

OUTBOARDS

INBOARDS

BOAT SPORT

ANC

APRIL 1954
25c

**BOAT SHOWS
OF 1954**



HOW TO WIN MARATHONS • BOAT TRAILERS • THE RACING MAYPOLES • BILOXI NATIONALS

(Right) The three-point hydroplane that will soon be in full production by the Van Pelt Boat Co. of Spring Lake, Mich. It is the result, so 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. Bottom of boat is light weight press molded.



(Above) Jerry Waldman of Milwaukee, Wisconsin, who won Class DU 1953 National Outboard Championship at Syracuse, N. Y. at American Powered Boat Ass'n. sponsored event.

SPEED SHOTS



(Above) Johnny Alden, winner of the 1953 Stock A and B Western Divisional Championships. Photograph by Lankford from Johnson Propeller Company.

AROUND THE BUOYS

EMILE JACOBY, Commodore of the New Jersey Outboard Association, has announced the N.J.O.A.'s 1953 high point score. It showed individual honors going to Bruno Pierguidi of North Bergen, N. J., Class M, 2244 points; second Class C high pointer Emil Mayer of College Point, N. Y., with 1900. Class B high pointer Joe Frins of Brooklyn, New York, was third with 1869, followed by Gil Petermann of Malverne, New York, 1600 points to take the A title, with Byron Shannon of Audubon, N. J., scoring 853 to top the F drivers. N.J.O.A.'s Class B stock hydro winner was Johnnie Covals of Hasbrouck Heights, N. J., 800, with BOAT SPORT's cover artist Harold Kelly of Bergenfield, N. J., topping the B utility fleet with an 800 score. John Schubert won the Class A stock hydro title. C Service Runabout class was won by Jack Jensen, Flushing, N. Y., with 727 points and Tony Strossia of North Bergen, N. J., with 525 points followed up in C modified.

Ed Spanke of the Outboard Boating Club of America states that a minimum of 3,500,000 outboard motors were owned by the end of 1953, of which a half million were sold last year.



Nancy Lee Scott of Wheeling, Illinois, is an up and coming Water Teen. In 1952, at fourteen, driving an A stock hydro, she was credited with first, second and third place trophies, plus membership in the Hell Divers Club as a result of a flip. This season she will move up to B Stock Hydro and hopes to establish an even better record.

A unique organization called the Water Teens has been set up in A.P.B.A. Region 7 under the sponsorship and supervision of the Outboard Club of Chicago. In the beginning of 1953, this group of teen agers interested in outboard racing had a starting nucleus of twelve members which has since more than tripled in size. O.C.C. is keeping separate points for member winners among the Water Teens and three trophies have been donated to be awarded to the three high-point teen agers at the end of each season. This is the type of encouragement, enthusiasm and organization needed to interest new blood in outboard racing.

We heard from Herschel Starnes, the lower unit man from Hickory, N. C., that he is turning his high speed underwater wizardry to a newly designed unit for Class A KR's. If the unit works like Starnes' C, you can look to some upped A records in the near future.

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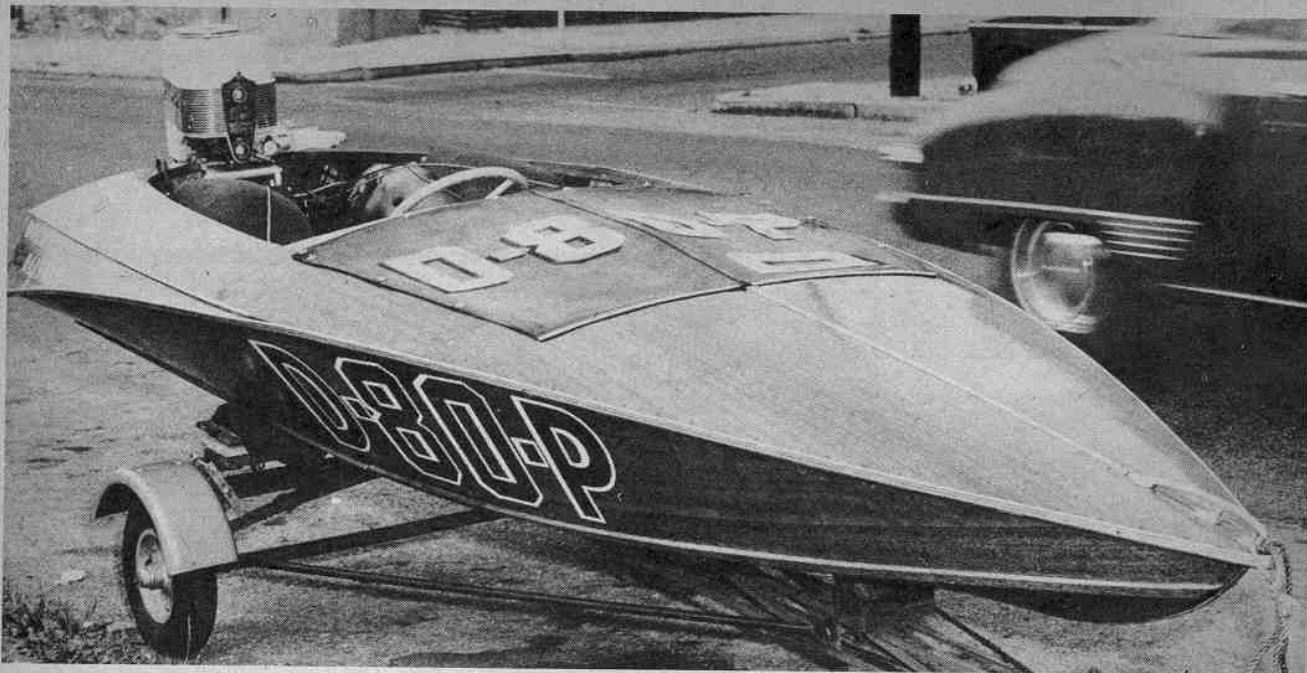
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Fred Snyder's D Switzer-Craft marathon runabout as it would be set up for competition. Fred, of course, transports the motor separately as its weight would weaken transom if trailered as pictured.

HOW TO WIN MARATHONS

By Hank Wieand Bowman

THE SIMPLEST and most obvious answer to winning a marathon—or a closed course race for that matter—is to get your boat home first. Only a few other minor details would then need to be straightened out, such as being sure that your boat, motor and you as a driver had met with all requirements for your chosen class. This is a very simple formula and certainly won't prove helpful to either the beginner who has never attempted a marathon, or the old timer who has tried plenty but has always been dragging along back of the pack, or listed as a D.N.F. (did not finish) in the results.

BOAT SPORT in order to help out the beginner and the old timer alike went to a driver who not only has had plenty of marathon experience but has bounced

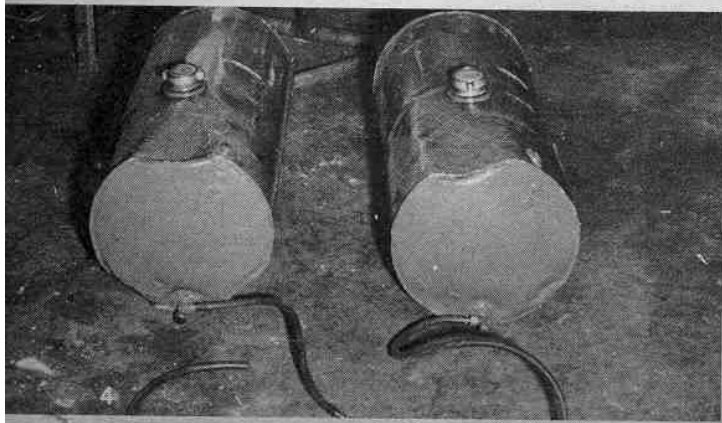
home first in some of the biggest ones. Our interview was with Fred Snyder, Sr., of Lancaster, Pa., who has been in the winning brackets, the also-rans and the D.N.F. columns. In 1953 he brought home the winner's trophy and a flock of other prizes from Milwaukee Winnebago Land Marathon, considered by many drivers to be the toughest of the long grinds. Fred, also, took first place in the 60-mile Solomons Island Marathon and second in the Connecticut River Marathon. Not bad when you consider the hundreds of drivers who were all out for his scalp.

Fred's winnings haven't been confined just to 1953 for back in 1950 he was first home and over-all winner of the 92-mile, Norfolk to Richmond, James River Marathon and received the win-

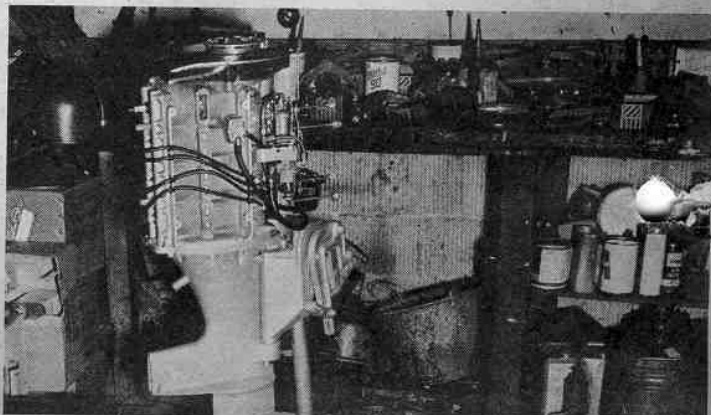
ner's checkered flag in 1951 in the Albany-New York event (only to be disqualified). He also averaged 50.69 m.p.h. for the late August of 1953 107.5-mile Illinois River grind from Peoria to Spring Valley but he was tossed out of that one, too. But more on the subject of disqualifications a little later.

When asked what his formula for successful marathon racing was Snyder stated, "You need the fastest and most seaworthy boat you can find and a fast, reliable motor." Although Snyder is somewhat reticent in talking about his success in the sport, it was apparent to us that a third item is needed to make up a winning combination—something under the driver's crash helmet other than just hair—plenty of good sound judgment. (Turn to Page 27)

(Below) These 2 oval aluminum tanks maintain constant level by means of T connection. 3/4" neoprene beer hosing is ideal fuel lead.

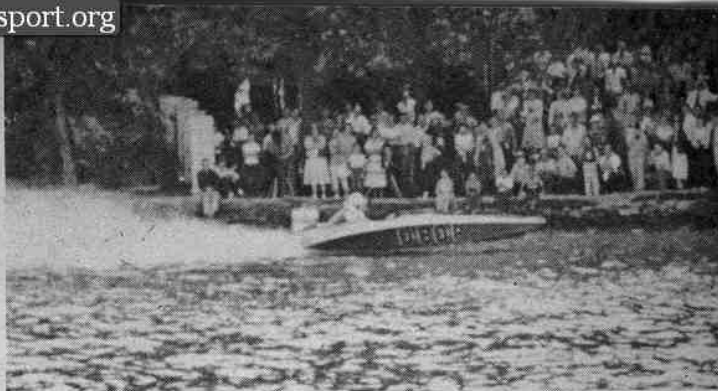


(Below) The Mark 40 4-cylinder Kiekhaefer Mercury, successor to the KG-9, is ideally suited for the long grind of marathon racing.





Veteran marathoner Fred Snyder of Lancaster, Pa., shown with some of the marathon trophies that he won during the season of 1953.



Snyder coming into the finish of the 1953 Winnebagoland 92-miler. Note the high-speed trim of his Switzer-Craft. He came in first.



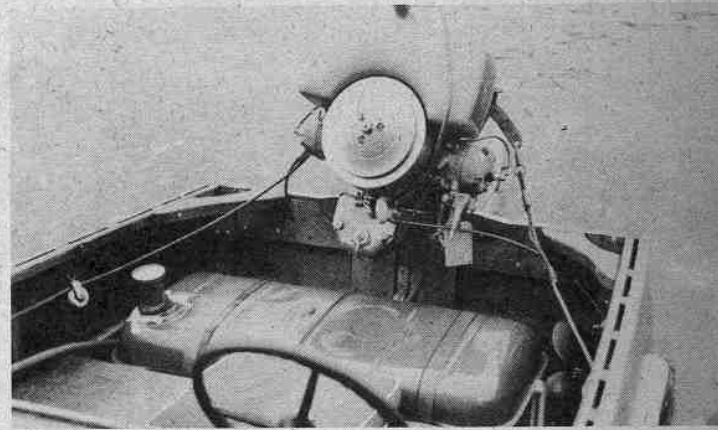
Snyder was first over the finish line of the 1951 Albany-New York Marathon in this light-riding Speedliner hull powered by a KG-9.



The driver of the Raveau hull, "Dinky," uses a factory fuel tank mounted in forward cockpit and an aluminum surplus aircraft tank, rear.



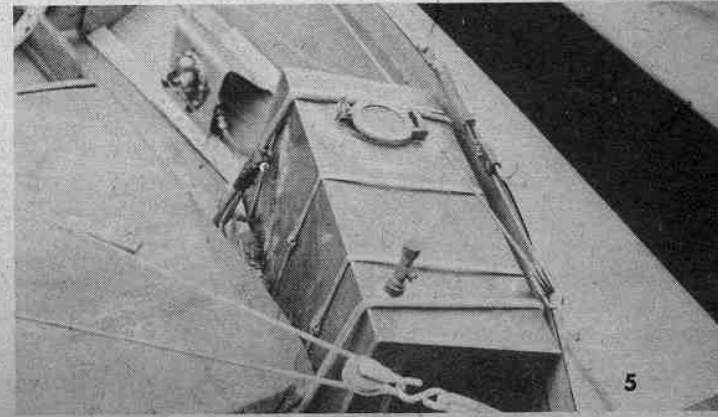
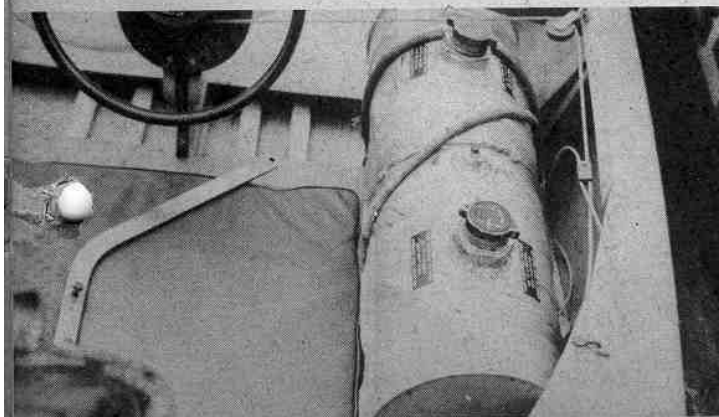
(Above) Another means of positioning cylindrical aluminum fabricated tanks is shown behind the driver's seat in this rig, No. 19-N.



(Above) Two metal straps secure this kidney-shaped tank at the rear of this marathoner's hull. Note spare propeller secured to transom.

(Below) Two surplus aluminum aircraft fuel tanks with ends cut and baffle inserted, provided marathon tank shown in this neat hull.

(Below) Well designed marathon tank arrangement with a rectangularly shaped container in specially made frame. Tanks held by straps.





(Left) Doug Creech, who won the International John Ward trophy, is here presented with the 85-pound, \$5000, hand carved Italian marble, ivory and gold presentation piece by James C. McGehee, Jr., Chairman of A.P.B.A. Region 9.



(Above) Creech underway in Johnson PR65 powered Neal in which he set new world's competition record—62.500 mph at Biloxi, Miss., in International C hydroplane event.



(Above) Two hundred sixty-three alcohol burners were on hand at Lake Village, Ark., for N.O.A. National Championships. Here group of thirteen C hydros move up for the start of one of the necessary elimination heats.



(Above) A part of the C racing Runabout field gets off to close start at the N.O.A. Division 1 events held on Lake Chicot. This class championship was won by Tom Small of Milwaukee, Wisconsin.

LATE SEPTEMBER and early October found many of the country's leading outboard contestants heading for the South and Southwest for the N.O.A.'s three Division championships and the A.P.B.A.'s Racing outboard nationals. On September 19, three hundred and fifteen stock drivers went into action at Dallas, Texas, with elimination heats the order of the first day to wean down the entries to the ultimate championship starting field of sixteen drivers per heat. Not one 1952 N.O.A. stock champion was able to repeat! In fact, only two drivers who had finished one, two or three in 1952 were able to slip into that category for 1953.

One of these was Jack Bailey, Denton, Texas, 1952 J Runabout runner-up who in 1953 took the title in both A Stock Hydroplanes and A Stock Runabouts. The other was Dean Montgomery, Corsicana, Texas, 1952 runner-up in Class A Hydroplane who in '53 finished second in Class B Runabouts.

Like the A.P.B.A. stock nationals earlier, the N.O.A. stock boys were plagued by rugged water conditions, making necessary cancellation of scheduled speed trials.

Happiest of the stock competitors was Eau Claire, Wisconsin's sixteen-year-old Jim Chmel, who established a new J Runabout N.O.A. competition mark of

33.866 mph to not only win the J crown but also a \$200 cash award and a diamond lapel pin posted by the Wynn Oil Co. of Azusa, Calif.

Lake Village, Ark., was again the site for the N.O.A. Division I (racing outboards) title competition. With perfect water conditions this year on September 27 entries from thirty-two of the forty-eight states screamed with open exhausts across Lake Chicot to vie for the titles. Doug Creech, Charlotte, N. C., and Dave Livingston, local Lake Village driver, took high honors. Livingston, winning the C Service Hydro and C Service Runabout crowns, followed up to make it three wins by taking the Tatum Trophy for Free For All Runabouts. Creech grabbed off C Hydroplane honors in straight heats and then with a 2-2 record in A and a 3-2 record in B, was runner up for those two classes. A surprise newcomer was Orlando Torigiani, Bakersfield, Calif., who opened the eyes of the KR pilots by taking two seemingly easy first places in the A Hydro class.

On October 3rd, 4th and 5th N.O.A.'s rapidly growing Division IV (modified stock) drivers, one hundred ninety-two strong moved into Hot Springs, Ark. Three competition records were broken. Cecil Wagner of Quincy, Illinois, boosted the B Runabout record up to 44.444

mph. Jim Skidmore, Longview, Texas, pushed the C Runabout competition mark up to 42.107 mph although he failed to finish the second heat and the C Runabout title went to P. G. Sweet of Memphis, Tenn. Jack Rhue raised the modified B Hydro competition mark to 46.753 mph and took his title with straight heats. Other runabout title winners were Charles Stewart, Fort Worth, Texas, Class A; Bob McGinty, Corpus Christi, Texas, Class D; and Lee Walker, Fort Worth, Texas, Class F.

Kermit Megee, Tulsa, Okla., took the J Hydro event in straight heats. Stewart was a double title holder, also capturing the A Hydro crown. Jack Crissinger, Cedar Rapids, Iowa, won the Class D Hydro with P. G. Sweet, also a two-time winner, with the F Modified Hydro title, taken in two straight heats.

Many of the racing outboarders who had competed for N.O.A. titles moved farther south to Biloxi, Miss, October 3rd, 4th and 5th while the modified stocks were running at Hot Springs, Ark. The first familiar name to move into the A.P.B.A. title ranks was that of Dave Livingston who made his title with a C Racing Runabout and finished in second spot in C Service Hydro as well as C Service Runabout to again establish a very commendable showing.

With a northeast (Turn to Page 31)



(Above) Champs of N.O.A. Division III kneel in front of runners-up. From left: Pete Norton—B Hydro; J. N. Hunt—Free-for-all Rnbt.; Jimmy Morrow—D-2 Rnbt.; L. D. Delap—C Rnbt.; Jim Chmel—J Rnbt.; Raymond Owen—D-2 Hydro; Jack Bailey—A Hydro & A Rnbt.; Dr. Charles Hursh—B Rnbt.; Not in picture: George Early—D-1 Rnbt. 2nd and 3rd place winners are standing in the rear.



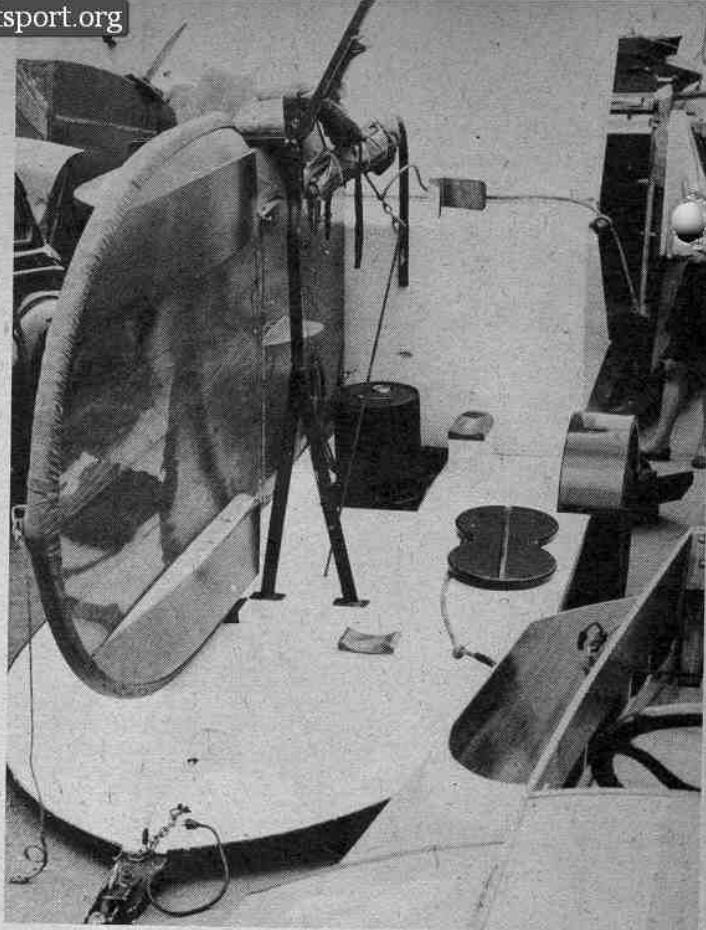
(Above) Champs of N.O.A. Division I are shown kneeling. From left: David Livingston—C Ser. Rnbt. & C Ser. Hydro; Bill Tenney—B Hydro; Orlando Torigiani—A Hydro; Tom Small—C racing Rnbt.; Doug Creech—C Hydro; Jud Davis—F Hydro. Runners-up, standing: Henry Taubert, Jr., Verg Wheeler, Bill Seebold, Harry Vogts, Steve Gantner, Hap Sharp (the winner of the Free-for-all Hydro event), P. H. Cornwell, Ralph Dowling, Stanley Levendusky & Clyde Wiseman.

A.P.B.A.'S BILOXI AND N.O.A.'S NATIONALS



An over-all view of the various methods used in transporting equipment by modified stock competitors. This picture was taken during a National Outboard event at Lake Village, Arkansas, in 1952.

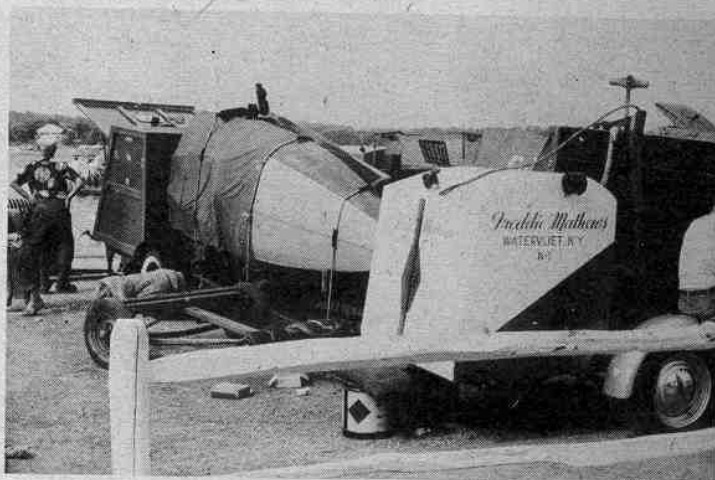
BOAT TRAILERS FOR RACING



This is Gil Petermann's trailer. It incorporates unique double fuel can clamp arrangement just forward of the motor box. Two boats are clamped into position on their sides, and as an added precaution, the entire tops of the hulls are fitted with special elastic banded covers.



(Above) Bill Gulden of Coatesville, Pa., raced big cars for 20 years before he switched to outboarding. Now nearly sixty, Billy has campaigned alcohol burning hydros for more than 15 years. He uses car top because he feels that pulling a trailer is hard on car.



(Right, above) Runabouts shown in this picture are secured by aircraft bonjee cord which prevents vibration and still does not strain hull contours. Large boat trailers (right) have added advantage of making ideal spots for quick naps between racing events.

(Right) Walter Martin, Jr., at right, is shown with his father and mother. Their beautifully designed trailer box, with a swivelling bracket to support a tail rack for motor, is in keeping with Martin's equipment, which is tops as is his brilliant driving ability.





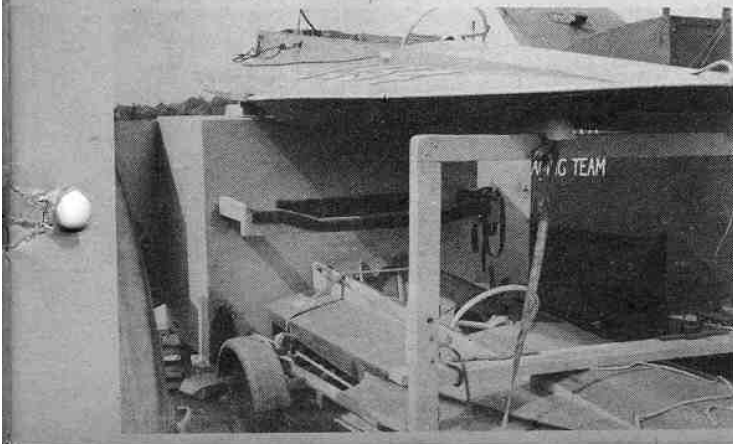
For a multi-boat set-up, hydros carried on their sides, can be compactly packed and take less of a beating on the road. Mud guards over trailer wheels (missing here) are recommended to keep road grime away from the equipment. (All photographs by H. W. Bowman)

Perennially tough A and B competitor Gil Petermann, the former A champion, built this compact, well designed motor carrying box from plywood. Note overhead light above the propeller racks, a handy item for storing away equipment after dark, and paper towel roll.



(Above) Joe Watowitz of Hartford, Conn., must travel south over express highways and through crowded New York City where trailers are not permitted, in order to reach most regattas. His car top supports are neatly designed, but working from car trunk isn't easy.

(Left, above) Veteran competitor Vic Bieda uses this cleanly designed hydro trailer. Note the jack support to block up the motor box and the swivel brackets which permit the motors to be worked on with easy accessibility outside of the trailer between heats.



(Left) This three-boat hydro trailer has a reasonably well worked out super-structure, but the selection of axle and wheels are too lightweight and small for the over-all design. Dean Worcester, (not shown) has trailer capable of carrying 7 boats and 8 motors. (End)



WILL THE THIRD GENERATION OF THE MAYPOLES MAKE THEIR OWN ENTRIES IN TOMORROW'S RECORD BOOKS?

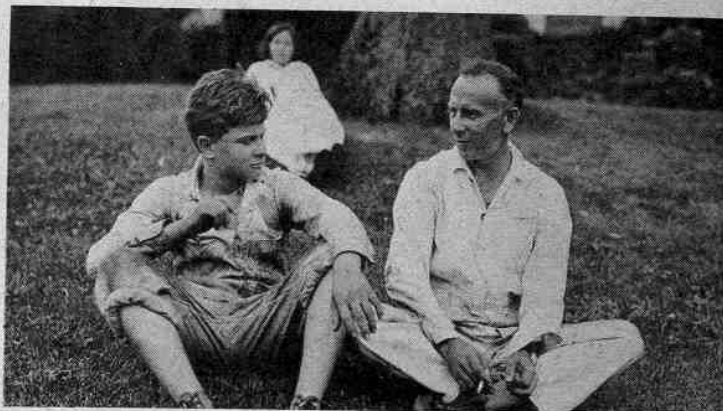
BY BLAKE GILPIN

The late John B. Maypole gives Jack a few words of advice about handling his Johnson SR-45 Class B powered Century hydro in 1930. (All photos in this article courtesy Maypoles)

THE RACING MAYPOLES



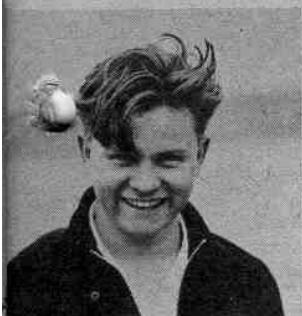
(Above) John B. and Jack Maypole display the two National title trophies Jack won at Oakland, Cal., in 1951 when he was called the "Boy Wonder" in boat racing circles throughout United States.



(Above) An informal shot of the "Father-and-son" racing team, 1931.



(Left) John B. and Jack pictured with the Johnson Motor Company's racing director, Bill Frey. In the late Twenties and early Thirties Frey was one of the top professionals. Note the Johnson motor.



(Above, left) In 1933, while still in high school, Jack Maypole was amateur winner of the Albany-New York hydro grind and third overall finisher in competition with many of the pros with much larger capacity powerplants.

(Above, right) In 1949 Jack Maypole is pictured on his way to the National Stock D title in his Merc-powered Speedliner hull.

(Right) Jack corners a buoy while testing the Class D hydro in which he clocked 70, 883 m.p.h. over measured mile in 1950.



(Right) Althea Maypole, mother of three up-and-coming potential record breakers, has tried her expert throttle hand in both the A stock runabouts and speedy hydroplanes.



BACK IN 1920 when outboards were still unreliable knucklebusters the late John B. Maypole, then of River Forest, Illinois, entered his first outboard race. His powerplant was a single cylinder Evinrude. Since his competition had nothing any hotter to offer, Jack brought the name of Maypole into the win columns for the first time, receiving a Heddon Vamp Spook fishing lure and a bag of cake flour for his victory.

In 1922 Jack won the Evinrude Plaque for helming the fastest outfit on the west coast of Florida. He continued to nurse a few added r.p.m.'s from his utility eggbeaters in competition with anyone who would spin a prop against him. But it wasn't until 1927 that any real semblance of organized outboard racing took place. That year at Racine, Wisconsin, in the first outboard hydro race ever staged at that location, John took the checkered flag, driving a two-cylinder Elto Speedster Class B on a Rhinelander hydroplane. John, with his son Jack, had driven the outboard hull from Waukegan to the race and on the way back to Waukegan a submerged log punched a hole in the craft and John was forced to beach the boat. This was Jack's first memory of a hydroplane race and the only time he can remember having to walk home from one.

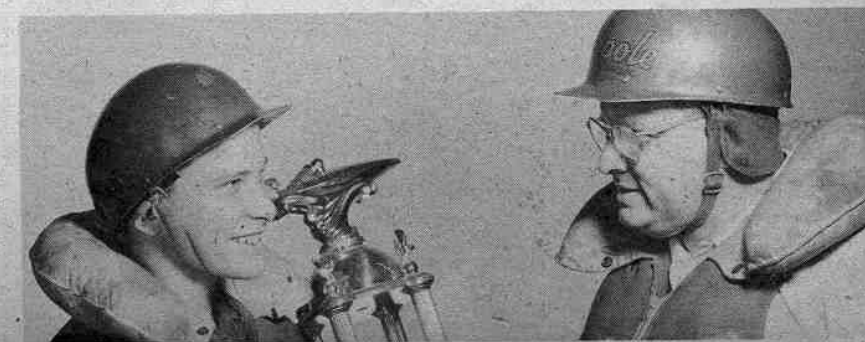
In 1928 the original National Outboard Association (Turn to Page 12)

BOAT SPORT



(Above) Outboard Club of Chicago Race Committee Chairman Bob Seeger (right) and Jack Maypole, Regatta Chairman of the Lions-Burnham Park event, '53. Maypole failed to finish C or F heats.

(Below) The Chicago jinx that stalks Jack Maypole doesn't hold for his son John who, in his first outboard hydro event, won this big, handsome trophy. His father went home empty handed.



THE RACING MAYPOLES

(Continued from Preceding Page)

was organized. It divided the country into regions, following the pattern already established by the American Power Boat Association—at that time strictly an inboard organization—and set up rules governing equipment. It also established the first tabulation of outboard results and records.

In the Spring of 1929, driving a Ramsey Hull and one of the first Johnson Class B racing motors, an SR-45, John B. Maypole won two heats of Class B and a heat of Class C at the Biscayne Bay Regatta to cop top honors. Later that same season, he established a ten mile Class B record of 33.24 m.p.h. at Oshkosh, Wisconsin.

In 1930 Jack Maypole, who wasn't a Junior, for his more formal listing reads John J. Maypole, was bitten by the outboarding bug.

On July 27th, he entered it in a 100-mile outboard marathon at Fox Lake, Illinois, against a field of eighty-six far more experienced drivers. "Just get in behind me and stick there," the elder Maypole had told him. For 95 miles Jack obediently stayed right in John B.'s wake until John's motor blew. The youthful year-old speedster took stock of the situation, saw a couple of boats still ahead of him, squeezed his throttle, hung on and finished first.

The following week he entered a race at Bay City, Michigan, overly confident and sure that he was unbeatable. Result—one flip in the first corner, his first blown engine and a bit of schooling the hard way. The same year with his gift engine rebuilt he won first place in a 100-mile Bay City, Michigan race to capture the DeFoe Trophy. Later that same year unorthodox piloting won him an over-all first against a large field in all classes in a Milwaukee to Chicago marathon. While the other drivers with faster outfits stuck to the protected shoreline, Jack set nearly a straight

course from Kenosha south through the rough Lake Michigan waters, took a terrific pounding but "Full Quart's Shadow" wasn't even challenged at the finish.

1931 was a big year for the racing Maypoles when they went west to Oakland, California, for the Nationals. John B. took the Class B Nationals in the Professional Division. He fouled a plug in the first heat and by the time he had made a plug change, he was off to a poor start. In fact, he finished last, only to learn that all the other drivers had been disqualified for jumping the gun! The second heat he won cleanly against tough competition. Jack had a year of competition under his belt. He started out by taking third place in A Amateur, then won the Class B Amateur title in straight heats. In Class C, the "Boy Wonder" copped the C Amateur title only to be disqualified in the final heat for jumping the gun. In Class E he took the title in straight heats, to establish for the Maypoles an all-time outboarding oddity of being the only father-son combination in the outboarding racing history to win National titles and do it in the same year.

On the way home from the Nationals, the father-son team stopped at Salton Sea where they were featured in a Pete Smith sports short movie for M.G.M. Without advance planning, they set several world mile records on the famous below-sea-level course.

In 1932 hard luck dogged Maypole at the Nationals. They were staged at Bay City, Michigan, and were scheduled for October 8th and 9th, but wind, rain and more wind cancelled out both of those days and on the 10th, a blinding snow, which turned into a blizzard, called for a further delay of the events. On the 11th the snow continued but competition was staged and young Maypole flipped. He slashed one of his feet and spent the night at a hospital being patched up and treated for shock. "The Frost-Bite Nationals," as the Bay City events might well have been called, proved to be a temporary Fall of the

House of Maypole, for John B. had retired and left the defense of the family record to Jack.

The following day, released from the hospital, limping but willing, Jack Maypole set out to defend his B and E Amateur crowns. The 1st B heat was a dilly from a spectator's standpoint but plenty rough on competitors. G. F. Hoag of Rouse's Point, New York, creamed Milwaukee Frank Harvey at the start, flipped Harvey and punched a huge hole in his own boat. Then going into the third turn, Roger Firestone of Akron, Ohio, slid wide, struck Jim Nunnely of Detroit, and pushed him into Maypole. Nunnely and Maypole flipped, both boats sank and an hour later the young Chicagoan was back in the hospital again—this time with a mashed nose and bucking pneumonia after too much swimming in the snow chilled waters. Despite this young Jack had racked up 11,738 points during the season which had included sixteen first place wins to lead more than 1600 amateur and professional drivers for the season's National Championship title and the coveted George H. Townsend Medal. Not bad for a fifteen-year-old driver, who, that season in fifty-six heats of racing had finished fifty-three and none of those poorer than fourth.

Several locations seemed to be jinx spots for Jack Maypole. In 1933 he won the Class B National title at the Chicago World's Fair but after that time he might just as well have never roped over his motor at a Windy City event for it has been strictly a black cat course ever since. The Winnebago stock marathon has also proved tough going. In 1950 his boat broke up and he was forced to drop out at Butte des Mortes. In '51 he was washed out in Oshkosh; in '52 at the halfway point he was leading and it looked as though his luck had changed. By the time he reached Neenah Harbor he had a good ten minute lead on the rest of the field but here some fishermen in a boat signalled him away from a turn into the finish line. He rode on as far as Menasha before he had a hunch that he was wrong and turned back. By the time he got his checker, the cold first had melted to a not-too-hot sixth.

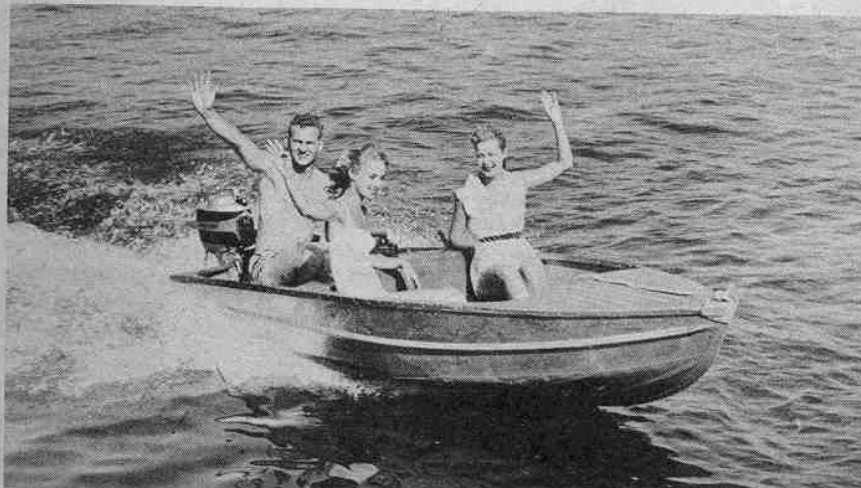
In '53 a boat flipped directly in front of him six miles from the start and before Maypole could swerve he was on the boat and had damaged his own hull badly enough so that competition was useless. He returned to the starting line, toting the flipped competitor with him.

Jack shifted over to stocks in '49 with a Merc D. With the hot four barrelled Mercury job on a Speedliner Utility hull he won the Class D Stock Nationals at Lake Alfred that year. In 1950 he set an unofficial D stock hydro record at Lake Alfred when he was clocked at 70.883 m.p.h., the fastest any driver has travelled to date with a stock outboard.

When asked what his most memorable races are, Jack mentions, of course, the Fox Lake Marathon in 1930, his first race and his first victory. The next, the toughest race he ever competed in, was

(Turn to Page 27)

IT'S NEWS



The Sportsman is one of the most popular models put out by the Southwest Mfg. Co., the makers of The Arkansas Traveler Cushion-Aire-Glide boats. Hulls are handsome and sleek, rugged and stable, extra braced for extra power. 2008 E. 14th St., Little Rock, Ark.

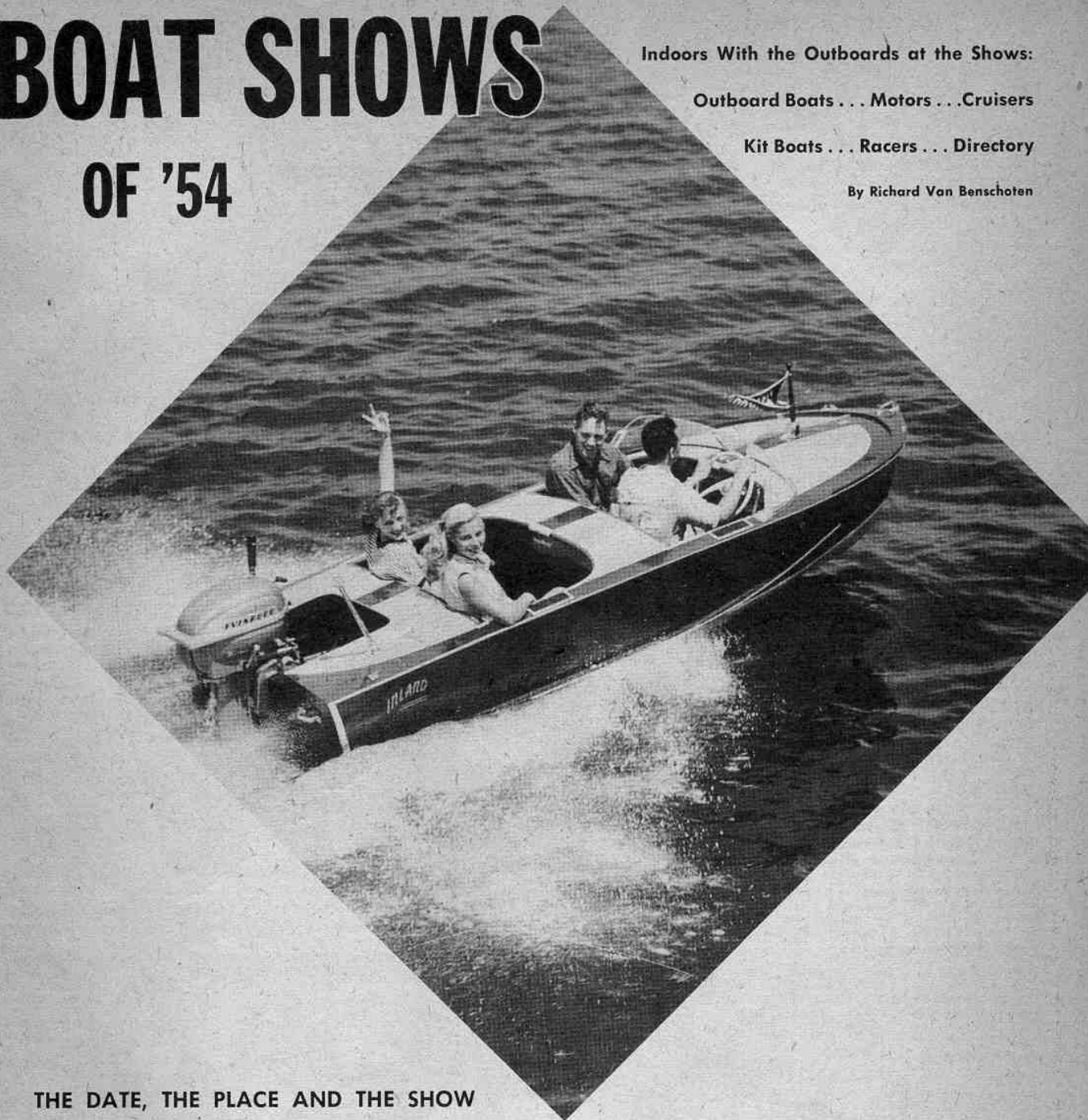
BOAT SHOWS OF '54

Indoors With the Outboards at the Shows:

Outboard Boats . . . Motors . . . Cruisers

Kit Boats . . . Racers . . . Directory

By Richard Van Benschoten



THE DATE, THE PLACE AND THE SHOW

Jan. 15-23	New York	National Motor Boat Show	Mar. 13-Apr. 13	Bay Head, N.J.	New Jersey Boat Show
Jan. 22-Feb. 6	Toronto	First Annual Canadian Nat'l Boat Show	Mar. 22-27	Grand Rapids	W. Mich. Sports & Boat Show
Feb. 5-14	Chicago	National Boat Show	Mar. 26-28	New Haven, Conn.	Connecticut Boat Show
Feb. 6-14	Boston	New England Sportsmen's & Boat Show	Apr. 2-11	Cleveland	American & Canadian Sportsmen's, Vacation & Boat Show
Feb. 19-24	Miami	International Boat Show	Apr. 3-11	Des Moines, Ia.	Iowa Sports & Vacation Show
Feb. 21-28	Asbury Park, N. J.	Jersey Coast Boat & Marine Show	Apr. 3-11	Milwaukee	Great Lakes Boat Show
Mar. 4-14	St. Louis	Sports, Boat & Vacation Show	Apr. 15-25	Los Angeles	Sportsmen's Vacation, Boat & Trailer Show
Mar. 4-15	Atlanta, Ga.	Southeast Sports, Boat & Vacation Show	Apr. 16-25	Minneapolis	Northwest Sports, Travel & Boat Show
Mar. 5-13	Philadelphia	Motor Boat & Sportsmen's Show	Apr. 23-May 2	Dallas	Southwest Sports, Boat & Vacation Show
Mar. 6-14	San Francisco	National Sports & Boat Show			
Mar. 12-20	Toronto, Can.	Canadian Nat'l Sportsmen's Show			

BOAT SHOWS—'54

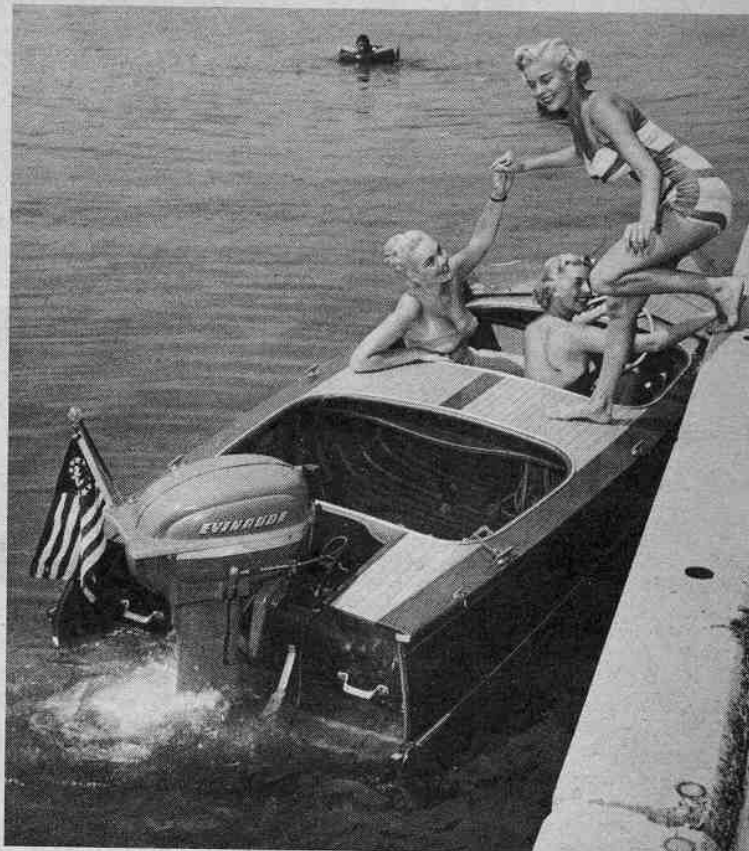
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OUTBOARD BOATS

HERALDING THE 1954 outboard season, Boat Shows all over the country are filled with models of every kind of boat on which an outboard motor can be mounted, with wide choices of hull material and construction—strip-built, lapstrake, molded plywood, aluminum, stainless steel, molded Fiberglas or plastic. Models vary from small prams, through utilities and runabouts of various styles, up to large open launches and outboard cabin cruisers with four bunks.

On these pages BOAT SPORT brings together representative samples of some of these boats and the motors to power them with. At the end of this special section on Pages 23 and 24 is our 1954 OUTBOARD DIRECTORY, with listings of boats and motors.

The cover picture boat for this issue is a Thompson 16' Thomboy II deluxe runabout, with a Johnson Sea-Horse 25.



(Right) Larson 14' Deluxe Speed Runabout, one of the fast, forward-drive models so popular today. The new big motors with electric starters should appeal to such all-woman crews as this craft has.

(Below) Dunphy 12' Perch, one of sixteen molded mahogany models, the largest of which is 15' Deluxe Muskie. Also three cedar strip boats.



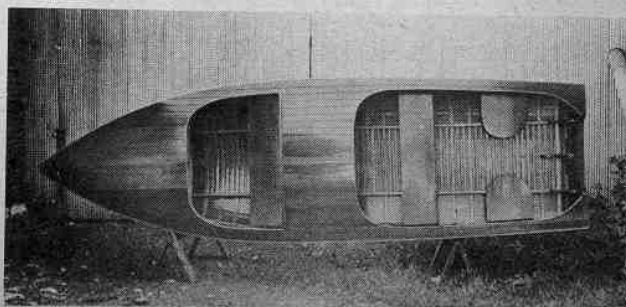
(Below) Plasticraft (Winner Mfg. Co.) 14' Deluxe Runabout made of one piece of Fiberglas reinforced molded plastic. Also has 8 and 12' models.



(Below) Duratech 9' aluminum pram weighs 48 lbs. Buoyancy is given by Styrofoam blocks under seats. Also Veeline runabouts, 12 and 14'

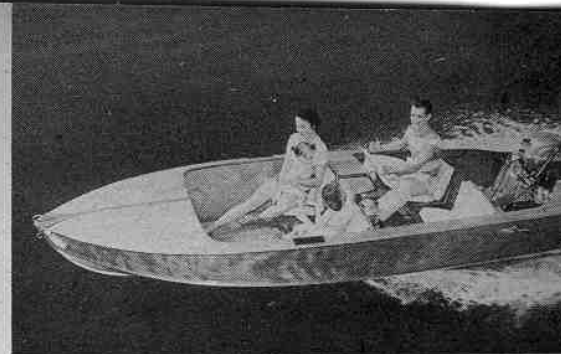


(Below) Partee 16' Special Deluxe Speedster, cedar strip boat with a mahogany deck; also 12 & 14'. Standard & Deluxe models, 12, 14 & 16'.





(Above) Thompson's new 16' Special designed to handle two 25 h.p. motors, the largest cedar strip boat in line which starts at 12'. Firm also makes clinker-built boats, 12 to 18', and a 19' cruiser.



(Above) Swift Tropic Traveler has a clear center aisle fore and aft, with enclosed forward locker and two fuel tank cradles. Swift is also well known for its hydros.



(Above) Alumna Craft runabout, one of many 12, 14 and 16' aluminum boats of various styles made by this firm, who introduced their first aluminum outboard cruiser (19') at last year's Boat Shows.

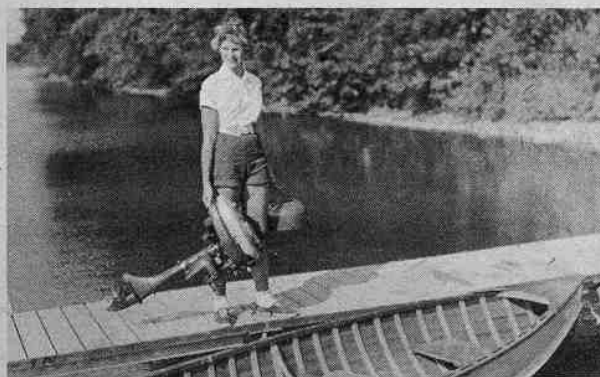


(Above) 12' Blue Star Warrior (Blue Mfg. Co.) aluminum boat of very shallow draft. Firm also makes 14' Chief-tain, 3 new 15' models, AU & BU stocks and an A-B hydro.

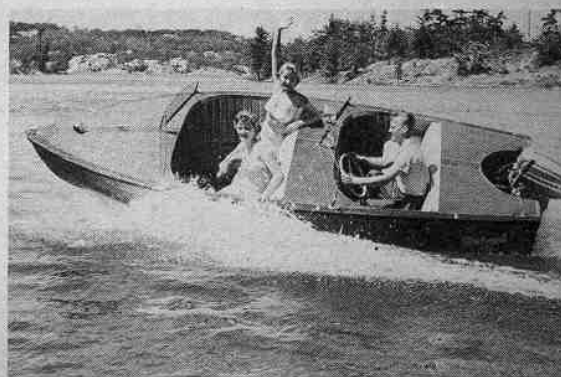


(Far left) Penn Yan divided center deck 14' Captivator has sprocket & chain steerer installed for forward drive. Other models: Trailboat and Cartop, 12 & 14'; Commander 14' & Sealiner 16' series; 10, 12 & 14' Swifts designed to meet stock racing rules.

(Left) 12' Lifetime aluminum boat (Reynolds Metals Co.); semi-V concave bottom, with three Styrofoam flotation chambers. Designed to take up to 16 h.p. outboard motors.



This young lady exemplifies the true spirit of outboarding—an easy, inexpensive way of going places on the water. Her boat is an Elgin (Sears, Roebuck). Firm also has a boat kit line of various models.



Peterborough 16' Royal is deluxe sports runabout. New models are 14' Mercury sporliner; Seafarer 16' day cruiser; and 20' outboard cabin cruiser.

BOAT SHOWS—'54

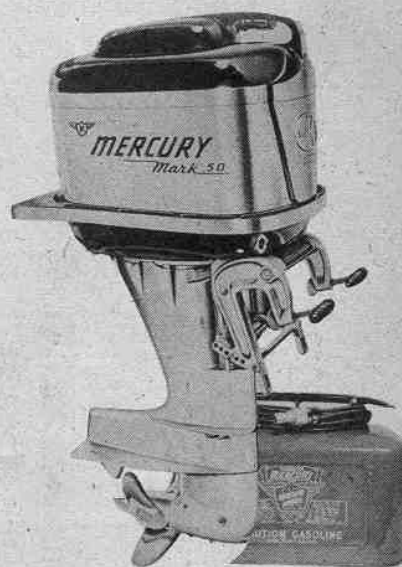
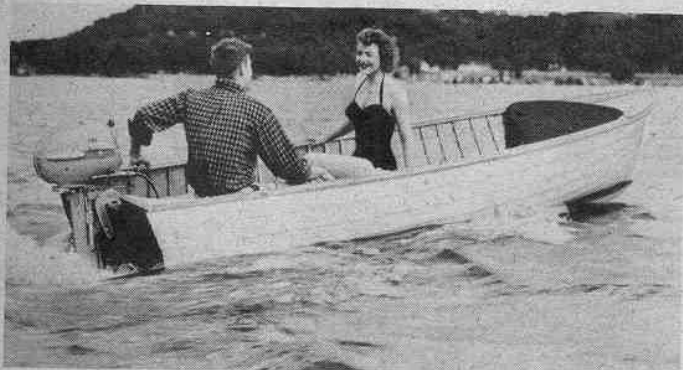
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OUTBOARD MOTORS

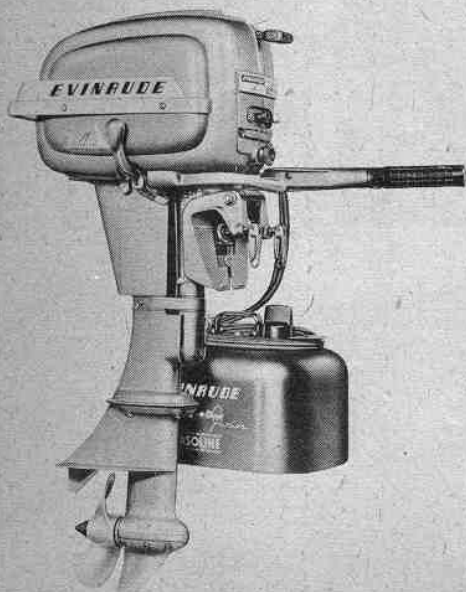
Spotlighted motors at the Shows . . . Electric starting 25's, Evinrude, Johnson . . . New shift motors in cruising class, Mercury, Martin . . . Built-in boat bailer, Scott-Atwater

(See back pages under "It's News" for additional information about motors)

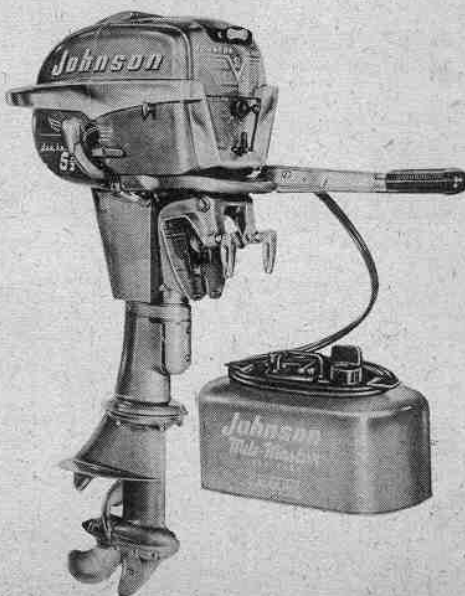
(Below) Firestone 7½ h.p. which has forward-neutral-reverse gear shift, twist-grip speed control and remote fuel tank. Other motors are 3.6 single, 5 & 10 h.p.



(Above) New Mark 50 is feature of Mercury '54 line, a 40 h.p. four-cylinder-in-line unit with full gear shift, integrated remote controls (note it has no steering handle), and separate fuel tank. Previous models continued are Mark 5, Mark 7 and Mark 20.



(Above) Evinrude 7.5 h.p. Fleetwin Aquasonic, named for its quiet operation, has full shift, twist-grip speed control and remote tank. New 25 h.p. Big Twin Electric has starter (remote button and choke). Also Big Twin, 15 h.p. Super Fastwin and 3 h.p. Lightwin.



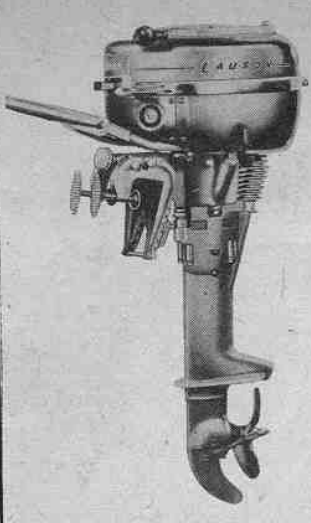
(Above) Quiet please! Johnson Sea-Horse 5½ h.p., first outboard to win the National Noise Abatement Council's award, has full shift, twist-grip speed control and a remote tank. New Sea-Horse 25 Electric has a starter with remote controls. Also 1954 Sea-Horse 25, 10 and 3.



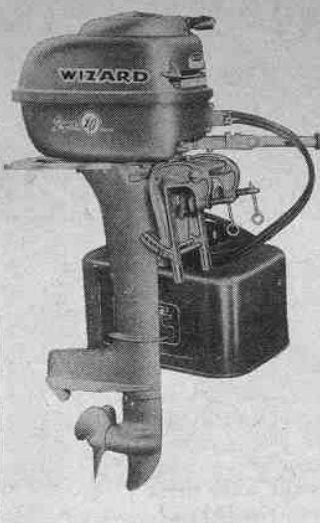
(Above) New Martin "200" Silver Liner (20 h.p.) has full gear shift, twist-grip speed and shift controls and remote auxiliary tank. Continued: "200" Silver Streak, 10 h.p. "100", 7½ h.p. "75", 4½ h.p. "45", and 2½ h.p. "20".



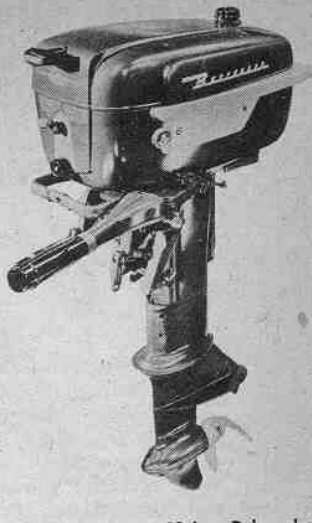
(Above) Royal 12 h.p. Deluxe has full gear shift and twist-grip speed control. Also: 3 h.p. single; 5 h.p. Standard, and 5 h.p. Deluxe with neutral clutch.



(Above) Lauson four-cycle, air-cooled 6 h.p. Twin with automotive forward-neutral-reverse transmission. Also a non-shift Twin model and 3 h.p. single.



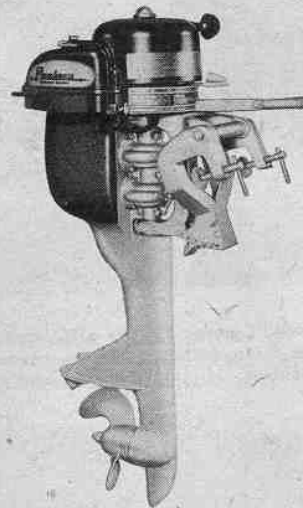
(Above) Wizard Super 10 has separate fuel tank. Powermatic 12 h.p. has full shift, twist-grip speed control and remote tank. Also a 6 h.p. Super Twin.



(Above) Buccaneer 12 h.p. Deluxe has full shift and twist-grip speed control. Also 3 h.p. single; 5 h.p. Standard; and 5 h.p. Deluxe with neutral clutch.



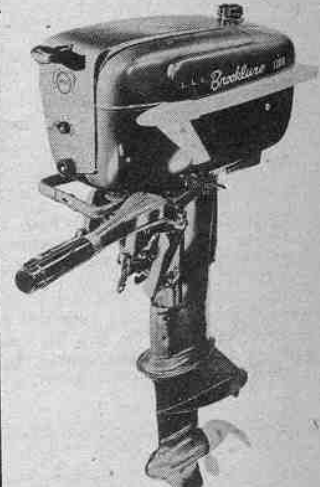
(Above) Scott-Atwater 16, 10, 7½ & 5 h.p. models all have new "Bail-A-Matic" power bailer, plus full shift, twist-grip speed control and separate tank.



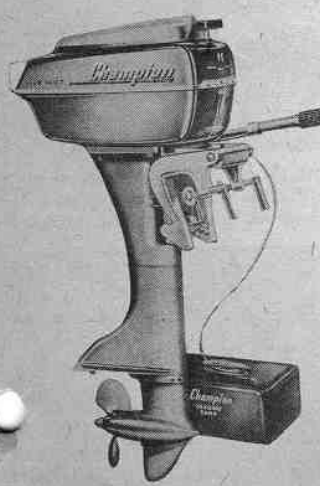
(Above) Flambeau 5 h.p. twin (shown) and 2½ h.p. single are light motors designed to meet the requirements of the outboard fisherman and his family.



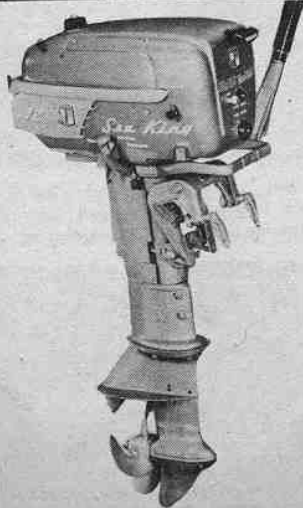
(Above) Elgin 16 h.p. has full shift, twist-grip speed control, remote tank. 7½ and 5 h.p. have neutral clutch. The 2 h.p. single is an air-cooled motor.



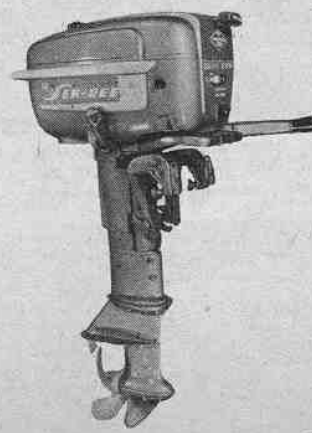
(Above) Brooklure 12 h.p. Deluxe has full shift, twist-grip speed control. Also 3 h.p. single; 5 h.p. Standard; and 5 h.p. Deluxe with neutral clutch.



(Above) Champion 15, 7½ & 5 & 15 & 7½ h.p. Hydro Drive have full shift, "4-in-hand" speed-shift control and remote tank. Also JU, AU & BU Hot-Rods.



(Above) Sea King "12" Gearshift Twin has full shift and twist-grip speed control. Also "3" Deluxe Single and "5" Twin with clutch for forward-neutral.



(Above) Sea-Bee 12 h.p. Twin Deluxe is full shift model with twist-grip speed control. 5 h.p. Twin Deluxe (neutral clutch) & Twin Standard; 3 h.p. Deluxe.



(Above) Last and—this time at least—least in price, power and weight is the Neptune Mighty Mite single, 18 pounds of outboard motor generating 1.7 h.p.

BOAT SHOWS—'54

C

OUTBOARD CRUISERS

OUTBOARD CRUISING is expanding in two ways. There is a definite trend toward larger boats with complete fittings—which means larger price tags too, and, at the same time, there is a move in the other direction toward what some firms call "Cruisettes," "Cruiserettes" or "Sedans," smaller boats not designed for extended cruising but which have cabins with bunks or bunk space, and even head and galley space, too, and serve nicely for either overnight or daytime trips. In between, of course, are the standard 18'-20' outboard cruisers which offer about the most economical vacation afloat that can be found. So, as we've said before about outboating, "There's a motor for every boat—a boat for every motor—and both for every pocketbook."

(Right) To be introduced at Boat Shows is Switzer-Craft 21' cruiser. This photo is of 18' experimental model, but general lines are the same, with motor on projecting bracket rubber-mounted onto transom.



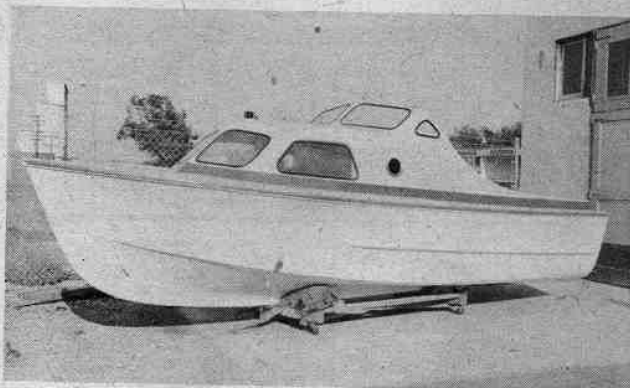
(Below) Culver Boat Co., outboard cruiser pioneer, announces new 22' model with cabin 62" x 8' x 10' and two folding bunks. Cruiser comes completely equipped with galley, head, mattresses and full hardware.



(Below) Day cruiser, like other Tomahawk boats, has either compression sealed or glass-covered hull. Small boats with cabins for shelter are becoming more popular for low-cost outboard camping-cruising purposes.



(Below) Glasspar Co. has a 20' molded Fiberglas outboard cabin cruiser with flying bridge. Firm also announces two new one-piece Fiberglas runabouts, 14' Lido and 16' Avalon, taking twin 25 h.p. installation.



(Below) '54 Shell Lake Lady Gull is same as model shown except that cabin has been streamlined. Also an 18' Convertible cruiser offering protection from weather as well as all the advantages of open boating.



(Below) Aero-Craft (Harwill, Inc.) 18½' aluminum cruiser has room for 3 to sleep comfortably in cabin. New 16' Convertible cruiser has snap-on top. Safety flotation and 10-yr. skin puncture guarantee on all models.



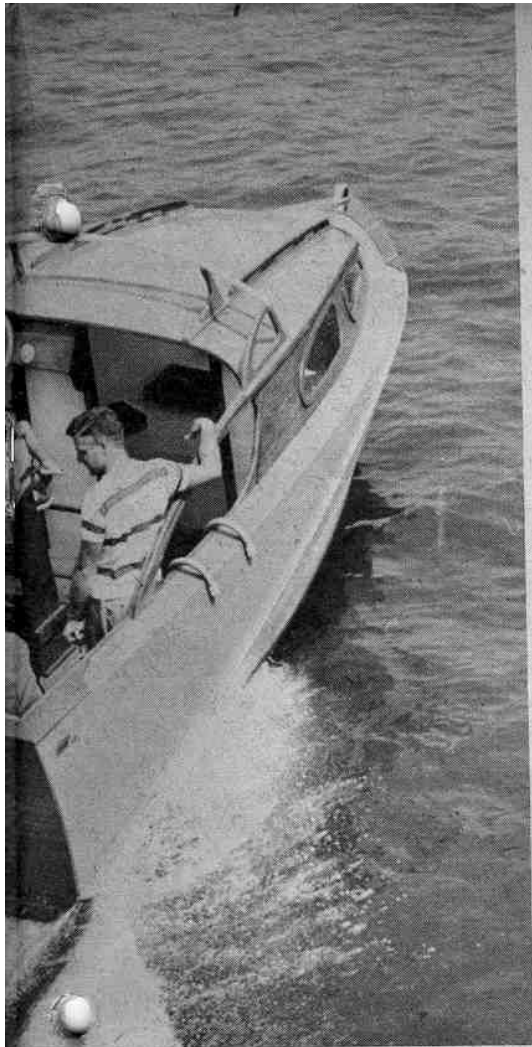
(Below) Barbour lapstrake 19' Sportsman outboard cruiser has two bunks and large cockpit adaptable for convertible top installation. Firm also makes utilities and runabouts, 12 to 15', and stock utility racing line.



(Below) Topper 19' Cruisette (same hull as 19' luxury Cruiser but with shorter cabin) has two bunks, galley and head space. Pioneer in cruiser field, Topper has developed rough water boats with deep V-hull and skeg.



(Below) Bryant's Marina 21' Voyager with folding top, pilot and companion seat extras, has 2 bunks and large cockpit. Other models: Commander 19'; Seafarer 19' and Corsair 17', both made as Express, Sedan and Convertible.



(Below) Trojan 20' Sea Breeze outboard cruiser has an enclosed self-bailing compartment for motor. Enclosed head, deck hatch, lights and full hardware are among items of standard equipment.



(Below) Feather Craft Voyager 22 of aluminum double-wall construction is complete luxury cruiser with four bunks, galley and head. New "No-glare" pattern decking on all '54 runabouts.



BOAT SHOWS—'54

K

OUTBOARD KIT BOATS

THE PICTURES on these pages show the results of a new kind of alchemy being carried on in backyards, basements and garages all over the country, through which various odd pieces of wood, known to the initiated as "boat kits," are miraculously transformed into "kit boats" such as these.

In the outboard field, boat kits are available for building everything from an 8' pram up to a 24' cruiser, and they come either as "marked lumber," on which you do the cutting; pre-cut kits for full assembly; frame kits only, for which you furnish and cut hull and deck lumber; or "assembled hull" kits, to which seats, cabin, etc. are added. Many firms also furnish completely assembled boats unpainted. See DIRECTORY for boat kit listings.

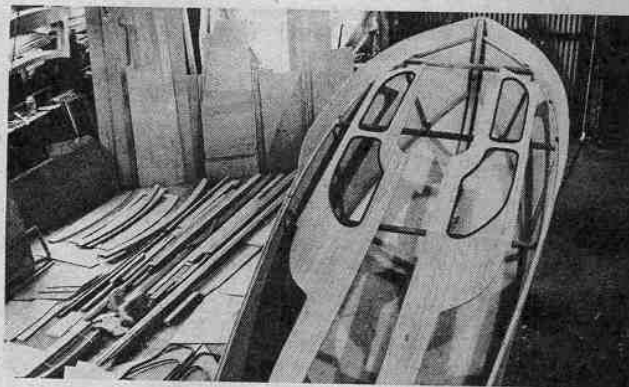
(Below) Roberts 12' Super-Rocket (Roberts Industries, Inc.) is a fast pleasure boat that qualifies as a Class BU racer. Also in kit line of 12 models, 8 to 14', is a Class JU-AU racer. Roberts-Ross Industries, Ltd., is affiliated Canadian kit firm.



(Below) New Speedliner 17' Deluxe kit cruiser (General Marine Co.) has cabin space for two bunks and head—bunk kit optional. Besides other kits, 9 to 14', firm makes finished runabouts and stock racers.



(Below) Ladd kits come with hulls assembled. This is 19' cruiser with bunks and cut window glass. Other kits: cruiser, 15, 17 and 23'; runabouts, 12 to 16'. Ladd-Built boats also come completely assembled.



(Below) '54 Ozarka 18' kit cruiser has enlarged cabin, new lines and rounded windshield. Other kit models, 8 to 14', include stock racers and 12' Trailer-Boat that folds amidships to form own short trailer.



(Below) Custom-Craft 18' kit convertible—same hull for cruiser. All kits have important frame parts assembled (also available completely assembled), 10-18', including 16' cruiser, stock racers and -hydros.



(Right) U-Mak-It 18' Flying Cloud cruiser also has 21' kit sister. '54 models have motors entirely enclosed in self-bailing box for protection from weather as well as noise reduction; two bunks and space for head; all cabin windows open. Other kits range from 8' pram to large 18' runabout.



(Above) New Champion Saber kit runabouts are made in 12 & 14' models and designed for speed and water sports. All kits are also available as bare hulls only or in complete assembled form, and include the following outboard racing classes: JU, AU-BU, CU & D-DU; M, A-B & C-D-F three-point hydros; & A-B conventional hydros.

(Right) Doane 17' outboard kit cruiser has four bunks, head and galley (Sedan and Cruising Utility models—two bunks); 14' kit comes as runabout, Cruising Utility or Sedan cruiser with two bunks! 21' and 24' cruisers have 6' cabin headroom. Kit models also come as "marked lumber", semi-finished or completed ready to run.



(Right) Chris-Craft 21' kit cruiser also comes as Sportsman utility, and like the 16 & 18' outboard kit cruisers has room for two bunks, galley and enclosed head. Other kits: prams, utilities, runabouts and deluxe runabouts range from 8 to 16'.

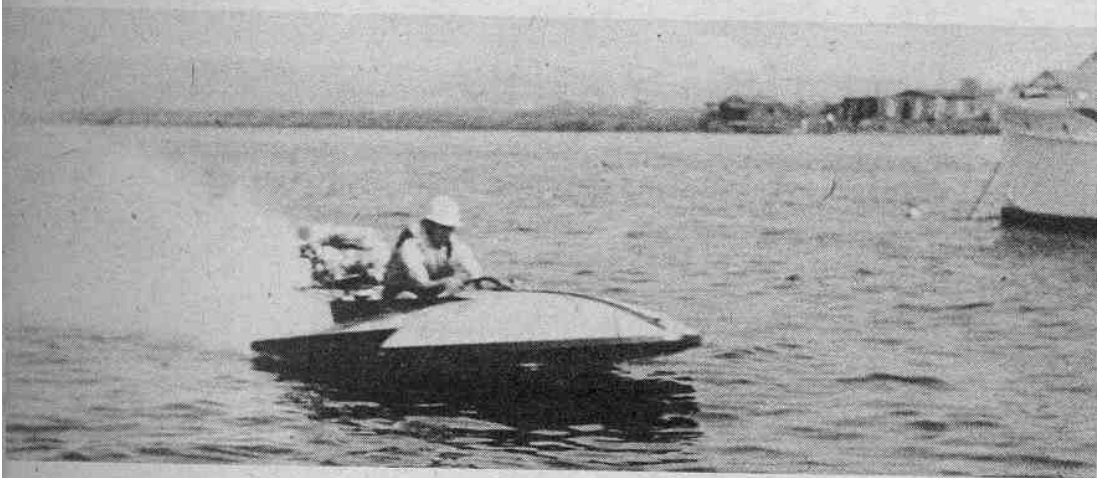


BOAT SHOWS—'54

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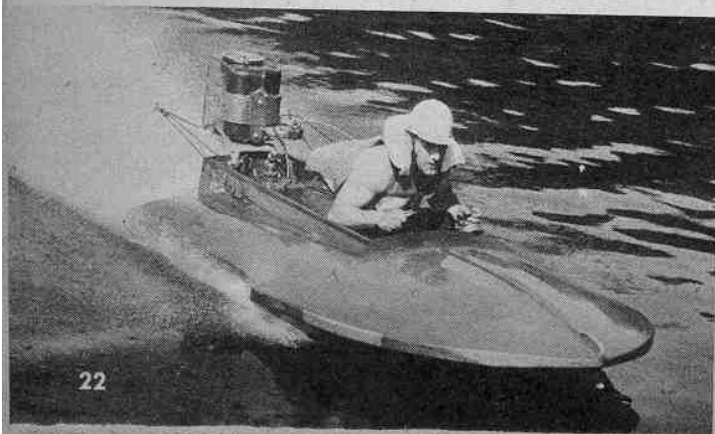
OUTBOARD RACING HULLS

(Right) A finished Sid-Craft stock utility as it awaits towing from plant to Newark airport for air express delivery to Midwest customer. Firm makes full line of stock utilities, and also A-B hydro. At Stock Outboard Nationals in Syracuse last fall, Sid-Crafts took 1st and 3rd places in AU class, 1st in DU and 3rd in BU.



(Left) A Jacoby Flyaway three-point Class C racing hydro in action. Firm makes 12 models of hydros—three point and conventional—to meet A.P.B.A. and N.O.A. rules in racing classes M through F. Jacoby hydros come equipped with steerer, safety throttle, fin and carry-handles.

(Below) A Neal D Stock Hydroplane in action. Model is one of a line of stock and racing hydros made by Dick Neal's firm in Kansas City.



(Below) Rinker-designed Famous Craft (Goshen Churn & Ladder) come in JU, AU, BU and CU. BU took title at N.O.A. Nationals held in Dallas.



BOAT SPORT'S 1954 OUTBOARD DIRECTORY

OUTBOARD MOTORS

(All motors are two-cycle, alternate firing twins, unless otherwise noted.)

BROOKLURE: Spiegel, Inc., 1061 W. 35th St., Chicago 9, Ill. 3 hp Deluxe single & 5 hp Standard, full pivot reverse; 5 hp Deluxe, neutral clutch & full pivot reverse; 12 hp Deluxe, full shift, twist-grip speed control, adaptable for Bos'un remote auxiliary fuel system and controls.

BUCANEER: Gale Products, Galesburg, Ill. 3 hp Deluxe single & 5 hp Standard, full pivot reverse; 5 hp Deluxe, neutral clutch & full pivot reverse; 12 hp Deluxe, full shift, twist-grip speed control, adaptable for Bos'un auxiliary fuel system and controls.

CHAMPION: Champion Motors, Box 875, Minneapolis, Minn. 3½ hp single Guide, full pivot reverse; 5, 7½ & 15 hp Jubilee Gear Shift and 7½ & 15 hp Jubilee Hydro Drive all have full shift, "4-in-hand" speed-shift controls in steering handle, remote Cruising Tank, "swing-into-boat" lower unit; also Jubilee Hot Rods for JU, AU & BU stock outboard racing.

ELGIN: Sears, Roebuck and Co., Chicago 7, Ill. 2 hp single, full pivot reverse; 5 & 7½ hp, neutral clutch, full pivot reverse; 16 hp, full shift, twist-grip speed control, remote fuel tank, adaptable for remote controls.

EVINRUDE: Evinrude Motors, Milwaukee 16, Wisc. 3 hp Lightwin, full pivot reverse & Fisherman Drive; 7½ hp Fleetwin Aquasonic, full shift, Rotomatic speed control, Cruis-a-Day remote fuel tank; 15 hp Super Fastwin, full shift, Roto-Matic speed control, Cruis-a-Day remote fuel tank, adaptable for Simplex remote controls; 25 hp Big Twin, same as Super Fastwin except choice of Cruis-a-Day tank or vacuum supply system for larger built-in fuel tanks; 25 hp Big Twin Electric has built-in electric starter with remote starter button and choke.

FIRESTONE: The Firestone Tire & Rubber Co., Akron 17, Ohio. 3.6 hp single; 5 hp, full shift; 7½ & 10 hp, full shift, twist-grip speed control & remote fuel tank.

FLAMBEAU: Metal Products Corp., 245 E. Keefe Ave., Milwaukee 12, Wisc. 2½ hp single; 5 hp Twin. Twin-Tie rod available for installing two motors on boat.

HIAWATHA: (Same specifications as *Bucaneer*.)

JOHNSON: Johnson Motors, Waukegan, Ill. Sea-Horse 3 hp, full pivot reverse; Sea-Horse 5½ hp, full shift, twist-grip speed control, separate Mile-Master fuel tank; Sea-Horse 10 hp & Sea-Horse 25 hp, full shift, twist-grip speed control, separate Mile-Master fuel tank, adapted for Ship-Master remote controls. Sea-Horse 25 Electric has electric bendix-drive starter with remote starter button and choke. New accessory is fuel pump for attachment to 25's when used with built-in fuel tanks.

LAUSON: The Lauson Co., New Holstein, Wisc. Air-cooled, four-cycle motors (no fuel-oil mixing). 3 hp single; 6 hp Twin and 6 hp Twin with automatic transmission, full shift.

MAJESTIC: (Same specifications as *Voyager*.)

MARTIN: Martin Motors, Eau Claire, Wisc. 2½ hp single "20", full pivot reverse; 4½ hp "45", full pivot reverse,

twist-grip speed control; 7½ hp "75" & 10 hp "100", neutral clutch, full pivot reverse, Aquamatic twist-grip speed and clutch controls; 20 hp "200" Silver Streak, Aquamatic twist-grip speed control, adaptable to remote auxiliary fuel tank and remote control; new 20 hp "200" Silver Liner, full shift, Aquamatic twist-grip speed-shift controls, remote auxiliary fuel tank, adaptable for factory designed remote controls.

MERCURY: Kiekhaefer Corp., Fond Du Lac, Wisc. 5 hp Mark 5, full pivot reverse, "push-button" neutral clutch; 7½ hp Mark 7; 16 hp Mark 20, full shift, remote fuel tank, adaptable for factory designed remote controls; new 40 hp Mark 50 (four-cylinder-in-line), full shift, integrated remote controls (no steering handle), remote fuel tank.

NEPTUNE: Muncie Gear Works, Inc., Muncie, Ind. 1.7 hp single Mighty Mite.

ROYAL: Atlas Supply Co., 744 Broad St., Newark 2, N. J. 3 hp Deluxe single & 5 hp Standard, full pivot reverse; 5 hp Deluxe, neutral clutch & full pivot reverse; 12 hp Deluxe, full shift, twist-grip speed control, adaptable for Bos'un remote auxiliary fuel system and remote controls.

SABER: (Same specifications as *Bucaneer*.)

SEA-BEE: Goodyear Tire & Rubber Co., Inc., Akron 16, Ohio. 3 hp Deluxe Single & 5 hp Twin Standard, full pivot reverse; 5 hp Twin Deluxe, neutral clutch, full pivot reverse; 12 hp Twin Deluxe, full shift, twist-grip speed control, adaptable for Bos'un remote auxiliary fuel system and remote controls.

SEA KING: Montgomery Ward, Chicago, Ill. 3 hp Deluxe "3" single, full pivot reverse; 5 hp Twin "5", neutral clutch & full pivot reverse; 12 hp Gear-shift Twin "12", full shift, twist-grip speed control, adaptable for Bos'un remote auxiliary fuel system and remote controls.

SCOTT-ATWATER: Scott-Atwater Mfg. Co., Inc., 2901 E. Hennepin Ave., Minneapolis 13, Minn. 3.6 hp single; 5, 7½, 10 & 16 hp all have full shift, twist-grip speed control, remote fuel tank, adaptable for factory designed remote controls (speed and shift combined or separate), and all have new "Bail-A-Matic" power bailer with pump attached to drive-shaft.

VOYAGER: Outboard Motor Brands, Inc., Box 944, Minneapolis, Minn. 3½ hp single Fisherman Special, full pivot reverse; 5 & 7½ hp Gear Shift, full shift; 15 hp Gear Shift, full shift, twist-grip speed control & remote fuel tank.

WIZARD: Western Auto Supply Co., 2107 Grand Ave., Kansas City 8, Mo. 6 hp Super Twin, full pivot reverse; 10 hp Super Ten, remote fuel tank; 12 hp Powermatic, full shift, twist-grip speed control & remote fuel tank.

OUTBOARD UTILITIES AND RUNABOUTS

Aero Mfg. Co., 600 S. Huntington Rd., Syracuse, Ind. Aluminum "Sea Nymph" 12' & 14' rounded bilge utilities.

Aluma Craft Boat Co., 2633 27th Ave., So., Minneapolis 6, Minn. Aluminum, 12, 14 & 16'.

Atlanta Boat Works, 665 Pylant St., N. E., Atlanta 5, Ga. "Aristocrat" sports runabouts, 12, 14 & 16'.

Barbour Boats, Inc., New Bern, N. C. 12 to 15'.

Blue Mfg. Co., Box 946, Miami, Okla. Aluminum, 10 to 15'.

Bowman, Inc., 1823 Woodrow St., Lit-

tle Rock, Ark. Formed plywood & cedar strip; 36 models, 12, 14 & 16'. New 14' "Sportster" added for '54.

Bryant's Marina, Inc., 1117 E. Northlake, Seattle 5, Wash. 12 to 19'.

Cape Cod Shipbuilding Co., Wareham, Mass. Fiberglass, 9 to 15'. Also 19' open launch—same hull as cruiser.

Century Boat Co., Manistee, Mich. 14 & 16' "Imperial Sportsman" and new all mahogany lapstrake planked "Seaflyte" in 14 & 16' models, with athwartship deck.

Champion Boats, Box 9038, Long Beach, Calif. "Saber" runabouts, 12—14'.

Chetek Boat Corp., Chetek, Wisc. 15 models, 12, 14 & 16'; flared transom, cedar strip construction.

Cruisers, Inc., Oconto, Wisc. Clunker-built runabouts, 14 & 16'.

Culver Boat Co., Box 455, Casselberry, Fla. Runabouts, 12 to 16'.

Currier's of Arkansas, 3525 Fair Park Blvd., Little Rock, Ark. 12' square-ended "Jimmie B" for fishing & general use.

Davidson Mfg. Co., Ltd., 1872 W. Georgia St., Vancouver 5, B. C., Canada. All Fiberglass or molded plywood, 10—15'.

Dunphy Boat Corp., Oshkosh, Wisc. 16 models molded mahogany plywood, 12 to 15'; 3 models cedar strip, 12 to 14'.

Duratech Mfg. Corp., 12 Paulding St., Pleasantville, N. Y. Aluminum, 8 to 14'.

Feather Craft, Inc., 450 Bishop St., N.W., Atlanta, Ga. Aluminum, 12 to 16'.

Fleetcraft Corp., Philadelphia 11, Pa. Fiberglass, 12 to 14'.

Folbot Corp., Stark Ind. Park, Charleston, S. C. 14 & 15' canvas folding boats.

General Marine Co., 6th & Oak St., Joseph, Mo. 12 & 14'.

Glasspar Co., 19101 Newport Ave., Santa Ana, Calif. Fiberglass, 10 to 16'.

Goshen Churn & Ladder, Inc., Goshen, Ind. "Famous Craft" runabouts, 12—14'.

Harwill, Inc., St. Charles, Mich. Aluminum "Aero-Craft," 12 to 18½'.

Industrial Shipping Co., Ltd., Mahone Bay, Nova Scotia, Canada. "Paceship" molded plywood runabouts, 12 to 16'.

Inland Boat Works, Rt. 4, Madison, Wisc. 12 to 16'.

Larson Boat Works, Little Falls, Minn. Aluminum or wood, 12 to 20'.

Lone Star Boat Mfg. Co., Box 698, Grand Prairie, Texas. Aluminum or Fiberglass.

Lyman Boat Works, Inc., Sandusky, O. 8 clinker-built models; runabouts, 13 & 15', lockers under forward deck; "Anglers" (trolling seats for 4) & "Fisherman," 13 & 15'; two 13' utilities.

Mac Craft Boat Co., 622 S. Madison St., Iowa City, Iowa. Runabouts, 10 to 16'; bottoms have Fiberglass covering.

Metal Boat Co., Marathon, N. Y. Grumman aluminum, 12 to 15'; square-ended canoes, 17 & 19'.

McDerby-Conatser Boat Mfgs., Box 667, Denison, Tex. "Yellow Jacket" molded plywood, 10 models, 12, 14 & 15'. Shock-absorbing spring seats.

Molded Products, Inc., Cockeysville, Md. "Whirlwind" all-mahogany molded plywood, 14 models, 5 styles, 12 to 16'.

Nipissing Boat Co., North Bay, Ont., Canada. Cedar strip, round bottom, 13 to 18'. Shipments to U. S. take 10% disc.

Old Town Canoe Co., Old Town, Me. Square-ended canoes, 15 & 18'; skiffs, 12 to 16'; utilities & runabouts, 12 to 18'.

Pabst Boats Div., Black Hawk Corp., 159 Morgan St., Rockford, Ill. New 14' sport runabout, open or closed deck.

Partee Boat Mfg. Co., Lebanon, Tenn. "Speedster" cedar strip, 12, 14 & 16'.

Penn Yan Boats, Inc., Penn Yan, N. Y. 6 styles, 10, 12, 14 & 16'. (See Over)

Peterborough Canoe Co., Ltd., Peterborough, Ont., Canada. 12, 14 & 16'.

Regal Products, Ltd., Adams, Wisc. Stainless steel utilities, 12, 14 & 16'; seams Heliarc & spot welded, buoyancy chambers.

Reynolds Metals Co., 2000 S. 9th St., Louisville 1, Ky. Aluminum 12' "Lifetime."

The Sandusky Boat Co., Washington & Meigs, Sandusky, O. Molded plywood, 14 & 15'. New 11' beaching skids added to 15' models.

Sears, Roebuck & Co., Chicago 7, Ill. Elgin boats.

Shell Lake Boat Co., Shell Lake, Wisc. 12 to 19 1/2'.

Southwest Mfg. Co., Little Rock, Ark. Aluminum "Arkansas Traveler," 12-16'.

Sportsman Supply & Service, 1040 W. Flagler St., Miami, Fla. Molded plywood "Nova Scotia" forward drive runabouts, 14, 15 & 16'; fishing models have ice box.

Starcraft Boat Co., Goshen, Ind. Aluminum or stainless steel 12 to 16'.

Swift Woodcraft, Inc., Box 597, Mt. Dora, Fla. Molded plywood, 11, 12 & 14'.

Switzer-Craft, Inc., McHenry, Ill. "Shooting Star" runabouts, 12 & 14'.

Thompson Bros. Boat Mfg. Co., Peshigo, Wisc. & Cortland, N. Y. Cedar strip, 12 to 16'; clinker-built, 12 to 18'.

Tomahawk Boat Mfg. Co., Tomahawk, Wisc. 11 to 16'.

Trojan Boat Co., Lancaster, Pa. 12, 14 & 16'.

Wagemaker Co., 566 Market Ave., Grand Rapids 2, Mich. Molded plywood, 12 to 16'; also strip-built.

Wilson Boat Co., Rice Lake, Wisc. Runabouts, 10, 12 & 14'.

Winner Mfg. Co., Inc., Trenton 3, N. J. Molded plastic "Plasti Craft", 8 to 14'.

Wizard Boats, Inc., Box 246, Costa Mesa, Calif. Laminated Fiberglas, 8-17'.

OUTBOARD BOAT KITS

Prams, Utilities & Runabouts
Bay City Boats, Inc., 304 State St., Bay City, Mich.

Champion Boats, Box 9038, Long Beach, Calif. 12 & 14'.

Chris-Craft Corp., Algonac, Mich. 8 to 16'.

Custom Craft, Buffalo 7, N. Y. 10 to 18'. (Also factory finished, unpainted.)

C. R. Dillabaugh Co., 7928 N.E. Mallory Ave., Portland 11, Ore. 8 to 16'. (Also factory finished, unpainted.)

Doane Marine Works, Stamford, Conn. 14 to 17'. (Also furnished as "marked lumber" or factory finished, with or without paint.)

General Marine Co., 6th & Oak, St. Joseph, Mo. 9 to 14'.

Ladd-Built Boats, Box 1345, Los Altos, Calif. 12 to 16'.

Ozarka, Inc., 624 Borden Lane, Woodstock, Ill. 8 to 14'.

Roberts Industries, Inc. Branford, Conn. 8 to 14'.

Roberts-Ross Industries, Ltd., Orilla, Ont. Canada. 8 to 14'.

Schneider Boat Co., 1913 W. Vliet St., Milwaukee 5, Wisc. 8 to 14'. (Also frame kits or working plans only.)

Sears, Roebuck & Co., Chicago 7, Ill. Elgin boats.

Thompson Bros. Boat Mfg. Co., Peshigo, Wisc. & Cortland, N. Y. 12 & 14'.

U-Mak-It Products, 701 Whittier St., New York 59, 8 to 18'.

OUTBOARD CRUISERS

Aluma Craft Boat Co., 2633 27th Ave., So., Minneapolis 6, Minn. Aluminum, 19'.

Atlanta Boat Works, 665 Pylant St., N. E., Atlanta 5, Ga. "Aristocraft," 18 & 21'.

Barbour Boats, Inc., New Bern, N. C. 19'.

Bryant's Marina, Inc., 1117 E. Northlake, Seattle 5, Wash. 17, 19 & 21'.

Cape Cod Shipbuilding Co., Wareham, Mass. Fiberglas, 19'.

Cruisers, Inc., Oconto, Wisc. 19'.

Culver Boat Co., Box 455, Casselberry, Fla. 18 (conv.), 18 & 22'.

Du Craft, RFD 3, Warren, Pa. & RFD 1, Port Orange, Fla. "Water Bug," 16-18'.

Feather Craft, Inc., 450 Bishop St., N.W., Atlanta, Ga. Aluminum, 22'.

Glasspar Co., 19101 Newport Ave., Santa Ana, Calif. Fiberglas, 20'.

Harwill, Inc., St. Charles, Mich. Aluminum, 16 (conv.) & 18 1/2' "Aero Craft."

Bob Jacobsen, 5459 Leary Way, Seattle, Wash. 21' Jacobsen.

Larson Boat Works, Little Falls, Minn. 18 & 20'.

Lone Star Boat Mfg. Co., Box 698, Grand Prairie, Tex. Fiberglas, 21' (2 styles).

Mac Craft Boat Co., 622 S. Madison St., Iowa City, Iowa. 18 & 20'. Bottoms have Fiberglas covering.

Norseman Boat Co., Box 191, Bellingham, Wash. 16'.

Owens Yacht Co., Inc., Stansbury Rd., Baltimore 22, Md. 21'.

Peterborough Canoe Co., Ltd., Peterborough, Ont. Canada. 16 & 20'.

Scottie Craft, Inc., 471 N.E. 79th St., Miami, Fla. 18'.

Shell Lake Boat Co., Shell Lake, Wisc. 18' cabin & convertible.

Sports-Kraft, 3020 Sylvan St., Dallas, Tex. Aluminum, 14 & 16'.

Sportsman's Supply & Service, 1040 W. Flagler St., Miami, Fla. "Nova Scotia," molded plywood, 16' convertible; floorboards arrange to make bunks.

Switzer-Craft, Inc., McHenry, Ill. 16 (sedan) & 21'.

Thompson Bros. Boat Mfg. Co., Peshigo, Wisc. & Cortland, N. Y. 19', sleeps 4; "head" standard equipment.

Topper Boat Co., 5816 Ritchie Hwy., Baltimore 25, Md. 19 (Cruisette) & 19'.

Trojan Boat Co., Lancaster, Pa. 20'.

Wizard Boats, Inc., Box 246, Costa Mesa, Calif. Laminated Fiberglas, 15-17'.

OUTBOARD CRUISER BOAT KITS

Chris-Craft Corp., Algonac, Mich. 16, 18 & 21'.

Custom Craft, Buffalo 7, N. Y. 16 & 18'. (Also assembled, painted or not).

Doane Marine Works, Stamford, Conn. 17, 21 & 24'. (Also assembled, painted or not, or as "marked lumber").

General Marine Co., 6th & Oak, St. Joseph, Mo. 17'.

Ladd-Built Boats, Box 1345, Los Altos, Calif. Assembled hulls, 15, 17, 19 & 23'.

Ozarka, Inc. 624 Borden Lane, Woodstock, Ill. 18'.

U-Make-It Products, 701 Whittier St., New York 59, N. Y. 18 & 21'.

OUTBOARD RACING HULLS

Barbour Boats, Inc., New Bern, N. C. Stock utilities.

Blitz Racing Products, Summer St. Rd., Burlington, Iowa. Limbocker AU-BU, CU, DU.

Blue Mfg. Co., Box 946, Miami, Okla. Aluminum, AU, BU and A & B hydros.

Cape Cod Shipbuilding Co., Wareham, Mass. Fiberglas AU, "Pop" Jacoby design.

Champion Boats, Box 9038, Long Beach, Calif. JU, AU-BU, CU & D-DU; 3-point hydros, M, A-B, & C-D-F; conv. hydros, A-B.

De Silva Boats, 3964 Redwood Ave., Venice, Calif. Runabouts, A, B, C, D, F, JU, AU, BU, CU, DU, EU & FU; Cab-Over hydros, A, B, C-SC, D, F & X.

Dunphy Boat Corp., 347 Broad St., Oshkosh, Wisc. AU-BU, CU, DU & EU-FU.

Duratech Mfg. Corp., 12 Paulding St., Pleasantville, N. Y. Aluminum JU.

General Marine Co., 6th & Oak, St. Joseph, Mo. "Speedliner," JU, AU, BU, DU, CU & C Service & C Racing.

Goshen Churn & Ladder, Inc., Goshen, Ind. "Famous Craft," JU, AU-BU & CU.

Inland Boat Works, Rt. 4, Madison, Wisc. Stock utilities.

Jacoby (Fred) Boat Works, 1708 40th St., North Bergen, N. J. "Flyaway" hydros: 12 models, 3-point & conv., in all classes—M, A-ASH, B-BSH, C-DSH, F, X.

Neal Boats & Motors, 6021 Troost, Kansas City 4, Mo. Hydros: 3-point, A-ASH, BSH, C-SC, F & FSH; conv., A-ASH, B, C, F, FSH & X.

Pabst Boats Div., Black Hawk Corp., 159 Morgan St., Rockford, Ill. AU-BU, CU-DU; hydros, A-B & C-D.

Penn Yan Boats, Inc., Penn Yan, N. Y. Raveau Boats, 732 S. Pecan St., Lindenhurst, L. I., N. Y. AU through FU.

New bottom design on '54 models—BU tested 2 mph faster than '53.

Schneider Boat Co., 1913 W. Vliet St., Milwaukee 5, Wisc. BU, CU & DU.

Sid-Craft Boats, Rt. 43, Player Ave., Nixon, N. J. JU through FM; A-B hydros.

Swift Woodcraft, Inc., Box 597, Mt. Dora, Fla. Hydros, stock or racing A-B & C-D-F.

Switzer-Craft, McHenry, Ill. BU, CU-DU.

Thompson Bros. Boat Mfg. Co., Peshigo, Wisc. & Cortland, N. Y. AU-BU-CU & DU.

Tomahawk Boat Mfg. Corp., Tomahawk, Wisc. BU.

Van Pelt Boat Co., Spring Lake 1, Mich. Stock utilities & hydros, A, B & D.

Wagemaker Co., 566 Market Ave., Grand Rapids 2, Mich. Stock utilities.

Willis Boat Works, 3319 Grand Ave., Dallas, Texas. AU, BU, CU & A, B, C & D hydros.

Wilson Boat Co., Rice Lake, Wisc. Hydros and runabouts, A-B, C & D.

OUTBOARD RACING KITS

Champion Boats, Box 9038, Long Beach, Calif. (All models listed above available in kits or bare hull only.)

Chris-Craft Corp., Algonac, Mich. JU (with addition of deck, wheel & throttle qualifies for AU-BU).

Custom Craft, Buffalo 7, N. Y. JU, AU-BU, CU-DU and 3-point hydros, A-B & C-D, stock or racing. Also furnished assembled, with or without paint.

Ozarka, Inc., 624 Borden Lane, Woodstock, Ill. AU-BU.

Roberts Industries, Inc., Branford, Conn. JU-AU & BU.

Schneider Boat Co., 1913 W. Vliet St., Milwaukee 5, Wisc. BU, CU & DU (also frame kits only or working plans).

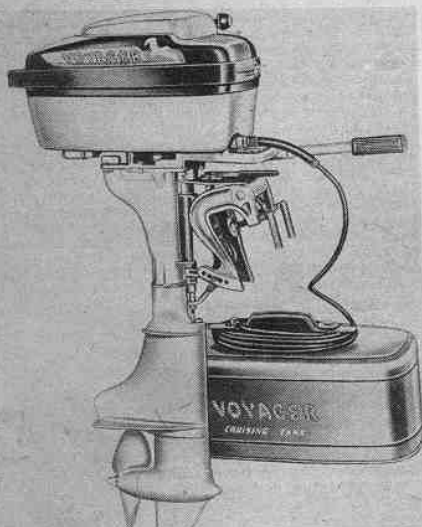
Wilson Boat Co., Rice Lake, Wisc. A-B hydro.

(See under "It's News" for additional information about Debbold, Johnson Props, Joe Grossman, etc.) (End)

IT'S NEWS



New light weight water-cooled exhaust manifold for Ford or Mercury inboard racing engines is offered at special introductory price of \$42.50 per pair by I. E. Debbold's Marine Supply Company, 10366 Long Beach Blvd., Lynwood 16, California. Debbold's is now world's largest manufacturer and distributor of marine hardware and accessories for inboard racing hydros and runabouts, speedboats and small kit cruisers, and is now offering special Ford & Mercury engine conversion equipment, as well as hundreds of other items shown in new 1954 catalog (40 pages; 35c for handling costs—refunded on first purchase.)



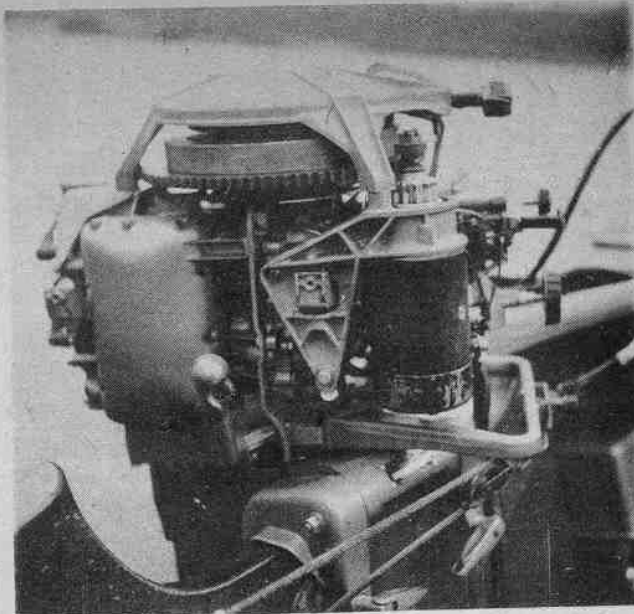
The 1954 Voyager 15 hp outboard motor which has full gear shift, twist-grip speed control and remote Cruising Tank. Other models are: 3½ hp single and 5 & 7½ hp Gear Shift models.



"Bail-A-Matic" is standard equipment on 1954 Scott-Atwater 5, 7½, 10 & 16 hp motors. This built-in boat bailing unit runs from a drive shaft pump that is entirely separate from the cooling system and is in operation whenever motor is running—forward, neutral or reverse. Pumps one gallon per minute at idling speeds. Strainer connects to motor by 4' detachable hose.

Taylor Made Custom Boat Covers are individually made for many popular models of outboard boats with a choice of snap fasteners or exposed rope. Standard Boat Covers, in stock sizes for all outboard boats, are made in two weights of treated canvas.

BOAT SPORT



Both Evinrude and Johnson have special 1954 models of their 25 hp outboard motors with built-in electric starters. An Evinrude Big Twin Electric is shown above with main housing removed. Starter unit is in right foreground, with small gear which rises to engage larger gear on flywheel. The Johnson Sea-Horse 25 Electric is equipped with a bendix-drive starter. Both units operate from a standard automobile battery, and have remote control starter and choke buttons in panel attached to the dash. Cables, clips and a junction and control box attached to the boat's transom come with motors. Manual pull-cord starter for optional use remains on both models. Starters such as these should be of particular interest to owners of outboard cruisers where motors are sometimes not too accessible in high-transom bracket and closed well mountings.



look out fish—here we come!



Good fishing's never out of range with an Evinrude Big Twin winging you on your way! You can breeze to choice spots 10 or 20 miles from home in *twice as many minutes!* And what glorious minutes they are... the run is the finest part of the fun! And now you can enjoy the final convenience—finger touch *electric starting!* With complete remote control at any place in the boat—starter, choke, throttle, gearshift, steering—handling ease to match expensive inboard boats—at *modest cost!*

SEE YOUR EVINRUDE DEALER—look for his name under "Outboard Motors" in the yellow pages of your phone book. CATALOG FREE! Write for full-color catalog of the complete Evinrude line—3 to 25 hp,—the right motor for every boat! Send for it today!

EVINRUDE MOTORS, 4321 N. 27th St., Milwaukee 16, Wisconsin
IN CANADA: Manufactured by Evinrude Motors, Peterborough



To our way of thinking this is the best picture of Mully Scull that we've ever seen. It shows him at the speedboat regatta at beautiful Laurel Lake

on Labor Day, 1951, with (left to right): Bob McAllister, Fred Hahn, Jack Fisher and Tracy Johnson, the latter seen kneeling in foreground.

C. MULFORD SCULL

SPEEDBOATING in general lost one of its most colorful figures when, on May 31st at Pleasantville, New Jersey, a heart attack gave veteran racer, Mully, his final checkered flag. As he neared the finish line in a 48 cubic inch hydro event he slumped over the wheel of his hull, "Shooting Star." The picture reproduced here shows Mul (on Labor Day, 1951) in a windbreaker grinning at the cameraman as he shakes hands with Jack Fisher, Laurel Lake Regatta Chairman and Secretary of the Winding River Boating Association, which Mul and his wife, Ruby, helped build into one of the East's outstanding organizations. Shown from left to right are Tracy Johnson, kneeling, one-time nationally known participant in his famous runabout "Jim-Jam"; Bob McAllister, protege of Mully and several times 48 c.i. runabout record holder, stands behind Fred Hahn, referee for A.P.B.A. events in Region 3.

Mul, during his thirty years of active competition, won more than 300 trophies and twice captured the Lipton event.

Most highly regarded was the Lorimer Cup Mul won in Class C Outboard Hydro competition at Merit Lake, California, in 1929. During his career, Mul stated that he believed he had raced in practically every river, lake and salt water course in the United States at one time or another. In 1939 an outboarding accident sent him to the hospital for a long stretch and ended his detachable motor career. He re-entered the sport after the War in the 135 class, but he couldn't seem to hit the right combination and announced his retirement in 1948. Yet the bug continued to hold him to the speedboating sport and he re-entered the game again in the 48 hydro class, in which he set a world's record mark in competition at 58.121 mph in 1951 on the roughed up waters of the Navesink River at Red Bank, N. J.

Mul's 48 c.i. mark has long since been wiped from the record books but the memory of this hard-driving competitor will linger in speedboaters' minds for years to come. (End)

WHAT THE COMPLETE MARINA SHOULD PROVIDE

Marina development and construction is urgently needed to keep pace with the increased sale of boats. This is the belief of the D. W. Sylvester Company and their display at the 1954 National Motor Boat Show carried the theme, "What the Complete Marina Should Provide."

Darius W. Sylvester, who heads the firm of Marine Insurance Specialists and is President of Marine Trades Association, points out two important factors of public interest. Among the reasons for the phenomenal increase of enthusiasm in pleasure boating over the past 25 years is the enterprising boat builder who has kept pace with public demand by supplying better products in necessary numbers. The improvement in engine design and manufacture has also contributed to this rapidly expanding industry. The palatial yachts of another age have almost disappeared from the seascape and their place has been taken by thousands of small craft—the day boat of less than 20 feet, be it outboard powered, sail, or inboard runabout, or the luxurious cruisers of 50 or 60 feet which provides an apartment afloat. Instead of a few enjoying the "call of the deep" now thousands "go down to sea" for relaxation and fun.

The Sylvester Display consisted of a collection of selected photographs of many excellent facilities provided throughout the country. While there are now many splendid marinas developed by far-sighted municipalities and enterprising private ownership, the emphasis is that the increased boating public needs yet more marina facilities. The National Association of Engine & Boat Manufacturers has conducted a widespread campaign to improve marina facilities and this effort deserves full cooperation.

Inquiry discloses that well operated marinas are self supporting. If a small portion of the money now used for park maintenance were diverted to the development of marina facilities, entire communities would benefit. In every area where there has been marina development the shore line has been noticeably beautified, property has expanded in value, industry and commerce has enhanced, and, last but not least, the boating public has enthusiastically responded. (End)

Harold Hersey, Editor
Boat Sport
215 Fourth Ave.
New York 3, New York

Gentlemen:
I enjoyed reading your article in the December issue of "Boat Sport Visits the Pits for the Winnegaboland Grind." The photos shown were well chosen and they bring back many pleasant thoughts of the '53 season Marathon.

Upon checking the account of the winners, I found that your publication erred in the placement of second place for class D-1 (Evinrude & Johnson 25 hp). I was credited with second place in Class D-1, driving a Schneider Boat powered with an Evinrude motor serial number 25012-36086. Prizes were, a beautiful twenty-five inch trophy, Tee-Nee boat trailer, Fox River steering equipment and various other fine articles. I am certain that if you check the records, your staff will find that my boat running under the American Power Boat Association number D-20-W was officially credited with second place in the '53 marathon.

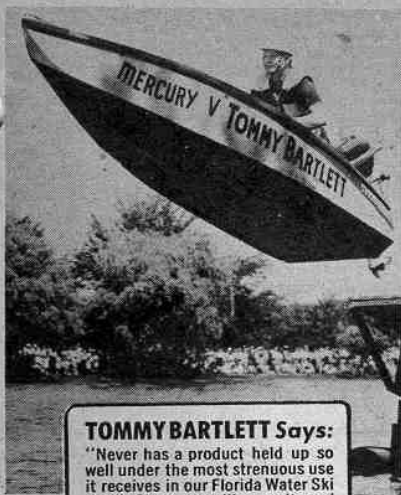
Sincerely yours,
DON SPIEKER
812 Monroe Ave.
Racine, Wisconsin

IT'S NEWS

Attwood Brass Works, Inc., of Grand Rapids, Michigan, is featuring a complete line of Marine Hardware Kits made up from among the many hundreds of Attwood items available. The Kits are available for outboards of all sizes . . . meeting kit boat builders' requirements for marine hardware and fittings. Three typical Attwood Kits are: Outboard Runabout Deck Hardware Kit; Outboard Steering Kit; and Outboard Deck Hardware Kit. Each kit comes as a completely packaged unit with instructions for placement and installation of hardware.

The Johnson Propeller Co., 603 Lancaster St., Oakland 1, Calif., who developed the new 'OJ' series of racing propellers for Stock A, B, and D Runabouts and Hydros last year, now have added the 'OJ'-1 series to this line making two sizes available for each runabout and hydro class. The 'OJ' propellers are also available for the Martin 200 stock runabout and hydro classes.

Johnny Alden, winner of the 1953 A and B Stock Hydro Western Divisional Championships and contender for the National High Point Trophy, used 'OJ' racing propellers in his 34 starts; he won 27 firsts, 3 seconds, 1 fifth, 1 sixth and did not finish in 2. A remarkable record set by one of the country's outstanding drivers.



TOMMY BARTLETT Says:

"Never has a product held up so well under the most strenuous use it receives in our Florida Water Ski Thrill Show travelling unit and our Florida Water Ski Thrill Show permanent unit located at Wisconsin Dells, Wisconsin, as do the great Speedliner Boats."

Tommy Bartlett, "Welcome Travelers" N.B.C. Coast-to-Coast Radio and T.V.

● Yes, now you can own a pleasure boat that is rugged, speedy and safer. Now the whole family can enjoy outings in perfect comfort and safety. SPEEDLINERS... precision built throughout... are outstanding in appearance, seaworthiness and performance. Finest materials mean long service, low upkeep. 27 sleek models to choose from... one for every boating need! See your Speedliner dealer or write for catalog - and protected dealerships.

SPEEDLINER
REG. U.S. PAT. OFF.
Fishing Boats and Runabouts

Rugged, Speedy SAFER



Dean Chenoweth, Xenia, Ohio chooses the 1954 M-510 CORSAIR.

No other boat manufacturer can surpass Speedliner's 5 year racing record - 26 national championships and records. Ask Jon Culver, Dean Chenoweth, Jack Force, Dick Gallagher, John Hopper, Ed Parsley, and scores of other notables in the racing world.

PLYWOOD - Quality Philippine marine plywood available in any quantity. Manufactured in our own plywood division. Sheets up to 48" wide. Scarfed to any length.

GENERAL MARINE COMPANY

Dept. 1302 6th & Oak St. Joseph, Mo.



BOAT KITS



Get a kit designed by builders of famous Speedliners and save about 1/2. Easy-to-follow illustrated instructions. No special tools needed. Boat building experience not necessary.

KB-9 Deluxe. 9 ft. 45" Beam. Seats 2. Only \$98.50. (Above)

KB-17. The most beautiful outboard cruiser afloat. 17 Ft. - 6 Ft. Beam. Over 25 MPH with 25 HP Engine. Sleeps 2. Weight with cabin under 600 lb. 2 people can launch. Without cabin \$354.00, with cabin \$495.00. Bunk kit \$50 extra. (Below)

All prices f.o.b. St. Joseph, Mo.



THE RACING MAYPOLES (Continued from Page 12)

a C event at Cincinnati in 1931 when fifty entries all hit the starting line for the first heat of C.

In 1941 in the last active pre-war regatta season in a C hydro race at Madison, Wisconsin, Jack lost the fin of his boat coming out of a turn. He figures that perhaps of all the races he may remember this is it... for the boat slid sideways into some pilings and for the third time during his career he was hauled off to the hospital. The doctors' considered judgment was that his injured leg should be amputated. His pretty wife, Althea, insisted that there should be no amputation. Jack apparently wasn't consulted. The end result was that 165 stitches were taken in his leg. Althea's firm stand has been vindicated for the hemstitching held and after three weeks, Jack was released from the hospital.

Maypole Boats and Motors, Inc., of 5901 West Madison Street, Chicago, a business which Jack entered into with his father in 1937 and which today is conducted by Jack and Althea, is the largest outboard boat and motor center present in Chicago. Jack who took a liking at stocks long enough to win a National title and top seventy miles an hour, really favors the alcohol burners. In 1951 in his first active post-war campaigning season with the strictly-designed-for-racing jobs, he won the C nationals at Knoxville, Tennessee, and

in 1953, driving C and F, took first places in C at Quincy, Indianapolis and Dixon and in F at Springfield, Kaukauna and Beford.

Today at thirty-eight Jack is plenty tough competition in the alky-burning circles, but it looks as though the family tradition will repeat itself. John B. abdicated in favor of Jack after the youngster had proved his winning ways. So in 1952 when John Maypole, Jr., was thirteen, Jack bought him a Class A Johnson KR. After a summer of boat handling experience, young John entered his first regatta at Chicago on July 10, 1953, took a first and a third to wind up with a second place trophy in his class.

Althea, too, is a racing Maypole, although her activity has been somewhat limited. She entered the Winnebagoland Marathon in 1949 but failed to finish. Later that same year at Lake Alfred she put the Maypole's 7 1/2 hp. A Merc through the mile trials at the fastest speed then recorded for the class but since she had not placed in competition, the record, of course, was not official.

Jack, Althea and their three sons are strong boosters of the Outboard Club of Chicago, one of the most progressive A.P.B.A. member racing groups anywhere in the country, and a driving force in Region 7. Jack not only has served in many offices with that club but in 1953 was a member of the

A.P.B.A. Council and a member of the Outboard Racing Commission.

Two younger Maypoles, Bill, 12 and Chuck, 6, are also anxious to try their throttle hands. Just as the Maypole father-son combination made outboard history in 1931, it's quite possible that the third generation of Maypoles, a trio of brothers, may make their own entries in tomorrow's record books.

(End)

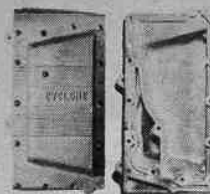
HOW TO WIN MARATHONS

(Continued from Page 4)

We think Snyder would readily agree to this for he, like most top-flight outboard racers, learned the hard way. It was back in 1950 during his first Albany-New York Marathon that Snyder realized too late that he had pulled a boner. He was out in front with his hand squeezed tight on the throttle despite a realization that he had done a bad job in setting up the balance of his rig.

"I was using a Dunphy hull that year, powered by a 25 Merc," Snyder said. "The motor was running plenty sweet and the boat was well designed. Yet every time I'd hit a big wave and the boat took off, the bow would keep on climbing and the stern would start to swing down like the pendulum of a clock. Before I had gone ten miles I knew that through my own carelessness

(See Over)



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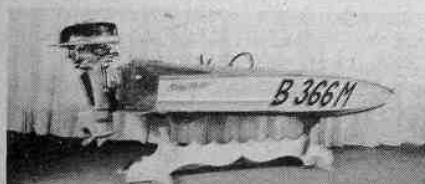
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HOW TO WIN MARATHONS

(Continued from Preceding Page)

I'd loused the good design characteristics built into that Dunphy by concentrating too much fuel weight toward the stern. That was the first mistake I'd made but if I'd used my head, I still might have finished well up among the leaders.

"Crossing Haverstraw Bay, which is the roughest part of any Albany-New York race, the water was as usual about as rough as the ocean. Knowing how badly the boat was handling, I should have backed off for some of the bigger waves. But no, I had to go make like a hero and charge right along full gun. Just about opposite Sing Sing it happened. A cabin cruiser went barreling across the river fifty yards or so ahead of me. Instead of slowing down, I took the wake head on. Give those cruiser playboys a thrill, I thought. I guess I did 'cause the bow went up and as far as I can remember it must have just kept going up. The motor, the transom and yours truly kind of swung around underneath it and the next thing I knew I'd done the prettiest back flip anyone had ever seen. That was all for '50."

Fred at various times has used the following boats: a Dunphy, Whirlwind, Speedliner Marathon Special, Speedliner Zephyr, Switzer-Craft and for '54 he plans to compete in a new D hull designed by Marcel Raveau. Fred insists that all of these boats have been good ones. He claims, too, that there are plenty of other boats capable of winning marathons. But here's the rub. The Speedliner Marathon Special, for example, he considers was the best handling on rough water and one of the best turning boats he ever drove. "It has a well designed bottom and nicely worked out non-trips but it wasn't fast enough on smooth water. My Switzer-Craft I consider a faster boat but it doesn't handle as well in the turns. A designer has to give and take a little. I kind of figure it's up to the driver to decide what he wants and to realize that even the best boat designer can't win races for him."

Proper balance for a marathon set-up means the placement of auxiliary fuel tanks with their load in such a position that when rough water is encountered and the boat takes off it has neither a tendency to nose dive and trip nor an inclination toward becoming airborne and doing a back flip. Tank placement will vary according to the weight of the driver and his method of riding. Another factor that the driver must contend with is the difference in handling with a full load of fuel and tanks or tank with varying loads of fuel. The single factor most often responsible for drivers' finishing in the rear of the field or winding up in the D.N.F. columns is improper fuel tank placement and not securing tanks to the boat.

In one of Fred's first marathon races, he nearly ended up with his name in the D.N.F. column because of improperly secured fuel supply.

"In the Connecticut River Marathon of 1950, the distance was 78 miles. We started from Middletown, ran down river to a bridge turning point, then back through Middletown to Hartford and return. I was using a single fifteen gallon tank I had picked up in a used car lot. It was bulky in design, unbaffled, made of steel so that even unfilled it was heavier than it should have been, but worst of all I'd wired it down to the stringers in kind of a sloppy fashion. I hadn't gone two miles when the tank, which was mounted in the forward cockpit, broke loose and started to flop all over the place. My first impulse was to drop out. Then I figured maybe some of the other boys would have their troubles, too. That's when a guy realizes he can use more than two hands in marathon racing.

"I locked my throttle closed, which isn't recommended by me or anyone else with good sense, steered with one hand and latched on to the tank with the other. I managed to wedge my paddle under the front end of the tank to keep it from pounding a hole in the bottom and drove 76 of the 78 miles that way to finish third. I'd hate to try it again."

Today Fred uses two thirteen gallon tanks. Since no boat accessory manufacturer so far has made the ideal marathon tank or auxiliary tanks, Fred fabricated his own. He picked up two Government surplus sixteen gallon cylindrical shaped aluminum tanks. These had originally been used in aircraft transports to carry alcohol used for def icing aircraft windshields. The tanks were not baffled and since gasoline weighs between six and seven pounds a gallon, ten gallons or more of fuel swishing about unrestrained can give the finest handling boat the same peculiar riding characteristics that it would have if a flea-ridden St. Bernard dog were to be taken along as a passenger. Baffles are quite simply metal separation plates positioned inside the fuel tanks to keep the fuel in a relatively stable condition. Small holes drilled through the baffles permit the fuel to seek a level but prevent rapid sloshing.

Snyder's tanks had originally held sixteen gallons each but since he had to cut into them anyway to insert baffles, he also shortened them so that their over-all content was reduced to thirteen. For a race of about 140 miles, such as the Albany-New York go, Snyder carries twenty-five gallons. He carries twenty for the 92-mile WinnebagoLand Marathon. He recommends that any would-be marathon racer carry out fuel consumption tests with his outfit carrying a full racing load. On the basis of such tests, a driver can determine the amount of fuel necessary for any given marathon distance, always being certain to include a gallon or so surplus to be on the safe side.

The location of the tanks must be determined by each individual as a result of actual underway experiments. This will mean trying a series of different installations under varying water conditions before the proper tank location is hit upon.

Securing the tanks is of vital importance. Snyder uses lightweight but strong strap metal of the type commonly used by plumbing concerns. This metal strapping has lightening holes drilled in it. He fastens this strap metal to turnbuckles bolted to the stringers. He then puts tension on the turnbuckles to draw the tanks down snug.

Another important factor for marathon racing is an automatic bailing arrangement. Again Snyder learned this the hard way. In 1952 in the Albany-New York event he hit a particularly rough wave, took a snoot full of water over the bow, partially filled his hull and a couple of waves later, he was completely swamped. This cost him what probably was a sure victory, for he had taken over the lead a few minutes before from Bob Switzer, who had hit some driftwood and was at a standstill changing sheer pins. With a self-bailing system it's doubtful that Snyder would have completely swamped. He now drills two three-quarter inch diameter holes in the transom, about a half inch above the bottom. Corks or wooden plugs are fitted into these holes and withdrawn when the boat is on plane. The forward motion of the boat siphons any water out of the hull. In rough water competition, Snyder now makes sure that the plugs have been pulled and the self-bailing system is functioning.

A word of caution on this: It is wise to have the plugs fastened by short

lengths of lightweight chain to the transom so that if a stop is necessary during a marathon or when preparing to come into the pits, the plugs are easy to locate and haven't bounced off to some hard-to-reach spot.

One question that always confronts a marathon driver is whether or not to use a cover over the forward cockpit. Snyder uses one but says that he is not too sure that it is always a wise idea. It does keep spray out of the forward cockpit and much spray that might otherwise get into the boat hits the canvas and flows off the sides. However, when a driver hits a particularly big wave and scoops a lot of water onto the forward deck, the canvas cover might become a liability by tending to funnel that water directly through to the rear cockpit with the possibility of washing out the engine. So, to cover or not to cover is another question of individual choice.

How high to jack up the motor is always a problem for marathoners since as frequently as not water conditions change during the course of the event. Snyder prefers to hit a happy medium. His KG 9 Mercury equipped with the factory Kaminc steel wheel can wind as high as 6500 r.p.m. at full throttle without cavitating. Fred's rule of thumb is then to remove a sufficient number of shims to reduce his r.p.m.s to about 6,000 and feels that this amount of peak wind-

(See Over)

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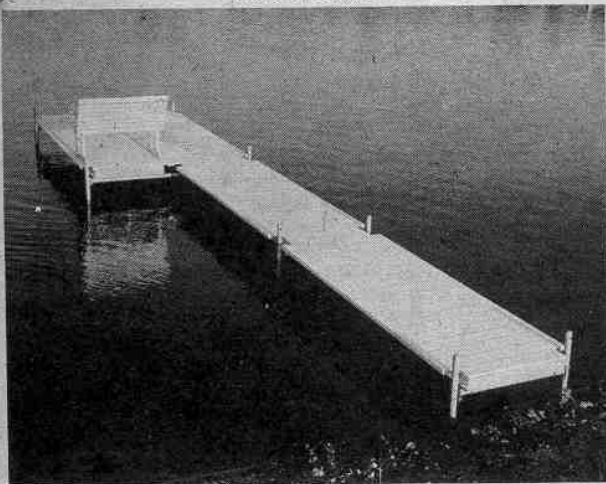
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HOW TO WIN MARATHONS

(Continued from Preceding Page)

ing is both a good running point for his engine and a good transom height set-up.

Some D marathon competitors prefer the Oakland Johnson 8" x 11 1/2" bronze wheel to the factory Kaminc. This again is a question of personal choice and should be based on experimentation with individual outfits.

It is obvious that a marathon competitor would carry spare shear pins (although many don't). Snyder recommends theory being if you shear a pin in all theory being if you shear a pin in all probability you will have damaged the prop as well and it takes no more time to replace them both.

The only other spares that Snyder carries are a set of plugs. He runs either Champion J-3, K-3 or J-2 plugs with a range here from hottest to coldest respectively. For competition on a rainy, cool day or with extremely rough water conditions, he recommends the use of J-3s or K-3s and uses cold J-2s for hot dry competition work.

Snyder feels strongly that adjustment underway is foolish. Once he arrives at a proper needle valve adjustment, he tightens up so that if vibration or chance bumping of the needle valve finger adjustment mechanism occurs, the adjustment won't be altered.

With the pre-1953 Quicksilver unit, Snyder found that it was wise to replace the bronze bushing in the tail piece after each marathon event. With the new and improved '53 and '54 units, the tail piece should be removed and lower unit lubrication put in it since it does not automatically receive lubrication when the gear box is filled.

As regards fuel, Snyder prefers Amoco or any other non-leaded high test gasoline. He has his own ideas on lubrications, using 30 S.A.E. Macmillan Ring Free rather than the factory Aero Marine. He uses, however, lubrication to factory specifications at 3/4 of a pint to a gallon.

Concerning an argument between the relative merits of the KG 9 as opposed to the newer Mark 40s, Snyder considers both model Mercury 25s suitable for winning stock marathon events, all boat and driving factors being equal. The later model unit he feels is improved with the bearings rather than bushing in the tail piece although the newer tail pieces must be tightened for they have a tendency to back off (despite left threading) and can cause water pump trouble. He also feels Mark 40 has a less complex fuel system. Means of getting fuel to the motor also varies. The KG-9 uses a diaphragm type fuel pump while Mark 40 utilizes case compression to draw the fuel from auxiliary tank or tanks. Both of these systems are good ones although the Mark 40 system is far less prone to failure.

How fast should you run in order to hope to win a marathon? To get an overall win, of course, a D class rig is nearly mandatory. Snyder feels that if you can

hit 51 or 52 m.p.h. with a D carrying a full fuel load of about 12 gallons of gas, the motor and boat have the necessary potential winning speed. From there on it's a driver's problem.

Don't do as I do; do as I say—also applies to Snyder. It's usually advisable to make a careful study of the charts of the course provided by the race committee. Snyder does this but then has a fatal weakness of not always following the charts. In the 1951 Winnebagoland, for example, he was within eight miles of the finish line riding, he thought, in third, spot. Instead of following the chartered route, he took a short cut and wound up driving across a rockpile with his propeller making like a lawnmower over the shoal. He didn't finish.

One word of caution. Stock marathon events are run under a strict set of rules. Don't tamper with the stock condition of your motor. And don't assume that because the motor has not been altered by you or by any previous owner that it still can meet specifications. In 1953, Bob Switzer was the first boat across the line in the Winnebagoland marathon. His motor was brand new and still retained the factory seal. Yet when the motor was torn down for inspection the reed valve stop clearance was found to be too great. Switzer was not guilty of any attempt at illegally altering his motor to get greater speed. A factory error had caused the completely stock motor to be released with an unusual clearance. However, the motor inspector had to abide by the specifications as they appeared on his engine inspector's sheets. Switzer was disqualified, and Snyder, who had finished second, was awarded the win.

Several months later, Snyder finished the Peoria grind in first spot. He was disqualified because his port covers appeared to have been bevelled. Snyder swears that he never touched the covers but he, too, learned a lesson that it's vitally necessary not to make any assumptions concerning your motor. Check it carefully against specification sheets. It doesn't make good sense, as in Snyder's case, to trailer 950 miles over a road, race to a presumed win over a long, water-beating grind and then be thrown out because of the questionable nature of an item which could have been replaced for less than \$1.00.

Don't hope to gain advantage by filing, grinding or altering your motor in any way. Check it over—or if in doubt, have one of your area inspectors check it over to be sure that it will pass the most rigid inspection. Then pay strict attention to details. Replace any worn components. Don't get your practice during a race. Don't guess or hope . . . test, practice in advance and know that you and your outfit are performing at their best. (End)

CORRECTION

Through an unfortunate proofreading error, Signor Romani, 1953 Outboarding Champion, was not listed as such in the text of P. Spononi's fine article in our last issue. We apologize to both Signor Romani and Signor Di Priolo.

A.P.B.A. AND N.O.A. NATIONALS

(Continued from Page 7)

Wind blowing up considerable chop for the M Hydro event, it was no surprise to see College Point's (New York) Dottie Mayer move home first to take a national title for which she has been long overdue, for the little blonde half-pint has never been known to back off on a throttle no matter how tough the going.

Rooters for the fair set were pleased by the performance of Judy Allen, Port Gibson, Miss., in the A heats, but the A events again went to Orlando Torigiani who didn't seem to care under what sanction the championships were conducted—he took both heats handily.

The A.P.B.A. B Hydro event looked for a time as though it, too, would be a repeat of the N.O.A. set up with a ding dong tangle between Dayton, Ohio's Bill Tenney and Doug Creech. Tenney was first man home, but his lower unit failed to meet specifications and the disqualification moved Creech up from second place to the title.

Manuel Carnakis, another Bakersfield, Calif., product, just missed a new C Service Runabout record by a small fraction in winning the title for that class. In the C Service Hydro events, in which Clyde Wiseman of Willoughby, Ohio, successfully defended his 1952 title, a serious accident occurred. Harry Hayden, New Orleans, was tagged while jockeying for the start and bounced in front of another New Orleans driver, Nick Blount, and Mel Ezzo of Cleveland, Ohio. Blount skied over the bow of Hayden's hull while Ezzo rode right up into the cockpit. What looked like an extremely severe collision put Hayden out of competition with rugged bruises and a badly cut forearm.

Darkness fell on the second day with three championships still to be determined: C Hydro, F Hydro and the International Ward Trophy race. Monday, when competition was resumed, really proved to be Doug Creech's day. The ex-motorcycle racer went out in front of fifteen other entries in the first heat of C and continued to open up a gap all the way home. In the second heat all sixteen competitors appeared to move into the first corner in a solid white spray, with less than fifty feet separating the first from the last boat. But on the back stretch, one boat began to open up a gap on the rest of the field and it was Creech again whose C was really scorching.

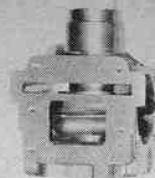
In the Ward Trophy event, run under International U.I.M. rules in which any type of lower unit could be used, Doug won the first heat with ease, using a special unit, which is rumored to have had a 13-16 rather than a 13-19 approved A.P.B.A. gear ratio. In the second heat, despite a poor start which found him a full two seconds behind the clock at the start, Creech moved up through the pack and opened up a large margin over the entire field to cop the John Ward Trophy race uncontested

and to coax more than 62.5 mph out of his Class C job for a new world Class C competition mark (which mark, however, because the type of unit used, cannot be approved under A.P.B.A. rules).

Creech has been the nation's high-point man and Townsend Medal winner of the American Power Boat Association in 1948, '49 and '50. During 1953 the chunky pint-sized motorcycle and boat dealer entered fifteen regattas, competing in three classes and won 61 first places, 20 seconds, 6 thirds, 1 fourth and 1 fifth. One of his few times out of the money was during his first heat of Class A at the A.P.B.A. nationals when pressing Orlando Torigiani going into the first turn Doug proved that even the best in the business aren't infallible. He flipped.

The final title awarded at the Biloxi championships sponsored jointly by the Biloxi Power Boat Association and Biloxi Veterans of Foreign Wars was for the Class F Hydro Champion, who for the fourth consecutive year was Harry Vogts, Madison, Wis.

With \$400 prize money riding on each race in addition to trophies, championship plaques, War Bonds and spark plugs donated by Champion Spark Plug Company, racing fuel bonuses to winners by Chris-Go, the 193 entrants and the estimated crowd of 25,000 were in accord that the Biloxi Nationals was a bang-up affair. (End)

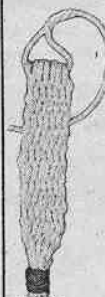


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Augie Nigel of Oceanside, N. Y., in class FM, took 5-mile competition record of 45.6 m.p.h. in a SID-CRAFT modified stock last September in Connecticut—and did 1 mile at 48.9 m.p.h.

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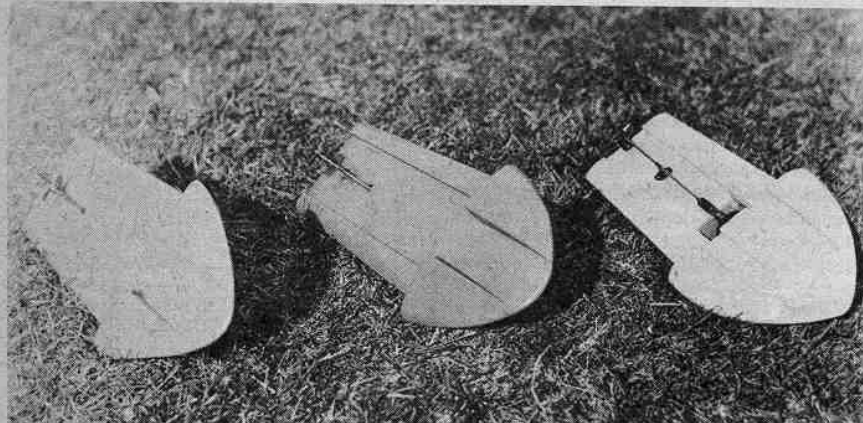
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Two views (above & below) of three custom-design hydros built by the author. Main hull sections are made from solid balsa sheet, with hollow upper sections and either hollow or solid sponsons.



SO YOU THINK you are a pretty fair boat builder? The hobby of model boats will start you wondering whether you are or not! This sport is similar in many ways to that of model airplanes—it can be just as simple and inexpensive or as complicated and costly as the individual cares to make it. It must be remembered that the largest amount of flying done is sport flying, with many sizes and shapes of both planes and engines. So it can be with boats—any pond or lake is suitable for hours of enjoyment and any size or shape boat can be a thrill to the builder.

For the model boat novice, the small 1/2A (any model airplane engine up to .050 cu. in. disp.) powered kit, similar to those advertised in BOAT SPORT from time to time, is the best way to get a start because if the directions are followed correctly, the resulting model will work, which is not always the case with a home-designed job. Until recently one of the difficulties facing the prospective builder was the lack of kits such as he was perhaps accustomed to when building planes. This, however, has been rapidly changing due to model power boat popularity and today there are many fine ones on the market.

As with any such endeavor, the best advice is to start just as simply and economically as possible. Never try to build the most complicated model on the first trip. Among the available kits today are about six that employ the Balsa block glueing and sanding method of construction. These are very good

starters and range in price from \$1.50 to \$3.00, complete, ready for engine. One of these is the "California Pee Wee," at \$2.25, put out by California Model Co., Long Beach, California. It has all necessary hardware, is a snap to build, and really performs with any 1/2A engine.

With the confidence gained from building and running a simple 1/2A boat, the future possibilities for the "now-initiated" are really unlimited. As a second step, a try at something built of ribs, planking, etc., similar to the full-size boat, is in order. In this class there are several good kits—the Berkeley Chris Craft Runabout, McManus Novelty Co. Speedliner, the Sterling Sea Maid, on up to the Dumas 21" Chris Craft Express Cruiser—all within reach of a limited budget. With some of these, running hardware is furnished, with others it must be purchased elsewhere. The local hobby dealer can usually supply such necessary fittings.

Of course, somewhere along the line, our "now-expert" will feel the urge to design and build his own model power boat. This is a healthy sign and is the source of many new ideas in design and building kinks. Part of this urge will undoubtedly be due also to the fact that by this time our builder will have become acquainted with other enthusiasts and will want to construct something that will "go faster than Joe's" or "ride smoother than Jim's." When this stage is reached, very little can be said to our boy.

ACTIVATED THIMBLES

By Bill Baughman

MODEL BOAT CRAZE FOLLOWS IN WAKE OF SPEED-BOATING INCREASE . . .

However, the 1/2A size boat is a wonderful medium for this experimenting. There are, of course, definite forces that act on all boats. To find the combination that keeps these forces in balance should be the ultimate goal of the builder, for when this is accomplished, he will have a fast, smooth-running model. The 1/2A, being comparatively small and inexpensive can be built in a short time, changed and re-built without too much trouble. The effects of any given change can be observed almost immediately. This is not always true of the larger hulls.

What to build in the way of a custom designed boat must be the choice of the builder, and what he puts on the water will depend on his capabilities, imagination and ambition. Basically, two general hull types work well in the 1/2A class—the V bottom and the 3-Point Sponsons Forward Hydroplane. True, other hull designs have been developed and built very successfully; but when the construction problems and operating problems are considered, these two will come out the best. Most model boat kits, having been patterned after a full size commercial runabout or cruiser, will be of a V bottom or semi-V bottom type. Having had the prior experience of putting kits together, it is easy for the builder to follow right along with that style in a home designed job. If this is done, generally speaking, the boat will be a good all-around operator—both in calm and rough water—but the speed will be somewhat limited. However, variety is the spice of life, and for real fun, some other hulls should be attempted. As a suggestion, if no plans are immediately available, studying over an issue or two of BOAT SPORT will furnish a world of ideas. Too, the boats of some of the other more advanced hobbyists at the local lake will be of help.

A 1/2A model hydroplane can produce a higher top speed than a V hull due to the same set of principles that apply to large craft. But like their larger sisters, they are limited to running efficiently only when the water is com-

(Continued on Opposite Page)

paratively smooth. Briefly, the one thing that makes the hydro operate more speedily than other hulls is the lack of surface friction due to the small amount of hull in the water. It should be immediately seen that this condition tends to create an unstable craft, and therefore proper trim and balance is most important in the model hydro. When the flashy performance of a good model sponson boat is compared with any other style, it will be apparent that it is well worth the added building and running care necessary. The writer has seen many successful (and even more unsuccessful) hydros and has also had about the same results in building them. In the photographs, which show three such models designed and built by the writer, it can be seen that while they all follow more or less the same basic lines, many things have been changed or attempted in each succeeding boat, in the search for the perfect combination.

We will not go into exact plans and dimensions of these boats. However, several general building facts gleaned from past experience are as follows: boat length, approximately 11 inches; width, at sponson rear tip, approximately 1/3 of boat length; rear of sponsons somewhere between 1/3 and 1/2 of boat length from bow for proper balance of boat at that point. Engine mount built extra strong; fuel proof everything with at least six coats of Sta, or similar finish; use as light operating hardware as possible—a Berkeley Models drive unit with an Ohlsson & Rice 7/8" propeller is a good combination (propeller hub hole must be shimmed up to fit the smaller Berkeley shaft size); keep propeller under the hull but as near transom as possible; keep propeller attack angle as near vertical as possible; make rudder of "spade" design deep enough to "bite" but no larger than necessary to control boat. What the boat looks like above water line doesn't matter too much but have nothing in water that is not necessary.

The starting, launching, upkeep, etc. of these small boats can only be learned by observation of others and by personal experience. What is wanted in the way of running rules, competition, club organization, etc. is a matter of personal preference. The various model boat clubs that are organized to compete nationally and internationally in tethered time trials do not, in effect, recognize the 1/2A as a competition class. There is no reason why such competition cannot be held locally should that be desired. Just as much fun can be had (at a lot less investment) from these smaller boats if run on a light Nylon tether for best time, run free for best performance, run free in stunts such as balloon-breaking, or any other competition an active group can dream up.

The important thing is — find the closest patch of water, put a "thimble" on it, and have some real fun. If the shore isn't already crowded with other "wet-feet", it soon will be—this is a sport that cannot be denied. (End)

A.P.B.A. GOLDEN ANNIVERSARY

THE AMERICAN POWER BOAT ASSOCIATION conducted its annual meeting and celebrated its Fiftieth Anniversary on November 13th and 14th at the Hotel Roosevelt, New York City. It was generally conceded that the various business meetings, including inboard, outboard and stock outboard get-togethers conducted in that order on the 13th and the Council meeting and annual meeting held in morning and afternoon sessions on the 14th were the most placid ones in many years.

Rules changes called for surprisingly few gripes on the part of those who had voted against them and only one general rule created even the slightest hint of dissension. This one in essence calls upon officials to disqualify any boat touching a buoy, or in the event that a boat is forced into a buoy by another competitor, the boat crowding may then be disqualified. Nearly everyone discussing this rule realized that its intent was in the interest of safety. But enforcement is going to be difficult and the rule certainly invites more rubarbs than any other general rule in the A.P.B.A. books.

Some interesting figures were announced showing the direction taken by the popularity of speedboating. At the end of the meeting A.P.B.A. listed 1785 stock outboard racing members, 691 inboard racers and 538 alcohol burning outboard competitors. The overall membership of the association is 4,425 individual members and 322 member clubs. That boating under A.P.B.A. sanction is on the upswing is indicated by 286 sanctioned regattas conducted in 1953 as opposed to 223 in '52 and 195 in 1951.

Starting from scratch in 1903 the American Power Boat Association by the close of the 1953 season listed 3503 registered racing boats with an estimated value of over \$5,000,000.

The two day affair wound up with the Fiftieth Anniversary dinner dance held in the Roosevelt Hotel's Grand Ball Room. Star of the function, which was attended by speedboat racing fans and racing stars, present and past, was strangely enough a non-racer but a long time friend of speedboating. Clarence "Ike" Lovejoy, boating columnist of the *New York Times*, acted as the Master of Ceremonies in presenting the first ten honor scrolls to the American Power Boat Association's first group of men to be elected to power boat racing's Honor Squadron.

Those selected were: Charles F. Chapman, Essex, Connecticut, for his part in working toward orderly administration and standardization of rules for speedboat racing; Gar Wood, Detroit, Michigan, famous driver of the series of "Miss Americas," for his world domination of inboard speedboating from 1920 to 1933 during which time he retained the Harmsworth Trophy continually in the United States; Fred Jacoby, Jr., Palisades, New Jersey, for his outstanding

(See over)



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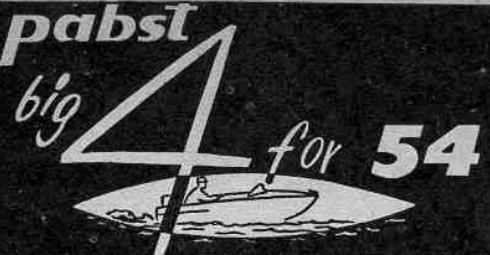
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A.P.B.A. GOLDEN ANNIVERSARY

(Continued from Preceding Page)

competition as an outboard driver throughout the '30s and early '40s; Jack "Pop" Cooper (deceased) who was the undisputed king of the inboard hydro drivers at the time of his fatal injuries while driving "Tops III"; Harry Greening, Hamilton, Ontario, Gold Cup contender and establisher of endurance records with "Rainbow IV" and "Rainbow VIII"; George Reis, Lake George, New York, who won the Gold Cup three years running 1933, '34 and '35 with his "El Lagarto"; W. D. Edenburn (deceased) leading light in focussing attention on Gold Cup and Harmsworth Trophy races at Detroit; Adolph Apel (deceased) refiner of early three-point suspension designs resulting in all present high speed hydroplanes in all racing classes; Chris Smith, Algonac, Michigan, master boat designer of the Twenties whose fine workmanship went into the "Miss Americas"; J. Stuart Blackton, winner of the 1914 Gold Cup with "Baby Speed Demon" and builder of six Harmsworth Trophy contenders.

To the outboard enthusiast the weight of the voting by the Board of Selectors may have seemed rather heavily to favor the inboard phase of the sport since of ten selected, only one, Fred Jacoby, Jr., represented outboards. Lovejoy, however, pointed out that the selections included only those racing greats dating between 1903 and 1942.

In 1954 three additional names will be added to the Honor Squadron roster, a procedure which is expected to continue in future years and although the original group represented the pre-World War II era, future selections will be from speed-boating standouts both past and current.—H. W. B.

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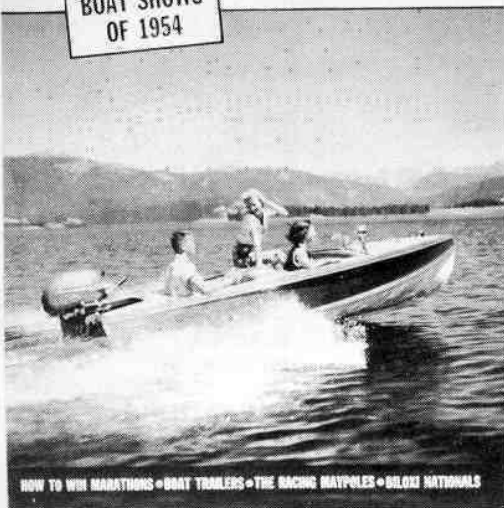
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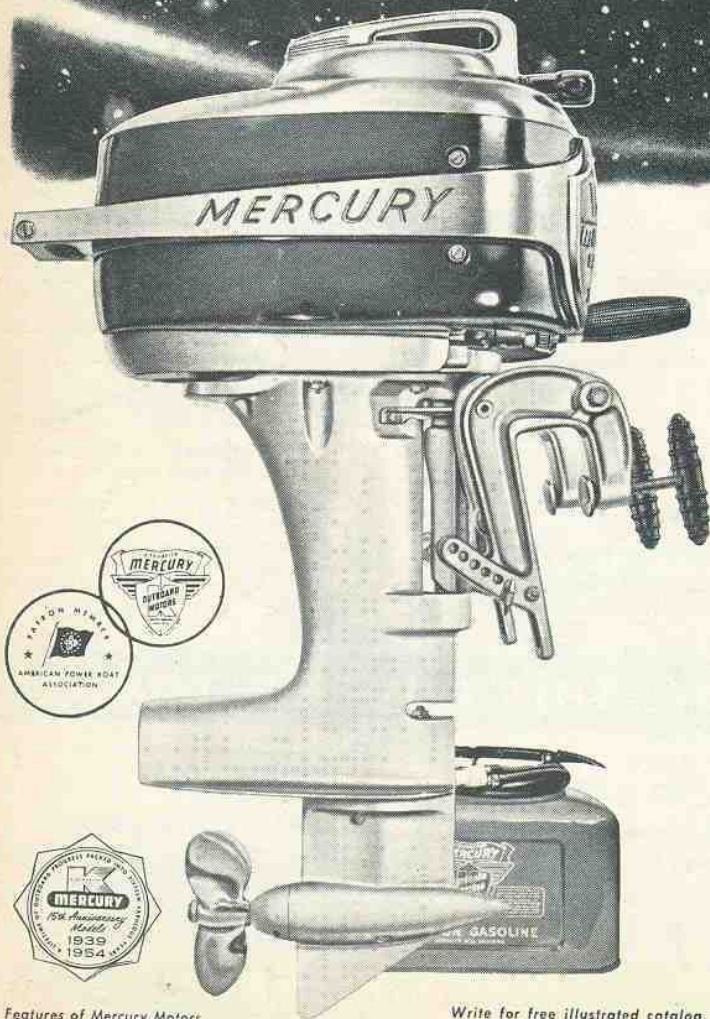
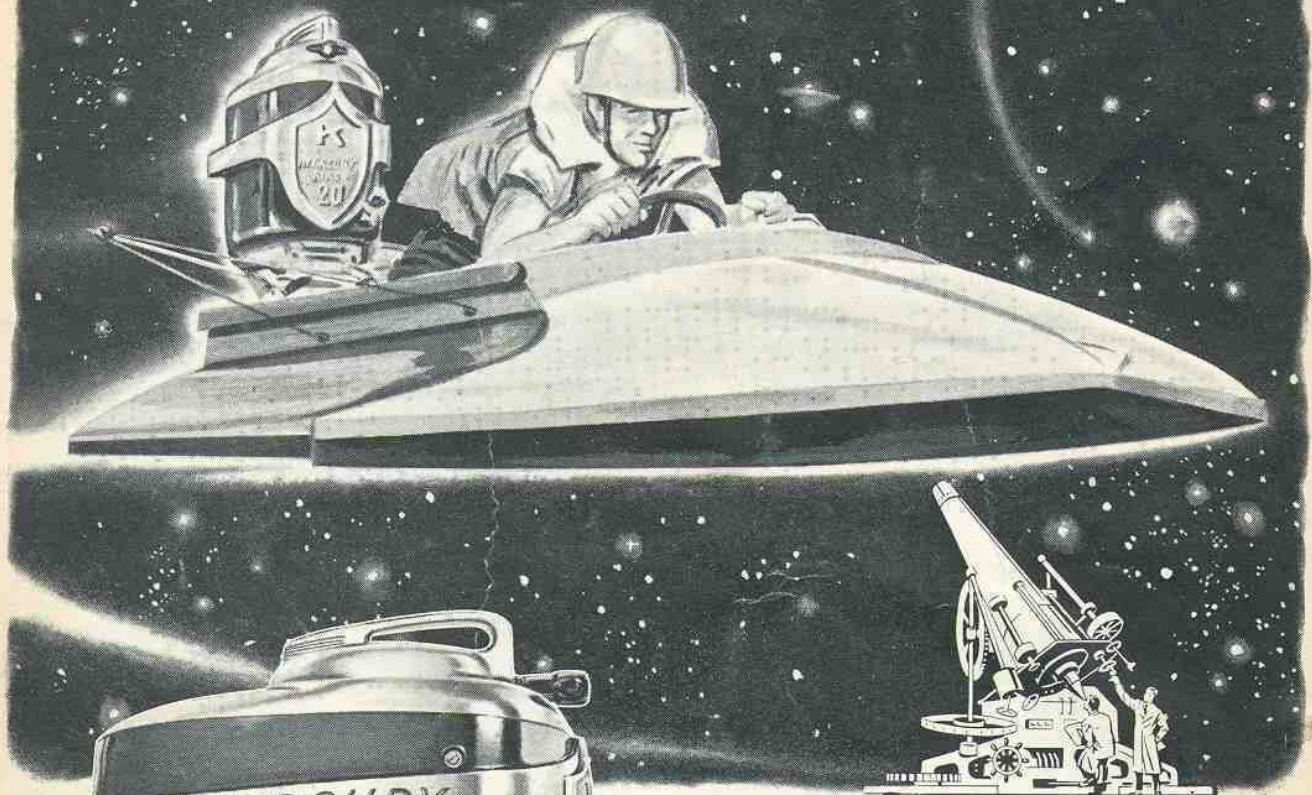
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