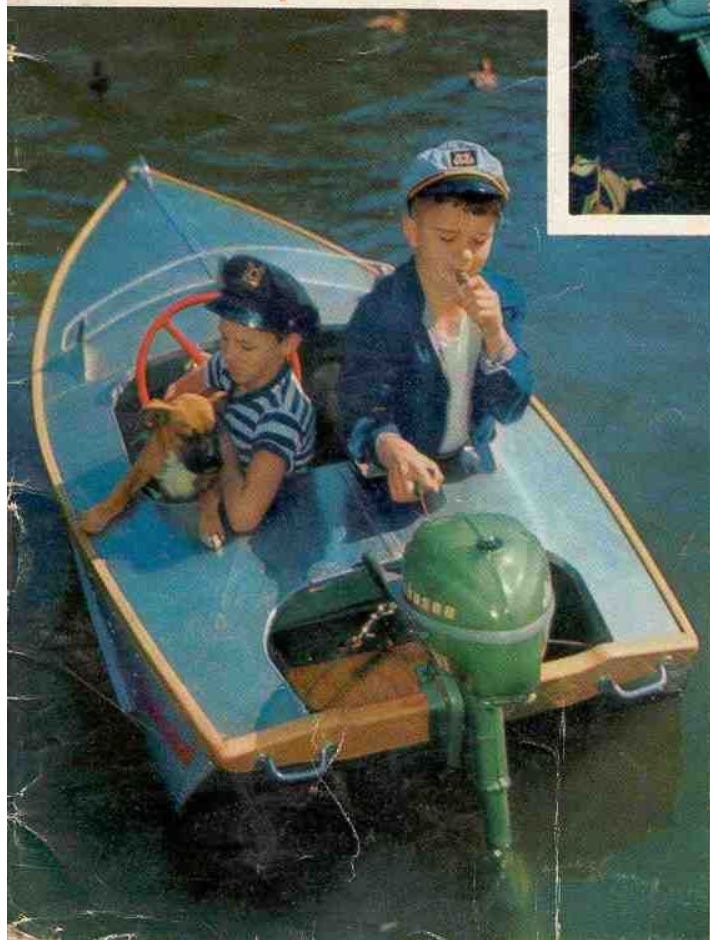
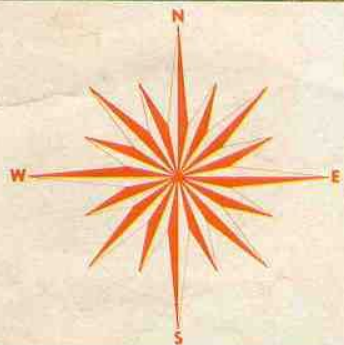


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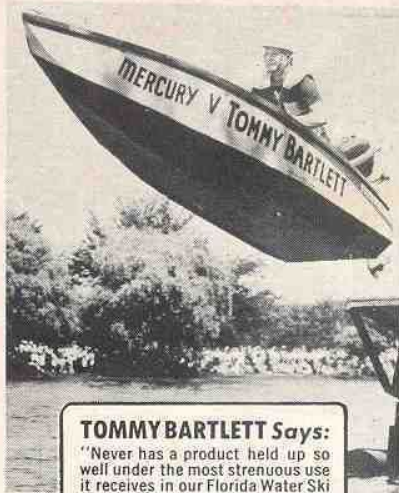


TESTING THE MERC 20H

**WHAT IT COSTS TO BECOME AN
INBOARD SPEEDBOAT CHAMPION**

**CLUBS - THE BACKBONE OF
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BOAT SPORT

IT'S NEWS

"EVINRUDE DOCK LINES" for May 17, 1954, carried valuable detailed advice on how to transport a boat with the motor and all the controls intact.

Transporting a single motor or a dual installation will make the trailer heavy at the stern; the rear member of the trailer accordingly should have a wide supporting area and should be located directly below the stern. In some cases it may be necessary to add additional members to provide required support.

Motor or motors should be clamped tightly to boat during overland transportation, with the lower unit secured to boat stern or trailer frame. Hold-down should be flexible. Motor hood should be kept dust free during trip by cloth or plastic covering, but to avoid condensation trouble this covering should be removed immediately upon reaching destination. Dust-protecting cover should never be left on motor hood during storage.



Floating Crash Helmet

The Corker, a tough, lightweight, hard fiber shell racing helmet covered with $\frac{3}{16}$ " of cork, rubber mastic and topped with tough plastic leather is a good answer to the boat racer who wants full head, ear and neck protection, plus a crash helmet that won't sink. Frank H. Cooper, 4401 South Figueroa, Los Angeles, Calif., is the distributor for the English-made product which sells for \$19.75. It comes in a choice of white or black in sizes 6 $\frac{1}{4}$ to 7 $\frac{3}{4}$.

Battery Charger

The LaMarche Manufacturing Company of Wakefield, R. I., has recently put on the market a small lightweight automatic battery charger which should fill the need of the owners of runabouts and cruisers equipped with non-generator type outboards with electric starters. The new type "J" charger is designed for use with either 6 or 12 volt electrical systems. Compact, the

charges weights only 9 1/4 pounds and

CONTENTS

It's News	3
<i>New products and parts.</i>	
Testing the Mercury 20H—By Hank Wieand Bowman.....	4
<i>A timely article of interest to speedboaters everywhere.</i>	
Boat Trailers—By Richard Van Benschoten.....	6
<i>Showing how boat trailers give transportation, plus launching and loading, year-round home storage.</i>	
What It Costs to Become an Inboard Speedboat Champion— By Art Maynard as Told to Bob Ruskauff.....	10
<i>The Ex-225 Hydro King reckons the cost of five racing years.</i>	
Clubs—the Backbone of Outboard Racing— By Shanon Place	12
<i>Practical hints for those who are interested in forming boat organizations or more efficient running of old ones.</i>	
Fast Bottoms	16
<i>How-to-do-it information about caring for boat bottoms.</i>	
Outboard Cruising Guide	18
<i>Where to go on a summer vacation—and how.</i>	
Cover Story	24
Around the Buoys	28
<i>Here and there in the world of speedboating.</i>	
Torque Talk—By Lou Eppel	30
<i>Late news by an A.P.B.A. Council member.</i>	

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(Above) Hank Bowman, at right, supervises the installation of a Mark 20H on a Swift hydro prior to underway tests at Oshkosh, Wisconsin.



(Above) Bowman with a Mark 20H-powered hydro and Buddy Boyle, at right, with KG-7H, prepare for simulated race comparison checks on motors.

TESTING THE MERCURY 20H

By Hank Wieand Bowman

ABOUT MID MARCH of 1954, rumors concerning the new Mercury Mark 20H motor were milling around through stock outdoor circles like crazy. Some drivers had it on "good authority" that the new 20H was a turkey and couldn't compare with the former KG-7H or Q. Others had it that the motors were terrific, far faster than previous Merc Class B jobs. One group insisted that only a chosen few factory pets would be able to get the new hotter 20H jobs, which these rumor mongers declared were to be sold in very limited



(Right) The Mark 20H, near camera, kept up with wide-open KG-7H with throttle only half open. Difference in speed was consistently about 4 m.p.h.



(Right) Going into a turn on the outside and behind the 1953 model, the 1954 Merc had power and speed to go around and pass on the outside easily.

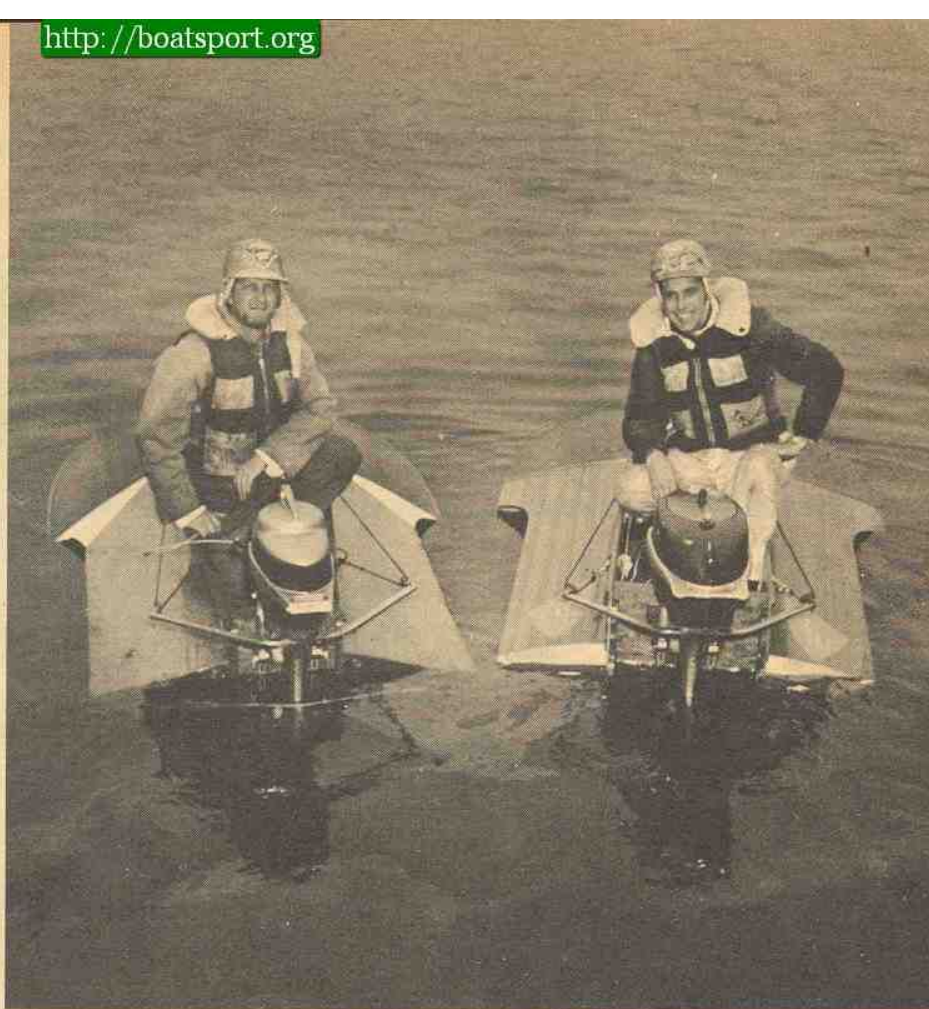
numbers only. Distributors and dealers had been told by the factory that the new 20H had five to eight m.p.h. over the old KG-7H. Some of the former KG-7H drivers immediately started to scream the blues. They moaned that their equipment would be obsolete. They'd be left with a completely non-liquidatable and questionable asset with their pre-1954 equipment.

Still other staunch backers of the KG-7H claimed that since the new A.P.B.A. rules prevented balancing and polishing of the 20H or any other post-January 1, 1954 new model motor, that the advantage of being able to balance and polish would offset any possible improvements which may have been made to the 20H.

Since BOAT SPORT'S editor believed that his readers should have definite facts on the moot situation, the magazine decided to send me to Wisconsin to test and make the decision myself.

I arrived in Fond-du-Lac, Wisconsin, the last week in April. As far as weather was concerned, it might just as well have been mid-February, for during one evening of the four days I put in testing equipment at Oshkosh, the temperature dropped below freezing. During the entire time, I doubt if the sun shone for more than two full hours and on several occasions light flurries of snow fell.

(Continued on Page 20)

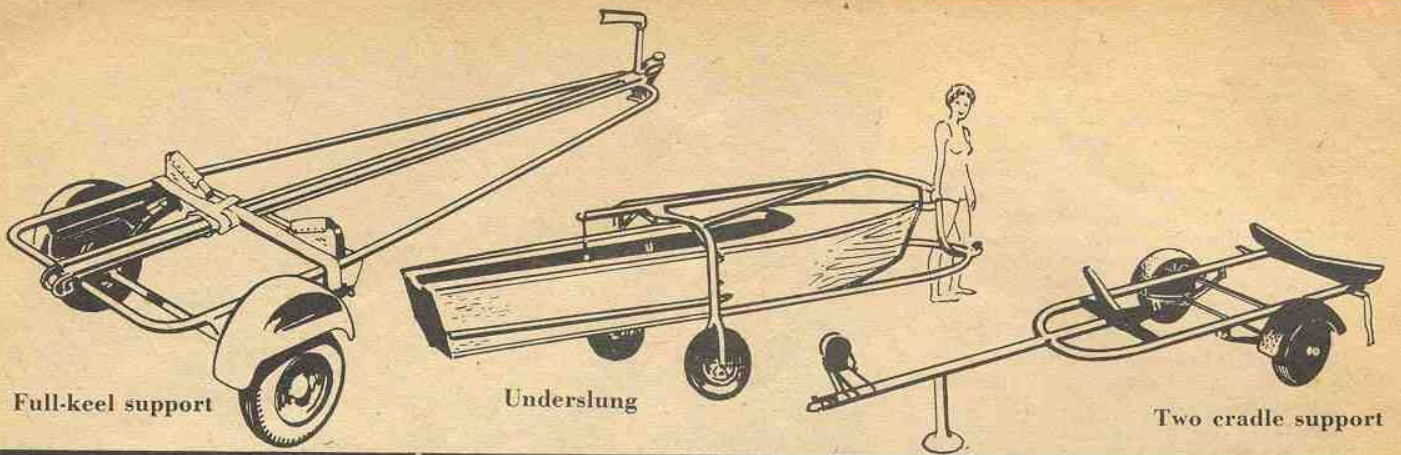


(Above) Center of gravity of new 20H is considerably lower due to use of remote fuel tank. Also note the marked profile difference between two models. KG-7H driven by Boyle, at rt., shown on Pabst hydro.

(Left) On straightaways, when the throttle of the 20H was opened, it moved quickly, pulling steadily ahead of the older KG-7H.



(Left) With a 20H on each hydro, Boyle led by 30-50' at end of half mile runs, due to his 30-lb. lighter weight, and depending on location of his fuel tank.



Three general types of small boat trailers. (Shown Above) underslung unit from which boat is suspended from two supports; two-cradle type with no support amidships; full-keel support trailer with one cradle. (Drawings courtesy Outboard Boating Club of America, Chicago 1, Ill.)

By Richard Van Benschoten

BOAT TRAILERS

IT SOUNDS A bit paradoxical to say that one of the reasons for the tremendous growth of boating has nothing at all to do with the water itself, but the fact remains that the availability of mass-produced boat trailers has played a major part in bringing boating to millions of Americans.

It was only fifteen years ago that the first professionally designed small boat trailer came off the assembly line. Such reasonably priced units soon caught the public fancy, and since then trailer production has increased consistently until, this year, there were over eighty boat trailers on exhibit at the 21st Chicago National Boat Show. Among these new models, many simplify one-man loading and unloading operations by means of gravity-action tilting cradles, more powerful winches and traveling dollies, which allow the trailer and operator to remain on land

while the launching is done. Some of the new models have a spare wheel and tire, in case of flats, and others have new tie-down arrangements to hold the boat firmly against sudden stops or hard bumps. A good many units are convertible to utility trailers so that they may serve a double purpose.

There are two general types of boat trailers: 1) those that support the weight of the boat from underneath; and 2) those from which the boat is suspended. The first type is divided into two divisions: those that have full-keel support, and those that have two-cradle support. The strongest point of a wooden boat is its keel, and thus a trailer that gives solid support along a great part of this member is the best for a heavy boat of this construction; it also allows the boat to be loaded with luggage and equipment while on the trailer. The two-cradle

support is good for very light boats that do not require full support, and works well for outboard racers with fins on the bottom.

The underslung type of boat trailer has two eye-bolts from which the boat is suspended, one forward and the other toward the stern. This type is especially good for metal boats since it supports them along the gunwales, which are the strongest points in this kind of construction.

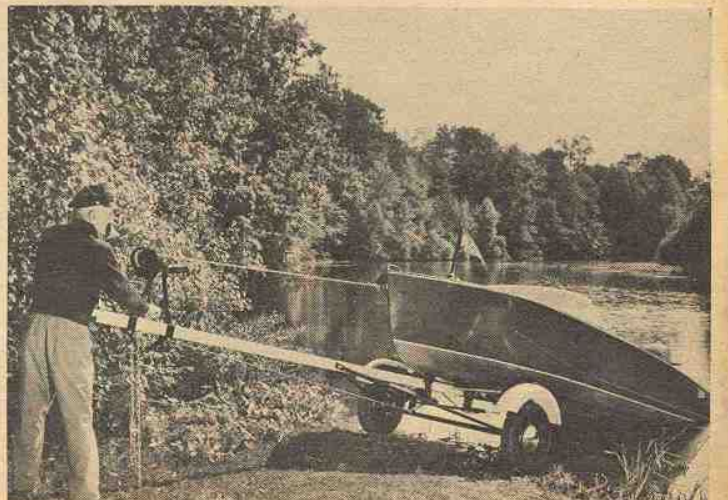
As to launching, most support-type trailers have a winch and rear rollers to allow the boat to slide back into the water. The underslung type is the easiest to operate under normal conditions without a winch, as it allows the stern to be lowered directly into the water, while the wheels are well forward.

Trailer manufacturers have many
(Continued on Page 8)

(Below) The Ace Tipper is new model in the line of Ace Iron Works of Texas. The let-down design allows the boat to slide into the water.



(Below) One-man loading and launching is the rule in modern trailers. Model shown here is manufactured by the Tee-Nee Trailer Co., Ohio.



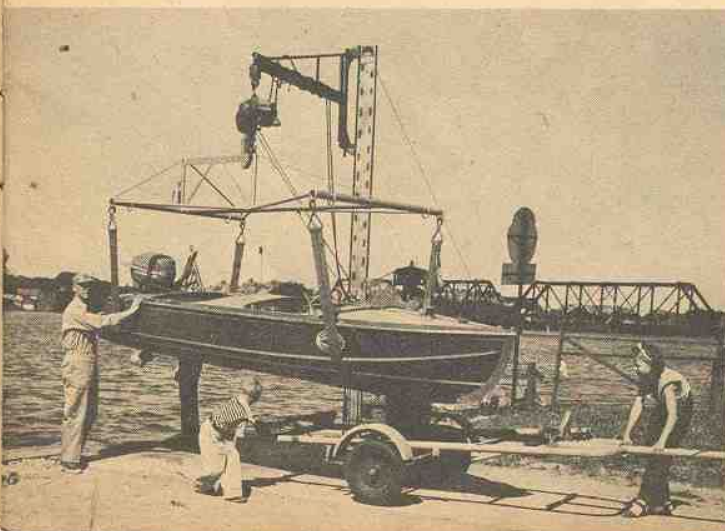


**BOAT TRAILERS GIVE
TRANSPORTATION
PLUS LAUNCHING
AND LOADING,
YEAR-ROUND
STORAGE AT HOME
AND CHOICE OF
CONVERSION FOR
GENERAL HAULING**

(Left) Launching and loading from a modern boat trailer is a simple job from almost any shoreline. The boat slides over rollers as the winch is operated. Craft shown being put in water is 19' Aero Twin, made by Riverside Boat Service, Miami, one of the first twin installations of the new speedy inboard Aerojet Marine engine.

(Below) Model 201 Gator trailer (Peterson Bros., Jacksonville, Fla.) .Where shore is not suitable for launching, crane and slings take over.

(Below) With proper support, outboard cruisers serve as house trailers on the road. Here family loads their Ryan cruiser for vacation trip.



BOAT TRAILERS

(Continued from preceding page)
models available to the boat owner; some are designed for particular types of boats; some even, in the larger sizes such as for outboard cruisers, where the fit and support must be exact, are designed for particular makes of boats; others, for boats in the 12' to 16' range, are adjustable to provide good hull fit in almost every case. It is a good idea to check with your boat dealer to see if there is any particular make and model of trailer that is recommended for your boat.

If you've never driven with a trailer of any kind, you may be wondering if your car can pull one. It's safe to

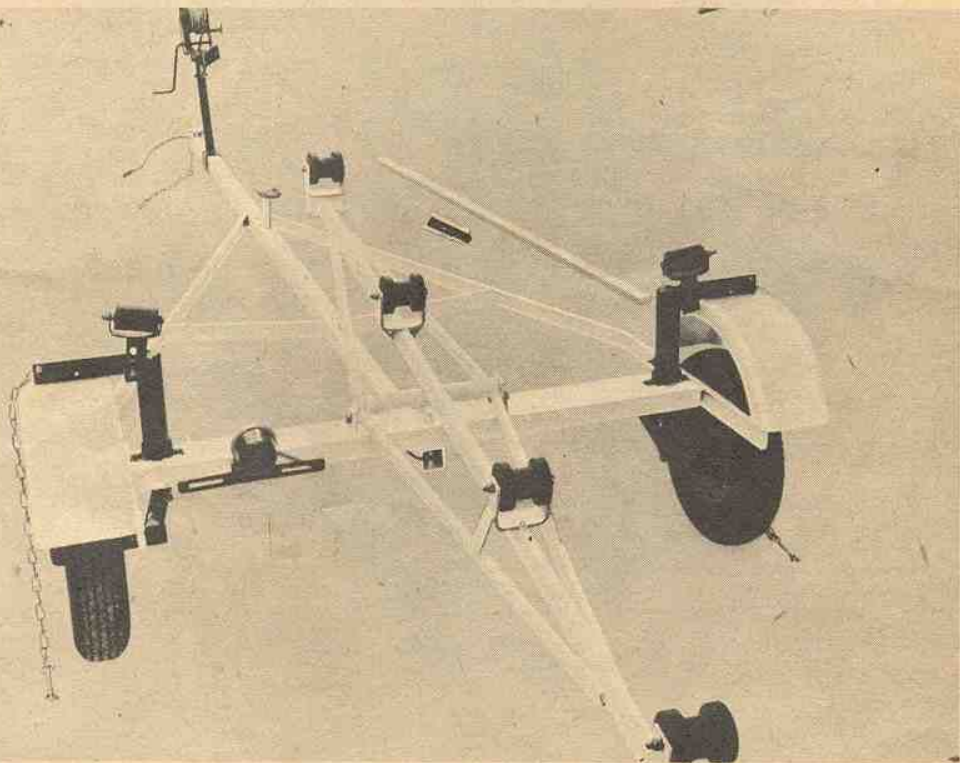
say that almost any car can handle a trailer and boat if their combined weight does not exceed one ton. Anything beyond that will be a considerable strain upon the brakes and clutch, and in such cases brakes should be provided on the trailer itself. It has been estimated by the Outboard Boating Club of America that the average loaded boat trailer will sacrifice only about 3 to 5 miles per hour from a car's top speed and, surprisingly enough, add only about 5% to its gas consumption.

The main points to consider in driving with a trailer are that you have to swing wider on turns because of the

extra length behind you, you have to allow for more time required to bring your car to a stop or to get it started from a stop, such as crossing an intersection, and that, in backing up, the trailer will turn in the opposite direction to the car. However, once you have accustomed yourself to these differences from ordinary driving, you will find that handling a trailer is a very simple and normal process, and you will be able to hitch up and drive anywhere in almost the time you could have driven there in your car alone.

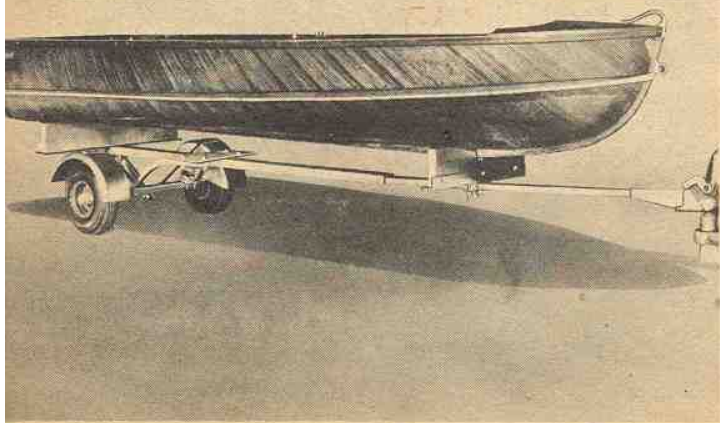
Like other trailers, boat travelers must be licensed and must have a red

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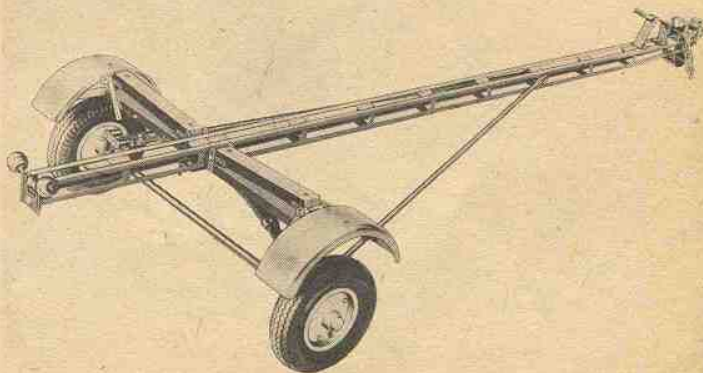


(Above) Standard Model A for boats up to 14' is made by Little Dude Trailer Co., Fort Worth, Tex., with a rocking boom loading device.

(Below) Nelson Boat Dolly (Nelson Mfg. Co., of Michigan) has a 30' tread to ride trail crests and adjustable tongue to take boats to 16'.

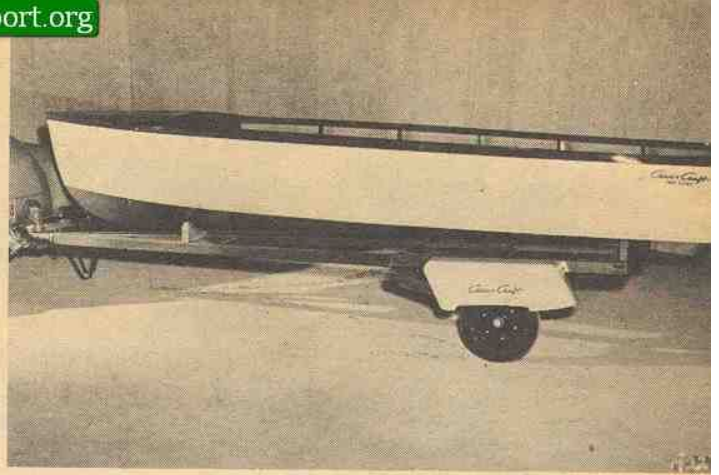


(Below) A good example of the full-keel support type of boat trailer is this model built by the Mastercraft Trailers, Inc., of Connecticut.

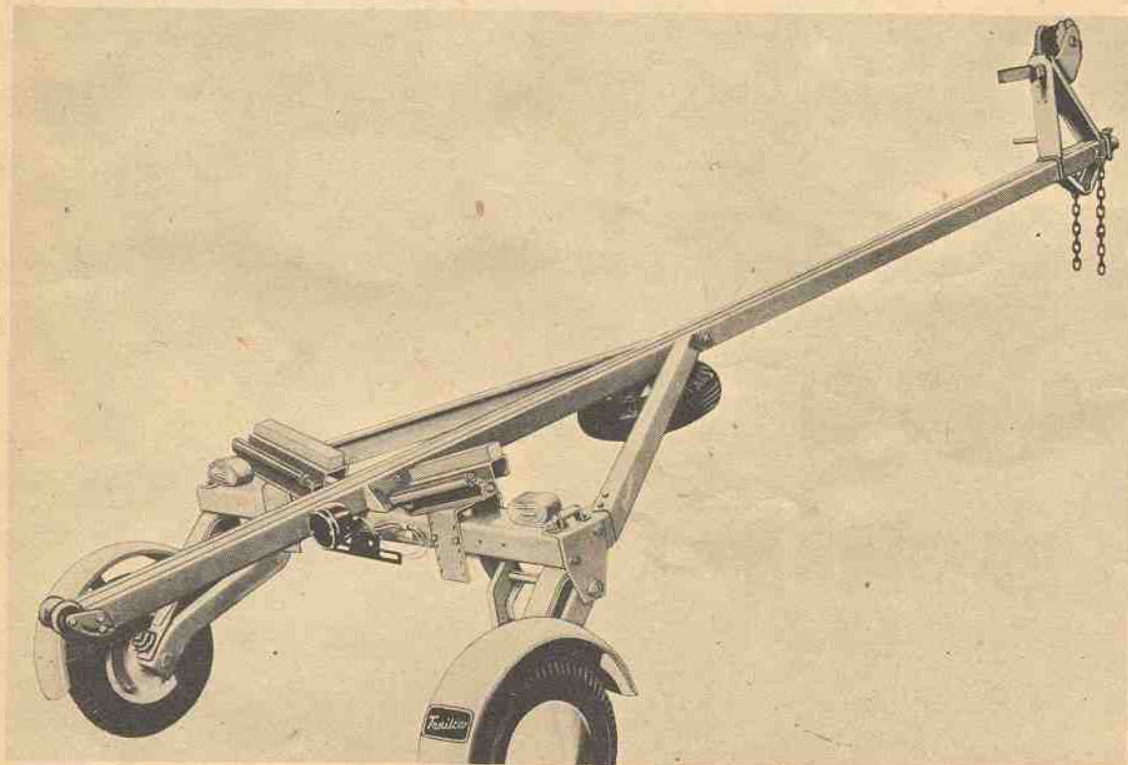




(Above) Trailer shown here being lifted by a man weighs 100 lbs. It's the Model B-700 Sport Trailer (The Luther Corporation of Wisconsin.)



(Above) Chris-Craft Corporation, Michigan, makes boat trailers that are also convertible for utility hauling. Note bumper hitch on car.

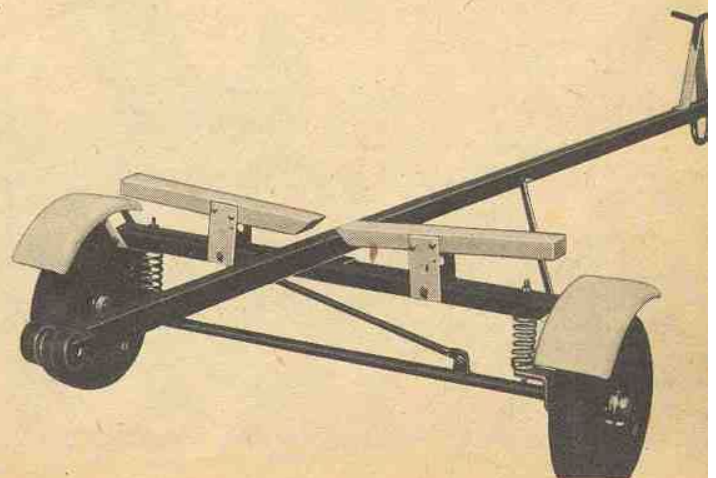


(Above) Trailcar models have a spare wheel and tire as accessories. Trailcar Division of Dunbar-Kappler, Inc., Illinois, is the manufacturer.

(Below) Tyzem "Grey Gripper" tie-downs are webbed belts with a hooked clamping block, a product of the Eastern Rotorcraft Corp., Maryland.



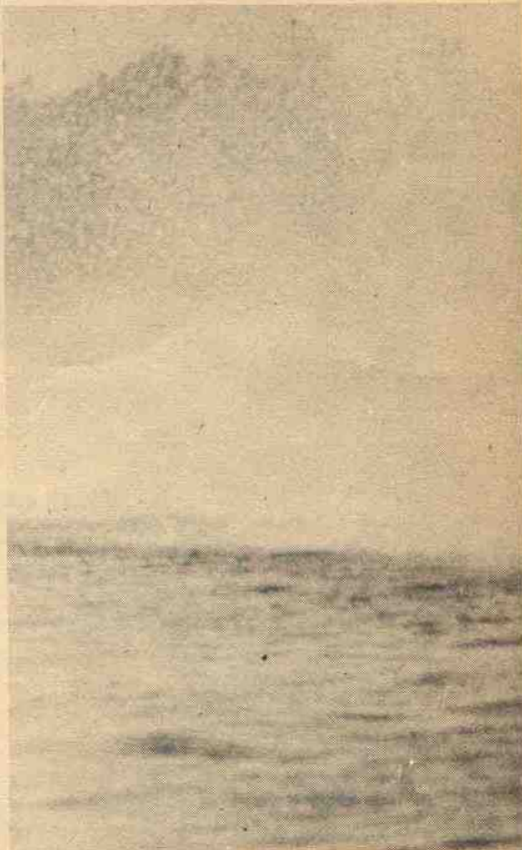
(Below) Model S-50 is new design of Holsclaw Bros., Inc., Evansville, Ind. Firm also makes an underslung trailer called a "Boat Roadster."





(Left) Art and Al Menken (in cockpit) took the plastic E-racing runabout "Plastigo" to Florida Grapefruit Circuit in 1950. It netted "wages, fun, fuel, parts and trophies."

WHAT IT COSTS TO BECOME AN INBOARD SPEEDBOAT CHAMPION



I'M ON THE BEACH NOW, but by the time this gets into print I'll probably be racing again. Driving what? I don't know.

I sold my outfit last year at Seattle. In the meantime I've been doggoned busy. But there's been time to think about what my five years in boat racing gave me for what I gave to it. In other words, what did it cost? And was it worth it?

I don't think speedboat racing cost me anything. In fact, I probably owe it something. A lot, actually, despite the fact that I'm a "poor boy" compared to some of the better-heeled fellows in the sport—none of whom I envy.

You raise your eyebrows, friend. Well, since many of the present or

(Left) Art ready to go in his "Restless 111."

Art Maynard, Ex-225 Hydro King, Trimper National High Point Trophy Winner And Record Holder, Reckons The Cost Of Five Years Of Racing

By Art Maynard As Told To Bob Ruskauff

(Below) "Restless 111," the last of Art Maynard's hydroplanes (to date) became the first 225 to top 100 m.p.h. He did it by .029 m.p.h. for a sizzling world record at Seattle, Washington, on August 11th, 1952.



would-be boat racers who read this article are probably fellows in much the same circumstances as myself, let's elucidate:

As a strictly backyard mechanic, I raced boats from 1948 through most of 1953. My biggest year was 1951. That season I travelled upward of 20,000 miles and raced in 38 regattas. I've owned in my five years four racing hulls and three different engines. I broke, and for one year held, a world record in a mighty competitive class. In doing it I made the 100 M.P.H. Club and mine was the first 225 ever to do it. I carried off National high point honors one year. I've a scad of trophies and mementoes.

I've met a lot of grand competitors and fine people, have a host of grand memories and learned a few things.

There is no hard and fast rule about costs.

I don't care whether you are driving

a stock or racing outboard, or a run-about or hydroplane of the various in-board classes, or are looking toward that heavenly day when (we can all dream) you'll drive a Gold Cupper to some sort of glory. Very early I learned that if you need a cylinder head which costs \$60 and you have \$25, the answer is rather simple. You don't buy the head just then.

On that basis I've raced boats successfully. I've never kept an exact, penny-by-penny accounting, for in my mind that would be futile; but there's no harm if you like that type of accounting. Could be fun, too. So, let's look over my own backyard career.

When I began racing in 1948 I was a bachelor. What I did with my extra time and money then was pretty much my own business. Two years later I married and was fortunate, for Frances enjoys with me almost everything about racing. I think the wives of most

drivers do once they have become involved in it, even vicariously. There is a wonderful lot that is pleasant, over and beyond the racing.

But there are exceptions. Sometimes I know that the better-halves are not merely apathetic toward the sport; I believe they actually are jealous of the hold which a driver's "other love" has on him. If you are married and this is the case you might as well forget your racing dream. It isn't worth it, so don't read any further.

When I got my first boat I was an aircraft worker at North American Aviation, doing a job on fighter planes. Today I'm still at it, except that my work situation has gradually improved and I'm now an assistant foreman.

But the '39 Ford coupe which I drive to work is paid for; our late model Buick "family" sedan is likewise. I've had my boats and stayed solvent. I

(Continued on Page 23)

CLUBS

THE BACKBONE

OF OUTBOARD

RACING

By Shanon Place



(Above) One interesting means of promoting boat racing enthusiasm during the off-season period was this float entered by the Winding River Boating Association of New Jersey in a local Christmas parade.



(Left) It takes aggressive promotion to dig up sponsors to foot the bill for trophies and cash prizes for regattas. This array was won by some of the nearly two hundred active members enrolled in Winding River Boating Association during the first two years of organization.



(Left) To get youngsters interested in the sport of boat racing, the Outboard Club of Chicago sponsors Water Teens. Some of the members, who number twenty-five, are shown here, from left: Blanche Grandt; Jim Hoffman; Bob Lunde; John Hoffman; Lois Sullivan, the founder of the group; Nancy Scott; Dave Hoffman; and, standing in the boat in the background, Ken Allison. Mrs. Bob Scott, Nancy's mother, who is non-teen member of O.C. of C., is paddling the hydro in background.

THERE MUST BE in any organized sport a rules forming organization to serve both to establish a nation-wide unification of rules and also to act as a governing body to see that the rules are adhered to. At the present time, there are two such major bodies in the field of speedboating: the American Power Boat Association and the National Outboard Association. It has often been said by many racing fans that boat racing is only as good as these rules-governing clubs. To a great extent this is true, but outboard racing has flourished and the enthusiasm and interest in the sport has survived a number of reorganizations of the parent body or bodies.

The objectives of both the APBA and NOA are set out in each group's Articles of Association—namely, to promote racing and the use of power boats (in the case of NOA, outboard boats only) and the improvement of their design and construction, to formulate rules, to govern speed trials and competition and to further the interests of its membership. Only in a matter of terminology do the objectives of the two major associations differ. You will note, however, that each group uses the word "association" in its corporate name, which means quite simply that the membership and the functioning of both of these groups is comprised and conducted as an association of individual members and individual clubs.

Veteran outboard racers who have been in the sport for fifteen, twenty or even more years, can remember the conduct of races under different rules-governing groups. Fortunately for the sport, despite periodic problems within the groups set up to govern on a national scale, interest has continued to flourish due to the localized enthusiasm fostered by individual outboard clubs which are member clubs of the parent bodies.

Important to the outboarding scene, and to a great extent largely responsible for the success or lack of success of the sport in any particular locality of the country, is the interest and strength of these member clubs. Each association wisely enough recognizes this and as a prerequisite to registration as a racing member of either association, the potential member-driver is required also to belong to a member club of the association.

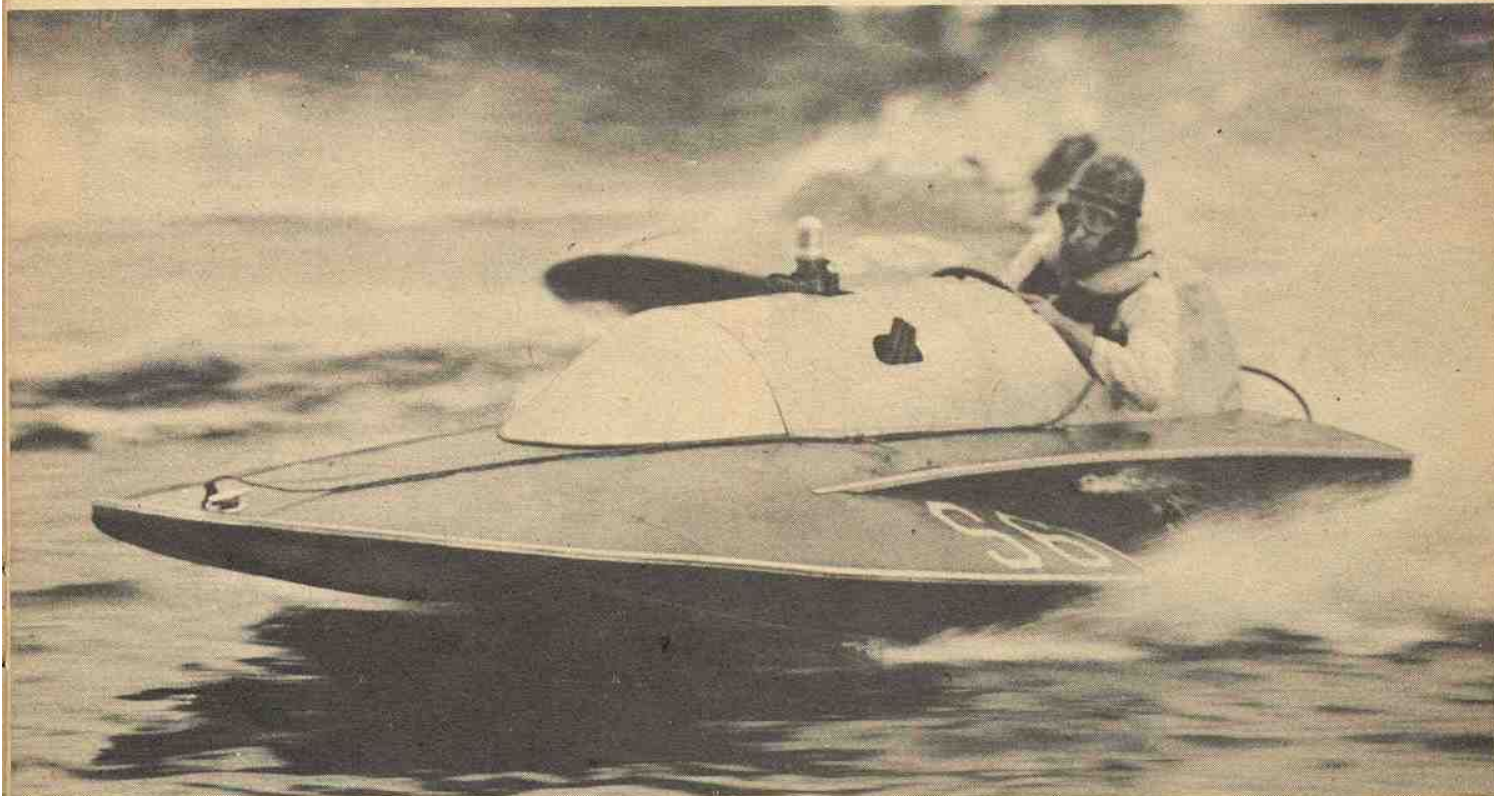
Since the close of World War II, the sport of outboard racing has increased steadily in popularity. Much of the credit for this growth can be placed where it is deserved but so often overlooked, to the credit of the officers of various member clubs. Almost without exception, the various key jobs of an outboarding club are non-paying, thankless and rewarding only from a standpoint of the success of the individual club. Like the association, the club's purpose is to foster greater interest in outboard racing. Unlike

the association, however, which with its limited personnel is hard put to manage affairs on a national and regional level, the clubs are the point-of-sale merchandising tools of the sport. The two major associations could, in the business world, be compared to the manufacturers, with regional directors and officers comparable to jobbers or wholesale outlets. The final success or failure, however, of any large manufacturer is dependent upon the push of his retail sales outlets where the goods are finally disseminated to the public.

Through the work of the local clubs, boat racing is either sold or rejected locally.

Since BOAT SPORT feels firmly that at a retail level the clubs are the backbone of outboard racing, it has selected some widely separated individual clubs and uses them as examples of how well organized clubs have contributed to greater interest in the sport. The clubs selected are not necessarily the best in the country. There are a vast number of outstanding clubs which are keeping our sport on the upswing. These used as examples, however, are among the best. What they have done may well serve as samples for the new clubs just being formed or some of the older clubs which have slipped into inactivity through poor leadership and the lack of good organization.

Outboard racing is one of the most colorful of all speed spectacles. To the
(Continued on Page 15)



Due largely to the efforts of the Winding River Boating Association the popular 136 c.i. inboard class leads the field in Inboard Hydro racing.



(Left) An enthusiastic boat club promotes good sportsmanship and cooperation. Here members of the Outboard Club of Chicago help Bob Seeger bail out his B Stock Hydro in pre-race tests at the 1953 Divisionals at De Pue, Ill.



Holding of regular club dinner meetings has molded the O.C. of C. into a tightly knit group of boating fans. This scene is typical of such friendly and interesting social get-togethers.



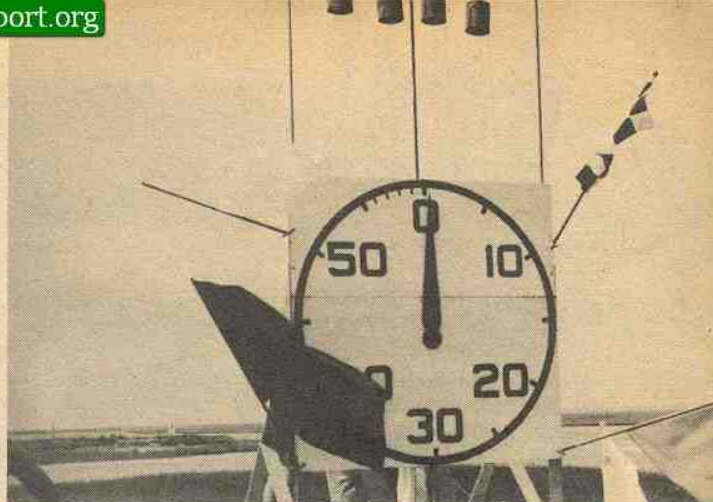
Winners of Los Angeles Speedboat Association 1953 trophies: (rear row, from left) Eve Drake, for doing the most to further racing in L.A.S.A.; high point winners Warren Painter, Henry Wagner, Boots Morphy, (front row) George Peake, Tommy Ingalls, Arnold Adams and John Toprahanian.



Many honors fell to members of the twenty-year-old L.A.S.A. during 1953. Tommy Ingalls, at left, receives the Colonel Green Round Hill Trophy for being the nation's top amateur outboard driver. At right is his father, Dr. Wayne R. Ingalls, senior Vice-president of APBA.



(Above) Active, aggressive clubs make champions and record holders. Here are two of L.A.S.A.'s title-holding members: Elmo Belluomini, APBA mile straightaway B Hydro record holder, and his uncle, Orlando Torigiani, the current holder of the APBA five-mile competition mark.



(Above) Proper equipment is a must for all active clubs. The Winding River Boating Association's starting clock is well-designed. One of the four cans above clock is lowered each minute between five- and one-minute guns. Flags, however, should never obscure part of clock.



(Left) Like the Outboard Club of Chicago, the Los Angeles Speedboat Assoc. also encourages younger racers. From left (front row) Joan Hubbell, Patti Peake, Vicki Stiener and Beverly Zumkeller; (rear row) Ronnie Loomis (from Channel City Power Boat Assoc., Santa Barbara), Johnny Drake, Tom Gouldstone and Jerry Osborne, all of L.A.S.A. Credit for photo: Cecil Loomis.

CLUBS—THE BACKBONE OF OUTBOARD RACING

(Continued from Page 13)

boating fan, nothing is more aesthetically pleasing than the vast array of varied and gaily hued racing equipment in the pits or the rainbow splash of their color on the course. Like all organized sports designed to appeal both to contestants and spectators, showmanship should be involved. A part of that showmanship is evidenced in the top-notch maintenance of equipment and the clean-cut appearance of drivers and pit crews. Yet there are some drivers who seemingly have taken pride in operating the dirtiest equipment possible and making their public appearance in as wholly non-showmanship manners as possible. Maybe this has happened with certain members in your club. The New Jersey Outboard Association, one of the old-

est of the racing clubs in the country, with this point in mind, annually has awarded a trophy to the driver whose equipment, crew and trailer have consistently during any given race season been judged outstanding in appearance.

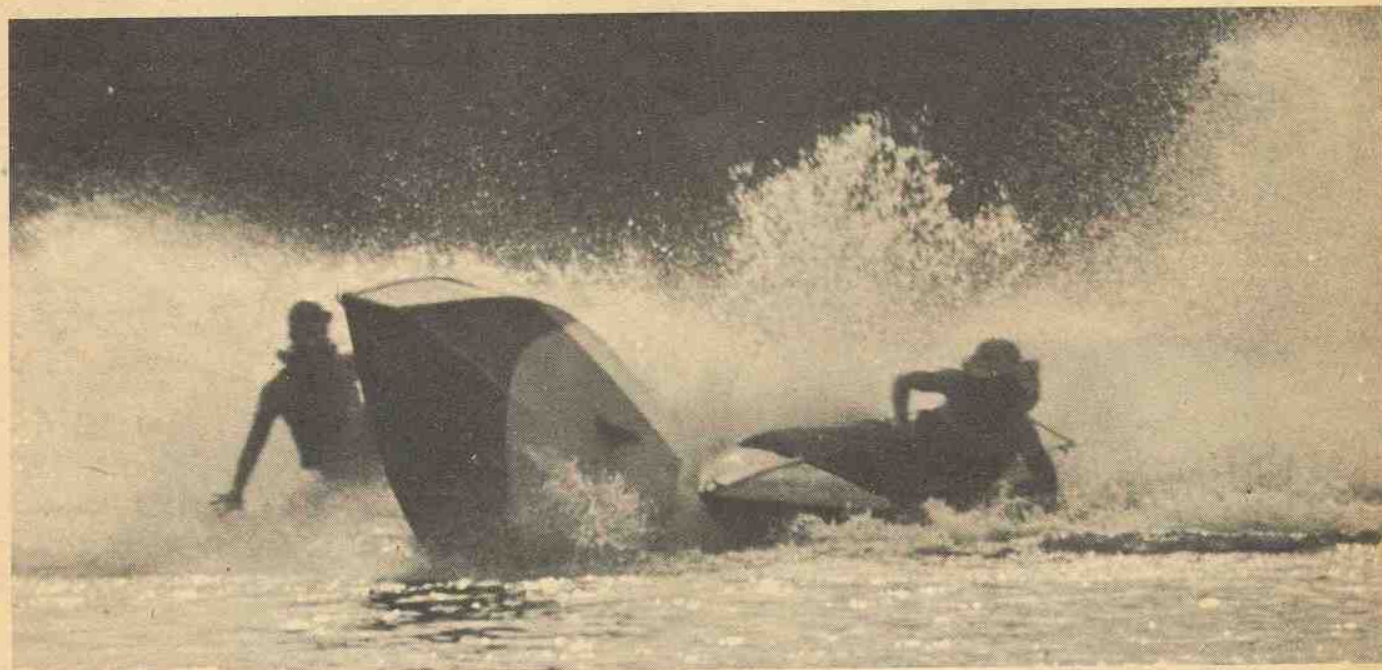
Drivers, in that they have made a capital investment in their equipment, quite naturally like to race for some prize incentive: either cash, trophies or merchandise. Someone has to foot the bill. Usually prizes are contributed by a sponsoring group of fraternal organizations, local businessmen's clubs, civic groups—but these sponsoring groups must be continually sold on the sport. Thus, many clubs have made it a practice to take motion pictures at their various races and later incorporate this film footage into 15 or 20 minute films

which can demonstrate what a well-conducted show would look like. The winter months are the selling months for the following season's regattas. Without races, interest in any racing club quickly flags. So during the winter, various potential sponsors are contacted and permission is requested to show the films at general meetings of the groups involved. This motion picture promotion was followed out by SCODA, an active eastern outboard drivers' association.

The Winding River Boating Association of Millville, N. J., has even carried the off-season promotion to a greater extent. Its club officers knew that various local business organizations usually sponsored Christmas and Thanksgiving Day parades. They re-

(Continued on Page 22)

FAST BOTTOMS



AN EXAMINATION of some of the speed marks of the outboard racing hydro classes will reveal a considerable increase between January 1, 1950, and January 1, 1954. In the five-mile competition bracket, under APBA sanction, the Class M mark has been lifted from 38.379 m.p.h. to 39.045 m.p.h. In Class A, the one-mile mark was boosted from 50.281 to 53.746. The five-mile competition speed of the Class F's has been upped from 58.785 to 62.198. The best for the mile in Class C at the end of 1949 was 63.549 with the early 1954 mark at 65.574. In Class B the increase was even greater from 57.234 to 60.201.

The power plants used during these periods were the same that had been in use for twelve years or longer. Only three factors accounted for the higher speeds: hotter fuels, better designed lower units and faster bottoms—with most of the credit going to the latter.

The hull designers have more savvy today regarding both speed and water-keeping qualities than they had during the forties. Modern conventional and three-point hydros and recently designed runabouts are faster pound for pound than at any time during outboard boat racing's quarter of a century existence.

The designer builds the speed into the hulls but it's up to the owner to keep it. How to keep the bottoms faster is a question that should concern all racing drivers.

Only two things are necessary for the owner to do to retain designed speed:

maintain the bottom configuration as it was built, and keep the bottom slick, tight and smooth.

Several factors individually or in combination work to alter the designer's original finished contours. Improper storage, improper over-the-road transport and wear and tear during competition will cause warping, twisting and hooking that will cut top speeds by miles per hour and may in some instances completely alter the handling characteristics of the hulls.

Let's take the problem of storage. It should be obvious that boats will warp, planks will dry and check, and rot will set in if racing hulls are left between races exposed to outdoor climatic conditions. Yet many are the drivers who start out a season with a new hull and after each race prop the hull up against one side of a garage, leave it unprotected on their trailer exposed to sun and rain, or flop it on its side in some convenient spot.

Racing hull builders give their products the finish of fine custom-made furniture. The hulls should continue to receive the same care. If stored inside, the prevailing humidity should be checked. Too dry a location will lead to a leaky hull and plank shrinkage with accompanying checking. An overly damp location will cause your boat to sop up added pounds during storage and, if planking is laid tight, it will cause, through expansion of the planks, high spots at plank joints.

Transportation of racing equipment, more than any other factor, leads to

hull damage. Inspect the framing of your hull. If it's a hydroplane, you will readily see that it has greater bracing athwartships than fore and aft. That is, the boat's resistance to distortion is greater from side to side than from transom to bow. At any major regatta you will notice that the bulk of the leading drivers will carry their hulls on their sides. This is not done merely so they can sandwich in a greater number of boats on their trailers, but rather to prevent their boats from taking on a hammocked or sway-backed configuration. If, for any reason, you must transport a hydroplane in a bottom-supported rather than side-supported manner, see to it that it gets proper bottom support so sagging cannot occur.

The method of retaining runabouts or hydroplanes in position over the road is another important factor. Hulls tied down with line will be subject to vibration. To overcome this, complete tie-downs, or sections of each tie-down line, should be made up of aircraft shock cord (a rubber loaded cord) or heavy springs should be inserted in the tie-down line. The flexibility so offered will give sufficiently with jolting to prevent the hulls from being subjected to shock and will constantly retain the hulls snugly in position on their padded supports.

Runabouts have greater fore-and-aft strength than do hydros, but since runabouts are scaled down to exceedingly low overall weight for their size,

(Continued on Page 24) .)

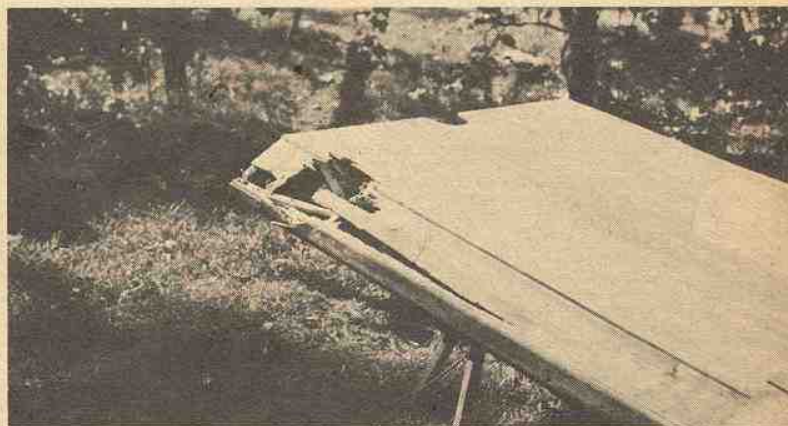
(Left) In a tangle such as this, which occurred during a recent N.O.A. regatta, the best made hull will be given a beating. Bottom planking must be checked for accuracy and returned to contouring built into it by the designer.



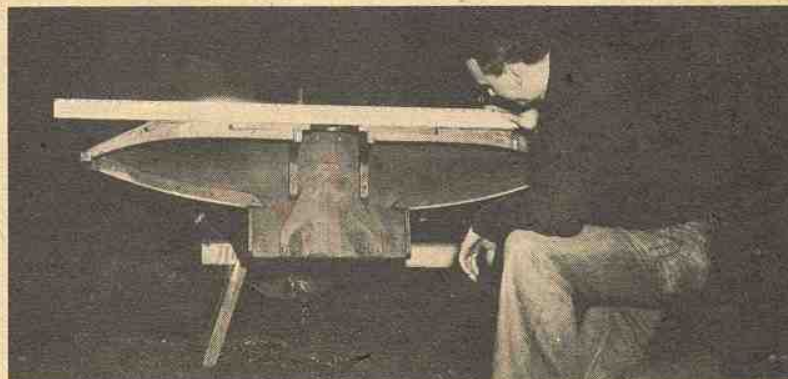
(Above) Between races the best made hulls develop hills and valleys, and the only way to keep them fast is to maintain a constant check on the bottoms at all times and to sand down the high spots and to fill in all the low spots.



(Above) One of the easiest means of removing varnish and paint is with General Electric's new calrod-heated paint remover. The radiant unit weighs 2 lbs., 4 ozs., runs on regular house current, with 6' cord, and costs under \$12.



(Above) When planks are replaced after damage of this kind, special caution must be used to return the planing surface to a completely flat condition by removing all varnish, sanding to perfect smoothness and then revarnishing.



(Above) The use of a straight-edge for an athwartship check of the bottom is illustrated here. Warpage imperceptible to the eye is thus discovered.

Off and away on a test run of a Mercury Mark 50 in a Raveau 18 foot cruiser. Note the ease with which boat is handled by remote control.

OUTBOARD CRUISING GUIDE

(Courtesy of The Outboard Boating Club of America.)



ALABAMA

The TVA lakes reach down into northern Alabama to provide a deep-south waterway of interest to outboarders. (See Tennessee.)

ARIZONA

Arizona's emergence as a center of boating activity is due, primarily, to the construction of man-made impoundments in desert areas. "Recreation and Conservation," published by the U. S. Department of the Interior, Bureau of Reclamation, Washington 25, D. C. tells, among other things, of boating facilities available on a number of impoundments created in Arizona under the Bureau's auspices.

ARKANSAS

The damming of the White River near Mountain Home (work completed in 1953) has created a huge new waterway in the Missouri and Arkansas Ozarks—Bull Shoals lake, which has a shoreline of 1,050 miles. Float fishing is popular on the White below the dam.

The Corps of Engineers has prepared a map of the area, showing launching and docking facilities, among other things. Inquiries will be serviced by the Area Superintendent, Mountain Home Area Office, Corps of Engineers, Mountain Home.

On the lower White, in the vicinity of DeVal's Bluff, for example, outboard fishing for 100-pound-and-up alligator gar with deep-sea gear is a growing sport.

Near the resort city of Hot Springs, two scenic lakes, Hamilton and Catherine, have been created by the damming of the Ouachita river for hydroelectric power. Details on availabilities can be obtained from the Hot Springs Chamber of Commerce.

The Arkansas River, crossing the state from Fort Smith, on the northwestern border, to join with the Mississippi on the eastern border, has seen some outboard cruising activity recently.

CALIFORNIA

A map-folder, "10,000 Miles of Navigable Inland Fresh Waterways," published by the Stockton Chamber of Commerce, covers an area between Stockton and San Francisco Bay that is rich in all forms of aquatic recreation, including fishing and hunting in season and all forms of boating.

"Boating and Small Boat Harbor Development in the San Francisco Bay Area," issued by the San Francisco Bay Area Council, 130 Montgomery Street, San Francisco 4, contains information on facilities in that area, including a map showing cities having small boat harbors.

Lake Shasta, California's largest man-made lake with a shoreline of 365 miles, is being developed as a boating and fishing center. Shasta-Cascade Wonderland Association, Redding, will tell you more about it.

Others that will answer your questions on boating in their areas include Californians Inc., 703 Market Street, San Francisco 4; San Diego-California Club, 499 West Broadway, San Diego 1; All-Year Club of Southern California, 629 South Hill Street, Los Angeles 14.

CANADA

Having more than half of the world's fresh water and being accessible by boat from many points in the United States, Canada is becoming more and more popular with U. S. outboarders.

The wealth of waterways information available through the Canadian government is much too extensive to cover in a paragraph, but here are some samples: "Cruising Ontario Waters," a booklet covering, among other things, the Trent-Severn and the Rideau waterways; "The Rideau Lakes," one of a series of "Waterways to Explore Booklets" published by the Ontario Department of Travel and Publicity, this one taking you on a trip from the Thousand Islands section of the St. Lawrence river to the Dominion Capitol, Ottawa.

The Canadian Government Travel Bureau, Ottawa, will send you general information on boating in Canada and refer you to local sources for more detailed information.

COLORADO

Colorado boasts the location of the highest yacht club and anchorage in the world—on Grand Lake, 8,369 feet above sea level. Sloan's lake, in the Denver City Park System, is another popular boating lake. Boating is expected to expand greatly with the development of facilities on two new man-made bodies of water, Shadow Mountain Lake and Granby Reservoir, both part of the U. S. Bureau of Reclamation's Big Thompson transmountain water diversion project.

The Denver Convention and Visitors Bureau, 225 West Colfax Avenue, will answer your inquiries.

CONNECTICUT

In addition to unlimited boating opportunities on Long Island Sound, Connecticut offers these river boating possibilities: The Connecticut is navigable to the Massachusetts line; a dam at Enfield may be crossed by navigation locks. The Housatonic is navigable to Shelton; the dam at Shelton impounds Lake Housatonic and the dam at Stevenson impounds Lake Zoar. The Thames is navigable to Norwich; above this point the tributaries are navigable intermittently.

FLORIDA

Dotted with lakes, criss-crossed by interconnecting streams and canals and bounded on the west, south and east by protected coastal waters, Florida has a lot of outboarding waterways.

One of the most helpful boating guides available is the booklet, "Yachting Facilities in Flor-

ida," published by the Florida State Advertising Commission, Tallahassee. Routes documented in this booklet include the Oklawaha River, scene of annual group cruises by outboard clubs of Jacksonville and Leesburg, and that of the annual Kissimmee Boat-A-Cade. The latter is an example of the extensive traveling that can be done by boat through inland Florida and the facilities available on such a trip. The excursion takes four days and runs down the Kissimmee River, skirts the edge of Lake Okeechobee and follows the cross-state canal to Stuart.

An outboarder with a yen to see Florida from a boat can do so with ease and comfort. Starting at Jacksonville he could travel down the St. Johns River and, through a connecting system of waterways, arrive at Miami or Fort Myers. He could circle the coast, making use of the inland waterway on the east and skirting the edge of the placid Gulf of Mexico on the west. All of the many water routes in Florida are well provided with fuel stops, fishing camps, restaurants and tourist courts.

ILLINOIS

Illinois waters plied by outboarders include the Mississippi River (on which annual regattas are held at Quincy, Alton and Rock Island) and the Illinois River, which is part of the Lakes-to-Gulf waterway. These rivers are charted in detail by the Corps of Engineers, U. S. Army (see "Other Sources").

The Chain o' Lakes region in the northwestern corner of the state offers a water trail from the city of McHenry on the Fox River to the Wisconsin border; launching, fueling and provisioning facilities are available at numerous resorts along the shores. The Illinois Department of Public Works, Division of Waterways, Springfield, has prepared a map of this area.

The Chicago Park District, 425 E. 14th Street, maintains two public launching ramps which give access to Lake Michigan and (by taking your boat through locks at the juncture of the lake and the Chicago River) the Lakes-to-Gulf waterway. For a fee, the Wilmette Yacht Harbor, just north of Chicago, will launch your boat, as will several boat yards along the Chicago river (the telephone company's Redbook will give you additional leads for information under the "Boats" classification).

INDIANA

The State of Indiana Department of Conservation, Indianapolis 9, will send you its "Official Indiana Lake Guide," which gives a county-by-county listing of lakes, their sizes, depths and the species of fish likely to be caught in them.

IOWA

There are big lakes as well as tall corn in Iowa. Well known to native outboarders and presenting inviting prospects to out-of-staters are these lakes in the northwestern part of the state: West

OUTBOARD CRUISING GUIDE

The family shown below cruised 500 miles up the western coast of Michigan in their outboard cruiser last summer at a cost of only \$200 over 6-week period. They ate, slept and lived aboard their boat. The Albatross 20 was powered by Evinrude Big Twin 25 hp engine.



Okoboji, Big Spirit, East Okoboji, Hottes, Marble, Little Spirit, Minnewashta.

KANSAS

The Kansas Forestry, Fish and Game Commission describes state lakes under its control in its "Fourteenth Biennial Report." The Commission will answer inquiries about boating in that state through its offices at Pratt.

KENTUCKY

Kentucky's slogan is "More Per Mile." The frequency with which scenic and historic attractions appeared along state and national routes led to the adoption of this catchword, but new and big lakes have given it a new meaning for outboard enthusiasts. There are miles and miles of navigable streams—each with its more-than-adequate number of docks and boat clubs—and man-made lakes with boating opportunities galore.

The Division of Publicity, Frankfort, maintains a tourist information section and welcomes all inquiries. Literature is available also from the Association of Commerce, Paducah; the Lake Cumberland-Wolf Creek Dam Association, Burnside; the Herrington Lake Association, Chimney Rock Village, Burgin; and local chambers of commerce.

LOUISIANA

Boating opportunities abound in any part of this state. For example:

The State of Louisiana Department of Commerce and Industry, Baton Rouge 4, will be pleased to have your inquiries for more information.

MAINE

With its 2,500 lakes and ponds, its 2,400 miles of tidal shoreline and five large river systems flowing into the Atlantic, Maine offers a variety of boating waters.

A guide to the white water streams is the folder, "Maine Canoeing," published by the Maine Development Commission, State House, Augusta.

The State of Maine Publicity Bureau, Gateway Circle, Portland 4, will answer your inquiries on specific boating questions.

MARYLAND

Maryland has approximately 3,600 miles of Chesapeake Bay coastline and literally thousands of facilities for docking and maintaining outboard craft. The Bay, with its tributaries, is a haven for water sports of all kinds. In western Maryland's Garrett County, Deep Creek Lake, with 72 miles of shoreline also offers outboarding opportunities, facilities and accommodations.

Requests for specific information are invited by State of Maryland Department of Information, State Office Building, P. O. Box 706, Annapolis.

MASSACHUSETTS

In addition to the famous eight-mile Bass River on Cape Cod, outboarding enthusiasts will find a service and information center at Allen Harbor, Harwich Port, off Route 28. Lief Erikson, incidentally, is credited with discovering the salt water tidal Bass in 1003. Information can be obtained here regarding picnics on Monomoy Island and cruises into Pleasant Bay and across to the Stone Horse lightship. All of these areas are located along Nantucket Sound from Harwich Port to Chatham.

Information about boating and fishing on Martha's Vineyard (home of the annual stripped bass fishing derby) may be obtained from the Chamber of Commerce, Beach Road and Water Street, Vineyard Haven. The Cape Cod Chamber of Commerce, 298 Main Street, Hyannis, is another source of information.

The 25,000-acre Quabbin Reservoir, source of Boston's water supply, was recently opened to sportsmen, including outboarders.

MICHIGAN

While primarily a guide to white waters, "Canoe Trails of Michigan," published by Michigan Tourist Council, Lansing, contains much valuable information for the outboarder. A helpful map is offered with the booklet.

MINNESOTA

Ten thousand glacier-carved lakes offer waterway exploring opportunities in Minnesota—"The Paul Bunyan Playground."

Minnesota Department of Business Research and Development, 117 University Avenue, Saint Paul 1, will send you information as to launching and other facilities on its waterways.

MISSOURI

"Floating and Fishing—Missouri" is a guide to Missouri waters. The booklet may be obtained from Missouri Division of Resources and Development, Jefferson City. This agency will also service requests for more detailed information on boating and fishing facilities in the state.

MONTANA

Like many states formerly more noted for their wide open spaces than their waterways, Montana is finding more and more boat-trailing tourists on its guest list.

The Travel Director of State of Montana Highway Commission, Helena, will send you information on such boating lakes as Fort Peck, St. Mary's, McDonald, Flathead, Whitefish, Swan, Seely, Salmon, Hauser, Ennis, Georgetown and Hebgen.

NEBRASKA

It isn't so, says the Nebraska Game Commission, State Capitol, Lincoln, in regard to the popular conception of that state as an arid semi-

desert. As proof, the Commission cites large Lake McConaughy, situated in the rolling plains, and the statement that Nebraska ranks near the top of all states in total miles of running water. The Commission also offers the free booklet, "Nebraska Fishing Waters," and publishes the quarterly "Outdoor Nebraska" (subscription 60 cents a year).

NEVADA

Lake Tahoe, 6,228 feet up in the Western Sierra on the Nevada-California border is the second body of water on earth at this or any higher elevation. The lake's shoreline curves in a 75-mile circumference. From the shores, the hills swell slowly away and up to peaks which tower more than 10,000 feet above sea level. The Lake Tahoe Sierra Chamber of Commerce, Tahoe City, Calif., will tell you more about opportunities for outboarding in this area.

NEW HAMPSHIRE

The New Hampshire State Planning and Development Commission, Concord, will answer your inquiries and furnish three-color navigation charts of the following lakes: Newfound, Ossipee, Squam, Wentworth, Winnisquam, Sunapee and Winnepesaukee. These maps show, among other things, boat courses and navigation lights and buoys, and are keyed to show the kinds of fish likely to be caught in various locations.

NEW MEXICO

Despite its reputation as a more or less arid state, New Mexico has at least three lakes where boating is prominent. These are Conchas Lake, on the east central side of the state; Alamogordo Lake, near the center of the state; and Elephant Butte Lake, in the southwest part.

State of New Mexico Department of Game and Fish, Santa Fe, will tell you more.

NEW YORK

Outboard boating opportunities are featured in "New York State Vacationlands," published by State of New York Department of Commerce, 112 State Street, Albany 7.

New York's State Barge Canal System provides a convenient link between many natural water facilities that can be reached and enjoyed by the outboard owner. The state's waterways network extends around the borders to the south, east and west, and to the north, where a labyrinth of canals and streams provides easy access to the Canadian wilderness. The key waterways of this system are the Hudson River and the Erie Canal, Oswego Canal, Cayuga-Seneca Canal, Champlain Canal and Lake Champlain in New York State and the Canadian Richelieu River and Chambly Canal, St. Lawrence River, Lake Ontario, Welland Canal and Lake Erie.

The Finger Lakes, in the hill country of central New York, rank high in the esteem of all outboarders.

Long Island Sound offers protected waters for cruising and salt-water fishing.

NORTH CAROLINA

There are more than 1,000 miles of navigable water for small craft in North Carolina, only 300 miles of which is accounted for by the intra-coastal waterway. Uninterrupted river trips ranging from 40 to 210 miles in length can be taken along the rivers of the state, many of which flow through a wide coastal plain, the topography of which gives easy access to the outboarder.

In addition, there are a number of mountain lake reservoirs developed by the Tennessee Valley Authority, private power companies and the Corps of Engineers, U. S. Army. The most recent of these is the John H. Kerr Reservoir in the north central part of the state. The development of this reservoir is just beginning, but indications are that it will become a mecca for boatmen from the central area of the state, as well as out-of-staters, in the near future.

Other lakes, most of them lying on the coastal plain, are of the clear spring-fed variety. Legend has it that these lakes had their origin in a shower of meteorites in ancient times.

Detailed information may be obtained from State of North Carolina Department of Conservation and Development, Raleigh.

NORTH DAKOTA

Scene of relatively little outboarding in the past, North Dakota anticipates a sharp increase in all phases of boating activities with the completion of several major water impoundments. Sizable bodies of water are being created by the Garrison dam in McLean county, Bald Hill dam in Barnes county, Heart Butte dam, Homme dam in Walsh county and Dickinson dam in Star County.

The Public Relations Director, North Dakota Game and Fish Department, Bismarck, will be glad to receive your inquiries on present and future boating facilities in the state.

OHIO

Indian Lake State Park is credited with attracting more vacationists and tourists than any other park of its kind in the state and outboarding is one of the big attractions. Try the Director of State Parks, Columbus, for information.

Outboarders owning the husky, seaworthy boats available today are taking more and more to Lake Erie as a waterway. (Cont Page 32)

Testing the Merc 20H (Continued from Page 5)

I met Armand Hauser, Vice-President in charge of sales of the Kiekhaefer Corporation, and explained my purpose in coming out to Fond-du-Lac. One of the first points I wanted to settle concerned the availability of the new 20H to anyone in stock boat racing who wanted to obtain one of the new Class B motors. Contrary to rumors, the motors were rolling off the assembly line in steady quantities. Though at that time there was a back log of orders, production figures for 1954 call for 1500 motors more than dealer and distributor estimates as of April 20. This would provide a seemingly safe production cushion.

Before explaining in detail just how I wanted to test the equipment, I was taken on a tour through various laboratories and manufacturing facilities. Certain things which impressed me I feel might well be relayed on to stock motor enthusiasts.

No motor of any size or type left the factory without being given a thorough run-in period in a test tank. Since I was particularly interested in the Mark 20H, I spent most of my time looking over experimental work on the Class B stock motors and the quality control going into the production of these motors. Certain things were quickly apparent. No short cuts were being taken in the quality of materials used. Components such as motor brackets were being made of dropped-forged aluminum rather than die-cast aluminum as is nearly universally the practice throughout the outboard manufacturing business. Without becoming overly technical it is sufficient to say that considerably greater strength is obtained from the dropped-forging method than from the die-casting.

The pistons used in the Mark 20H are also dropped-forged aluminum though the expense of such pistons is usually considered by both outboard and automotive manufacturers as prohibitively costly and largely is limited today to aircraft use.

In the assembly of pistons rods and needles I noted that each component set was carefully weighed so as to balance off with the other set making up the pair of components in this pre-

cision-built alternate firing twin. This would indicate that additional attempts at balancing after purchase of the motor would even be legal if merely waste effort since the balancing and polishing of the production models of the 20H appeared to be as good or better than could be achieved in a home work shop. Although this was my first trip to the Mercury plant from previous inspections of the KG-7 engines I would say that the same careful balancing had been performed by the factory on these models although there is a possibility of modest improvement to some KG-7s by polishing of internal passages.

However, since the normal reader is far more interested in the comparison of the Mark 20H performance-wise versus the KG-7H, I outlined to Kiekhaefer officials that I would like to make some under-way boat tests. They said they would be happy to make them for me, but BOAT SPORT's object in sponsoring this trip was to see that its representative, not factory personnel, made these tests and on BOAT SPORT's own terms. These terms were that I be permitted to check out both Mark 20H motors and KG-7s of my own selection.

At one of the Kiekhaefer factories, in Oshkosh, Wisconsin, an underway water testing area on Fox River and Lake Winnebago is an important part of the plant set-up. Here a test crew of approximately twenty are engaged summer and winter in continuing underway check-outs of new experimental motors.

To be sure that I would be testing motors of strictly random selection and not ones which might have been doctored up or modified in any way internally, I selected three already-crated 20Hs just off the production line. Under my supervision these motors were trucked over from the Fond-du-Lac plant where they had been assembled. The still-sealed cases were brought into the testing shop at Oshkosh. There I made my own first selection from among the three. This was done purely on an eenie-meenie-minie-mo basis.

Prior to going out to Fond-du-Lac, I had borrowed and run a KG-7H on a Swift hydro. With the motor completely dropped down on stock height transom and with no attempt made to jack the motor ultra high for prop-surfacing, peak straightaway speed, it had shown between 43. and 43.5 m.p.h. This I had considered fair enough since I scale a shade over 190 pounds, plenty heavy for a Class B. Thus at the factory when I saw a similar Swift hull to the one I had already checked out, I first had a KG-7H comparison motor set up on this hull and arranged it in the same manner. Under very flat water conditions, the best I was able to clock was 44 m.p.h. For my purposes this was fine since it indicated that the reference KG-7H motor was as good or better than the KG-7H I had tested previously.

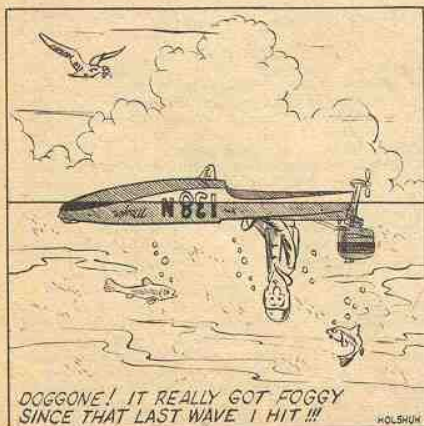
I then had the 20H set up on the same hull in a duplicate manner. With the remote gas tank flush against the transom, the aquameter with the 20H wavered between 47 and 48 m.p.h. This does not indicate by any means, of course, the maximum potential of either engine because of the set-up, but it did represent a comparison made under identical circumstances — the same boat, stock factory props, the same fuel and water conditions—and the check-out showed that the 20H was between 3 and 4 m.p.h. faster than the KG-7H reference motor.

Quite frankly, I had been taken in by some of the 20H rumors. In fact, I had previously seen one tested and the results were anything but exciting. One reason for this, which now seems clear to me, was the failure on the part of the new purchaser to supply himself with the recommended wheel, preferring to stick to his own home cut version which had seemingly performed very well for him on the KG-7. Although the factory at its testing area has some hundred or more wheels available, the tests I made were done with the factory recommended Kaminc props for both motors. Naturally the KG-7 drivers quickly learned that props make a difference, dependent on driver's riding style, weight, the hull. Different cuts and variations could provide very definite improvements. Thus later when I mention boat speeds, remember these speeds are *comparison* speeds only with strictly stock propellers and with the boat riding heavy and the motor fully down on the transom. It is quite possible that, despite the difference I found to be quite evident between the two motors, the savvy KG-7 driver with know-how on the set-up for varying water conditions will be able to offset part of the performance difference.

Next I wanted to see how the 20H would react running under simulated competition conditions. For this part of the test I had working with me one of the Kiekhaefer Sales Department personnel who is more than casually qualified for the job. His name is Buddy Boyle.

Buddy Boyle was the original Mercury Kid with the Pope's Cypress Garden, Florida, water stunt shows. Doubtless you have seen pictures of outboards hurdling through the air, plunging through firewalls or broad jumping across bare ground. For several years stunts of that type were Buddy's principal job. Since he is now an outboard motor factory employee, he's unable to compete in sanctioned racing events. However, Buddy does race practically every weekend on the outlaw circuits, and he's as handy a man at the throttle as I've ever seen.

With Buddy at the wheel of a new Pabst hydro powered by a KG-7H we got underway and made a half dozen circuits of the course laid out in front of the proving grounds. The ultimate result was quickly apparent. Despite an advantage of about 30 pounds lesser weight, Boyle's KG-7H powered hydro was no match for the 20H. In one com-



DOGGONE! IT REALLY GOT FOGGY SINCE THAT LAST WAVE I HIT!!!

parison shot at half throttle, the 20H rode evenly with the KG-7H at full throttle. Granted, the last inch or so squeeze in a throttle isn't worth too many r.p.m.s, but just enough to win races with comparative ease.

By this time I was fairly well convinced of the 20H's superiority but just to be sure that no tricks were being played on me, we swapped boats and outfits and Boyle with the 20H, of course, walked away from the KG-7H powered Pabst. Then with no reflection on the Pabst, we switched motors so that the 20H was then mounted on the Pabst hull and the KG-78 on the Swift. The result this time also favored the 20H with the Pabst showing its wake to the Swift.

The following day, as a check of consistency of the motors coming off the line, I tried out the other two 20Hs. No noticeable difference between any of the three motors was detected on the aquameter. Each clocked 47 m.p.h. or better.

We then took the two hulls, both equipped with 20Hs, out on a measured half mile for actual comparison clocking by the test crew at the start and finish points. Bobby and I, for our own satisfaction, both carried our own stop watches. The first time through the measured half mile, my rig checked 47.8 m.p.h. Boyle went through about 30' ahead of me at the end of the distance, which was indicative of the added speed attributed to the weight difference over the short distance. The second time through at the end of the half mile, Boyle was a good 50' ahead of me and I thought perhaps my needle valve had walked slightly. My stop watch reading belied this since it was actually .1 second better time than the previous run. When I pulled up beside Boyle at the timers' boat, he pointed with a big grin to the remote fuel tank. Without my noticing he had shifted the tank to a location by the wheel.

On the next run, purely as an experiment, I also shifted my tank and for the first time showed a clocking of better than 48 m.p.h. by a couple of tenths. This would indicate to me that though the shift of the fuel tank from its location on the powerhead to a remote tank container has had the advantage of lowering the center of gravity, considerable experimentation on the part of the hydro driver should be made to determine the best location for the tank, since a proper placement of the tank can also add additional speed.

Boyle, who will race non-sanctioned events again this year, plans to construct a well forward of the steering wheel to house the remote tank on his hydro.

Though I didn't run comparison tests in runabouts, I had these made for me by members of the test crew. The reason I didn't drive these myself would have been apparent to anyone seeing a hydro driver take his first runabout ride. It was wild-eyed to say the least—and I was already satisfied that though the Mark 20H may not be

the 8 m.p.h. faster job that some have claimed, it certainly and conservatively speaking is 4 to 5 m.p.h. faster than the 1953 Class B models.

Knowing that owners of KG-7Hs or Qs may feel in the light of this report that their Class B 1953 and earlier motors will soon be obsolete (and believe me, they will be), the factory is making no new A motors during 1954 and has put out a conversion kit which will convert the present Bs to A.P.B.A. approved Class As. A.P.B.A. has ruled that Scintilla magnetos may be used on Class A motors and that Class Bs may be converted to that class. The estimated time required to make the conversion is approximately 2½ hours. To convert from the near 20 c.i. displacement of the KG-7H or Q to the approximately 15 c.i. Class A for A.P.B.A. AU or ASH racing, the following are the parts required:

1. cylinder block	\$42.12
2. piston, pin, ring assembly	13.46
3. gasket set	1.85
4. serial plate	.71
(The serial number plate for the KG-7H or Q must be sent back to the factory before issuance of the KG-4H or Q serial number)	
5. drive screws (4)	.04
6. cowl	2.85
7. cowl	2.99
8. screws (10)	.30
9. washer	.01
10. protector rim	8.54

total \$72.87

If you are a member or contemplate running under N.O.A. rules, you need not be concerned about making any conversion of your present KG-7 for competition in Class B, Division 3. N.O.A. has ruled, "Mercury Mark 20H, a new 20 c.i. motor, has been placed in professional or Division 1 class of racing by the Racing Commission." This means that in the N.O.A., the Mark 20H will be permitted only in Division 1 races (those for the motors designed strictly - for - racing) and chrome plating of cylinders, use of any type fuel and other modifications permitted within the class rules will prevail.

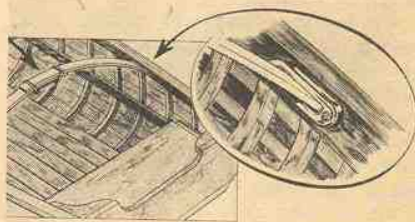
The big question then, since this means the 20H in N.O.A. events, will be forced to compete against the strictly - designed - for - racing Johnson SRs, is whether N.O.A. owners of the Mark 20Hs running alcohol and with other permissible changes will be able to compete successfully with the Class B alky burners. In straightaway speeds it would seem to me more than probable that before the year is out, the alky burning 20Hs will be able to hold their own. However, whether or not the 15-15 gear ratio of the Mercury will be able to get the modified stock rigs out of the corners as quickly as the 13-19 gear ratio of the SRs is open to considerable debate. Whether, too, the rules will be further relaxed to permit a different gear ratio lower unit on the 20Hs is something that isn't known at this time.

In general I would say that there

is no question that the 20H represents a definite advancement in stock motor design. Some of the more obvious improvements from which the added power and torque have been obtained are the re-doming of cylinder heads, far larger intake manifolds and a substitution of improved and larger Carter carburetors for the small throated KG-7H Tillotsons, plus roller-bearinged center mains in place of the bronze mains formerly used.

The final proof of the 20H, however, will be reflected at the end of the season in the records books. My prophecy is for an upping of Class B stock one-mile straightaway marks by about 5 m.p.h. and an increase in five-mile competition of 3½ m.p.h. or more. (End)

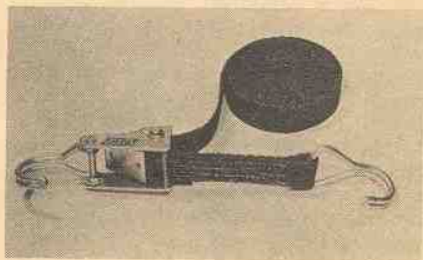
It's News



New adjustable boat cover bows and bow sockets are announced by the Lafayette Supply Co., West Lafayette, Ohio. These two units can be purchased separately.

The Lafayette Adjustable Bows are designed of two pieces of ¼" x 1½" x 36" hardwood, secured together and made adjustable by means of two small metal clips joined with a tension spring. The bows are adjustable in span from approximately 40" to 68".

Lafayette Bow Sockets are polished stamped aluminum, and are attached opposite each other to the top inside edge of the gunwale.



The Tyzem (Reg.) "Grey Gripper" boat tie-down unit made by Eastern Rotorcraft Corp., Doylestown, Pa. Tie-downs consist of two webbed belts which attach to the trailer body and secure over the boat by means of a hooked clamping block which may be moved along one belt, and an interlocking metal hook on the end of the other. Belt is locked when the pull on the free end is released. Rated at over 500 lbs., the "Grey Gripper" is priced at \$7.95. Auxiliary tie-downs available at \$5.95.

Shelter Island Boat Yard, Inc., is operating a new marina in Cockles Harbor, on Shelter Island, Long Island, N. Y., with accommodations for over 150 large craft. Gas, water and ice are available. During the summer the boat yard has been producing its new "Skipper Craft."

(Continued on Page 29)

Clubs—

(Continued from Page 15)

requested that they be permitted to enter floats in those parades. The floats featured racing equipment and were eye-catchers. The club's officers also had printed literature explaining the potentials of speedboating as a fund raiser. These were distributed in conjunction with float or film displays.

With a non-active racing period between 1942 and 1946, drivers new to the sport suddenly became old-timers. New blood didn't enter the game during its dormant war years. After the war, racing got underway again with those whose interest dated back to 1941 or earlier. One of the country's outstanding boat clubs, The Outboard Club of Chicago, organized in 1942, found itself in this position. Old pre-war members, many of whom had raced in the early and middle thirties, were still active in the sport but new blood was needed in the club. In 1953, Lois Sullivan, a teen ager, with the assistance of Ed Sullivan, her father and the 1954 APBA Secretary of Region 7, organized the Water Teens as a part of the O.C. of C. Originally there were only ten drivers between the ages of 13 and 19 as members of the group. Last year, though the members competed in APBA sanctioned races, they also competed in strictly for teen-age races sponsored by the Chain of Lakes Boat Club. At present the membership has grown to twenty-five and though points will be recorded separately by the Outboard Club of Chicago for the teen-agers, members will compete only in sanctioned races. However, to keep the enthusiasm of the Water Teens and to stimulate more interest of teen agers in the sport, the O. C. of C. will award first, second and third place trophies to the Water Teens who have scored the greatest number of points.

With the complete realization of the value of good showmanship at any outboard regatta, a professional water ski teacher has been engaged to instruct the Water Teens how to water ski. During 1954 the group will put on water ski shows during the intermission at APBA events as an added feature for spectators.

The Outboard Club of Chicago has grown from a disorganized group of boating enthusiasts who first started meeting in 1933 when the N.O.D.A. scheduled outboard races for the 1933 Chicago World's Fair. Periodically during the middle thirties and up until the time of the club's organization, these high rev fans met on an informal basis merely to rehash aspects of their favorite sport, outboard racing. From a club of fifteen members in 1942, the membership has grown to more than a hundred. Some of the activities of the club which have led to its growth and strength are worth mentioning. The O. C. of C. sponsors at least three races a year in the Chicago area. Further, it contributes financially to assist

other sponsors of races in Region 7 needing such assistance. In 1954 it is the co-sponsor of the Stock National Outboard Races at DePere, Wisconsin.

From occasional meetings at no set schedule, the club in 1950 tried a series of dinner meetings which were successful. This experiment led to regularly scheduled monthly meetings at restaurants in various sections of Chicago, the locations shifted and being chosen so as always to be convenient to a different part of the club's membership.

Like many of the other large active clubs throughout the country, membership today is open to wives. Actually the O.C. of C. originally restricted its membership to men, but found that the boating wives were also interested in their sport. Kay Bishop, wife of Barney Bishop, one of the founders of the club, was so enthusiastic about outboarding that she organized the Outboard Club of Chicago Boatettes, a ladies' auxiliary which existed until 1951 when the women were offered full membership in the O.C. of C. proper.

During the winter months the club sponsors an instruction course in motor mechanics. This was established in the repair shops of Maypole Boats and Motors. Jack Maypole, an active member of the club, is a long time racing veteran and he thought that a definite club program to aid the newcomer to the sport would be of more value in instilling interest among the tyros than the all too-frequent attitude of "Let them learn the hard way like I did."

In 1953, the O.C. of C. took another step which has earned the club recognition in magazines and newspapers and reflected favorably on boat racing as a whole. This is the Region 7 Hall of Fame Awards to be made each year at the O. C. of C. Annual Indoor Regatta. Recognition is given to the outstanding drivers of Region 7 and scrolls are presented to them at the indoor regatta. Their names are per-

manently inscribed on a bronze plaque.

The O. C. of C.'s membership lists some of the topflight drivers who have had their names inscribed on the Hall of Fame Plaque. These include Homer Kincaid, Carbon Cliff, Illinois, a perennially tough contestant in the alky burning ranks; multi-record holder Bill Tenney, Dayton, Ohio; Harry Vogts, Class F hydro scorcher; now retired Paul Wearley, Muncie, Indiana, the 1952 B and C hydro champ; and Bob Switzer, top-flight stock D driver of McHenry, Illinois.

The Utica Outboard Boating Club, in order to promote local interest in outboard racing, in 1953 sponsored the first real Sports and Boat Show ever to be held in central New York State. Over 87 exhibits were included in the show. Attendance ran into the thousands. As Commodore Bob Wanamaker of the group stated, "Our aim was to bring boating into the sports picture as it should be. Believe me, we stressed racing at the Sports and Boat Show."

The Utica Outboard Boating Club, by the way, stands ready to really do a thorough job for any sponsor. In addition to the usual complete racing package of officials and equipment, the U.O.B.C. provides two-way radio for its rescue boats, concession personnel, maintains an aggressive advertising and promotional committee and even has complete diving and salvage equipment.

One of the oldest of the country's outboarding groups is the Los Angeles Speedboat Association, which this year marked its twentieth anniversary. Like many other clubs it, too, scores club points and awards high point trophies to the winner of each class. In order to offset a possible handicap for drivers not able to devote too much time to the sport, it restricts its high point awards to points accumulated in races within a 350 mile radius of Los Angeles.

This club was formed originally in 1934 as the Corsair Boat Club and reincorporated the same year as the L.A.S.A. Originally, too, it included both outboards and inboards. In 1941 the inboard division was reorganized as the Southern California Speedboat Club, one of the most prominent of the inboard clubs anywhere in the nation.

In 1949, when stock utilities began to take hold in Southern California, stock utility drivers were invited to join ranks with the L.A.S.A. which at the time was made up strictly of drivers devoted to alky burning racing outboards. The stock division of the L.A.S.A. grew so rapidly that in 1951, in order better to promote the interests of both segments of outboard racing, the United Speedboat Association was formed. Today as an outgrowth of the L.A.S.A., it has one of the largest and most active memberships of stock outboards drivers in the nation.

The L.A.S.A. like many other of the active racing groups gets out a monthly publication which keeps its membership apprised of the various boating activities of its fellow club mem-



BOAT SPORT'S cover artist, Harold Kelly, with the cup he won at the 2nd Annual River Regatta, Middle River, Md. in his new boat.

bers, race schedules and the progress of the annual high point contests. Within the L.A.S.A. each racing class has its own chairman—a good idea in that through the efforts of the class chairmen, constant new blood is introduced into the sport. Within the L.A.S.A. an example is the build-up of the midget class hydros from seven in 1953 to thirteen in 1954, making the tiny Ms a hotly contested group. L.A.S.A. like many other clubs has an exchange mailing list for its mimeographed publication, *The Finish Line*. By means of this, its membership can also be made acquainted with good boat promotional

stunts being fostered by other clubs and interest-arousing social events.

In the final analysis the interest in the sport as reflected to the boat spectator group, will be only as good as the enthusiasm of sponsoring club members. If your own club seems to lack a real spark of life, the major governing body to which your club belongs as a member will be able to provide you with a list of some of the country's outstanding boating clubs. Write to them and find out how they instill and maintain a high peak of enthusiasm among their own club members. Live-wire clubs mean a live-wire sport. (End)

What It Costs to Become an Inboard Speedboat Champion

(Continued from Page 11)

should say that we want for little and are doing well, thank you.

To digress, I might admit that the water speed urge came naturally. I was brought up in Boston in a family which always had a cruiser of some sort. As a kid I haunted the pits at races. Possessing a rather natural mechanical ability I was of some help, hence tolerated.

I came to California in 1937, but it wasn't until World War II ended that I was able to satisfy my urge to race. I'll grant that it was cheaper to break in then than now. Several outfits had sat in the garage for years, since there was no gas to run them.

Thus, for \$175 I picked up my first boat. She was a 135-cubic inch hydroplane called "L'il Beauty," which Wayne Thompson, still in the Service, wanted to sell.

I painted her blue, decided to use gasoline instead of hot fuel and ran in four race-meets during a full season. Total won: nothing. Costs? By my rather rough books, I had expended \$47.50 all told, on top of my original \$175.

By this time, wanting to be "on my way," I'd ordered a new 225 hull from Inglewood builder, Fred Wickens. I yanked "L'il Beauty's" engine and sold the hull for \$100. A bit later I sold the engine for \$65. I was thus out of pocket for the year, \$57.50. And well spent. By then I had the boat-racers fever for fair.

From then my record was about as follows:

"Restless" was my first 225-cubic inch hydroplane. I had a brand new hull and my first brand new V8-Ford engine. This was my initial experience with an 85. The hull was well built, about 18 feet long and sturdy. "Restless" was a good rough-water goer. But we had to build a bustle on her tail to make the 16-foot waterline length required then. I raced her about three times, then the engine blew.

Next came "Restless II." It was about this time that Clay Smith had been having success with the Ford 6. Remember the first "Guess who?" Who doesn't! After some conversation I was sold on the idea to convert. I went

around the hull of "Restless" with a pencil, then began to chop. We cut her to 16 feet, put in a Ford 6. Remains of the top half of that hull made the nicest bonfire you ever saw.

"Restless II" proved a fast boat but a wild one to watch. I raced her anywhere and everywhere during the fading '48, through 1949 and much of 1950. The first two years the boat won just about everything, though missing records. But in 1950 the competition was breathing down my neck and occasionally dusting us down.

This meant "Restless III." Fred built the new hull between January and April, 1951. I re-installed the Ford 6, my third engine and my last to date. My engines have lasted and this is a factor which I may say is why I believe in gasoline. Some of the lads with power plants running the dynamite fuels go through two and three per year—if they are lucky.

As for the No. III hull, it was developed from II which, as noted, was no slouch. After Wickens and I hashed over the points we lightened where possible, made our principal changes in the sponsons (narrowing them) and elongated the hull about eight inches. In all we took off 150 pounds weight, via lighter general construction.

With "Restless III" we earned all that I think any driver could reasonably ask. I hit a total of 38 races between Seattle and San Diego on the West Coast, travelled upward of 20,000 miles. Highlight triumphs included the aforesaid record at Seattle, August 11, 1952—100.029 m.p.h.—inscription on the Trimper High Point Trophy for 1951; likewise making the 1951 All-American racing team and winning the right to carry that grand number, U.S.1, during 1952. We took a goodly share of win, place and show trophies and merchandise. This was against what I consider the world's finest competition in the 225 class.

And so—what did it all cost? Let us forget "L'il Beauty."

Considering costs in boat racing, a lot depends on your own mechanical ability. A lot more depends on how you, as an individual, like to "operate."

You will have, in the 225 class, an

initial cost outlay every two or three years which is pretty high. If you have the outfit built, ready to race, it will set you back from \$2,500 to \$3,000. However, you can reduce this by \$1,000 to \$1,500 if you buy the hull in semi-finished form, then do your own finishing and painting, engine installation, build up your own trailer and—insofar as possible—your own engine.

If, say, in the latter set-up you suddenly were for some reason forced into retirement before getting into racing, with any luck at all you could get all your cash investment back. You would have donated some labor, but of this, more later.

Supposing, though, you ran awhile, were a fortunate guy and suddenly broke a record or won a big race. Then you decided to sell. Well, if you were in the right place at the right time and in the right class, you'd make a few bucks. In a 225 you might rightly get a bid of \$2,500 to \$3,000. If in a 266 on a real zany day, it could be \$5,000. Your initial 266 outlay of course will be easily \$1,000 higher than the 225. Whatever, though, the disposal kickback on your actual investment—if you are, like me, the backyard mechanic—will probably almost equal it.

Now comes maintenance. And here enters a factor which some people call "luck." I submit that the individual has a lot to do with this factor.

I happen to be more or less the cautious type. I know accidents can happen and sometimes are unavoidable and that it might be me at any time. Yet, and I'm a little proud (for it isn't just luck) to say that in five years I never bumped a boat. But there are some guys who can't seem to go to a race without getting a side bashed in or something else broken out. It is possible, friends, to exercise common sense on a race course and still beat the best of them.

Anyhow, assuming no major casualties, such as blowing an engine, it should not cost you more than \$300 per year to operate a 225 in 20 races, which is a fair-to-middling bunch of competition.

So, we then get down to the matter of grinding the valves once in a while, installing a new distributor and carburetor, and an occasional set of plugs.

In driving cost there is one important item. Fuel.

This hot fuel problem tends to set apart, not so much the men from the boys, but the guys who have trouble buying it (even when they have the price), and the poor blokes who aren't dealers or don't happen to know Mr. X who is a buddy friend of Mr. Y, who has some. No, the stuff isn't always available for racing use, not to mention 10 to 20 gallons used in pre-race try-outs.

I buy my oil by the case, at about 20% less than station retail. This costs today about \$6.00 and lasts a year. However, when I'm breaking in an engine, I don't use this cherished oil. I go to a "Censored" place and buy their

(See over)

What It Costs

(Continued from preceding page)

"cheap special." This I run while seating the rings, bearings, etc., at home with my garden hose. After my "cheap" oil has absorbed the dirt, carbon and other crud I drain it and put in my favorite brand to race.

In my case, though, even the "Censored special" isn't lost. I use it in my coupe for driving back and forth to work.

For a backyard operator, there is one great, added item which some would call cost; others, pleasure. This is the time spent working on your outfit. I'll say it is probably 80% of your spare time. I view it this way: You come home from work, eat, read the paper, Then you meander out to the garage and spend two or three hours there. Now, though you spend that much time there—and you probably will—a lot of it isn't really necessary. You spend it doing little things you think might improve your boat.

You do this because you plain, downright enjoy it. If your wife likes it, too, or has some hobby or interest of her own to engage her while you tinker, you are just a lucky, lucky boy.

If you race a boat and are of average circumstances, there are other semi-allied but important items. I don't drink smoke or gamble for instance—at least only on rare occasions and when this occurs I can't say that I'd label them occasions.

When I go to a race-meet, I go to race. Along with it, though, I enjoy everything connected with the event. As a bachelor I didn't go for the velour-draped suites. As a married couple, Frances and I continue to follow the simple routine and largely because we like it better.

When, as a bachelor in 1950, Al Menken and I went to Florida and were pretty successful with the E, "Plastigo." Great trip! Costly? Hardly.

I had a business coupe, equipped with bed. We skipped the hotels. But we enjoyed all three weeks of Florida hospitality and the banquets extended, and lived the good life.

Of course, when we get to this matter of what speedboat racing costs, it is preceded by one thought—why do it at all?

For me it answers an urge to speed which I've always had. I know that the highways are certainly not the place to exercise it. I don't particularly feel that the auto racing speedways are, and for anything that even offers a comparable thrill, the fatality and accident rate in speedboat racing is extremely low.

So, what did my five years of racing cost me?

Considering that "Restless III" went for a pretty decent price—even though her record had gone bye bye—and paid for a wonderful 1953 vacation, while leaving pool money for my next time out, it all ended nicely.

In fact, considering the good things

I gained—and I don't know how else I'd have equalled them—when you speak of costs in speedboat racing, the answer is this:

For what you get back, there is no cost. (End)

It's News

The Port Perry Yacht Club of Port Perry, Ontario, Canada, in addition to several regattas each summer sponsored under the rules and sanction of the Canadian Boating Federation, conducts five or more races for its club members only and one marathon for club members. In these club events, B class races seem to be the most popular. However, the B class breakdown is quite unique and was arranged so that any club member with a motor of 25 cubic inches or under could compete with relative equality with other members. Added information on rules of this Canadian Club may be had by writing to Don Smith, Fleet Captain (Power), Box 186, Port Perry, Ontario, Canada.

COVER STORY

We have three outboard motor manufacturers to thank for the color transparencies being used on the cover of this issue: Mercury, Evinrude and Johnson.

Upper left: Bob Switzer is shown driving a Switzer 12 foot Playboy, powered by a Merc Marc 20. His companion is Dick Thiede, also an outboard racing enthusiast. The weather was very rough the day this picture was taken at Green Lake, Wisconsin.

Right: One of Ardean Miller's typically fine color photos. It was taken at Saranac Lake last summer in New York's Adirondack Mountains. The motor is an Evinrude 7½ horsepower Fleetwin Aquasonic.

Lower left: This is the very new, very interesting Trailerboat for children, powered by a Johnson 3 hp. outboard motor. Constructed of tough aluminum alloy. Rigid. Pneumatically rivetted and permanently caulked. Length 8 ft. Beam 45 in. Depth 16 in. Cockpit for 2 children. Air tanks. Flooring. Complete steering unit. Windshield. Hardware. Retail at \$225.00. For further particulars address Trailerboat Co., San Rafael, California.

Fast Bottoms

(Continued from Page 17)

their strength members are held to a minimum. So, for the runabout trailer, be certain that the supporting frame matches the contours of the boat and that support is offered at a sufficient number of locations.

Consistent winners check their hulls after each regatta and work on them until they are returned to normal. Most topflight runabout operators either have their boat designers provide them

with a set of checking templates or make their own as soon as they accept delivery on a new boat. For the runabout a series of five reference points should be selected. Upon delivery of the new hull, cardboard templates should be cut to match the boat bottom at intervals of every 15" from the transom forward. Thus in checking the hull between regattas, the rear six feet, which is the most important section from the standpoint of speed, can be kept in perfect condition in keeping with the original design.

In a future issue, BOAT SPORT will completely cover the subject of re-finishing the hull bottom. However, for the new driver, we do want to offer him one warning. Many currently designed racing hulls are made of plywood rather than solid planking.

Though greater strength results from the use of plywood, caution must be taken in sanding so as not to sand through the outer finished ply. Thus any new boat owner would be wise to finish his hull with a minimum of four additional coats of soft marine varnish, so that if distortions do occur, varnish may be removed from high spots rather than wood.

Don't try to gain added speed by waxing the undersurface of your hull. Get your high speed finish by means of elbow grease in pumicing down the varnished surface. Remember that when it comes time for the next coat of varnish (which should be at least two or three times during the racing season) the varnish will not adhere to a waxed surface.

How important is the true configuration of the bottom of your racing hull? We knew of one driver who ran consistently in the money ranks all one season. His motor and boat were kept in impeccable, eye-appealing condition. He flopped a new coat of varnish on the bottom at regular intervals. But—he didn't check the contours. During the second season of campaigning that hull, he was thrown out at least a half dozen times and flipped on several occasions. Finally he decided the hull was just no good and turned it in for a new one. His troubles seemingly were over. He started finishing his races again and was able to get around the corners.

But meantime a new driver moved into the circuit with a secondhand hull and started to pin the first driver's ears back in competition. The hull was the first driver's original—that the new driver picked up secondhand and had savvy enough to check out the bottom. He asked the builder for hull specs and removed a decided hook in several of the rear planks. He also filled a half dozen spots on one forward sponson where plastic wood had worked out of countersunk screw holes. With three hours labor, the cost of a couple of coats of varnish and some wood filler, the hull was as good as new.

There's no question about it—boat bottoms are faster in 1954 than ever before, but it's up to you to retain the speed inherent to the designs. (End)

Boat Trailers

(continued from page 8)

tail light and a reflector when driven at night. Where directional signals are required by law, a trailer should also have these devices. On trailers where a tie-down bar is used to hold the stern of the boat, this sometimes is a convenient place for mounting such lights.

The means of attaching the trailer to the car is important. In cases where both trailer and boat are very light and long distances are not driven, a bumper hitch is satisfactory. However, over long distances even with a light load, the play in the bumper may tend to crystallize it so that it becomes brittle enough to break. Bumper hitches with a heavy load cause a pounding between the car and trailer than can ruin the clutch of any car in a short time, besides being very noisy and annoying.

The only hitch for heavy loads and long distances—and this includes all outboard cruiser trailers—is a frame coupler or chassis hitch that fastens to the rear cross members of the car's frame and also to the under part of the rear bumper, although the strain is taken by the frame.

Many experienced trailer owners also use a safety chain which will prevent the release of the trailer in case the hitch becomes loosened. And also, speaking of chain, many owners prefer it or straps instead of rope in tying the boat to the trailer since it will not stretch under strain and jolting. In general, as to this tying-down operation, each person will have his own particular way of securing his boat to the trailer, but the main points are to see that it is firmly held onto the trailer (in the case of support types) and that it also is kept from slipping either forward or backward on the bed. Also in loading your trailer it is good practice to have more weight on the forward end. This makes for more efficient towing and also lets you disconnect the hitch easily and walk the trailer around for storage and other purposes.

All in all, a trailer is a complement to your boat. It provides for year-round storage at home, either covered in the yard or in the garage. It allows you to use any waterway within reach of your car in the time you have available, and to launch and load your boat yourself on almost any shore. On vacations, your boat goes along with you and helps carry the usual large amount of luggage needed for such trips. When not needed for your boat, it is possible to mount a utility body on your trailer and use it for hauling jobs.

If you have an outboard cruiser and are trailering it to some new cruising waters, you can sleep and eat aboard it and use all its facilities with the exception of the toilet just as though you were afloat. However, you should be sure that you have a trailer fitted for the extra weight of the people,



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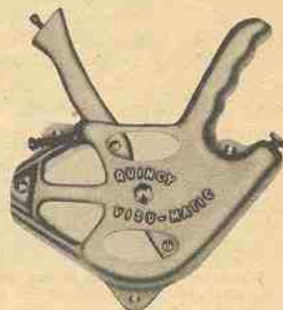
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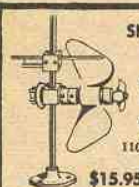
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Boat Trailers

(continued from preceding page)

supplies, water etc. that will be aboard at any one time, and that the boat is fully supported at all points where strain might weaken it.

Following are listed some of the major producers of small boat trailers in the country, with brief descriptions, where available, of their lines. All prices mentioned are subject to change and are, unless otherwise noted, F.O.B. the factory. No responsibility is assumed for any inaccuracies that may occur in the mention of prices. We wish to point out that prices on different makes of substantially the same type of trailer may vary due to either the inclusion or non-inclusion of certain items such as taxes, crating charges, and various accessories.

Our Readers Service Department will be pleased to send you a list of the names and complete mail addresses of the following boat trailer manufacturers. Just send us a stamped, self-addressed envelope marked for attention of Boat Trailers Editor, Boat Sport, 215-4th Ave., New York 3, N. Y.

Ace Trailer Co., Texas. Ace Junior (\$98) is smallest model; Standard and Race \$115.50; Standard Heavy Duty (\$129); new Tipper model has special let-down design (\$165); Tipper Heavy Duty (\$175); Hydraulic (\$231.75); other models, Dual or Tandem, with or without tipping device up to \$375.

Ajax Boat Trailers Co., Mich. Models feature self-launching, one-man-loading by means of dolly which travels with the boat in and out of the water.

American Trailer & Mfg. Co., Calif. Bilt-Well Trailer Co., Pa. Model for 14' boat, capacity 500 lbs. (\$119.50); larger model, capacity 1000 lbs., with stop tail light, license plate bracket and tongue stand.

Brenwood Products, La. Catalina Equipment Co., Calif. Central Mfg. Co., Neb.

Chauvin Industries, Inc., Mass. "Little Giant" trailers. Model for 14' boat, capacity 500 lbs. (\$99.50); 14' boat, capacity 750 lbs. (\$129.50); 17' boat, capacity 1000 lbs. (\$189.50); 18' boat (outboard cruisers etc.), capacity 1750 lbs. (\$279.50). Two larger models for inboards and heavier boats. Also have under-carriage kits (less tires and tubes) on which purchaser builds frame etc. Prices for three models listed above: \$60.50, \$75.50 and \$85.50.

Chesley Mfg. Co., Calif. Chris-Craft Corp., Mich. Four models with capacities of 300, 650, 1000 and 2200 lbs. Shock absorbers are standard equipment on the three larger models and available at extra cost on smallest. Three smaller models have adjustable padded wood bunks that are self-aligning; forward bunk moves along tongue. Largest model is four-wheeled tandem.

Stake bodies also available that convert trailers for utility use. Accessories available: boat roller, winch, adjustable

tongue-stand, hold down straps and combination tail and stop-lights.

J. E. Clifford & Associates, Mich. Designrite Co., Minn.

Dunphy Boat Corp., Wisc. A new small boat trailer designed to carry boat with motor attached, has tapered roller high speed bearings and individual wheel suspensions.

Dutton-Lainson Co., Neb. New Rose trailer has retractable roller allowing loading without dragging on rear keel cradles. Other models convertible to general utility trailers.

Ee-zy Trailer Co., Fla.

Empire Corp., Wisc.

The Cheston L. Eshelman Co., Md. One model, adjustable for 12' to 16' boats, capacity 700 lbs., has bumper hitch fitting any rear bumper (\$59).

Farwell Products Corp., Ill.

Fleetcraft Marine Sales Co., Calif.

Harwill, Inc., Mich.

Holsclaw Bros., Inc., Ind. Two models of underslung Boat Roadster trailers, for 14'6" boats (\$175), for 16' boats (\$187.75), capacity 500 lbs. Other regular models: boats up to 14', capacity 300 lbs. (\$87), 500 lbs. (\$123 to \$141); 16' boats, capacity 500 lbs. (\$126 to \$144)—with overload springs capacity is increased from 500 to 800 lbs. Deluxe models, complete with accessories and special transom support (\$175 and \$178). Outboard cruiser design, boats up to 22', capacity 1800 lbs. (\$339).

Kelson Engineering Co., Calif.

Little Dude Trailer Co., Inc., Texas. Three models: Standard A, 14', capacity 650 lbs.; B, 16' capacity 1000 lbs.; Tandem BT, up to 21' outboard cruisers, capacity 2000 lbs. Trailers have "Rocking Boom" gravity-action tilting cradles and adjustable side and keel rollers.

Lone Star Boat Mfg. Co., Texas. Three models of Road King trailers: 12' and 14', capacity 1000 lbs. (\$156); 16', capacity 1000 lbs. (\$159). Standard equipment includes tail light, safety chain, winch and rope and chain clamp tie-downs.

Luther Corp., Wisc. Two models of Sport Trailers: for boats 12' to 14' capacity 700 lbs. (\$97.50); boats 14' to 20', capacity 1100 lbs. (\$195). Accessories, including spare wheel and mount, available.

Mastercraft Trailers, Inc., Conn. Smallest model, for 14' boats, capacity 250 lbs. (\$94.95); various models up to 17' boats, capacity etc. \$252.50, \$330 and \$425—without brakes; brakes \$130 extra. Various accessories available, including conversion units to make into camp or utility trailer, also bumper to frame hitches (\$9.45 to \$11.45).

Miller Coach Co., Texas.

Otto P. Miller Co., Wisc.

Milwaukee Automotive Trades Co., Wisc. Matco trailers: various models for 12' to 14' boats, with capacities of 300, 500, 600 and 750 lbs., some small wheels, others automotive wheels. Models for larger boats and outboard cruisers, capacities 1500 and 2500 lbs., automotive wheels. Also axle assembly kits with or without springs (leaf or coil), fenders, tongue connectors, tires

and tubes.

M. A. Moody Mfg. Co., Mabel, Miss. Magnolia Craft trailers from 350 lb. capacity (\$82.50) to 800 lb. capacity (\$125). Also have Sportsman Dream Tipper with winch, 600 lb. capacity (\$145) and 800 lbs. (\$165). Luggage metal trailer box adaptable to any model (\$35).

Muskegon Outboard Specialty Co., Mich.

Nelson Mfg. Co., Mich. Nelson Boat Dolly, for boats up to 16', capacity 1000 lbs., has adjustable length tongue, auto-type cantilever springs, shock absorbers, and a narrow 30" tread designed to ride the crest of backwoods trails.

Norjack Co., Wisc. Axle assemblies for building your own trailer with surplus automotive wheels, hubs, bearings, springs, and new spring shackle sets, U-bolts, and hangers. Also trailers already assembled.

Owosso Tank Co., Mich.

Pacemaker Boat Trailer Co., N. J.

Peterson Brothers, Fla. Complete line of Gator trailers for carrying boats with motors attached and for launching and pick-up from the shore. Twelve outboard models from 300 lb. capacity, for boats 10' to 14' (\$92.50) up to 1000 lb. capacity, for 16' boats (\$153—less tires and tubes). New model for 18' to 21' outboard cruisers, complete with heavy-duty winch, tires, fenders and dolly wheel (\$378).

Ramsey Retractable Trailers, Pa.

Ranger Trailer Corp., Texas. Air-Lift trailers operated by dry ice: two-wheeled tandem for cruisers, capacity 2000 to 2400 lbs. It is claimed that 25 lbs. of dry ice will launch and load a boat about 75 times without recharging.

Selma Trailer Mfg.

South Texas Truck Equip. Co., Tex.

Sterling Products Division, Ohio. Models from 300 lb. capacity, for 13' boats (\$94.50), up to 800 lb. capacity, for 16' boats (\$178.50). For outboard cruisers up to 18', capacity 1300 lbs., complete (\$248.50), 20' cruisers, 2000 lbs. (\$385).

Tee Nee Trailer Co., Ohio. (In Canada: Canasco Products, Ltd., Toronto, Ont.) Models from 400 lb. capacity, for 14' boats (\$89.95) up to 750 lb. capacity, for 16' boats (\$182). For outboard cruisers up to 18', capacity 1500 lbs. (\$217). Tandem-axle model available for cruisers over 18'. Accessories include special motor-on-transom support, frame-to-bumper hitch, dolly cart.

Tessner Motor Boat Sales, Inc., Wisc. Trailcar Division, Dunbar-Kapple, Inc., Ill. Two models: 300 lb. capacity (\$96.50), and 700 lb. capacity (\$122.50).

Wagemaker Company, Mich.

Wolverine trailers, 14' boats (\$128.50), 14' to 16' boats (\$132.50).

Wait Mfg. Co., Okla.

Walden, Inc., Mass.

Wesbar Stamping Corp., Wisc.

Wilmapag Industries, Ohio.

Wiltse Bros. Corp., Boatrailer Division, Mich. Two outboard Boatrailer models: for 16' boats, capacity 650 lbs. (\$129.50) and for 19' boats, capacity 1200 lbs. (\$185). (End)

BOAT TRAILERS

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Pulls under normal conditions up to 5 tons. Heat treated for strength. Light, weighs 7 pounds.

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KEEL ROLLERS FULL LENGTH OF TRAILER



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SPEEDWAY Trailers

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Box 738 Oshkosh, Wisconsin

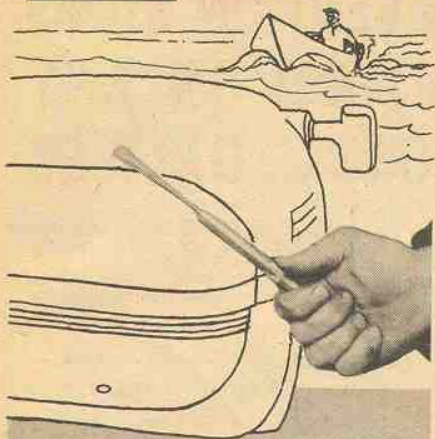
It's News

Mono-Cycle Outboard Engine

B. R. Bourke Research of 11031 S.W. Sixty-third Avenue, Portland, 19, Oregon, has developed a new type outboard motor called the Bourke-Cycle. The single throw crank of the two cylinder model has no connection to the pistons and the engine functions more like a high pressure turbine than like a reciprocating engine. Reportedly the Bourke-Cycle, which has been made in two versions: the Bourke-30 (two-cylinder) and a V-4-60 (four-cylinder), is simply constructed and trouble free in operation.



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AROUND THE BUOYS

Outboard motorboat racing has taken Japan by storm. Though there had been a few scattered outboarding events held annually since the mid-thirties, it wasn't until 1952 that boat racing began to become a big time spectator sport for the Nipponese. According to the Tokyo Times, there are at present more than 1,040 registered outboard racers of whom 30 are women. Paid admission races were held this year in 9 different cities and all ran at a profit. In 1952, 780,000 spectators paid to watch boat races. The figure jumped to 4,000,000 paid attendance in 1953 and the current season is expected to attract even greater crowds. Of ten race courses established in 1953, all but one returned to action this season and the new speedboating events are expected to outdraw auto and cycle racing by 1955.

The shores of Fox Lake, Lake Villa, Illinois, in the latter part of May was the setting for the third annual Midwest Safety Afloat Conference sponsored jointly by the Outboard Boating Club of America and the Red Cross. More than 150 camp counselors, waterfront instructors and conservation officials from fourteen states registered for cials from fourteen States registered for the nation's first "aquatic college," a program designed to teach the teachers. Those who attended the conference were unanimous in feeling they are now in a position to pass along boating safety knowledge to the thousands of men, women and children who are turning to boating for their leisure-time activity. This new safety conscious group can do much to keep boating as it is—the safest of all motor sports.

The Gold Cup event this year, Seattle, Washington, August 8, held even greater interest than in any previous year since it marked the 50th anniversary of the colorful event. The first Gold Cup regatta was held in 1904 on the Hudson River at New York City. C. C. Riotte's Standard won the 90-mile event at a speed of 23.4 m.p.h. Additional late season races for the unlimited hydros are the Silver Cup, Detroit, September 6; National Sweepstakes, Red Bank, New Jersey on September 11 and 12; President's Cup, Washington, D. C., September 18-19; and the Imperial Gold Cup, New Martinsville, West Virginia, September 25-26. Not definitely scheduled at this writing is the Steel Cup Race for the show boats of speedboating at Pittsburgh, Pennsylvania on August 29.

A word of warning to stock drivers who have bought stock 1954 motors. Carl Johnson, Executive Secretary of A.P.B.A. states, "You are reminded of a rules change that was enacted by approval of 82% of the Stock Outboard owners after the 1954 edition of the Year Book went to press. This rule provides that balancing and polishing is prohibited on all new models accepted

by A.P.B.A. after January 1, 1954. For the older motors, balancing and polishing will be permitted under the same limitations that have been imposed during previous seasons.

Region 7, A.P.B.A. doesn't conclude its 1954 racing schedule until October 10. The region has been most active under the chairmanship of Paul Pfister of Elgin, Illinois, with 27 competitive sanctioned events listed. In addition to national racing focus on the annual Winnebagoland Marathon held June 27, stock fans will converge on DePere, Wisconsin, on August 28, 29 and 30 for the A.P.B.A. National Stock Outboard Championships. Other late season Region 7 regattas include Winnecone, Wisconsin, on August 21-22 and a real frost bite go at Madison, Illinois, October 9-10.

The Oklahoma Boat Racing Association sparked by Commodore George Littlefield and Secretary-Treasurer Harry Newel carried fourteen N.O.A. sanctioned events on its 1954 schedule. O.B.R.A. listed a total of more than \$9,000 in prize money plus trophies and proved that an aggressive promotional campaign can put over outboarding in a big way. Still to be run are the Enid (Salt Plains) event on August 29; Mohawk Lake, Tulsa, on September 5 and the Modified Stock N.O.A. Zone Championships at Bartlesville on September 12.

It's News



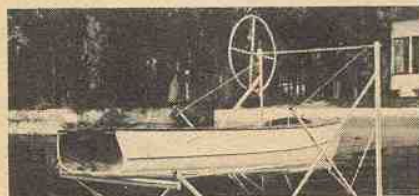
New Fiberglas-reinforced plastic water skis made by the Aqua Spray Ski Co., San Francisco. Skis come in red, blue, green, yellow or black molded-in colors, and have adjustable aluminum alloy bindings. Three models are available: general purpose, 6 1/2" x 5 1/2', with rudder on the bottom for stability, weight 11 lbs. per pair; jumping skis, with two rudders; and single slalom riding skis, with standard binding plus toe binding.

It's News



Light Generator Kits

Bal-Craft is offering a complete lighting or power system for outboard motors that can also be attached to low horsepower inboards. Simple installation consists of removing the motor shroud, bolting the generator bracket, drilling one hole. Reassembled, your motor remains the same separate device with the simple, unobtrusive difference that you then have a power source for your lighting or power system. \$40 AC; \$60 DC. Write the Ballard Systems, Buchanan, Mich. for full details.



Boat Hoist

Safe, dependable, boat care is the aim of the Sagen Boat Hoist Co. of Weedsport, N. Y. Boat is lifted from the bottom and no slings or overhead braces are used to interfere with easy mooring. All steel, welded construction. The Sagen is easy to operate and one person can lift a boat clear of the water with a minimum of effort protecting the craft from pounding waves and backwash. Sill angles allow hoist to be easily moved when necessary. The Sagen Boat Hoist is available in several sizes and types to accommodate boats up to 3500 lbs. in weight.

Moulded Rubber Oar Sleeve

The Marine Division of Worthington Products, Inc., 441 Lexington Avenue, New York City, has introduced what looks like a dandy way to re-establish the usefulness of worn oars or maintain the newness of new oars. Savor, the first practical oar sleeve and collar made of molded rubber can be "slip-fit" into place in a few minutes and is claimed to outwear leather. For full information and price, write the manufacturer.

AMAZING NEW INVENTION STOPS NOISE & VIBRATION ON ANY OUTBOARD MOTOR... ONLY \$3

Over 10 sq. inches of cushioned bearing surface

No tools needed... slips on... a child can do it



Salt water, sun and gasoline resistant

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NO-VIBE SANCTIONED USE BY 
Amazing new invention cushions your engine on thick, resilient Du Pont Neoprene Mountings with over 10 sq. inches of Bearing Surface... Muffles 79% of noise caused by Vibration.

STOPS NOISE VIBRATION where they start!

\$3 PER PAIR ONLY 3 POSTPAID

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Stop shaking your engine... your boat... to pieces and reduce noise by 79%! Now, for the first time, you can cushion your motor with NO-VIBE "floating grip" suspension, and enjoy a smooth, quiet, tranquil ride with 79% of all vibration-caused noises stilled. Yes, over 10 sq. inches of rubber cushioned vacuum grip bearing surface assures quieter operation. NO-VIBE makes old motors feel like new, new motors stay new longer, and prolongs the life of your boat for years due to vibration reduction. No more clamp marks on transom! Secure vacuum grip prevents clamps from working loose, and reduces danger of engine loss. NO-VIBE slips on clamps—no tools are needed—a child can install. NO-VIBE is fully guaranteed. Order NO-VIBE today with handy postage-paid card attached, and give your motor the newest luxury feature of the highest-priced models!

• NOISE DUE TO VIBRATIONS REDUCED 79%

• PREVENTS BOAT FROM ACTING AS A "SOUNDING BOARD"

• DOES NOT HAVE TO BE ATTACHED TO BOAT... ONLY ENGINE

• 2 VACUUM GRIP NEOPRENE CUSHIONS MUFFLES ANNOYING ENGINE FREQUENCIES

• PROTECTS TRANSONO-CLAMP MARKS HERE



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TORQUE TALK

BY LOU EPEL



(Above) Mrs. Lou Eppel receives scorer's prize of bouquet given to feminine working officials at New Jersey Outboard Assoc.'s Indoor Regatta.

(Below) "Pop" Jacoby (Fred, Sr.) has been called "King of outboard racing's royal family" for the 1250 racers he has built.



(Above) Original charter members of N.J.O.A.: left to right, Emile Jacoby, Fred Jacoby, Jr., Fred Jacoby, Sr., Ed List and Frank Paccio. Lou Eppel is making announcement at the mike.

IT SEEMS that our remarks in the first go-round of Torque Talk concerning the status of the alcohol burning outboards didn't sit too well with record holding Bill Tenney, the Dayton, Ohio, speedster and four-page letter writer. Bill, long a friend of this department, spared us the necessity of reading one or more of his lucid blasts, figuring that the inflections obtained over the telephone would be more effective. We must admit that we were considerably surprised and more than somewhat caught with our guard down when Bill's dulcet tones came out of the earpiece. However, we were able to get a few words in when Bill slowed down to take a fresh breath. Perhaps it might be well to make our position known right now regarding the alcohol versus stock outboard situation.

Having, over the past many years, poured our share of Dynax, Texaco No. 6, Chris-Go and Exol fuel into outboard tanks, we feel that we are in a position to name the out and out outboard racing contingent as our real first love. There is no question that the boys with the hot jobs are doing a bang-up job. A check of the climbing records proves this, and the seeming scarcity of events for this group is offset considerably by

(Continued on Page 31)



the calibre of the competition. Unfortunately, the east coast is suffering a slacking off in the number of races for these craft. The mid-west and the far west seem to be holding their own in the alcohol division. As long as such outfits as the New Jersey Outboard Association, S.C.O.D.A., Mid-East and other organizations are alive and functioning, the sport will not disappear in these parts, but it must be admitted that by sheer weight of numbers, the stockers are pushing their specialized brethren a little out of the picture.

There is no question that there is plenty of room for both divisions, and a combined outboard and stock outboard program makes for a fine day's racing. Far be it from us to grab hold of the rope which will ring the death knell of the racing contingent. Our feeling is, long may they wave, and if something can be done to get them back in full force in all sections of the country all the better. We would be willing to wager up to two bits that the working officials at the majority of regattas would welcome back the boys who know all the racing rules and abide by them without holding protest meetings over each disqualification called. So much for that.

Sunday, May 9th, saw the opening stock outboard marathon on the east coast held at Norfolk, Va., when the James River 75-miler took place. Starting at the Granby Street bridge in Norfolk, the course took the competitors out through Hampton Roads, up the James River to a turning point off Jamestown Island and back to Norfolk. This was all well and good and carefully explained at the drivers' meetings; however, after the AU and BU flights took off it was learned that the Coast Guard boat, with the turning buoys aboard had not reached the half-way mark, and it was a surprised bunch of A and B drivers that got to the Island and found no turning markers.

Scottie Straus of Severna Park, Md. and Tom Van Den Bosch of Birdsboro, Pa. looked at the scenery and nearby monument for a bit, turned around and came back downstream and to eventually called wins in AU and BU respectively. Bill Korb of Baltimore and Jim Hoffert of Reading, Pa., being unfamiliar with the local terrain, continued on up the river for some many miles searching for the advertised Coast Guard boat and two turning buoys. By good fortune, Korb, Hoffert and others accosted a passing tow boat, asked directions and were sent back downstream with some twenty-five or more extra miles under their transoms. In the CU field, all three entries were together at the Jamestown Island, held a conference and decided to take off back home, with Bud Seely, the Commodore of the sponsoring Tidewater Motorboat and Racing Association getting back first. H. L. Wallace of Richmond was the first and only DU to make the run, the other DU's having picked the wrong course in crossing Hampton Roads and missed the James



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River completely. In one of the most thoroughly mixed up marathons we have ever witnessed, the officials made peace to some degree by dividing up all the cash in AU and BU, and giving each finisher an equal portion, with trophies being awarded to all in addition. This course is tough enough without having additional obstacles thrown in.

May 23rd was the day that 1953 Stock High Point Champion Dick O'Dea, now stationed with the Navy at Bainbridge, Md., again appeared on the racing scene and copped top honors in both AU and A Stock Hydros at Lake Hopatcong, N. J. Dave Kaugh of Hawthorne, N. J., took the BU event and Jim Ware of Hasbrouck Heights, N. J., was first in the DU's. George Myers of Wormsleysburg, Pa., thundered around in the DSH's to take the measure of a fine fast field.

The Fite Memorial Marathon at Ocean City, N. J., proved without question that a hot inboard hydro with a small power-plant can knock the day-lights out of an unlimited inboard run-about, given a break in water conditions. Billy Ritner, Jr., of Merion, Pa., whumped across Great Egg Harbor Bay, up the Great Egg Harbor River to Mayo's Landing and back to Ocean City in his new 225 hydro the "Wa-Wa Too" at an average speed of 70.1 m.p.h. to win this classic which has been run yearly since 1939. Gene Gatter and Murphy Miller of Longport, N. J., in Gatter's "Beaver," a K Racing runabout with a packard PT engine for power, had to be satisfied with a second, a great blow to Gatter, the 1953 and 1952 winner who was out to retire the big gold trophy. Jim Camp of Newark, N. J., in a Chrysler powered speed skiff took third. While the marathoners were upstream, Wally Rowland of Elkton, Md., took two

(Continued on Page 33)

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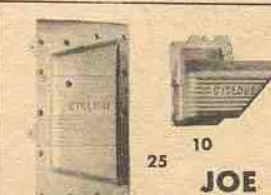
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Torque Talk

(Continued from Page 31)

straight heats of 136 hydros. So quickly was Ritner's trip up to the halfway mark made that his pit crew there, set to refuel him, was out having a Coke; however, they did manage to dump fuel in and get him headed back downstream in just under three minutes.

The two hundred and seventeen hardy outboarders of all divisions who attended the N.J.O.A.'s 25th Annual Indoor Regatta had a bang up time . . . A testimonial folder was presented to the perennial commodore Emile Jacoby . . . Frank Faccio, Ed List, Warren Lucas, Fred, Emile and Pop Jacoby, all Charter Members of the N.J. O.A. were introduced and acclaimed . . . A salute to the working officials, with emphasis on the gals who do the scoring, Bea McFadyen, Tem Jacoby, Leonie Flaskamp and Pat Eppel, was made with flowers . . . Past and present National Champions (and the list was impressive, for only three times since the first Nationals in 1929 has an N.J.O.A. member been missing from the list) were introduced, as were all of the 1953 club high point winners . . . John Wherle of Hackensack, N. J., received the award for making the most, and most spectacular flips during the past year, the award being known as the Dopey Dunkers Trophy . . .

At the American Inboard Association's annual dinner dance, Mel Crook of Montclair, N. J., received the A.I.A.'s annual award for the individual who had done the most outstanding job for the sport of inboard racing during the preceding year . . . St. Petersburg (Fla.) Yacht Club was presented with the scroll for conducting the best inboard regatta in 1953 . . .

Reports from the Chicago Outboard Club's big doings at their indoor regatta indicate that the assembled crowd, under the blandishments of Jack Maypole, had a full evening of pleasure, with Region 7 Hall of Fame awards being made to Jerry Opperude of Williams Bay, Wisconsin, JU National Champ; Gerry Waldman of Milwaukee, DU chauffeur and also National Champ; Carl Schroeder of Chicago, high point amateur in the Stock division in the U. S.; and Harry Vogts of Madison whose name seems to be permanently listed as the Class F National Champion . . . May we add our salute to those elected. (End)

It's News

No-Vibe Clamp Cover for Outboard Motors

Another new product release by Worthington, manufacturers of the Savor oar sleeves, is No-Vibe, designed to fit motor clamps of outboard motors. By means of its 10-inches of cushioned surface of du Pont Neoprene and Nylon liner it is claimed to reduce both vibration and noise. No-Vibe sells for \$3.00 a pair.

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Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio, can supply pistons for the modified A, B, & D Mercury motors, also Johnson & Evinrude 25 hp motors. They also have their regular line of high dome racing pistons for the Service and Racing engines. They have rings and full floating button end wrist pins for all classes, and are equipped to do precision cylinder grinding.



A compact eight-piece set of imported German nesting cookware introduced by a New Jersey mail order firm. Called the Sport-Cook-Kit, it consists of one 2-qt., and two almost-2-qt., pots; a 4-cup coffee pot; two plates; a frying pan and a lifting handle. The frying pan and lifting handle are of steel, while the pots are of lightweight, corrosion resistant anodized aluminum. All of the items nest inside the 2-qt. pot, and a leather strap with buckle holds the entire unit together. It weighs approximately 3½ lbs. and sells for \$8.95, from: V. M. Merriman—By Mail, Box 117, Normandy Beach, New Jersey.

New Boat Repair Kit of Polyester Resin

A boat and canoe patching repair kit claimed to be applicable to all types of material is available from Du Verre, Inc., Marine Division, P.O. Box 97, Hamburg, N. Y. Kits come in two sizes, one containing 6 square feet of fiber glass plus polyester resin for \$4.50. A kit containing 3 square feet of fiber glass sells for \$2.50.

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It's News

Metal and Wood Protective Coating

Penetrol, made by the Flood Company, Hudson, Ohio, announces new half-pint and aerosol containers for its clear air-drying oil used for protecting metal and wood surfaces against rust, corrosion, paint peeling and discoloration. The new aerosol pressure can will retail for \$1.98 and is designed for use in spots difficult to get to with a brush. Half-pint containers will retail for 85¢ in all areas other than the West Coast and Florida where the price will be 89¢.



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Tex-Test Boat Rem is a covering kit for boats of all sizes. A Poly-Fibre plastic covering, it comes in ten colors and is designed to give a hull a long-lasting finish at the same time that it is being protected from leaking, outside rot, etc. Kits are available for various types of boats. Also a new Repair Kit which contains enough material for several normal boat repair jobs has been introduced. The material can be applied on any plastic covering or directly on wood. Tex-Test Boat Rem is a product of the Texas Plastic Development Corp.



The Nor-Craft 17' Run-a-bout, one of seven models of Fiberglas boats manufactured by Northwest Plastics, Inc., Marine Division, 65 Plato Ave., St. Paul 1, Minn. The hull is molded in one piece from five-ply Fiberglas and has molded-in color. Flotation tanks are built-in. Other models are: three styles of 14' boats; two other 17' boats; and a 22' cruiser. Home assembly kits are available for most models.

EDITORIAL NOTE

Due to his special article on Boat Trailers, Dick Van Benschotten's regular article on "Outdoors With The Outboards" is not included in this issue. Watch for it in next number.

Pocket Size Tachometer

The Vibra-Tak, a pocket sized r.p.m. counter for \$5.00, which requires no mechanical connections with the outboard motor or inboard marine engine, has been announced by the Martin Engineering Company, Neponsett, Ill. The Vibra-Tak is less than seven inches long and is operated by placing the bullet-shaped nose against the cowling of the motor or the side of the boat and taking a reading from a scale after a simple adjustment to a metal calibrating reed.

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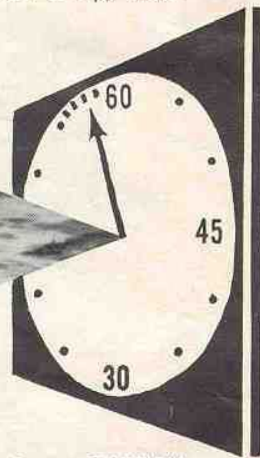
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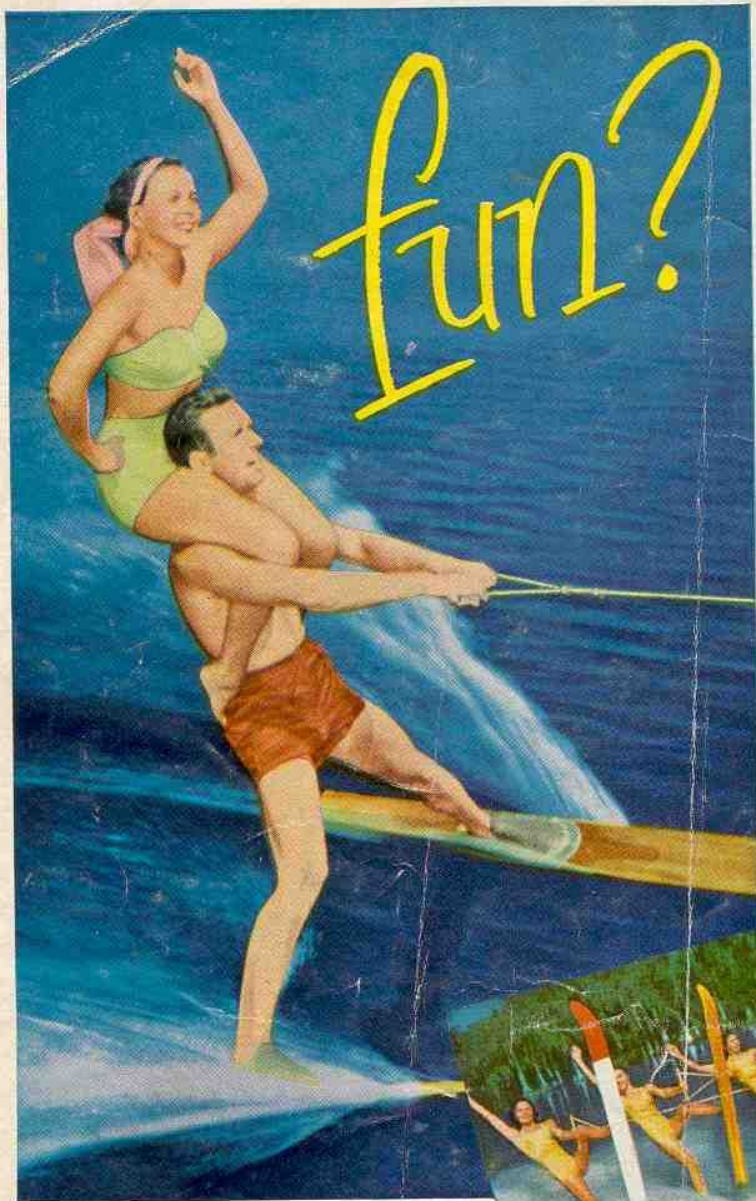
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