

OUTBOARD

BOATSPORT

ANC



**HOW TO BECOME
A RACE DRIVER**

**OUTBOARD-BOUND
FOR ADVENTURE**

**HIGH-SPEED GIMMICKS
FOR STOCK MOTORS**

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AROUND THE BUOYS

THIS YEAR the Los Angeles Speedboat Association, originally organized as the Corsair Boat Club, celebrates its 20th anniversary. L.A.S.A. will operate in 1954 under the guidance of popular Marvin "Slim" Boettger who has been Commodore of the active speedboating group a total of ten years. L.A.S.A. boasts more individual standout drivers than any other racing club in America. Among the nation's thirty-seven top A.P.B.A. high-point outboard drivers in 1953, six were members of the L.A.S.A. Tommy Ingalls won the country's US-1 boat number as high-point amateur and the high-point pro crown went to Bud Wiget. Other high-point L.A.S.A. members included Elmo Belluomini, Warren



Wes Hillman and his BU and Merle Young with his C Service, both of Anchorage, Alaska testing their speedy hydroplans at Lake Lucille.

Painter, John Drake, Henry Wagner and Orlando Torigiani.

West Coaster Bill Siemsen of Santa Rosa, California, pulled blanks in three of the twelve sanctioned events he competed in last year but in the remaining nine, Bill romped home with seven first place wins, including the 1953 National F Runabout Championship, and two second spots. Incidentally, in order to cop the championship he had to beat Walt



Lewis Fitzgerald of Wasilla, Alaska, the Anchorage Outboard Club's high point winner for 1953. The Fillinger three-pointer was powered by a Class C Johnson PR motor as shown here.

Gillo of San Mateo, California, who earlier last season had set a new mile straightaway mark of 61.88 m.p.h. for the 275-pound F Racing Runabouts.

Perennial record breaker in Class B Utility, Jim Coulbourn of Burlington, New Jersey, did it again in 1954—and the hard way. At Lakeland, Florida, January 30, in the first BU elimination heat, Coulbourn broke his old record with a new five-mile competition mark of 46.059. This one never had a chance to get into the books for Chris Erneston of West Palm (Continued on Page 24)

BOAT SPORT

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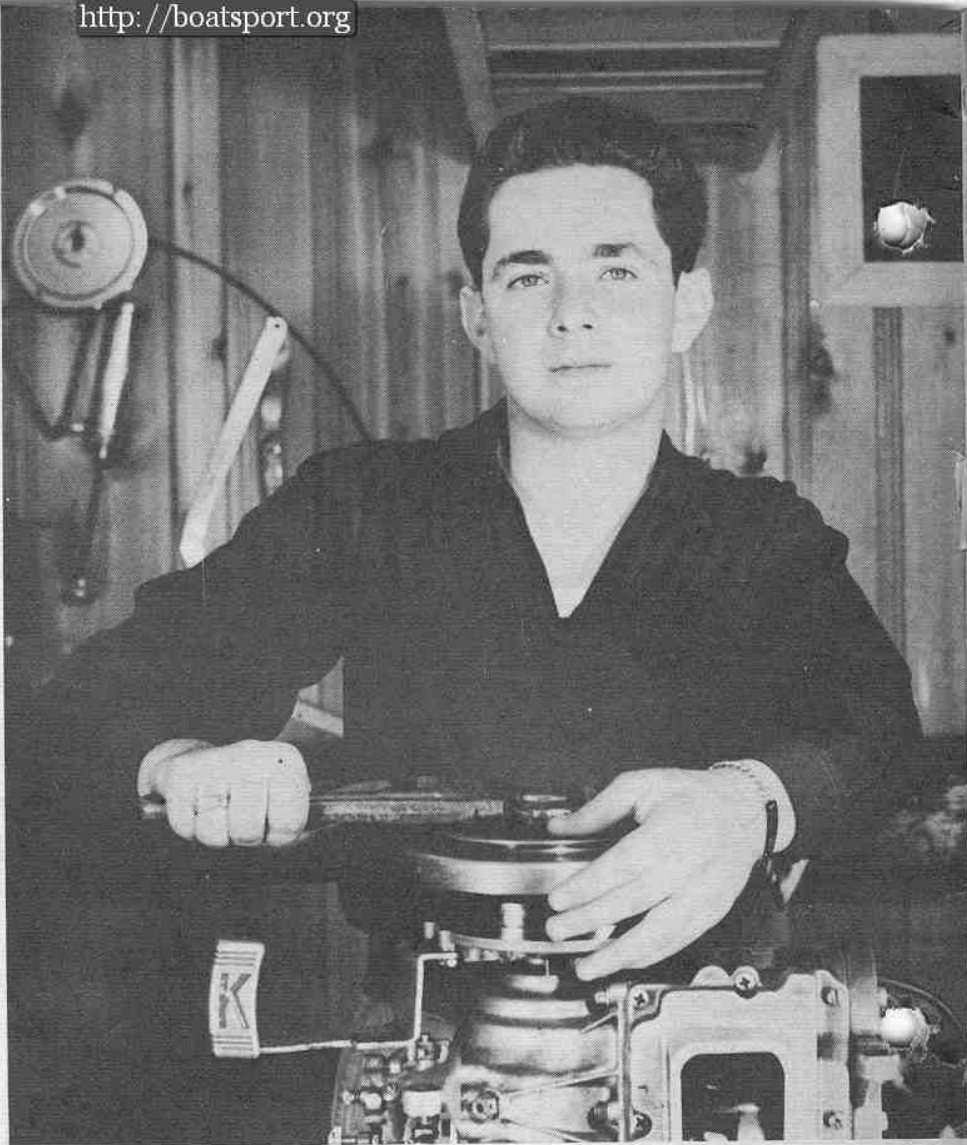
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Dick O'Dea, 1953 A.P.B.A. National high-point stock outboard racer, prepares to remove the fly-wheel from his alcohol burning A stock motor.



THREE OR FOUR YEARS AGO there wasn't a self-respecting Class A KR Johnson alcohol burning racing motor in the country that couldn't run away from a Class B stock motor on a closed race course. Today the picture has changed more than somewhat. Last winter on the Grapefruit Circuit, some of the A and B alcohol burning drivers met with a bitter surprise when some stock hydro racers not only stayed up with them but in some instances beat them.

During the last few years articles have appeared here and there, written by or fostered by stock motor manufacturers, stating that little advantage could be gained by altering the present stock motors from stock condition. Naturally the manufacturers don't want to belittle their own designers and in designing their motors, they have had to consider not only high-speed performance but also long life and trouble-free operation. In their present designs, no doubt the motors are delivering peak, or near peak performance for stock use. But when the rules governing bodies a year or so ago opened the doors for the stockers to modify so that they could compete with the specially-designed-for-racing alcohol burners, at least a few

of the stock drivers began to get ideas.

Maybe it would have been easier for the stock drivers to just lay their money on the line for an out-and-out racing rig, but the satisfaction would not have been as great. Since the sudden and rapid growth of stock racing after World War II, an unspoken friction has existed between the two racing groups. The stock drivers were new to racing and they were quite willing to race anywhere, and for any type of prize or trophies. Before long the stocks began to move into the alcohol burners former racing sites. At first their "in" was largely on a price basis. The stocks agreed to run for a fraction of what the sponsors had to lay on the line for an alcohol-burning show. At the start the sponsors got just what they paid for—at a lesser price they got a poorer show with slower running equipment, piloted by drivers of lesser ability.

But again the picture changed fast, and today from the spectators' standpoint the stock drivers have both skill, fast-running equipment and enough of it so that no racing heat is skimpily contested.

When the rules change permitted stock drivers to modify and compete

against the racing equipment, the alcohol burners laughed at the idea of a Merc A, for example, keeping close to a Johnson KR. Briefly it looked as though the alcohol burners were right. In December of 1952, the record for A stock hydro was 48.420 m.p.h. At that same time the alcohol burner record was 50.851. It wasn't much of a margin but any racing driver knows how hard it is to get that last extra mile an hour, let alone more than two.

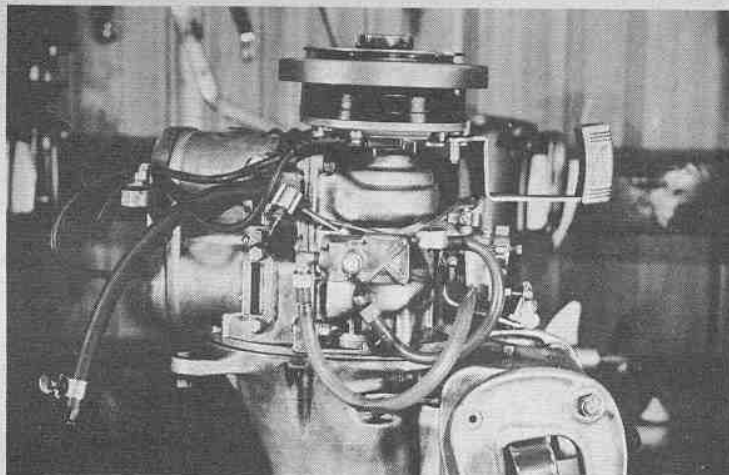
Since that time the KR record has been increased to 53.746 but the A stock hydro has also moved up to 50.858. But here's where the rub may begin for the alcohol burners. That 50.858 m.p.h. record, held by Jack Leek of Tacoma, Washington, was set with gasoline and a completely stock motor. You will note that the margin of difference is less than 3 m.p.h.

But by use of some high speed gimmicks, the margin of difference can be pared down in a hurry and speeds of the Merc A in the range of 55 m.p.h. within the next year are not impossible.

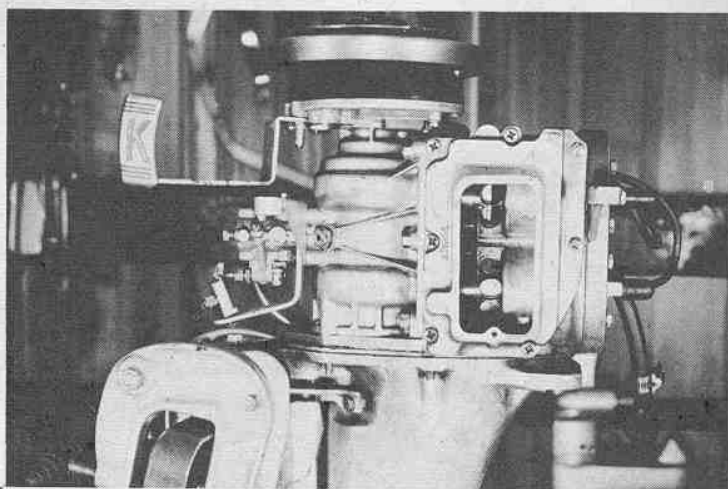
Dick O'Dea of Paterson, New Jersey, the 1953 National High Point Champion of the American Power Boat Association and

(Continued on Page 6)

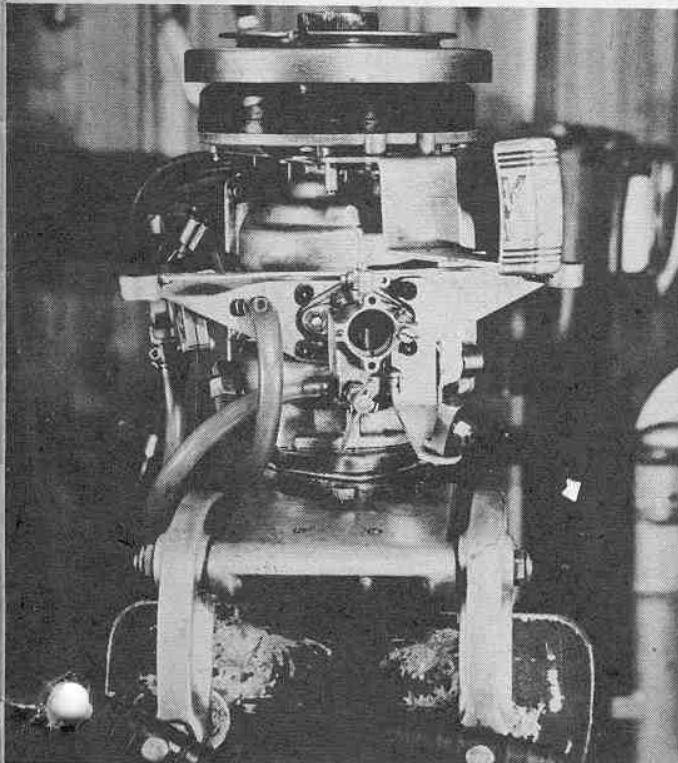
(Right) A Scott-Atwater diaphragm type fuel pump is used. It operates from crankcase. Note $\frac{3}{8}$ " lead from the lower section of the crankcase to the pump.



(Right) Quincy stacks are used to eliminate back pressure. Note how the standard Quincy stacks have been altered by hacksawing off the front sections.



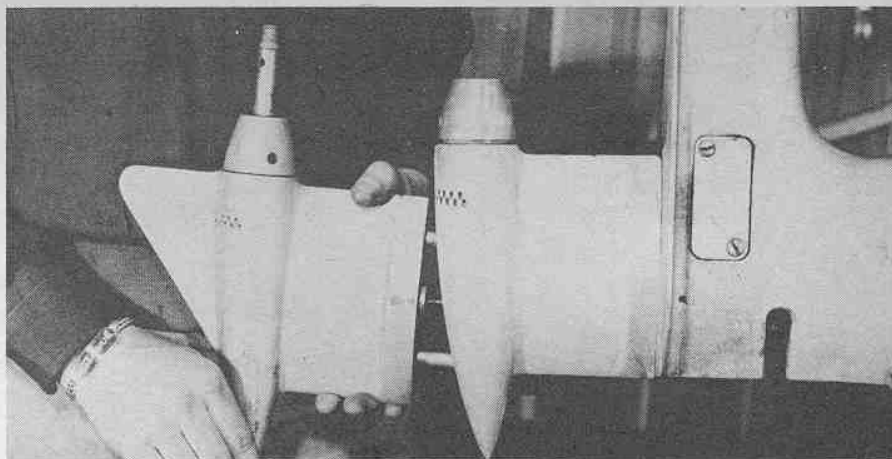
(Below) The cutaway Tillotson carburetor serves as a metering valve. The needled valve adjustment regulates the force feed flow of fuel. (Photos for this article by H. W. Bowman)



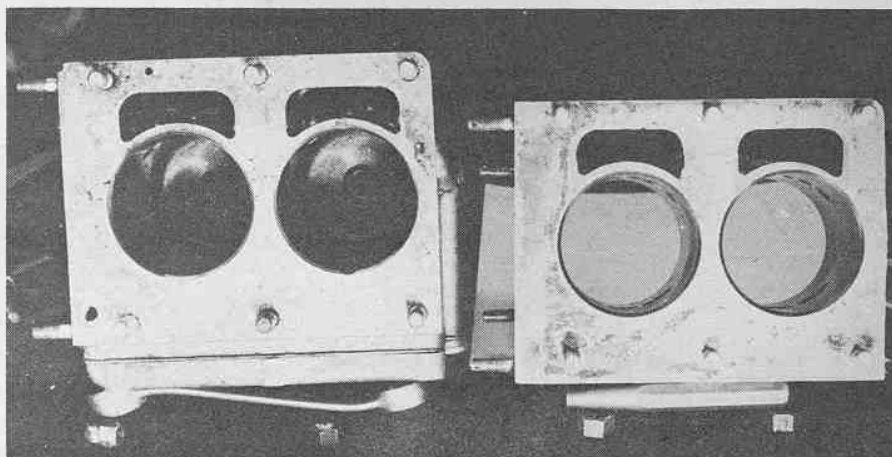
HIGH SPEED GIMMICKS FOR STOCK MOTORS

By Hank Wieand Bowman

Dick O'Dea shows a completely stock lower unit, hand held, as a contrast to modified unit on his hopped-up A.



Base end of a removable head B Mercury blocks at right and the stock blocks with solid head at the left.



HIGH SPEED GIMMICKS FOR STOCK MOTORS

(Continued from Page 4)

winner of the Kiekhaefer Trophy with a total of 17,961 competition points, has devoted plenty of time and energy to modifying both the Mercury A and B stock motors for competition against racing motors. Using Dick's racing A motor as an example, you can see some of the things that can be done.

Since the racing motors are permitted to run without underwater exhaust or mufflers, the first thing Dick did was invest in a Quincy stack and hacksaw away what he considered to be superfluous. These exhaust headers are handled by most Mercury dealers and also sold direct by the Quincy Welding Works of Quincy, Illinois. The Grossman Marine Supply House of St. Louis, Missouri, also handles exhaust manifolds for A and B Mercurys.

This first alteration increased volumetric efficiency by relieving back pressure and permitting easier exhaust gas scavenging.

Dick then started at the flywheel and worked downward. He had decided to run a Bendix Scintilla type magneto which does not require flywheel magnets, in place of the Phelon type magneto with which the Mercury A is equipped. This presented no problem, merely a changeover from the complete

Phelon stator plate to the Scintilla stator and mag.

For a flywheel, Dick took a pre-'53 KG 7 flywheel which is the solid type without magnets. In 1953 the later model Class B Mercury's flywheel weighed only 4 pounds as opposed to the KG 7's 5½ pounds. The KG 4 Class A flywheel also weighed 5½ pounds. By machining the B flywheel he was able to reduce it 1½ pounds to an overall 4 pounds.

Dick next operated on the block. He had the base of the block shaved .040" and then with a grinding tool and file moved the intake ports up .040" so that the port timing was not changed but the compression ratio was increased. While he did not square the ports, he did enlarge their horizontal dimensions approximately 1/16" in addition to raising them. This enlargement applied to both intake and exhaust ports.

His next step was to modify the reed cage. He enlarged and polished the fuel passages, leaving only sufficient metal for strength. His reed stop opening was increased to 7/32". In order to do this he not only opened the stops but also ground away the top surface of the stops so that they would clear the crankshaft. As a matter of practice on both his strictly stock motor and the hot-rodded version modified A, he also bends

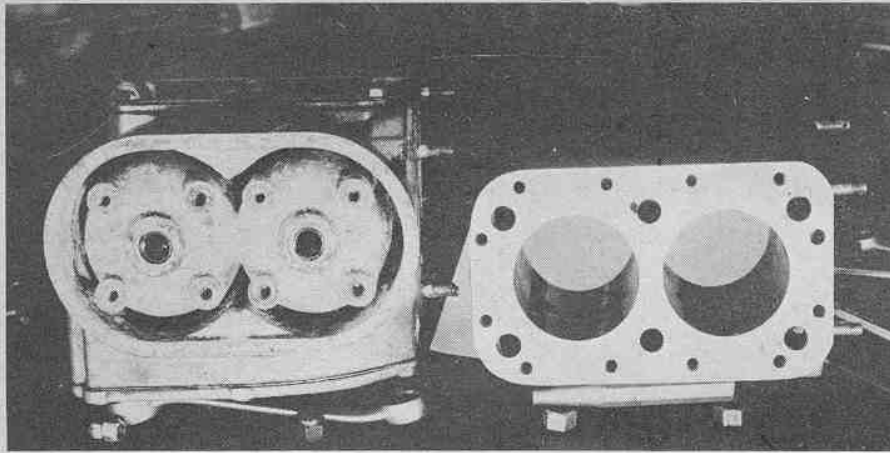
his reed valves slightly so that they hang open about .002".

He then ground the rods down to the minimum specifications. The stock rods invariably exceed these specifications and cannot be tampered with in the stock motor.

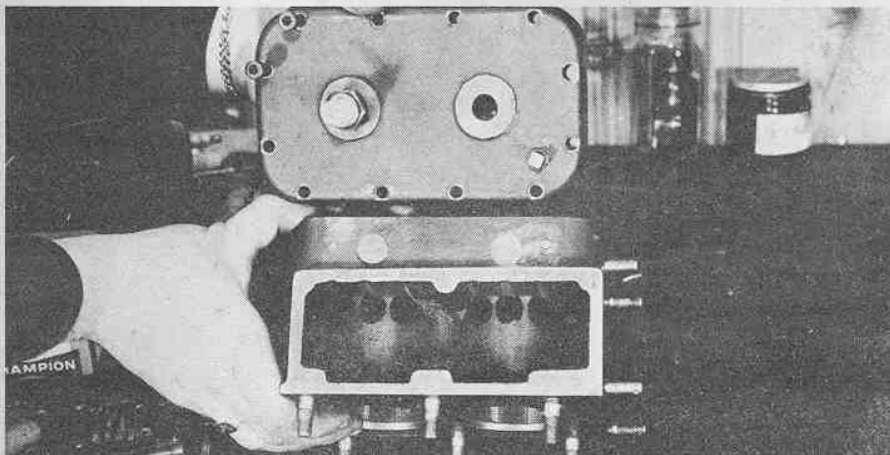
He then balanced his rod, wrist pin and piston assembly. Dick bought semi-finished high compression Judson pistons and did the finished lathe work himself. He set his pistons up with only .005" clearance at the top ring land and .001" at the skirt. This is a real snug fit but to offset the possibility of sticking, he then filed away an extra .002" at the wrist pin boss on both sides of the piston where the greatest expansion can be expected.

The standard bearings in the A powerhead are No. 205K Fafnirs. These Dick feels tend to get sloppy at any extended high r.p.m. operation and he substituted No. 205BCA thrust-type ball bearings which are good up to 12,000 r.p.m.s, far beyond the potentials of any A, at least if it has a propellor on it.

When all of this was completed, he shifted to his timing. With one piston brought up before top dead center to .364" below the bottom plug thread, he adjusted one set of points so that they were just (Continued on Page 21)

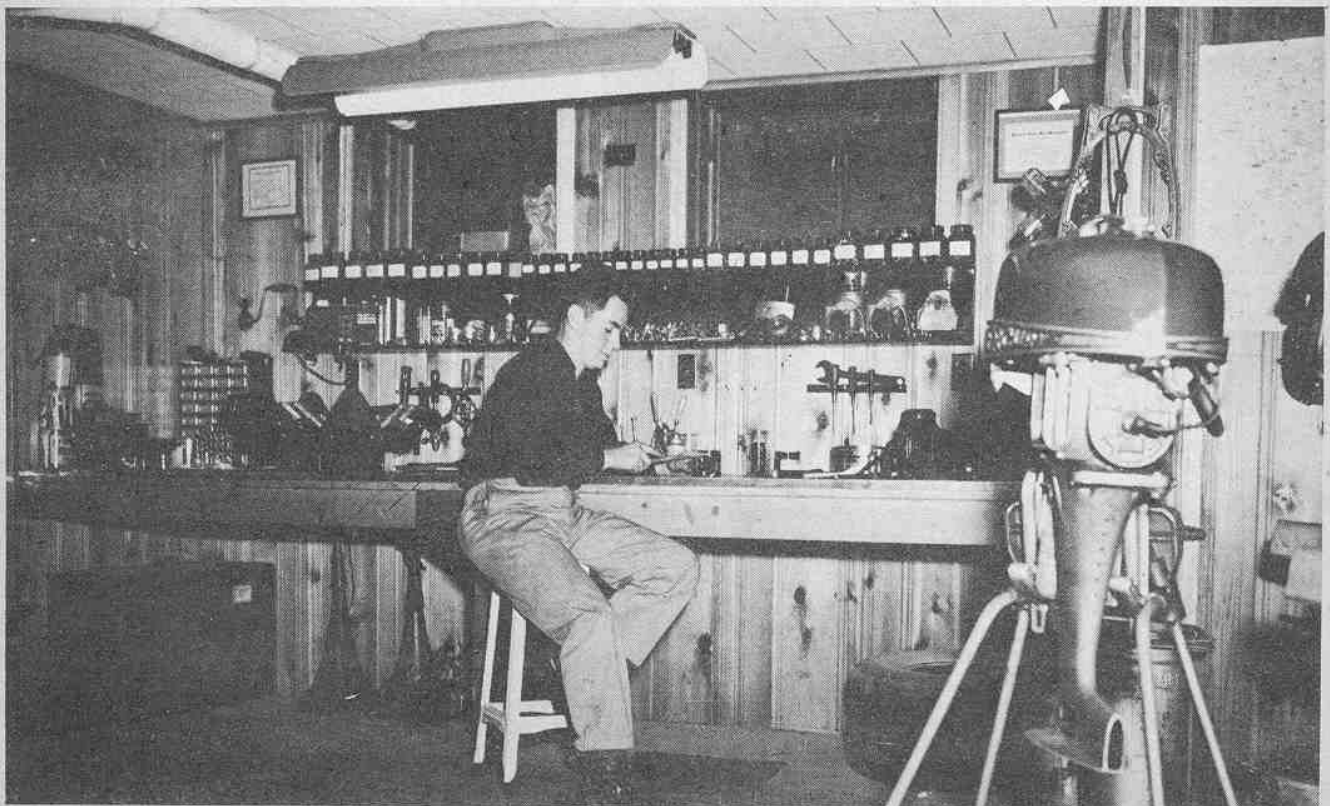


Head end of removable head blocks designed by O'Dea, at right, showing increased water cooling passages.



The ports in the O'Dea block $1/16''$ larger than those on stock block. Head is designed to prevent warpage.

(Below) O'Dea does all of his own motor work in basement. He is shown here as he files added clearance at the wrist pin boss of a piston.





(Above) With a boat trailer, waterways everywhere in the country are opened to outboard cruising. Launching is a simple process. Shown is a 19' "Sportsman" (Barbour Boats, Inc., New Bern, N. C.).



(Above) Outboards can go almost anywhere on a cruise, from narrow rivers to open waters. This photo and one at left are from Johnsons Motors' cruising movie, "Autumn Holiday," available for showings.

Planning the day's run is participated in by all members of the crew. Outboard cruising is a perfect family vacation and one that is open at modest cost to everyone, wherever they may live.



OUTBOARD-BOUND FOR ADVENTURE

THE PLACE MAY BE anywhere but the time is usually quite early in the morning. It's a beautiful summer day, and you have been up and busy since just after sunrise. The mist has risen and the water of the lake or bay, river or small inlet, is smooth and sparkling. Supplies and gear are stowed aboard; the crew is all signed on and accounted for. A few envious friends stand on the dock or by the launching ramp. Perhaps one of them will drive your car and trailer back home.

The time has finally come and you are ready to shove off. Your outboard motor comes to life. Your half-pint bos'n

is busy taking in the lines. You back away neatly, proud of how you're handling her, then idle out toward the channel, waving back to shore. Soon you're headed off on course, the motor humming sweetly. This is it!

You're off on your own private cruise, whether it's for a weekend or for one week or two. And whether you're headed north, east, west or south, you're outboard-bound for adventure.

It seems that nothing could ever match this moment. It's a dream you've always had. But you find that such moments keep recurring on a cruise, and each one seems better than the one before.

There's the freshness of the breeze, always there when you're underway; the still peacefulness of nights when you're anchored in a quiet cove; the little towns lazy by the river; all the stars you've been too busy to look at back home; the restfulness of having lots of little things to do but nothing big to worry about. You relax way down deep and feel all the kinks go out—even the children catch it and forget about space ships, scalpings and TV for awhile. Yes, a family really gets to know itself on a cruise.

And there was the thrill of planning it all, too, from the time you first decided on an outboard cruiser. You see,



(Above) This photograph taken from inside the cabin of a 20' Trojan cruiser (Trojan Boat Co., Lancaster, Pa.), looking toward cockpit, shows sink and cabinets at left. Part of stove is visible at right.

You'll find your dream vacation come true in an outboard cruiser
By Richard Van Benschoten

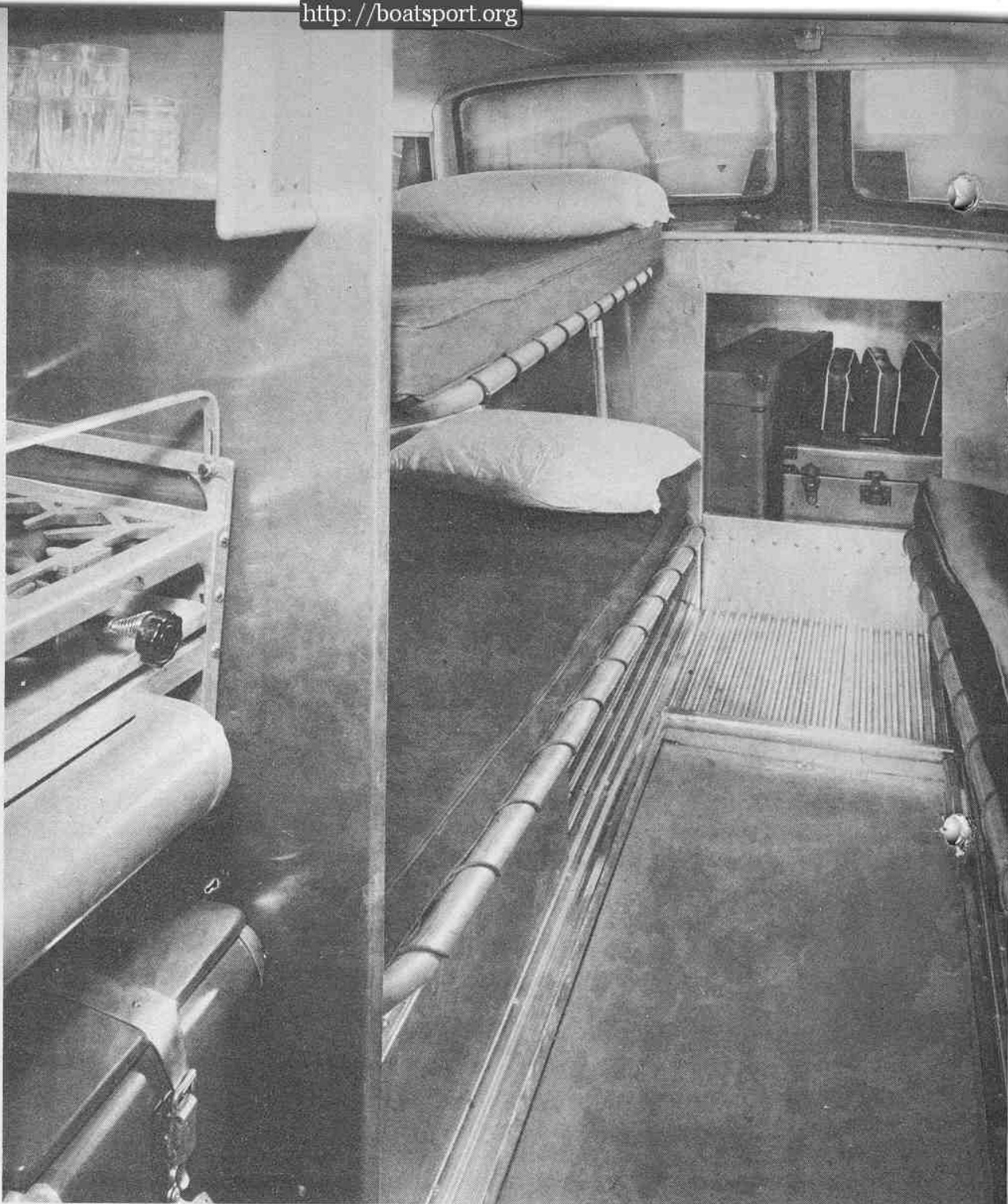
OUTDOORS WITH THE OUTBOARDS



outboard cruising is one of those things that not only *can* happen but *is* happening here, there and everywhere all over the country. It's the youngest but the fastest growing member of the boating family. The fact that a floating vacation home can be bought for less than the average family automobile is one large factor in swinging so many people over to cruising. Other advantages are that outboard cruisers can be trailered anywhere to reach otherwise inaccessible waterways, and, once in the water, can cruise where deeper-draft inboards cannot go. And, of course, operation, upkeep and

(See Over)

The 21' "Cruise Master" (Lone Star Boat Mfg. Co., Grand Prairie, Texas) is available with built-in extra equipment, including berths, cabinets, and hinged and screened windows. Capacity: 7 persons.



Looking forward in cabin of the new aluminum outboard cruiser, "Voyager." This trim, well-equipped boat has

four bunks, an enclosed head, galley with stove and ice box. Note the roomy space for luggage. Manufactured by Feather Craft, Atlanta, Ga.

OUTBOARD-BOUND FOR ADVENTURE

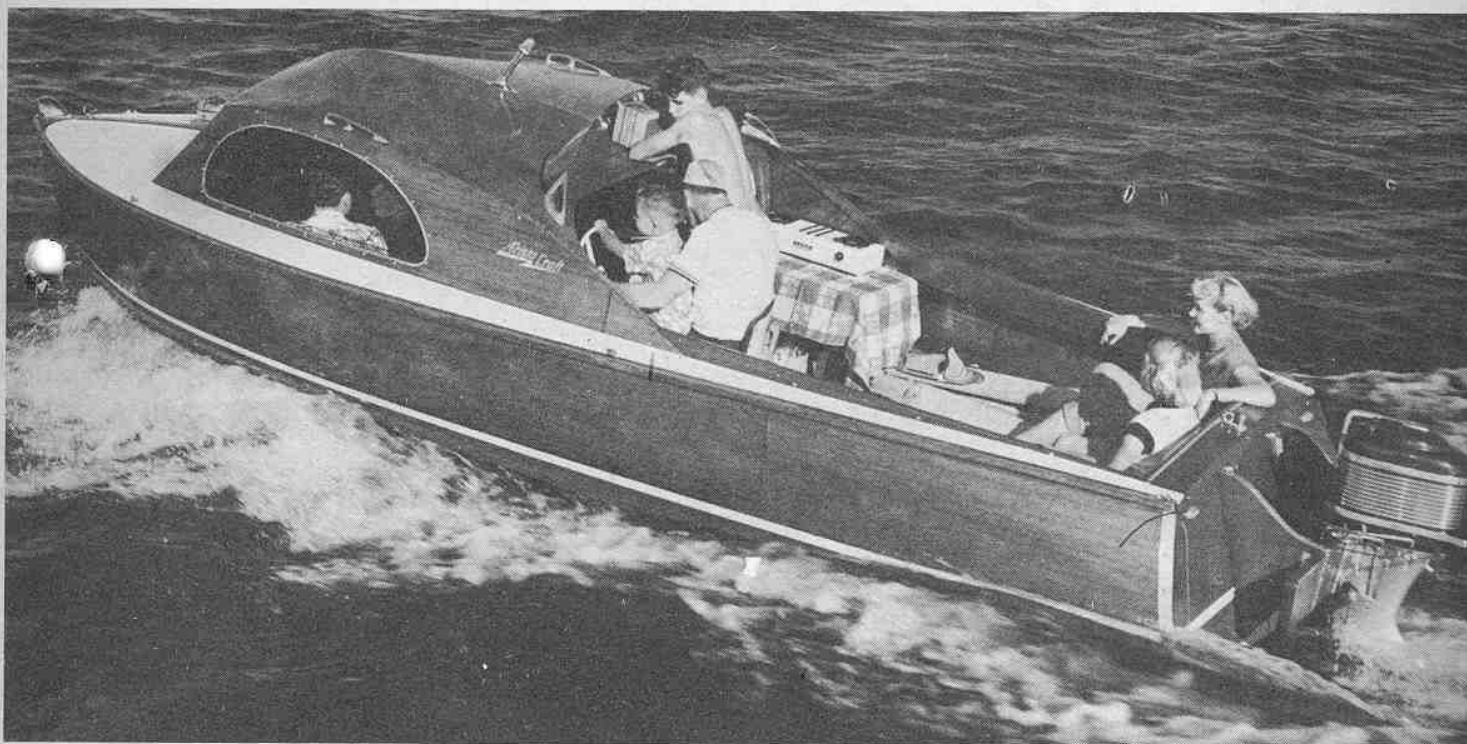
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winter storage are simpler and less expensive.

You can get outboard cruisers from 16 to 22' in length. Most beams do not exceed 8' because of highway restrictions when trailering. From two to four persons can sleep comfortably on the various models available. Depending on the size and weight of the boat, the number of passengers and amount of equipment carried, and the speed you want to go, the power may be supplied by single or twin outboard motors of from 10 to 40 h.p. The cost of one of these cruisers will depend on size, style, amount of



A great advantage of the outboard cruiser is its shallow draft which allows you to go ashore almost anywhere. These boats Evinrude powered.



Speeds up to 30 m.p.h. are claimed for this Aristo Craft 21' cruiser powered by a 40 hp Mercury Mark 50. Atlanta Boat Works, Atlanta, Ga.

extra equipment installed, such as stove, sink, water supply, head, etc., and whether you build it yourself, assemble it yourself, or buy it partially assembled or completely finished, and whether you buy it new or used. You rarely see advertisements for used outboard cruisers. If you have one to sell, you don't have to advertise; there's a ready, eager market at all times. But whatever you pay for your cruiser, motor and trailer, whether the total is \$1000 or \$2500, you will get what you paid for in materials, quality, performance and pleasure.

Once you have decided on the kind of outboard cruiser you want and have

either built, assembled or bought it, there are quite a few other things you will have to do before starting out on a cruise.

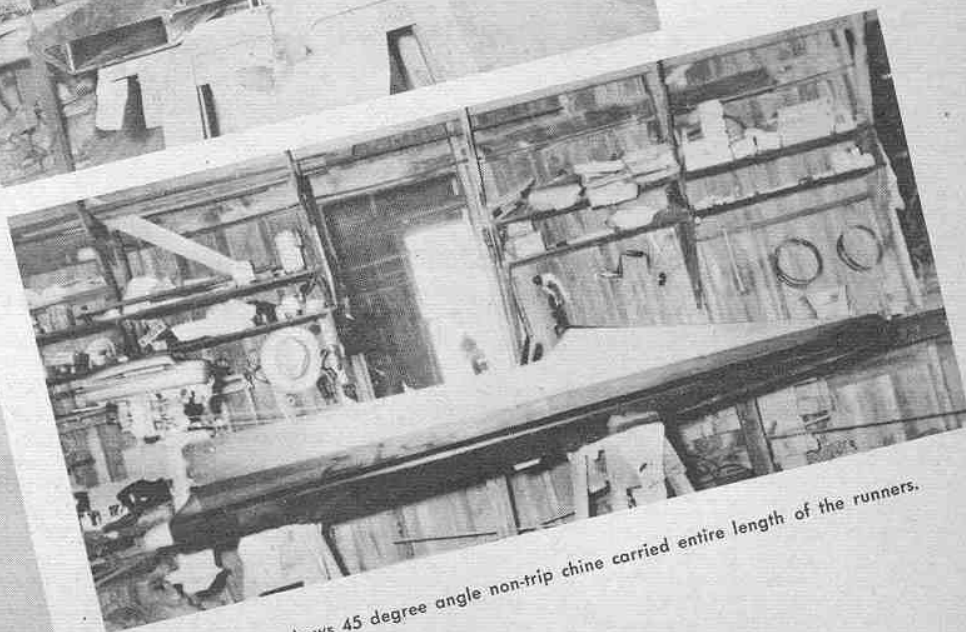
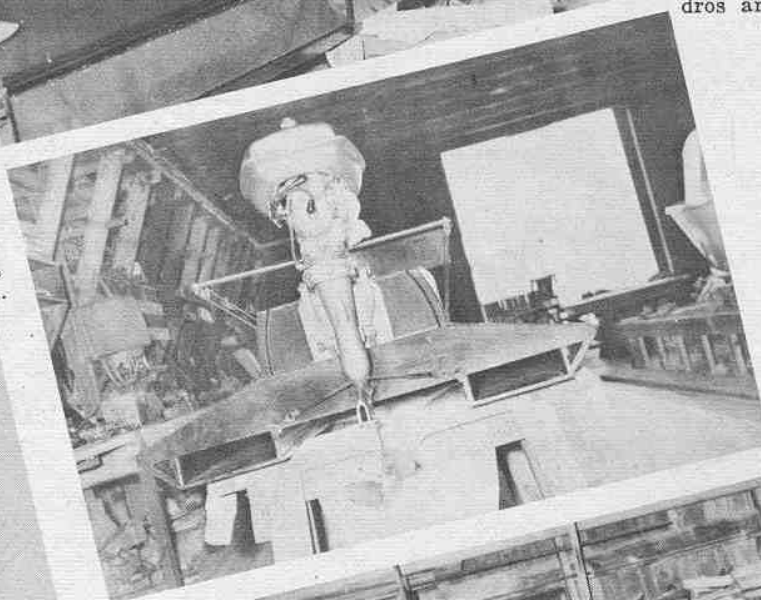
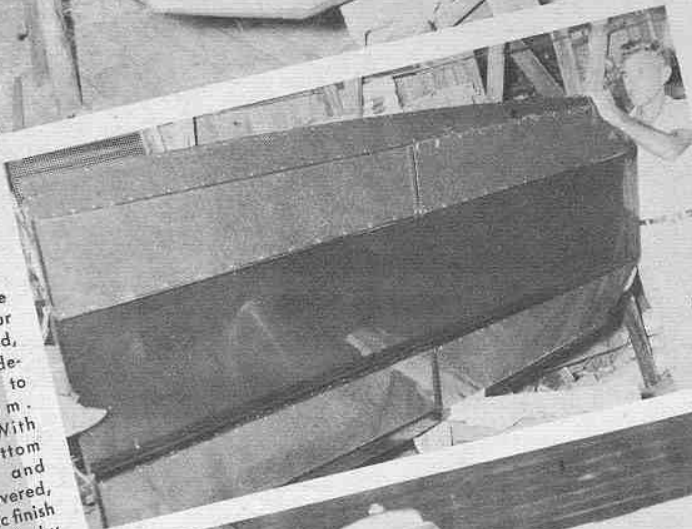
The first of these is to register your boat with the U. S. Coast Guard. At present there is no charge for this registration, although there is talk of a possible \$5 fee for this service sometime in the future. Registration is required if you plan to use your cruiser on any "navigable waters" under the control of the Federal government. These waters include any part of the Atlantic or Pacific ocean, the Gulf of Mexico, the Great Lakes, and all rivers and tributaries of any of these below the first

lockless dam. A registration number and a certificate will be issued to you, along with literature giving information on Coast Guard requirements, pilot rules and motor boat regulations. You should keep the certificate aboard, as you are subject to inspection at any time. A good way is to frame it and attach to the cabin bulkhead. Registration numbers must be attached to or painted on the boat in figures at least 3" high.

You will want insurance to cover your boat and motor wherever they happen to be—in the water, on the highway or in your backyard. One of the best and most economical (Continued on Page 21)



(Top) With one of boat's four planes planked, the bottom design begins to take form.
(Center) With entire bottom planking and runners covered, final plastic finish is applied by the builder, Don Brush.
(Bottom) Rear view of hull shows the air slots in the after runners.



(Above) Side view shows 45 degree angle non-trip chine carried entire length of the runners.

OWNER-DRIVER Eddie Ponger of Bradenton, Florida, is more than pleased with the performance of the unique A-1 class four-point hydro, designed and built for him by Bradenton's Don Brush. According to Eddie, the boat can turn inside the normal three-pointer with ease.

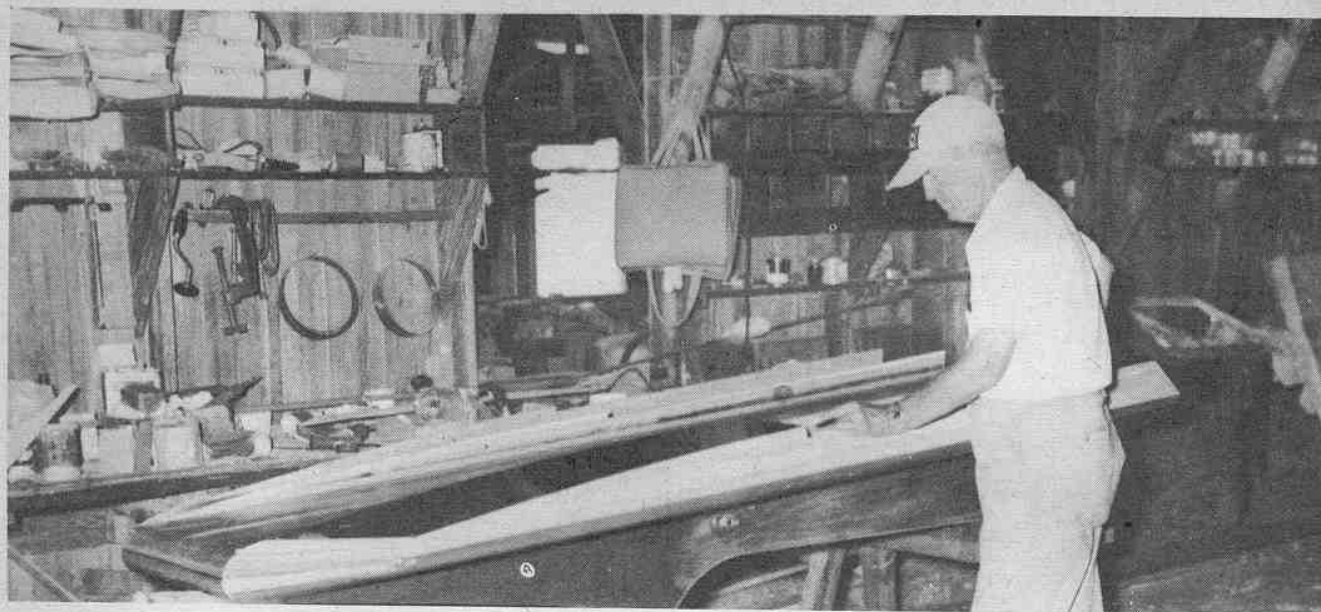
"In this boat I can really lay them on a pin. I would say I can gain forty feet easily on any other boats on the turns of a half-mile course."

The explanation for this is that the inside runner of the four-point serves as an elongated fin, running completely from fore to aft, effectively preventing the boat from sliding, as three-pointers do in a tight turn.

How is it on the straightaway? Well, powered by a Champion Hot Rod classified by the Florida Federation of Outboard Clubs, under which rules Ponger races, as a 7½ horsepower, the four-pointer has been able to beat all the local competition in its class and on rough water has even left some of the Class B hydros far behind.

The Brush design really takes to rough going. On choppy water in windy weather, when the drivers of other hydros are fighting their boats to keep

Unique Four-Point Hydro Uses Air Tunnel To Reduce Water Drag



Designer and builder Don Brush of Bradenton, Florida, points to air outlet step on his four-point design. Air moving from slot reduces water drag.

BRUSH FOUR-POINT HYDRO

By I. L. S. Rhodin



(Above) Ready to go for a test, the proud owner, Eddie Ponger, fuels up.



(Above) Eddie Ponger wipes down No. 214 after one of the trial runs.

the bows down to prevent them from becoming airborne, Ponger's No. 214 can plane along wide open, with little fear of rising or flipping.

The two runners extending the entire length of the Don Brush hydro present four separate planing surfaces, since each runner is broken approximately amidships by a step. Right at this step lies one of Brush's design ideas, a 9" by 1½" transverse air slot under the forward step. The ends of the after run-

ners are completely open, as shown in the illustration.

At rest, the after runners fill with water but as the boat gathers speed, water is drawn out of the runners and air enters. As the boat moves forward, the boat's motion through the water forms a partial vacuum directly behind the forward steps. Air flows in through the rear of the runner tunnel and moves forward to these steps to fill the partial vacuum created. Water friction is effectively reduced at the two forward steps by this air circulation, for in flowing out of the forward slots, the air forms a thin cushion or film which acts

much like a lubricant between the planing surface and the water. This, added to the lift inherent to the central fore and aft air tunnel, puts the Brush design across the water with a bare minimum of wetted surface.

It is claimed that on all four planing surfaces at high speed only 62 square inches touch the water. If this is true, it is considerably less than the drag of a conventional hydroplane or the usual three-pointer.

One probable answer to the rough water riding characteristics of this hull is the Dutch shoe design of the forward decking which has a far greater angle of attack than that of the planing surface and tends to hold the bow down. Another design feature is the 45° angle slip chine which is carried from the stern forward to the bow. (End)



(Above) Frank Vincent in a Flowers B racing hydro in which he won the Class B 1932 National title in 5 straight heats. (Photo by Stithen Studio.)

FRANK VINCENT

TULSA TORNADO

By Blake Gilpin

IN JANUARY, 1954, the National Outboard Association announced the name of its new president, Frank Vincent, of Tulsa, Oklahoma. In the past few years, many of N.O.A.'s stock outboard racers and newcomers to the alcohol burning group have come to know the pleasant and somewhat retiring Vincent as a race official, as a distributor of Mercury outboard motors and as head of the Frank Vincent Marine Co., a manufacturer of A, B and C racing cylinders, heads, pistons and other speed components. But since he is shy about talking about his achievements in the sport, some of the newcomers may not know that for ten years or more Frank was one of the monarchs of outboarding.

Frank started his racing career before some of the present day crop of top-flight young drivers, such as Dick O'Dea or Dean Chenoweth, were even born. Frank is now fifty-five but he is just as much interested in the sport as he was when he started back in 1930. Though he is no longer a regular competition driver, there are plenty of the old-timers who will bet their favorite prop that Frank could step right back into a B or C rig and show plenty of today's shingles scorched his rooster tail.

When Frank was interviewed for this article, he was a bit reticent about giv-

ing out too much information concerning his career—not because there was anything secret about it, because he has made boat racing headlines wherever he has competed for more than ten years.

Frank said, "I hope you won't make it sound as though I was too good for I never did think so."

Well, here are the facts. You can decide for yourself how good you think Frank was. We think he was terrific.

Frank Vincent started racing accidentally. Fishing was his hobby and he found that rowing back and forth across lakes and rivers was a lot of work, so he bought a six horsepower Lockwood motor and built a little sea-sled boat. His brother Earl also built a boat but Earl bought a little larger motor and beat Frank's Lockwood. So Frank bought a larger mill that could outrun his brother's rig. This sort of thing could lead only to one result. In 1930 when he was thirty-one years old, Frank bought a racing motor. That year he ran in a couple of amateur events and won them, but he realized that the competition couldn't have been very tough and decided to buy a professionally built boat and take a crack at professional racing.

The usual story of anyone in the boat racing game is a series of early disappointments, last place finishes, flips,

motor failures and the like. Frank's first professional race was on May 15, 1931 at Claremore, Oklahoma.

Sydney Steen, reporting the event in an Oklahoma newspaper, stated, "Before the Claremore regatta, none of the spectators and followers of the game had heard more than a mention, if that much, of the Vincent brothers, Frank and Earl, of Tulsa." The Vincents changed that in a hurry by completely stealing the show. Frank drove a boat named "Sez Me" to two firsts and a third in Class B while Earl helmed "Sez Me Too" to tie for first place with H. L. Myers of Kansas City.

Just to prove their performances weren't a fluke, on May 31st at Lake Francis, Frank and Earl won \$300 of the \$550 posted and carried off four trophies, those for Classes B, C, D and the individual high-point award. Frank won the B and D events and also the high-point trophy. Earl won the C race. The amazing thing, however, was that in pre-race practice, Frank hit a twenty foot long log while warming up his motor, tore the bottom out of his boat and overturned for the first in a long series of flips and accidents that usually go hand in hand with the career of any boat racing champion. However, with just Earl's (Continued on Page 25)

TORQUE TALK

By Lou Eppel

New world speedboat record with 350 c.i. outboard motors was made by 22-year-old West Berliner on March 21st. Dieter Konig reached speed of 76 kilometers per hour in boat built by his father. Wide World Photo

THE NIGHT of Saturday, April 24th will go down in the records as being the time when more outboard racing talk was put forth than on any other single date. The Outboard Club of Chicago held their second Annual Indoor Regatta at the Sheraton Hotel in Chicago under the chairmanship of Jack Cohn, while halfway across the country, the New Jersey Outboard Association celebrated its 25th anniversary with their Annual Indoor Regatta.... The N.J.O.A. party, headed up by Dick McFadyen, honored all of the National Champions who are and were members of the organization. A most impressive list was compiled with three current Champs being honored guests: Dottie Mayer of College Point, N. Y. current Midget title holder, Dickie O'Dea of Patterson, N. J. the AU king, and Tony Strosco of North Bergen, N. J. top man in the CU division. These three added to the previous members such as Freddie Jacoby, Jr., Don Whitfield, Dick McFadyen, Clint Ferguson, Art Wullschleger, Gar Wood, Jr., Ken MacKenzie, Doug Fonda, Tommy Tyson and others make the Jersey organization a true club of champions...

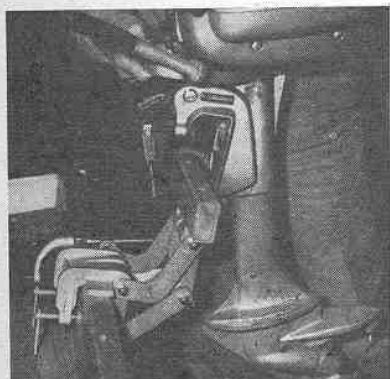
Checking back through the regatta program dated June 24, 25, 26, 1932 for the Third Eastern Intercollegiate Regatta held at Skaneateles, N. Y. we find some comments about the stalwart of the Outboard Club of Chicago: "Jackie Maypole, a youngster from River Forest, Illinois, cleaned up the college and school divisions in the Mid-West regatta last Saturday."... And another comment regarding the former Class F National Champion Ken MacKenzie of New Haven, (Continued on Page 31)



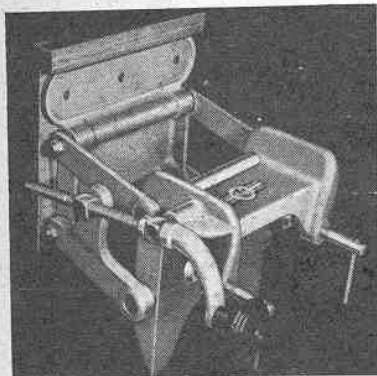
(Left) R.I.V. rust preventative crystals give off rust inhibiting vapor and are ideal for the fisherman or boat racer—the latter can make good use of them for his racing motor and extra parts storage.

(Below) Plastic apron gives clothing protection to the racer who mixes his own nitro compounds.

It's NEWS



(Above) Branstrator Hi-Lo motor mounts engine several inches aft of transom so that some experimentation must be made to obtain the proper riding angle. (See text for details).



(Above) The Branstrator Hi-Lo motor mount.

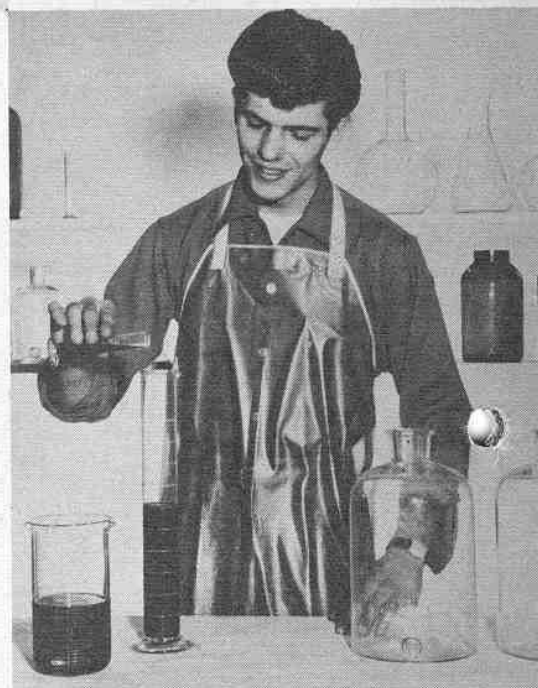
BOAT RACING FILMS

Boat racing minded individuals and racing clubs may arrange to borrow many fascinating racing films for private and club showings. Unless otherwise specified all films are in 16 mm. size and available without charge. Here is a list of some of the films and addresses where you may obtain them: Albany-New York Race 1949, (13 minutes, color, sound)—Evinrude Motors, Milwaukee, Wis.; Albany-New York Outboard Race 1949, (12 minutes, sound, color)—Socony-Vacuum Oil Co., Inc., Film Library, 26 Broadway, New York 4, N. Y.; 1950 Albany-New York Outboard Race, (15 minutes, sound, color), racing action, aerial shots and slow motion views—Socony-Vacuum; The Marine Racing Story (14½ minutes, sound, color), sequences from outstanding races of 1949, 1950 and 1951—Gulf Oil Corp., Sales Division, Gulf Oil Building, Pittsburgh 6, Pa.; Adventures in Marine Racing (14½ minutes, sound, color), husband and wife marine racing team and some of the events held in 1952—Gulf Oil Corp.; Where Rooster Tails Fly (23 minutes, sound, color), showing the world's record 178.497 m.p.h. run of Slo-Mo-Shun IV, 1952 Gold Cup Race, Seattle events in '52 and a 100 miles outboard marathon—Socony-Vacuum; The Harwood Trophy Races (10 minutes, sound, color), 1949-50-51 and '52 editions of the annual classic inboard race around Manhattan Island—Harry M. Silver, H. Harvey Co., Ltd., Suite 1225, 10 Light Street, Baltimore 2, Maryland; Racing Champions (25 minutes, sound, color), action-packed review of highlights of motor racing events all over America, including Slo-Mo-Shun IV's 1952 Gold Cup Win and other inboard and outboard events. Auto races are included in this film—Public Relations Dept., Champion Spark Plug Co., Toledo 1, Ohio; Outboard Thrills and Spills (33 minutes, sound, color), strictly outboarding, ranging from stunt boat work and water ski jumping at Cypress Gardens, Florida, to icy outboarding in December in Wisconsin—Director of Visual Promotion, Kiekhaefer Corporation, Fond-du-Lac, Wisconsin.

One or more of these films might well take the place of the customary after-dinner speakers at boating club dinners and generally they could be expected to pack a lot more punch.

HYDRAULIC STEERING FOR OUTBOARDS AND INBOARDS

Claiming added safety, easier handling, faster response and super smooth maneuverability at any speed, the Fox River Sales, Inc., 164 Marion Street, Oshkosh, Wisconsin, has designed a transom mounted hydraulic steerer which completely eliminates tiller ropes. The steering wheel mounts conventionally as in any outboard or inboard, but a flick of the wheel is all that is required to turn an outboard motor or the tiller of an inboard. The balance is done by an automatic hydraulic control. Six different models are available, priced from \$74.50 and up.



ADJUSTABLE OUTBOARD MOTOR MOUNT

Here's an item which should long since have been produced—a motor mount which permits vertical adjustment of the racing motor while underway. It also can solve that problem of getting the prop riding boat up on plane in a hurry. A full 7" differential is possible by just turning a crank. For more information write the Branstrator Engineering Co., Fort Wayne, Indiana.

FUEL MIXERS PROTECTIVE APRONS

For the racing driver who insists on mixing his own hot fuels, the Wells Exchange, 440 North Wells Street, Chicago, Illinois, is marketing an ideal oil, grease and acid proof laboratory apron, guaranteed not to stick together. It retails at \$2.00.

RUGGED COPING SAW BLADE

Dafle Distributing Company, Dept. 00, 1062 College Avenue, New York 56, N. Y., is importing a handy and rugged coping saw blade which, with adaptors, will fit any hacksaw frame and will work on any kind of metal in all directions without removing the blade. Available in coarse, medium and fine teeth, they are \$1.50 for a set of three, postpaid.

RACING PITOT TUBE

To eliminate the bother of shimmying your pitot tube bracket to match your transom angle and also to be able to tilt the tube upward and out of the water stream during competition, a readily adjustable and sturdily designed pitot tube is now being sold by Muskegon Outboard Specialties Company, 4386 Airline Road, Box 426, Muskegon, (Continued on Page 32)



On their way to Fremont and return, the Matsons liked the peaceful river stretches and the children saw much to interest them as they passed towns and cottages along the shore. Their favorite parts of the trip, however, were the lake crossings, where the wind whipped

up enough waves to make the going exciting without being dangerous. One mishap on the journey was a missed channel marker that resulted in some weeds on the propeller. The skipper cleared these quickly by reversing the motor and they were soon safely on their way once more.



With the boat in the water and lunch and other equipment stowed away, Bobby donned his life jacket and Skipper Roy steadied the boat while First Mate Florence helped put son Bob and daughter Diane aboard.



The Leroy Matson family of Chicago, trailed their boat to Oshkosh, Wis., starting point of their cruise. There the boat was put in the water with the help of the Oshkosh Marine Mart's electric hoist and the children.

A FAMILY CRUISE

by Leroy Matson

Vice-Commodore, Chicago Cruising Outboards

as told to Ed Blanchard

CHICAGO CRUISING OUTBOARDS, as the name implies, is a group of young couples who have found that a small runabout and a good outboard motor can be the key to inexpensive outdoors enjoyment and adventure in which the whole family can share.

Our home port is Diversey Harbor, on Chicago's north side, where a sheltered lagoon and a launching ramp provided by the Chicago Park District make it easy and pleasant to put our boats in the water for short spins or day cruises around the beaches and harbors of Lake Michigan, or to some other lake or river within a few hours' drive.

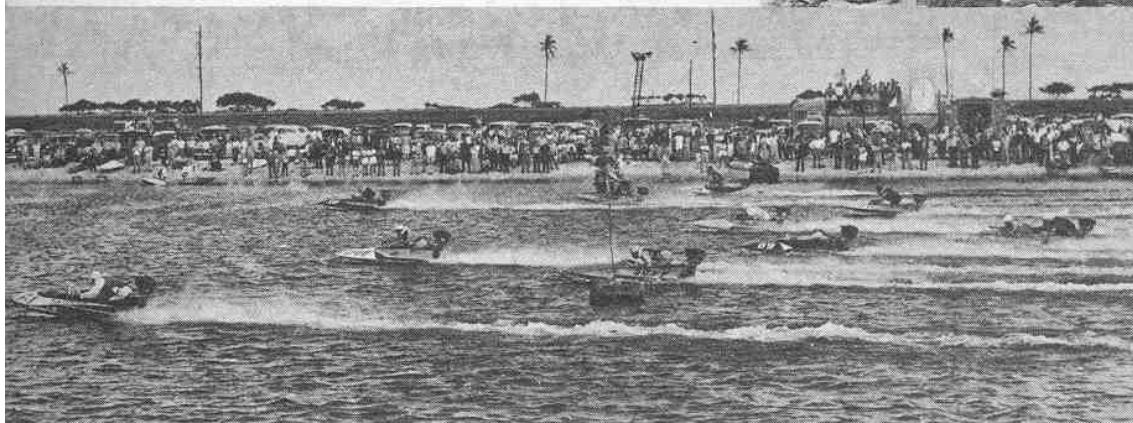
One of the things we have in common is the discovery that boating, and especially the longer trips, is more fun if several boats cruise together. It is safer that way, too, and mighty comforting to know that an experienced friend is standing by to lend a hand in case of a sheared pin or other mishap.

Our wives are regular members of our crews (Turn to Page 30)

(Right) For the guy who hopes to become a race driver, the best way to pick up knowledge is to hang around the pits, look over the equipment, watch how it's put together and listen to the advice of the racing drivers who know what it's all about—and why!



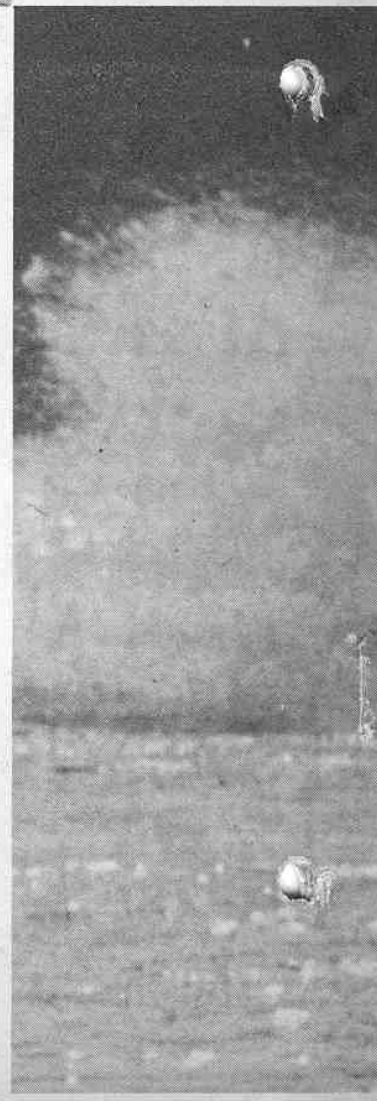
(Below) Every new driver should study the rules carefully. Passing on the outside of the starting buoy, such as the boat in the left-hand foreground has just done, can lead to a disqualification, and a long race for nothing. This action photograph was taken during the 1954 Biscayne Bay Regatta in Miami, Florida.



HOW TO BECOME A RACE DRIVER

By Shanon Place

(Right) Even the most seasoned driver gets the shivers when he sees a crackup like this one. This flip occurred at the National Outboard Assn's East-West Championships at Indianapolis.



THE QUESTION "How do I get into boat racing," is one that frequently crops up in BOAT SPORT's mail. Here's a quick thumbnail sketch of what racing is really like—not in the bleachers or standing on the bank watching it—but out there in a boat, actually racing or in the pits, preparing for a race or preparing for that long trek home, or even in the shop, or spare corner in the kitchen working over motors.

Becoming a race driver is as serious a step as getting married. Generally speaking, the averages favor a longer stretch in racing than in wedded bliss. Boat racers are a dedicated bunch. They love their sport to the extent that many of them have gone without necessities for general living to buy a needed part. It's been tough on wives but good for the ailing engines.

I've heard of plenty of rabid boat racers whose kids go without shoes during the warm summer months. But I've yet to hear of the racer driver who somehow cannot scratch up enough dough for a new set of piston rings or that new propeller that's going to add a couple of miles an hour for sure.

Don't think that you can buy yourself a rig, race it on Saturday or Sunday afternoons and then forget about it

for the rest of the week. No boat racer does and you won't either once you're part of the game.

This is what really happens. Friday night as soon as you get home from work, if you haven't already been fired for paying more attention to your racing interests than your job, you start to pack your gear into your car or trailer. If it's a Saturday race and only a hundred miles or so away from your home, you'll be able to sleep until 5:30 and then drive like crazy to get to the race in time to register, put your outfit in the water and get the proper transom adjustment and the right wheel on for the prevailing water conditions.

If the race is farther away, you'll probably drive most of Friday night, arrive at the regatta site sometime early in the morning and try to catch a few hours' sleep with a life jacket for a pillow and the bench on a yacht club porch or a nice soft dock as your bed. Don't count on too much sleep anyway because the regatta site the night before a race invariably has a trickle of eager beavers rolling in who've in some way wangled off an extra day so they can squeeze in some testing in the afternoon or evening before the race. All night long more equipment will arrive. And

each new bunch in will greet their buddies and loudly re-run a few of the races already in the record books.

Some character will be patching a hole in his boat, or refinishing the boat bottom. Someone else will be testing out a motor on an engine stand.

But if you like racing, you won't mind this. You'll willingly go without sleep just to spend a night on some lake front with the wonderful fresh country air loaded down with alcohol, benzol and castor fumes which any goon knows smells far sweeter than the odor of pine boughs or new mown hay.

The day of the race, you'll find that things never work out as smoothly as they did testing on that nice quiet stream or lake near your home. Everybody will be in a rush. The cry "Heads up—watch your step!" as pit stooges and drivers lug boats and motors down onto the pit floats or back into the trailer area will be continuous from early morning until the last boat's out of the water. Some of your tools will get kicked overboard. You'll be pushed, shoved and sworn at. During each heat for which you aren't scheduled and while you're trying to concentrate and get your own rig ready, the pit stooges for the boats beside you, which will be (Continued on Page 28)



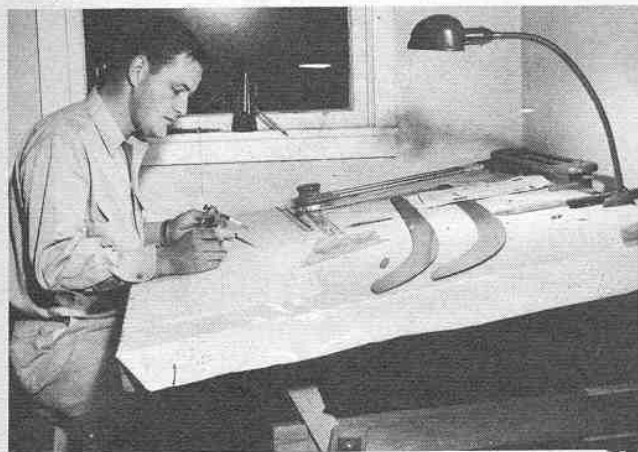


(Left) Johnny Craven, U.S.A. high-point winner, driving his new Champion "D" runabout to another spectacular victory.

(Right) Johnny Craven shows how a "throttle-bender" feels at home in a Champion Saber.



(Below) "That stubborn Swede," Bob Lindberg, at work at his drafting table, Long Beach, Cal.



"THE STUBBORN SWEDE"

By Jack C. Fouts

THERE ONCE WAS A GUY by the name of Bob Lindberg who loved boats. He loved them so much he wanted them to be perfect. He figured that the boats then on the market were not designed the way they should be. The cockpits weren't designed so the steering gear fit right; the throttle had to be placed in an awkward position; the boats either came apart or didn't go fast enough to suit him. He knew they weren't right, but he didn't know why.

So, he went back to school to learn to draw and design; he built boat after boat using his own ideas; he gave them rigid tests to see what was best and he learned a lot little by little—because Bob Lindberg is a stubborn Swede with an open mind.

Out of countless hours at the drawing board and testing basin came a design that was to become known as the

Champion. It was fast. It was sweet on the turns and in the straightaway. It had solid decks instead of doped canvas and it went like a streak. No racing boat is really comfortable, but the Champion design put the throttle and wheel where they could be reached without breaking an arm.

Now was the time for Bob Lindberg to carefully guard these secrets and go out and take every race. But here the peculiar personality of the boat builder and designer took over. If one Champion clipping through the chop was a real thrill, wouldn't hundreds, or even thousands of Champions, be that much more satisfactory? Perhaps you and I wouldn't feel that way. Most of us like that feeling that comes when we cross the finish line in front, too much to share our prize secrets with the competition. All I can say is that without men

who feel the way Bob Lindberg does, this sport of ours would be a puny thing with the first requirement of the racing driver being that he was an accomplished boat builder. Some of us are and some of us aren't.

Plans started to pour out of the living room workshop at Bob's home. His lovely wife, Lee, helped send these plans to amateur boat builders all over the United States and, later, all over the world. A small decal with the name Champion went with each set of plans. These decals began to turn up more and more frequently at the races in all localities. Bob Lindberg hung around the pits, supposedly to give advice and furnish spare parts. He was really there to watch his babies being handled and run.

But Lindberg found that something was radically (Continued on Page 31)

HIGH SPEED GIMMICKS FOR STOCK MOTORS

(Continued from Page 6)

about to break. The other set were then adjusted to just start to break exactly 180° rotation of the flywheel from that point. You don't do this ignition timing in five minutes. In fact some drivers spend two and three nights getting their timing just the way they want it.

Dick's next move was to convert over to alcohol. With his first modification, he merely took the standard Tillotson carburetor and drilled out every passage as large as possible while still retaining some strength thickness to the passage walls. These included passage from the float bowl to the main jet, the hole behind the needle valve housing, the main jet itself, and the metering jet. For finer adjustment, he bought a Keller special needle valve which sells for less than \$2.00. Though Dick admits that his next move is subject to two schools of thought, he prefers to retain the low speed jet rather than to discard it but he does drill this out as large as possible also.

For the driver wanting to convert to alcohol and timid about tackling the carburetor modifications, most outboard speed shops will do the job for about \$5.

The standard fuel lines are too restricted for proper flow of methanol so they were scrapped in favor of $\frac{3}{8}$ " i.d. neoprene lines.

After testing this set up, Dick found that the engine starved for fuel in the corners, so to offset this he bought a Scott-Atwater diaphragm type fuel pump of the type used on the 1953 and 1954 Scott-Atwater outboard motors. This proved quite satisfactory but after running on the Florida circuit during the winter months and observing some of the alcohol fuel modifications used on the hopped-up stockers, he decided to try his own version of fuel injector.

For this purpose, he took a standard A Merc Tillotson carburetor and cut away the bowl section entirely. He opened up the passage to the needle valve as wide as possible. Then drilled and tapped a lead at the side for a $\frac{3}{8}$ " i.d. fitting. Everything else in the carburetor was blanked off other than the main jet. He then mounted a Scott-Atwater fuel pump with a $\frac{1}{2}$ " i.d. line tapering to a $\frac{3}{8}$ " into the pump. At the left end of the pump (as seen in the picture) the fuel lead flows directly to the chopped down carburetor which no longer serves in that function but rather as a metering valve.

From the other end of the pump, he ran a lead down to another $\frac{3}{8}$ " fitting mounted on the side of the crankcase below the reed valve cage. The pump works from crankcase compression. In essence Dick had created a pressure injection system for the A.

His final modifications were to the lower unit. He used a 1953 Quicksilver racing foot but replaced the late style needle-bearing-loaded water pump cover for one of the old style bronze-bushed type. This he also does with his stock motors since the needle bearing type

have frozen for him several times. He then cut every other blade off the water pump impeller and the tips of the three remaining blades were sanded down until the unit was nearly friction free and would whirl freely between his fingers.

Next Dick filed down the gear case housing and polished it until he had reduced it to the minimum allowable exterior specifications. He also removed the skeg, feeling that in so doing he was eliminating a certain amount of drag.

Dick rides his motor so high in the water, however, prop-riding fashion, that on occasions the boat has gone out of control and slid sideways. He doesn't recommend this full removal of the skeg but rather cutting its dimensions about 50%. He plans to weld a small skeg back in place for stability.

With a reworked Kaminc wheel, which he has cupped after considerable underway experimentation, and with the lower unit loaded with Lubriplate, the job was complete.

What success has he had with it? Well, with his completely stock A on a Swift hydroplane running high test gasoline, the best he has ever seen on his speedometer is 49 m.p.h. With his modified A, he has clocked better than 52.

Not satisfied entirely with the hot rod and feeling that he will also modify a B, Dick has designed a removable head substitute block. This block, of course, will have to be accepted by A.P.B.A. as an alternate piece of equipment for racing competition. To date Dick has had six castings made and one block completely machined. This stage of his experimentation is still going through developments, although Dick hopes that before the season is well under way that he will have these blocks approved and in production. At present he hopes to be able to market head and block for less than \$75, although he admits that the finished machine work on the first block cost him in the neighborhood of \$200. But of course that was one isolated machining job and on a production basis, the machining costs could become a fraction of that original figure.

The blocks are a combination steel and cast iron and several features of them are extremely well thought out. The cooling area is nearly double that of the standard block. The heads are attached to the block by twelve Allenhead screws.

How fast will his B run with the removable head blocks? Dick isn't saying at the moment but you can bet that it can run a good three or four miles an hour faster than the stock unit. There's only one drawback, however, to Dick's experimental work. He has to give up any more extensive testing until he completes a two-year hitch in the Navy, where he is at present. This also explains why the 1953 National Champ doesn't show up at as many 1954 regattas as he did in 1953.

We have outlined the modifications which Dick O'Dea has worked on one

motor. This is not intended as a blueprint or a pattern for the reader to follow but rather as an indication of how a little ingenuity can lead to some real improvements in added r.p.m.'s and m.p.h.'s.

Dick, of course, isn't the only one experimenting with modified stock motors. The limited success of alky-burner stocks on the Florida circuit this winter has started a real rash of file and grinder work all over the country. Where it will lead is hard to say but before the 1954 season is up, the stock boys with their modified alky burning equipment will doubtless begin to make their presence felt among the racing hydro clan.

(End)

COVER STORY

ARDEAN MILLER III, is to be congratulated for the superb color photograph we are using on this month's cover of BOAT SPORT. The girl is Frances Benidem of Dallas, Texas. This picture was taken when she was attending the University of Miami in Florida. She is the daughter of Micheal Benidem and an amateur water skier. Ardean Miller used Ektachrome film at 400 seconds, stop 5.6 and a blue flash bulb. The boat is a Bristol from the Bristol Boat Manufacturers of Bingham, Maine. The motor is an Evinrude, 15 hp Super Fastwin.

OUTBOARD-BOUND FOR ADVENTURE

(Continued from Page 11)

policies for outboard boats is issued by the Outboard Boating Club of America, 307 N. Michigan Ave., Chicago 1, Ill. A feature of this insurance is a \$25-deductible policy, similar to automobile coverage, which is available at a very low premium.

These are the items of equipment which you must carry to meet Coast Guard requirements: a combination red and green light on the forward part of your boat that is visible for at least two miles; a white light on the aft part of your boat that is visible for at least two miles all around the horizon; an approved whistle or horn that is audible at a distance of half a mile; and approved life preservers or safety cushions for every passenger aboard.

Red and green bow lights are manufactured to specifications either as self-contained units operating on flashlight batteries or as units operating by remote control from a 6-volt dry cell. In either case they are usually fitted almost at the bow by cutting a hole through the deck.

White running lights are available built into the top of a flag staff and wired for remote battery control. When mounted aft of the cabin however, such lights must be high enough to be seen over the top of it. An ordinary lantern will do the job if you arrange some means of hanging it, and will be convenient if you already use kerosene for cooking. A camper's lantern with a 6-volt battery will also work if it has a white dome light. Both types of lanterns can also be used for general lighting purposes when not underway or anchored in a channel. The camper's lantern also can be used for a spot light. (See Over)

OUTBOARD-BOUND FOR ADVENTURE *(Continued from Preceding Page)*

Any referee's whistle would meet the requirements for a sound warning device, but since you will be using it to signal lockkeepers and drawbridge operators as well as to show changes of course and for fog warnings, the best choice is one of the galvanized fog horns fitted with a wooden mouthpiece.

Approved Kapok-filled safety cushions serve well as life preservers for adults who know how to swim, but for non-swimmers and children the vest-type life jackets should be provided in proper sizes, and children should wear them at all times while on deck when underway. A ring-type preserver adds a bit of nautical dressing as well as another place to paint the name of your boat; it also can be very helpful in getting someone out of the water.

Fire extinguishers are not required on outboard cruisers, since the danger from that source is very slight. However, you should always be careful in filling fuel tanks and immediately wipe up any gasoline that may spill. It's more work to fill your cans out on the gas-dock but by so doing you can be absolutely sure that no vapor sinks down into the bilge. Fires can start around the cooking stove and it is wise to have an extinguisher hanging nearby. A carbon tetrachloride type of about one-quart size will be large enough, because if a fire ever starts that this won't extinguish, the best thing to do is get overboard and away as quickly as possible.

You'll want a good anchor not only for lying offshore but as a safety precaution in case you have motor trouble under conditions where drifting with the wind, tide or current might be dangerous. Some people carry two anchors, one of the Danforth type that is better for soft bottoms and the other either a Northill or Yachtsman type that is better for hard or rocky bottoms. Two anchors are put out at times when the change of tide or wind may swing a boat and break loose a single anchor. But the same effect can be had by using only one anchor and running a line to a tree on shore, if you are in close enough. The average weight of a Yachtsman (kedge type) anchor suitable for an outboard cruiser is around 20 lbs. The patented types are lighter, from 12 to 14 lbs., and also stow more easily.

There is quite a diversity of opinion as to the proper size of anchor line, some people claiming that $\frac{3}{8}$ " manila rope is sufficient; however, the consensus seems to be that as large as $\frac{3}{4}$ " or 1" size is better. Of course, the larger the line, the harder it is to stow, but the easier it handles when under strain. Anchor lines seldom break and the chief trouble usually comes where they are fastened at either end. So care should be taken in making them fast. The length of line also varies in the estimation of many boaters. Some say there should be three times the depth of water; others maintain that patented anchors, at least, should have seven times the depth for their lines. At any rate, around 150' of good line should meet most all require-

ments; it also can serve as a tow line, doubled or tripled, if needed.

Two twenty-foot lengths of $\frac{3}{8}$ " or $\frac{1}{2}$ " manila will be enough for docking lines. These can be tied together for a line to a tree on shore in the method of anchoring mentioned above.

You should have two fenders to protect the side of your boat that is against a dock or the wall of a canal lock. These can either be woven rope, white rubber, or canvas filled with sawdust, and are about 4" in diameter or thickness and close to 1' long for use on outboard cruisers. However, don't trust your fenders too much when you are docked and a large boat passes that may throw up big swells. It's better to cast off and ride out the wash away from shore. If you plan to pass through many locks, you may want to follow the example of experienced canal cruisers and carry a board about 8' long which can be suspended on the fender lines to give more positive protection from grinding up and down against the concrete walls. Such a canal board will probably more than double the life of your fenders.

A canvas folding top is considerable protection from sun and rain and will be welcomed by the helmsman of a cruiser that has cockpit steering. Cockpit covers which attach to the after part of such tops for bad weather will save a lot of bailing as well as allowing the deck to be used for sleeping extra passengers on rainy nights.

For rain water that does come in and for spray and leakage, a bilge pump or bailer will be needed, unless your outboard motor has a bailing device built into it, or unless you have installed an automatic bailer. This is a valve set in the lowest point of the bilge which opens under the hull into a scoop-shaped device pointed toward the stern. When the boat is running at good speed a suction caused by the passing water will allow water to run out of the bilge. But you must shut the valve before you slow down, or water will come back in.

A boat hook is handy for fending off docks, catching and holding ladders on docks and lock walls, taking soundings as you come near shore and as a help in getting off sand bars, although sometimes you will have to get over the side to lift and push.

An oar may be used for these purposes except for hooking onto anything, and also serve as a slow way of getting to shore in case of motor trouble. Oars have to be used like paddles because of the high freeboard or height of the cockpit sides on an outboard cruiser. If you prefer paddles for such propulsion be sure they are long enough to reach down into the water.

Many outboarders who have a smaller motor take it along with them on a cruise as an emergency auxiliary. A 3 h.p. outboard will move a large cruiser a lot faster and with a lot less effort than paddling.

A compass is not a necessity if you run mostly in daylight and keep your course by means of landmarks. But on

wide expanses of water and at night, when lights are confusing and it is very easy to get turned off, it is better to have a check on your course. The type of compass used in automobiles is not recommended for marine use. Those sold as Army surplus are satisfactory and cheap enough. These are usually identified as prismatic or lensatic compasses.

Binoculars are helpful but not a requirement of a good cruise, although they can save you time and sometimes trouble by letting you spot buoy numbers a long way off and driftwood lying in your course. Since you will use them a good deal at night, they should be adapted for such use; and due to the motion and vibration of the boat, a pair with a wide field will be needed to enable you to hold the object steady enough for identification.

A small megaphone will save your vocal cords a lot of strain; and, when turned around, it will serve as a sort of hearing trumpet when others are hailing you from a distance.

A portable radio will let you get local weather reports, which you should check on before starting any long run across open water. Also you can have news and music and commercials, unless you're taking your cruise to get away from all that. But remember that the dampness radio, so don't go out and buy a new aboard a boat is hard on an ordinary portable just to take along.

In cruising, a motor tie of some kind is a must unless you have a perfect memory and always remember to check the clamp screws regularly. Even with a tie, most experienced skippers have a routine for checking on the tightness of these screws, doing it every time they switch over from one remote fuel tank to another, or regularly every two or three hours. Clamp sockets are a precaution in this respect. These are bronze plates with leather lined sockets into which the clamp screws fit securely. They are attached to the inboard side of the transom and protect it as well as holding the motor on even after the clamp screws have loosened up considerably. But in addition to all such precautions, you should have a safety line or chain attached to the motor and to an eyebolt or hole in the transom or to some other solid part of the hull strong enough to stand the sudden drop of the motor's weight. The tie should be long enough not to foul the remote controls or fuel lines coming to the motor, but it also should be short enough so that it will hold the power head of the motor above water in case it does drop off the transom. Otherwise, you'll have to adjourn your cruise until your motor has been dried out and repaired.

As to trouble shooting and minor repairs you may have to make en route, be sure to have the instruction manual for your motor with you. A recently published handbook for those who like to go further into the mechanics of outboards is "Outboard Motors and Other Two-Cycle Engines" (\$3.95; American

Technical Society, 848 E. 58th St., Chicago 37, Ill.).

If your motor has a shear pin, its replacement will probably be required many times on a cruise, due to your unfamiliarity with shoals and shorelines. Your tool box should contain a good supply of these, and you should replace those you have used whenever possible. Carry extra cotter pins for the propeller nut and put a new one in each time you replace a shear pin. An extra propeller nut will be a blessing if your fingers slip and you drop the original overboard. A file can be carried to dress down any nicks on the propeller caused by the impact that sheared the pin. On extended cruises, some skippers like to carry an extra propeller, though they seldom have need for it. If your motor came equipped with a general-purpose propeller, you may want to experiment with a heavy-duty type which is designed for cruising with heavy loads and has a greater pitch. If you make this change, your old propeller can always be kept as a spare.

Two new spark plugs on hand will save you time and trouble, but be sure to have your plug wrench for installation or they may not be so "new" when you get them in. Other tools needed will be a wrench and screwdriver to fit any nut or screw that you may want to take out or tighten on both motor and hull. With this equipment most minor repairs can be made by the average outboarder. Anything more complicated should in most cases, unless the skipper is a real mechanic, be attended to by a service man; and usually you are able to get to the nearest town after the first hint of real trouble. A thorough check-up of your motor before starting a long cruise will usually forestall such happenings.

A much larger supply of fuel will be needed for cruising than for normal outboarding, unless you're in a thickly settled area and want to stop several times a day to refuel. About 20 gallons of gas is almost the minimum amount you should have aboard at the start of a run. If you don't want to stop to refill your remote fuel tank, you can carry an extra one and switch from one to the other while the motor is still running, and then refill the first one as you go along.

For storage of fuel, use any five-gallon can that has a wide enough filler opening and a flexible spout and strainer (otherwise you'll want a strainer-funnel) and that will also stow away compactly in the space you select. Time can be saved by mixing gas and oil while you fill the cans at the fuel dock. But don't mix up more fuel than you'll be using in the next twenty-four hours. Put a quart of oil in each five-gallon can and then fill with gas coming in at full pressure, while you move the hose nozzle around. Sometimes outboard oil and kerosene for the lower unit is not available and so it is a good idea to maintain a small stock of these lubricants.

You'll be interested in getting the best mileage possible on a cruise, and so remember that an outboard motor is de-

signed to operate most efficiently, and therefore most economically, when it is running at its highest speed. Keep your throttle at its top range, once you're in the channel and on course, and don't vary your speed unless it's necessary. Alternate slowing and speeding up will waste gas.

Steering also plays an important part in getting good mileage. By swerving back and forth you can cut your mileage by almost a third, due both to the longer distance traveled and to the speed lost on sudden turns. Only gradual changes of course should be made, as you can easily overrun in the other direction. Good steering control will be easier if your wheel is so arranged that it turns much more proportionally than the motor does. A small spindle around which the steering cables wind makes this possible and gives you the "feel" of coming onto a course so that you can back off before you have swung past it.

The trim of your boat, influenced by how it is loaded and by the angle at which the motor is set to the transom, affects mileage and performance. Also, before starting out on any long run you should make sure that the low-speed and high-speed carburetor adjustments are set properly. Improper fuel mixture can cut mileage and result in fouled plugs, or, at the other extreme, give poor performance and endanger your motor from lack of proper lubrication.

As to the general equipment aboard an outboard cruiser, there is much latitude for your own personal choice. In the matter of a marine toilet or "head", for instance, some have them in separate compartments at the expense of cabin space, many have them forward where the two bunks come together, others dispense with them altogether and use portable units that can be dumped overboard. As with all extras of this kind, it is a matter of how much comfort you want and how much you want to pay for it.

Ordinary mattresses are not satisfactory afloat due to the dampness. Air mattresses may be used on bunks, or foam rubber cut to shape. Some life preserver cushions are arranged to snap together and thus serve a triple duty. Sleeping bags are convenient and easy to stow away during the day. But however you sleep, remember that it can be colder out there on the water than at home. So break out the blankets, even though you already have them in mothballs.

You have a choice of stoves in either the marine types or portable camping varieties which can be used in the cabin, cockpit or ashore. Primus stoves burn either alcohol or kerosene. Gasoline stoves have the advantage of using the fuel you have on hand, but some insurance firms frown on them. For broiling you can always go ashore and build a camp fire.

You will find that you can get along very well with a lot less equipment than you first think necessary. A pressure cooker speeds things up and also serves as a kettle, with the top off. Coffee pot or percolator, skillet and pan, both with

lids, will just about take care of most galley needs. Maybe a mixing bowl, although a pan will do; and a can opener.

Unbreakable plastic dishes and cups work much better than china and glass. For some meals paper plates will simplify things. But all of these points of detail you will work out in your own way—and that's the fun of it.

Eating will be one of the brightest moments of your cruise. No matter what it is, it will taste good. You can leave the children's tonic back home and forget your vitamin pills. You'll probably become a confirmed epicure of canned foods since they stow away easily and keep perfectly. But unless you enjoy surprise suppers, you better mark each can with a crayon showing what it contains, as labels have a way of coming off in shipboard pantries. Also storage of bulk staples such as pancake and biscuit mixes (which you can use in place of flour for breading fish, etc.), salt, sugar, cereals and rice should be in tightly closed containers.

For keeping perishables, most cruisers have an icebox of some kind, either built-in or portable. The type of cooler used for picnics will hold enough ice to keep a small amount of perishables for close to two days, and that's about as long as you would want to keep them under this type of refrigeration. Ice will not be available at every stop, but unless you're in some remote section you will find it often enough, though you may have to forego fresh milk, butter and ice in your drinks now and then. Dry ice, when you can get it, will last much longer, but don't count on being able to use it regularly.

Some cruisers have a built-in water supply system and a small sink as an outlet, but neither of these is necessary. It's a simple matter to carry enough water in jugs or cans of one- or two-gallon size, and a small basin for dishes, shaving and face washing works as well and takes up less space than a sink. As for baths, there's always water and floating soap, so just go over the side.

You will want some type of table for the cabin, preferably one that can be folded up and also used in the cockpit. Folding canvas chairs for the cockpit are preferred by many cruisers to built-in seats since they can be put out of the way when not in use.

Screens will be welcome on most any night, as summer insects seem to think people go cruising solely for their benefit. Sliding or detachable screens, or even mosquito netting that hooks or snaps on, will give you this and will also allow the cabin to be opened up for clear visibility and ventilation during the day. But even with these precautions, a good supply of bug repellent and bombs should be in your arsenal.

A complete first-aid kit plus sun-burn oils and unguents should be on board. But take it easy on the sun, at first. Although you have a good tan already, a whole day on the water, in and out of the sun, can spoil the first few days of an otherwise glorious cruise. There will be plenty of time to bronze up like an

(See Over)

OUTBOARD-BOUND FOR ADVENTURE

(Continued from Preceding Page)

old salt before you get back home.

Lighting an outboard cruiser is not a serious problem. Usually the crew will all be in the sack quite early. The same type of 6-volt camper's lantern mentioned as a possible white running light will take care of the illuminating question very well, as will also a kerosene lantern. But regular fixtures may be installed that run off the same 6-volt "Hot Shot" dry cell used for the running lights, although any prolonged use will cut down the life of the battery. Also, if you have an electric starting outboard motor, you'll have a storage battery aboard which can be used for lighting. But, again, extra use will mean frequent need of recharging, which can be done by carrying a portable charger and plugging it in overnight at a marina. In addition to any other lighting equipment, a couple of ordinary flashlights and extra batteries will come in handy many times.

The best rule for clothing is to have it old and comfortable—and this includes sweaters and jackets for cool nights as well as foul weather gear to keep off rain. Sneakers are the best footwear. They dry out quickly and are not hard on the deck.

There is one rule about outboard cruising: the simpler you keep things—at least until you find out just what you want—the more fun it is. In fact, many of the highlights of your first cruise will be the things you do wrong. You'll be talking and laughing them over for years to come.

For further and more complete details on this fascinating subject, we recommend two recently-published books: "Your Outboard Cruiser" by David Klein (published by W. W. Norton & Co., New York, 230 pp. \$3.50) and "Evinrude How-to Book of Outboard Cruising" by Robert J. Whittier. (Write Evinrude Motors, 4285 N. 27th St., Milwaukee 16, Wisc.)

Following are the names of some of the well-known manufacturers of outboard cruisers.

OUTBOARD CRUISERS
Aluma Craft Boat Co., 2633 27th Ave., So., Minneapolis 6, Minn. Aluminum, 19'.
Atlanta Boat Works, 665 Fylant St., N. E., Atlanta 5, Ga. "Aristocrat," 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. Fiberglass, 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'.
Freeport Point Shipyard, Freeport, L. I., N. Y. 20' "Scop," distributed by Wilson Marine, Fort Lee, N. J.
Glaspar Co., 19191 Newport Ave., Santa Ana, Calif. Fiberglass, 20'.
Harwill, Inc., St. Charles, Mich. Aluminum, 16 (conv.) & 18½' "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. Fiberglass, 21' (2 styles).
Mac Craft Boat Co., 622 S. Madison St., Iowa City, Iowa. 18 & 20'. Bottoms have Fiberglass covering.
Norseman Boat Co., Box 191, Bellingham, Wash. 16'.
Owens Yacht Co., Inc., Stansbury Rd., Baltimore 22, Md. 21'.

Palmer Scott & Co., Inc., New Bedford, Mass. Fiberglass, 18'. Also comes as hull only.
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., Peshtigo, 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 Fiberglass, 15—17'.

OUTBOARD CRUISER BOAT KITS

Cris-Craft Corp., Algonac, Mich. 16, 18 & 21'. Also prefabricated kits.
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'.

NEXT ISSUE A COMPLETE OUTBOARD CRUISING GUIDE FROM COAST TO COAST

QUIET PLEASE!

WITH THE TREMENDOUS INCREASE in light high speed outboard motors in the past few years, many serious problems have arisen, one of which is the indiscriminate use of open exhaust.

We, as manufacturers of such devices, wish to warn outboard users that the use of open exhaust except in bona fide races is certainly detrimental to their own sport as it will inevitably bring about laws that may prohibit even the use of outboards altogether in certain areas.

Of course, we realize that for strictly racing, open exhaust has been and probably always will be used as even the spectators get a terrific thrill out of the roar of a full field going across the starting line. However, let's suppose you have a cabin on a lake or along a river where you go on weekends for fishing and relaxation and others blast your eardrums with the continual roar of their open exhaust.

The use of open exhaust on pleasure boats is of no value whatsoever, as it will not add to the speed in any amount that we can measure after many, many miles of testing. Let's face it fellas! It's swell where it belongs, but it doesn't belong where it disturbs other people. You can put on your cover if you have open exhaust and test your motor and wheels as much as you want. Take advantage of the excellent exhaust system your manufacturer built into your outboard motor and everybody will have more fun without running the risk of restrictive legislation.

Quincy Welding Works,
Quincy, Ill.

AROUND THE BUOYS

(Continued from Page 3)

Beach, Florida, dusted away Coulbourn's new record in a second elimination heat with a newer and better mark of 46.249 m.p.h. In a ding-dong final heat the two BU drivers locked rooster tails for five miles with Coulbourn taking a slight edge and upping the BU mark to 46.512 m.p.h., where it stands at the moment.



Bill Siesman (Left), National F Runabout Champ and his deck rider, Charlie O'Bear, shown here with trophies he won during an exciting year.

Several months ago we mentioned the hot interest in outboard racing at Ketchikan, Alaska. Now we hear from Wes Hillman of Anchorage, Alaska, about some more "Up Yonder" racing activities. The Anchorage Outboard Club, formed in 1948, has twenty active racing drivers, each of whom competes in two or more classes. Their club's racing season starts on Decoration Day and ends the last Sunday in August. No races are ever held on Labor Day for moose season begins on September 1st and A.O.C. members are as rabid moose hunters as they are throttle squeezers.

There are plenty of outboard motors in Alaska because salmon fishing is done largely from dual-outboard-motor dories and while only a few Alaskan racers are also pro salmon fishers, the sport owes its northern start to the fish.

Alaskan events are held for BU runabouts, B stock hydros, C service runabouts, C service hydro, DU runabout, D hydro and unlimited. One of Alaska's most interesting marathons is the Fairbanks to Nenana and return 120-mile river grind, conducted by The Fairbanks Outboard Club. The Nenana River has an 8 m.p.h. current, is loaded with driftwood and has no markers on its constantly changing channel. The event is open to three classes: racing runabouts, family utilities and river boats (outboard powered, at least 24' long). High-point man in the Anchorage Outboard Club last year was also overall winner of the Fairbanks-Nenana-Fairbanks run, Lewis "Fitz" Fitzgerald, with runner-up spot for the season going to two-time winner of the perpetual Handicap Trophy for the Lucille season's opener, Wes Hillman.

Wes suggests that any boating fans planning a trip to Alaska this summer should tote along their racing equipment, because 1954 will be the most active season to date.

A.P.B.A.'s 1954 Stock National Outboard Championships will be held on the Fox River at Depere, Wisconsin, about 150 miles north of Milwaukee, on August 28, 29 and 30.

Since N.O.A. Class F drivers voted to eliminate all restrictions on the screaming four-cylinder jobs' lower units other than the use of tractor units, look for new top speed marks to be set in this N.O.A. class before the season is over.



Swedish racing star, M. Claesson, warms up his 46 hp modified J. A. P. before German Grand Prix.

In a recent letter from J. Gosman of the Nederlandse Speedboat Club of Amsterdam, Holland, Mr. Gosman enclosed a photograph which we are reproducing because of the unique construction of the boat's powerplant. The pilot is M. Claesson of Sweden. The motor is a single-cylinder English-built J.A.P. 4-stroke, overhead-camshaft, air-cooled job which develops more than 46 horsepower at 5,000 r.p.m. Combined with a unit and driveshaft housing of Claesson's own design, this rig is reported to run away from some of Europe's fastest Class C alkyl burners. (End)

FRANK VINCENT

(Continued from Page 14)

boat and fast between-the-heats motor changing, "Sez Me Too" finished out in front of the pack six times during the afternoon. Since heats were run in rotation, six motor changes were necessary to make the clean sweep.

Later that season, Frank went on to consistent wins in Class B, ranging east as far as Chattanooga, Tennessee. In September, he won the Class B and C Oklahoma State titles at Spavinaw. By this time he was getting to be a seasoned pro. His boat's name had been changed to "Miss Bond Bread." Back in the early thirties, sponsors were easier to come by.

The year 1932 proved pretty much a continuation of his 1931 successes except he started to range a little farther, (See Over)



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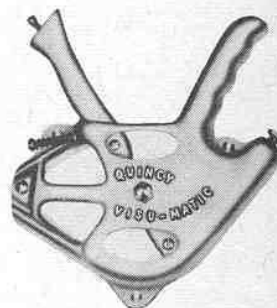


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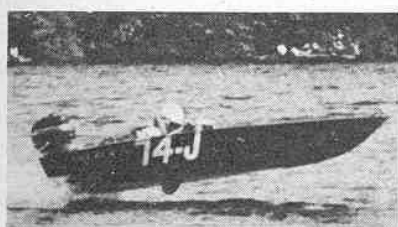
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FRANK VINCENT

(Continued from Preceding Page)

going south into Florida, Louisiana and Mississippi, east into Kentucky, Ohio and Indiana and he wound up the season in mid-October at Bay City, Michigan, where the Nationals were conducted under the most rugged conditions in outboard's history. A blizzard caused postponement. Sleet and rain followed the snow. Finally after the events had been cancelled for two days straight, the officials gave the go-ahead for what has come to be called the "Frost Bite" Nationals.

Due to driftwood as thick as scrap paper littering a public picnic grounds, only five heats of Class B were run. Frank pulled the old hat trick and made it five in a row to take over the National Title formerly held by the late John B. Maypole.

Tulsa, Oklahoma, which long has been a breeding ground for outboard racers, that year boasted two National titles, the Class C professional event going to Walter Everett.

Moving into the Grapefruit Circuit in 1933, Frank continued to show the pros how to get home first for the checkered flag at race sites such as Winter Haven and New Smyrna, Florida. Then on May 11, at Freeport, Texas, before a crowd of 30,000, Frank's luck changed.

He had finished second in the A events and second in Class C. In the first heat of Class B he was out in front and looked like a sure winner. The crowd had already had its share of thrills. Ruth Dickerson, a Class B amateur, took a dilly of a flip. In the C events, two more boats had capsized. A third C boat threw its driver, screamed up the bank along the west side of the course, vaulted high over the heads of dozens of spectators and crunched to an engine screaming halt on the roof of an automobile.

In the first heat of B, most of the crowd had their eyes glued on 0-30. The national champion Vincent wasn't letting them down for with a lap to go he had built up a formidable lead on all but one boat in the pack. Suddenly his boat swerved hard to the left, leaped free of the water. Vincent dangled in mid-air a moment and then plopped into the drink. What happened next was one of those unfortunate flukes. The boat, with motor still screaming, fell right side up and charged into Vincent. The whirling prop started to claw its way up one leg. Though dazed from the sudden upset and shock of the blades tearing at his flesh, Vincent yanked a plug wire loose and stalled the motor.

He described the accident later in his own words.

"The motor seemed to climb my leg and then chawed on me for a few seconds. Even after I jerked loose a plug wire, I didn't realize I was badly hurt until I saw a large pool of blood form on the water. Suddenly my right leg seemed to go dead and the next thing I knew the Coast Guardsmen were in the water hauling me out."

What Vincent didn't state was that Louie Willrich of Houston, who was riding in a challenging second spot well ahead of the pack, stopped to give Vincent aid. Even though Frank knew his injuries must be serious, he waved Willrich on. The Houston driver, who had showed fine sportsmanship in his willingness to sacrifice his chances to win, managed to regain his lost position and cop the checkered flag in first spot.

After twenty-three days in the hospital and thanks to the skillful surgery of Doctors George Reeves and Dan Scott, Vincent was able to head for home and a long period of convalescence. Vincent's comments when he left Texas made pretty good sense.

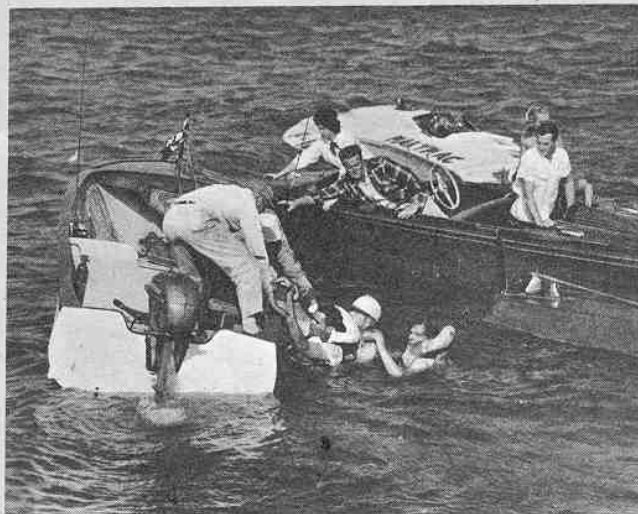
"I'll be back next year," he said. "You don't quit riding autos when you have an accident, do you? If I felt the accident was my fault, then I might give up the sport. But it wasn't. I guess I hit a large fish. It was just one of those unavoidable things and as soon as my leg is right, I'll be back in a boat and pushing it as fast as she will go."

On September 4, he was back in action at Kansas City. That day a seventeen-year-old high school senior, Don Frazier of Rantoul, Ill., was the star. Frazier was to go on to make a big name for himself in the sport for many years. But though the spotlight was on the youngster from Illinois, that day was important to Vincent. Less than four months before most of the pit gang had prophesied that Vincent's racing career was at an end. But over the Lake Lotowana waters, Vincent made his comeback as King of the B's and eleven days later on the Schuylkill River in Philadelphia, Vincent successfully defended his National B title, against such rugged competition as Dick Neal of Kansas City and Bobby Myer of Chicago.

There has been plenty of record breaking, too, in Vincent's long racing career. In 1938 at Brownsville, Texas, he was clocked at 59.113 mph to become the Class C one-mile title holder and to break the former record set by the driver Vincent considered toughest in the game, Dick Neal.

In 1938, the nation's top outboard drivers descended on Chattanooga, Tennessee. Saturday, September 16, was a big day for Chattanooga for it was the beginning of the National Chickamauga Ten Day Celebration. President Roosevelt joined the more than half a million Americans from Coast to Coast who witnessed at least part of the ceremonies commemorating the famed Civil War battle ground area.

On the 17th, with Gar Wood, Sr., and Count Theo Rossi di Montelera, Italian speedboat champion, as official starters and Jack Dempsey on hand in an honorary capacity, the nation's outstanding outboard drivers moved in for outboard's tenth annual National title events. A partial list of the entries reads like motorboating's Who's Who of that period. No less than thirteen women drivers were on hand, including eighteen-year-old Marion Rowe, midget champion who that season had posted thirty-four



FRANK VINCENT

(Continued from Opposite Page)

first places in forty races she entered. But one of the toughest classes was Class C. Paul Wearly, the competition record holder, was entered. Others in Class C included Dick Neal; Worth Boggeman, Fort Worth, Texas; Claude Smith of Atlanta, Georgia; Freddie Jacoby, Jr., Ernie Call, Willoughby, Ohio; Marshall Eldredge, Boston, Mass.; Bobby Meyer; Tom Cooper, Kansas City and ten others of only slightly lesser stature.

Vincent in commenting on his eventual Class C title win of 1938 said that he figured that it was "just luck" that he won. But a first and second spot in two heats against the best the country had to offer is hardly mere luck. The win was a close one for he tied in points with Claude Smith and won the title on the basis of 3/5ths of a second less total elapsed time in the two heats. This gave Vincent his third National Championship title.

On the Charles River, Boston, in July of 1939, in the first heat of Class A professional, Vincent finished fourth behind such drivers as the late C. Mulford Scull, who won the heat, and Fred Jacoby, Jr. In the second heat, Vincent came into his own and in a field including Scull, Jacoby, Class A competition record holder, Paul Wearly, Freddie Chase, Gil Petermann and a half a dozen other fast moving A rigs, Frank averaged out 44.687 m.p.h. to break Wearly's world's competition mark by better than 1/2 mile an hour.

In the third heat, Wearly was out to recapture his crown. The heat was a scorcher with first one driver, then the other leading. Both Wearly and Vincent broke Vincent's new record but Vincent edged out Wearly at the finish by inches to post two new world's records in two consecutive heats. His second heat time gave him a 44.709 m.p.h. average.

In 1939 at Richmond, he almost won everything on the professional schedule of the program. And probably if it hadn't been for hard-driving Ernie Call, he would have. He started off by taking a second to Call in the first heat of the Nationals of Class A. In the Class B

(Above) Outboarders aren't the only unfortunates who flip their equipment! This scene at Miami, Florida's Biscayne Bay Regatta shows rescue craft and one helmeted driver coming to the aid of two unhappy looking 266 c.i. competitors. Note upturned hydro at right and Johnson motor at left.

professional events, he took the title again for the third time in straight heats, with his toughest competition coming from Bobbie Rowland who was later to reign as one of the standouts in 225 c.i. competition and Fred Jacoby, Jr., motor boating's Hall of Fame member.

Although Vincent may have felt his 1938 Class C title win was luck, when you cop the crown two years running against the nation's toughest, it appears more like a combination of a top-flight motor refinement in the hands of a highly skilled champion.

Between 1931 and 1940, Frank held five National titles and was a Class record holder on several occasions. It wasn't all dumped in his lap the easy way for in addition to his first rugged accident in 1933, he was also involved in a pretty rough tangle at Wheeling, West Virginia, when he flipped and his right knee was hit by the propeller from a following boat.

In 1940 and for quite a few years, in addition to racing, he had also handled the engine work for Gar Wood, Jr. In 1940 when young Gar Wood was attending the University of Tulsa, he planned an attempt at the world's record in Class X. Earlier that year Wood had broken the Class B amateur mile mark with a speed of 53.731 m.p.h. with a motor set up for him by Vincent—one of several record breaking mills Vincent had built up for Wood.

On March 24, Vincent made a run (See Over)

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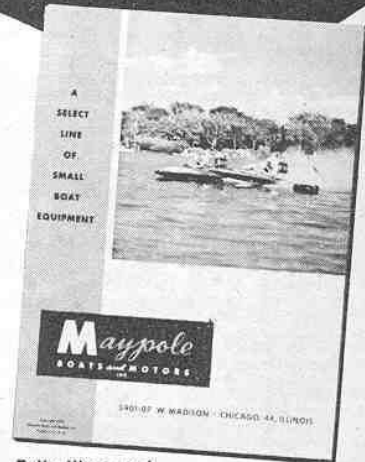


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FRANK VINCENT

(Continued from Preceding Page)

with Wood's X boat on the Browns-ville, Texas, ship channel. While clocking better than 75 m.p.h., a gust of wind caught the boat. The bow rose, got airborne and did a doubleflip. Somewhere in the melee of whirling boat, motor and driver, Vincent took a terrific blow on the head. Quick work on the part of a couple of fishermen, E. C. Owens and Arthur Burch, probably saved Vincent's life. He was hauled from the water unconscious and hospitalized for the third time during his career. Pneumonia was the greatest threat to his life but within a few weeks he was as good as ever.

During his twenty-five years in the sport, Frank figures his toughest competitor was Dick Neal. In the grand total of races in which the two men met, Vincent came out a shade on the plus side.

Frank has built up several hundred motors for other drivers in the game and there probably isn't an alcohol burning outfit running today that doesn't include some mechanical advancement, gimmick or trick that Vincent hasn't had something to do with. He started his career with homemade boats, later changed to Flowers hulls and still later to Neals and Fillingers. He figures that both of these latter two boats are excellent but he also firmly believes that if the boys continue to get the motors hotter and hotter, there will still be changes in boat designs to help keep pushing the records upward.

Gar Wood, Jr., married Vincent's oldest daughter and Frank's grandson, Gar Wood III, who is now seven, may well take up where his grandfather left off. After all, a youngster couldn't have a much finer racing heritage than Gar Wood, Sr. and Jr., and the Tulsa Tornado, Frank Vincent. (End)

HOW TO BECOME A RACE DRIVER

(Continued from Page 19)

out on the course racing in its event, will bend your ear about how their driver is the hottest driver this side of hades. The only reason that he is not out in front right at the moment, instead of back in tenth spot, will be because the rest of the field jumped the gun. If the judges and officials weren't blind as bats, they would have disqualified everyone but their budding champion.

You'll also learn to listen to this kind of ranting with a deaf ear.

Five or ten minutes after each event, and maybe just before the five minute gun sounds for your heat, the rescue boats will come sloughing in with the upside down lumber and soaked down and sheepish looking drivers who flipped. About this time, even though you've run fifty races, butterflies will take over in your stomach. If it weren't for your knee pads and dungarees, you'd be afraid your pit crew would see your knees beginning to shake.

It's not that you'll be afraid, for no boat racers from the champions back to the stokers stay in the game if they're truly frightened by the sport. It's just that you will want to be sure that you don't make the same mistake you made the week before of getting boxed in at the start, or maybe pushed way off on the right-hand side of the course so no matter how well you start time-wise, you've got four or five boats to cut across before you can get to the first pin. You'll probably be worried, too, if you're racing on a shoe string, that today may be your unlucky day and you'll hit a piece of driftwood, or catch a wake the wrong way and flip and blow your mill. Oh, there are plenty of things to make the butterfly wings start beating, but when the five-minute gun finally sounds and you get ready to rope off and go into action, you get over it.

Maybe you've driven four hundred miles and maybe your motor has always started on the first pull. But there are

those days when after all your preparations, the minutes tick by while you're roping your rig over like mad, screaming for plug changes, calling for your squirt gun. Your motor gets laryngitis and won't utter a sound. Those are usually the days, too, when a few minutes after the boats of the field have been under way and covered their first mile or so of the event, you give a savage pull at the rope just to work off some of your frustration and whammo! the next thing you know your rig takes off like a frightened gazelle and you're heading out onto the course. When you get over your surprise and return to the pits, the pit steward chews you out, you chew out your pit crew for not having a good grip on the motor and your girl friend or wife sweetly remarks, "If you hadn't been so slow getting started, you wouldn't have missed your heat." For the first time in your life, you'll consider committing mayhem.

There will be days, too, when if you have the makings of a champion, you'll finish a few out in front, or probably just as satisfying, though you know your motor or perhaps your boat isn't quite up to staying up among the first three or four, you develop a private duel with some of the boys back in your part of the pack whose rigs are even with or maybe just a little better than yours, yet you beat them out.

The regatta's over, you pack your gear (which is twice as heavy as it was in the morning) and get cleaned up for pay-offs or trophy presentations. Maybe, if you're disgusted and have flipped and blown your rig, you'll start for home. If your problems have hit you hard enough you'll swear that you will sell out what you have left, or give the stuff away and never go near a boat race again. If you truly want to become a race driver, no matter how many times you decide to give up, you'll find yourself back in the sport again the next week, or month, or

at least the following year. And spending Monday, Tuesday, Wednesday, Thursday nights going over and over your mill, getting the bugs out or a few more r.p.m.s in the motor. But there just isn't any way out of the racing game once you're initiated.

So, if you still want to race, the first thing you have to do is to get yourself a boat and motor. What boat and which motor I can't tell you, because in outboard there are a dozen or more classes which you can enter, each one with its tight-clad little set of boat restrictions and motor specifications.

To learn these, and as your first step before buying your outfit, I'd strongly suggest that you write to either or both of the two major rules governing bodies and buy copies of their rule books, which outline in detail each class you can consider. The addresses of these two organizations are American Power Boat Association, 700 Canton Avenue, Detroit 7, Michigan, and National Outboard Association, 707 Market Street, Knoxville, Tennessee.

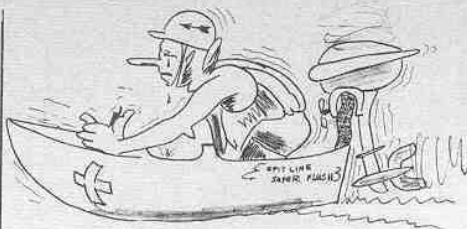
How much is it going to cost you to get into the sport? That again depends largely on the type of equipment and the amount of campaigning you plan. Some determined drivers have set up a secondhand outboard rig for a few hundred dollars. The same has applied to some of the smaller inboard classes. On the other hand, and well to the other extreme, you might take a look at "Slo-Mo-Shun IV's" ledger. The "Slo-Mo," of course, holds the world's record at 111.742 m.p.h. average over a five-mile competition course and 178.497 for the mile straightaway. In 1953, the "Slo-Mo" campaign cost \$62,108.19. This does not include the price of the boat.

The sport of kings or millionaires? Don't kid yourself. Boat racers are a democratic bunch—and they range from the wealthiest to the poorest. But they have a common meeting ground which has nothing to do with bank accounts. Boat racers are measured by their skill and the speed of their outfits, not by their pocketbooks.

But don't go into the sport feeling you can make a living out of it, for only a limited few have ever been able to do it and then for only a short period of time. However, there is a racing class for every budget. I strongly recommend that the normal newcomer to the sport buy secondhand equipment and get the feel of competition and some racing experience as cheaply as possible.

Outboard stock runabout or hydro racing today is the least expensive of the racing classes to enter. You can pick up a good used hydroplane for \$100 and sometimes less. A good secondhand motor is a steal if you can find one for \$200. If you shop around some of the boys have found them on the sick side as cheap as \$50 and not in such bad shape that a little shop work wouldn't bring them back to good health.

What do you shop for and where do you look? Well, first of all, start hanging around the outboard pits at regattas, or find some driver who would like to tote you along as an extra stooge. You'll



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do plenty of lugging and maybe get sworn at once in a while no matter how good you are in your combination job of stevedore, mechanic and messenger boy, but if you keep your eyes open, listen and also ask some questions, you'll learn a lot in a hurry.

Your own personal size will cut down the shopping possibilities somewhat. Certainly a 190-pound individual should enter a class in which the motors have the potential horsepower to shove his weight over the water with the fast boys and also the class in which he can use his beef to advantage. If there have been more than one or two models of the motors in the class you finally decide is for you, find out what the differences are. The latest model may not always be the fastest motor. You might do better with a beat-up 1951 model than with a barely used '53.

Take notes during your pit stooging. Don't trust to memory. Watch the boys who usually finish out in front. They aren't satisfied just to hang their motor on the transom and run wide open. They'll experiment before every race with the number of transom shim sticks. These ultimately raise or lower the depth of the propeller in the water. Observe what kind of propellers they use and you'll probably note that the propellers have been altered. These modifications have been made after long series of experiments and testing.

Study the riding style of the drivers. Notice how their position in the cockpits affects the riding characteristics of the boats. You can learn a lot about boat handling watching from shore. Many races are won and lost at the start. Keep your eyes on the drivers who consistently hit the clock on the button. Find out how they do it. Some of them time themselves with stop watches during their pre-race test runs and spot a landmark on the beach, or shore line that will serve as a guide to them later when they are out jockeying around after the one-minute gun.

You should also join a boat club. Many such clubs conduct schools for new drivers. These will vary from informal discussions to actual demonstrations on motor refinements and things of a similarly helpful nature. But above all, the members of the boating club are sure to

(See Over)

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HOW TO BECOME A RACE DRIVER

(Continued from Preceding Page)

talk boats. Since one of the requirements to get your competition membership and racing number in either of the two major organizations is that of belonging to a member club, there is no advantage in putting this off.

You will usually find some experienced driver who will be happy to go along with you when you finally buy your equipment. Let him look it over. Don't be afraid to ask the would-be seller to tear the motor down and let you look at the innards. Or better still, buy it on a conditional basis subject to return within a few days if on close inspection the component parts don't prove to be in the condition held out by the seller.

Don't expect to win your early races. Some exceptional natural drivers have been able to enter the sport and start winning races immediately. But someone

has to be in the last boat to finish. It's no disgrace to be behind the pack, particularly when you're a newcomer.

No one can teach you how to drive, but if you are quick on the trigger, you'll soon realize that certain drivers get around the corners faster than others. Watch how they do it and then practice their methods at your local testing site. The driver who just gets into a boat, squeezes the throttle wide open and hangs on seldom wins races. But he usually does wind up flipping a lot of equipment. Corny though it may be, the old phrase that you have to crawl before you learn to walk usually proves itself in boat racing.

You'll learn to ride a lot of rough water following the pack and your reward will come when you do get out in front and find it a lot easier going. (End)

A FAMILY CRUISE

(Continued from Page 17)

and are invited to all of the weekend cruises that we schedule once a month or oftener during the summer.

The 1953 Winnebago family cruise, which we had heard about last year but had been unable to attend, sounded like a natural for a cruising group like ours. So we checked our membership and sent registrations for eight boats to Les Gudden, Commodore of the Oshkosh Outboard Club, host club for the cruise.

The Winnebago family cruise is a one-day trip, from Oshkosh to Fremont, Wisconsin and return, but since our group prefers two-day weekend jaunts, we arranged to leave Chicago for Oshkosh on Saturday, spend the night there and join the cruise on Sunday, returning to Chicago that same evening.

Saturday, June 19th, turned out to be one of the hottest days ever recorded by the Chicago weather bureau, which gave us another reason to be glad we had planned to spend it away from the city. Even the warmest weather is more tolerable in the lake country of north-central Wisconsin.

The evening before, we loaded our 15-foot mahogany runabout and 25-horsepower Evinrude Big Twin motor on the trailer and hitched it to the family car. Seven-year-old Bobby lent an enthusiastic hand in these preparations while his sister, 12-year-old Diane, helped her mother with the picnic lunch we were to take with us.

Early on Saturday morning we met the other members of our group and at 7:00 a.m. started a leisurely drive to Oshkosh, each car and family trailing its own boat.

Despite the heat, the drive to Oshkosh was pleasant and uneventful. Arriving about 11:30 a.m., we checked in at the very comfortable motel where we had arranged to spend the night and after lunch in town proceeded to get our boats into the water. Since all but one of our boats are powered by Evinrude Big Twins, we took advantage of

an invitation from Jerry Kanten, the local Evinrude dealer, to make our headquarters at his Oshkosh Marine Mart. There fuel and supplies were available and an electric hoist provided a fast and convenient means to launch our boats and return them to the trailers.

This proved to be an excellent arrangement. The courtesy and helpfulness of the Marine Mart crew added much to the enjoyment of our visit and cruise next day.

Once the boats were in the water, gear stowed away, the children in the life-jackets and the families aboard, we cruised down the Fox River to Lake Winnebago and spent the afternoon sightseeing and swimming off one of Oshkosh's excellent beaches. That evening my family, and some others of our group, took advantage of the opportunity to get acquainted with some of the people we were to travel with on the cruise next day. This boating get-together was held by the host club at the impressive American Legion clubhouse on the shore of the lake.

On Sunday morning, there were a few clouds that promised to clear away before the day was far along and a moderate breeze from the southwest that local boatmen said would not be strong enough to make the lake crossings dangerous or uncomfortable. The start of the cruise had been set for 10:00 a.m. but we were all back at Oshkosh Marine Mart before 9 o'clock to re-launch our boats which, because of limited mooring space, had been returned to the trailers the preceding evening.

All hands pitched in to get the boats afloat and we were soon back in the water and headed up the Fox River to join what appeared to be several hundred other boats waiting for the start of the cruise just above the Algoma St. bridge. At a signal from Commodore Gudden of the Oshkosh Outboard Club the boats took off in single file for the run to Fremont.

As our group was about to take its

place in line, one of our boats suffered the only mishap of the trip—a sheared propeller pin suffered in striking a piece of floating driftwood. As is our custom, the others quickly gathered round to help, the pin was soon replaced and we were on our way.

The cruise route led up the Fox River and into Lake Butte des Morts, where we learned why small boat skippers were careful of the effect of even a moderate wind on the broad, shallow lakes of that area. On this occasion the southwest breeze was not stronger than 10 or 12 miles per hour, but even this mild blow was enough to raise a cross chop that called for careful boat handling to keep the passengers dry. It made an interesting run that the children, particularly, found exciting.

Our boats, with their 25-horsepower Big-Twin motors, were running well under full throttle, to accommodate our speed to the slower boats of other cruise members. We found, however, that instead of following the usual commonsense precaution and slowing down in the chop, under the conditions prevailing that day, we rode dryer and more comfortably by opening up to nearly full speed in the rougher stretches.

From Lake Butte des Morts the cruise route took us up the Wolf River to Lake Winnebago, across the lower end of Lake Poygan, through the storied Boom Bay cut-off where the timber rafts were formed in the days when lumbering was a principal industry in those parts, and back on the Wolf River to Fremont and the mid-day halt.

The approximately 32-mile run took just over two hours and Mrs. Matson and the children found the quiet and picturesque stretches of the Wolf River, with occasional towns and cottages along the banks, an agreeable change from the windblown lake crossings earlier on the trip.

At Fremont, the cruise boats were docked and beached almost gunwale to gunwale for several blocks along the tree-shaded water-front.

The return trip to Oshkosh was accomplished easily in about 2½ hours and by 6 p.m., with the help of the men at Oshkosh Marine, the boats were back on the trailers for the return trip to Chicago. Sunday evening traffic slowed us somewhat, but we arrived home at 11 p.m. with Bobby and Diane asleep in the back seat of the car.

Our total expense for the cruise itself was the cost of approximately six gallons of gasoline each way. Our Chicago Cruising Outboards group voted the Winnebago family cruise one of the best we have ever made. The cruising waters around Oshkosh are among the finest and the people the most hospitable of any we have visited. We are planning to stop there again later in the summer on our way to a longer cruise we have scheduled in the area around Green Bay, Wisconsin and we fully expect to be back next year to help make the 1954 Winnebago family cruise bigger and better than ever. (End)

THE STUBBORN SWEDE (Continued from Page 20)

wrong. The majority of Champions were not finishing in the money. Some of them were running a consistent last. He went over his plans with a fine tooth comb and found nothing wrong. He ran his tests on his own boats again and again. They performed as well as ever. He examined the losing boats and discovered the trouble. It was simple. They were not being built according to the plans. The partnership between designer and the individual builder had broken down.

If you are just an ordinary guy raking in the money on the sales of a really good set of plans, you say "Nuts" and keep on pulling in the money. If you are Bob Lindberg, you stop selling plans. He realized that in order to make sure his outboard designs hit the water as the same boats he designed, he would have to do most or all of the building himself.

His first step was to produce a kit to fit the plans. By following simple, step-by-step instructions, it was almost impossible for the amateur boat builder to go wrong. Bob eliminated the complicated Table of Offsets that normally plague the average builder. He substituted complete detailed instructions and more and more Champion boats slid into the water with the right dimensions and characteristics.

From the kit boats to completed hulls was only a simple step. It was a simple step primarily because the kits and the completed boats are identical in design, material and finish. This is another example of the stubborn honesty that is Bob Lindberg's. As you are probably aware, many kit boats on the market today do not even resemble the factory finished boats of the same company.

The new aspect of the business started slowly and then rapidly gained speed with a progressively higher percentage of starting boats becoming Champions. Then a new complication reared its work-producing head. Young Champion

drivers began to get married and raise families. The families objected heartily to sitting ashore while the head of the family pounded around in a long circle with the other boys. The heads of the families would drop around to the plant at 1524 West 15th Street in Long Beach, California, with long-drawn faces and complain something like this:

"Bob, I gotta problem. The Missus says I gotta take the family out in a boat between racing days or no more racing for Yours Truly. Now, you know I gotta keep racing but I can't see puttin' around at fifteen or twenty miles an hour in a fishing boat. I'd go nuts! What can you make me that's safe enough for the family and still gets around fast enough to satisfy me?"

Bob Lindberg settled down to his drawing board and came up with the Champion Saber, the sweetest, fastest little twelve or fourteen footer afloat. The Saber has sixty-eight inches of beam to produce a fast safe anti-friction bottom and has a top speed of fifty-two miles an hour! Not only did it satisfy the family racing driver, but the Saber turned out to be one of the best skitowing boats yet designed. It tows three skiers easily at thirty-five miles an hour and has plenty in reserve. Even the Saber is produced in kit form—identical with the factory-finished Sabers.

More and more Champion racing hulls are crossing the finish line in the lead of the field and, as a consequence, the factory is running overtime turning out Champions for the disappointed drivers who were beaten by one, or two, or four. Bob Lindberg looks at the busy plant and a wistful look creeps over the Squarehead's face. "You know," he sighs, "before I got so damned successful I could take a day off and bend a throttle myself." He waves a hand that takes in the whole busy operation and shakes his head. "Now the only time I get in a boat is during my personal final inspection—and that's on dry land!" (End)

TORQUE TALK (Continued from Page 15)

Conn.: "Ken MacKenzie, New Haven High School entrant, spun down the Hudson River in the Albany-New York Marathon in May to be beaten by a fellow townsman (Charlie Cabot), by 59/100 of a minute after bumping 123 miles at more than 40 miles an hour" . . . And a few words about Paul Sawyer: "Paul Sawyer, captain of the Yale team, won three Eastern Championships (Divisional) last fall at Middletown, Conn." . . . Maypole and Sawyer are still chasing around the buoys in top style, while MacKenzie has parked his F equipment in favor of a cruising sailboat . . .

A recent visitor to New York was Dr. Dore Leto di Priolo of Milan, Italy, one of the three racing brothers whose exploits in Class X outboards and 91 cubic inch inboards have won them many records. The good Dr. Dore told us there was tremendous interest in Italy and on the Continent in the racing of Stock Outboards, and that the F.I.M. (Federation Italiana Montonautique) plans to present to the International governing body of powerboat racing, the Union of International Motorboating, at their annual meeting, a motion to adopt the A.P.B.A.'s Stock Rules for International competition. . . . Should make for great potential international racing in a few years. . . .

While up in Buffalo, we learned that the organization meeting of the Buffalo and Tonawanda Power Boat Association was highly successful with some 87 inboard enthusiasts on hand . . . Al Boyd of Tonawanda, N. Y., a Service Runabout driver, was elected Commodore, with

Joe Less, a fellow townsman who chauffeurs a hot 266, being voted in as Vice Commodore . . . Ed Shodaeki and Bill Oldfield of Buffalo are the new secretary and treasurer of the B & T P.B.A. . . . The name sounds like a railroad. . . . An ambitious plan to sponsor a sanctioned race around Grand Island in the Niagara River, with the start and finish line at the Buffalo Launch Club was laid out. . . .

Ted Jones of Slo-Mo-Shun fame is the spark plug in the planning of what will be billed as the Perfect Boat Race to be held down at Elizabeth City, N. C. under the sponsorship of the Pasquotank River Yacht Club . . . Ted says that not only will they have a perfectly laid out competition course, but also a mile straightaway course with a two mile approach on either end . . . and patrolled by Coast Guard boats and helicopters equipped with loud speakers . . . The P.R.Y.C. is seriously gunning for the limited inboards and also the big jobs.

Behind the scenes, a hard working group of men are approaching, they hope, a solution to the problem of financing the famous Albany to New York Stock Outboard Marathon which, unfortunately was dropped last year. Revival of the most famous and oldest of all outboard marathons should bring great joy to the hearts of the Stockers who want to do battle with the mighty Hudson River . . . All that is needed is the final decision on the finances. . . .

New Commodore of the Long Island Outboard (See Over)

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TORQUE TALK

(Continued from Preceding Page)

Racing Association is Rube Blom of Huntington, N. Y. . . . Jeff Crowther is Vice Commodore and Bill Steinfeld handles the secretarial chores, while Paul Zimmerman guards the treasury for the group. . . .

Up in Toronto, Ontario, the Toronto Hydroplane Club under the leadership of Don McDonald, the Commodore, reports that they are well along with the ambitious program of building a storage building for their equipment. . . . Seems to us that this sort of club project could be well emulated by other racing clubs. . . . Might make it possible to get the family car in the garage during the winter months for a change. . . .

Jack De Young, President of the Greenwood Racing Club of Greenwood Lake, N. J. reported that a farewell party was given for Dick O'Dea who was 1953 AU National Champ as well as top man in Stock outboard scoring for the season. . . . Dick is now in the Navy which make it easier for the Stock Outboard boys who chased Dick around the markers all season and who looked enviously at the over 17,000 points racked up by the curly topped O'Dea. . . .

Any of the outboarders with a yen for travel and with several days free time should be interested in the outboard marathon which has been scheduled for starting on July 1st at New Orleans. . . . The finish line will be just 1,050 miles up the Mississippi River at Alton, Ill. . . . Rules will permit twin-screw installations; however, both motors must be run simultaneously. . . . A spare motor of 5 h.p. or less may be carried also but cannot be used for power to finish the race. . . . This is the same course that was used in the famous steamer race between the "Robert E. Lee" and the "Natchez" some eighty-

four years ago. . . . We'll wager that at least 30% of the entries will bear either one of these names. . . . Having refereed such outboard marathons as the Albany run, we extend our sympathy to the officials of this deal in advance. . . . We are just wondering how anyone will be able to make sure that twin motors are run simultaneously. . . . And how will patrol be taken care of. . . . And by whom???

The St. Petersburg Yacht Club of St. Petersburg, Florida was designated by the American Inboard Association as the recipient of their annual award to the club which sponsored the "Outstanding Inboard Regatta" for 1953. . . . New Martinsville, West Virginia and the Buffalo Launch Club were given honorable mention. . . . Newly elected officers for the A.I.A. are Freddie Hahn III of Philadelphia, Pa. as Vice President and George Trimper of Buffalo as Secretary. . . . Your scribe and Franz Vintchger of Morristown, N. J. were reelected President and Treasurer respectively for the fourth time. . . . Tracey Johnson of Philadelphia, former racing runabout driver and record holder head the committee for the A.I.A.'s annual dinner dance to be held in conjunction with the Ocean City, N. J. and Pleasantville, N. J. regattas on May 29 and 30. . . . Big doings at Sherry's at Pleasantville on the 29th with food and drink and dancing as well as lodgings available. . . .

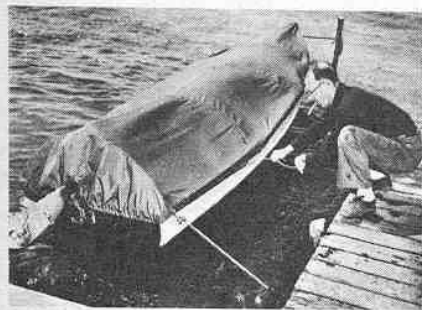
A check of the new spec sheets for the Merc Mark 20H and the Martin "200" Short seems to indicate the B's will really be buzzing this season. . . . And with the older model B's being converted to A's, there seems to be no limit to the number of Stock outfits which will appear at regatta sites. . . . What with the new 12 boat limit in any one heat, race sponsors will be forced to start their elimination heats early in the day if they ever intend to get around to running the finals. . . . unless arc lights are introduced. . . . SHADES OF CLEMENTON! (End)

IT'S NEWS (Continued from Page 16)

Mich., for \$5.50 postpaid. Connections for both $\frac{1}{8}$ " metal tubing and $\frac{1}{8}$ " plastic tubing are included.

RUST PREVENTATIVE

Harrison Laboratories, 44 Kenmore Road, Indianapolis 19, Indiana, have developed a new rust preventative, which should have considerable application among the boating clan. Unlike oil and grease films which prevent rusting by excluding air and water, the new R.I.V. crystals don't exclude either air or water but give off a vapor which prevents rusting. R.I.V. can be applied by dissolving in alcohol or water and used as a spray, or cloth and paper used to wrap and store racing parts or sporting equipment may first be saturated with the dissolved crystal solution then dried. Fine stuff for storing spare bearings, ignition parts, wrist pins, connecting rods and the like. R.I.V. is priced at \$1.50 an ounce, or \$4.50 a quarter of a pound.



BOAT COVER

A new cover that protects both boat and motor, the All-Weather Boat Cover, is being made by McConnel Mfg. Co., Cambridge, Ohio. Said to be tough and wind-resistant and to be attached easily, this new product weighs 10½ lbs. complete.

RACING FUEL

Modified stockers and the strictly alky burning clan should be interested to know that Sweney Prosser of 8104 Dogwood Avenue, Charlotte, N. C., is now retailing his Nitro-X outboard racing fuel which has been used exclusively by Doug Creech for the last few years, which in itself a plenty good recommendation.

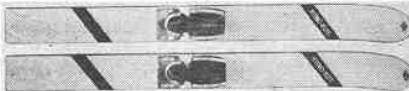
REO TROLLABOUT

Reo Motors, Inc., Lansing 20, Michigan, which has already established an excellent reputation in the four-cycle lawn mower field, is now marketing an interesting inboard marine engine kit. The kits include a 1½ horsepower, four-cylinder inboard engine, complete with forward, neutral and reversing clutch, propeller shaft, couplings, brackets, mounts, rudder and steering cable, a flexible exhaust extension and a skeg bar for propeller protection in shallow water, all for under \$100 in the fresh water version and \$124.50 for salt water use. Here's cheap motivation for

boats up to 18' in length where top speed is not essential.

INBOARD RACING CAMS

Iskenderian Racing Cams, 6338 W. Slauson Avenue, Culver City, California, has announced a new, moderate priced cam, the 400-Jr. Ground from hard, pre-Korean war cores with an actual net lift of .400 inches, the new cams for modified Ford hydroplane engines are priced at \$63.50 for 21-A types, and \$68.96 for the 8BA type. (End)



NEW SKI HARNESS

The new Hedlund Hydro-Flite water skis have interchangeable harnesses that are mounted on 16" aluminum plates so they can be removed and placed on practically any model water ski. Adjustable, form fitting rubber harnesses can be fitted as desired and used on the complete line of Hydro-Flite water skis.

The Hedlund Manufacturing Company, Nokomis, Illinois, manufactures water skis, aquaplanes, and the Hedlund Water Saucer.



POCKET PRESERVER

An emergency life preserver no larger than a package of cigarettes is made by Superior Plastics Company, El Segundo, California.

This pocket-size life saver, known as Res-Q-Pak, inflates with a squeeze of the hand and is said to support a 250-pound man in water, expanding to a two-and-a-half foot float. A bulldog clip lets the user fasten the pack to a lapel or pocket flap so that it is easy to reach and can't get away following inflation in the water.



MOTOR CARRIERS

A new line of outboard motor carrier carts has been placed on the market by one of the country's oldest manufacturers of portable carts, the Lake Manufacturing Company of Lansing, Michigan, who has increased the overall cart width to 20" to prevent possible tipping or slipping of the motor while being taken off or placed on the rack. The carts roll on rubber tires when either folded or set up and are constructed of tubular steel with baked-on enamel finish, guaranteed not to rust.

The Deluxe model, for larger, heavier motors, features dual wheels to prevent sinking into loose sand or soft turf. The collapsible carrier rack on the Deluxe and medium-priced models, is large enough to store a gas can, tackle box, picnic basket, or other similar items of sports equipment.

The Deluxe Model A retails at \$18.95; Special Model B at \$15.95; regular Model C sells at \$12.95.

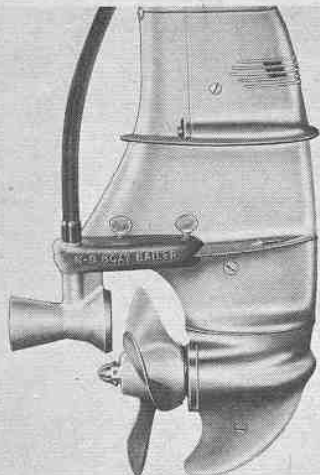


NEW GRIP-A-TANK UNIT

The new Grip-A-Tank unit announced by Lafayette Supply Company, West Lafayette, Ohio, is a molded neoprene product that fits tightly over the rim around the bottom of auxiliary gas tanks. The double-rolled bottom holds the tank in the desired spot, and keeps it from creeping, vibrating and rattling, and the neoprene composition is said to be resistant to gasoline and oil. The Grip-A-Tank for 6-gal. tanks for Evinrude, Mercury and Johnson motors lists at \$1.35. The unit for 4-gal. tanks for Evinrude and Johnson lists at \$1.25. The Grip-A-Tank is also available for all other gas tanks with seamed bottoms.

Copies of the new 1954 Lafayette catalog are available, in which, among other new products mentioned, are: the Gas Tank Gripper, a plywood base and adjustable grippers, for keeping the tank solid and secure in any chosen position

in the boat; a Water Repellent Treatment; Sport and Boat Seats; Boat Cover Bow Sockets and Adjustable Bows.



BOAT BAILER

Available to owners of outboard motors is a new type automatic boat bailer that attaches to their equipment, whether the boat is tied to the dock or underway, the K-B bailer is said to pump out up to four gallons per minute, and is affixed to the lower cavitation blade, standard equipment on practically every outboard motor, old or new.

This bailer is available for \$6.95 postpaid from Superior Metal Industries, Incorporated, 114 South Central Avenue, Duluth, Minnesota.



MAIL ORDER BOAT TOP

Outboard skippers will be interested to know that convertible style tops are now available as a mail order item. Offered by V. M. Merriman—By Mail, Box 117, Normandy Beach, N. J., they come in two models: Short (4 feet 8 inches in length), Long (6 feet 10 inches in length). Each model is available in four stock sizes: for boats with 50 to 55 inches beam, 55 to 60 inches beam, 60 to 65 inches beam, and 65 to 70 inches beam. They are available in sand tan; sea green, ocean blue; signal red; khaki and white.

These little canvas "Cabins" afford comfort for lengthy fishing trips and extended family cruises by providing protection from both sun and rain. In addition many adventurous outboard cruising fans have found that they offer adequate shelter to permit sleeping on board their boats. Stock tops are also available for a number of outboard cabin cruisers.

FOREST FIRES DESTROY NEEDED TIMBER!



CORRECTION (re June, 1954 issue)
Attention Mercury KG9 owners . . . the correct firing order of the Thunderbolt Mercury engine is 1-3-2-4, counting from top cylinder down.

BOOKLETS

"Your Outboard" gives care, maintenance and operating pointers on outboard motors and boats. 40 pages. Socony-Vacuum Oil Co., Inc., Marine Sales Dept., New York, N. Y. or from a Mobilgas-Mobilgas Marine Dealer.

"Your Outboard Vacation Guide" lists major waterways and lakes in every State and tells where to write for detailed information and charts. A very interesting book that will be sure to start you off on some exploring this summer. 24 pages. Outboard Boating Club of America, 307 N. Michigan Ave., Chicago 1, Ill.

"How-To Book of Outboard Cruising," compiled by Robert J. Whittier, gives excellent advice on selecting, equipping and commissioning a cruiser and on the subjects of controls, twin motor installation, trailering etc. Bob Whittier has done his usual good job on this book. 36 pages. Evinrude Motors, 4143 N. 27th St., Milwaukee 16, Wisc.

"Construction Hints For Your Launching Ramp" is a new edition on this subject, with photos, plans and information on ramps, docks and piers. 20 pages. Sponsored by OBC and Socony Oil Co., Inc., Small Craft Division. Write: Outboard Boating Club of America, 307 N. Michigan Ave., Chicago 1, Ill.

NEW BOAT MOVIES

(Note: "Boating Films" is a catalog of movies available on all phases of boating, available from the National Association of Engine and Boat Manufacturers, Inc., 420 Lexington Ave., New York 17, N. Y.).

"Autumn Holiday," is the story of a midwestern family's trip into the vast lake-dotted region along the Minnesota-Canadian border where waterways offer the only means of access. The 16-mm, 27-minute color movie was filmed by Johnson Motors to depict the utility of the outboard cabin cruiser for week-end and vacation-time trips with the financial reach of those in modest-income brackets. It will be available after March 1 for showings by clubs and other organizations. Prints may be obtained through Johnson Motors, Waukegan, Ill., and authorized dealers of that firm.

"Small Boat Launching Ramps," 16 mm. sound-color, 12-minute motion picture, has been produced by the Outboard Boating Club of America as an aid for boating and outdoors clubs.

A club or other group may obtain the loan of the film at no charge by addressing a request, in the name of an officer of the requesting organization to OBC's headquarters at 307 North Michigan Avenue, Chicago 1, Illinois. (End)

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BU—45.918 MPH

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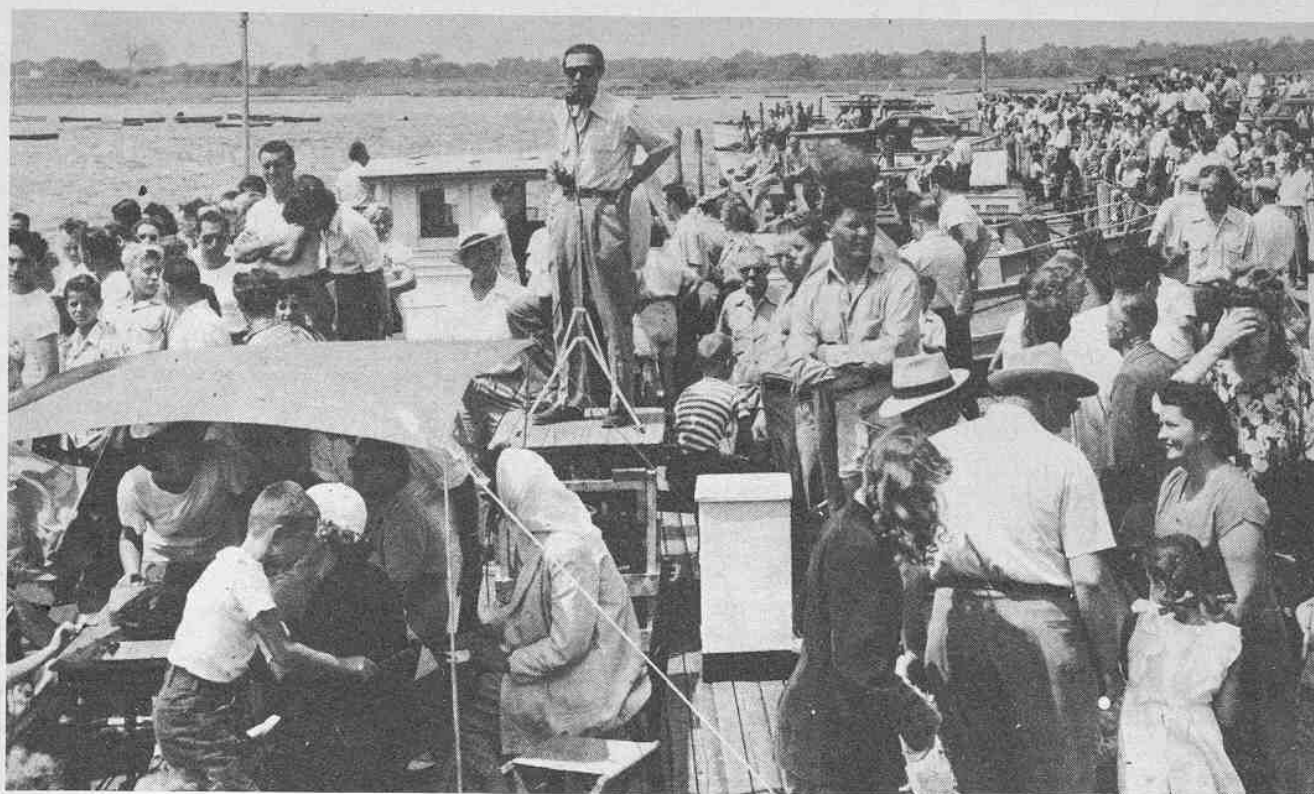


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from hundreds into thousands by good publicity and well organized races such as the one pictured here at Merrick, Long Island, New York.

KEEP YOUR RECORDS UP TO DATE

Class	MPH	Boat	Driver	Place	Date
PODH	57.216	Little Beaver	M. Beaver	Salton Sea	10/17/53
Crackerbox					
Runabout	63.829	Hot Cinders	B. Patterson	Salton Sea	10/17/53
44 c.i.					
Run	44.280	Yankee Boy	R. McAllister	Red Bank, N. J.	9/12/53
B Rac.					
Run	59.84	Lil Bee	Ernest Rose	Salton Sea	10/18/53
E. Rac.					
Run	66.617	Cream	Ed Olsen	Salton Sea	10/17/53
Jersey Speed		Puff III			
Skiff	46.153	Slo Poke	James Camp	Red Bank, N. J.	9/12/53

INBOARDS

(1-mile straightaway, A.P.B.A.)					
7 liter	102.278	Wildcatter	B. G. Bartley	New Martinsville, W. Va.	9/26/53
91 c.i.	78.2	Dragon	Sam Crooks	Hollywood, Fla.	1/5/54
135 c.i.	101.254	Cumon Baby	Duane Allen	Salton Sea	10/19/53
151 c.i.	131.680	Laura II	Mario Verga	Hollywood, Fla.	1/5/54
PODH	62.745	Little Beaver	M. Beaver	Salton Sea	10/16/53
Crackerbox					
Run	72.165	Hot Cinders	Bob Patterson	Salton Sea	10/19/53
B Rac.					
Run	62.999	Lil Bee	Ernest Rose	Salton Sea	10/19/53
44 c.i.					
Run	50.740	Yankee Boy	R. McAllister	New Martinsville, W. Va.	9/26/53

NEW OUTBOARD AND INBOARD PAMPHLET

A new up-to-date edition of a pamphlet offering handy ignition and fuel-mix data on every known type of outboard and inboard boat engine is now available from Champion Spark Plug Co., Toledo, O. Prepared by Champion's engi-

neering staff, this revised pamphlet covers upwards of 700 separate engine models produced by U. S. and Canadian manufacturers. It offers an indexed specification table showing recommended types of spark plugs for various power plants plus proper spark plug and breaker point gap settings. These tables

also list correct oil-fuel mixes, as recommended by the manufacturers of all models. In addition there are three other charts of special value to boat owners and mechanics alike. These include a heat range chart for regular type Champion spark plugs and another on racing type plugs with accompanying hints on determining the proper plug for individual engines. The third chart lists comparative types of Champion plugs with other brands. Instructions for correct installation of plugs also are provided together with detailed illustrations on the various types of plugs available for specific marine use. This pamphlet may be obtained without cost on request from the advertising department of Champion Spark Plug Co., Toledo, O.

BOOKLET ON PAINTING AND REPAIRS OF BOATS

"The Finishing Touch" is the title of a comprehensive pictorial manual, 48 pages in length, covering such items on hull repair and painting as: removal of paint and varnish, sanding methods, painting fiberglass hulls, preparation of metal surfaces, use of wood fillers and how to patch dents and surface abrasions. The book may be purchased from the Pettit Paint Company, Belleville, New Jersey, for 50c.

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Of ALL POSSIBLE 1st, 2nd, and 3rd places combined in sanctioned races during 1953, SWIFT hydroplanes won 875% more than any other make.



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THE RETAIL PRICE OF BOAT SPORT HAS REMAINED THE SAME! Thanks largely to steadily increasing sales, plus a carefully planned waste-free editorial and production program.

BUT, TO KEEP THE PRESENT PRICE, with costs reaching new high levels, we are now forced to effect drastic economies in our newsstand distribution.

AND TO SERVE YOUR BEST INTERESTS, we've decided to concentrate distribution of BOAT SPORT to those of the more than 100,000 news-dealers in the U. S. who have a good, steady sales record on our magazine. Other dealers will receive only enough copies to take care of special customers orders.

WE NEED YOUR COOPERATION! We want to continue to bring you all the latest, pertinent information on outboard

motorboating, and to make BOAT SPORT readily available to you. We'll take care of the editorial end, but we ask that you do one of the following:

PLACE A STANDING ORDER WITH YOUR NEWSDEALER. Ask him to make arrangements with his American News Co. so that you will be able to get a copy of each issue of BOAT SPORT at his newsstand as soon as it comes out.

OR, SUBSCRIBE FOR BOAT SPORT — either through your newsdealer or by making use of the handy coupon below. By subscribing now, you can avoid any

price hikes which may become necessary despite all of our economies — and you can get the next 12 issues for only \$2.50 if you live in the U.S. (\$3.10 elsewhere). Sorry, we cannot accept orders for more than 12 issues at the present time.



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- Famous Thunderbolt engine — smooth, lightning fast acceleration.
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16 s.a.e. H.P.
Alternate Twin

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- Remote Fuel Tank.

proved favorite of fishermen!

mark 5

5 s.a.e. H.P.
Alternate Twin

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- Push-Button Clutch



mark 7

7.5 s.a.e. H.P.
Alternate Twin

- Duo-Flex Propeller Clutch — no shear pin