

OUTBOARDS

INBOARDS

BOATSPORT

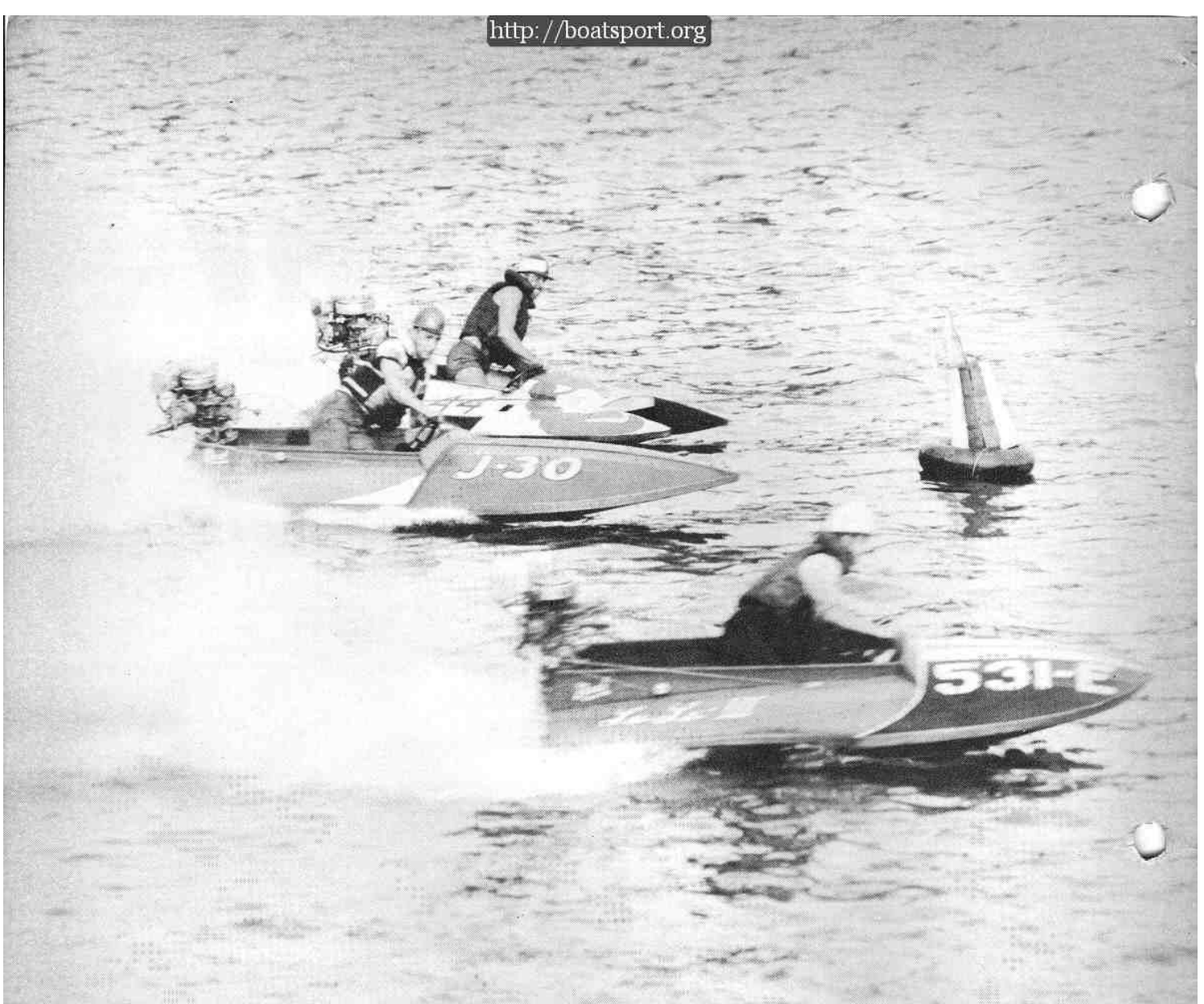
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ACCESSORY EQUIPMENT
FOR RACING

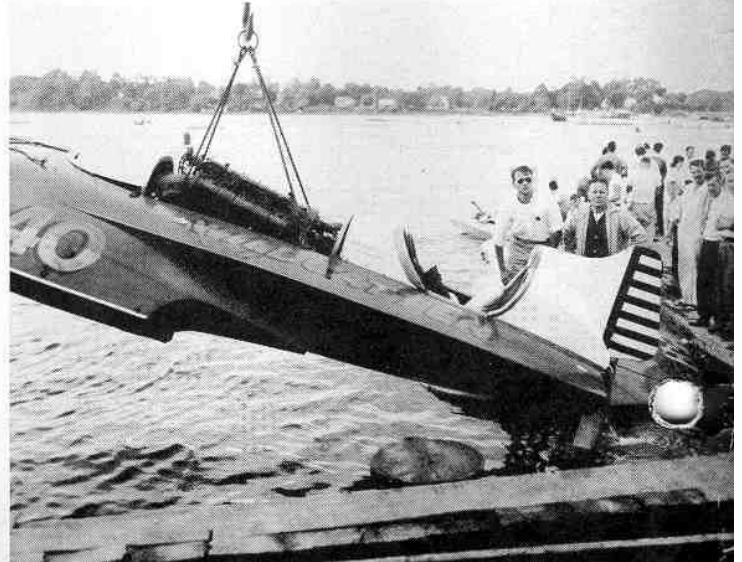
REPAIRING FLIPPED MOTORS • WOMEN IN SPEEDBOATING • WHAT'S IN STORE FOR '54



(Above) Doc Williams of Eddington, Pa., in "Lulu III," leads Byron Shannon of Audubon, N. J. in "J-30" and Dean Worcester of Pittsburgh, N. H., in "A-4" through corner at Eddington.

(Below) Herb Ellis of Mid-West Power Boat Ass'n., prepares to test his B hydro, a Merc-powered job on a Fillinger three-pointer. Mid-West P.B.A. was very active in sanctioning events during '53.

(Below) B. G. Hartley, Jr. of Columbus, Ohio, in smoked glasses, watches as his 7-litre Fageol-powered hydro is lowered into water at Red Bank, N. J. Bartley broke 7-litre 5-mile competition record in '53.



Around The Buoys

BOAT SPORT reader Paul Chmielewski of Jackson, Mich., insists that Dennis Martin, also of Jackson, is about the hottest thing who ever squeezed an outboard hydro throttle. Paul isn't too far wrong, for Martin, veteran of eight years in the sport, campaigned in A, B, C and F to win the A.P.B.A. Michigan High Point title in '52 and high-point championship of the Mid-East Outboard Ass'n. Several times during 1953 he made a clean sweep of Classes A, B, and C. At Mansfield, Ohio, he took five out



Dennis Martin of Jackson, Mich. holds one of the more than 250 trophies he's won at A.P.B.A. and N.O.A. events in past eight years of speedboating.

of six heats in B, C and F to win the Governor's trophy. At N.O.A.'s 1953 Fiesta of the Five Flags at Pensacola, Fla., over rugged water with sixteen of the country's top A drivers including Bert Blaskie, Mabry Edwards and Doug Creech, Dennis wound his KR in for two straight checkers.



Even the best of 'em flip! Here Dennis Martin was snapped by a Milwaukee Journal cameraman just after he gave his Class C job an unexpected dunking last year in the waters of Lake Michigan.

Early last season Bob Switzer of McHenry, Ill., was disqualified in the Winnebagoand Marathon because of too great a clearance in his reed stops. Since Switzer was not at fault in this—the motor still had the factory seal unbroken—his only penalty was the loss of that race. Fred Snyder of Lancaster, Pa., second (Turn to Page 26)

BOAT SPORT

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Joseph J. Hardie • Raymond J. Kelly, Publishers
 Harold Hersey, Editor
 Hank Wieand Bowman, Associate Editor
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January-February, 1954—Vol. II, No. 5 (Whole Number eleven) 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 8-7327). Subscription rates: Annual (6-issue) subscription \$1.50 in U.S.A., its possessions and territories—\$1.80 in Canada and elsewhere. Two-year (12-issue) subscription \$2.50 in U.S.A., its possessions and territories—\$3.10 in Canada and elsewhere.

A short, light paddle should be in every racer's accessory equipment. Byron Shannon, winning Audubon, N. J. racer, is pictured in his Class C speedboat powered by an O.M.C.



Bob Lerch, Wheaton, Md. outboard hydro driver, illustrates use of priming squirt gun. The engine shown in this photo is a Class B Johnson SR.

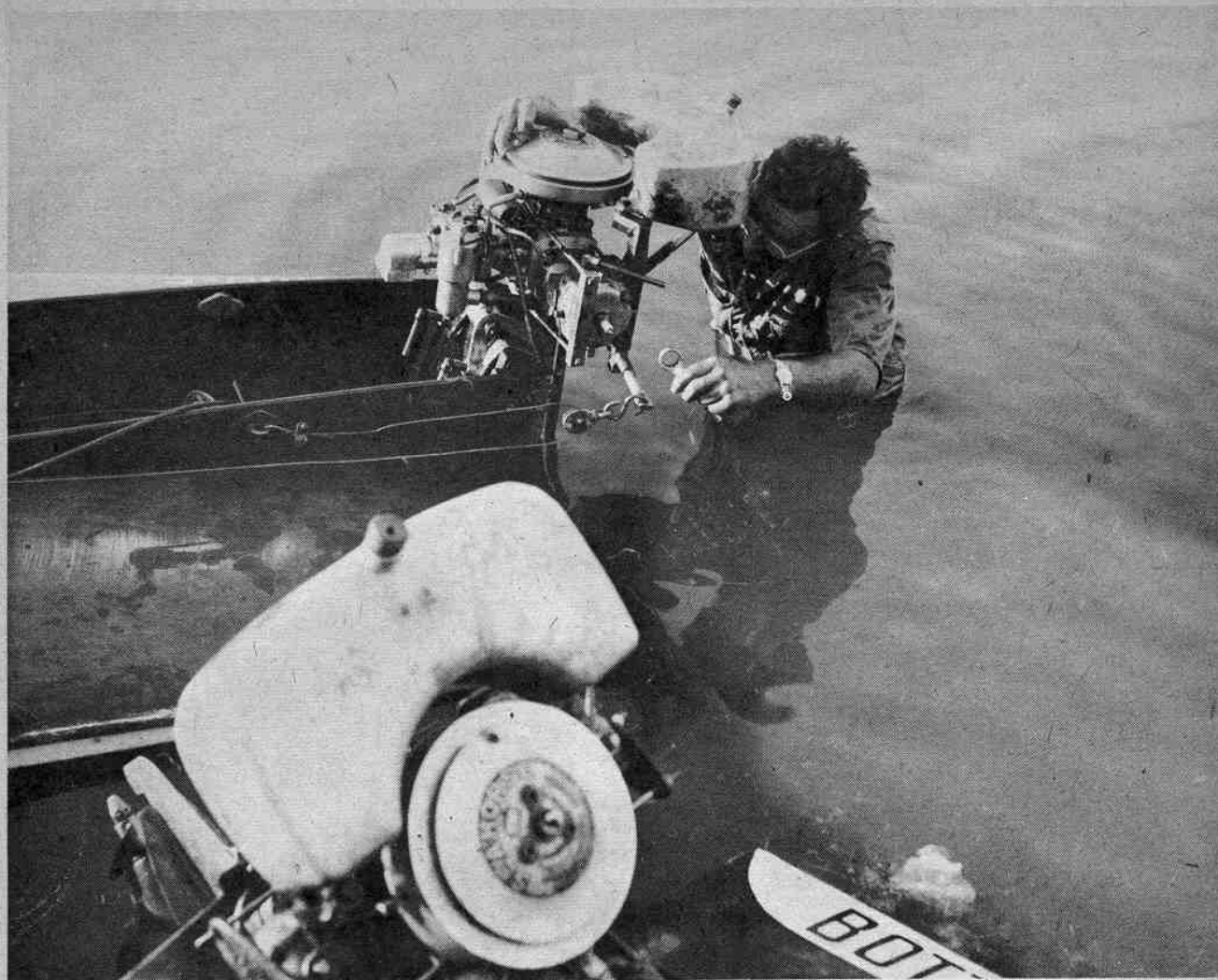


A portable motor rack that's equipped with wheels makes motor handling much easier.



A set of collapsible saw horses make an ideal portable boat support. George Andrews, Matawan, N. J., uses his to support his new Jacoby 3-pointer for post-race clean-up. Note the cowl pads on boat's left side.





Bob Thornton, Atlantic City, N. J., builder of this unique combination Johnson and Evinrude Class C racing motor, prepares to make a

plug change with a 1" box wrench recommended for this work. Proper accessories, rightly used, help veteran speedboat drivers win races.

ACCESSORY EQUIPMENT FOR RACING

Knee pads with a non-skid grip helps drivers maintain their position in rough water conditions. Jim Baden shown buckling his pads.



A HOT MOTOR and a well-designed boat tailored to you and your iron are "musts" for those who want to enjoy boat racing and eventually win races. But without proper accessories for testing, for competition, for pit use, boat comfort, racing safety and quick service on the course, you're still a long way from being properly equipped for the game.

Although safety isn't involved until you're actually underway in your rig, your first purchases after you have the nut of your outfit should be proper life jacket and crash helmet.

If your competition is going to be under sanction of A.P.B.A., N.O.A., or any of the smaller but none the less responsible governing bodies, the rules will make it mandatory that you not only wear a life jacket but that it be one of the collar type. Why that regula-

tion? Don't buck it or even question it. It's a good one. People have been struck by their boats during flips or in rough water competition and rendered unconscious. That collar will give you at least a 50-50 chance to float face up. Jackets with collars are available through most boat and motor suppliers at prices from \$8.50 and up. Get a good one while you're at it and it'll last for years. And take our advice, steer clear of the fancy zippered variety. New laces can be sewed on but some makes of zippers break or jam at times.

The design of crash helmets isn't so carefully stipulated by the rules. Most sanctioning bodies merely require a "protective head gear" without further defining the design. Commonplace among the outboarders are the moulded, plastic type which can be bought in natural color for (Turn to Page 26)

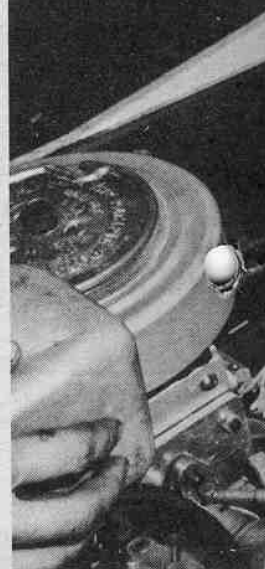


WOMEN **IN SPEEDBOATING**

By Blake Gilpin

The Majority Says Boat Racing is a Man's Sport . . . But the Minority Points to the Record Book to Prove Otherwise . . .

(Below) Ruth Herring of Ft. Worth, Texas, is the Grand Lady of speedboat racing. She competed in the old N.O.A. in Division II and set many worlds records in her Flowers hydro for Class A. She retired from racing in 1935.



Ethel Wiget shown working as riding mechanic for the famous Ernie Millot in his F racing runabout. This team once operated a marina in Stockton, Calif. Ethel was a boat owner and racer long before she met and married Bud Wiget.



Blake Gilpin, who wrote this article, knows her way around in speedboating, since she has competed in Class A racing hydros for a number of years along the Eastern seaboard. It was because of her love for

the sport that she undertook to do this first, comprehensive article on women in speedboating, reporting on feminine racers throughout the country in all phases of racing in a story that is a real eye-opener.

THERE IS NO DISPUTING the fact that masculine competitors greatly outnumber feminine speedboat racers. But a lesser recognized and more astounding statistic is the fact that proportionately the girls hold far more than their share of records. The only possible conclusion is that the gals who have strayed into the no-woman's-land of speedboat racing are good. They have held their own plus, as many of their hosed-down male competitors would soggily be forced to admit.

BOAT SPORT was curious about these ladies in crash helmets so we contacted a group of them and asked them to tell us how it was. We have a cross section of stories—some from internationally famous women drivers, some from girls

just beginning—but all the histories should prove to the men racers that they better not underestimate the power of the women, especially when fighting for the fastest route to the checkered flag.

Ruth Herring of Fort Worth, Texas, our Grand Lady of speedboat racing, began her competitive career in the summer of 1932. Ruth's entry into the sport was a little backwards. It was her husband, Marion, who risked her neck in the interest, basically, of promoting his boat business! To stimulate interest in boating, the Herrings had organized a boat club in which each member agreed to purchase a boat and motor. When asked who was to race his rig, Marion offered Ruth's services without

any hesitancy. Ruth accepted the challenge and although she flipped in her first race, she stuck to the sport and went on to win the Southwest Champion ships in her third race.

Driving a Johnson KR on a Flowers hydro, Ruth Herring campaigned from the Gulf of Mexico to Canada and as far east as Pennsylvania, racing every Sunday for four years. It wasn't unusual for the Herrings to attend a regatta at Galveston one weekend, Madison, Wisconsin, the next and Philadelphia the following—in days when automobiles weren't as happy about pulling trailers as they are now. In all her driving, she never competed against another woman but she did race against such well known
(See Over)



Dottie Mayer, after finish of 1941 Albany-New York Marathon, clearly shows strain of 130 miles of bouncing M hydro travel. This was first time a woman had ever completed the grind in a racing hydro. Due to motor trouble, Dottie was late but was the only M entrant to finish.



Eleanor Shakeshaft won races right from the start of her speedboating career, and now holds Class M mile straightaway record of 42.303 mph. Traveling all over U.S. and Canada with husband, who drives C racing hydros, Eleanor was the 1950 A.P.B.A. Class M hydro high point winner.

WOMEN IN SPEEDBOATING

(Continued from Preceding Page)

drivers as Gar Wood, Jr., Frank Vincent, Tom and Pop Cooper and Dick Neal.

Ruth established her first mile straightaway Class A record in 1933 at 42.88 mph, raised it a month later to 47.13 and in September 1935 to 48.258 mph. This last record stood for ten years. In October, 1935, at St. Louis, Missouri, Ruth won the International Trophy for setting a new world's Five Mile Competition record at 43.436 mph, against the Mississippi's strong current, plenty of driftwood and sixteen competitors who started in front of her!

Ruth attributes her success to her husband's motor work. Her competitors were always curious about the "secret" and spent a good deal of time trying to get a look in the Herring engine. Once at a race prior to the Chicago Nationals some of the drivers saw the engine torn

down in the inspection tent. In those days it was customary to run two port pistons in the KR in the hopes of taking in a bigger charge of fuel. As an experiment Marion had cut a third port in the pistons of the screaming A. He considered the experiment unsuccessful and went back to two ports. But all the other A drivers turned up at the Chicago Nationals with an extra port cut in their pistons!

Ruth's most alarming race was the '33 National Championships in Chicago. As she describes it, "I was delayed at the start of the race. Twelve boats had already passed the third buoy when I left the pit. My only chance was to open her up and catch them. I had passed ten of the twelve boats and was in third place when I went under a bridge, still wide open. I had forgotten the wind suction in that forty foot opening and no sooner did I hit it, than my face was full of boat. The wind current lifted my

rig up and slammed it down again right over my head. Next thing I knew I was wearing a boat for a necklace." Ruth sustained a skull fracture from that tangle which troubled her for the next year and a half.

But she came right back to racing to set her new 47-plus record, bettering her own record by five miles an hour. This seemed so incredible that the officials had the course resurveyed, only to find it was longer than the specified mile.

Ruth retired from competition in 1935 and is now Vice-President and Treasurer of Marion Herring Boat Works, Inc. Her son, Marion, Jr., is carrying on the family name in hydro competition in Class C.

Unlike Mrs. Herring, Ethel Wiget of Concord, California, owned and drove Classes A, B and C hydro and C Service long before she and her famous racing husband, Bud, (See Page 10)

Marilyn Donaldson, now sixteen years old, the 1952 Class JU national champion. She startled the speedboating world in 1951, when she was fourteen, by winning Class AU in the Winnebago 92-mile marathon. Marilyn, a five-year racing veteran, started in at the age of eleven

Lois Sullivan started racing career at age of twelve and has done so well that her father, Ed, Region 7 director of A.P.B.A. and veteran of 28 years, has retired from competition and demoted himself to be pit crew. Parents gave Lois an A stock hydro when she was fourteen.





(Left) Mid Barbour, the regatta chairman of the Oregon Outboard Association, runs her 48 c.i. hydro in test on Devils Lake. Mid has distinction of being very expert mechanic who does all her own motor work plus hop-up work for others as business. Death of her husband, Matt, broke up the partnership in '52 but Mid has carried on.

(Below) Ethel Wiget never had trouble in A, B, or C racing hydros but she claims that she once had to drive Ernie Millot's F hydro seven miles down a river before she found a spot where she dared to turn it around! She and husband, Bud, share engines and boats despite the fact that he flipped and blew her best B one time.



(Left) Evelyn Sarossy, in 210-N, leads the field across the starting line in a BU heat at the 1952 Nationals, Oakland, Calif. Same year she placed fifth out of eighty-seven BUs in Albany-New York Marathon and later broke Elgin Gate's mile straightaway record in BU by two mph to set the new mark of 49.459 mph.



Betty Donovan Brooks temporarily retired from racing when she married in late '51 but she plans a big come-back in '54, driving a 266 c.i. hydro built by her father, Jim Donovan. Her 48 was a graduation gift.



Nancy Richardson of Anderson, Indiana, one of the promising new crop of feminine speedboat racers. Last year, when she was fourteen, her parents let her start racing in A runabout and A hydro competition.

(Continued from Preceding Page)

were married. Now they share their engines and are not too fussy about who drives which engine or which boat either, although after Bud cut Ethel's record-holding C Service powerhead in half with a broken rod last year and flipped and blew her best B the year before, he's getting a little reluctant to use his wife's engines.

When Ethel started racing, she says there were a number of good women competitors in the field including the much publicized Loretta Turnbull and the late Isabel Clark, a game little A driver. Isabel and Ethel, who each weighed about 90 pounds in those days, occasionally ran C racing and C service runabouts as driver and riding mechanic to make the 550 pounds minimum weight then required. But today Ethel says she never encounters another woman driver outside of Class M. Ethel claims she can't pull over the present-day high compression C's so she confines her racing to A's and B's, except at such courses as Salt Lake and Seattle when there is a spare pit helper to do her cranking for her.

Ethel modestly reports that she has far more near wins than first places to her credit and cites as an example the heart breaking experience of burning a piston on the

(Turn to Page 28)

WOMEN



Mildred Foulke, left, and Ruby Scull, both of whom have been elected to Gulf Hall of Fame for two successive years, buss Chuck Thompson as he is voted driver of the year for 1952. Mildred Foulke is also the only woman in the exclusive 100-Mile-an-Hour-Club (33 members).



Ruth Herring with record-breaking KR Johnson Class A racing engine, which she used to keep right in her hotel room when traveling around the circuit. She is now Vice-Pres. and Treas. of Herring Boat Works, Inc.



Ruby Scull, holder of both the one mile straightaway and five mile in competition records for 48 c.i. runabouts, is shown here in her new 136 c.i. hydro, "Mickey Mouse Too," waiting for the crane to pick her up.

IN SPEEDBOATING



Evelyn Sarossy at present races only in BU stock outboard runabouts but she hopes to get a B stock hydro outfit together soon. One of her most unusual experiences was being run over and scuttled by a rescue boat when she was temporarily conked out during a marathon.



Dottie Mayer's six-year-old daughter, Pat, holds her mother's boat at Red Bank, N. J., just after Dottie had won two straight heats in 1953 regatta against a large field of M hydros. Being in the East, Dottie finds herself running against Don Whitfield quite frequently.

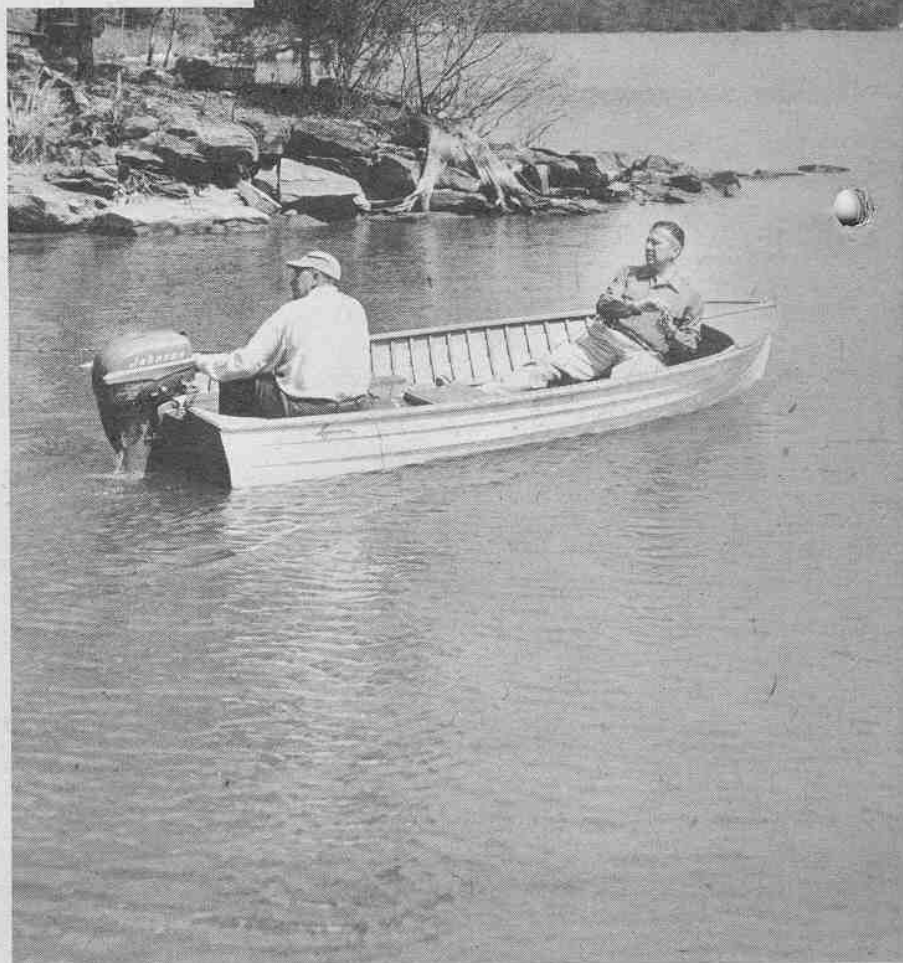


(Above, top) One of Chetek's de luxe mid-deck boats designed for use in rough water, the 12' Aqua-Flyer gives fast ride with a Martin "200." (Above) Switzer-Craft's 14' Shooting Star has 6' beam, all-mahogany hull and will seat six. Mercury Mark 40 engine offers plenty of speed.

IN THE OLD RIVER DAYS a steamboat whistle round the bend and the music of a calliope meant just one thing: "Show Boat's a'comin'!" Today when a similar excitement stirs the country, starting just about this time every year, it means "Boat Shows a'comin'!"

With more and more people being badly bitten by the boating bug each year, Boat Shows all over the country have been setting new records for attendance, exhibits and sales—and 1954 will certainly be no exception. Leading off the nationwide list of shows, as usual, will be the 44th National Motor Boat Show, January 15-23, to be held for the first time this year at the Kingsbridge Armory, in the Bronx, New York City, where all exhibits will be on one floor. Plentiful parking space will be available and also nearby express subway connections to Manhattan and Brooklyn. Next on the list, less than two weeks later, is the 21st Chicago National Boat Show, February 5-14, again to be held in the International Amphitheatre. From then on the show season is in full swing all across the country, with almost every major city having either a separate or combined boating and outdoor exhibition of some kind. In the next issue *BOAT SPORT* will feature a special section devoted to all the Boat Shows from Coast to Coast.

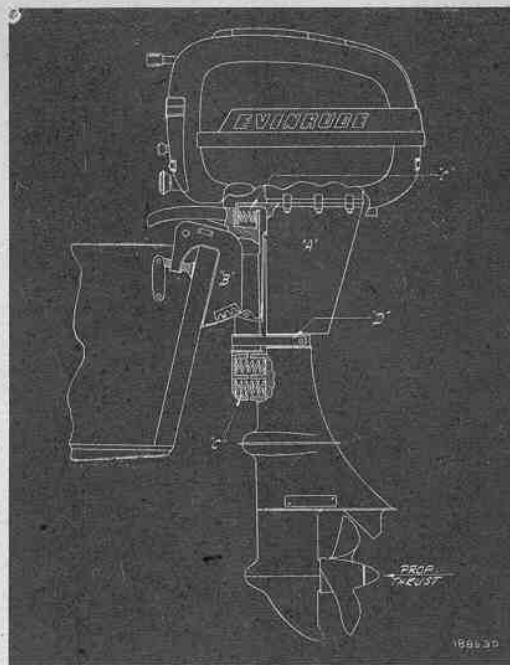
Besides being educational and recreational, Boat Shows are, of course, a major market place of the boating industry. Sales at the shows account in many instances for up to one-third of exhibitor's annual (Turn to Page 25)



(Above) The new 1954 Johnson Sea-Horse 10 has an exhaust silencer for quieter operation and addition of "up and off" hood for quick access to spark plugs. The boat is a Lyman clinker-built 13' Leader, which is available either with or without the 32" forward deck.

(Below) The new 1954 Aquasonic Fleetwin, Evinrude's 7.5 h.p. motor, shown with "auto-lift" hood raised, features quieter operation so that normal conversation may be carried on while underway. Full gear shift and remote fuel tank are also new.

Fleetwin's Aquasonic design isolates powerhead and lower unit (A) from stern brackets and steering handle (B) by means of springs (C) to reduce vibration and sound pick-up in hull. Strap (D) holds units against reverse thrust.



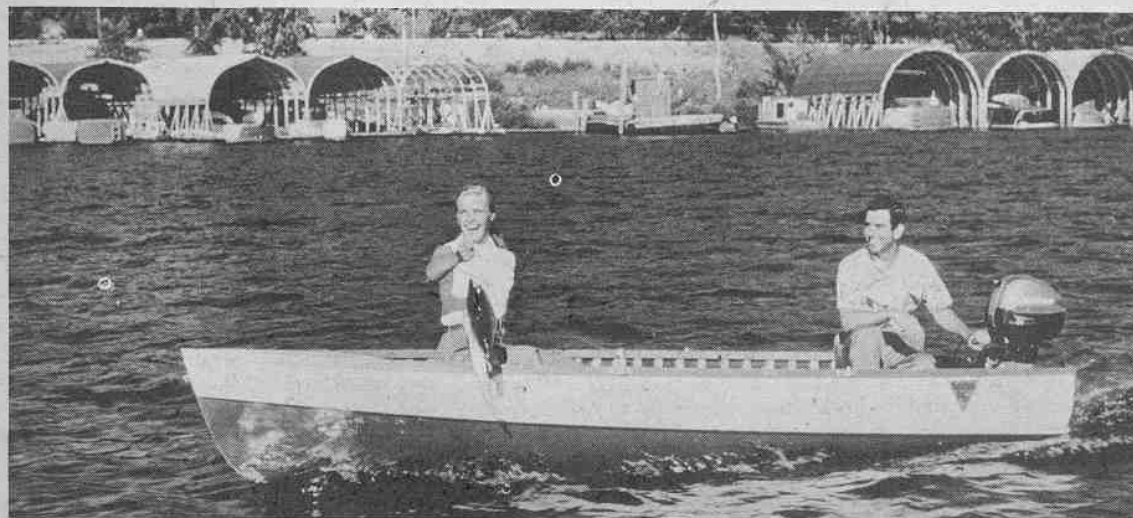
OUTDOORS WITH THE OUTBOARDS

WHAT'S IN STORE FOR '54

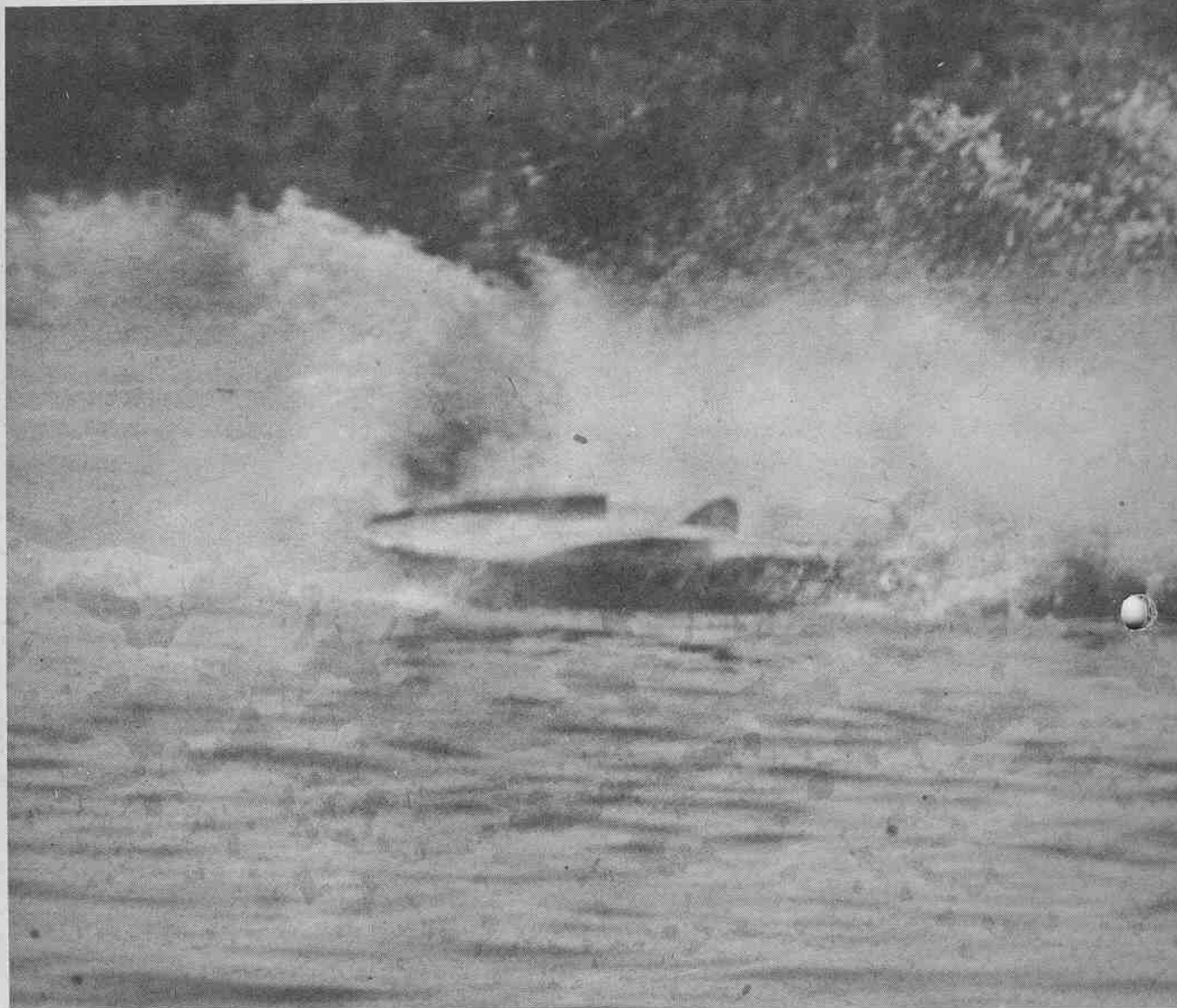
By Richard Van Benschoten

(Below) A 14' Shell Lake Falcon, semi-V bottom strip boat for general family and fishing use, shown with a

Scott-Atwater 7.5 h.p. Gold Pennant shift motor, which has 6-gallon "Stowaway" fuel tank as standard equipment,



HOW TO CARE FOR THE FLIPPED MOTOR



Adam Gabriel of Chicago took this dilly of a flip on the first turn of a B hydro event during the A.P.B.A. Great Lakes Divisional Outboard races held at DePue, Illinois, last September. The races were run under the sponsorship of the Outboard Club of Chicago. Flip shots are rare, but flips are not.

By Hank Wieand Bowman

IN THE COURSE of anyone's racing life, and on many occasions, you are going to find that you and your boat will go in separate directions, and both wind up dunked. A flip isn't something to be ashamed of and as frequently as not, aside from a good wetting down, your rig will be as good as new once it's dried out. That is, if you follow some very necessary precautions.

Even the most experienced drivers flip on occasions and apparently long-range experience doesn't necessarily teach them how to administer first aid to a waterlogged power plant. Not long ago at a major regatta, a runabout veteran in an outboard hydro, with more than fifteen years' racing experience and a former

Boat Sport



holder of a national title plus an impressive record of major wins, took a dilly of a spill part way through a corner. Up to that point, he had merely been unlucky, but what he did later in the pits was inexcusable.

After righting his boat, he pulled his spark plugs, checked the flywheel and found his engine was free and proceeded to rope over the motor to work the water in the crankcase and the cylinders out through the plug holes and the exhaust ports. This procedure might have been all right if he had just been washed out in a corner and taken an engine-stalling gulp of water in through his intake manifold. But after a flip, it was the easiest way we know to utterly and completely

wreck a really going piece of iron.

Many things can happen to an engine which has been winding up in the high r.p.m. brackets and is suddenly brought forcibly and unnaturally to a stop by plunging it into water right over its powerhead. Some engines have been collected in bushel baskets with blocks, cases, rods and various other essential parts literally mangled. This happens when water moves in through the carburetor intake, through the crankcase and gets packed up into the cylinders with the full pressure of hard-driving pistons trying to compress it. It just doesn't compress and something has to break.

At other times, the force exerted isn't sufficiently great to destroy block or case

but it is enough to bend the rods or crankshaft and cause the motor to jam and fail to rotate.

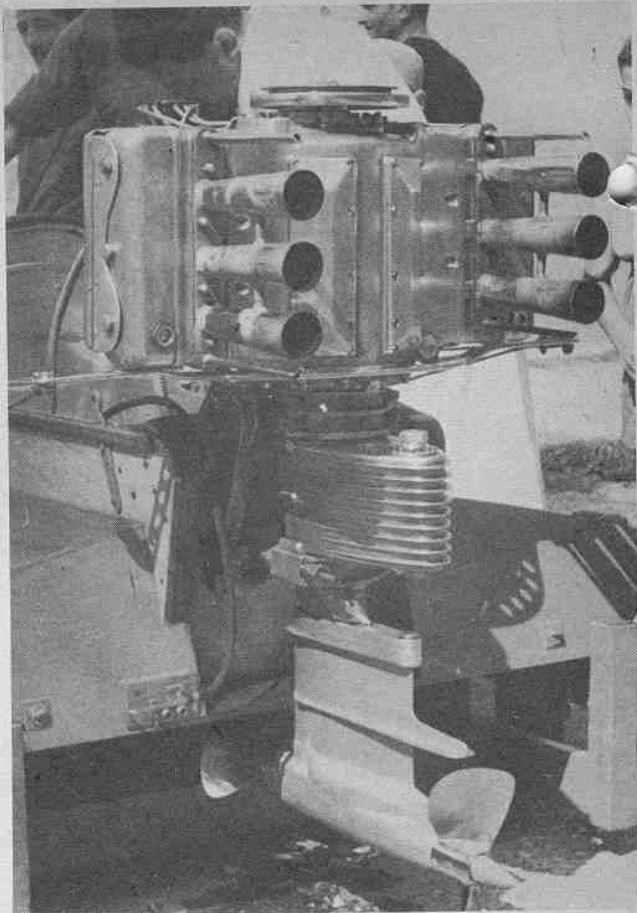
The majority of motors damaged after a flip has occurred because there is no apparent damage done to the motor and its owner fails to take proper precautions.

I once spent an entire winter setting up what I thought was an extremely promising motor. Every piece in it had received meticulous attention and by all known hop-up rules, the motor really should have been a going rig. In the first heat of competition in which I tried the newly set-up piece of iron, I was washed out in the first corner. Up to this point I made no mistakes (Turn to Page 30)

WORLD'S OUTBOARD SPEED RECORD SHATTERED!

By Paolo Speroni

BOAT SPORT'S
EUROPEAN
CORRESPONDENT



(Above) Carlo Di Priolo, brother of the new record holder, drove this Soriano to third place. Note combination tractor-pusher lower unit and funnel shaped exhaust stacks.



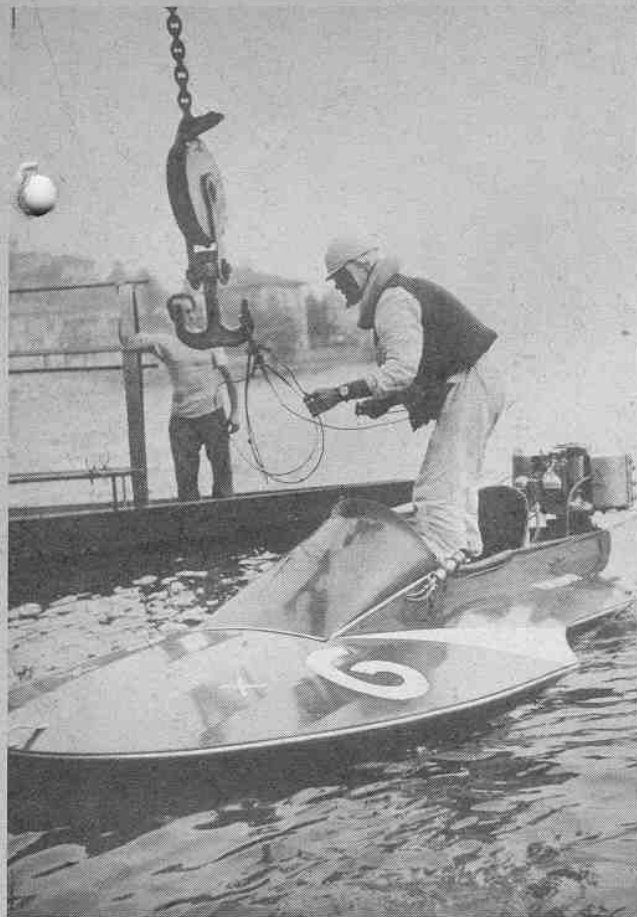
(Left) Three of the hulls entered in the European championship event were the popular Portiers. This one is second-place finisher driven by ex-champ Paul Schiller.



(Left) Di Priolo was said to be clocking better than 85 mph when this photo was taken at Milan. His average 84.48 mph for 2-way run is real eye opener to all outboarders.



(Left) Romani in high freeboard Timossi hull skims water during pre-race test run.



(Left) This Molinari hull is a close copy of the Swift three-point design. Carlo Di Priolo raced it to fourth place in the European championships. Heavyweight of the Class X engine makes it necessary to launch it with a crane. (All photos by Paolo Speroni).



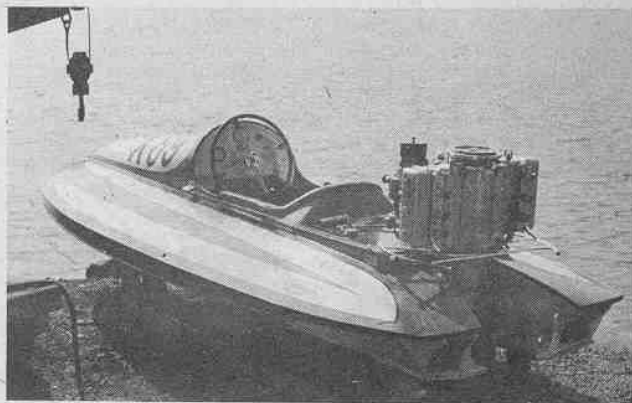
(Above) Di Priolo prepares to warm up his fast, modified Soriano.



(Above) The streamlined wheel cowling of Champion Romani's boat "Paolina," is typical of super structure of European Class X hulls.

AT CAMPIONE on Switzerland's Lake Lugano, defending Swiss Champion Paul Schiller with his Soriano-powered Portier boat, finished second best in a six boat, 1000 c.c. Class X European outboard championship event. The new champion of the European outboard shingles fleet is the thirty-three-year-old automotive dealer, Di Priolo.

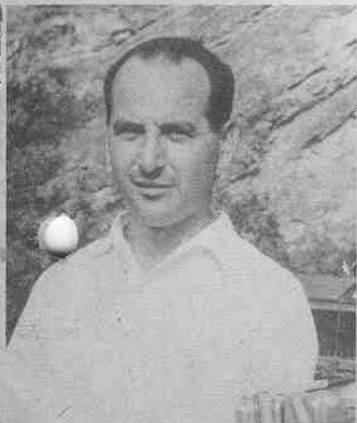
Romani, who is also the champion of Italy, drove a hydro designed by the new Italian speedboat designing factory of Cantiere Timossi. The 120 hp power plant on Romani's championship hydro is a Soriano-Romani, a Soriano modified by its driver — a six-cylinder, supercharged engine which develops its potent horsepower at (Turn to Page 22)



(Above) August Gerbaud drove this Portier to sixth place. Note the non-strip lines at rear of the hull and the extremely deep fin.

(Left) Paul Schiller relaxes after a hard day's racing at Campion. He told reporters he would try to regain championship title in 1954.

(Far left) New European outboarding champion, Renzo Romani, is shown here with his specially modified Romani-Soriano power plant.





Part of the hydro field scurries down for the start. In foreground in 500-S is former class champion Dean Chenowith. Dick O'Dea in 586-J topped his competitors in an AU runabout, but like Dean Chenowith was unable to finish during the event up with the other daring winners in the speedy hydros.

BOAT SPORT **COVERS THE**

TWO-HUNDRED and ninety-seven stock outboard racers from nearly every State in the union moved into Syracuse, New York, August 29-31 to shoot for titles to eight different classes in the Stock Outboard National Championships sanctioned by the American Power Boat Ass'n.

More than 12,000 spectators lined the shores of Onondaga Lake from Willow Bay to Hiawatha Point for the 15 elimination heats that preceded the final events. Sponsors of the events, the Syracuse Outboard Club, had made the advance preparations for necessary facilities that proved more than satisfactory. Drivers were disappointed in only one respect—water conditions for the mile speed trials following the competition events. High winds and resultant rough water brought out only a handful of hopefuls who might better have stashed their rigs on their trailers and shoved off for home, for no mile records fell.

In the five-mile, competition-record breaking brackets, 13-year-old Jerry Opperude, Williams Bay, Wis., who nabbed the JU title in straight heats, bounced over the roughed-up water for an average 22.533 mph. in the first heat and a new peak for the distance, only to come back in the second heat and up his own mark to 23.196 mph.

George B. Sweet, Daytona Beach, Fla., A-stock hydro pilot, turned in a 6:58 in the second elimination event to give him an average speed of 43.062 mph. and a new mark for the class. Although he did not finish among the first three

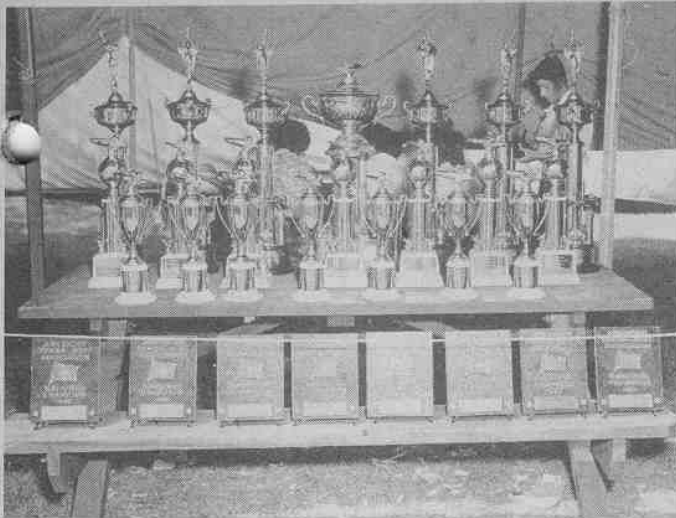
(Turn to Page 32)



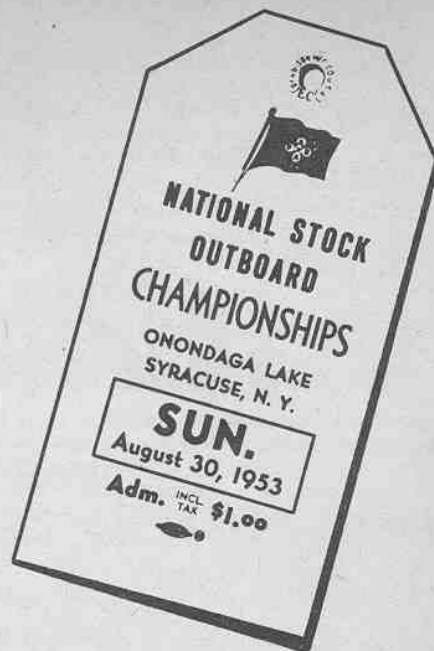
(Above) The field was tough and the going hard among the BU runabouts. Gerry Moshier makes no secret of his delight at winning crown. (All photographs reproduced by courtesy of the Kiekhaefer Corporation—Mercury Motors).

(Below) New D hydroplane champion Jon Culver in 516-S, and former title holder Ivan Harris in 502-U, are pictured in their four-cylinder red three-pointers after some spirited racing at the A.P.B.A. Syracuse N. Y. Stock Nat'ls.





Each new titleholder received one of the plaques and trophy. Carl Johnson, Exec. Sec. of A.P.B.A., called this year's turnout "Finest field ever assembled."



A.P.B.A. STOCK NATIONALS



(Above) General Regatta Chairman Don Guerin gives drivers final instructions. Referee Red Peatross (standing); Stock Outboard V. P. Merlyn Culver (seated); other A.P.B.A. officials: Lou Eppel, Charlie Strang and Joe Swift.



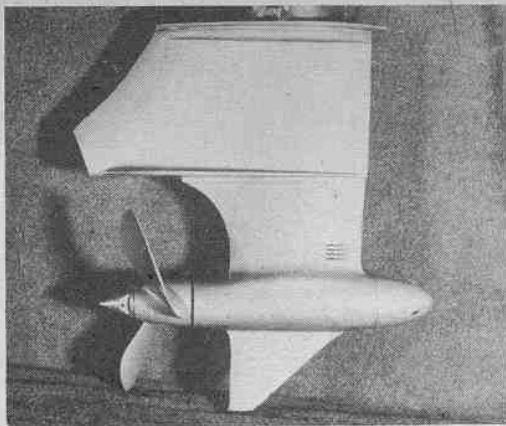
(Above) In his elimination heat the best Dick O'Dea could do was a third, but in the finals he really had his Mercury-powered Sid-Craft screaming to bounce his "Yankee Rebel" through to the AU runabout title in Stock Nat'ls.

(Below) One of the most sought after prizes was the Pat Ryan Memorial Trophy for the fastest of the DU runabouts. Regatta Chairman Guerin, left, looks on approvingly as Gerry Waldman is awarded the huge symbolic prize.

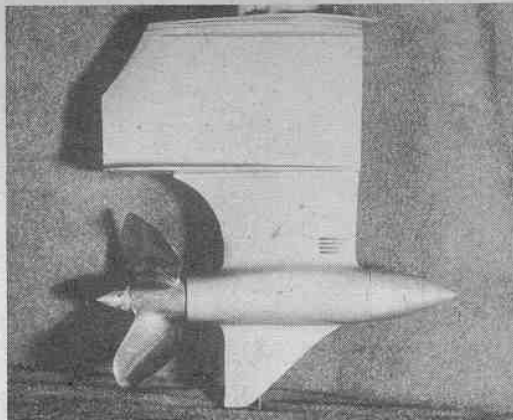


(Below) More than one-and-a-half miles of Lake Onondaga's banks were lined with the nearly three hundred entries for the 1953 American Power Boat Ass'n. Stock National Championships at Syracuse, N. Y. August 29th to 31st.

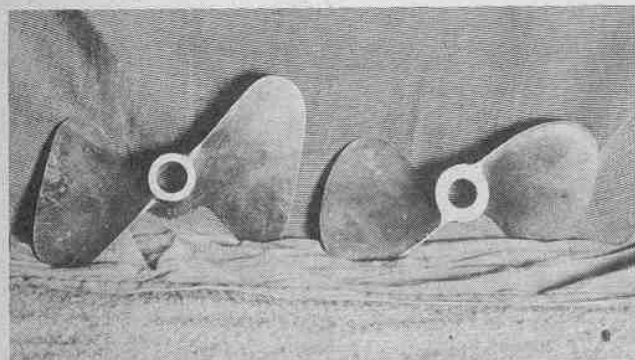




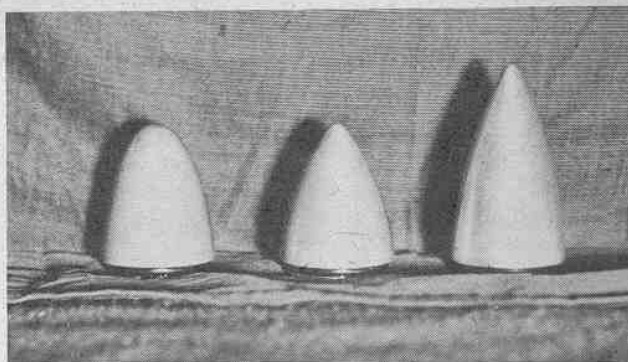
(Above) This photo shows the standard Martin "200" lower unit with a stock propeller and the standard Martin torpedo gear housing piece.



(Above) The same "200" unit shown with experimental elongated nose piece and an Oakland Johnson M-1 propeller which sells for \$16.50.



(Above) The Oakland Johnson M-1 wheel is shown at left, the Michigan AJ-530 at right. Both props have proved most effective on the "200."



(Above) From left to right, the standard Martin "200" nose piece, a reshaped "200" unit, and the new experimental elongated nose piece.

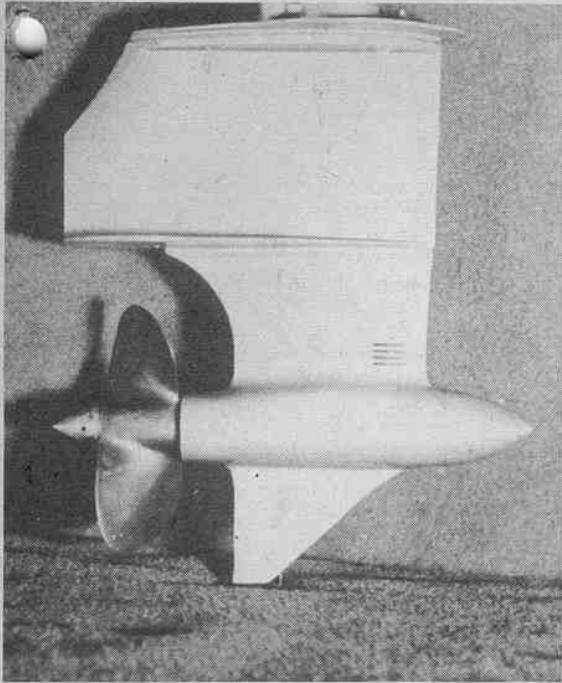
MARTIN "200" A REAL THREAT FOR '54!

(Below) The "200" is a versatile motor for general use as well as racing. Here it reaches 28 mph on a fully-loaded 14' plywood hull.



(Below) Harold Kelly tried the "200" on his home-built "Dry Run," finding counter-clockwise-running prop advantageous in full-throttle turning.





(Above) The same unit, shown with exhaust outlet cut down and nose piece altered, with a Michigan AJ-530 propeller.

NONE OF THE STOCK RUNABOUT and hydro enthusiasts have had any doubts about the Martin "200" Class B stock motor having plenty of punch in the powerhead. At 4500 rpm, lower than the motors can wind when properly tuned on lightweight racing hulls, the 19.94 c.i. alternate firing twin develops better than 20 brake horsepower. The four mechanically controlled intake poppet valves offer a good positive means of getting fuel to the cylinders. The 67 pound over-all weight is right in line for the desired class.

Last year the big interest in the motor was in the beautifully designed lower unit. The 15-16 gear ratio was close enough to a 1-1 to present the desired rpm. at the propeller shaft and still overcome excessive gear wear that can be inherent to a 1-1 gear ratio. The propeller shaft was designed for a counter-clockwise rotating propeller which should help carry a boat through a left cornering (Turn to Page 32)

(Below) Art Stilson demonstrated Martin "200" on a Pabst hydro when motor was first introduced to a large gathering of editors in 1952.



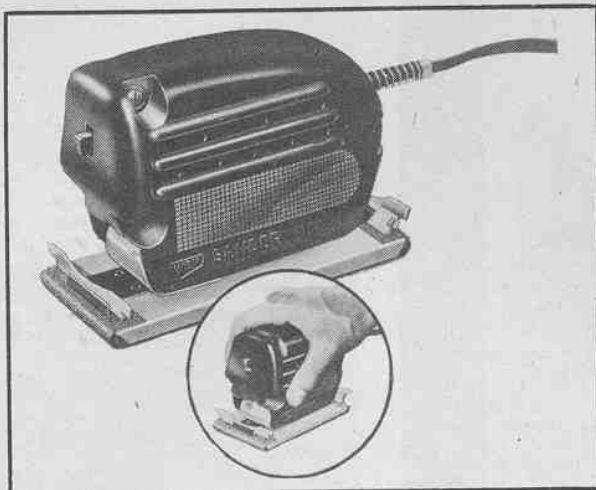
Experimental work and minor but very important modifications on Martin's "200" Silver Streak lead BOAT SPORT to feel that this motor will come into its own in Class B stock competition.

(Below) The 1952 unveiling of the new motor at Northernaire, Wis. included trial racing runs like this one on a Pabst stock runabout.

(Below) Harold Kelly found that mechanically controlled fuel intake poppet valves of the "200" gave it a rapid response to the throttle.



It's NEWS



The new straight-line action sander and polisher manufactured by Wen Products, 5808 Northwest Highway, Chicago.

Herkimer's OK Cub engine .049B. Manufactured by the Herkimer Tool & Model Works, Inc., Herkimer, N. Y. \$4.95.



ELECTRIC SANDER

Of particular interest to racing drivers during the winter months when refurbishing of racing hull bottoms is a prime activity, is a new straight-line action electric sander and polisher manufactured by Wen Products Inc., 5808 Northwest Highway, Chicago 31, Illinois. The two and a half pound 110-120 volt AC 25 watt vibrator sander retails for \$13.95 and operates at a speed of 240 strokes per second.

CYLINDER GRINDING

Cleveland Hone and Mfg. Co., 8816 Harkness Road, Cleveland 6, Ohio, announces a grinding service for solid head cylinders at \$4.50 a bore and removable head cylinders at \$3.50 a bore. Cleveland Hone also is equipped to conduct magnaflex inspections at \$2.00 for single bore cylinders, \$3.00 for double bore cylinders, and \$2.00 for crankshaft checking.

BOAT LUMBER

For the home boat builder, Maurice L. Condon, Inc., 270 Ferris Avenue, White Plains, N. Y., specializes in boat lumber, carrying a complete line of marine plywoods, sitka spruce, mahogany planking and other boat lumbers. A mimeographed price list is available by sending a self-addressed, stamped envelope.

FOR THE YOUNG MODEL BUILDER

For the youngster just beginning to build models here's Herkimer's OK Cub engine .049B. Powers model boats, planes or cars. Besides ready-to-fly engine, kit contains fuel tank, propeller and glow plug. Engine complete with fuel tank, propeller and spinner, weighs 1½ ounces. Priced at \$4.95. Manufactured by Herkimer Tool and Model Works, Inc., Herkimer, New York.

(End)

WORLD'S OUTBOARD SPEED RECORD SHATTERED

(Continued from Page 17)

6000 rpm. The Romani-designed lower unit is a twin-screw job with both tractor and pusher propellers.

In the hotly contested, six-boat field with representatives from Italy, Switzerland, Germany and France, Schiller had been favored. His closest competition was expected from Leto Di Priolo of Italy, with his Eldredge-powered Swift hydro. He finished third.

But on the 26th of September, Di Priolo established himself as the world's fastest outboard driver. On that date, the thirty-year-old father of three little girls shattered the fifteen-year standing record of France's Jean Dupuy when he scorched his modified Soriano over the surface of the artificial Lake of Milano, at a two-way average record-breaking 84.48 mph.

The boat driven by Di Priolo was made by Cantiere Nautico Molinari and although wider, longer, and with a driver's seat, the boat is a copy of a Joe Swift hull.

Not satisfied with breaking Dupuy's former 79.04 mph record by more than five miles an hour, Di Priolo plans to make another assault at the mile outboarding record shortly, and hopes to be able to attain close to 90 mph. (End)

Statement required by the Act of August 24, 1912, as amended by the Acts of March 3, 1933, and July 2, 1946 (Title 39, United States Code Section 233) showing the ownership, management, and circulation of BOAT SPORT published bi-monthly at Silver Spring, Maryland for October 1, 1953.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher: Joseph J. Hardie, 215 Fourth Ave., New York 3, N. Y.; Editor: Harold Hersey, 215 Fourth Ave., New York 3, N. Y.; Managing editor: Harold Hersey, 215 Fourth Ave., New York 3, N. Y.; Business manager: Raymond J. Kelly, 215 Fourth Ave., New York 3, N. Y.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Rockley Publications, Inc., 215 Fourth Ave., New York 3, N. Y.; Joseph J. Hardie, 215 Fourth Ave., New York 3, N. Y.; Raymond J. Kelly, 215 Fourth Ave., New York 3, N. Y.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semi-weekly, and tri-weekly newspapers only.) Not required.

JOSEPH J. HARDIE
Publisher.

Sworn to and subscribed before me this 29th day of September, 1953.

LEONARD SPARACIO,
Notary Public, State of New York, Qualified in New York County, New York County Clerk's No. 31-9116400. (My commission expires March 30, 1954.)

KNOW YOUR SPEEDBOAT CLASS

This Is The Sixth In A Series Of Articles Designed To Give BOAT SPORT's Readers Basic Class Specifications Of Various Outboard And Inboard Classes . . .



Class E Racing Runabouts offer fast, hard-riding action. "Honey Bee Too," competition record holder in the class, shown third from left (48-E) with Ed Fletchall at its helm. (Photo by Bob Ruskauff, Long Beach, Cal.)

Previously covered classes in this series were: April '53, 48 c.i. hydro and runabout (now 44 c.i. runabout), Class B Stock Outboard Runabout, Class M Racing Hydro; May-June '53 issue, Crackerbox, Class B Stock Outboard Hydro, Class A Racing Outboard Hydro; August '53 issue, Class B Racing Hydro, Class J Stock Outboard Runabout and 136 c.i. Inboard Stock Hydro; October '53 issue, Class C Outboard Racing Hydroplane, Class D Stock Outboard Runabout and 135 c.i. Class Inboard Hydro; December '53 issue, Class C or Division I Outboard Racing Runabout.

CLASS E RACING INBOARD RUNABOUT

To be eligible to race or ride as a crew member of this, or any racing inboard runabout, a minimum age restriction of sixteen years is imposed. The runabouts may be raced with driver alone or with a crew or crew members at driver's option.

No restrictions are placed on waterline length, beam, horsepower or overall weight.

HULL RESTRICTIONS:

The hulls must be of a monoplane or displacement type so that the hull when fully loaded, including crew, is water-born or immersed, no longitudinal or transverse break occurs to provide a multiple planing surface. Lapstrake or reversed lapstrake design of a type in which the planking approximately parallels the centerline of the hull is permitted provided the depth of the laps do not exceed three-quarters of an inch.

Fins are permitted.

The hulls may include non-trip chines with a rise no greater than three inches in twelve inches.

Hulls must be equipped with fore and aft decks which in combined length equal or exceed one-fifth of the over-all length of the hull.

ENGINE RESTRICTIONS:

Maximum cubic inch piston displacement shall be 246 c.i. with .030" cylinder oversize bore allowance for reconditioning. If a two-cycle engine is used, the maximum allowance is 147.6 c.i. No clutch or reverse gear is required. More than one engine may be used within the

over-all displacement limits outlined above. Superchargers are specifically disallowed. Overhead valves are only permitted on engines on which such valving is standard equipment.

Only one ventura is permitted for every two cylinders.

An over-all maximum price of engine is restricted to \$1250—and if an imported engine is to be used, import duty shall be included in this over-all figure

GENERAL INFORMATION:

At present there are about fifty Class E Racing Runabouts in competition with their ownership divided about equally between California and Eastern Seaboard States. On either coast the class provides good competition with plenty of A.P.B.A. sanctioned events, but competition is thin elsewhere.

The late Al Endres, Long Island, N. Y., was the record holder for mile straightaway at 80.743 m.p.h. in his Ford-powered Nagel-built hull, "Sliver."

Willis Mitchell, Long Beach, Cal., in "Honey Bee Too," a Mercury-powered Glazier hull, holds five mile competition record of 65.598 m.p.h. (End)

(Right) Guy Lombardo's "Tempo VI" took first in the first heat at Red Bank, N. J. on Sept. 13th. Boat was pulled out between heats to repair hole shown in her hull in this photo, when "Tempo VI" hit a small boat buoy that had floated into the race course. The speedboat was repaired in time to take another first in the second heat. (Exclusive Boat Sport photo by Harold Kelly).

(Below) Berkeley Models Prexy, Bill Effinger, Jr., (right) congratulates Al Schumacher (center), the winner of the First Annual Long Island Model Hydro Championships. Among the awards made at Bayville, N. Y. on Sept. 26th, this year, were the Berkeley Perpetual Trophy and a Martin "20" donated by Bill Effinger. Bill Johnke is shown holding the Martin "20" that Al won. This was first meet where model airplanes were flown from out-boarding speedboats. (Photo by Dick Thwing.)



KEEP YOUR RECORDS UP TO DATE

1953 HAS BEEN a record breaking year for outboarders on both the A.P.B.A. and N.O.A. circuits. The inboarders, under A.P.B.A. sanction, have continued to boost their screaming speeds still higher. Here are the new water speed kings.

OUTBOARD HYDROS (A.P.B.A.)

Class A—One mile straightaway, Bill Tenney, Dayton, Ohio, racked up his sixth speed title mark for 1953 with a scorching 53.746 mph, August 10 on Lake Washington, Seattle, Wash.

Class B—One mile straightaway, Bill Tenney averaged 60.100 mph in Hornet XIV on July 11, McKeesport, Pa.

Class C—One mile straightaway, Bill Tenney again at a terrific 65.574 mph clip in Hornet IX, 7/11/53, McKeesport, Pa.

Class F—One mile straightaway, Bud Wiget, Concord, Calif., captured his second 1953 title with a near flying pace of 71.993 mph, August 10 on Lake Washington, Seattle.

OUTBOARD RACING RUNABOUTS (A.P.B.A.)

Class F—One mile straightaway, Walter Gillo, San Mateo, Calif., at 61.888 mph, August 10, Lake Washington, Seattle.

OUTBOARD STOCK HYDROS (A.P.B.A.)

Class A—One mile straightaway, Jack Leek, Tacoma, Wash.,

at 50.858 mph, August 10, Lake Washington, Seattle.

OUTBOARD STOCK RUNABOUTS (A.P.B.A.)

Class AU—One mile straightaway, Don Benson, Seattle, at 46.039 mph, August 10, Lake Washington.

Class JU—One mile straightaway, Johnny Ford, Seattle, at 25.844 mph, August 10, Lake Washington.

OUTBOARD HYDROS (N.O.A.)

Class A—Straightaway (average two one-half mile runs) Ralph Johnson, Blytheville, Ark., at 56.604 mph, August 23, over Knoxville Boat Club permanent speed trial course, Knoxville, Tenn.

Class B—Straightaway, Ralph Johnson, 60.201 mph, at Knoxville, Aug. 23.

OUTBOARD STOCK RUNABOUTS (N.O.A.)

Class A—Five mile competition, Gene Hilton, Newton, N.C., at 38.599 mph, July 4, Kingston, Tenn.

Class B—Five mile competition, Johnny Mann, Knoxville, Tenn., at 39.709 mph, July 4, Kingston, Tenn.

OUTBOARD STOCK HYDROS (N.O.A.)

Class A—Five mile competition, Gene Hilton, Newton, N.C., at 39.852 mph, July 4, Kingston, Tenn.

Class B—Five mile competition, Dr. G. W. Reichardt, Nashville, Tenn., at 43.837 mph, July

4, Kingston, Tenn.

INBOARD HYDROS (A.P.B.A.)

135 c.i. class—mile straightaway, Buddy Holloway, Oakland, Calif., at 100.620 mph, August 10, Seattle, Wash.

136 c.i. class—mile straightaway, Tom Caldwell, San Mateo, Calif., at 72.914 mph, August 10, Seattle, Wash.

—five mile competition, Jack Cook, Marydel, Del., at 56.13 mph, Sept. 27, New Martinsville, W. Va.

225 c.i. class—mile straightaway, Richard Hallet, Downey, Calif., at 104.692 mph, August 10, Seattle, Wash.

7 liter class—five mile competition, B. G. Bartley, Jr., Columbus, O., at 77.453 mph at New Martinsville, W. Va., Sept. 27.

INBOARD RUNABOUTS (A.P.B.A.)

44 c.i. class—one mile straightaway, Bob McAllister, Ventnor, N. J., at 45.57 mph at Cambridge, Md. August 2.

—five mile competition, Bob McAllister in Yankee Boy at 39.770 mph at Cambridge, Md., on August 2.

E Service Runabout—one mile straightaway, Enock Walker, Hampton, Va., at 56.42 mph at Bush River, Md., on August 23.

Cracker Box—five mile competition, Bob Patterson, Van Nuys, Calif., at 62.370 mph at Friant, Calif., on May 10.

OUTDOORS WITH THE OUTBOARDS

(Continued from Page 12)

business volume. Here are some interesting—and surprising—figures on last year's National Motor Boat Show in New York, released by the sponsoring National Association of Engine and Boat Manufacturers: exhibitors reported more than \$10,000,000 in sales; an aggregate of some 1,000 outboard cruisers were sold; more than 2,000 kit boats were sold. These sales made at the shows are the backlog on which the manufacturers operate during the rest of the winter and spring; and until deliveries are made on them, other orders must wait. Our advice to anyone who plans on buying a boat or motor or other equipment for next summer is: go to a Boat Show, find what you want and get your order in right then.

At their annual joint meeting, held recently, the Outboard Motor Manufacturers Association and the Outboard Boat Manufacturers Association released the following figures on 1953 production: motor unit sales for the first six months were up 53% over the same period last year—at the same rate for the balance of the year the total would be near 500,000 motors sold, as against 320,000 in 1952; boat unit sales among members of the association were up 33-1/3% over last year. Guy W. Hughes, Executive Director of both organizations, pointed out that the figures on motors were for the entire industry, while those on boats were for members of the association only, since statistics on a number of smaller manufacturers who are not members were not available. Also a survey of both associations showed that boat and motor manufacturers were planning to increase their 1954 production by an average of 25% over 1953. Well, that's an awful lot of boats and motors—but remember that the demand is going up, too, just as fast, if not faster.

What are the reasons for this outboard boating boom? Mr. Hughes lists these as having a great bearing on the situation: overcrowding of highways and other scenes of outdoor land activity; a trend toward family boating and away from strictly-fishing uses of outboards; a growing popularity in participant sports, as against spectator sports; the economics of the times—shorter work weeks and higher pay; technical improvements, including easy starting motors, forward-neutral-reverse gear shifts, foolproof operation so that women and children can handle them, and production of more seaworthy hulls, requiring little or no maintenance; and last, greater availability of waterways such as the many new man-made lakes for flood control, irrigation and hydroelectric power. Last year at one such lake alone there were more visitors than at any national park in the United States. This was Lake Texoma, on the Texas-Oklahoma border near Durant, Oklahoma, which is operated under the

supervision of the Corps of Engineers and has over 4,000 boats on its reservoir—about 95% of them outboards. Want to make a guess at how many visitors went to that area in 1952? Well, we'll bet you don't even come close the first time. The answer is 4,574,300 people. So you won't think it's a typographical error, here it is spelled out: four million, five hundred seventy-four thousand, three hundred.

'54 BOAT SHOWCASE

A quick sneak preview of what trends to expect in outboarding for the next season, soon to be shown to the country in Boat Shows from Coast to Coast, would go something like this: . . . increased emphasis on outboard cruisers . . . many new names in this field . . . Trojan is now in it with a 20' boat . . . Switzer-Craft has experimental 18' model in the testing stage . . . there will be more of them than ever before at the shows . . . also outboard cruiserettes, 15-16' range, with day cabins or shelters for protection, seem to be gaining . . . an intermediate step between open run-about and all-out cruiser . . . Trailor-boat's contemplated model is one of these . . . aluminum hulls should have easier going with restrictions eased . . . production of old-line companies should increase . . . newer firms without quotas before should begin turning out more than prototypes . . . general tendency to widen beams a bit for bigger load, in line with growth of family outboarding . . . you see that here and there . . . stress on safety, seaworthiness, stability . . . in motors the trend is to extend special features of a few years back down to the lower horsepower range . . . for example, Evinrude Aquasonic Fleetwin (see photos) now has full gear shift for first time . . . definite trend toward separate remote fuel tanks for smaller motors . . . smaller tanks (about 4-gallon) for motors under 10 h.p. but nearly all of them are interchangeable with 6-gallon tanks now standard on most larger units . . . this reflects the change away from strictly-fishing use of outboards to longer day cruises with family loads aboard . . . no filling of tank required on the average day's outing . . . major trend toward quieter operation of outboard motors . . . comfort of passengers, also that of lakeside summer dwellers, etc. . . gradual decrease of noise level over past few years . . . last year Evinrude came out with an acoustically tuned silencer on carburetor intake of the 15 h.p. Super Fastwin . . . earlier this year Johnson announced its new design, cushion drive mounting, on the 1954 Sea-Horse 5 1/2 (replacing the old 5) which separates boat from motor to reduce vibration pick-up . . . shortly afterwards Evinrude revealed the new 1954 Aquasonic Fleetwin, based fundamentally on same general principles worked out during World War II on military motors but not practical for general use until further research and development . . . watch for others to enter this race to overcome the "sound barrier" . . . other features that are spreading gradually are various forms

of steering handle throttle controls or shifts, and easily removable hoods for access to spark plugs . . . everything tends toward easier, simpler, more fool-proof operation.

(Note: For complete coverage of 1954's new line of outboard motors, boats and accessories—remember, outboards only—see the next issue of BOAT SPORT, which will be published on February 10, 1954. In it we plan to present our largest and most comprehensive special section yet published, devoted exclusively to outboarding in all of its phases, which will replace this department for that issue with a slight change in title. We're going to call it—quite appropriately, we think—"Indoors With The Outboards At The Boat Shows." Hope you'll all be with us!)

EVINRUDE AQUASONIC

A few more words about the new Aquasonic Fleetwin (7.5 h.p.), which was introduced to the press at a preview held at Guy Lombardo's East Point House, Freeport, Long Island, N. Y. The new design that gives this motor its first name is called "silent suspension" and explained by W. J. Webb, Evinrude general manager, as follows: "Twin resilient mountings (springs) in which the power head is pillowed soak up engine pulsations before they reach the hull. The propeller thrust is absorbed against companion cushion in the lower housings, blocking off at every source the noise-producing vibration in the motor

(Continued on Page 33)



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 1954 APBA specifications. Write to either address for free literature.

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

AROUND THE BUOYS

(Continued from Page 3)

across the line, was declared the winner.

Curiously enough, in late August at Midwest-Chicago's first outboard marathon—a 107.5 mile junket from Peoria to Spring Valley, Illinois, over the Illinois river, Snyder bounced home first in DU with an elapsed time of 2:07:15 for an average speed of 50.69 mph. But Snyder was disqualified for "reworked inlet port deflectors" and guess who tailed Snyder in by 45 seconds to be awarded 1st place. . . . Yep! Bob Switzer.

Incidentally, you stock outboard marathon contestants who didn't take a crack at the Midwest-Chicago "go" in 1953 better get your equipment ready for the second annual affair because the first one was considered a dilly. Ed Parker, Commodore of the club, in outlining facilities stated that more than a mile of docks were installed and two miles of fencing gave the contestants real protection for the pit area. A crew of 200 men and six bulldozers worked a week to get the drivers' area in top condition. Sponsor of the event was the Peoria Chapter of the Illinois Federation of Sportsmen's Clubs which, with the Midwest-Chicago outboard racing drivers group, posted drivers' awards totalling \$15,000 in value. 113 entries tried the distance in 1953 and Parker expects more than 300 to be on hand this year.

Winners were well spread geographically with first A home piloted by Lee J. Mei of Grand Rapids, Mich., in a Mercury-powered Wagemaker at 36.24 mph. Dennis Grenier of Long Island City, New York, averaged 41.35 mph to romp home first in his BU Raveau hull with a Merc power plant; Jimmy Gleason of Milwaukee, Wis., did the trip at a 33.95 mph average in his Evinrude-powered Thompson to top the CU drivers, while Gene Swope of Wathens, Kansas, in a Speedliner with a Johnson mill, ran the distance at 36.65 to lead home ten other D I drivers. Switzer averaged 50.39 with his four-cylindred Mercury on a Switzer hull to cop overall honors and beat twenty-eight other D 2 class pilots.

Racing outboard hydro drivers in the East last season had a couple of close ones. At Mays Landing, N. J., in July, Ben Jankowski, Glen Head, N. Y., flipped while leading a screaming field of mixed C's and F's into the first corner in a final free-for-all event. In all, six boats tangled and several were completely demolished. Ben Marakoff of Audubon Park, N.J., suffered a cut arm. How the remaining five drivers escaped without serious injury, with boats running completely over one another, is amazing. Later in the summer at East Hampton, L.I., veteran drivers Les Buckman, of Baldwin, N.Y., and Vic Scott of North Bellmore, N. Y., tangled in a turn in a heat of B's. Bucky suffered several broken ribs, a punctured lung and serious back lacerations. When

he was finally hauled from the water after the heat was completed, no ambulance was available. For more than a week it was uncertain whether Bucky, who was carted to a hospital in a station wagon, would live, although he showed up at Red Bank in mid-September in good health again and with plans to compete this year.

Bud Wiget, Concord, Calif., with his wife Ethel, took a month off in late July and August to race through Washington and British Columbia. They took four hydros and a C runabout. Between the two of them, in five regattas, they won a total of \$835. But more important, at Seattle, in Bud's own words, "I was lucky enough to cobble together an F out of two blown mills that was able to raise the one mile hydro mark."

The Outboard Club of Chicago, sparked by Commodore Jack Cohn, with a committee consisting of Jack Maypole, Dick Murphy, Adam Gabriel, Jr., and Barney Bishop at their annual indoor regatta in mid-1953, instituted an idea that other outboarding groups may wish to follow: the A.P.B.A. Region 7 Hall of Fame. A.P.B.A. ex-Prexy Gib Bradford awarded 1953 Certificates of Recognition to the following: Larry Freeman, Milwaukee, Wis., as 1952 Wisconsin High Point Scorer; Homer Kincaid, Carbon Cliff, Ill., as Illinois High Point Scorer; Bill Tenney, Dayton, O., C Racing Runabout Champ and winner of Col. Green Round Hill Trophy; Tom Small of Milwaukee, National CS

Champ; Bob Switzer, McHenry, Ill., National Champ D utility and winner of Pat Ryan Memorial Trophy; Harry Vogts, Madison, Wis., National Champ F hydro; and Paul Wearly, Muncie Ind., National B and C hydro champ, and winner of the John Ward Trophy. Each year Region 7 will add seven more drivers' names to its Hall of Fame.

(Editorial note: "Around The Buoys" will, we hope, become a regular feature in BOAT SPORT. Our plan is to devote it to personals. We get a lot of them in the mail. Haven't known exactly where to put 'em. From here on out things will be different. This is your column. It's up to you to let us know who's doing what and where.)

VAN PELT HYDRO



Moving fast and how! This photo shows the 3-point hydroplane that will soon be in full production by the Van Pelt Boat Company of Spring Lake, Michigan. It is the result, they tell us, of a great many experiments. Its main features are a superior balanced air lift on the bottom and better turning ability. Made in A-B and D classes, with decks of mahogany plywood construction without use of doped fabric. Bottom is light weight press moulded.

"DRY RUN" PLANS AVAILABLE



IN RESPONSE to many reader requests, the sleek, prize-winning BU Outboard, "Dry Run," featured on the December cover of BOAT SPORT, may now be built from professional plans, designer and operator Hal Kelly announces. Three large sheets of detailed drawings, a complete bill of materials and full building instructions are offered. For further information write direct to: Hal Kelly, 98 Anderson, Bergenfield, New Jersey.

CORRECTION

Our apologies to Henry H. Fuller. By mistake we listed his home State as California when it should be Missouri. His correct address is 2317 Sterling, Independence, Mo.

ACCESSORY EQUIPMENT FOR RACING

(Continued from Page 5)

as little as \$2.98. We remember one driver buying such a helmet from a protective head gear supplier. The box arrived by parcel post covered with "FRAGILE" labels! You can't blame the driver for being a bit skeptical about his purchase.

Sure, the plastic jobs will probably shield you from a blow on the top of the head, but what about your neck, ears and the tendency of some cheaply designed helmets to bounce off or be pulled off during an upset? If you merely want to comply with the rules, a plastic hard hat will do the trick and at a modest cost, but for personal safety we would suggest a visorless, sturdily designed auto-racing type with ear tabs and a comfortable chin strap. These sell for \$20 to \$30 but a good crash helmet is the cheapest accident insurance you can buy. The visorless type is recommended. In flips at high speeds, particularly in the really screaming inboard classes, the visor can catch on the water and they have been known to be the cause of severely snapped necks. The slight eye shading the visor offers is scarcely worth the risk.

Take a tip from Billy Simmons of Pensacola, Fla. Billy was winding his KR Johnson a couple of thousand rpm's above manufacturer's specs at Lake Geiger last summer. His flywheel really flew to bits during a heat in which strangely enough he and one other driver were the only two in a large field with flywheel catchers installed. The explosive blast when Billy's wheel let go, practically wiped out the entire power head leaving the Simmons' motor a handful of twisted junk on top of a driveshaft housing and saddle. But for the flywheel guard which diverted the initial blast of broken metal away from him, Billy might well have been a racing casualty or just a name on a memorial trophy.

For the inboarder the need for some sturdy form of driveshaft guard should also be obvious, but in more cases than not it is overlooked. A snapped shaft at high speed can be plenty lethal.

Before competition begins, if you are taking your sport seriously, you will doubtless want both a tachometer and a water speedometer to help you nurse extra rpm's and added speed from your rig by various adjustments and changes to your starting set-up. Satisfactory tachometers can be had for \$30 and up. Water speedometers are cheaper and range upward from \$15. Get the proper type for your boat. If your speed potential is less than 40 mph, it is better to get an aquameter that is calibrated for the lower ranges since then you will

get a more sensitive reading in your expected speed range. If you are an inboarder with a really hot 135 c.i. or larger hydro, your best bet is a speedometer set up for a potential of 120 mph, which would be of little real use on a BU or midget hydro.

Comfort frequently plays an important part in a driver being able to operate in a relaxed manner. For the outboard hydro contestant, if over-all weight isn't overly important, a cockpit deck cushion saves lots of pounding and bruises. Kapok-filled types designed for racing hulls retail for \$7 and up and when lashed in position, also serve as added buoyancy in the event of a flip. Jacoby Boat Works, North Bergen, N. J., handle a good one at this price.

Knee pads of some sort for hydro manipulation should be a "must." They offer needed protection against pounding and when worn outside your racing pants, they keep you from sliding around in the cockpit. Paint and hardware stores carry a flexible rubber type with grid exterior. These buckle on with two straps and sell for \$3. a pair, or less. Equally as good for protection are basketball-style pads but they can only be worn conveniently under your racing togs as they are usually the slip-over type with an elastic backing.

If your outfit is under legal minimum weight, cockpit coaming pads permanently secured to the left side of the

(See Over)

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A dilly of a spill! Edmond J. Tousignant, Jr. was pushing his BU job for all its was worth, trying hard for first place from second position, when this accident occurred. Although it was his most costly mistake (in points) of the season, Ed still came through with more than enough points to win the Upper Peninsula of Michigan Class BU Championship. If you look closely you can see his arm, or leg, in the water just under the boat. Fortunately, he escaped without injury. The photo was taken at regatta at Gladstone, Mich., last July.

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ACCESSORY EQUIPMENT

(Continued from preceding page)

cockpit will save jolts in the turns and bruises on your throttle arm.

Moving your motor from your car or trailer to the docks is usually easy enough before a race, but after an afternoon of racing, somehow the iron always takes on double weight. To ease this, and also to make engine lower unit assembly and any pit work on your rig as simple as possible, a motor rack equipped with wheels takes much of the effort out of the job. One such sturdy, wheeled rack is marketed by Brinktun Co., 83 S. 10th St., Minneapolis, Minn.

Aside from the normal selection of tools you carry in your pit kit and a strainer fitted funnel which should be a part of your fuel gear, two other essential gadgets should be ready for use. Stock utility drivers with lower compressions and gasoline fuels aren't too bedeviled with starting problems but the alcohol burning two-cycle drivers and the high-compression inboarders both should include a squirt gun in their inventory. The button trigger type pressure oil can which can be bought at any auto accessories store for about a dollar, is ideal. In reasonably warm weather, gasoline or benzol make good priming squirts. The latter is preferred as it makes a better solvent for mildly fouled plugs. With a Class A motor, your pit man can squirt into your exhaust ports or squirt directly into the carburetor intake. With a B or a C, the squirt can spout is extended into the carburetor air intake. Be sure, however, the rotor is open so the charge gets into the case. The combination of high compression and cold plugs makes for difficult starting. In early spring or chilly autumn days, ether makes an even more certain squirt starter.

A coat of castor oil on plugs and plug-end contacts of the high tension lines, will go a long way to prevent shorting out of ignition in competition at close quarters and on rough water running. But don't do as one race driver we knew who kept both his easy-starting prime mixture and castor oil in identical squirt guns. When starting trouble made him a bit panicky after a five-minute heat warning signal at a major regatta, he yelled to his pit crew for his squirt gun. He then proceeded to pump half a can of castor oil into his crankcase through his intake manifold and then wasn't able to figure out why he couldn't start. Castor on the outside of spark plugs is one thing, but in heavy doses on the business end of the plug, sparking is over but quick. Since a few ounces of castor will handle a day's racing, a small pharmacy bottle will serve the purpose as a container and prevent possible confusion.

Plug changes must be made fast. Pliers have a habit of slipping and when haste is important, chipped or broken porcelains often result, or less important but uncomfortable knuckle skinning. One of the best plug wrenches is made from a 1" box wrench. Since

these usually come double-ended with a 1" at one end and a 1 1/16" at the other, hack saw the 1 1/16" end off and discard it. No one has ever figured out anything to do with the 1 1/16" ends. Better put them in the trash can but quick, because otherwise they have a way of working their way back into your pit kit and being a source of frustration because they won't fit anything—especially plugs when you're in a hurry. The 1" end will fit your plugs snugly and will safely speed up plug changes.

For use in your boat we suggest carrying a spare set of plugs, a priming squirt gun, pliers and screw driver, a spare starting rope, plus another 1" box wrench. The squirt gun should be mounted on the transom or on the cockpit cowling for ready accessibility. Use aircraft bungee (shock cord) to hold it in place. Plugs and box wrench must also be handy and your life jacket pocket are as good a spot as any to keep them. Pliers and screw driver are suggested for minor repairs, but since anything but a plug change will usually put you out of competition, these tools can be stored somewhere so they won't bounce around the bottom, tangle with steering or throttle cables, or present a driving hazard.

Your final boat accessory should be a short paddle. You won't be expecting to

cover much distance with it, so keep it as small and light as possible—two-and-a-half to three feet over-all is plenty.

Since nothing seems to lose more heats than the putting one-cylinder cast-off from the dock which leads to a motor stall in ten or fifteen yards, and since your paddle will make only land turtle speed in any attempt to return to the dock and the help of your pit crew, one final accessory suggestion is a retrieving rope. Fifty feet of 3/8" line with a sixteen-inch section of garden hose tied in a loop at one end is perfect to handle stalls when time is vital. Insist that your pit crew keep it coiled neatly right at hand when the five-minute gun sounds. When thrown, the weight of the hose loop will carry it easily its full length and then the loop makes a handy grip for the driver to hang on while his crew tugs him back for a quick plug change and re-start.

Proper accessories will help you win races. Veteran drivers learn to keep an inventory check-off list tacked in the motor box of their trailer, or some other likely place. Don't overload with unnecessary accessories and tools, but be sure to round out your equipment with a careful selection of those things that will add to your racing comfort, safety, more efficient pit operation and boat handling. (End)

WOMEN IN SPEEDBOATING (Continued from Page 10)

last turn at Salton Sea while running well over the Class C Service Runabout record. In recent years, however, she has been high point winner in Class A hydro for Region 11, APBA, and qualified and drove Class A at the Nationals in '48 at Celina, Tenn., and C Service Hydro at Lake Alfred in 1949 and again in 1950, taking second place. Her best publicized win was at Provo, Utah, when the water was rough and Ethel beat Bud's three point C hydro as well as eight other competitors with her Neal C conventional. The papers had a field day about her beating her National Champion husband.

In Class M hydro, where you find the majority of the women speedboat racers, the gals seldom have a chance to race against their husbands but usually racing runs in the family. For instance, Eleanor Shakeshaft, whose husband drives C racing hydro, holds the Class M mile straightaway record which she set at Lake Alfred, Florida, in March of '49 at 42.303 mph. Eleanor and Shakey consistently campaign all over the United States and Canada, which gave Eleanor a chance to rack up enough points to be Class M high point in APBA in 1950.

Little Dottie Mayer of College Point, L. I., is no competition for her husband Emil's Class C and F hydros, but she is plenty tough competition for the boys and gals in Class M. Her racing career started when Emil, a racing veteran, gave Dot a motor and hull for Christmas in 1939, two years before they were married, as a courtin' gift.

In 1941 Dottie courageously entered the long Albany-New York grind in her

tiny Class M hydro. The only four M's entered were sent off first but by the time they had gone a few miles down the river, they had all conked out but Dottie. Despite an early morning fog and fuel line trouble, Dottie was the first boat by three-quarters of an hour to pull into Poughkeepsie to refuel. But then she ran out of luck and her motor gave out completely near Bear Mountain Bridge. By the time her crew found her and had made repairs, most of the other boats had gone through. Dottie's brother, Larry Kuhns, who pits for her, insisted she might as well ride on down the river in the boat as in a car, so doggedly she went on. She finished late but gained the honor of being the first woman to complete the Albany-New York Marathon in a racing hydro.

Being an Eastern driver, Dottie usually finds herself racing against long-time National Competition M Champion, Don Whitfield, which may explain her large collection of seconds. But at the National Sweepstakes Regatta at Red Bank last fall, when the going was rough, Dottie beat Don two straight heats, in the second heat coming from way behind to take him. Usually rough water is her meat but in 1952 at the President's Cup regatta at Washington, D.C., when the water was so churned up that the competition had dwindled down to four boats, husband Emil volunteered to run one of their M's to pa out the field. Emil weighs in at 180 and in a midget looks like he's scooting around without any boat under him. The midgeteers will never live down the fact that Emil took a first and a second that day—partially explained by the

fact, no doubt, that Dottie never got out of the pits.

Dottie seriously considered giving up racing once—and reasonably so—when Emil lost three fingers after a flip in an race. But as she says, "It gets in your blood!"

Marilyn Donaldson of Dayton, Ohio, is only sixteen years old but driving boats has been in her blood since she was seven, though she didn't start racing until she was eleven years old! Her interest in racing stemmed from her father, who retired from competition after winning the Class DU Ohio championships in 1950 and Marilyn took over the throttle for the family. She has competed in JU, AU, BU, A and B stock hydro and travels on an average 500 miles a week to races. In 1951 she startled the speedboating world by winning Class AU in the Winnebago 92-mile marathon (at the age of fourteen, you realize)—the first girl ever to finish the marathon and the first minor to win it. Marilyn followed up by taking the Detroit 50-mile Memorial Day Marathon in 1952, and becoming JU national champion the same year.

Marilyn loved racing from the start—a fact that may have been influenced by winning her very first race despite having measles at the time! Marilyn placed in the first three in every AU race she ran on the APBA circuit in 1952 and won and still holds the five mile in competition record for Class JU.

Another top record holding runabout driver is Evelyn Sarossy of the Bronx, New York. Competitive sports were not new to Evelyn when she first moved into an outboard in 1950. She had graduated from tennis, skiing and mountain climbing, but these hobbies have now been completely eclipsed by boating. Evelyn chose BU because it is such an active competition class but she never figured that her most rugged going over would come from a forty foot rescue boat. In telling her most unusual experience which verged on the alarming, Evelyn stated:

"At the Norwalk to New Haven Marathon of 1951, during a northeast storm, I was actually run over and scuttled by a forty foot rescue ship when I was merely temporarily conked out at the halfway mark. To add insult to injury, the skipper of the rescue boat, who seemingly got our roles confused by his being in a state of panic instead of me, dragged me out of the sound and then proceeded to tow what was left of my rig at full speed. He did this until we reached a Coast Guard vessel on rescue patrol two miles away. As I was climbing over the side of the cruiser to board the Coast Guard boat, whose deck was far over my head, the cruiser struck out, at full speed again even before I was clear of him and my only alternative other than being crushed between the two vessels was to jump up and barely grasp the cable railing of the Coast Guard. Everyone aboard the Coast Guard craft (which already had eight other boats in tow) was so flabbergasted by the unexpected action of the cruiser that there I dangled like a hu-

man fly over its side and what seemed miles above the water for ages before hands reached down to help me to safety."

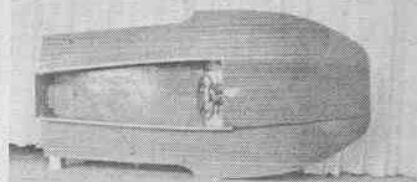
That same year Evelyn experienced another exciting incident during a heat race at Huntington, Long Island. She was leading a pack of twenty-two boats when going into a turn on the third lap, she hit a swell and was thrown out of her Sid-Craft. Fortunately the runabout didn't flip, so Evelyn climbed back in, squeezed it and went on to win the race!

In the gruelling Albany to New York Marathon in 1952 Evelyn placed fifth out of eighty-seven BU's. In August of '52 Evelyn climaxed her career by breaking Elgin Gate's mile straightaway BU record by two miles an hour to set a new mark of 49.459.

Nancy Richardson of Anderson, Indiana, hasn't set any records, yet, but she's well on her way and has the background to make her a topflight competitor. Her father has been building an average of at least one boat a year for twenty years—family runabouts, dinghies, racing runabouts and hydros. Nancy says her first technical knowledge of boating began during 1950 and 1951 when she was allowed to help in the shop. "My job was waxing screws, sweeping up, and being in the way..." Last year, when she was fourteen, Nancy's parents decided she was old enough to try racing. Her first time out in competition record for Class JU.

(See Over)

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Augie Nigel of Oceanside, N. Y., in class FM, took 5-mile competition record of 45.6 m.p.h. in a SID-CRAFT modified stock last September in Connecticut—and did 1 mile at 48.9 m.p.h.

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WOMEN IN SPEEDBOATING

(Continued from preceding page)

petition at Rome, Indiana, she won a second place trophy. At the time we heard from Nancy, she had been in only seven A runabout or A hydro races and had placed in six of them. She's the only girl driver in her district, but with that sort of a start, it would seem the boys better look to their laurels.

Another young one who has gotten her start from her father is Lois Sullivan of Chicago, Illinois. Lois started her racing career at the age of twelve by whisking off with her father's B hydro when he was in the midst of testing. When she was fourteen her parents gave her an A stock hydro (in self-defense probably). She took a third her first race out, flipped in her second and in her third, against some of the best equipment and drivers in the midwest, (including her dad), she won both heats. Her father, Ed, APBA Region 7 director, after twenty-eight years of racing has demoted himself to pit crew and is leaving the winning of racing honors for the Sullivan family in his daughter's capable hands.

Among the inboarders, Ruby Scull, wife of the late famous racing driver C. Mulford Scull, has established a national reputation both through heat wins and by holding both the one mile straightaway and the five mile in competition records for 48 cubic inch runabouts. After Mully's death, the speedboating world was sad to see Ruby's 48s (now 44s) advertised for sale. But they underestimated Ruby. She's not quitting—just moving up to 136s!

One of our gal drivers who as yet has had very little competition experience describes quite graphically what it's like in a corner. Bettie Brooks of Omaha, Neb., started racing on the fast side. Her first boat was a 48 c.i. hydro, a graduation present from her father. Her fourth race out was at St. Petersburg, Fla., in the 48 hydro championship events. In her words, "I hit the line right in the middle with boats all around me. When we came to the turn I was still in the middle. That's when I understood what Daddy meant when he so often said, 'You can see the angels hovering over the first turn.' I've never seen so much water in all my life, most of it coming right in the boat. It hit my face so hard it was all I could do to keep my eyes open. I felt like boats were coming at me from all directions. I don't really know how I managed to get out of it, but I finished second."

In the next heat Bettie took a third to give her an overall third in the championships, all this when only four races old. Bettie now has designs on a 266.

Mid Barbour started small enough in an M hydro in 1946 and as she says, "not always finishing last." But Mid has a distinction that to our knowledge has never been matched. At her Portland, Oregon, home, Mid does all of her own motor work. In the winter of '46 with a rule book and file in hand, she pains-

takingly built up her M engine. Consequently in 1947 she took the regional championships. As Mid says, the men drivers in her region were perplexed, to put it mildly, as they knew she did all her own motor work. In any case, they all chose to sell their outfits down south that winter and by the '48 season there weren't enough M's left to schedule races.

Being fresh out of competition, Mid sidelined herself to officiating while trying to decide what class to enter. At Salton Sea, she and her husband Matt saw their first 48 c.i. hydro competition and that was it. They formed a partnership with four other drivers. Matt and Mid built engines while the others assembled hulls. In 1952 they "arrived," taking first in each event they entered with the exception of one when they hit a log.

The team of Matt and Mid Barbour was broken up, in the fall of 1952, when Matt died while undergoing surgery for a heart condition. Their boys, Doug and Ward, with their mother are carrying on the business but the boys are a little too young to drive in competition so the

honors will be up to Mid. They have completed two boats this last year, a 136 and another 48—where Mid's heart will always be. Motor hop-ups and motor work are both Mid's hobby and vocation, which makes her one of our most interesting women drivers.

We don't have a lady Gold Cup pilot to offer (but then there aren't many men in that class either) but we do have a female representative on the Hundred Mile an Hour Club (and there aren't many men in that bracket either!) On December 28, 1952, at the Orange Bowl Regatta in Miami, Florida, Mildred Foulke of Essex, Maryland, piloted the 266 hydro, Sagana XIII, at 114 plus on the south run of the measured mile, 108 on the North run to average 111.289 for the two-way to become the fastest woman on water. To make this achievement even more amazing, this was the first time Millie had ever sat in a 266, her fastest ride until that date being 80 mph in a Division I 225.

Which all goes to prove, as we've said before, you should never underestimate the power of a woman! (End)

HOW TO CARE FOR THE FLIPPED MOTOR

(Continued from Page 15)

—other than perhaps being in a position on the course where I shouldn't have been. But after I had been towed back to the pits, I pulled the plugs from the motor, and in that it was completely free, I proceeded to rope it over twenty or thirty times to clear it. I also squirted raw benzol through the carburetor intake and gave it another ten clearing pulls for luck.

With a new set of plugs it took right off and in the second heat which was being conducted on a short course, the motor more than rewarded me for my winter's efforts. Boxed at the start, the outfit appeared to have at least two or three miles an hour on the middle of the pack runners and moved up through very nicely. In a challenging position, I became over eager, pressed too hard in a turn, became airborne and flipped.

This was when I made my colossal mistake. A third heat was being run about an hour later. I was too anxious to give the motor another try in that heat. After I was towed in I immediately slung the motor on a motor rack, pulled the plugs and tentatively rotated the flywheel gently. So far so good. It was perfectly free. I then swapped mag plates, just to be on the safe side, poured a couple of gallons of racing fuel through the carburetor and let it work through the case and blocks. Meanwhile, my pit crew had removed the gas tank, drained it and flushed it out with some gasoline. We re-assembled the job, it started off fine and within a half a lap had dropped off three or four miles an hour and then started missing in a manner which indicated fuel line trouble.

What I had done in my eagerness to run one heat was to louse a whole winter's work by thoroughly scoring the block, wrecking a set of rings and pistons and, of course, endangering what

was an excellent case set-up. What I should have done will become apparent in the following step-by-step procedure for giving first aid to dunked motors.

One—Never attempt to run the flipped motor until it has been given a thorough first aid treatment. A few grains of sand picked up while being towed in, a fractured crank throw or rod can cause repair bills running into the hundreds.

Two—Remove motor from overturned boat and place on motor rack as quickly as possible.

Three—Pull spark plugs and rotate motor gently a quarter turn or so in either direction to see if it is free. If the motor is all in pieces or won't turn, first aid is out of the question. The motor's going to need some real mechanical surgery to put it back in condition. We're talking about the motor that *looks* all right. Once your curiosity is satisfied that from exterior appearances and feeling of the flywheel your rig isn't too badly damaged, then you are ready to proceed with the first aid treatment.

Four—Remove your flywheel. As soon as it is removed, put some type of metal across the two magnets as a keeper—a bolt, small wrench or a piece of broken hacksaw blade, or two or three nails will do the trick. Next remove the magneto and pour carbon tetrachloride over the entire mag, then let it dry in the sun. Don't attempt to bake your mag plate in an oven after you get home as a means of drying it for too much heat is almost certain to wreck your coils and condensers for good.

Before the engine is re-run, you want to clean the points with very fine sandpaper—not emery paper—and add a drop of lubricant to the breaker point rotor, the metal pin on which the points move. Then, ten-to-one your mag will be as good as ever, since both coils and con-

condensers have been given a fairly good waterproofing treatment at the factory. But since there is always a possibility that some water may have seeped into condensers or coils, don't just trust to luck but take your mag plate to an out-board repair shop and have it put on a tester. Most shops charge nothing for this service, or two-bits or half a dollar at most. This precaution may save missing heats at your next regatta, for many mag plates will be apparently okay in kicking out a spark when a motor is roped over but will produce erratic ignition in the high r.p.m. ranges.

The condenser or condensers are most likely to cause trouble after a flip, for they are made up of a strip of foil with wax paper insert and a second strip of foil, the sandwiched design then being rolled. Occasionally a flip may produce moisture to cause short circuiting between the two strips of foil which has the same effect as the insulation having been torn or destroyed. Frankly, condensers are inexpensive items, 50c to \$1.50 depending upon the type of motor you have; they're simple to install and rather than take a chance, I would strongly advise replacing condensers after a flip as a standard practice. Throw away the replaced ones so that they won't work back into your spare kit.

Above all, after plugs have been removed, don't rope over your motor, for in so doing, without your plug wires grounded, you may wreck the coils which up to this time may well have survived the wetting down.

Five—Remove your fuel tank and throw away its contents. Don't let any economy-minded pit crew pour this back into your fuel can for it's certain to be contaminated with water and probably grit. Before you re-assemble the motor, be sure to thoroughly flush out the gas tank. This is best done by using hot, sudsy water and dropping a liberal handful of nuts and bolts into the tank, shaking it vigorously to dislodge any scale, grit or sludge. After it has been thoroughly rinsed with hot water, then flush it thoroughly with benzol to remove any final bits of sludge and remnants of soap or detergent. Your fuel line should receive a good cleaning, too.

Your carburetor should then be disassembled and each part thoroughly rinsed in gasoline or better still, in a degreasing agent such as Varsol or Gunk.

Six—Next remove the block by taking off stud bolts at the case and with a squirt gun, squirting a good load of fuel mixture through the plug holes so that the lubricant from the fuel will prevent scratching as the block is removed from the piston.

Seven—While some drivers, once assured that the engine is free, merely pour a few quarts of lubricant loaded fuel through the carburetor intake and let it wash the residual water from the case and block, I don't recommend this half measure. If the engine was winding at high speed when the flip occurred, I would next suggest removing the rods and having them magnafluxed for possible breaks and at the same time check

for trueness. Magnafluxing and this check would cost \$2.00 a rod, and a fractured rod can do several hundred dollars' worth of damage in short order.

Eight—Remove crankshaft, attach a light piece of wire to the threaded end where the flywheel securing nut goes on, and holding the crank suspended by the wire, tap the bottom of it with a light machinist's hammer. It should ring with a clear, bell-like sound. If it does not, then I would suggest that it, too, be magnafluxed and this job costs about \$3.00.

Next, if you have a small metal or wood turning lathe, place the crank in position and check it with a dial indicator, or you can achieve the same thing by using a set of Z-blocks. If you don't have these facilities, a 50c service charge will handle checking your crank for alignment at any local garage or out-board repair shop.

Nine—Next flush all bearings and coat them with light machine oil until you are ready to re-assemble your job.

Ten—Strangely enough, your lower unit should also be checked. Some units tend to pump their grease up the drive-shaft housing. Occasionally, some of this lower unit grease works its way up through the bottom of the case seals. Since the towed-in rig may have been dragged through sand and mud, completely cleanse the crankcase housing, so that the next time your unit does pump, it pumps only lower unit grease and not lower unit grease and sand.

Whether dunked or not, your lower unit should be flushed out after each race, cleansed thoroughly with a degreasing agent to remove any gear teeth chips or grit, and refilled with a fresh lubricant.

To the tyro this procedure for the dunked motor may seem like a lot of old-maid fussing. But if you are able to spend some time in the home shop of some of the top flight, consistently winning drivers you would discover that whether their rigs flip or not, they receive a painstaking tear-down inspection on frequent occasions.

One final precaution: if your spill took place in salt water or in water badly polluted by factory disposals, frequently fairly well saturated with corrosive chemicals, don't delay in tearing down that motor, for crank throws and bearings can be damagingly corroded within a very brief interval of time. (End)

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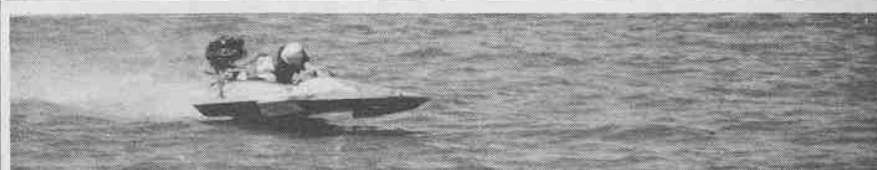
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BOAT SPORT COVERS A.P.B.A. NATIONALS

(Continued from Page 17)

in the finals his record-cracking driving should have proved plenty satisfying, particularly when, to do it he had to toss his rooster tail at two such top performers as Bob Terry, Jacksonville, Fla., hop-up specialist, and Guy Hamilton, Jr. of New Bern, N. C.

The most disappointed drivers at the three-day carnival of spray splashing were the defending champions whose titles toppled one after another until a total of eight new speed kings had been crowned.

In at least one instance an ousted champ had a better than mediocre excuse for failing to defend. Dean Chenowith, Xenia, Ohio, ace, quite purposefully forfeited his chances to retain the B stock hydro laurel when he dropped out of a heat to go to the rescue of a competitor who had been caught under his capsized boat.

Bob Switzer, McHenry, Ill., flipped his DU runabout testing and not only did considerable damage to the hull but also received a severe thump on the head as he spilled. He set up another boat and won the second heat only to collapse at the end of the race as a result of his earlier injury. Considering this handicap his overall third place in point standing was not to be taken lightly.

The top performance of the regatta was turned in by Jon Culver, Dayton, Ohio, who not only won the 1953 D stock hydro title plaque, but also was runner up in both BU runabout and B stock hydro classes.

The new champions and the second and third place finishers in final point standing were:

JUN RUNABOUT

1. Jerry Opperud, Williams Bay, Wis.
2. Paul Lyons, Jr., Concord, Mass.
3. Michael Helm, Williams Bay, Wis.

AU RUNABOUT

1. Richard O'Dea, Paterson, N.J.
2. James Miner, Syracuse, Ind.
3. Ronald Zuback, Morgan, N.J.

BU RUNABOUT

1. Gerald Moshier, Phoenix, N.Y.
2. Jon Culver, Dayton, Ohio
3. Robert Robbins, Springfield, Mass.

CU RUNABOUT

1. Tony Stroschio, Jr., No. Bergen, N.J.
2. Ted Davey, Oakland, Calif.
3. Paul Merrick, Schenectady, N.Y.

DU RUNABOUT

1. Gerald Waldman, Milwaukee, Wis.
2. John Hopper, Middletown, Ohio
3. Robt. Switzer, McHenry, Ill.

A STOCK HYDRO

1. Don Baldaccini, Miami, Fla.
2. Jesse Jewell, Northville, N.Y.
3. Wm. Clare, Detroit, Mich.

B STOCK HYDRO

1. Anthony Lamontia, University Heights, Ohio
2. Jon Culver, Dayton, Ohio
3. Larry Kruger, Celina, Ohio

D STOCK HYDRO

1. Jon Culver, Dayton, Ohio
2. John Propes, Greenville, S.C.
3. Pete Mosher, Brockport, N.Y.

—END—

THIS MONTH'S COVER

OUR THANKS to Kiekhaefer Corporation—Mercury Motors—for the two fine color photos on this month's cover of BOAT SPORT. The top picture was taken on Lake Kabetogama, on the U. S.-Canadian border, where one can travel for miles enjoying the untamed wilderness. The boat is a Model R Aluma Craft runabout, length 12 feet. The Mercury is a Mark "20". The lower color transparency shows veteran race driver Don Thompson piloting a Neal Class D hydro. The Mercury "KG1" is fitted with a hydro-short, Quicksilver lower unit. Photo was taken at Green Lake, Wis.

MARTIN "200"

(Continued from Page 21)

turn rather than fight it.

Late in August of '53 the first Oakland Johnson propellers were obtained and immediately performance characteristics on the motor bounced upward. Several experimental factory modifications have been made on the stock unit and with these alterations, performance with a Michigan AJ-530 prop also increased.

The lower unit modifications pictured here are still in the testing stage. They are not as yet officially recommended or approved by the factory and until such recommendation and approval, natural they cannot be legally raced.

BOAT SPORT in reporting on this, however, does so in order to give its readers a preview of what undoubtedly will be the means of putting the Martin "200" into a good competitive bracket this



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year. Further, the advantage to the present Martin "200" motor owners will be that the same modifications can be made on the present unit without the expense of purchasing a new unit. And this consideration for owners of the motor is worth a bouquet on our part.

Tests made by Ronnie Zuback of Morgan, New Jersey, and Johnnie Covals, Hasbrouck Heights, New Jersey, on a Sid-Craft runabout with both the Oakland Johnson M-1 prop and the Michigan AJ-530 showed speeds of 48½ mph with excellent acceleration and very little drop off of speed in the corners. This speed alone puts the Martin "200" right into the keen competition brackets for it's just a little more than a mile per hour under the mile straightaway record.

Sid Uretsky and Micky Starego, designers and builders of Sid-Craft boats, stated that with further experimentation with propellers, the top speed of the Martin will definitely be increased as the rpm and the horsepower are there.

BOAT SPORT's cover artist, Harold Kelly, tried the "200" on his B runabout and clocked 46 mph with a Michigan wheel. Kelly stated that by next year he expects to see this motor winning plenty of races. (End)

Classified Advertising

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CONVERSIONS for all model Ford, Mercury, Lincoln and Jeep Engines. Free Catalog. Lehman Manufacturing Company, Dept. K, 972 Broad Street, Newark 2, N. J.

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TREASURE MAP

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OUTDOORS WITH THE OUTBOARDS

(Continued from Page 25)

as well as preventing reverberations in the hull." Another factor is said to be the development of twin carburetor turbo-silencers that "tune out" the higher frequencies of sound. Motor has forward-neutral-reverse gearshift, twist-grip speed control in steering handle, Junior size Cruis-a-Day remote fuel tank (4-gallon) and sells for \$235 F.O.B. Milwaukee, Wis.

BOAT KITS

We didn't mention it before but another growing trend in outboating is the spread of the put-it-together-yourself boat. There will be an increase in these items at the Boat Show . . . new models . . . new companies entering the field for the first time.

We've been asked several times: "What's the difference between a boat kit and a kit boat?" Well, some companies call it one thing and some the other, but it seems to us that as long as it's a kit it ought to be called a "boat kit;" when you get it all together and it becomes a boat, then you call it a "kit boat." Anybody disagree?

And speaking of kits, C. R. Dillabaugh Co., 7928 N.E. Mallory Ave., Portland, Ore., who pioneered this type of business in the Northwest, announce a new full V-bottom 14' runabout available in a knocked-down, assemble-it-yourself package. Designed for rough water and heavy loads, it has 64" beam with forward deck clearance of 30" plus higher than average freeboard and Fiberglas reinforced seams. No special tools or jigs are said to be needed. Retail for \$169.95 F.O.B. Portland, or may be secured through dealers in various parts of the U. S.

MERCURY CRUISE FILM WINS AWARD

Word has just come that the Photographic Society of America has given its Grand Award for Professional Class Films for 1953 to the Kiekhaefer Corporation, Fond du Lac, Wis., the manufacturer of Mercury outboard motors. The film, "Keys to Adventure", was written, directed and produced by the Kiekhaefer photographic department. We saw the full-color film in New York, at the Mercury dinner during Boat Show time, and can attest to its interest and exceptional photography. It records a cruise made by Julian Gromer, traveler and lecturer, through the Florida Keys from Miami to the Dry Tortugas in a Mercury-powered outboard cruiser, and shows many scenes of tropical beauty, undersea life and fishing activity—and we mean activity! One of the most interesting parts shows tarpon fishing with light bait-casting tackle in water shallow enough to wade in. Another was the way in which porpoises were taken alive for aquariums: they ride herd on them, when they are spotted inside a bay, and work them over into shallow water until they run

(See Over)



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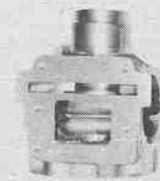
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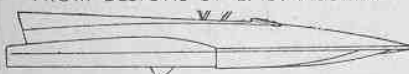
(Continued from preceding page)

aground. Then comes some catch-as-catch can wrestling, with no fins barred, and pretty soon you have a porpoise aboard! It's a picture well worth seeing.

NEW PRODUCTS

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vas decks, hulls and small boat bottoms comes in a spout applicator that allows liquid to run into seams where heavier compounds are impractical. Surfaces can be painted or varnished 24 hours after application. "Ti-Tall" is made by C. A. Woolsey Paint & Color Co., Inc., 229 E. 42nd St., New York, N. Y., and available at marine dealers.

Wire cables from 3/64" to 1 1/2" diameter around which nylon has been extruded to withstand abrasion, kinking and corrosion are being made by Rochester Ropes, Culpeper, Va., under the name of Wirelon ropes. Natural nylon color or various bright colors are available. Wirelon is claimed to have up to 500% longer life than uncoated cable. Sounds to us like an interesting possibility for remote control cables.

READER MAIL

We've had an awful lot of mail asking for information on the Albatross 20' outboard cruiser owned by Dr. Edwin Hodge, shown in our August issue, pp. 8 & 9, "It's Outboard Savings Time Again!" This very interesting boat is a custom-built job, starting with a 20' molded plywood hull made by U. S. Molded Shapes, Inc., 640 Market St., Grand Rapids, Mich., who also have other sizes of hulls available for finishing by the purchaser. We ran another picture of the Albatross 20' in the October issue, page 8, "Late Summer—Low Cost Cruising," and although it was not identified in the caption, one reader, C. Lynn Bradley of Atlanta, Ga., correctly spotted it. Another large batch of mail came in asking if the cut-away view of a cruiser, on page 9 of the October issue, represented any particular make and if so would we please send address. We had to reply that it was a composite boat, showing the general layout of the average outboard cruiser fully equipped, although most models do not come with as many of the fittings shown. It's nice to have this reader response and interest and we hope that all of you will feel free to write in to ask questions, give suggestions—or even toss a few bouquets! A combination of all of these came from the same Mr. Bradley mentioned above, and in appreciation we'd like to quote a bit from his letter: "I have become a

BOAT SPORT reader only recently and naturally have become a dyed-in-the-wool fan with regard to your articles on outboard cruising. My only complaint is: your articles are too short! Why don't your associates allow additional pages or space for you and perhaps less on speed boating? I enjoy speed boat racing, etc. with the best of 'em, but the ration the magazine contains is out of balance considering the vast field of boating that can be covered. Awaiting your early reply and longer articles, I remain, respectfully yours, C. Lynn Bradley."

We'd be very happy to have any and all comments other readers care to make on this subject. And also how about a few letters, now that winter's here, to tell us about that cruise your family took this summer. Just jot down a brief log of when, where and what you did and what you saw. We'd like to get a few of these together and print them for others to see what can be done in the way of Family Fun Afloat in Outboards.

PEEKING OVER THE TRANSOM

Outboarding Oddity: what size outboard would you recommend for an 85' boat—yes, we said "eighty-five feet!" John Blank and his wife and two children went up the Hudson river a while back in just such a boat, a former Army aircraft rescue boat that had taken part in the Anzio beachhead landing in 1944. Mr. Blank was on his way up to Wad-dington on the St. Lawrence river and since the two 1,250 h.p. motors in the crash boat weren't running and he didn't have the cash at the moment to have them overhauled he was running under power of two 25 h.p. outboards (Johnson Sea-Horses) which he had mounted on the stern, using two 50-cal. gun mounts as brackets. He steered with a tiller arrangement just above the motors but had to run from side to side to see where he was going. Starting was a bit of a problem, too. He had to extend the starting cords and run them straight up and over pulleys at the stern, about five feet above the water-line. Blank said he was hitting somewhere around 4 knots at full speed. The boat was going to be his home up there on the St. Lawrence and he was getting it up there the cheapest way possible, but he didn't recommend this way of cruising just for fun. After all, outboards can't do every-thing.

To those of you interested in hydrofoils, along the line of the story in our last issue, it may be surprising to know that boats as long as 50' have been equipped with them and speeds stepped up from 40 to 60 knots without changing the power plant. The Navy has experimented with such craft, and during World War II the Germans had high-speed hydrofoil patrol boats about the size of our PT's. The June 1953 issue of "Bureau of Ships Journal" has an article on this subject. U. S. Pr't'g. Office.

Now you better get back to work on that boat kit in the basement or to that refinishing job on the hull of your outboard. And don't forget: BOAT SHOWS A'COMIN'! (End)

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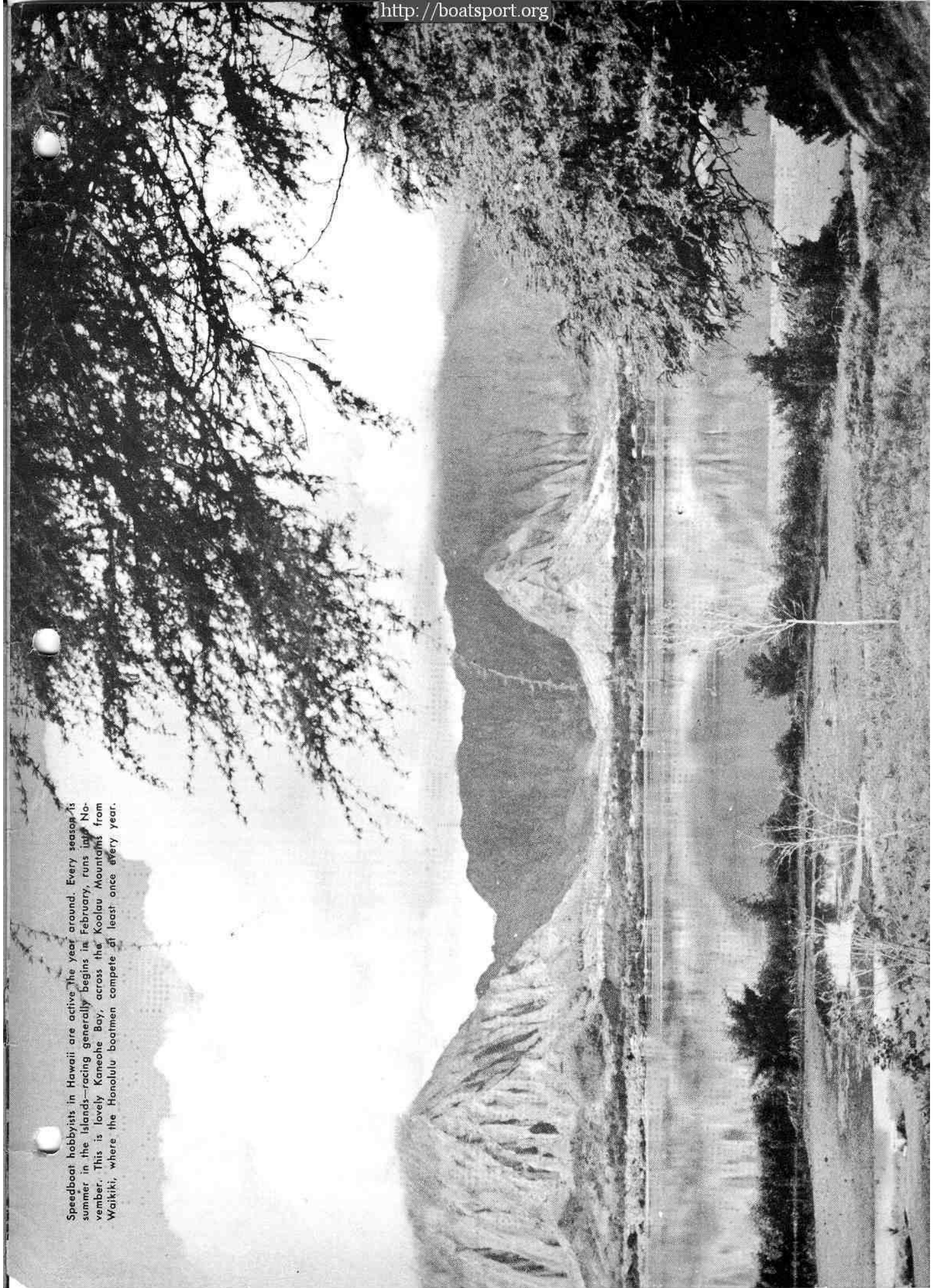
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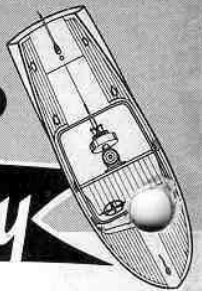
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Speedboat hobbyists in Hawaii are active the year around. Every season is summer in the Islands—racing generally begins in February, runs into November. This is lovely Kaneohe Bay, across the Koolau Mountains from Waikiki, where the Honolulu boatmen compete at least once every year.



MODEL BOATS..

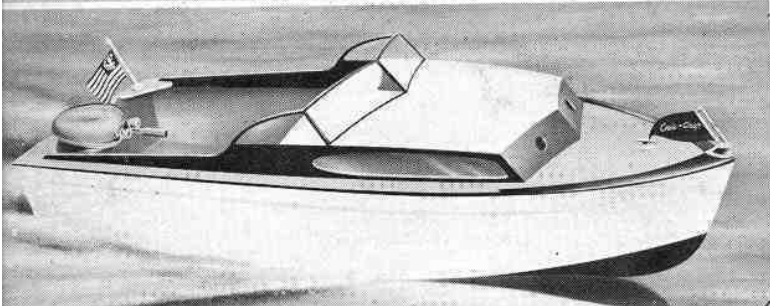


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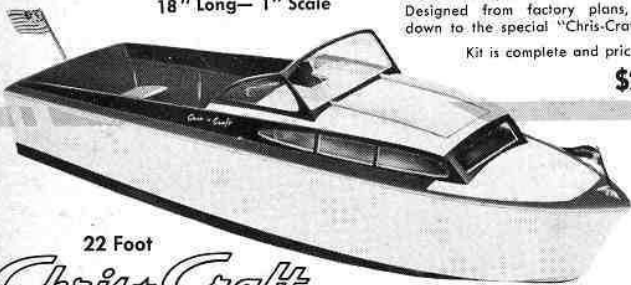
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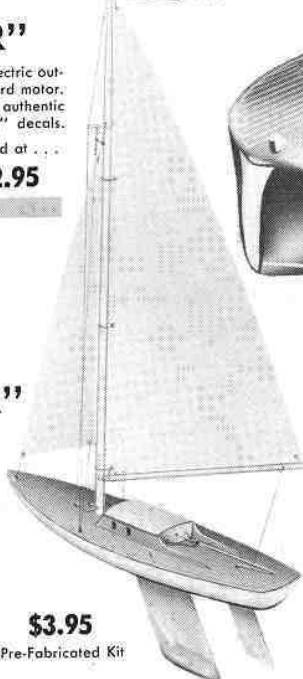
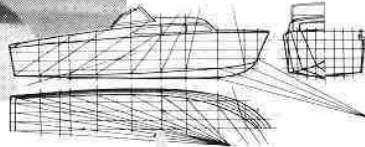
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Ready-made parts include: Engine Coupling; Shaft; Shaft Tube; Strut; Propeller.

"A-B" MARINE HARDWARE SET

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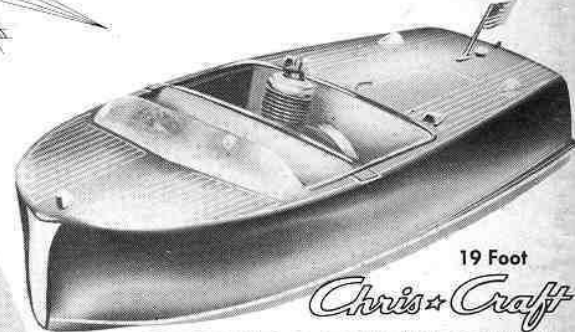
Pre-Fabricated Kit

"SAILABOUT"

The Sailabout "16" is a scientifically designed sailboat with amazing speed. It has a regatta record to prove it. The rudder is timer-operated by a fuse mechanism that makes the boat "Come-about", and return over the same course.

Overall Length—15 1/4" Height—25 3/4"

Sails are included, ready to use. The hull is balsa, completely carved and hollowed. Scored Deck and Cabin are Die-Cut Mahogany Veneer. Molded Metal Keel and Complete Hardware.



19 Foot

Chris-Craft

"RIVIERA RUNABOUT"

For .035 to .099 Engines—12" Long

This test model pictured here crossed the Connecticut River at full throttle. It is hard to describe its realism in the water. You have to see it to believe it. Kit includes: "1/2-A" Marine Hardware, plus Metal Bowplate and Deck Hardware.

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36" Wingspan

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Hull is built-up pre-fabricated sheet balsa construction with no complex curves to bend. Fuselage, sponsons, wing and stabilizer are of self-draining design. Die cut celluloid windshield, die cut balsa parts, METAL MOTOR MOUNT AND NACELLE.

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