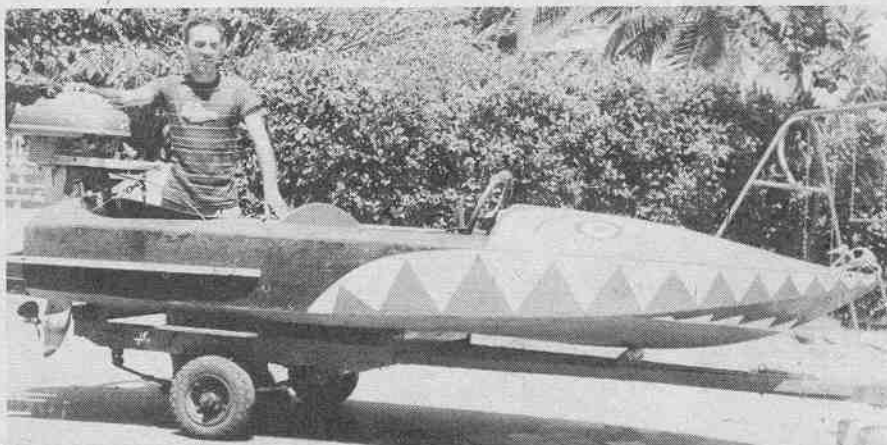
BY JORGE MARTINEZ-NEGRONI

SAN JUAN BOATING ENTHUSIASTS GO ALL OUT FOR SPEED

Puerto Rican Regatta at Salinas shows Martínez-Negrón leading a mixed fleet of B hydros and runabouts with his Merc-powered runabout which has been clocked at 43 m.p.h. He flipped in this heat and race was won by Luis Pediera in his homemade hydro. (Right) At San Juan, Luis Pediera with a Merc leads Rafael Nido, also with Merc. Martínez-Negrón close behind in Elto powered boat.



(Below) When the Santurce Boats Club was first organized, anything that would run was put into competition. Author is pictured here with his fast-moving, homemade B utility runabout powered by an Elto motor.



(Photo, bottom left) Souped-up Evinrude Light Four pushing a B utility at 30 m.p.h. during early days of outboard racing in Puerto Rico. No helmet, life jacket or racing throttle was used in these early days of racing.

ON A LOVELY, sunny island located about five hours' flying time southeast of Miami, a group of Puerto Rican boating enthusiasts have organized a new (to their island) sport. By the initiative and hard work of a group of outboarding fans early in January of 1952, the Santurce Racing Boats Club was organized. In less than a year, our club, which has temporary headquarters at one of the member's houses on the beautiful Condado Lagoon, right in the center of San Juan County, has built up its membership to thirty and already has fifteen racing boats in utility classes, B, C and D. B class at the moment is the strongest, with eight entries.

During the summer of 1952 we held exciting outboard races almost every month in San Juan and in many other cities over the island. Although the rules and regulations of the A.P.B.A. are followed as closely as possible, our fans and contestants aren't surprised to see several Class B stock hydros and stock runabouts racing together in a single Class B event.

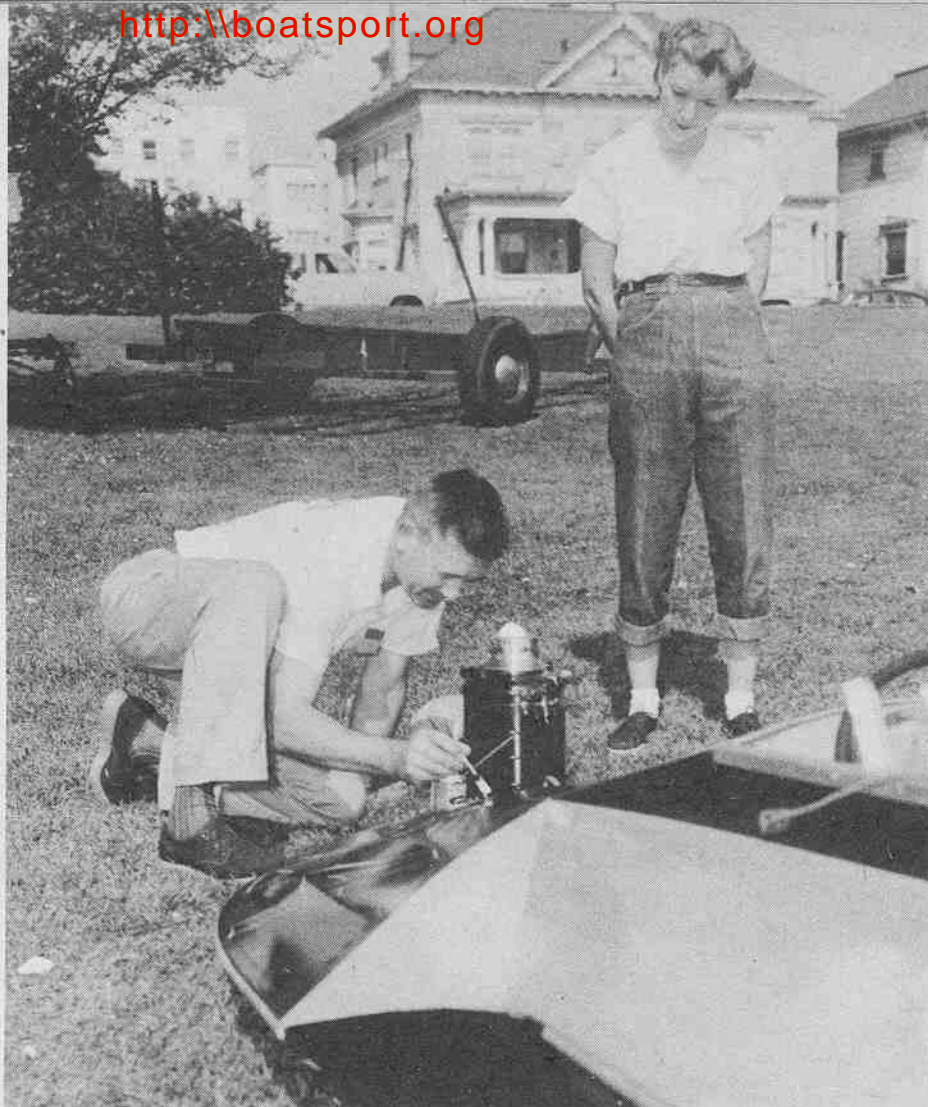
Also, as our fans have already learned, anything can happen in an outboard race. On occasions a BU runabout has beaten all of the B hydros. In one of our

(Turn To Page 29)

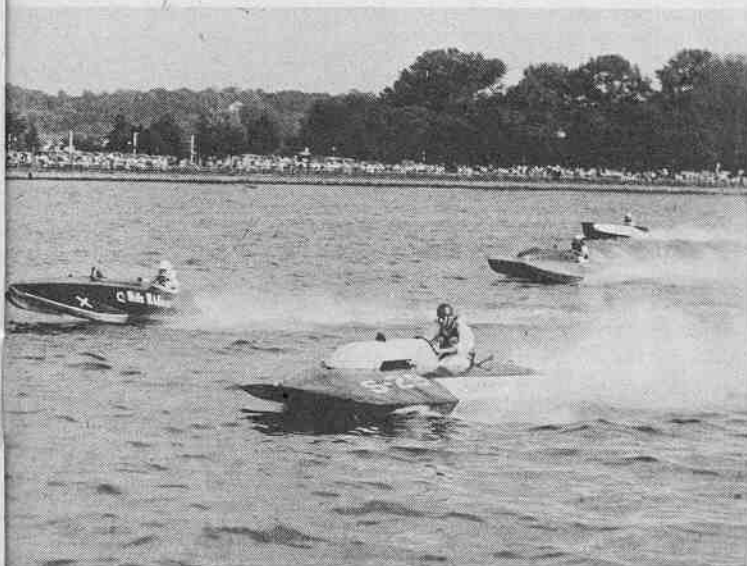


SPEED SNAPS

(Right) Jewel Swift watches her husband, Joe, paint number on one of his 3-point outboard hydros at the A.P.B.A. Stock Outboard Nationals in Oakland, Calif., last September. Joe Swift, as much as any driver, can be termed a real, big time winner—his Swift-made hulls have won four titles: A, B and D stock hydros as well as J stock outboard runabout title.



(Left) A new inboard class that holds great promise for future competition is the 136 c.i.hydro. The new 36 is strictly stock class, which should give inboarding another relatively modestly priced speedster. Shown at right foreground is Jack Cook in "Maggie X,"—left, Allen Jones in "Night Rider"—just behind leaders is "Shrimp Boat," helmed by racing driver Glen Cool.



(Right) The start of the D stock runabouts during A.P.B.A. Nationals at Oakland, Calif., shows a part of the 14-boat field moving up on the one-minute gun.

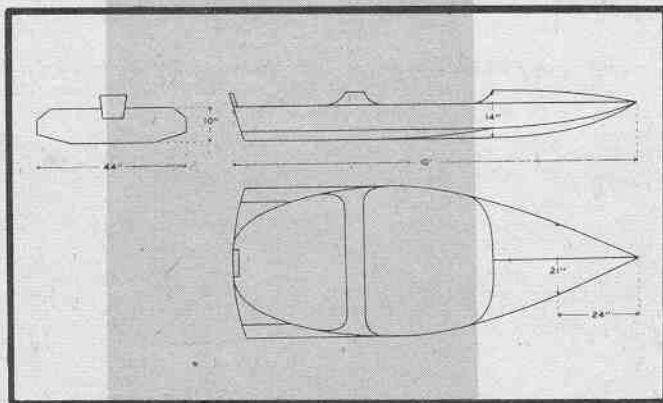


KNOW YOUR SPEEDBOAT CLASS



Smallest of the strictly-designed-for-outboard-racing engines is the tiny Class M or Midget. Opposed cylinder Evinrudes are largely used in this class. Don Whitfield, former National Champion and five-mile-record holder, is shown in his "Annihilator." The present National Champion, Dr. R. D. Frawley of Davosburg, Pa., also holds the world competition mark at 38.701 m.p.h.

Technical illustration



RULES AND REGULATIONS CONCERNING SPEEDBOATING CLASSES ARE IMPORTANT TO THE NEWCOMERS IN MAKING THEIR SELECTIONS. THIS MONTH BOAT SPORT COVERS BASIC CLASS SPECS OF 48 C.I. INBOARD HYDROPLANE, THE CLASS B STOCK OUTBOARD RUNABOUT AND CLASS M OUTBOARD RACING HYDROPLANE.

48 CUBIC INCH HYDROPLANE CLASS (Rules established by A.P.B.A.)

INBOARD RACING CLASSES have no restrictions on amateur or professional status, but do impose a minimum age of 16 years for driver or crew member.

HULL: Minimum length . . . 9' from the bow to the after edge of the running surface. No width restrictions on beam or chine contouring apply. Single or multiple steps are permissible. No weight restriction.

The hull must be equipped with one water-tight bulkhead.

ENGINE: The class limits the power plant to a single engine of the four-cycle type with piston displacement not in excess of 48 c. i. Further, the engine must be of a type and manufacture available on the open market to any prospective purchaser.

Superchargers are specifically prohibited.

Modifications permitted are replacement of carburetors and intake manifolds by any standard make and model carburetor available on the open market and any intake manifold provided, however, that there be no more than one carburetor venturi for each two cylinders.

Exhaust manifold may be removed and replaced with any form of stack or exhaust manifold.

Dual ignition will be permitted only on engines so equipped by the original manufacturers, but any single ignition system, battery or magneto, may be substituted.

Factory camshafts furnished as standard may be re-ground.

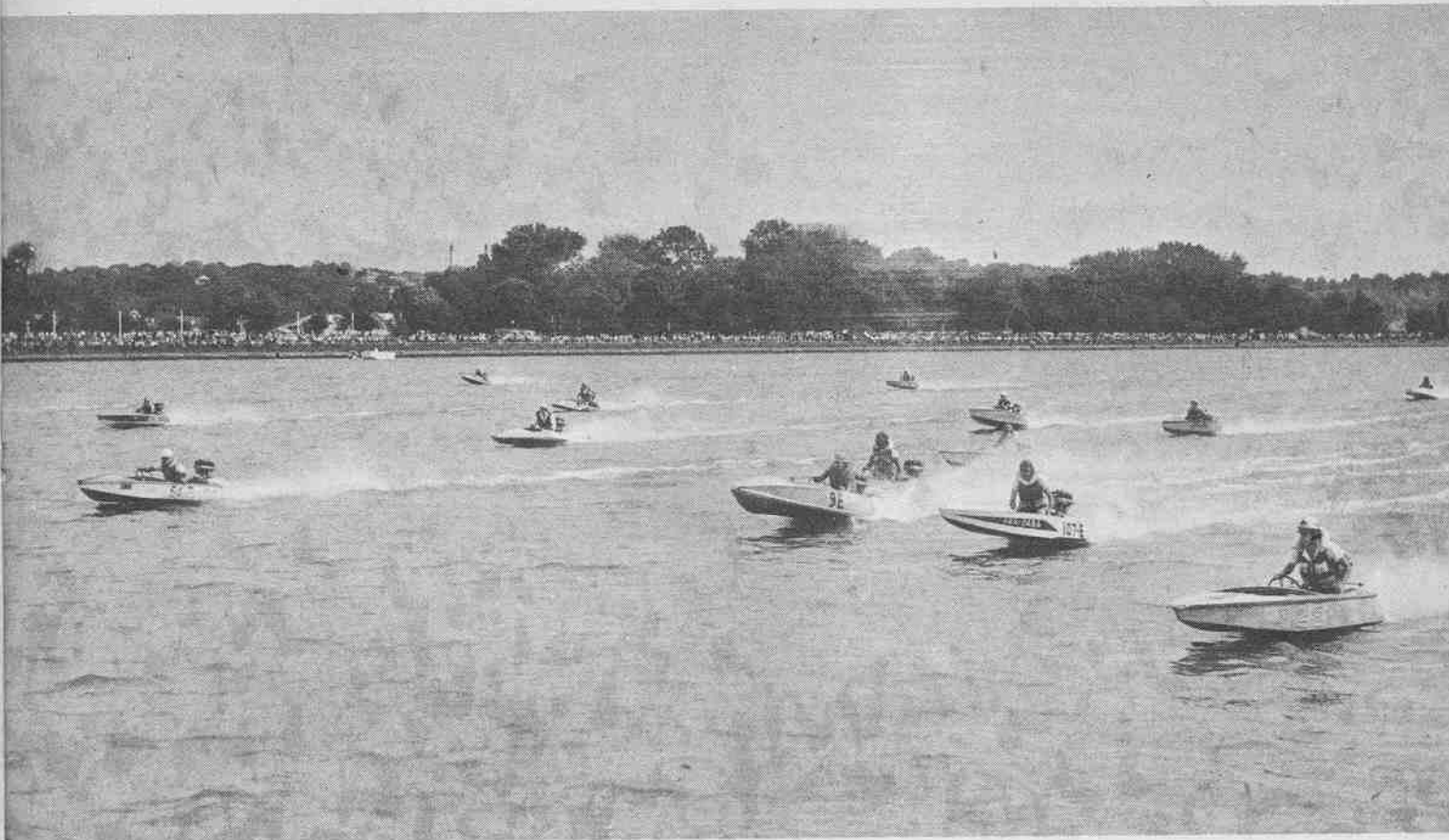
Crankshafts may be balanced but not otherwise altered.

Valve seat angles may be altered but no change is permitted in valve or port size.

Non-essential parts such as water pumps, clutches, etc., may be removed.

Modifications of the cooling system, including added crankcase capacity, are permitted.

Cylinders may be ground or honed to .030" oversize of manufacturer's original specifications.



Class B stock runabouts offer plenty of exciting action and speed in competition well over the 40 miles per hour mark. The potential driver who weighs 145 pounds or less, enters the race at no weight handicap. A fast field of BU's is pictured in this photograph letting em out at full throttle near the bank of the Potomac River, Washington, D.C., during the 1952 President's Cup Regatta. (Photos on these pages by Harold J. Flecknoe).

48 CUBIC INCH RUNABOUT CLASS (Rules established by A.P.B.A.)

HULL: Minimum length, 9'. Minimum beam, 4'. No weight restriction.

ENGINES: Rules same as for hydroplane class above.

CLASS B STOCK OUTBOARD RUNABOUT (Rules established by A.P.B.A. and N.O.A.)

To be eligible to race in Class BU, drivers must be 14 years of age minimum under the rules of both sanctioning groups.

Under N.O.A. this class boat is termed Division III Outboards. A.P.B.A. refers to them as Stock Outboards.

HULL: (A.P.B.A. & N.O.A. rules): Stock outboard hulls are displacement type family runabouts of either standard manufacture or of home construction, falling within the following regulations:

Seating space is required for four persons with a minimum seat width of 15" per person, seats to measure at least 10" fore and aft.

WEIGHT RESTRICTIONS, A.P.B.A.: Minimum hull weight, 140 lbs.

Minimum over-all weight, 275 lbs. This includes minimum hull weight plus driver in racing clothes (*EXCLUDING* life jacket, helmet and knee pads). Boat weight includes all permanently attached hardware but excludes removable equipment such as tools, cushions, fuel and motor, but does include permanently attached coaming pads.

WEIGHT RESTRICTIONS, N.O.A.: No minimum hull weight but boat weights include same equipment as under A.P.B.A. rules, plus permanently attached knee or deck cushions. Minimum over-all weight (boat and driver) 300 lbs., including all racing gear worn during race.

ADDITIONAL N.O.A. RESTRICTIONS: Forward cockpit may not be made inaccessible by permanent decking.

Removable decking may be installed at owner's option. Boats shall have no step and there may be no breaks in the longitudinal or transverse continuity of the underwater surface other than the keel. Rubbing strips or lapstrake and reverse lapstrake may be of no greater depth than $\frac{3}{4}$ " and must be parallel to the center line of the boat.

Sum totals of any reverse curve or reverse lapstrake shall not exceed $\frac{3}{4}$ " when measured in the total width of the boat. Boats will not be permitted to depend upon external air pressure or a design that creates a tunnel effect to aid in planing. Fins may be used.

ADDITIONAL A.P.B.A. RESTRICTIONS: Forward cockpits shall not be less than 30" in fore and aft direction. Fabric cockpit covers may be used in marathon racing only.

Rubbing strips or lapstrake and reverse lapstrake shall have no greater depth than $\frac{5}{8}$ ".

The following table of hull dimensions shall apply (see technical illustration):

- A. 21"
- B. 44" not including spray rails or rub moldings
- C. 10"
- D. 10"
- E. 14"

MOTOR RESTRICTIONS: (applicable to both A.P.B.A. and N.O.A.):

Motors must be over 15 c.i. piston displacement and may be as large as 20 c.i.

MODIFICATIONS: Spray shields and protective cowlings may be removed.

Weight such as solder, lead or copper may be added to flywheel for balancing but no metal may be removed from flywheels.

Material may be removed for balancing of revolving or reciprocating parts other than flywheels, provided minimum weights and specifications as specified in manufacturer's motor spec sheets are maintained. Internal passages in powerheads may be polished or

(Turn to Page 32)



INSIDE STORY OF RACING FUELS

By Ted Powell

Editor's note: In our last issue, BOAT SPORT's fuel expert, Ted Powell, raised the cloak which too long has kept racing fuels a deep trade secret. He offered a revealing analysis of the various properties of methanol, ethanol, benzol and actone. For our readers who want the final peak performance from their racing engines, Mr. Powell's fuel discussions in this and future issues of BOAT SPORT are a "must!"

AVIATION GASOLINE

AVIATION "SUPERFUEL" GASOLINES, are hydrocarbon blends produced from specially selected very-high-octane hydrocarbons such as the isoparaffins, olefins, iso-olefins, spiranes, aromatics, substituted aromatics, naphthenics, etc. Since some of these military gasolines have unusual octane ratings of 115 lean/130 rich to 145L/160R, and far exceed the old iso-octane standard 100 octanes, they were dubbed "superfuels" by the petroleum chemists.

Aviation gasolines have a wide boiling range between 80 and 360 degrees, which is carefully tailored so that app. 10% lies in the top easy-starting fraction, about 10% in the heavy hi-mileage fuel supply conserving fractions, and the main 50% lying about 200 deg. midpoint in a fairly normal distribution-curve fashion. The R.V.P. of military gasolines is limited to a 7 lb. maximum to prevent vapor-lock troubles, the minimum calorific content to 118,700 BTU/gal. and 20,600 BTU/lb., to insure adequate operational range, the sulphur content to a maximum of .05% per lb. to prevent excessive lead precipitation and engine corrosion, and the T.E.L. or T.A.L. content to a maximum of 4.6 c.c./gal. to prevent engine, plug and oil overheating and fouling. In blending special racing fuels, the racing man must set up similar operational specs to suit the fuel to the engine, course conditions, and weather.

Gasolines have high A.F. ratios of 15.4/1 and 12.5/1, the highest of any motor fuel. This is one of the major reasons for their general use as a motor fuel, as would be indicated by their high calorific content. They have a maximum-power A.F. ratio of about 20% rich, which is about 20% lower than that of the hi-performance alcohols. They have a low latent heat of about 140 BTU/lb., and a liquid thermal conductivity and specific heat lower than that of the alcohols. The liquid

viscosity is a bit lower than methanol's and their liquid coefficient of expansion is similar to that of most of the special fuels. This causes them to lose about 6 to 8% liquid density from 0 to 125 deg., an important point to remember when calculating fuel mileage during a long-distance race in hot weather. Chilling the fuel tanks with ice cubes or dry ice is an interesting possibility here, if fuel separation and freezing are to be avoided.

While the Continentals have concentrated upon hi-performance methanol blends for the past 15 or 20 years, many U.S. racing men have stayed with the low-per mile-per gallon consumption, hi-octane hydrocarbon blends. However, since the hydrocarbons have low latent heats and benzol and T.E.L. produce high flame temperatures, it is difficult to hold down destructive engine temperatures within reasonable limits at very high compression pressures and RPMs. For this reason U.S. racers have been swinging more and more to compromise hydrocarbon-alky and hi-performance methanol blends to get the necessary internal-coolant action and better performance, at a sacrifice in fuel mileage.

Another disadvantage of the hydrocarbons, aside from their low latent and specific heats, is their slow-igniting and slow burning heavy fraction in 250 to 360 degree boiling range. They not only burn slower, but also form hard carbon. For this reason, when working with long-distance hydrocarbon or medium-distance hydrocarbon-alky blends, the writer prefers to buy the more expensive selected hydrocarbons from the oil and chemical firms which have more restricted B.P.s in the 80 to 200 deg. range, and blend his own V.H.O. fuels (isopentane, pentene, neohexane, di-isopropyl, triptane, iso-octane, cyclohexane, methyl butene, benzol, etc.). Blending the V.H.O. hydrocarbons into alky fuels not only boosts the mileage and octane rating, but the light fractions in the 80-120 deg. boiling range also supply an easy cold-starting fraction superior in fuel quality to ether.

NITROBENZOL AND NITROMETHANE

The nitro-hydrocarbons are the better-known nitro "igniter" fuels, sometimes erroneously referred to by racing men as "superfuels." Igniter fuels are those whose ignition points are lowered under the

(Turn to Page 33)

Boat Sport

It's NEWS

MARDO SALES CORPORATION announces a new type of boat and outboard motor cover. (See Figures 1 and 3). It will take abuse comparable to boat covers of 8 and 10 oz. canvas construction and yet sells for approximately half to a third the retail cost of similar covers built of canvas. The covers are 6 gauge Vinyl plastic and range from \$9.98 for a 8' cover to \$29.98 for a 20 footer. Outboard motor covers come in two sizes at \$2.98 and \$3.98 and should be handy items for the racing driver who does not want his ignition wet down during sudden rains.

HERE'S A TIP to inboarders planning on Ford-conversions. OSCO Motors Corporation, which specialize in OSCO-Ford marine engines, have proved successful in Jersey Speed Skiffs, International 4-litre hydros recently offered visible proof of the success of their OSCO-marine Ford in the E Service Runabout owned and driven by Dr. L. Grobety of Switzerland. Grobety hung up a European record for the class last August on Lake Geneva at a 52 m.p.h. mark. The hull used was an aluminum one built by Auto-Star of Montreux, Switzerland. (See Figure 2)

COPEROYD, long considered one of the standout marine anti-fouling paints, made public recently the use of Coperoyd as a racing surface for speedboat bottoms. Coperoyd, which during World War II proved its extremely adhesive quality when used on the bottoms of the fast PT boats, now proves to be an excellent surface for racing hydroplanes or runabouts.

Any driver planning to refinish his boat's bottom or paint a new boat certainly can't go wrong by using the pure metallic copper brushing enamel designed for racing surfaces by the Metallic Coatings Corporation.

Here's how to copper-plate with Coperoyd. Any previous varnishes or enamel should be taken off completely and the hull sanded smooth. This is the best time, too, to check for proper bot-

tom alignment. The first coat of Coperoyd should be brushed on smoothly and uniformly to small areas at a time, working as you would with enamel. After hardening at least overnight (several days is recommended) the finish must be rubbed lightly with a medium fine grade of steel wool or 4/0 wet and dry sandpaper. If wet and dry sandpaper is used, be certain that the surface of the planking is kept wet at all times. Wash off all dust and apply a second coat. The second coat will fill any small imperfections that showed up after sanding (Turn To Page 28)

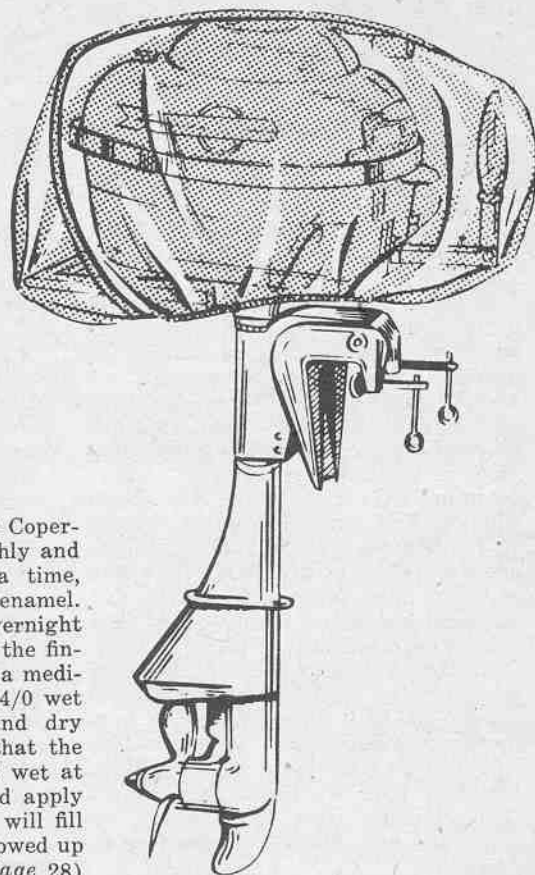
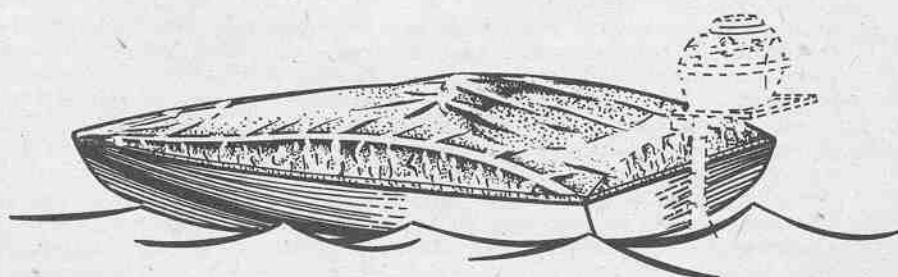


FIGURE 1

FIGURE 2



FIGURE 3



OUTBOARDING'S BIG THREE

(Continued from page 6)

Veteran and still active racer Vic Scott spent sixteen years behind the wheel of various Jacobys. And among other titles, Scott, for four years, held the world's Class C competition mark at 57.325 m.p.h.

Among the present-day drivers, Gil Petermann is one of Pop's standouts. In 1948 Gil won twenty-eight consecutive first places in Class A, has been a top Class A competitor for the last five years and won the national title in 1951.

Some of the old-timers who established their reputations driving Jacoby styled wood were Bedford Davie, the first outboard driver to average out over 70 m.p.h.; Joel Thorne, the 1937 high-point champion who later switched to auto racing and successfully competed in the Indianapolis "500"; Chart Johnson, an early Albany-New York winner; Ted Roberts, another winner of the Hudson grind; Jimmy Mullen, one-time holder of the Class F one mile and five miles titles and present day outboard racing fuel chemist; Lew Carlisle; Ken MacKenzie; Sammy Crooks; Paul Sawyer; Harry Birdsall; holder of the American marathon record at 52.53 m.p.h.; Marshall Eldredge, famous hop-up expert and long-time top competitor; Fred Chase; Clint Ferguson; Art Wullschleger; Paul Wearly; Bobby Meyer; Doug Fonda; Dick McFayden; Gar Wood, Jr. and others too numerous to mention.

More recently, Don Whitfield, who until 1952, was the perpetual midget champion and still holds the five mile competition record; Ben Jankowski, whose screaming B's and C's spell rugged competition at any race meet; Joe Stager who had a Class B heyday in 1948, won thirty-one straight heats of racing and then lost the formula; Doc Williams another veteran who has pushed into the money winning brackets as a standout professional for the last dozen or more years and tiny, pretty Boots Morphy, whose "Miss Shooting Star" copped the Pacific Coast high-point midget championship in 1948.

Recently Pop turned his hand to a Class A-B utility three-point hydro that John Kovals has used to break through the nearly solid Eastern wins established by adherents to the fine Joe Swift designed three-pointers. What Pop's boats will do in the future in the rapidly growing utility hydro racing is anybody's guess but it's this writer's prophecy that if the old master puts plane, saws, C-clamps and above all, technical racing know-how seriously to the utility field, he may add another long string of champions to his already ponderous list.

Outstanding though Pop's list of drivers has been, by far the greatest of them was the Crown Prince, Fred.

Fred's all-time record book got somewhat out of hand so that even Emile, who keeps the Jacoby books, hesitated to hazard a guess at his wins. But some of the highlights of his twelve active

racing years should give some idea of what the present-day driver would have to cope with if he were ever to take over the scenic painter's place in the sport. Today Freddy is fifty-two years old and hasn't driven in a race in this half of the century. But when you figure the half-century is only three years old, you can see Freddy is by no means a member of the rocking chair fleet and still shows an active interest in the sport, in an officiating position.

His active career as a driver ceased in early 1942 when he entered the Army in which he served as a captain and later as a major in the Signal Corps. But in 1947, Pop had designed a new Class C three-pointer and wanted an expert's opinion of the new design in competition. Fred brought his racing togs out of mothballs, won two straight heats with the new C job, approved the design and then abdicated his title to a new and younger crop of drivers.

But during the twelve years when Fred was active, what he did in the sport was just short of miraculous. He entered the Albany-New York Marathon thirteen times. His first try in 1929 was his weakest. He burned a piston three miles short of the finish while running well up with the leaders and failed to make the distance. Only one other time did Fred's outfit miff the grind and finish out of the money. Twice he was the over-all winner, once in 1935 and again in 1941. And in 1941 he averaged 41.7 m.p.h. in a Class B job and with his under-20 c.i. outfit he beat a field of 103 entrants including plenty of rigs that out-powered him by as much as three to one in piston displacement.

Four times Fred won the American high-point championship, the George H. Townsend Gold Medal. The fourth time he won it, the donor, George Townsend sent Fred a telegram, "All congratulations. Am considering saving money by having die made with your name for all Townsend medals."

In 1935, which may well have been his best year, Fred racked up 32,637 points. With the National high-point championship, goes the honor of sporting the boat number U.S.—2. Compare Fred's fabulous score to that of the 1952 A.P.B.A. high-point man, Bud Wiget of Concord, Calif., who will in '53 have the honor of wearing the U.S.—2 number by scoring 11,342 points and you'll see that Fred's total point score was really terrific. Wiget is no mean campaigner and well deserving of the National title as present-day competition is plenty rough. But Jacoby's competition was no less tough and in eighty-two heats, he scored 50 first places, 11 seconds, 12 thirds, 6 fourths, and 3 fifths, in addition to winning the Albany-New York Marathon and finishing fourth in the Trenton-Philadelphia and return grind. Even more amazing is the fact that in eighty-two heats of racing in a single season, Jacoby finished every heat. This not only speaks highly of Fred's driving ability but

puts pitman Emile in the enviable position of scoring 100% start-and-finish performance during a regatta filled season.

Considering that Emile not only would see Freddy out onto the course, but also busy himself lending a helping hand to any of Fred's competitors who happened to be racing one of Pop's boats, the big Grand Duke established somewhat of a record himself.

Why didn't Emile ever drive? One close look at Emile would give you the answer. He's built far too generously for one of Pop's cockpits and Pop has even said, "Em alone used to even crowd some of the 18-men lifeboats I built."

Not only did Fred win the high-point trophy in 1935 but he also won the Stanley W. Ferguson Diamond Medal representing quality performance as well as quality scoring. That year there was a lot of loose talk that Freddy was bowling them over in the East but if he were stacked against some of the hot boys in the West, he'd just breathe rooster tails.

The cream of America's outboard drivers met at Tulsa, Okla., for an outboarding showdown, the National championships. On Lake Sequoyah, Okla., Freddy cancelled any ideas that he was only a sectional champion in a hurry. In a B field including the defending Class B title holder, Frank Vincent, racing on his home waters, and against such other standouts as Thom Cooper of Kansas City, Walter Everett, Herschel Turk, Freddy dethroned Vincent and returned to North Bergen with the National B Championship.

During Fred's long career, his outstanding day in competition occurred on June 9, 1935, when on the Potomac River at the Shrine Regatta he stunned the drivers and fans alike. He started his winning spree with a first heat win in Class A and continued through the day to take first places in A, B, C, F and a free-for-all event to give him a clean sweep of all outboarding events and nine consecutive heat wins.

As a record breaker, Fred hung up dozens of National competition and one-mile straightaway marks, but his most astounding record-breaking day occurred on August 11, 1935 when he entered one of the most keenly contested outboard racing regattas of all times. 220 boats of all classes were on hand to shoot for cash and trophies in the Charles River Basin at Boston, Mass., before a crowd estimated at 150,000. The Hearst-owned Boston-American and Sunday Advertiser sponsored the event. Driving against class B professionals including such stars as Frank Vincent of Tulsa, Okla., Marshal Eldredge of Mass., Cab Walier, New York; one-time National champion Bob Grabeau, New York; Clayton Bishop, Freddy Chase and half a dozen lesser known professionals, Fred bounced around the Charles River Basin at a then new record mark of 46.680 m.p.h. Fred's new record was short lived for in the second heat he again topped the field, this time with an average of 46.753 and then in a third Class B professional event, Fred

pushed his US-4 over the five mile distance for a third consecutive world's record shattering time of 46.788 m.p.h. Three records shattered in three consecutive heats is another of the Crown Prince's marks that will be tough to break.

Of the present day crop of outboard drivers, one of the most promising to take over Freddy's crown is fifteen-year-old Dean Chenoweth of Xenia, Ohio, who was an outstanding performer at the 1952 A.P.B.A. Stock Outboard National Championships. Young Dean won the A.P.B.A. National titles in AU runabout, A stock hydro and B stock hydro. Not bad for a fifteen-year-old with plenty of time for more startling performances ahead of him.

Call it a hunch or call it extra special motor savvy, or just plain luck, Emile Jacoby was the rabbit's foot of the Big Three of Outboarding. Just one example

would be that record breaking day at Boston when Freddy wanted to use a reliable B that had been carrying him to a considerable number of first places. In fact it took a lot of arguing on Emile's part to get Freddy to try out the new B that Em had worked over and had a hunch would have just a bit more stuff.

The sport has profited by Pop's fine boat designing, by Fred's skillful and aggressive competitiveness and is still profiting by Emile's leadership. In 1952 Em was an Honorary Vice President of A.P.B.A., Treasurer of the new N.O.A., Commodore of N.J.O.A. and Honorary Commodore of SCODA. All of which adds up to almost a full-time boating enthusiasm, which of course has been shared by his father and brother, and which all three have given generously to the sport of speedboating.

(End)

1953 BOAT SHOWS

(Continued from Page 15)

FIBERGLAS HULLS

FLEETCRAFT (NY): 12' Snapper Angler and 12' Snapper Utility, 145 & 155 lbs., O.B.C. rated up to 12 h.p. motors . . . flotation material mounted under seats . . . mahogany framing and trim.

WINNER (NY-C): Plasti Craft boats . . . seamless molded Fiberglas hulls with molded-in color . . . new 14' model, Plasti Craft XL-525, made of just two parts (top & bottom), has molded-in seats and decks, recessed motor well, divided planing area to permit use of medium and high horsepower motors, flange from bow around forward deck dips down to form spray rail . . . also new is 12' Fisherman, with V-bottom, hard chine hull.

RACING BOATS

BARBOUR (NY): 1953 stock utility racing outboards . . . 11½' Rocket, 130 lbs., 13½' Rocket, 235 lbs., and 14' Rocket Senior, 358 lbs.

BLITZ (C): Limbucker Boats . . . Class A-B Atomic Bullet, 11', 130 lbs., plywood Kurvoconic bottom . . . Class C Comet, 13', 180 lbs. and Class D Derecho, 13', 220 lbs., plywood semi-V bottoms . . . blenders of Blitz Racing Fuel and builders of Blitz Cab Trailers . . . also line of racing accessories.

BLUE (C): aluminum Blue Star runabouts . . . 11½' Warrior and 13½' Chieftain . . . won 2nd place in BU and 5th in AU at N.O.A. Nationals.

CHRIS-CRAFT (NY-C): a boat kit for assembling 10' Utility Racing Pram . . . with addition of trunk deck, steering wheel and throttle, is ready for use in Classes JU, AU and BU.

DURATECH (NY-C): all aluminum hull in Pramline fits Class JU.

FEATHER CRAFT (NY-C): a new aluminum stock utility, the Flash, 10½', 120 lbs., speed said to be up to 45 m.p.h. with "B" engines, 40 with "A".

GENERAL MARINE (C): Speedliner boats . . . two new models for '53 . . . M-313 Typhoon, C Service and C Racing Runabout, and M-713 Caravel,

CU Runabout design but also for use with a 10 h.p. Mercury in rough water such as Winnebago and Albany-New York marathons . . . Typhoon has not been tested with a "C" motor but ran 58 m.p.h. with a 25 h.p. unit . . . both models weigh approx. 175 lbs. . . . Speedliners hold National Championships in JU and AU (A.P.B.A.) and DU (N.O.A.) Also boat kit for 9' Class JU available.

MOLDED PRODUCTS (NY-C): offer a molded plywood stock utility racer, Class BU.

PABST (C): announce a new CU-DU runabout for Spring to join model 202, AU-BU runabout, which took Aquatennial B Runabout, and Mid West Power Boat B Runabout Hi Point Championship.

PENN YAN (NY-C): 12' Swift on exhibit, designed for CU racing, as representative of stock utility outboard line which includes 10' Swift (AU-BU) and 14' Swift (DU-EU-FU).

ROBERTS (NY): has among Kit Craft items a hull for assembly to run in either JU or AU.

SWITZER-CRAFT (C): only minor changes made in 1953 Championship Bullet (CU-DU) and Baby Bullet (BU) stock utility models . . . Bullet is all mahogany, Baby Bullet has mahogany bottom and decking . . . both models on exhibit along with Bob Switzer's "High Strung" 192-V, the Bullet he drove to DU wins in Albany-New York Marathon, A.P.B.A. National Championship and a new one-mile record (first time these three events have been won by one boat).

THOMPSON (NY-C): 1952 line of stock utility racing outboards is maintained for '53.

WAGEMAKER (NY-C): Hurricane molded plywood stock utilities for all classes . . . 9½', 11½', 12' and 14' models . . . also U. S. Molded Shapes, Inc., a subsidiary and maker of the hulls, is able to furnish molded hull shapes for various outboard racers for those who wish to finish up their own craft.

OUTBOARD CRUISERS

The phenomenal growth of outboard cruising is attested to by the fact that at least six firms enter this field for the first time in 1953: Aluma Craft, Atlanta Boat Works, Feather Craft, Owens Yacht (factory-assembled kit), Ozarka (kit) and Thompson Bros.; plus the many others already in the field. (See photographs in this section and text below).

ATLANTA BOAT WORKS (NY): maker of Aristo Craft sport runabouts introduces new 18' cruiser . . . sleeps 3 . . . built of monocoque or stressed skin construction with full longitudinal mahogany stringers and ribbon striped mahogany plywood . . . a truly outboard mounting bracket adds to usable cockpit space.

CHRIS-CRAFT (NY-C): 18' Outboard Express Cruiser Boat Kit . . . beam amidships 7' . . . cabin can accommodate 2 bunks, head and small galley . . . weighs 790 lbs.

FEATHER CRAFT (NY-C): announces plans to have an 18' aluminum cruiser available during the latter part of 1953.

OWENS YACHT (NY): well-known maker of inboard cruisers introduces first model for outboard cruising . . . 21' Assembled Kit Express Cruiser, built both as inboard and outboard and sold in either semi-finished or finished form . . . sleeps two . . . designed for 15 to 25 h.p. motors . . . speed claimed up to 26 m.p.h.

SCOTTIE-CRAFT (NY): exhibited 18' cruiser 6' 8" beam, mahogany constructed with exception of planking which is ¾" marine plywood, bottom and sides . . . weighs 780 lbs.

THOMPSON (NY-C): enters outboard cruising field for first time with 19' 3", 93" beam, round bottom, TVT (Thompson V Type) model of compressed seam planking of Western red cedar . . . available in either semi-kit (completed hull) or finished form, with head, water tanks, bunks, ice box and other accessories.

U. S. MOLDED SHAPES (subsidiary of Wagemaker Co.): is equipped to furnish molded plywood hulls up to 20' for outboard cabin cruisers to be finished by purchaser.

KIT BOATS AND HULLS

(For Cruisers and Racing see above)

ATLANTA BOAT WORKS (NY): offers a new 12' Formed Hull completely assembled with transom and spray rails . . . same design as the 12' Aristo Craft model . . . purchaser may install seats and decking to suit requirements.

OZARKA (C): 1953 Boat Kits include these new models . . . 10' outboard and runabout styles with features formerly available only in larger boats, ribs and stem of laminated oak, pre-formed and laminated at same time to hold shape, all other frame members of oak, large forward deck provides dry storage . . . 8' Pram for motors up to 3 h.p. . . . 3 new kits for 10, 12 & 14' flat-bottomed boats . . . new 12' duck boat of simple

(See over)



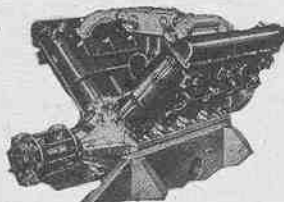
A·B·C and D CLASS Stock Utility Racing Boats!

See how much more you get in a Thompson Boat! Fast—safe—low priced. Both rough and smooth water models available—meeting 1953 APBA specifications. Write to either address for free literature.



THE GREATEST NAME IN OUTBOARD BOATS
THOMPSON BROS. BOAT MFG. CO.
279 Ann Street • Peshigo, Wisconsin
179 Elm Street • Cortland, New York

**WRIGHT
MODEL H3
HISPANO
SUIZA**



300 hp at 1800 rpm—375 hp at 2000 rpm
Weight 617 lbs. dry
Bore 5½" Stroke 6" Piston Displacement 1127
High Tension Magnetos—Government Overhauled
In A-1 condition
Price \$300.00 F.O.B. Port Arthur, Texas
R. Zenos, Box 1591, Port Arthur, Texas

IN OUR NEXT ISSUE

A feature article on spark plug selection and the factors influencing efficiency of outboard and inboard motors. A "must" for every racing enthusiast.

BE A CHAMPION . . . BUY A CHAMPION . . .

WORLD'S FASTEST BOATS



Let us build your racer or build your own from easy-to-follow plans of APBA Utilities, Hydros, 3-points. EXTRA speed beauty Performance

SEND 25c FOR CATALOGUE

Champion Boats 1524 W. 15th St., Dept. 95
Long Beach, Calif. (Dealer Inquiries Invited)

1953 BOAT SHOWS

(Continued from preceding page)

assembly that should not take more than a week-end to complete.

GENERAL MARINE (C): Speedliner Boat Kits now offered in 9' (see Racing), 12' & 14' models . . . runabouts standards or deluxe . . . following tools needed for assembly: recessed-head screw driver, hand saw, small hand plane, hand drill for ¼" bit.

THOMPSON (NY-C): enters kit boat field for first time in 1953 with three models of marine grade plywood planking with sawed oak frames . . . 12' Camper, 14' Troller (up to 15 h.p. motor), and 14' Roustabout (25 h.p. motor).

U. S. MOLDED SHAPES (subsidiary of Wagemaker Co.) this year offers complete molded plywood kit boats . . . 12' Plover and 14' Gull.

ACCESSORIES AND EQUIPMENT

AMERICAN PAD & TEXTILE (NY-C): Tapateco products . . . improved No. 8 Sportster Vest with new Java Kapok sealed in thin vinyl envelopes preventing contact with water . . . No. 20 Child's Stay-A-Float same construction, sizes 2 to 15 years . . . new outboard motor cover, cover and lining vinyl, padded for protection, in sizes to fit all standard motors.

BILT-WELL TRAILER (NY): new A-1000 model shown, complete with stop tail light, license bracket and tongue stand . . . load capacity 1000 lbs., for boats to 16'.

EAGLE MFG. CO. (NY-C): Flexo-Spout Filler Cans (2½ & 5 gal.) . . . new MP-3 Utility Filler Can with automatic shut-off valve to prevent overflow when filling tank . . . rubber covered spout protects tank opening threads, no funnel needed to refuel, gas will not flow down until spout is in tank, and stops automatically when tank is full (2½ gal.).

MASTERCRAFT TRAILERS (NY-C): Four models for outboards up to 650 lbs. (for cruisers the heavy-duty model is suited) . . . retractable loading and launching roller system to raise boat without lifting or dragging by means of winchless . . . camp trailer conversion kits available for temporary use as box trailer.

SAFEGARD (C): life preserver vests for adults and children . . . new Candy Stripe swim vest (red and white striped sport denim) for the young boater . . . racing vests with adjustable collar and side straps, zipper closure . . . fishing vests . . . motor covers, oil and water repellent (small, 5 h.p.; medium 10 h.p., and large, 25 h.p. and over), cotton padded . . . preserver cushions.

SUDBURY LABORATORY (NY): displayed Sudbury Automatic Bilge Cleaner for inboards and racers, too, as attested by copy of Stan Sayres letter saying "your cleaner is tops" (he used it in the "Slo-Mo's") . . . demonstration of the Aqua-Clear Feeder which attaches to side of any outboard motor and helps prevent rust corrosion and clogging of water-cooled passages from scale due to mineral deposits.

WAGEMAKER (NY-C): offers boat trailer with winch and roller at forward end, adjustable front fork, coil springs, shock absorbers and roller bearings . . . also complete line of marine hardware for small boats.

FIRM NAMES AND ADDRESSES

Aero Mfg. Co., 600 S. Huntington Rd., Syracuse, Ind.; Aluma Craft Boat Co., 2633 27th Ave., So. Minneapolis 6, Minn.; The American Pad & Textile Co., 3 Washington St., Greenfield, O.; Atlanta Boat Works, Pylant St., N.E. & Sou. R.R., Atlanta 5, Ga.; Baker Mfg. Co., Evansville, Wis.; Barbour Boats, Inc., P.O. Box 1149, New Bern, N.C.; Bilt-Well Trailer Co., 1218 Ridge Ave., Philadelphia 23, Pa.; Blitz Racing Products, Summer Street Rd., Burlington, Iowa; Blue Mfg. Co., P.O. Box 202, Goddard, Kansas; Brinkton Co., 83 S. 10th St., Minneapolis 3, Minn.; The Century Boat Co., Manistee, Mich.; Champion Motors, 1433 Stinson Blvd., Minneapolis 13, Minn.; Chetek Boat Co., Chetek, Wis.; Chris-Craft Corp., Boat Kit Div., Algonac, Mich.; Chris-Craft Outboard Motors, 2000 Beverly Ave., S.W., Grand Rapids 9, Mich.; Dunphy Boat Corp., 519 High St., Oshkosh, Wis.; Duratech Mfg. Co., 12 Paulding St., Pleasantville, N.Y.; Eagle Mfg. Co., Wellsburg, W. Va.; Evinrude Motors, 4143 N. 27th St., Milwaukee, Wis.; Feather Craft, Inc., 450 Bishop St., Atlanta, Ga.; Fleetcraft Corp., Philadelphia 11, Pa.; General Marine Co., 6th & Oak Sts., St. Joseph, Mo.; Grumman Aircraft Eng'g Corp., Metal Boat Div., Bethpage, L.I., N.Y.; Harwill, Inc., St. Charles, Mich.; Holsclaw Bros., Inc., 408 N. Willow Rd., Evansville, Ind.; Johnson Motors, Waukegan, Ill.; Kiekhaefer Corp., 660 S. Hickory St., Fond Du Lac, Wis.; Larson Watercraft, Inc., Little Falls, Minn.; The Lauson Co., New Holstein, Wis.; Martin Motor Div., National Pressure Cooker Co., Eau Claire, Wis.; Mastercraft Trailers, 1 Factory St., Middletown, Conn.; McDerby-Contatier Boat Co., P.O. Box 667, Denison, Texas; Metallic Coatings Corp., 234 W. 44th St., New York 18, N.Y.; Metal Products Corp., 245 E. Keefe Ave., Milwaukee 12, Wis.; Molded Products, Inc., P.O. Box 94, Cockeysville, Md.; Old Town Canoe Co., Old Town, Me.; Owens Yacht Co., Inc., Stansbury Rd., Baltimore 22, Md.; Ozarka, Inc., Washington & Borden Sts., Woodstock, Ill.; Pabst Boats, 2005 West Ave., So. La Crosse, Wis.; Partee Boat Co., Lebanon, Tenn.; Penn Yan Boats, Inc., Penn Yan, N.Y.; Roberts Industries, Branford, Conn.; The Safeguard Corp., Cincinnati 22, O.; Scott-Atwater Mfg. Co., Inc., 2901 E. Hennepin Ave., Minneapolis 13, Minn.; Seattle Craft, Inc., 471 N.E. 79th St., Miami, Fla.; Shell Lake Boat Co., Shell Lake, Wis.; Southwest Mfg. Co., P.O. Box 2339, Little Rock, Arkansas; Star Tank & Boat Co., Goshen, Ind.; Sudbury Laboratory, South Sudbury, Mass.; Switzer-Craft, Inc., McHenry, Ill.; Thompson Bros. Boat Mfg. Co., Peshigo, Wis.; Trojan Boat Co., Lancaster, Pa.; A. R. True, Inc., Amesbury, Mass.; Wagemaker Co., 566 Market St., S.W.; Grand Rapids 2, Mich.; Winner Mfg. Co., Inc., P.O. Box 399, Trenton 3, N.J.

(END)

IT'S NEWS

(Continued from page 25)

the first coat. A third coat may be added but it is not considered necessary.

When the final coat has hardened, rub with medium fine steel wool and follow up with a very careful rubbing with 6/0 or finer wet and dry sandpaper. And again make certain that the surface is kept wet.

When you have completed this polishing, wash the bottom with water and after it has dried, give a final buffing with the finest grade of steel or bronze wool. By following these simple instructions in the use and finishing of Coperoyd, you will get a handsome, tough and slick racing surface that looks like sheet copper. To the best of our knowledge, Coperoyd is one of the anti-fouling marine coatings that can be used to create a fine speedboat racing finish.

OUTBOARD MOTOR TABLE

All motors are alternate firing twins unless noted. F-N-R means forward-neutral-reverse shift; F-N, forward-neutral (clutch only). Controls referred to are in steering handle. All remote controls are optional. Remote fuel tanks are standard unless noted. "Sp" means speed control; "Sh" means shift control.

H.P.	Make	Wt. Lbs.	Shift	Controls	Remote Fuel Tank	Remote Controls
2½	Martin "20" (Single)	29				
2½	Flambeau (Single)	29				
3	Evinrude Lightwin	30				
3	Johnson Sea Horse	31				
3	Lauson (Single)					
3½	Champion Guide	42				
3.6	Scott-Water (Single)					
4½	Martin "45"	36		Sp		
5	Champion Jubilee	44	F-N-R	Sp-Sh	Yes	
5	Flambeau	35				
5	Johnson Sea Horse	44	F-N			
5	Mercury Mark 5		F-N			
5	Scott-Awtater		F-N-R		Opt.	Yes
5½	Chris-Craft Challenger	46				
6	Lauson Twin					
6	Lauson Trumatic		F-N-R			
7½	Champion Jubilee	44	F-N-R	Sp-Sh	Yes	
7½	Champion Jubilee Hydro-Drive	45	F-N-R	Sp-Sh	Yes	
7½	Evinrude Fleetwin	47	F-N			
7½	Martin "75"	44	F-N	Sp-Sh		
7½	Mercury Mark 7 Rocket					
7½	Scott-Atwater Gold Pennant		F-N-R	Sp	Yes	Yes
10	Chris-Craft Commander	72				
10	Johnson Sea Horse	60	F-N-R	Sp	Yes	Yes
10	Martin "100"	57	F-N	Sp-Sh		
10 (approx.)	Mercury Mark 15		F-N-R		Yes	Yes
10	Scott-Atwater Gold Pennant		F-N-R	Sp	Yes	Yes
15	Champion Jubilee	54	F-N-R	Sp-Sh	Yes	
15	Champion Jubilee Hydro-Drive	55	F-N-R	Sp-Sh	Yes	
15	Evinrude Super Fastwin	69	F-N-R	Sp	Yes	Yes
16 (approx.)	Mercury Mark 20		F-N-R		Yes	Yes
16	Scott-Atwater		F-N-R	Sp	Yes	Yes
20	Martin "200" Silver Streak	67		Sp	Yes	
25	Evinrude Big Twin	98	F-N-R	Sp	Yes	Yes
25	Johnson Sea Horse	98	F-N-R	Sp	Yes	Yes
	Mercury Mark 40 (4-cyl.-in-line)			Sp	Yes	

Outboard Racing in Puerto Rico

(Continued from page 20)

races, a BU runabout flipped in a race where the sea was overly rough and the winning driver of a nearly disintegrated hydro had to flee to the pits after crossing the finish line because his boat was sinking from the terrific pounding.

One of our leading newspapers, *El Mundo*, has been very cooperative in taking photographs and helping to promote interest in our new sport.

When we first started the club, our speeds fluctuated between 20 and 28 m.p.h. and we thought we were really flying. Now, in less than a year, our runabouts are hitting 42 and 43 and our hydros are moving two or three miles an hour faster. All of us are after one goal and that is to hit 50 m.p.h. with our Class B outfits.

We expect to double the number of our racing boats within the next three or four months and we also expect to hit that 50 m.p.h. goal. As soon as we reach it, we'll invite the drivers from the States to bring their rigs down to Puerto Rico for racing. . . . And if the Stateside boys are not willing to come down, then we're going to try to take our outfits up there and prove that outboard racing hasn't only come to Puerto Rico but the Puerto Rican drivers can give a good account of themselves against any competition. (End)

Our Experience is Your Gain WE CAN SAVE YOU TIME AND MONEY

Headrest
2 styles

Chain coupling
11 styles

Rudder
Assembly
5 styles

Engine
Equipment

Large-2 blade
assortment
Racing
Propellers

Struts - 22 sizes
and angles

Debbolds specializes in the manufacture of hardware and fittings for inboard speedboats. Volume production and many years of experience guarantee you greater speed and performance at terrific savings. More inboard speed records have been established using Debbold hardware than with hardware of all other manufacturers combined. If you are building a speedboat, be sure to get our catalog — it is entirely different from any other marine hardware catalog available, showing hundreds of custom items designed especially for your inboard speedboat, either runabout or hydroplane.

I. E. DEBBOLD'S

SEND 25c TODAY FOR A NEW FULLY ILLUSTRATED CATALOG
10366-V Long Beach Boulevard
Lynwood 4, California



CAN'T BE BEAT!

BEN TURPIN

modified stock B
runabout
5 mi. comp. 42.815
m.p.h.
B hydro comp.
45.815 m.p.h.
B runabout mi.
straightaway
48.980 m.p.h.
B hydro straight-
away 57.785



Chris-P
LEADS THE FIELD

SPECIALIZED RACING FUELS

FOR INBOARDS
AND OUTBOARDS

SEE YOUR DEALER OR
WRITE TO Dep't. 1-19

CHRISTOPHER BROS.
12800 EATON AVENUE
DETROIT 27, MICHIGAN

SEE MASTERS FIRST

Complete stock of Speed Propellers—Crash
Throttles—Helmets—Tachometers and other
types Marine Equipment. Big Stock. All
Models of used Outboard parts and motors.
Write for Free Data Sheet.

W. L. MASTERS & SON, INC.
Dept. B, 210 W. Chicago Ave., Chicago 10, Ill.

EDITORIAL NOTE

Due to space limitations as result of big 1953
Special Boat Shows section in this issue, we
were unable to include the boat plans an-
nounced on the cover.

NEW! . . .

**THE JOHNSON PROPELLER CO.
ANNOUNCES**

**OUR 'OJ' LINE OF
RACING PROPELLERS**

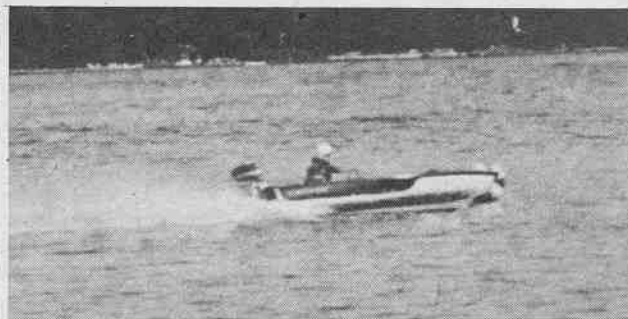
SENSATIONAL NEW DESIGN
GREATER SPEED
ACCELERATION
PERFORMANCE

Be Sure to Experiment with
Transom Height and Tilt

Made of Special High Tensile Bronze

Now in Stock for "B" Runabout and
"A" and "B" Hydro. Ready Soon for
"A" and "D" Utility and Hydro Classes.
Our Regular Line of Racing Propellers
Also Available.

JOHNSON PROPELLER CO.
603 Lancaster Street Kellog 3-4110
Oakland 1, California See your Dealer



Joe Engel, aged 13,
rounds buoy in final lap
of last race which won
him season's Outboard
Runabout Point Trophy
at Paw Paw Lake, Mich.,
last year. He is driving
Wagemaker Hurricane
with Merc Hurricane
Super-10 engine.

BOAT SPORT COVERS DESERT REGATTA

(Continued from page 17)

About noon, it was decided to move (as
had been done four years previously)
outboard competition heats to Long
Beach Marine Stadium, the following
Saturday.

Inboards now on deck and champing
for action, determined to last out until
Tuesday. Such heat events as could not
be finished, would be run on Nov. 16,
at Long Beach.

Monday. At 11 a.m. with a rising
barometer, the sea had calmed enough
for Chairman Tommy Thompson to call
over General Petroleum's P.A. System:
"Get ready for action!" Sensibly, it
was elected to dispose of the four cham-
pionship classes first.

Action is right! At that there wasn't
a spill and most surprisingly. Of 13
Cracker Boxes on deck, nine hit the
line. In the first heat Bob Patterson's
"Hot Cinders" of Van Nuys led Dan-
ford Campbell's "Top" of Long Beach.
In the second it was reversed, but
"Top" took the title by turning a non-
record 58.566 m.p.h. fastest heat.

Among six PODH's the battle lay be-
tween Dr. Louis Novotny's record boat
"Cherub II," with Art Maynard at the
wheel (Dr. Novotny had undergone a
recent operation and was on the beach
doing the P.A. announcing.), and Mar-
ion Beaver's "Little Beaver" of Parker,
Ariz. In straight heats the Arizonian
took the defending champion, though
his best time of 51.107 was well under
the 54.545 m.p.h. "Cherub II" had set
up at Desert Beach on Nov. 10, 1951.

It was also two-in-a-row, among eight
bouncing B-racing runabouts, with Willie
Miranda in the US champion "Vina
Mae IV" of Los Banos, over Robert
Wacker's high-flying "Beetle Bomb."
Best time, 47.670, was a long way from
"Wee Willie's" 57.582 m.p.h. record,
also made at Desert Beach in 1951.

Six of the eight 266's on deck got out
for the first heat. Curtis Marten's "Mar
Bel," Hampton, Va., demonstrated why
she had been a great Eastern competi-
tor by getting a beautiful start and
taking an easy first. Coming out for the
second heat her battery failed. Bob
Sykes in Joe Guess' new beauty, "Guess
Who" (Bobby had lost his helmet the
first heat), streaked to the van. The
time, 78.192 m.p.h., was certainly no
threat to "Alter Ego's" 87.890 record.

It was consistency, however, which
proved the jewel for Bill Dale's "Pee
Wee." The Maywood driver's two second
places earned the title.

And now the sea was again kicking
up. The 225's managed a first heat, won
by Roy Skaggs in Keith Black's "Flyin'
Saucer," but any further attempt was
hopeless. The day was latched up.

Armistice Day. It dawned, but not
too happily and at 7:30 a.m. Chairman
Thompson assembled all the drivers.
Tough it out? Or go home? The vote:
"Let's sit!," and about 11:45 it proved
wise.

Of 42 remaining drivers who signed
for trials, pilots in ten outboard and
inboard classes completed 30 full north
and south runs. Although Salton never
reached complete placidity, it is worth
noting that, in several instances, records
were perilously close to toppling.

Pete Pierce in Kenny Harman's
"Tinker Toy," trying to regain her 48
Cu. In. record, with an 81.439, was less
than a mile shy of the 82.436 m.p.h.
Victor Klette's "Peggy" made at Seattle
in August. Even closer was the best
Cracker Box time, turned by "Top" at
71.584, vs. the 72.054 record Ed Brown's
"Bouncy Barby" made on the sea a year
ago.

Closer yet were two other runs:

Leonard Tripp's B-Racing runabout,
"Ruff Nuff" of Avenal, actually sur-
passed the 62.803 m.p.h. record made at
Salton the year previous by Jack
Kelley's "Wee Willie," but her 62.871
m.p.h. was just shy of the required
1/10th of a mile boost.

That was slightly electrifying, but it
remained for Buddy Holloway's
"Screamin' Eagle" of Oakland to kick up
the voltage some more. She made the
best run of seven 135's out to erase the
99.483 m.p.h. record which Hollywood's
veteran, 58-year-old Eddie Meyer, had
set at Seattle in August, with "Avenger
IV."

Holloway turned the south stretch at
98.065 but on the run-back, the little
"Eagle" soared to 100.642, for a 99.380
average. Since his first run was slower
Holloway could (by committee consent)
turn round and make a south run, for
a best consecutive effort. The committee
elected he could try it. But: (1), Buddy
lacked enough gas and then (2), his bat-
tery went dead! He had to accept a tow
and this record hope died.

Something had to happen if Salton's
record-smashing fable were to live. It
did—and Bob Sykes wrote the chapter.

The fastest mile ever turned by a restricted class hydroplane; the third inscription on the Arthur L. (Art) Bobrick solid silver trophy (others: 118.229, made May 3, 1948 by Guy Lombardo's "Tempo VI"; 120.085 made Nov. 10, 1951 by Paul Sawyer's great 266, "Alter Ego.")

Earlier, "Guess Who" had averaged a healthy, but non-record 118.265. Bob Ingram's "Snipe" made 107.090; "Mar Bel" turned 101.082.

This time Sykes, approaching the trap, was running directly into the outside marker. Realizing that he had to get closer to shore to make the right approach into the mile, Bobby circled, took a full 3/4-mile starting run and again moved up. Even a hundred yards from the trap, it was obvious that the snowy-hulled hydro was at peak. If she could hold it she was in.

Electrifying word flashed from the timer on the Navy barge—speed, 121.580 m.p.h. Few doubted the north run would be faster. At an average it had been all afternoon. And so it was: 121.827, for a 121.7035 m.p.h. new world record.

In only a couple of particulars is the "Guess Who" unique. Her '46 Mercury engine, worked on and set up by driver Bobby Sykes, had Hillman-Travers fuel injector, Evans cylinder heads, Smith-Jones Cam, Tru-forge pistons, Harman-Collins magneto. Owner Joe Guess designed and built the hull in his as usual

superbly fastidious, unhurried fashion. Although Frank Neely described her as "a boat built backward which sure went good forward," "Guess Who" departs from the conventional only in her long (10-foot) afterplane for stability and a rather extreme nine-inch starboard offset of the rudder assembly.

In a comparison of riding vs. Sawyer's equally great "Alter Ego," it must be said that both are very stable, superbly balanced boats. Viewed from abeam, "Guess Who" did not appear to have the airborne qualities of "Alter Ego," but it is an allusion. Both ride the prop and have nigh identical planing approach. Either, given perfect water, should be capable of about 125 miles an hour, give or take a little.

The water for "Guess Who," or any mile aspirant, was not perfect. As Sykes said: "On the 118 run the rolls were diagonal, about six inches deep and 10 to 12 feet apart. On the record runs there was still a slight roll. Then on top of it, brother, you could see it, and feel it." From shore, though, the sea looked completely placid on the latter runs.

Surprisingly enough, ending each of his two runs, Sykes found that the boat, completely water-tight (when sitting), had shipped about 20 gallons of water. But, from where? It came down to the fact that the strut bearings of "Guess Who" were pressure-lubed. At that terrific speed, water apparently wrapped itself around the propeller shaft, pushed

up through the strut box and from there sprayed into the cockpit.

"I wondered," said Bobby, "where the heck all that spray was coming from."

A raconteur should perhaps leave things at climax point, but a reporter doesn't dare, so we transfer—one week-end later—to Long Beach Marine Stadium. And then what happened? The Chamber of Commerce out here should give up. Stock and Racing outboarders alike, may well feel they were forsaken.

On Nov. 15, the Stadium course, which has never been "blown out" in 22 years, was a high-tided, white-capped lagoon. At time of race drivers' meeting all hands huddled in a pounding rain and the wind screamed. Marvin (Slim) Boettger, the re-elected Region 12 chairman for 1953, carried his microphone into the shelter of a restroom (ladies, no less!) and told 94 signed stock and 14 facing outboard drivers:

"It seems we are blown out again!"

All agreed and the meeting adjourned. Then, one hour later the wind died, skies cleared and a fair portion of this competition might have been run off. But most hands had left for home.

Next day the inboarders, who got such of the breaks as there were, completed seven heats, unfinished from Salton Sea, with the following winners:

Class E runabouts—first place went to Lt. Comm. Willis Mitchell's "Honey Bee Too," driven by Ed Fletchall (best (See over)

RELAX and PLAY the SPEEDLINER WAY

Styled and Designed for Comfort and Speed with Safety

• No other make of boat can surpass SPEEDLINER 4-year performance record:

21 National CHAMPIONSHIPS and records in Classes J, A, B, D, E and F—and the 1953 models are faster and better!

4-Time Winner of the Winnebago Marathon and Missouri River Marathon.

PATUXENT River Marathon. Won 1st in Classes A and D.

WINNEGABO Marathon. Won 1st, Class D-1 and D-2.

105-mile Greenville to Vicksburg. 1st three boats to finish in Class D.

St. Louis Marathon. Won 1st in Class D-1 and 1st, 2nd, 3rd in Class D-2.

BELLE ISLE—Won 1st in Class D.

Won Classes JU and AU at the A.P.B.A. National.

Won Class D and Free-for-all at the N.O.A. National.

Missouri River Marathon. Won 1st in Class B and Class D-1, Class D-2.

11 UTILITY MODELS—J through F.



JON CULVER driving Class B SPEEDLINER. Model M-510 Corsair. Set 5 mile B.U. record at 43.859 M.P.H.

PLYWOOD

High quality Philippine mahogany marine plywood available. Sheets up to 48" wide scarfed to any length.

KIT BOATS

5 Boat Kit Models. If you wish to have fun building your own boat, send for information on our kit models. Model shown is our 12 ft. KB-12 Delux →



Five passenger, 14 foot "TROPHY." Plenty of room for all for fun!

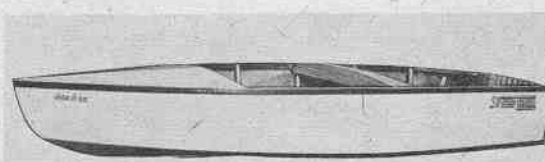
Yes, now you can own a pleasure boat with the strength and stamina . . . and speed . . . of a marathon racer! Now the whole family can enjoy outings in perfect comfort and safety.

SPEEDLINERS . . . precision built throughout . . . are outstanding in appearance, seaworthiness and performance. Finest materials mean long service, low upkeep. 25 sleek models to choose from . . . one for every boating need! Few dealerships still available in choice territories.

Famed far and wide for their comfort and safety as the most popular family pleasure boat, the new SPEEDLINER models are improved for 1953. Write today for complete information, literature, prices, performance data.

GENERAL MARINE COMPANY

Dept. 1300 Sixth & Oak St., St. Joseph 14, Mo.



BOAT SPORT COVERS DESERT REGATTA

(Cont'd from preceding page)

heat, 53.795 m.p.h.), to edge out Ed Olsen's "Cream Puff III." Each won a heat.

Though placing third, Skaggs' Salton win in "Flyin' Saucer" gave her the 225 Cubic Inch hydroplane victory. The Long Beach heat, at 58.556 m.p.h. was won by Rich Hallett's "Wee Too, Downey."

Gillette Smith's 48 Cubic Inch hydro, "Snuffy" of El Monte, with best speed of 54.315 m.p.h. (a Stadium record for the class), led Roger King's "Dyna-Mite" of San Diego and Jim Hubbard's "Little Jim," Long Beach.

Rich Hallett doubled in the 135-Cubic Inch class and put "Haliday" to two firsts, briefly disputed by Bud Meyer in "Avenger IV," with a 50.055 m.p.h. best heat.

The Marine Stadium was at one of the lowest ebb-tides ever seen. Waters were smooth. Competitive speeds, on this also single-buoy course, but with five trips for five miles instead of three, were much faster than at Salton.

There must be a final irony: The public was to see this show free. However, somebody left the main gate to the Stadium locked and, come race time, several hundred spectators turned away, not knowing that drivers always go in by another entrance.

It was, somehow, a fitting denouement. (End)

KNOW YOUR SPEEDBOAT CLASS (Cont'd from page 23)

bevelled, if such alterations do not bring measurements above or below those provided on manufacturers' motor specification sheets.

No substitution of components such as lower units, carburetors, magnetos will be permitted unless they are furnished by a manufacturer as a replacement or a modification for that particular model engine.

External underwater parts may be polished provided contour or specified measurement of the parts are not changed from those shown on the manufacturers' specification sheet.

ADDITIONAL N.O.A. REGULATIONS: Open exhausts will be permitted at option of the sponsor and when so permitted, specially built exhaust adapters may be used.

Up to .025 oversize permitted on cylinder bore dimensions if manufacturer furnished oversize or unfinished pistons as a stock replacement. Chroming of cylinder walls is prohibited.

ADDITIONAL A.P.B.A. REGULATIONS: Mufflers, expansion chambers or other exhaust system components must remain as furnished by the manufacturer. Cut-outs must be kept closed. Exhaust relief holes may not be added or those existing may not be enlarged. Muffler covers and exhaust relief plates must be in place and must be secured. Up to .020" oversize on the cylinder

bore dimension is permitted if the manufacturer furnishes oversize or unfinished pistons as a stock replacement. Chrome plating is not permitted.

CLASS M (MIDGET) RACING HYDROPLANE

(Rules established by A.P.B.A. and N.O.A.)

No minimum age restriction is imposed by either sanctioning body.

HULL: N.O.A. imposes an over-all racing weight of 200 lbs. for the class. This over-all weight includes both weight of boat and weight of the driver in regular racing togs worn during a race; *INCLUDING* life preserver, crash helmet or any other paraphernalia worn during the race.

A.P.B.A. imposes a minimum hull weight of 75 lbs. and over-all hull and driver weight of 200 lbs., that weight including weight of driver in regular racing clothes, but not including life preserver, crash helmet or knee pads.

MOTOR RESTRICTIONS: (Applicable to both A.P.B.A. and N.O.A.)

The motors shall be of a cubic inch displacement of 7½ inches.

Motors in the midget class shall weigh not less than 30 lbs., not including the battery. No ball, roller or needle shall be used in any part of the motor, except as stated specifically below.

It shall be permissible to use a crankcase lower bearing cap incorporating an integral seal for the periphery of the bottom cheek of the crankshaft, providing no change is made in the crankshaft dimensions and the seal does not extend above the upper face of the crankshaft bottom cheek. The crankcase bore may be enlarged to accommodate a crankcase cap of this type.

Forged steel connecting rods equipped with bearings at both crank pin and wrist pin ends, otherwise meeting specifications as to length and weight may be used in Class M engines.

Cylinders may be chrome plated and may be bored or honed to a maximum of .025" oversize of engine specification sheets.

Bevelling and balancing crankshafts are permitted. The motors may be modified by removing or adding material, provided the dimensions of the modified parts are kept within the limits of the dimensions as specified in the manufacturer's specification sheets.

Any American made carburetor, standard or modified, may be used.

Mufflers may be removed and auxiliary lubricating devices may be added. (End)

IS OUR FACE RED!

The picture on the cover of our last issue was said to have been taken " . . . shortly before the starting gun sent the Class AU boats scurrying off down-river, the first of a six class field in the Albany-New York Outboard Marathon." At least that's what our cover story said. But whoa up there, somebody missed a buoy somewhere! Anybody can see that the only boats in the picture are FM's, which were the last class to start, and they seem to be about all ready to pull out of the pits. How come? Well . . . you see, it's this way: Mr. Hardie, our co-publisher, took a lot of pictures up there at Albany that morning, from which this one was selected; and when it came time to write the story the picture was off being made into a cover, and the culprit, who had seen all of them, thought he remembered seeing AU's all over the place and so wrote accordingly. And don't think we haven't heard about it!

WORLD'S FIRST kit for Model Boat Operated by RADIO CONTROL!

Sleek, Sporty,

Streamlined

Actual photo of model built from Kit B 6-M. Length 28", Beam 9½".



The world's first — and naturally, it's by Sterling! This Chris-Craft beauty is specifically engineered for radio control! By installing radio equipment you have complete control and can maneuver this boat from the shore, like magic! Broad beam and removable cabin provide room for radio control — or for interior detail. Amazingly comprehensive kit. Entirely prefabricated. Mahogany used extensively. This 28" model of the famous Chris-Craft 32' Cruiser is authentic in every detail. Finest boat of its type money can buy! EASIEST TO BUILD! Most fun to own! See it at your dealer's.

KIT B 6-M

995

(less scale marine fittings)
Cast Metal Fitting Set B 6-F
... \$3.50

See These Other STERLING Models!

POWER BOATS

Richardson Cruiser	5.95	Century Resoriter	3.25
Higgins Speedster	4.95	Century Sea Maid	2.95
Chris-Craft Buccaneer	7.95		

Sterling models

1530-34 N. Hancock St.

Philadelphia 22, Pa.

☐ Please send Kit No.

I enclose \$

☐ Please send free catalogue.

No C.O.D. orders accepted. Add 30¢ to each price to cover mailing.

Name.....

Address.....

City.....State.....

BS-4

INSIDE STORY OF RACING FUELS (Cont'd from page 24)

heat and compression conditions within a combustion chamber. This shortens up ignition lag, speeds up combustion, reduces detonation tendencies and improves acceleration and top-speed performance.

The late Carlton Ellis, a pre-war petroleum chemist, in his highly technical fuel patents referred to this as an "ignition point depressant" and "anti-knock igniter" action. The anti-knock action differs from that of the usual anti-knocks which modify the combustion reactions, by speeding up the combustion and giving the detonation products less time to develop. Some racing men erroneously assume that anti-knocks such as T.E.L. produce their anti-knock action by "slowing down combustion." Actually many of them produce a hotter and faster flame and slow down combustion only in the sense that they prevent supersonic detonation at 4000 ft./sec. and allow normal combustion at about 1/10th that velocity.

Many racing men also mistakenly attribute alky and nitro fuel performance superiority to the fact that they are "oxygen bearing." It might be pointed out that the ethers and carbon dioxide are also "oxygen bearing," but the ethers are a big bust as racing fuels, and carbon dioxide wouldn't ignite if hit with a blow torch. True oxygen-bearing fuels are unstable and are probably quite useless for piston engine work. Actually, the presence of nitrogen is probably the key to the obscure ignition and combustion chain reactions which the nitro fuels enter into to produce their highly effective igniter action. This is partly indicated by the fact that many hydrocarbon-fuel organic anti-knocks such as the xylydines, amines and anilines also contain nitrogen radicals.

Racing men also fruitlessly attempt to boost racing engine outputs by resorting to true, oxygen-releasing, explosive fuels such as hydrogen peroxide on the "oxygen bearing" theory. This usually gets them nowhere, fast and furious, since one can get all the oxygen one needs simply by increasing the carburetted or injected A.F. ratio. The inducted A.F. charge is not increased, and may even be lowered by the oxygen-bearer since it will act as a fuel diluent and may have low latent and specific heats. Liquid-oxygen injection would probably be much more effective here, and more dangerous as well.

Not too much motor fuel data is available on the nitro fuels. Nitromethane is a heavy, oily, water-white, toxic liquid with a liquid density about 30% higher than that of the dense benzol, weighing about 9.5 lbs. per gal. It has a rather high B.P. of 214.7 deg. and a low V.P., low latent and specific heats lower than acetone's, and a calorific content slightly lower than methanol's. It is soluble in alcohol and ether, but only partly soluble in gasoline. If used with gasoline, some sort of agent

such as acetone, ethanol or ethyl acetate must be added to blend. Because of its high viscosity and very low calorific content, alky-nitro fuel lines, pumps and jets have to be opened even larger than for straight methanol.

Since nitromethane acts as an igniter, increases flame temperatures and combustion speed, has low latent and specific heats and contains "non-combustible" oxygen and nitrogen and acts as a fuel diluent, one cannot pour it into alky blends with gay abandon. Additions of more than about 10% to aviation gasolines and more than 20% to dry alky blends, will usually result in excessive flame temperatures, too fast an initial combustion rise, engine overheating, a drop-off in engine V.E. and HP output, shot exhaust valves in four-cycle engines, severe combustion-shock engine roughness, dangerous crank-train vibration and destructive pre-ignition. This is especially so with very dry fuels and in the hot and dry air about desert lakes.

Excessive doping with nitro in 20 to 40% dosages, requires additions of from 5 to 10% water to provide the necessary internal-coolant action to counter the hot-burning, fuel diluting, low latent heat nitro. A slight over-all gain in HP may then result, in spite of all the fuel dilution in the incoming A.F. charge. The hot methanol-nitro blends are now widely used since they can boost methanol blend HP output by about 10% and improve acceleration.

Nitrobenzol is a very heavy, oily, thick, light yellow, toxic liquid even denser than nitromethane. It has low volatility, a very high B.P. of 412 deg., a very low V.P., and very low latent and specific heats, even lower than ether's. It has a calorific content higher than benzol's on a per-lb. basis, a liquid thermal conductivity even higher than methanol's, a very high liquid viscosity nearly double ethanol's and a high freezing point about the same as benzol's.

The Germans used about 1% to 5% nitrobenzol in some of their high-methanol blends in the magnificent road-racing machines with which they ran riot over Continental Grand Prix circuits in the late 1930's. However, a comparison of nitrobenzol with nitromethane on paper shows up the obvious superiority of the newer post-war nitromethane. This also infers the superiority of some intermediate nitro-hydrocarbons now commercially available (nitropropane, nitropropene, nitrobutane, nitroethane, etc.) In noting the superiority of the methyl nitro, it might be mentioned here that the writer found that in general, the lighter methyl-radical members of any given family of special fuels appeared to be the better racing fuel performers.

Other nitro fuels such as the nitro-alcohols, nitro-ketones, nitro-ethers and nitro-esters also possess igniter action, according to the Ellis patents, and some of them are apparently in use in some of the special model plane racing fuels now commercially available.

Rumor has it that a West Coast racing man has come up with a new methanol blend which out-performs meth-

anol-nitro by an additional 9%. If something other than water plus a high nitro concentration are not involved, it may be one of these lesser-known nitros.

I found that additions of the simple ester, methyl acetate, produced a pronounced igniter action, lower engine temperatures, better acceleration and top speed and a definite combustion-shock engine roughness in my semi-converted four-cycle stock engines. Acetone also appears to have some igniter action. Most of the special nitro fuels are costly, difficult to obtain in clean grades, are toxic and corrosive, and tend to hydrolyze in the presence of water to form organic acids. Hence such fuels should be handled "fresh and dry," mixed in small lots, kept tightly sealed, doped lightly with light detergent oils and prepared just before the racing meet. The fuel tanks and engine should be flushed out with straight fuel after the regatta to prevent corrosion. (Editorial note: End of second article. Third item about fuels will appear in next issue.)

Assemble a



Roberts

KIT-CRAFT

BOAT

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!

14 MODELS • 8 to 18' • FROM \$39
 Prams—Car Tops—Skiffs—Rowboats—Cruisers
 Sailing Prams—Speed Hulls—Runabouts

Send for big full color catalog . . . 25c

ROBERTS INDUSTRIES, INC.
 3460 North Main St., Branford, Conn.

ROBERTS-ROSS INDUSTRIES, LTD.,
 Orillia, Ontario, Canada

BACK ISSUES OF BOAT SPORT

Because of the continuing demand for the May, August and October issues of BOAT SPORT, we made arrangements to secure a few extra copies of each issue. Send 25c for one issue or 75c for all three, to BOAT SPORT, 215 4th Ave., New York 3, N. Y.

OUTBOARD RACERS MANUAL

97 pages of information, illustrations, graphs, charts. Full explanation on readapting motors for racing. The hows and whys. Covers fuels, hulls, propellers, etc., completely. Every outboard racer should have a copy.

POSTPAID \$3.75

KR CLASS "A" CRANK CASE



Approved by American Power Boat Assn. Hi-tensile aluminum alloy. Oversize ears, bosses, Anti-distortion ribs. SAE carburetor flange. LS-9 ball bearing boring. 65ATDC rotor closing event.

FINISH MACHINED . . . \$50.00
ROUGH CASTING . . . \$15.00

MUSKOGON OUTBOARD SPECIALTIES CO.
 4386 AIRLINE RD., BOX 426, MUSKOGEE, MISS.

Classified Advertising

Use this directory for prompt response. Rate 20c per word (\$3.00 minimum). CASH WITH ORDER. 5% discount for three or more insertions to direct advertiser. Copy should be on one side of the sheet and typewritten, if possible. Schedule of closing dates for classified advertising as follows:

Issue	Closing Date	Issue	Closing Date
Feb.	Oct. 14	Aug.	Apr. 14
April	Dec. 14	Oct.	June 14
June	Feb. 14	Dec.	Aug. 14

Make remittance payable to BOAT SPORT, Classified Advertising Dept., 215 Fourth Ave., New York 3, N. Y.

OPPORTUNITY

TREASURE SHIP—Under direction of Lieut. Harry E. Rieseberg, conductor of eleven major successful pre-war treasure expeditions; best-seller author; internationally recognized authority on authenticated marine treasure ships; veteran deep-sea salvor. **LUXURIOUS** 257-ft. sail-engine schooner-yacht to be accompanied by 269-ft. salvage vessel for largest treasure expedition in history to take place this spring. **ULTRA-MODERN** salvage equipment used. **FEATURE** documentary motion picture pays off gamble. **FIRST** of many post-war expeditions planned. **GROUND-FLOOR OPPORTUNITIES**. For full particulars contact Edwin A. Hird, Jr., Vice-president, c/o Lieut. Harry E. Rieseberg Associates, 7458 Genesta Ave., Van Nuys, California.

FOR SALE

JACOBY FLYWAY Outboard Racing **HYDROS** New and Used; Racing Accessories. Several used Racing Motors. Send for Catalog and Accessory List. Fred Jacoby Boat Works, North Bergen, N. J.

FOR SALE—Used and rebuilt marine motors, 2 to 550 H.P., gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 170 covering conversion equipment, propellers, reverse gears, fittings, and supplies of all kinds. **STOKES MARINE SUPPLY**, Dept. BS, Coldwater, Mich.

STEERING WHEELS, windshield brackets, from \$7.95. Attractive polished fittings. "Waterskis," aquaplanes, prefabricated boat kits—Complete. Skiffs \$32.00, runabouts \$97.00. Guaranteed satisfaction. Bargains galore. Hundreds accessories. Folder free. Marine, Box 681F, Mendota, Minn.

TWO SETS new Johnson racing "A" lower unit gears. \$26.50 per set. Ken Wich, 287 Dewey Avenue, Pittsfield, Mass.

CATALOG practical boating books, send postcard. Boating questions answered, 50c with letter. Bob Whittier, Stoughton, Mass.

MAPS

TREASURE MAP of the West Indies and the Spanish Main. This 19 by 24 in. full color map covers a wealth of fabulous treasure lost, amounting to an estimated excess of \$201,864,000. Compiled by Lt. Harry E. Rieseberg, world's foremost authority on sunken treasure. Beautiful for framing in rumpus room, den, living room, etc., \$1 per copy. Send to Lt. Harry E. Rieseberg Associates, 7458 Genesta Ave., Van Nuys, Cal.

MAIL THIS COUPON TODAY!

Subscribe now for BOAT SPORT—America's first speedboating magazine—and assure yourself of the prompt receipt of the latest information about outboards and inboards, with particular reference to hull construction, motor hop-up, items on new racing products and parts, new boats, how-to-do-it-yourself articles, news reports on regattas (past, present and future) and biographies of outstanding drivers. Every issue packed with action photos. Just return this coupon with \$1.50 (Canada and foreign, \$2.00) and receive a year's subscription (6 issues) to BOAT SPORT, Dept. 1052, 215 Fourth Ave., New York 3, N. Y.

NAME

ADDRESS

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

1952 A.P.B.A. NATIONAL CHAMPIONS

The following National A.P.B.A. Championships were determined after the last issue of BOAT SPORT went to press. (For all other National Champions see our December issue).

CLASS	BOAT	DRIVER	SITE
266 Cu. In. Hydro	Pee Wee	Wm. E. Dale, Maywood, Calif.	Salton Sea, Calif.
PODH	Little Beaver	Marion Beaver, Parker, Ariz.	Salton Sea, Calif.
Cracker Box Run.	Top	Don Campbell, Long Beach, Calif.	Salton Sea, Calif.
B Rac. Run.	Vina Mae IV	Willie Mirandi, Los Banos, Calif.	Salton Sea, Calif.
F Rac. Run.	C-243	Frank Lang, San Francisco, Calif.	Lake Merced, Calif.

A.P.B.A. MAJOR INBOARD TROPHY WINNERS

EVENT	PLACE	BOAT	OWNER	DATE
Ford Memorial Trophy	Detroit, Mich.	Miss Pepsi	Dossin Bros. Detroit, Mich.	7/4
Maple Leaf Trophy	Windsor, Ont.	Miss Pepsi	Dossin Bros. Detroit, Mich.	6/28
Steel Cup	Pittsburgh, Pa.	Such Crust IV	Jack Schafer Detroit, Mich.	6/7
Gold Cup	Seattle, Wash.	Slo-Mo-Shun IV	Stanley S. Sayres Seattle, Wash.	8/9
Silver Cup	Detroit, Mich.	Gale II	Joseph Schoenith Detroit, Mich.	9/1
Harwood's Trophy	New York, N. Y.	Davy Jones	Bill Leiber Port Washington, N. Y.	9/7
Nat'l Sweepstakes Trophy	Red Bank, N. J.	You All	Bob Rowland Norfolk, Va.	9/13/14
President's Cup	Washington, D.C.	Miss Pepsi	Dossin Bros. Detroit, Mich.	9/20/21
Imperial Gold Cup	New Martinsville, W. Va.	Dee Jay	Daniel J. Murphy Philadelphia, Pa.	9/27/28

1952 A.P.B.A. OUTBOARD RACING HIGH POINT WINNERS

Assignment of boat numbers 1 (amateur) and 2 (professional) preceded by the letter denoting the A.P.B.A. geographical section have been announced, based on high points won in sanctioned 1952 competition from April 1st to October 1st. The official listing is:

- A—Dean Worcester, Manchester, N. H. (Pro.); (No Amateur)
- B—(No Professional); Harry Dearborn, Indian Orchard, Mass. (Amt.)
- C—Bud Wiget, Concord, Calif. (Pro.); Ward Angille, Daly City, Calif. (Amt.)
- D—Joseph Wotowitz, Hartford, Conn. (Pro.); (No Amateur)
- E—Nick Allen, Hilton Village, Va. (Pro.); A. G. Broadus, Richmond, Va. (Amt.)
- F—Lewis Fitzgerald, Niceville, Fla. (Pro.); (No Amateur)
- G—(No Professional); (No Amateur)
- H—Paul Wearly, Muncie, Indiana (Pro.); (No Amateur)
- J—Byron Shannon, Audubon, N. J. (Pro.); Donald Whitfield, Verona, N. J. (Amt.)
- K—P. G. Sweet, Memphis, Tenn. (Pro.); W. B. Barron, Memphis, Tenn. (Amt.)
- L—Ernest Crabbe, Baton Rouge, La. (Pro.); Joseph Passalacqua, N. O., La. (Amt.)
- M—Dennis Martin, Jackson, Mich. (Pro.); (No Amateur)
- N—Ben Jankowski, Glen Head, N. Y. (Pro.); Anne Jensen, Flushing, N. Y. (Amt.)
- O—(No Professional); (No Amateur)

- P—James Campbell, Danville, Penna. (Pro.); (No Amateur)
- R—C. A. Pierre, Coos Bay, Ore. (Pro.); Charles Hickling, Bellevue, Wash. (Amt.)
- S—Milford Harrison, Vermilion, Ohio (Pro.); Bill Tenney, Dayton, Ohio (Amt.)
- T—Leo Bonin, Port Arthur, Texas (Pro.); (No Amateur)
- U—George Walton, Salt Lake City, Utah (Pro.); Wes Knudson, Provo, Utah (Amt.)
- V—Homer Kineaid, Carbon Cliff, Ill. (Pro.); Hal Winzeler, Chicago, Ill. (Amt.)
- W—Harry Vogts, Madison, Wis. (Pro.); Russell Boerner, Milwaukee, Wis. (Amt.)
- X—Henry Tietge, Walker, Iowa (Pro.); (No Amateur)
- Y—Steve Gantner, St. Louis, Mo. (Pro.); (No Amateur)
- Z—Doug Creech, Charlotte, N. C. (Pro.); Guy Hamilton, New Bern, N. C. (Amt.)

1952 SCODA HIGHPOINTERS AND PLANS FOR 1953

TWO LONG ISLANDERS have recently won high-point trophies for outboard racing. Announced at the recent "indoor regatta" at Edgington, Pa., for SCODA (Seacoast Outboard Drivers Association), Gilbert Petermann of Malverne was declared winner in Class A and Victor Scott of Bellmore in Class C. The Class B winner for 1952 was Robert Thornton of Silver Springs, Md.

The SCODA fleet, now headed by Commodore Dean Worcester, has a working agreement on race dates for next season with the New Jersey Outboard Association headed by Commodore Emile Jacoby. Events are being planned at May's Landing, N. J., Red Bank, N. J., Easthampton, L. I., Carlstadt, N. J., Lake Como, Pa., Milford, Pa., Hagerstown, Md., Moorestown, N. J., Secaucus, N. J., and Kingston, N. Y.

Commodore Jacoby points out that the N.J.O.A. is ready to conduct races for interested groups, assemble drivers and supply officials and such regatta equipment as cannon, flags, clocks, etc. The N.J.O.A. "indoor" regatta has been scheduled for April 10 at East Paterson, N. J.

IN OUR NEXT ISSUE

Blake Gilpin offers many helpful, practical suggestions on How To Run A Regatta.

You will meet the Morphys, the sharp-shooter and the stunt girl who are one of the most prominent speedboating teams on the West Coast.

A HOW-TO-DO-IT MAGAZINE FOR THE HOT ROD FAN



NOW ON SALE AT YOUR
NEAREST NEWSDEALER — 25
CENTS A COPY

If you're handy with tools and would like to improve the performance and appearance of your car, don't miss a single issue of SPEED MECHANICS. In the March, 1953 number, for example, you'll find well-illustrated articles by experts on: "High Performance From High Compression" . . . "Low Cost Beauty" . . . "Handiest Tool In The Shop" . . . Remodeling A Model A" . . . "History's Hottest Hot Rod". . . "What's Hot" . . . and other practical, easy-to-follow features. Get your copy of SPEED MECHANICS today — or send 25c to SPEED MECHANICS, 215 Fourth Ave., New York 3, N. Y.

Sportsmen Rally to the "Action Test" Ride

PERFORMANCE MAKES

KIEKHAEFER
MERCURY

AMERICA'S MOST WANTED OUTBOARD

FOR '53

Take an "action test" ride with any of the five magnificent Mercurys for 1953! *Feel* the surging, singing power as you crack the throttle. *Listen* to the soft-throated murmur of Mercury's sweet-running powerhead as you sample its new superior idling speeds. *Thrill* to the quick-responding performance *only* a Mercury can deliver!

Then *choose* the outboard that's "most wanted" in America, according to independent surveys. Move *up* to a Mercury—"safety engineered" by experts who make new outboard history with every new model they introduce!

See the new Mercury models at your dealer's... and ask him for an "action test" ride. He's listed in the yellow section of your phone book. Write for FREE catalog, "Tomorrow's Outboard—Today."



NEW Fishin' Five Has Everything! MERCURY MARK 5
—with sensational *new* PUSH-BUTTON Neutral Clutch
5 HP Alternate Twin . . . 360 degree steering
Full weedless operation . . . Superior idling for
smoother, slower trolling . . . Full Jeweled Power*

NEW All-Purpose Ten MERCURY MARK 15
—with Reverse Gear and Neutral
10 HP Alternate Twin . . . New Continental Styling
Superior idling for smoother, slower trolling
Equipped with 6 gal. remote fuel tank
Full Jeweled Power*

*Ball and roller bearings throughout



Kiekhaefer Corporation, Fond du Lac, Wisconsin

Features of Mercury motors are protected by issued or pending patents.