

OUTBOARD

INBOARDS

BOATSPORT

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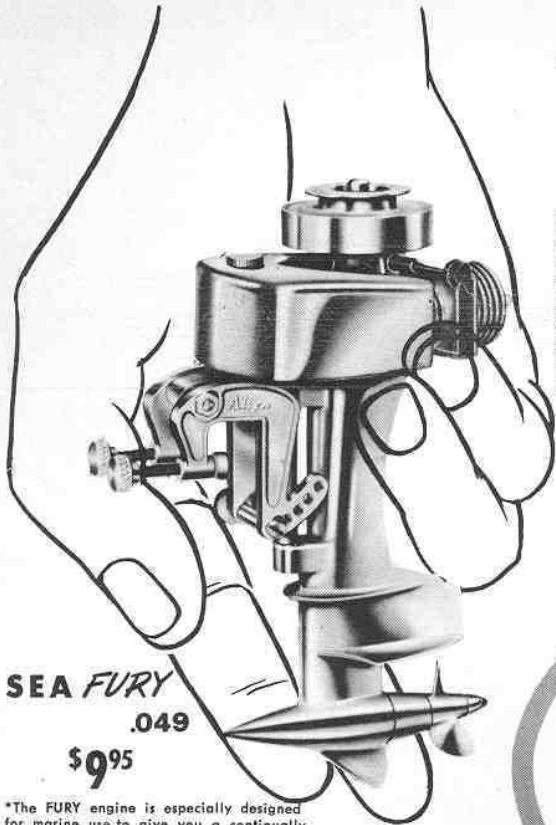
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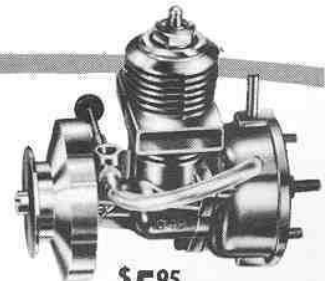
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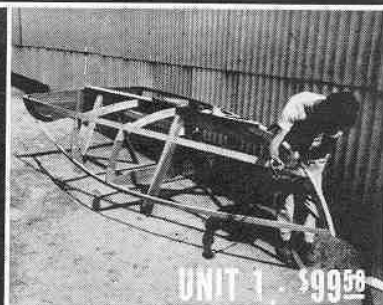
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IT'S NEWS

OLIVER OUTBOARD MOTORS

The Oliver Corporation, with Executive Offices at 400 West Madison Street, Chicago, Illinois, has recently announced the purchase of the Chris-Craft Corporation's outboard motor division. Oliver is one of the old line farm machinery manufacturers who offer a complete line of farm machinery through a national and international distribution and sales organization.



For the first year of production, The Oliver Corporation intends to manufacture two basic motors which are currently tooled and known to the public as the Chris-Craft Challenger, and the Chris-Craft Commander. These are in the medium horsepower range with rating of 5.5 horsepower and 10 horsepower. Oliver states that they will completely modernize these engines before they are released to their sales outlets. Additional models will be added to the line as soon as development work can be completed.

The Oliver Corporation will place special emphasis on service. All motors previously sold by Chris-Craft will be serviced by Oliver. Adequate repair stock has been established so the customer, past and future, can obtain prompt repair service by writing or wiring Oliver Outboard Motors, 108 South McCamly Street, Battle Creek, Michigan.

PROPELLER PITCHING

Joe Grossmann Marine Supply of 1136 North 3rd Street, St. Louis, Missouri, announces a repitching and reconditioning service for Johnson Oakland racing propellers . . . the cost \$4. Grossmann also markets alcohol burning carburetors for Mercury engines at \$15 and carburetor adapters at \$4.

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BOAT SPORT

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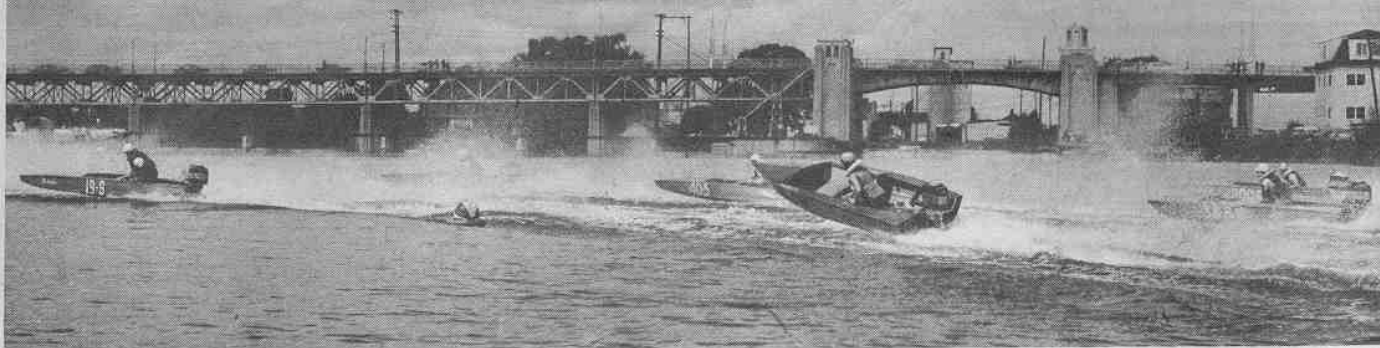
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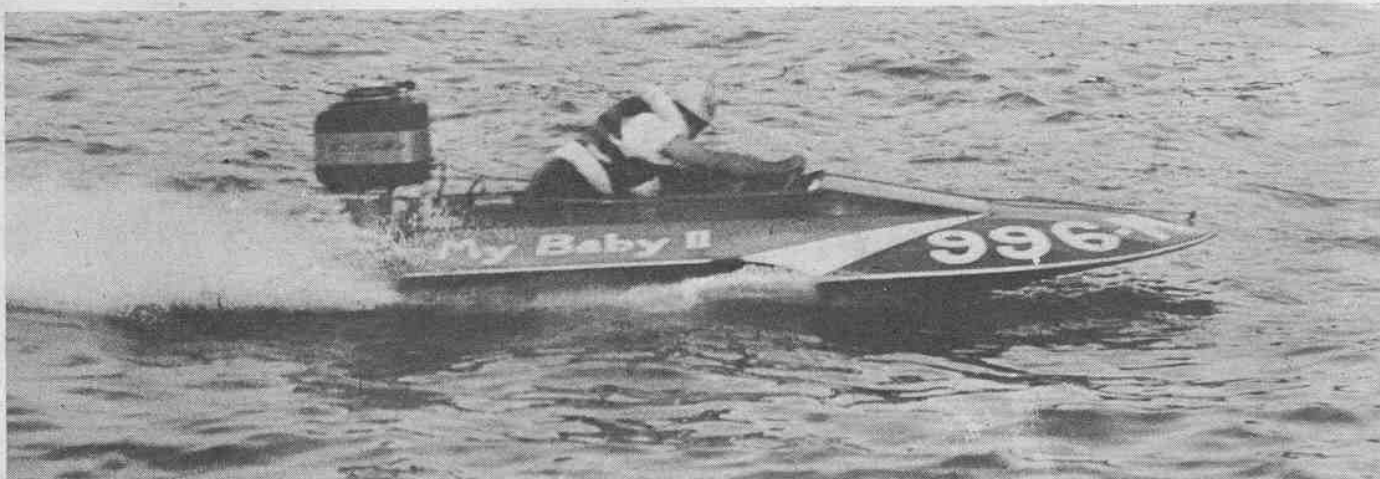
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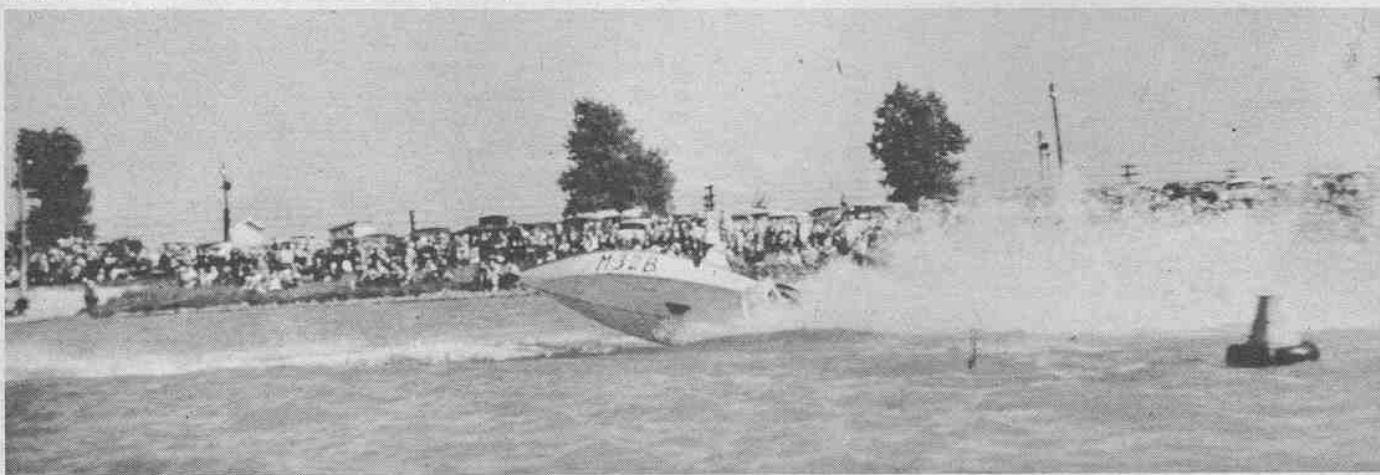
(Above) Competition was plenty rugged in DU at the Nationals. Here, drivers led by eventual winner John Jackson bounce around north turn.



(Above) Bill Holloway, Luna Pier, Wisconsin, took first in the Class D stock hydro at Winneconne, but finished 7th at DePere Nationals.



(Above) Start of a Class A stock hydro event at Winneconne Divisionals. Gerald Waldman, 3rd from right, won this event, didn't place at Nat'l's.
(Right) Midwest-Chicago Outboard Ass'n. runs weekly closed course events at Lake Montero, Ill. Here one of the BU drivers starts a flip.





(Above) Donald Butz, Pres. of DePere, Ill. Chamber of Commerce and local Race Chairman (center) and Andrew Kashnig, Sec. local Committee (right) look on as Gus Reinhold, Jr., puts finishing touches on Race Headquarters building.

MIDWEST MAKES SPEED HISTORY

By Hank Wieand Bowman

(Right) Old timers get together at an outboard race. Left to right: Jackie Maypole, Chicago; Millie Harrison, Vermilion, O.; Ott Riegel, Washington Court House and Bill Tenney, Dayton, O. Tenney has since taken three National Championships: B Hydro, C Hydro, C Racing Runabout.



DURING 1954 outboard motor boat racing prospered in the Midwest as never before in post World War II years. The A.P.B.A. marathoners, never had such a lush schedule. Starting with a 50-miler at Detroit, Michigan, on Memorial Day, Midwestern drivers next moved to the Winnebago land 92-mile event on the 27th of June and then, in order, to Peoria, Illinois, July 18 for 100 miles; Eastman, Michigan, July 18, 104 miles; Marysville, Michigan, July 25, 60 miles; Sheboygan, Michigan, August 8, 27 miles; Gull Lake, Michigan, 100 miles on August 12; another century go at Gull Lake on August 26 and a 50-miler at Trenton, Michigan, on October 3rd. All told, this represented 743 miles of A.P.B.A. marathon racing in the Great Lakes Region of the Midwest.

At Springfield, Illinois, on August 29, the Lake Springfield Marathon Association under N.O.A. sanction ran a successful 15 lap 150-mile marathon over a ten mile course laid out on Lake Springfield. Though N.O.A.'s greatest strength is not in the Midwest, Indianapolis, Indiana, was the locale for two of N.O.A.'s most successful stock outboard events. The first was its East-West race on June 5th and 6th with the N.O.A. stock championships sched-

uled for the same White River, Indianapolis, course, on September 18, 19 and 20.

During one of N.O.A.'s alky burner events at Newaygo, Michigan, in mid-August, one of the ruggedest flips of the season occurred. Bob Christie of Farmington, Michigan, moved out into the lead of the first C Racing Runabout heat with Ralph Dowling of Cleveland, right on his tail. Christie's rig bounced going into the first turn and did a barrel roll. Dowling, right on Christie's tail, leap frogged over boat and driver, leaving the skeg of Dowling's lower unit impaled in Christie's boat. To the spectators' and to Dowling's amazement, Bob Christie suffered only a lump on his head from a blow on his crash helmet by the fin of Dowling's boat.

Dennis Martin of Jackson, Michigan, starred at the event, which Christie should remember for sometime to come, by taking two straight heats in Class A and trading first spots in Class B heats with Bert Baskie, Battle Creek, Michigan.

The Midwest's season was loaded with closed course events. A.P.B.A. alky burners saw action at Quincy, Illinois; Culver, Indiana; Kaukauna, Wisconsin; Marietta, Ohio; Columbus, Ohio with the big windup event, the

Great Lakes Divisionals at Winneconne, Wisconsin, August 21st and 22nd and the Stock Nationals the following week, from the 28th through the 30th at DePere, Wisconsin.

The Great Lakes Divisional Championships were sponsored by the Badger State Outboard Association. For the second time in the last three years, Winneconne, Wisconsin, played host to drivers from Ohio, Michigan, Illinois, Indiana and Wisconsin. More than 5000 spectators lined bridges across the Wolf River and the shoreline to watch the stock drivers vie in seven classes for qualifying spots in the following week's Nationals.

The high point at the Divisionals was the D Stock Hydro event in which in the first heat Bill Holloway of Luna Pier, Michigan, and Lee Dingman of Pewaukee, Wisconsin, scrapped for the whole five mile distance bow to bow, switching positions at least a half dozen times, with Holloway edging through to a one foot margin just as the checkered flag dropped to cop the heat. In the second heat of D Stock Hydro, the lead changed drivers several times again with first Dingman, Merle Oliver of Greenville, Ohio; Larry Kruger, Celina, Ohio and Tom Krehl, Madison,

(Continued on Next Page)



Frank Huebner, Bay City, Michigan, in his Swift hull which carried him to the D stock hydro title. His "Flying Saucer" is Mercury powered.



Ron Loomis, Santa Barbara, Cal., 1954 CU champion, drove an Evinrude-powered DeSilva to title in 1st year's racing. His father, Cecil Loomis, left.

MIDWEST MAKES SPEED HISTORY

(Continued from preceding page)

Wisconsin; all holding front running spot at some stage of the race. Holloway finished third but had a sufficient number of points to give him top overall point standing and the Divisional DSH Championship title.

Dean Chenoweth, Xenia, Ohio, who at fourteen held three national stock titles, copped the Divisional crowns in Classes AU and BU.

Hapless driver of the day was John Hopper of Middleton, Ohio, an outstanding DU driver who seemed to be destined for an ill-fated 1954 season. At McHenry, Illinois, on August 2, Hopper had been injured and hospitalized. He recovered sufficiently from his injuries so that he was able to attend the Divisionals. But bad luck continued to ride in the cockpit of the Ohioan's boat. In the first heat of Class DU, Hopper



(Above) One of the most impressive performances at DePere was turned in by new DU champion, John Jackson, Cincinnati. He pushed his Mercury-powered Speedliner to large scale margins over balance of field in both heats. Parts of the huge crowd that attended events in background.

(Below) Bob Parish, Bakersfield, Cal., 1954 B stock hydro winner in his boat.



(Below) Gerald Miller, Lawrenceville, Ill., well-known Class A & B driver.





Vic Bonham working on Terrill hydro which won him A stock hydro title after Don Baldaccini, who took 2 straight heats, was disqualified.



Don Baldaccini made clean sweep of A events but failed to retain title when his motor was ruled by officials as a "custom built racing motor."

was tossed from his boat moving through a corner and was struck by one of the boats moving up fast from the rear. He suffered cuts of the arms, legs and face and was taken to the Mercy Hospital at Oshkosh where his condition was reported as only fair.

Hopper, however, is a rugged individual and though unable to drive, his enthusiasm for outboard racing was not curtailed by his two accidents for, reportedly, he was on hand to witness the Nationals.

Previous A.P.B.A. Stock Nationals had been held at Lake Alfred, Florida, 1949; Dallas, Texas, 1950; Knoxville, Tennessee, 1951; Oakland, California, 1952, and Syracuse, New York, 1953. Though the events never before had been held in the Midwest, Midwesterners had always turned in an excellent

account for themselves at the Stock Nationals. In 1949, the first year the then new stocks traded rooster tails for National honors, Paul Wearley of Muncie, Indiana, won the AU and the Free-for-All title (no longer conducted) with Jon Culver of Dayton, Ohio, and Jack Maypole, Oak Park, Illinois, taking the BU and DU events respectively to give the Midwestern representatives four of seven possible titles.

In 1950 Texans largely dominated the event, winning five of seven class titles. That was the Midwest's low year with Joe Michelini of Chicago, Illinois, preventing the Midwesterners from being blanked by copping the CU title.

In 1951 Midwesterners began to hit their stride again, this time at Knoxville, Tennessee, when three of nine possible titles were garnered by their

helmsmen. John Krehl of Madison, Wisconsin, whose brother pushes a fast DSH, took the AU events while Jack Force of Akron, Ohio, and Joe Michelini ran off with the DU and EU crowns respectively.

In 1952 the Midwesterners were on the run again, this time taking five of nine possible events at Oakland, California. Midwestern title holders in 1952 were JU, Marilyn Donaldson, Dayton, Ohio; AU, Dean Chenoweth, Xenia, Ohio; DU, Bob Switzer, McHenry, Illinois; A Stock Hydro and B Stock Hydro, Dean Chenoweth.

In 1953 at Syracuse, N. Y., three of eight classes contested for went to the Midwest. Jerry Opperude, Williams Bay, Wisconsin, took the JU title with DU being won by Gerry Waldman, (Continued on Next Page)

(Below) Cappy Trotter, Rockford, Ill., second place AU finisher, congratulates Dean Chenowith, Xenia, Ohio, after Dean's win at Divisionals.



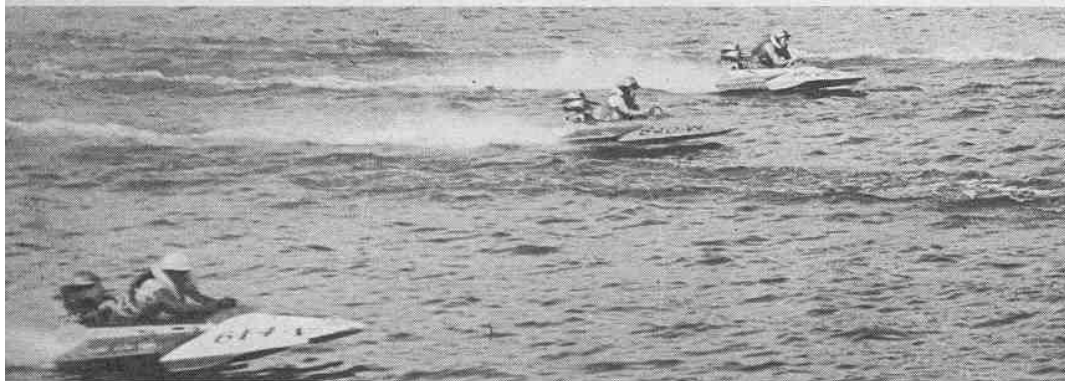
(Below) Class C utility first place winner, Tom Palmer of Milwaukee, left, and third place winner, Larry Freeman, Milwaukee, at Divisionals.



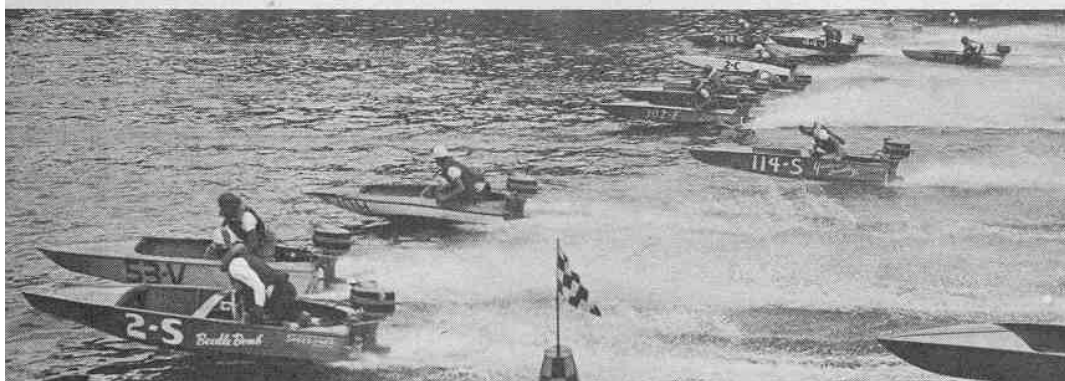
(Right) A group of DU's bunched closely as they enter the north turn of the DePere, Ill. 1 2/3 mile oval.



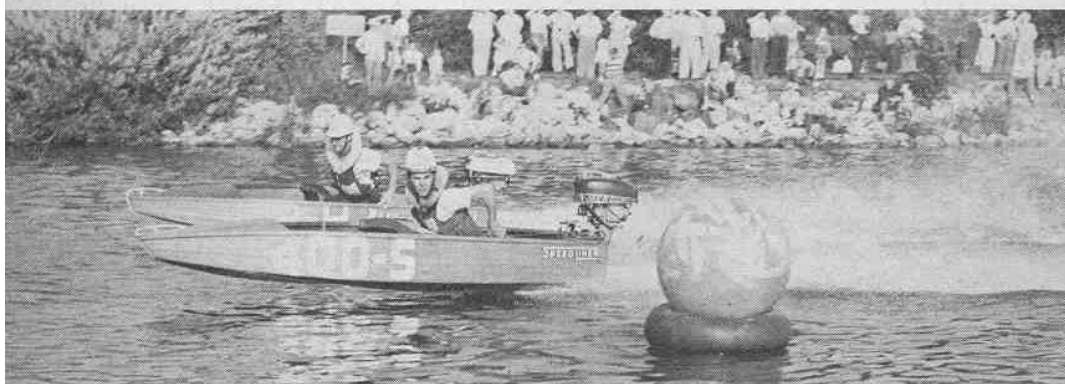
(Below) Three B stock hydro drivers scrap it out on straightaway in their Mercury-powered boats: James Jost, River Grove, Ill.; Dick Schluessel, Neenah, Wis., and Bob Hovermale, Jamestown, Indiana at DePere Natls.



**MIDWEST
MAKES
SPEED
HISTORY . . .**



(Left) Start of one of the BU heats at the DePere Nationals, Illinois.



(Above) Hard-luck driver Dean Chenoweth in 400-S, holder of 3 National titles in 1952, failed to score a point at the Nationals. He was twice disqualified for striking buoys and failed to finish in two heats.



(Right) The BU start at Winneconne.



(Left) Among many individuals who worked hard to make the DePere Nationals a success were, left to right: Jim Jost, Chicago, Financial Chairman; Walter Broas, Menasha, Chairman; Ed Sullivan, Chicago, Sec.

(Below) Spark plug of the A.P.B.A. Midwest events was diminutive Betty Seeger of Outboard Club of Chicago, at left. Her husband, Bob Seeger, driver of 522-V, finished 4th in Divisionals, 5th at Nationals.

(Continued from preceding page)

Milwaukee, and D Stock Hydro going to Jon Culver, Dayton, Ohio.

Strangely California, which breeds top ranking outboard racing drivers as fast as rabbits, had had only one National Stock racing champion during the first five years of stock boat competition. This lone Californian titleholder was John Toprahanian of San Diego, who had snared the CU title in 1952. This year the story was different. Though Midwesterners continued at their usual title-dominating pace and retained three of a potential eight titles for their area, which considering there are five A.P.B.A. divisions was more than their share.

The Californians, though not represented strongly in numbers at DePere, made their presence felt more than somewhat. The Californians started out slowly.

Michael Helm of Thiensville, Wisconsin, took two first places in a twelve-boat JU field to convincingly take over the 1954 laurels in the nine to fifteen year olders' event. The next five finishers in final standing were all from the Midwest.

Jerry Opperude, defending champion, couldn't do better than a fourth and a second to give him second overall point standing. Others in the first five included Bill Thomas-Moorse, Copley, Ohio and Bobbie Scott, Wheeling, Illinois.

In the AU events sailor Dick O'Dea, Jr., of Paterson, New Jersey, successfully defended his title and by the end of the two-day National events finals, proved to be the only successful defender. Midwesterners were, however, well represented in the first five

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(Right) Dick O'Dea, Paterson, N. J., was the only '53 champion to successfully defend his title. He kept AU crown at DePere.



(Above) Eddie West, Berkeley, Cal., drove a Rockholt to BU title.

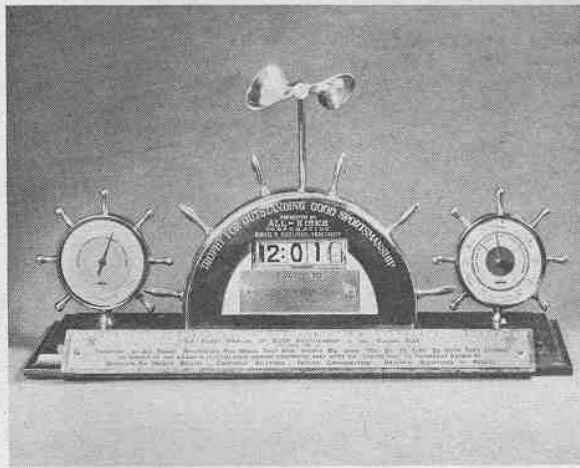


(Left) Michael Helm, Thiensville, Wisconsin, in J7W, a home-made hull, which carried him to victory in Class JU at DePere, Ill. Natls.

(Below) Elizabeth City, N. C., International Cup, & perpetual award for Unlimited class hydros donated by Chamber of Commerce.



(Below) American Power Boat Association trophy for Outstanding Good Sportsmanship for devotion to honest rivalry, courteous relations, selfless consideration, graceful acceptance of results.



(Right) Tom Gagnon is shown with his boat and all the cups he's won. His home is in Alpena, Mich. He is member of Michigan Outboard Club.



AUGUST 9TH, at Seattle, Washington, turned out to be a sensational day for the one-mile straightaway record breakers. The most astounding mark, and one which is likely to have vast influence on the alcohol burner circuits, was the 61.069 m.p.h. performance turned in by Jack Leek of Tacoma, Washington, as his average of the two-way mile run for Class A Outboard Hydros. Not only did Leek erase the former 53.746 m.p.h. record held by perennial Dayton, Ohio, speed-mark-smasher Bill Tenney, but Leek shattered this mark by more than seven miles per hour with a modified Class A Mercury motor, converted over to an alcohol burner.

While this doesn't mean that immediately all of the KR Johnsons will become obsolete, it does foretell the beginning of a definite trend toward more and more alcohol conversions by the

stock boys and with it new blood and a potential rejuvenation of the alcohol burning classes.

Leek's mark, coupled with the Mercury Mark 20H B stock hydro speed of 60.482 m.p.h., turned in by Jim Spinner of Seattle, Washington, makes it look like the 20H will be, as BOAT SPORT had prophesied, another good bet for alcohol conversion.

Another equally startling mark was the Bud Wiget boosting of the C Service Outboard Runabout record from 51.613 m.p.h. to 60.176. This is a mark that had remained static since 1949.

Wiget dominated the record breaking by also boosting the C Racing Runabout top tally from 62.479 to 63.570 m.p.h. and then proceeded to brush a clean sweep of the outboard runabout alcohol burning marks by lifting the F Racing Runabout record from 61.303 to 63.811 m.p.h.

Bill Tenney, who in recent years has had a big assist from motor wizard Walter Blankenstein, increased his own C Hydro mark from 65.574 to 68.631 m.p.h. and dethroned former B Hydro king, Elmo Belluomini by bumping Elmo's 60.201 mark into the discard with a scorching 64.296 m.p.h.

However, since it is generally conceded that a switchover from gasoline to an alcohol blend and increased compression ratio and a bit of port alteration can increase any class maximum hydro speed by 5% to 10%, some of the modified B Stock Hydro boys are looking for an increase over Tenney's present mark to come from a modified stock rather than from the already pressed to the limit SR's.

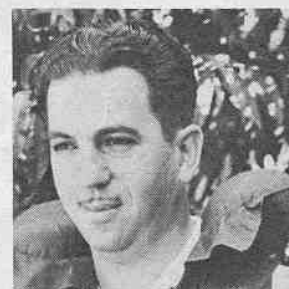
Three other new stock outboard marks were set. They are JU Runabout, Jim Benson of Seattle, Washington, 26.985 m.p.h.; BU Runabout, Bill Lar-



(Left) Arnold Adams, L.A.S.A. 1954 Class B high-point winner. He is also winner of the L.A.S.A. Hell Divers trophy for the most flips.



12-year-old Tullio Celano, Bronx, N. Y., finished fifth in Class A in 1954 Mid-Hudson Marathon.



Manual Carnakis, Mayor Bakersfield, Cal., the A.P.B.A. C-Service Runabout National Champion.



James Myers, Saugerties, New York, Class D and over-all winner 1954 Mid-Hudson Marathon.

AROUND THE BOUYS

sen, Delake, Oregon, 53.753 m.p.h.; and DU Runabout, Bob Beattie, Seattle, 59.367 m.p.h.

Among the inboarders, the following new mile speeds were established: 266 c.i. hydro, George Mattucci, Oakland, Calif., 131.470 for the most sensational increase, bettering Bob Sykes' 1952 mark by nearly ten miles an hour; 225 c.i. hydro, Rich Hallet, Downey, Calif., 107.238; 136 c.i. hydro, Bob Boehn, Healdsburg, Calif., 78.388; 48 c.i. hydro, Duane Allen, Baldwin Park, Calif., 84.517 and B Racing Inboard Runabout, Ernest Rose, Patterson, Calif., 69.943.

In the East in recent months old master hull designer, Pop Jacoby, gave indications that he hadn't lost his magic touch. John Schubert, a fifteen-year-old high school boy from Clifton, New Jersey, drove a 20H Mercury-powered stock racing motor on a new three-point Jacoby hydroplane design to a

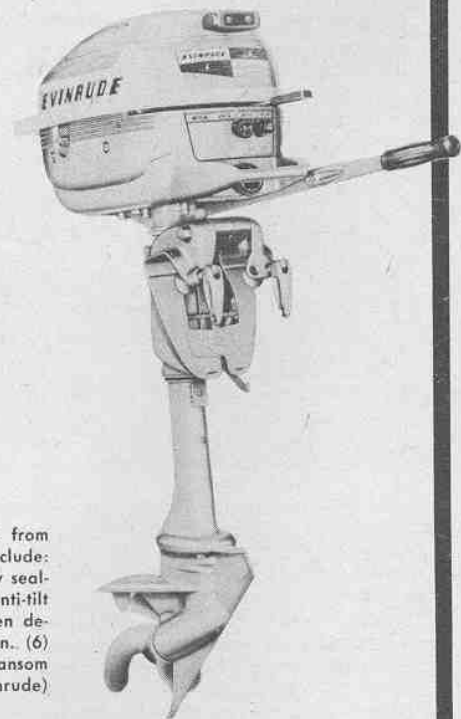
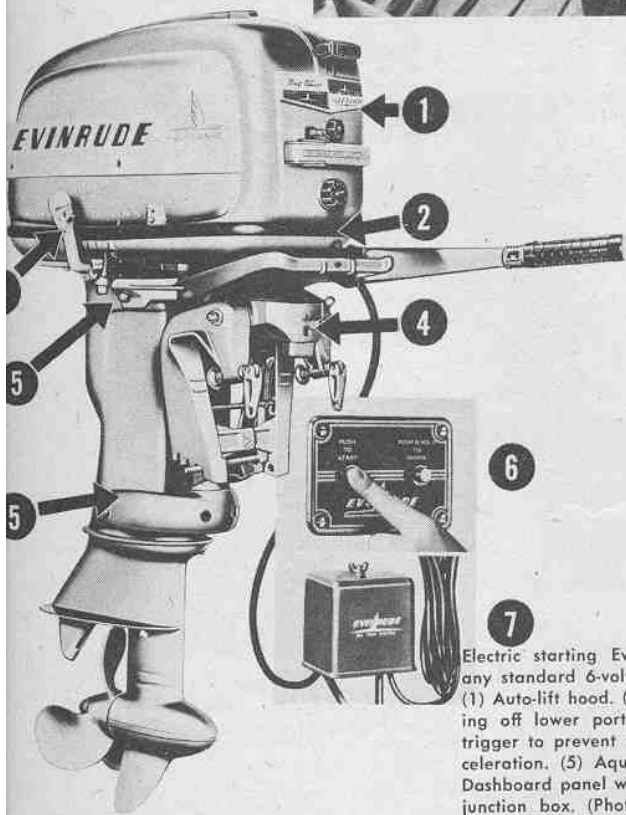
five-mile competition record of 48.966 m.p.h. at the Syracuse, New York, Divisionals on August 15. This mark broke the former record held by Tommy Hagood by .734 m.p.h.

The best Schubert could do later at the Nationals, after bad starts in both heats, was to parlay his sixth and third place finishes for a total fourth place standing. However, B Stock Hydro boys are keeping an eye on Johnnie's combination and it should be a consistent rig in the top spots.

Among the Northeastern alcohol contingent Gil Petermann of Malverne, N. Y., was the star of the Northeast Divisionals and the Middle Atlantic States Outboard Championships staged by the East Hampton Lions Club, Long Island, N. Y., in conjunction with the veteran New Jersey Outboard Association. Petermann copped top honors

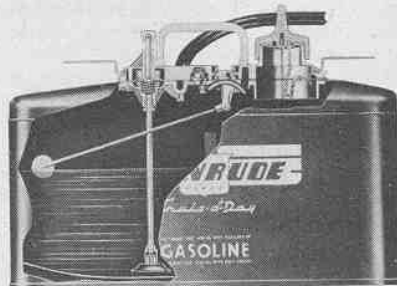
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The 7.5 Fleetwin is ideal as a fishing motor. It has ample power to plane a utility boat with two passengers and yet it weighs only forty-nine pounds.



Electric starting Evinrude 25 hp. Big Twin operates from any standard 6-volt automotive battery. Its features include: (1) Auto-lift hood. (2) Undercover sound trap completely sealing off lower portion of hood. (3) Gear shift. (4) Anti-tilt trigger to prevent motor from tilting forward on sudden deceleration. (5) Aquasonic mountings to pillow vibration. (6) Dashboard panel with starter and choke buttons. (7) Transom junction box. (Photos on these 2 pages courtesy Evinrude)

(Right) Four of Evinrude's five 1955 models use a remote fuel tank. This cutaway section illustrates operation of the wholly dependable, easy-to-read fuel gauge.



(Above) Compact, light weight, yet powerful, the 32 lb., 3 hp Evinrude features a lower unit which permits motor to slide easily over obstacles.

SHHH! IT'S A NEW EVINRUDE



Evinrude executives who attended the first showing of the 1955 line of aquasonic motors in New York City, September 15th. Left to right: R. H. Scott, Sales Mgr.; F. T. Irgens, Director of Eng. and Research for Outboard Marine & Mfg. Co.; W. C. Scott, O.M.M.C. Vice Pres. in charge of marketing and merchandising; Howard F. Larson, Sales Director; Hugo Biersach, Adv. Mgr. and W. J. Webb, Gen. Mgr.

A RECENT SURVEY conducted on a national scale by an independent research group indicated that: (1) Persons living along the shore of waterways are almost unanimous in their wish for less noise from outboard motors; (2) Fishermen seek motors which can be started and run in the early morning without disrupting sleep of shore front dwellers; (3) Outboard owners are looking for motors to free them from fatigue caused by noise and vibration; (4) Boat owners are wary of motors the vibration from which might cause structural strain or damage to their hulls; (5) Most outboarders want motors which are quiet enough to permit them while underway to carry on a conversation in a normal tone of voice.

Evinrude engineers have termed their pursuit of a solution to these five problems "aquasonic research". Their 1955 models, equipped with a means to lick the sound problem, are called Aquasonic Evinrudes. Vibrations transmitted to the boat hull are one of the principal causes of annoying sound since the hull picks up these vibrations and acts as an amplifier.

At Freeport, New York, on September 15th, a demonstration was given by Evinrude engineers to illustrate this radical decrease of sound. The engineers mounted two motors, a 1954 and a 1955 model Big Twin on the transom of a single runabout. At a point midway between the two motors a transparent plastic bowl holding nylon balls was secured. The runabout was operated first with the 1954 model Evinrude motor only and then with the 1955. Immediately after the 1954 model was started, the balls in the plastic container began to bounce about like popcorn in a hot frying pan. As the speed

of the motor was increased, the balls bounced more violently since the balls were directly affected by vibrations radiated from the motor powerhead to the transom.

After the 1954 motor had run through its full range from idling to full speed, the motor was stopped and the 1955 motor took over. Throughout the entire range of speed with the new 1955, the balls in the plastic container scarcely shivered. The test demonstrated conclusively the almost complete lack of motor vibration transmission from powerhead to hull in the Evinrude line and with the vibration-free operation came a new freedom from annoying motor sound.

Evinrude has eliminated vibration in the motor clamps by isolating vibrations by means of resilient rubber mounts.

The Evinrude line for 1955 includes five models: a 3 horsepower Lightwin, a 7.5 horsepower Fleetwin, a 15 horsepower Fastwin, a 25 horsepower standard Big Twin and the 25 horsepower electric starting Big Twin.

All models except the 3 horsepower feature Evinrude's "Roto-matic" speed control. This control consists of a rotating motorcycle type grip mounted on the end of the steering handle so that the operator of the motor may control speed and steering with a single hand. Manual powerhead mounted spark and throttle controls are used on the small Lightwin.

The entire Evinrude line features aluminum alloy cylinders with hard iron sleeves cast integrally with the block. Corrosion resistant alloys, plus special chemical treatment of all internal water passage surfaces, makes it unnecessary to flush the motors after

salt water use.

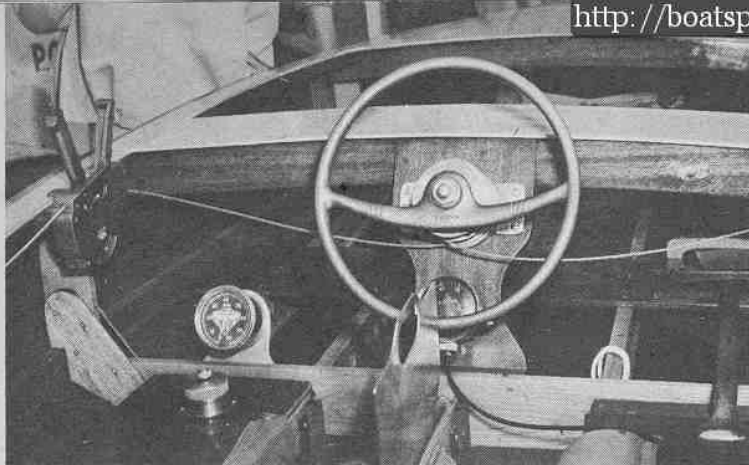
Propeller shafts and driveshafts of the new models are made from stainless steel and gears are cut from case hardened nickel steel.

A feature that should not be overlooked for either cruiser or commercial application is the availability of extra length, 5" longer lower units, available for all Evinrude models at moderate additional cost. The added 5" over the standard unit length offers the off-shore cruiser or runabout fisherman desirable 5" greater freeboard, since he may use a 20" rather than 15" transom which may be beneficial, particularly under rough water conditions, or in a following sea.

The new Electric 25 Big Twin features electric starting and an electrically operated choke, both of which mount on an automotive starter panel to bring a new ease to motor operation, particularly to the owner of outboard cruisers and runabouts with boat cowls fitting over the transom area. The electric starting models, however, like the other four models in the line, are also equipped with automatic re-wind hand starters so that you needn't worry about run-down batteries.

Four of the five new Evinrude models are equipped with remote fuel tanks. A handy feature of these is the easy to read fuel gauge set into the upper portion which permits a quick check of the fuel supply at all times. The 25 horsepower standard and electric Big Twins and the 15 horsepower Fastwins are equipped with six gallon reservoirs. The "Junior Cruis-a-Day" tank on the 7½ horsepower Fleetwin holds four gallons of fuel.

New exterior styling has added to the over-all smart appearance of the Evinrude motor. (End)



Carl Stippich of Milwaukee, Wis., built this DU, which features a very unique center-board-type fin. Stippich drove it to a third in Great Lakes Divisionals and a seventh in the Nationals. (All photographs on these pages courtesy of Mercury Motors.)



The driver of this Hadley hull has his boat equipped with spoilers on the front deck to keep the hull from becoming air-borne. Drivers unfortunately not identified.

JUST STEERING WON'T WIN A RACE

By Blake Gilpin

I ONCE HAD an acquaintance who possessed nearly every requisite for winning races. He always had the latest model boats, made by the manufacturer who was currently turning them out for the record breakers. He had his motor work done first by Frank Vincent, later by Walt Blankenstein. Both Frank and Walt gave him top jobs.

He had everything chromed except the fuel line and that missed the "goody" treatment only because it was neoprene instead of metal. The motors looked like showcase world beaters and they should have been. His boats were spotless and never ran more than a dozen heats before they were turned in on new models. He had gold leaf lettering on his trailer and neatly embroidered lettering on his nylon coveralls.—But he never won a race.

Don't jump the gun and figure the guy for a stroker. He wasn't. He had a strong left hand and could squeeze the throttle as tightly as anyone . . . but he'd invariably squeeze it at the wrong time. He could steer, too—at least well enough to get around the course with maybe only a broach or two on the corners—but he did know

which way to turn the wheel. So you see he had the big three keys to success—hot motor, perfect boat, plenty of gumption—but he couldn't turn them into a victory.

What beat him? Probably a variety of things kept him out of the win columns, but mainly deep down inside he didn't think he could win, so he didn't. This character apparently loved out-boarding. He stuck with it for years—and he always had an excuse for why he didn't come in first or even close to first for the checkers. One time it was a sore knee, another time he'd burn a plug, or maybe it was a bad start. Every item in the book happened to him. Have you ever had a flat batch of fuel that suddenly let you down about halfway through a race, or fuel that seemed perfect for a few miles and then suddenly made you move over and let a few competitors come through on the inside?

Maybe you've never run into that sort of stuff—a kind of chameleon—like fuel that suddenly turns from hot to cold when the going gets tough. Okay, so you never heard of it, but my acquaintance used to burn a new brand of fuel at every regatta.

Once in a while in a small field, he'd place fourth or fifth. Then he'd invariably scream that officials called it wrong and he'd really been third. And once he finished second and for months he claimed the judges were blind because his whole pit crew, who incidentally were a good quarter of a mile away from the finish line, knew he'd finished first. Odd thing about it is he could have finished first. He came off the last buoy with a good clean boat's length on the second place driver. He kept looking back over his shoulder like he wanted the guy behind to catch up to him, which he did.

We won't rag our friend any longer, but I know and he knew—even though it took him years to admit it—that the wonderful equipment he had to drive weighed on him like a dead albatross.

Sounds peculiar? Okay, how many drivers do you know who look over the field and spot the current hot shot and either openly state it—or secretly decide—that they will follow him up to the starting line because he always gets off to a good start? So they beat themselves before the starting flag drops. They concede victory to the

(Continued on Page 24)



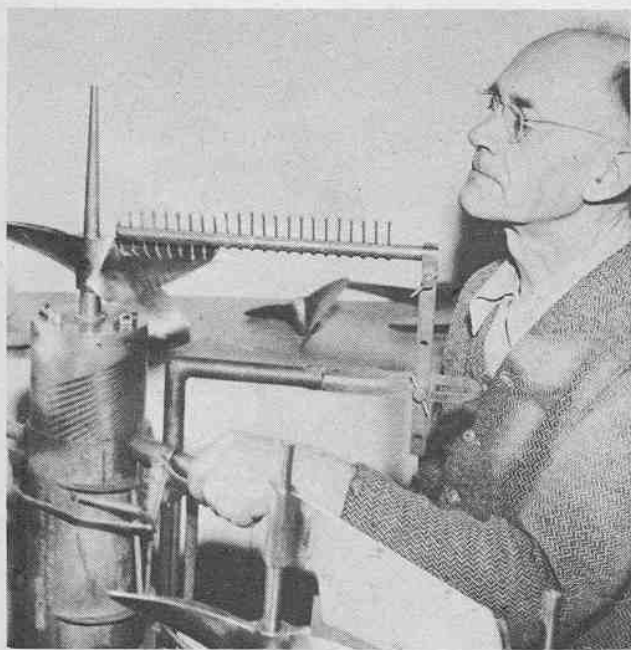
(Above) A group of A utilities crowd the starting clock at the Nationals.

(Below) This B stock hydro start shows most of field on pin at full throttle.

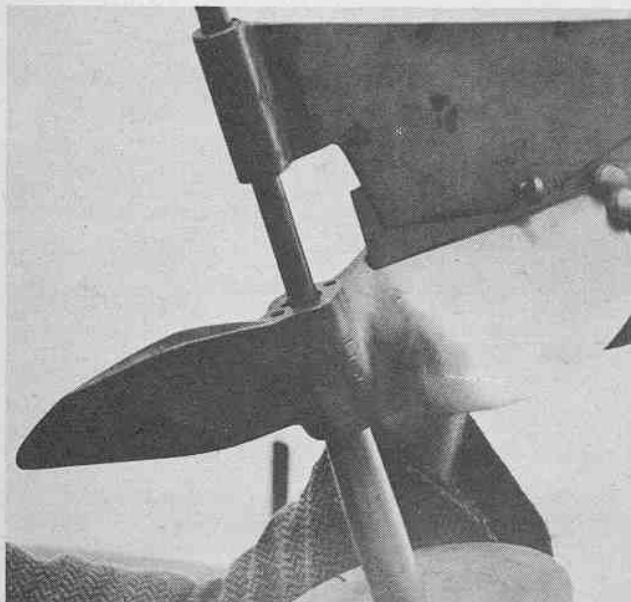




(Above) When boats run two thirds of the time virtually air-borne, it is obvious that props and shafts have to be good to take the stress. Shown here is "Ruthless," now renamed "Hot Toddy," with Kenny St. Oegger.



(Left) Hi testing pitch with portable, Universal gauge that he designed.



(Left) Cleaver type prop designed by Hi Johnson shown in taper bore.

SPEAKING WAS ROY SKAGGS, of inboard hydroplane fame and former records, of whose foot it may be said there is none heavier on any throttle:

"We may as well face it boys. There sits a hydroplane on her trailer. She is a gleaming, beautiful, perfectly balanced thing. Take it from me; inside her is a power plant that can push her to a record, easy.

"Notice that at the present moment, though," quoth Mr. Skaggs, "she is without a propeller. Now what in the devil would she do without one! And without the right one, what good would all that other work be? Anybody seen Hi Johnson?"

Since 1938, wherever men foregather to talk of, or try to gain greater speeds over water, a conversation isn't complete without bringing in Hi Johnson, or at least the Hi J props.

It would be hard to name an inboard racing boat of any class, from the little 48's up to the great Gold Cuppers, in which props from the shop of this canny, pipe smoking, joke cracking, old salt from Newport Beach, Calif., haven't been importantly identified.

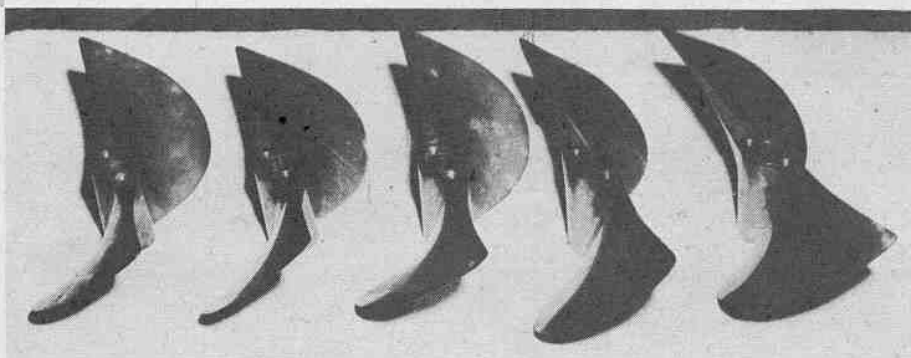
They've been on the Hallett hulls, Wickens hulls, Kean-craft, Glaziers and others which, over these years, have established world records, either on mile straightaways or in competition.

THE HI JOHNSON STORY

By Bob Ruskauff



(Above) Though born on April 1st, 77-year-old propeller designer Hi Johnson "Ain't nobody's fool." (Pictures by Bob Ruskauff)



(Above) Note the impressive graduation of pitch in these five props returned for repair and truing.

Paul Sawyer of International racing fame used them exclusively on his "Alter Ego" and "Belligeros I" and "II". Ted Jones used them on both Stan Sayre's "Slo Mo Shun IV" and "V". Though he did not build it, Hi designed the rudder assembly used on "Slo IV" when she first set her unlimited record on Lake Washington in 1950 at 160.323 m.p.h. It was upped to the current 178.497 m.p.h. mark in 1952.

During the past 15 years, both propeller builders and drivers of boats have experimented considerably with propellers. They have learned much, and know there is a lot more to be done. As great, or greater, than any experimentalists has been Johnson.

Experiment and close observation is all-important, claims Hi. He rates as his most important single development what originally was termed the "cleaver prop". Witness it's "discovery".

About 1940, after going along with accepted theories to some extent, Hi—in part by accident—struck on the idea of the thick trailing edge.

It so happened that Johnson had built up a "semi-conventional" two-blade prop for Kenny Harman, who was then going great guns with a 225 called "Zephyr". However, instead of bronze, Harman was using a steel

wheel. But, being a typical top driver (coy and retiring about divulging tricks of the trade), Harman didn't care to have it browsed about that his prop was made of steel. He, accordingly, had Johnson bronze-plate it.

"Well," said Hi, "Kenny ran the wheel two heats in one race. Surprising thing, we noticed that all the bronze plating wore off on the pressure side, likewise around the leading edge on the back side."

What did this indicate? To Hi J it seemed apparent that one could leave a little more metal at the trailing edge. This would terrifically strengthen the basic propeller and one would not be forced to make the blade so thick on the leading edge.

So Hi ran tests on his Universal Pitch Gauge. This device Johnson had spent two years in developing. Tests indicated that the "cleaver props" all pitched to a true screw, were 100% sound. Practice further bore out that water on the back side of the prop does not come down to a thin trailing edge.

Added tests demonstrated that, after it passed over the widest part of the blade, the water went straight back. Moreover, the cleaver props actually were not as thick, at the widest part of the blade, as the old-type propellers.

The real proof of the wheel, which is

records, came during speed campaigns of 1946 and 1947 on Salton Sea.

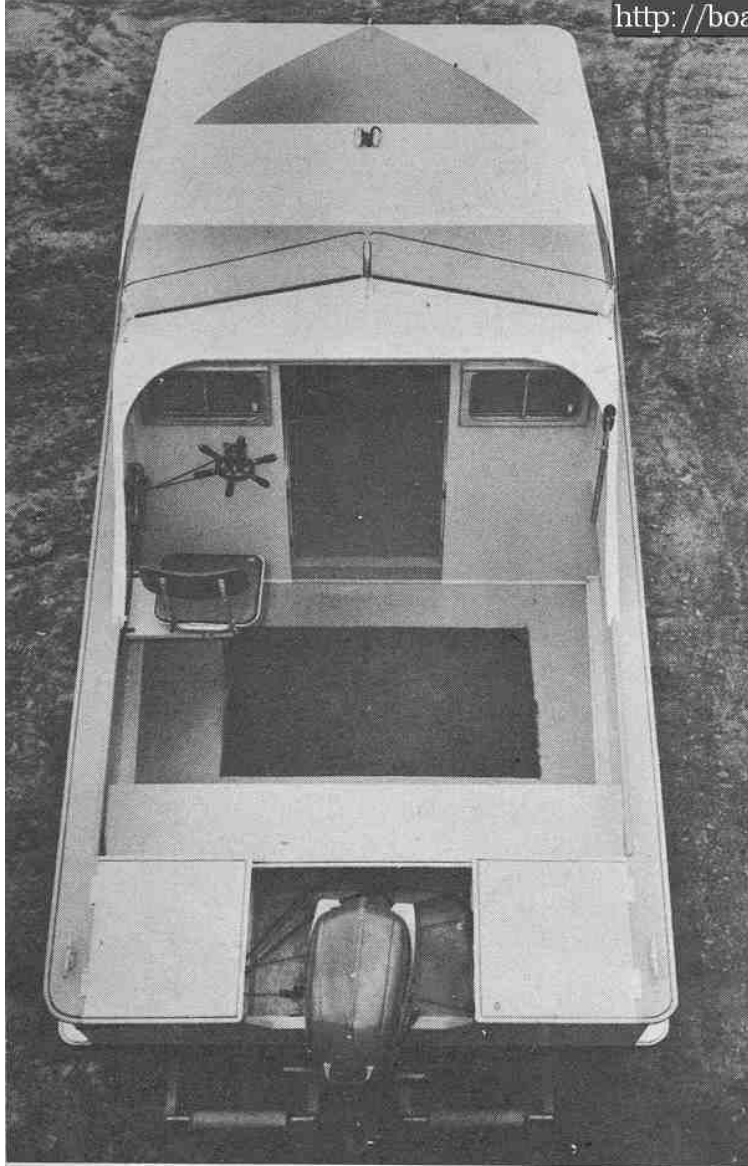
The San Mateo racing attorney, Tommy Caldwell, set the first record with his 135-cubic inch hydroplane, "Blue Blazes". Then followed marks, both on straightaway or competition, by others, such as Lorin Pennington's "Copperhead" and Joe Guess' original 225, "Guess Who."

Experiments, both with boats used in commercial work and in racing, indicated that it required additional power to split the water when using rounded-tip props. These, however, failed to hold onto it long enough to do any good. He proceeded to cut off about 1/2 of the tip of the cleaver prop to a radius.

Another feature was made possible by the cleaver design. At the juncture of the wide trailing edge with the hub of the wheel, there was enough space left to place a couple of tap holes for attaching a puller. This would do away with the need to hammer them off—and what a miss-swipe won't do to your pitch—or your blade! The wheel could now be safely and easily removed from the shaft with a puller, which Johnson designed.

As for propeller design and all that goes with it, Hi J is a cagey customer.

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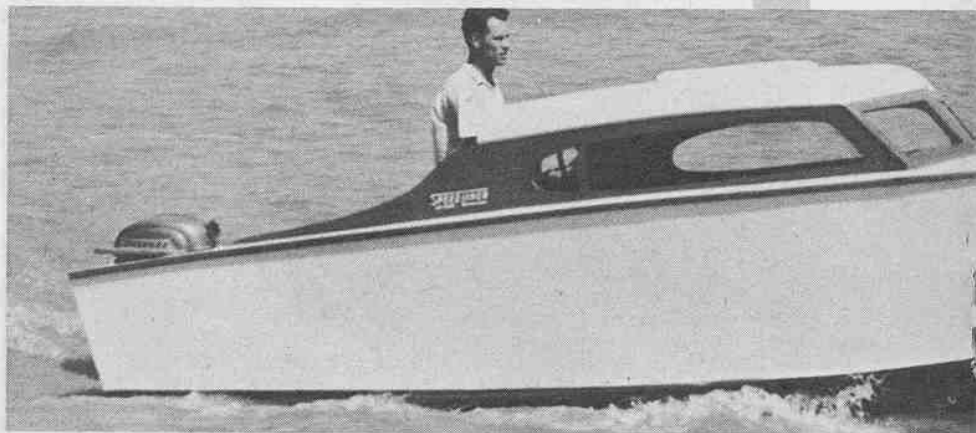


KITS FOR CHRISTMAS

**XMAS MARKS THE SPOT WHERE BOAT KITS
SCORE A FIRST ROUND K.O. TO START
BIGGEST "KNOCK-DOWN" YEAR OF ALL**

(Left) Seen from above, Cruiser Crafts have unusual square bows. Two of these boats ran 1st & 3rd in Mississippi River Marathon, the only outboard cruisers ever to break the record of the Robert E. Lee for the 1100-mile run. Kits are produced by Cruiser Craft of Dallas.

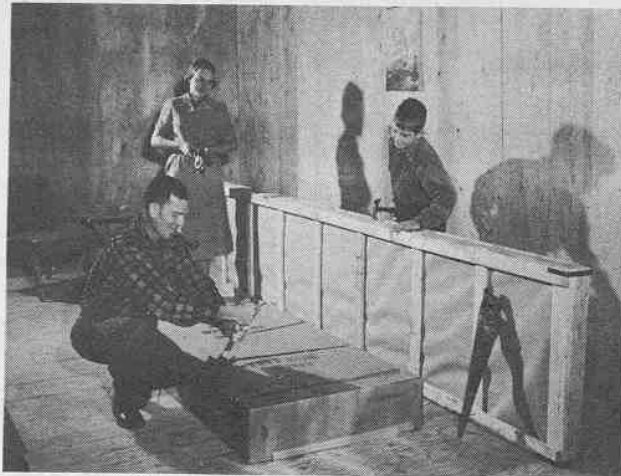
(Right) Speedliner KB-17, manufactured by General Marine Co. can do an easy 25 m.p.h. with 25 hp outboard engine. Boat shown here powered by Evinrude. All parts precision cut — illustrated instructions simplify assembly of Speedliners.



(Right) Champion Boats' 14' Saber. This is Champion's most popular kit, producing an exact copy of the fast family runabout shown in this picture.



(Below) The family eagerly watches opening of well-packaged boat kit.



(Below) Dad and son inspect parts for Chris-Craft runabout assembly.



(Above) Frame is assembled upside down, with side of packing crate used as jig.



Drilling holes for planking screws is made easier if you have a small electric drill, but it can be done by hand. (Photos continued—See Over)

SANTA'S SLEIGH will be loaded to the gunwales with marine materials this Christmas. There will be boats of all kinds and outboard motors. There will be accessories and gear of every variety. Boating items from hydros to house boats, from prams to perambulator-sized life jackets, will find their way into St. Nick's nautical knapsack. Of course, he will be spared a lot of work around Christmas itself since a good deal of his mail reads along these lines: "Dear Santa: Please put me down for a boat kit and motor, but don't bother to bring it right away; I'll pick it out at the Boat Show."

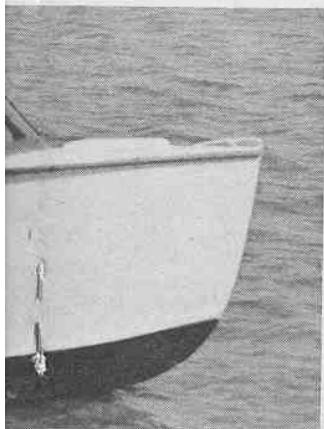
Yes, that's the way it's going all over the country. It would have seemed strange a few years back for a boy in the middle of the desert regions to write Santa for a boat—but not today. With all the new dams that have been built and the beautiful lakes impounded behind them, Coleridge's "Ancient Mariner" could well be paraphrased as follows: "Water, water

everywhere, nor any drop (almost) that can't be boated on."

Of course, one of the chief items for Christmas delivery (and also for later selection at Boat Show time) is in the line of boat kits made by any one of the many manufacturers all over the country. This selection is an obvious one since winter is the best time to build a boat from a kit. There is nothing quite so pleasant as being inside, snug and warm, when the weather's cold outside, having the fun of building your own craft against the summer day when you will be out on the water enjoying the thrills and relaxation of boating.

Strangely enough, since the "do-it-yourself" craze has only recently spread so that millions are now conscious of it, there were boat kits a good many years ago. They were referred to then as the "pattern and knock-down system of boat building." In fact, boat kits go back almost as

(See Over)





Fitting the last bottom panel in place preparatory to fastening. This father-son team has done a careful job of countersinking all screws.



(Above) The kit boat has now been turned right side up and the deck is being fastened in place. Frame extensions have been sawed off.

(Continued from preceding page)
far as the boating industry does itself. By 1905 there were two firms in Michigan who offered what were substantially the same thing as our modern kits. They may have required a bit more skill to put together and they may not have been turned out in large quantities, but the products of both the Brooks Boat Co. (no longer in business) and Bay City Boats (now the oldest firm in the field) were definitely boat kits. And remember that this was fifty years ago!

And what about outboard cruiser kits? Some people would say they were a fairly recent development—but we came across a twenty-five-year-old Brooks Boat Co. catalog recently which showed "Peggy", a 20' 6" outboard cruiser kit, on page 36. The comment was interesting: "The Outboard Cruiser is the newest type on the market and very much in demand. Outboard Motors are at their best and it is only fitting that there should be a cruiser for them." In the same catalog there was

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(Above) Many hands make light work—especially with a boat kit. The hull interior is almost finished and the seat installation will be next.

KITS FOR CHRISTMAS

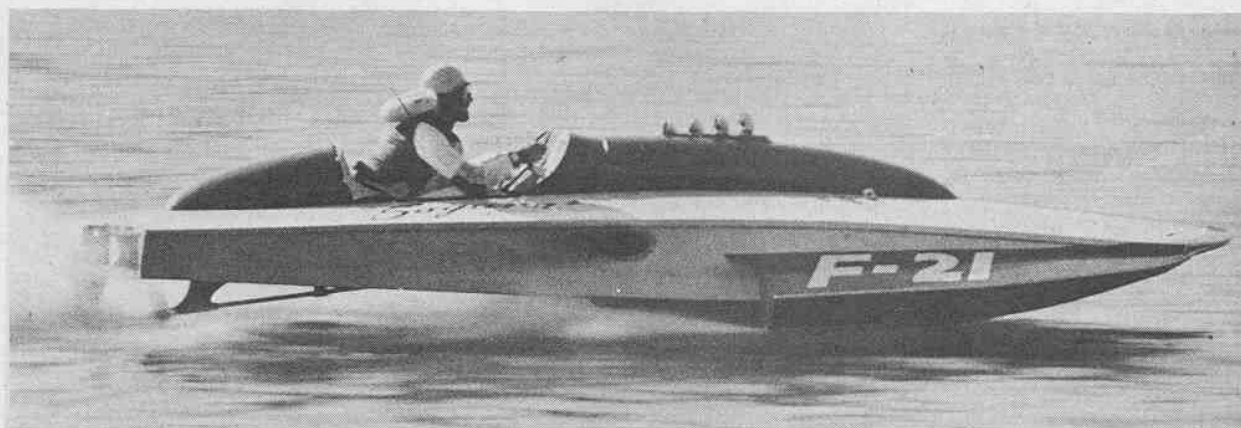
(Right) All ready for the christening party. Family surveys the result of the enjoyable hours of do-it-together time spent, plus an investment of \$185 and freight, with sealer and paint extra—a neat, trim Chris-Craft 14-ft. De Luxe Runabout ready for Spring.



TORQUE TALK

By Lou Eppel

Start of AU's at Stock Nationals showing time still remaining on the face of starting clock. (Mercury Motors photo.)



Frank Foulke's "Sagana" in which Henry Lauterback, designer and builder, and Lou Eppel qualified for the 100-Mile-An-Hour Club.

THE MONTH of August, 1954, saw records in almost every class of inboard and outboard racing craft moved upwards in a startling manner. Probably the biggest attack on records took place at Seattle on the East Channel course on Lake Washington.

Bud Wiget of Concord, Cal. boosted three individual marks skyward in C Service Runabout, C Racing Runabout and F Runabout. Bill Tenney moved the B and C Outboard Hydro (alcohol) speeds up and George Mattucci of Oakland, Cal. accounted for two inboard hydro marks, the 266 and the 7 litre records. There is some doubt about the acceptability of the Mattucci claims, inasmuch as the eligibility of the two craft has to be decided by A.P.B.A.'s Inboard Racing Commission.

Herewith a list of all the new marks for inboards:

Class	Driver	Old Record	New Record
7 Litre	Geo. Mattucci, Oakland, Cal.	102.278	116.720
266 IH	Geo. Mattucci, Oakland, Cal.	121.703	131.470
225 IH	Rich Hallett, Concord, Cal.	104.692	107.238
136 IH	Bob Boehm, Heraldsburg, Cal.	72.914	78.388
48 IH	Duane Allen, Baldwin Pk., Cal.	82.436	84.517
B Rac. Rbt.	Ernest Rose, Patterson, Cal.	62.999	69.943
For Outboards:			
F Rbt.	Bud Wiget, Concord, Cal.	61.303	63.811
C Ser. Rbt.	Bud Wiget, Concord, Cal.	51.613	60.178
C Rac. Rbt.	Bud Wiget, Concord, Cal.	62.479	63.570
C Ser. Hydro	L. Samsell, Electric City, Cal.	54.545	57.678
C Rac. Hydro	Bill Tenney, Dayton, O.	62.479	68.631
B Hydro	Bill Tenney, Dayton, O.	60.201	64.296
A Hydro	Jack Leek, Tacoma, Wash.	53.746	61.069

Class	Driver	Old Record	New Record
DU Rbt.	Bob Beattie, Seattle, Wash.	58.111	59.367
BU Rbt.	Bill Larson, Delake, Ore.	49.592	53.753
JU Rbt.	Jim Benson, Seattle, Wash.	25.844	26.985
B.S.H.	Jim Spinner, Seattle, Wash.	56.967	60.482

In the Stock 126 Inboard Hydros, the record was upped three times to its final mark. Tommy Caldwell of San Mateo, Cal. first nudged the old mark up and shortly after Rich Hallett again moved it higher. By the time Bob Boehm made his runs both Caldwell and Hallett's marks were obsolete.

Youngest record breaker in the field was 11-year-old Jim Benson, who blistered the course with a screaming 26.9 in his JU. Tacoma's Jack Leek in a Mercury-powered alcohol rig finally

(Continued on Page 22)

Torque Talk

(Continued from Preceding Page)

eliminated the famous Johnson KR motors from the Class A mile records columns.

With timing by Otto Crocker, and inspection under the guidance of "Micrometer Eye" Al Hart, there can be no question as to the legality of the records from timing and inspection angles.

More records were written into the books at Bush River, Md. when Jim Camp of Newark, N. J. pushed his Jersey Speed Skiff through the traps at an average of 54.381 m.p.h. bettering his own earlier mark of 51.709. Enoch Walker of Hampton, Va. in the Vaughn Francis, and E Service Inbd. Rbt. twice broke the old mark in setting a 56.967 average for the two one mile runs. Harry Bickford, a fellow Hamptonian pushed his Skip through the traps to set a new D Serv. Inbd. Rbt. mark of 57.064 m.p.h.

Scotty Strauss of Severna, Pk., Md. manfully tried to get an outboard stock record, but didn't have the water conditions to move his AU rig over the mark. A concerted attack by 136's Ruby Scull, Dick Sooy, George Smith and Wally Rowland didn't shake the Seattle record raised to such heights by Bob Boehm.

Henry Lauterbach of Portsmouth, Va. pushed Frank Foulke's "Sagana" through the mile at an average of 108.450, and about thirty minutes later yours truly had the great pleasure of driving this screaming 266 through the markers at an average of 105.572, which qualified both for the 100-Mile-An-Hour Club.

The competition at Bush River was exceptionally good, with Ed Brown of Sacramento, California, easily annexing the E Racing Runabout title in straight heats with his "Bouncy Barby." Observing the riding characteristics of this white creation, we wondered why the name, as never have these tired old eyes seen a runabout ride like the "Bouncy Barby."

Billy Ritner continued his winning ways in the 225's taking home more loot to Merion, Pa. Lauterbach, at the wheel of Foulke's "Sagana" took the 266 class as well as the free for all in a display of top driving form. Joe Wolf, of Reading, Pa. took over Curt Marten's 266 in the free-for-all and had to beach the outfit when she started to fill with water. It was good to see Joe back in a boat after his serious accident earlier this season.

Those of us who are fortunate enough to make the winter safari to the sunny State of Florida will now have another interesting spot to drop in on when in the vicinity of Daytona Beach. The Museum of Speed at Daytona Beach under the guidance of William R. Tut-hill and Sherman F. Crise, is in the process of gathering and preserving the greatest units of speed, their pictures and their histories in the field of racing boats, aircraft, cycling and racing cars.

The chairman of the Advisory Board, Joseph Van Blerck of Freeport, N. Y., has a fine group working with him to gather the best of the racing craft that can be obtained for display at the Daytona museum.

Already such famous craft as Gar Wood's "Miss America IX," Guy Lombardo's "Tempo," and other wellknown inboard and outboard craft, have been obtained for display, as well as a great selection of powerplants, gear boxes, etc. We look forward to our first visit to the Museum of Speed.

Down in South Jersey at Laurel Lake, the Winding River Boating Association played host to the 136 Inboard Hydro and the 44 Inboard Runabout National Championships, as well as to Stock Outboard and inboard classes. Wally Rowland of Elkton, Md., won the 136 National title with a pair of seconds after first heat winner Dick Sooy of Pleasantville, N. J., wrung a shaft off in the second stanza. Ruby Scull of Ventnor, N. J., with a fifth and a first took second honors over Earl Kelly of Richmond Va., with two thirds.

Bill Ott of Meadville, Pa., won the 44 runabout crown with Frank Buck of Mendenhall, Pa., second and C. A. Van Tassel of York, Pa., third. Defending champion, Bob McAllister of Longport, N. J., jumped the gun in the first heat to eliminate himself from the over-all picture.

Ray Avis took care of the outboard inspection and Art Bozarth checked over the inboards. Checking the stock 136 engines is no simple chore, but aided by a simplified camshaft checking device developed by Jack Fisher of Millville, N. J., the inspection of the countours of the camshaft lobes is foolproof and simple. Such devices can be a boon to all classes of racing where specifications are filed and must be adhered to.

Al Bauer, wellknown referee and announcer took over both duties at Laurel Lake.

All racing enthusiasts, those afloat and on wheels, were deeply shocked to learn of the death of the motor genius, Clay Smith of Los Angeles, Cal. Clay was killed while in the pits at Duquoin, Ill., when a car in the 100 mile feature event blew a tire and crashed into the pit area. The original Yankee Doodle, a 135 owned by Clay set the 135 one

mile record at Salton Sea on October 25, 1941 at 71.760 m.p.h. and was the first of the V-8's to really start screaming. More recently Clay received great fame as the mechanical brains behind the Lincolns which made a clear sweep of the Mexican Pan American road race.

Saturday and Sunday, Sept. 18 and 19, saw Bill Cantrell pilot Joe Schoenith's sleek "Gale IV" to new records and victory in the President's Cup Regatta. Wild Bill boosted the "Gale IV" around the markers in the first fifteen mile heat over the three mile Potomac River course at a blistering 95.795 m.p.h. for a new heat record with a 98.182 m.p.h. fifth lap speed. Cantrell's average for the total race of 45 miles in three heats was also a new record with a 91.277 m.p.h. mark.

The Schoenith boat won the first and second heats handily over Jack Bartlow in "My Sweetie Dora," and took a safe second in the final go-round to insure victory with 1900 points to Bartlow's 1000. Third in all three heats was the second Schoenith entry, "Gale V" driven by Lee Schoenith.

Literally hundreds of stock outboards showed up for the first day's racing with as many as four elimination heats being required to get all of the entries in. Final scoring showed Roger Hoffman of York, Pa., the AU winner. CU's were led by Bernie Abrams of Wilmington, N. C., while Dick Rees of Pottstown, Pa., took the BU event. Joe Green of Washington, D. C., swept both heats of the DU's. In the stock hydros Cliff Miller of Kingston, N. Y., took the A class with Bill McClung of Portsmouth, Va., the B winner. Howard Kiger of Winston Salem, N. C., was top man in the D's.

Sunday's inboard events gave the spectators a terrific show with Bill Harrison of Norfolk, Va., coming out of retirement to take the 48 hydro event. George Smith of Mt. Holly, N. J., bested past and present National Champs Dick Sooy of Pleasantville, N. J., and Wally Rowland of Havre de Grace, Md. Billy Ritner, Jr. continued his domination of the 135's and then lost out to Warren Tucker of Norfolk, Va., in the 225's when the Merion, Pa., based racer had cooling problems in the second heat.

—(End)—

INBOARD NATIONAL CHAMPIONS

HYDROPLANES

7 Litre	So Long	Ray Pageol, Cuyahoga Falls, O. (driver) Lou Pageol, Cuyahoga Falls, O. (owner)	Buffalo, N. Y.	8/15
225 Class	Stinger III	Dr. W. P. Lins, Highland Hts., Ky. (driver) Ray Smith, Jr., St. Louis, Mo. (owner)	Cincinnati, O.	8/22
135 Class	Eight Ball	J. C. Townsend, Port Arthur, Tex.	Louisville, Ky.	8/1
136 Class	Cavalier	Wallace Rowland, Elkton, Md.	Millville, N. J.	9/6
48 Class	Tinker Toy	Gillette Smith, El Monte, Calif. (driver) Ken Harman, Temple City, Calif. (owner)	Long Beach, Calif.	9/6

RUNABOUTS

D Service	Skip	Harry Bickford, Hampton, Va.	Buffalo, N. Y.	8/15
E Service	Miss You	Bill Engle, Washington, D. C.	Buffalo, N. Y.	8/15
F Service	Nitrogen	H. G. Hibbert, Miami, Fla. (driver) Sam DuPont, Wilmington, Del. (owner)	Buffalo, N. Y.	8/15
I Service	Minit-Man	Charles Hickman, Philadelphia, Pa.	Ocean City, N. J.	9/4
B Racing	Lil Bee	Ernie Rose, Patterson, Calif.	Merced, Calif.	7/18
E Racing	Roughneck	Bob Willis, Long Beach, Calif.	Buffalo, N. Y.	8/15
44 Cu. In.	Bugs	William Ott, Meadville, Pa.	Millville, N. J.	9/6

Midwest Makes Speed History

(Continued from page 9)

spots with Dick Van De Plasch, Milwaukee, garnering second with King Harvey, Kalamazoo, Michigan, third and Jim Miner, Syracuse, Indiana, fifth. The first Californian to begin to make the West Coast's presence felt was Chuck Boring, Jr., of Modesto, who took fourth place. Fourth spot in points had originally gone to Don Baldaccini, Miami, Florida, whose beautifully worked over but wholly legal motor brought frowns and disapproval from the inspectors who tossed it out on the basis that it had "violated the spirit of the rules." Baldaccini has protested this action and at this writing the A.P.B.A. Stock Outboard Racing Commission has not as yet announced its decision which may still affect final standing in both AU and ASH.

When the BU events were run off, the Californians came into their own with Eddie West of Berkeley driving his Rockholt to top point honors and splitting front spot in the two heats with second place point-total finisher Bob Parish, Bakersfield, California, in a DeSilva hull.

Midwesterners, however, were still in there battling with the next three places going to Jerry Van Amber, Lansing, Michigan, Stover Hire, Syracuse, Indiana, and Marvin Hergert, Oshkosh, Wisconsin.

In CU it appeared that the South-eastern division would get its first title when Bernard Abrams of Wilmington, North Carolina, paced the field with a 37.942 speed to cop the first heat. Despite relatively narrow turns on the mile and two-thirds Fox River course and an awkward dog-leg on the backstretch, both of which combined with sticky, silty water made the circuit a slow one, Abrams was just .112 m.p.m. off the world's competition mark. This proved to be Abrams undoing. When pressing the clock for a good start and a chance at bettering the world's mark, Abrams jumped the gun and was disqualified in the second heat to wind up in second overall point standing.

Ron Loomis of Santa Barbara, California, took away the title in an Evinrude powered DeSilva from fifteen other contestants driving Evinrudes, Johnsons, Eltos and O.M.C.s.

The Midwest again was right up among the forerunners, taking the next three spots which fell to Lee Manthei, Green Bay, Wisconsin, Thomas Palmer, Milwaukee, and Maurice Beckman of Cleveland.

In DU it was Johnny Jackson of Cincinnati making it title number two for the Midwest and doing it with a hat trick of two straight heats in his four-cylinder Mercury-powered Speedliner. A Virginian, Jack Holt of Fort Belvoir put the first Southeasterner into the top brackets with a third. Second, fourth and fifth again were held down by a Midwest contingent;

Dick Gallagher, Detroit, second; Tom Krell, Madison, Wisconsin, and Merle Oliver, Greenville, Ohio, fourth and fifth.

With Baldaccini disqualified after two straight firsts in A Stock Hydro, California's second title (still pending) fell to Vic Bonham, Pomona, in a Terrill three-pointer. Bob Parish, Bakersfield, took his second second place of the day. Dick O'Dea and David Kough of Hawthorne, New Jersey, figured for third and fourth for the Northeast and Larry Kruger of Celina, Ohio, saved the Midwesterners from being blanked when he brought home his Swift into fifth spot.

The fourth California title dropped into the hands of one of the busiest drivers at the Nationals. Two time runner-up Bob Parish finally broke through and parlayed a third and first spot in his DeSilva into high points in B Stock Hydro. The Central Division placed its first boat when T. J. Dendinger turned in two very convincing second spot finishes to take the second place trophy home to Pontachula, Louisiana. David Kough, Hawthorne, New Jersey, and John Schubert, Clifton, New Jersey (five-mile competition BSH title holder) took third and fourth. Bob Seeger, Chicago, Illinois, proved to be the Midwesterners' anchor man getting off to bad starts in both heats but working his way up to fourth and sixth respectively to finish fifth.

In D Stock Hydro, the Midwesterners

took their third and final title. In the first heat Lee Dingman of Peewaukee, Wisconsin, had his Merc-powered Swift really screaming. For two laps it looked as though Dingman had the first heat at least well in the bag, for he had opened up a ten-boat lead over Frank Huebner, Bay City, Michigan, who was also helming a Swift. Apparently, Dingman, who had finished second in the Divisionals, just wasn't fated to garner a title in the 1954 Nationals, for 100 yards short of the finish line, his scorching DSH started to reach for the sky, became airborne and Lee pulled one of the fanciest flips of the regatta.

Frank Huebner went on to win the event and a fifth in the second heat was enough to give him 527 points for a high total and the crown.

The end result for the Midwesterners was three titles and twenty-two representatives among the potential forty spots of the first five in each event. This gives the Midwest an all-time stock national record of 39½% of the potential titles and a 55% top ranking finish position in 1954. The Californians, however, took away 50% of the 1954 top honors and promise to be out just as strongly in 1955. The Midwest with its plethora of good boating lakes and rivers is a natural breeding ground for championship caliber outboard racing drivers. The Midwest has made the most of its advantages and in so doing, has truly made speed history. (End)

INFORMATION WANTED!

We need your editorial assistance. By answering the following questions, you will be helping our Editor to select material for future issues, which will be of the most interest to you! So, please fill in the following questionnaire and send it to: THE EDITOR, BOAT SPORT, 215 Fourth Avenue, New York 3, New York.

- 1 - What make (or makes) of outboard motor do you own?
..... H.P.? Year?
- 2 - Are you in the market for a new outboard motor?
If so, what make? H.P.?
- 3 - What make of Racing Boat do you have?
Are you in the market for a new racing boat?
Make? Class?
- 4 - Do you own an outboard boat for: Cruising?
Fishing and hunting? Family?
- 5 - If not, are you planning on buying a boat for pleasure?
What make are you interested in?
- 6 - Would you like more articles on general outboard boating?

Thanks for your help. With the above answers, we will be able to fashion BOAT SPORT along lines which will make it even more interesting and valuable to all our readers.

NAME
ADDRESS
City State

(We will hold your name in our confidential files.)

EDITOR, BOAT SPORT, 215 4th AVE., NEW YORK 3, N. Y.

Just Steering Won't Win A Race (Continued from page 15)

consistent winner who already has a hex sign on half the field. You can steer around courses from now until 2000 and not ever win a race unless you decide that you aren't willing to follow the leader but you are going to lead. Once you get into that line of thinking, then you're ready to win races and not before.

Winning a race at home just thinking about it, or copping a championship on the way to the race course isn't as silly as it may seem. Winners think like winners. It's corny but honestly it's true, "You must think big to do big."

How do you do it if you don't have good equipment and the other competitors all have really scorching mills?

Careful preparation and the proper mental approach must go hand in hand to get by the checkered flag first. The old Boy Scout slogan, "Be Prepared," pays dividends. Do your shop work at home. Don't wait until the morning of the race to give your ailing motor first aid. If your motor isn't up to snuff, the time to repair it is before you load up your trailer. Sick motors only win races when the rest of your competition also have sick motors and that sort of thing doesn't happen more than once in any driver's racing career. As I've said, the engine doesn't necessarily have to be a world beater (though of course that helps), but you have to *know* that its giving out with its every potential.

Now let's start in the pits just before the five minute gun and go out and win a heat of racing. First off, if your motor is hard to start, don't wait out two or three minutes before you pull on the rope. Don't just assume that this is one of the iron's good moments. It may just as well be one of the temperamental ones and you certainly aren't going to win a race sitting in the pits. Get working with the rope the moment the cannon sounds. Once your boat is up on plane, if you keep it aired out, the worst that can happen to you is that you'll have to take a ride for nearly five minutes waiting for the start.

Then, what should you do when the one minute gun fires and the sweep second hand begins to track its way around the big clock face? Not too much if you haven't studied the course beforehand. You have to plan on winning races. Nearly every course is different. Judging distance on the water, even for an experienced hand, is a rough chore. The smart driver has figured out the approach to the clock during his pre-race warm-ups. He hasn't been out on the water just bouncing around aimlessly.

Here's what some of the consistently good starters do. One driver who almost invariably is on the line right on the second makes use of a stop watch. Before the race he will move down the course backwards, drive over the start-line and at full throttle run thirty sec-

onds in the direction of the last turn. When he has clocked out thirty seconds, he will spot a landmark, a tree, a distinctive house or pier or clump of rocks along the shore to serve as a guide when race-time comes. Actually he'll repeat his run several times to check it out and be sure that he comes up with the same reference point. Then he will figure in the current and the wind and add a bit or subtract a little from the distance from his reference point to the clock, depending on which way wind and current are moving.

Theoretically, with this method he knows exactly when to start toward the clock to hit the line at exactly the time of the starting gun. How good is this method? It's anything but fool-proof because when the driver gets out on the course the wind may have changed or he may get boxed moving up to the start so instead of running full throttle he will have to back off or deviate from his planned straight line approach. Then what good is the system? It serves two purposes. First, the driver who times his start by this or any other pattern has already separated himself from the game of follow-the-leader and his only interest is to be up on the line at full throttle when the heat starts. Secondly the driver who is smart enough to select a reference point also is smart enough to use the reference point with certain reservations. With the realization that he may be slowed in his approach by choppy water, criss-crossing competitors and other unforeseen contingencies, he probably selects a reference point only twenty or twenty-five seconds from the starting but moves away from it five or ten seconds ahead of time in order to give himself a cushion for backing off. He realizes, however, that being up on the line at the start isn't enough, but he must be up on the line with his rig planing out at full throttle.

Where should he be in reference to the officials' stand and the inside course markers? Here again the driver will have to plan his race in advance. He probably already knows who among his competition will be the toughest to beat. Just the way a pitcher must know his batting opponent's strength and weaknesses, so must the outboard racer study and learn each of his principal competitors' techniques. And dependent upon their starting techniques, he must plan his placement at the starting line.

Recently at a National championship event, I noticed one driver starting down for the clock as close to the shore line and the officials' stand as he could run without going on the beach. The pack all congested along the inside of the course, looking for the short way to the first buoy. What happened at the start was exactly what the outside-of-the-course driver had expected. A few eager beaver crowded the clock down the inside and at the

last moment they had to back off, or be disqualified for jumping the gun. The driver on the outside did have perhaps twenty-five yards farther on a diagonal to shoot for the first buoy but he got there first with plenty to spare because the hot boys had been glommed up in the mess at the start.

So, as the pay-off, no one can tell you where or how to place yourself at the start, but by studying each driver at each race you attend, you will be able to spot yourself to your best advantage. Yet race after race you will notice that a certain few drivers plan their starts and get out in front or close to the front every time. By contrast there are the majority of drivers who use a hit or miss system of starting and just by chance once in a great while are up where they should be when the gun fires. One driver who during a fifteen year career held at one time or another nearly every competition record and who consistently wore a low boat number for his region, used to spend three or four afternoons each spring practicing starts. Part of his testing equipment was a starting clock which his pit stooges would crank around by the hours just so the perfectionist would brush up on whatever rustiness had occurred to his starting technique during the winter lay off.

I have often heard drivers remark that outboard racing is a sport's oddity since the only time a driver got a chance to practice was in an actual race. For the winning driver I just mentioned, this wasn't so. He knew that varying water conditions called for a variation in driving technique, in a different engine cock and height on the transom. And he didn't wait for a race to practice. This driver would wind up his testing, then substitute a spare engine, or even use his top engine, and practice turns by the dozens. He would get some of his friends to run with him and would try every approach in crossing wakes, try passing from different angles and would also run at three-quarter throttle or less and let his practice mates try to get by. It was by means of this that later in actual heats, he frequently won races when his outfit was running a fraction of a mile an hour slower than his competition. He learned how to twitch his transom just the proper amount at the right time to give an overtaking boat an extra hosing down. He figured just how much he should slide to give an overtaking boat trouble in the turns without leaving a large enough hole for that boat or another trailing boat to slide in between his hull and the inside of the course. And above all he learned to welcome experimentation but conducted his experimentation on a sound basis.

Whenever he made an alteration in his boat's planing surface, to his engine angle or the amount of shimming he used on his transom, he made only a single change and then tested and

recorded his results. Painstaking? Definitely, but it won races. If his hull didn't handle properly under a certain set of conditions, he would sit down and try to figure out why. Maybe it was the position in which he rode in the cockpit. Perhaps it linked up to his propeller choice or the location of the fin. He'd check out each possibility until he found the reason.

In the past two years the Class D stock hydros have started to really get up on plane and scorch. With short hydro units presenting little drag and with surfacing props, many drivers have cried the blues and claimed that they could run several miles an hour faster but they had to keep their motors dropped down in order to be able to turn. That was true, yet at the Stock Nationals several drivers with an experimental bent had decided they wouldn't sacrifice speed for skeg and prop control but would seek out better control in an experimental manner. The result was several boats at DePere were equipped with experimental steering aids. For years during mile trials, savvy drivers running under good water conditions have removed their fins to give less drag and add a fraction of a mile an hour to their peak. One runabout driver made use of this and at the same time rigged himself for better control on the turns. He designed an adjustable fin, set into his hull bottom centerboard style like a sail boat and manually dropped the fin going into the turns and pulled it up on the straightaways.

Another driver, a hydro jockey, built a full rudder linked into his steering wheel and synchronized with the motor's lower unit to give him stability while riding his motor as high as possible.

All of these innovations, plus painstaking practice, long hours spent in correcting minor flaws in hulls and working endlessly to get ignition timing of a motor just right are indication of a will to win. With this will to get out in front and the shedding of the cloak of contentment with a follow-the-leader role, any reasonably capable driver will win his share of races. You'll be beaten. Every driver is. But don't take the defeat as inevitable or a piece of bad luck. Rather study what happened to keep you out of first place and then take steps to correct your errors in judgment or driving technique. Remember, just steering won't win a race. (End)

Boat Show Issue

BOAT SPORT'S Boat Show Issue will be out on February 10th and will give full coverage to the new 1955 models of boats and motors to be shown at the 45th annual National Motor Boat Show, January 14-23, at the Kingsbridge Armory, the Bronx, New York City, and the 22nd annual Chicago National Boat Show, February 4-13, at the International Amphitheatre, Chicago.



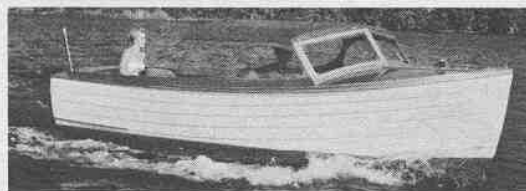
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You've dreamed of the day! And now it's here... the wonderful day when you can skipper your own ear-*aboard*, sleep-*aboard*, *live-aboard* cruiser... swift, able, comfortable! Cost-wise the news couldn't be better! From inexpensive kit boat to ready-to-go cruiser you can buy in stages of construction to suit any budget. For power, *one choice*—it's the Electric Starting **BIG TWIN**, the motor that made outboard cruising not only practical, but tops in family fun! And now with quiet *Whispering Power* for 1955!

SEE YOUR EVINRUDE DEALER—look for his name under Outboard Motors in your phone book. FREE! Write for full-color catalog of the complete Evinrude line, and "How-to" Book of Outboard Cruising—both free—send for them today.

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IN CANADA: Manufactured by Evinrude Motors, Peterborough



**IT'S BARBOUR
FOR 1955 . . .**

. . . there's a Reason!

This is the new Barbour 21' Outboard Overniter.

For 1955 we are introducing a completely new-designed and restyled line of boats, from our smallest outboard to our largest inboard. One of the most outstanding developments for '55 in Barbour boats will be the introduction of our new 21' Overniter—available as a single or twin screw outboard and also available as either a single or twin screw inboard. Along with the introduction of the completely new Overniter will be our old standards, restyled completely to meet the demand of every boating enthusiast for styling, seaworthiness, and construction. We will retain our 12' Utility, 14' Utility, and 15' Vacationer—available in either open or center deck models. All '55 outboard hulls will feature removable solid floorboards and extra wide mahogany seats.

Along with our world renowned outboard hulls will be our standard line of 21' Sportsman—available in single or twin screw outboard or single screw inboard.

All of Barbour's 21-foot hulls have been completely redesigned in feature and design. All new processes in refinishing have been employed, resulting in the utmost in quality and finishes. One of the most outstanding boats, of course, will be our Twin Screw Inboard Overniter, which will meet the demand of the sportsman who desires the ultimate in the small inboard field of today. All of our 21-foot inboards will feature worm pinion steering, large capacity fuel tanks, lifting rings, navigation lights, foam rubber cushions, large keel for propeller protection, and many other extras.

We here at Barbour Boats will still retain the traditional lapstrake construction on all model boats for '55 as has been done in the past. All bright work will be finished in natural colors. Planking will be all mahogany. They are brass screw fastened throughout and all other type fastenings will be adaptable for salt water use.

IF THERE IS NO BARBOUR DEALER NEAR YOU, WRITE DIRECT TO US AND WE WILL IMMEDIATELY SEND YOU COMPLETE INFORMATION.

BARBOUR BOATS, INC., New Bern, North Carolina

The Hi Johnson Story—

(Continued from page 17)

However, to be such there has to be more than inborn "savvy". Background helps and Hi has, to date, around 67 years worth of that.

The guy who thought up "All Fool's Day" certainly never had it in mind that one Harold I. Johnson would be born on April 1, 1887 at the Oregon seaport town of Astoria.

As a kid Hi went in for building toy boats. He'd bend up a piece of tin to make a prop, wind it up with a rubber band and turn her loose. He noticed that their "horse" was a big

"However, I found that to cheer the clients I was buying a lot of props in order to get one that would work—and a lot of the new ones were no better than the old.

"They needed straightening. Well, with a stock of new but crooked wheels I had to do something. There was no prop checking equipment on the market. In those days the entire propeller business was a deep, dark secret—everything done behind closed doors.

So, during 1928, Hi started a propeller repair business. It was a

up under the stress that bends the blades. This, Hi says, is due to the fact that the propeller itself acts as a gyro and absorbs its own shock, even turning up to eight, nine and sometimes 10,000 r.p.m.

In the business, of course, experiment fosters the invention of numerous adjuncts to help in the battle for continued perfection.

Among devices was one to check positive or negative rake of a wheel. This, Johnson said, measures the angle of the blade in relation to the shaft—whether true horizontal or riding up or down (that is, the positive or negative rake) and the number of degrees.

"This," Hi pointed at one "khan for

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Kits for Christmas (Continued from page 20)

mention of the new 1930 Evinrude motors, with this rather startling information: "Electric self-starting available on Special Speeditwin model."

But we are not interested in the past other than for a passing glance at it. It's today that we're interested in—today and 1955 which will be ushered in right after Christmas. The fact that sales of boats and motors and other affiliated products have carried through what used to be considered the "off season" is proof enough of the tremendous growth of boating. But most estimates are that, starting with actual Christmas gift purchases and gift certificates to be used later at the boat shows, the records set in 1954 will be totally eclipsed before the end of the next boating season.

It used to be that Dad went out and bought a boat for himself and, most of the time, used it only for himself, too. Now, the other members of the family have a big say in what kind of a boat it should be because they also join in the use of it. The children have become interested not only in using the family boat but in taking proper care of it. In many cases, maintenance and repair is done at home, just as transportation and storage on the same basis has been made possible by the development of the modern boat trailer. And now, with millions of people finding out about boat kits, the whole family is able to build its own boat. The series of photographs accompanying this article, showing a father and son assembling their Christmas Chris-Craft kit is a sound commentary of the American family and how an interest in boating can strengthen its important ties.



A Thompson 15' runabout makes a fast turn.

The first question you will ask yourself is, "Can I assemble a kit so that I'll have a good boat when I get through?" Well, of course, the answer depends entirely on you, but if you have a normal ability to use ordinary carpentry tools and if you can read and follow instructions, you will be able to build yourself a very satisfactory boat from any of the kits now on the market. Sure, you're apt to make a few mistakes, especially if you're tackling this sort of thing for the first time, but they won't be vital mistakes unless you are very careless. This is why those in the know tell the beginner to start in on a small model first. It's better to experiment on a pram than on an out-

board cruiser. First, you don't have as much invested; and second, the smaller the kit the easier it is to build. This, of course, doesn't mean that you have to build a pram whether you want one or not before you move on to a larger model; it simply means to feel your way and be sure of what you are doing. The same thing might be said about jumping right into boating without any previous experience at all and starting off with an outboard cruiser. It's much better to spend a season learning what a boat is all about with a runabout than to shove right off in a cruiser. There is a difference in operation between small and large boats, just as there is in the building of them.



The new Ozarka 18' outboard cabin cruiser.

You will want to make a careful selection of the boat kit you plan to buy—just as you would in buying a boat of any kind. Among the important points to be taken into consideration are: the waterways on which you plan to use it; the load you will want to carry; the size outboard motor you will use; the facilities you will have for storing it either at home or elsewhere; and whether you already have a boat trailer or will be buying one. Such points as these will determine what type of kit you should have. Another factor, which by now has become more or less proverbial, is to make sure you have the right space in which to assemble your boat. You'll probably be working inside during the winter, unless you live in a



Roberts 12' Sportster made from boat kit.

balmy climate or unless you're the hardy type that likes to work with ear muffs and mittens on, and so it will save a lot of unexpected house remodeling costs if you make sure the largest over-all dimensions of your finished kit boat are less than the restricting dimensions of the doorway or window through which you will have to take it out. A lot of jokes have been made on this subject—but it has happened, and in such cases a half-inch too much proved to be just as bad as a foot.

(See over)



A CHRISTMAS MESSAGE TO:

**WIVES, SISTER, SWEETHEARTS,
GAL FRIENDS, DAD, MOM,
AND EVEN BROTHER**

You could make the "do it himself" auto enthusiast of your family very happy by a Christmas gift subscription for **SPEED MECHANICS**. Use the coupon below—we'll send a gift card at the right moment and this item on your shopping list will be all finished.

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Kits For Christmas

(Continued from Preceding Page)

In building a boat from a kit, no special tools are required that are not ordinarily found in the average home workshop. Saws, hammer, screwdriver, plane, square, drill (a small electric drill will save a lot of time and labor) tape measure, rasp, etc. are about all that are needed, and in some cases several of these may be dispensed with.

A brief outline of the steps taken in assembling a boat kit (in this case, a 14' Dillabaugh "Sportsman" runabout model) follows: frames and transoms come with all necessary bevels cut and every piece numbered—about 900 pieces of hardware and about 60 wooden parts pre-cut to exact size and shape are included in the kit; first, a horse is erected from the heavy wood crate in which kit was shipped; then the stem, frames and transom are erected, followed by fastening the keel batten in place; keel is then fastened in place and felt glued around the chine and across the transom ready for the bottom planks to be screwed in place—screws are furnished for 2½" spacing; bottom planks are planed off at the chines and transom after fastening; the work so far has been done with the boat in an upside down position, it is now turned over and the quarter knees, clamps, deck clamps, deck beams and deck batten are fastened in place; end of the frames are then sawed off; the deck, seats and fittings are then installed; screw holes can be filled with plastic wood and entire boat covered



Custom-Craft 18' Belaire Sportsman model.

with a coat of any good wood sealer; painting is the last step, using a good grade of marine paint or varnish.

Prices of boat kits are more or less uniform, depending on whether or not the kit includes such extras as sealer, paint and hardware. A low of around \$40 for a bare 8' pram kit. Up to \$1000 for an outboard cruiser kit with materials included for bunks, hardware, etc. is a fair estimate of the price range. Comparing the latter to the price of a completely assembled boat shows that your time and labor in putting it together is valued at anywhere from \$300 to \$400.

Below is a list of boat kit manufacturers. Our Readers Service Department will be pleased to send complete mail addresses for any of the companies listed. Just send us a stamped, self-addressed envelope marked for attention of Boat Kit Editor, BOAT SPORT, 215 Fourth Ave., New York 3, N. Y.

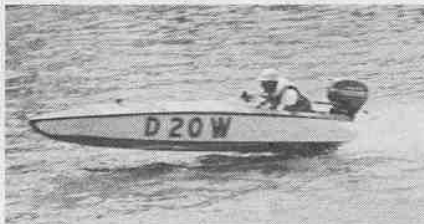


Chris-Craft 18' Outboard Express Cruiser.

BOAT KIT MANUFACTURERS

Acme Boat Co., Ohio.

Bay City Boats, Inc., Mich. The oldest firm in the field today prefabricates the entire framework of all of its models before shipment, insuring exact fit of all parts. Has only one outboard model, the 1620 Express Cruiser, which also comes as an inboard: length overall, 19'; beam, 7'. Makes 17 other models of Day, Sport, Cruising and Commercial boats, both power and sail, from 17' to 54'.



Schneider DU took 2nd in '53 Winnebagoland.

Bay State Boat Co., Mass. Has 4 models: 8' pram to 14' runabout. Transoms, frames and stem-keel assemblies come completely assembled. Firm states they are first to use Anchorfast boat nails, made of non-corrosive Monel metal, which drive in like nails but hold like screws.

Bedell Engineering Co., New York.

Bowman, Inc., Ark.

California Kit Boat Co., Calif.

Champion Boats, Calif. 12' & 14' Saber runabouts and complete line of outboard racing kits: JU, AU-BU, CU & D-DU; 3-point hydros, M, A-B & C-D-F; conventional hydros, A-B. Inboard racing boats come in frame kits, with frames all assembled and notched out. Approximately \$70 worth of locally purchased material is required to complete the bare hull for the following classes: hydros, 48, 135 and 266 cubic inch; racing runabouts, 48 cubic inch, Class D, Crackerbox and Class E.

Chris-Craft Corp., Mich. Has 19 outboard models from 8' pram to 21' Monterey Express Cruiser, including a 10' Racing Pram that meets A.P.B.A. Class JU, AU and BU specifications with addition of trunk deck, steering wheel and throttle.



Ladd 14' Whirlwind, from McConnell Marine.

Coronado Industries, Fla. 8' dinghy pram.

Cruiser Craft of Dallas, Texas. Has 5 models, 14' 6" to 20', two runabouts and three cruisers, including one of the smallest afloat, the 14' 6" Cruze-A-Bout which sleeps two. Boats have square bows and hulls similar to sea sleds.



Bay State Boat Co. 12' Challenger model.

Custom-Craft, New York. Has 41 models, inboards, outboards and racing, from 8' pram up to 18' Belaire Express Cruiser. Racing kits include 12' racing pram and A-B, C-D in both stock utilities and 3-point hydros.

Custom Hydro Craft, Calif.

C. R. Dillabaugh Co., Ore. Has 8 models, from 8' dinghy to 18' outboard cabin cruiser. All models may also be purchased completely assembled but unpainted.

Doane Marine Works, Conn. Models from 14' runabout to 24' outboard cruiser. Also come as "marked lumber" or completely assembled but unpainted.

Dudley Marine Crafts, Calif.

John Ek Boat Works, Conn.

Eradlab, Inc., Pa. Hoppencraft aluminum boats also come in kit form with all parts completely formed and ready for assembly, including screws, bolts, nuts and sealing compound. Runabouts, 12, 14 & 16'. All kit boats can be fitted with the Eradlab Portable Retractable Trailer which makes the boat into its own trailer, with launching and taking out done by either retracting or lowering the wheels.

General Marine Co., Mo. Has 6 models from 9' JU racer to 17' Deluxe Outboard Cruiser. Frames, chines, sheers, battens, stem and keelson are Philippine mahogany.

Glenn L. Marine, Calif. Frame kit for 18' 6" outboard cruiser, including ribs, bowstem and transom, plus complete plans and instructions aimed at the amateur boat builder, who supplies plywood cabin sides and bottom, the keel and chines.

International Shipbuilding Corp., Fla.

Marine Craft Corp. of America, Ill.

McConnell Marine Enterprises, Calif. Ladd-Built boats come in kit form with hulls completely assembled. From 12' runabout to 23' outboard cruiser.

Milo Craft Boat Co., Ill.

Mobilcraft, Calif. Has 4 models of kits, runabouts from 12' 9" to 15'. Hulls are one-piece molded Fiberglass and come in kit with wood and hardware to complete. Models can be fitted with Mobilcraft retractable wheels which convert boat into its own trailer.

Muskoka Canoe Co., Ltd., Ontario, Canada. Three models of Lake Craft boats in kit form: 8' pram Pal, 14' Fisherman and 14' Torpedo.



Owens "21" Flagship, 21' outboard cruiser.

Owens Yacht Co., Inc., Md. "Assembled Kit" Express Cruiser, 21', is available in semi-finished form.

Ozarka, Inc., Ill. Has 24 models of boat kits, from 8' pram to 18' outboard cabin cruiser, including 10' kits to meet A.P.B.A. specifications for AU and BU. New line is series of 16' kits for rough water use, utility, runabout and day cruiser, with paint and basic hardware included.



The completed 14' Dillabaugh Rocket kit.

Provo Boat & Sport Shop, Utah.

Ray-Craft Products, New Jersey.

Roberts Industries, Inc., Conn. Kits from 8' pram to 18' outboard cruiser. Racing models: JU-AU and BU.

Roberts-Ross Industries, Ltd., Ontario, Canada. Same models as Roberts Industries, Inc.

Reinell Boat Works, Wash.

Schneider Boat Co., Wisc. Models from 8' pram to 12 & 14' utilities and runabouts, including Super Flash racing kits for BU, CU and DU—also available in frame kits only.

Scott, Palmer & Co., Mass. Plastic hulls with wooden kits for finishing; runabouts and cruisers.

Squires Manufacturing Co., Mich.

Thompson Brothers Boat Manufacturing Co., Wisc. & New York. Has



Dick O'Dea repeats in Class AU at the Nationals in De Pere, Wisc.

SID-CRAFTS driven by Ronald Zuback, Gene Hawthorne, and Bob Robbins placed 1st, 2nd, and 3rd in BU at the Winnebago Marathon. SID-CRAFTS were first in BU at the Sheboygan, Michigan marathon (driven by Jerry Van Ambers), and at the Thousand Islands Marathon (driven by Gene Hawthorne).

Ronald Zuback, driving a SID-CRAFT is high point winner in BU class, and Dickie O'Dea in SID-CRAFTS is overall high point champion.

YOU TOO CAN GET IN THE WINNER'S CIRCLE WHEN YOU OWN A SID-CRAFT!

SID-CRAFT BOATS

MAIL ADDRESS: ROUTE 43, PLAYER AVE., U.S. 1, NIXON, N. J.
SHOP ADDRESS: U.S. 1, NEW BRUNSWICK, N. J.



MERCURY 25 STACK - \$32.50

MERCURY 10 STACK - \$15.00

For Racing Outboard Classes

Johnson Oakland, Stannus and Michigan Propellers. FLYWHEELS for P.O. Johnsons with bad hubs—\$15.00 each—rebuild and exchanged. Surplus Mercury piston rings, 4 for \$1.00

JOE GROSSMANN 1136 N. Third St. St. Louis 2, Mo.



Wilson AU-BU. Firm has A-B stock hydro kit.

kits for 12 & 14' utilities and runabouts.

U-Mak-It Products, New York. Has 18 kit models, from 8' pram up to 23' cruiser—outboards and inboards. The 21' Flying Cloud is an outboard cabin cruiser. Paint kits available for each model.

Wilson Boat Co., Wisc. Kits for A-B stock hydro.

— End —

Outdoors With The Outboards

By Richard Van Benschoten

LONG JAUNT

One of the season's most ambitious undertakings was the trip made by Frank Casper in a canoe powered by an outboard motor. Using a 17' Grumman aluminum canoe with a 1949 Evinrude motor of 2 h.p. rating, Casper made the trip from Melbourne Beach, Fla., to New York in six and a half weeks. Then he headed on up the Hudson to Canada, through its inland waterways to the Trent Canal into Lake Michigan, on to Chicago, down the Mississippi to the Gulf of Mexico and across it to Key West, where the last leg of his voyage was to take him up the East Coast of Florida to his home again. By now he should be almost in the homestretch.

Casper has made other long canoe trips before. In his younger days—he is now fifty—he used to supply the power himself, and once paddled from New York to Cleveland. Since switching over to an outboard, four years ago, he has run up 7000 miles, including one previous trip from Chicago to New Orleans and a two-months exploration of Florida's Everglades.

Those who like open boat cruising would do well to note how Casper has simplified his routine. His equipment consists of a sleeping bag, pup tent, 5 gallons of gas, 3 gallons of water, tool kit, spare piston and connecting rod, four new spark plugs and a cooking

(See over)



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Like Race Drivers and Jet Pilots Tough, rugged plastic helmet in red or white colors, cushioned with soft sponge-rubber. Is adjustable for perfect fit. Protects against hard bumps while riding Bicycles, Motor Bikes, Motorcycles, Motor Scooters, Motor Boats, Hot Rods, etc.

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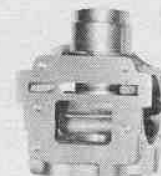
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- Special Parts
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H. H. FULLER

2317 STERLING AVENUE
INDEPENDENCE, MO.

Phone: Clifton 9924

Outdoors With The Outboards

(Continued from Preceding Page)

pot—his sole item of household equipment. All his meals are boiled and his provisions are canned goods and staples such as potatoes and carrots, which he buys as he goes along. He figures his expenses per day on this trip at about 85 cents for food and about 70 cents for gas and oil. His normal day's run is around 35 miles, but he stops whenever he finds a suitable campsite along in the late afternoon.

What about Mrs. Casper? She enjoys outboarding too, but only on short trips. One or two weeks may be all right for her, but when it comes to four or five months she lets Frank go on alone and settles down to a nice quiet time at home.

BOATING STAMP

There may be a special commemorative stamp marking the 50th anniversary of the recreational boating industry in America. A bill has been introduced in the House of Representatives by Rep. Wainwright (R-N.Y.) to provide for the issuance of such a stamp, and in due course, after committee action etc., we may see it on our letters. The design and denomination will be left to the discretion of the Postmaster General—and right now we would like to suggest to him that he make sure there's an outboard boat and motor somewhere on that stamp. After all, if it weren't for the outboards this 50th anniversary wouldn't be near as big as it is.

HIGH SCHOOL BOATING COURSE

For two years now the Wisconsin State Conservation Department has been holding one "Education Day" a year in the state schools to show teenagers the right safety precautions to take in boating, hunting, fishing and forestry.

In boating, the Conservation Department demonstration teams use a 16' outboard runabout in a specially constructed canvas "hammock" to simulate a boat's action in the water and stress these six major principles of "common sense afloat": the correct method of boarding a boat from a dock; how to change seats while afloat; the right way to raise an anchor on a small runabout; rescue of other persons in trouble; rescue of yourself in case of capsizing; and the danger of "smart-aleck" horseplay and excessive speed on the water.

All other states could well take a page from Wisconsin's book in this important field of safety education.

FILMS AND BOOKLETS

"Portage to Alaska," a 28-minute color film of outboarding in Alaska for king salmon and grayling, has magnificent views of the far-northern scenery and plenty of action as the big fish are taken on light lines. Available to interested groups without charge. Write Scott-Atwater Manufacturing Co., Minneapolis 13, Minn.,

for arrangements and further particulars.

"Outboard Handling," a 30-minute, 35 mm., sound film strip, is the film version of OBC's handbook on the same subject. In both cartoon and live action sequences it stresses correct and incorrect procedures involved in boating such as boarding, installing the motor, loading equipment aboard, fueling and starting the motor, maneuvering, overtaking and passing, landing and mooring, and anchoring. Available for the use of boat clubs, marine dealers, municipal groups and other organizations concerned with promoting boating safety. Write Outboard Boating Club of America, 307 North Michigan Ave., Chicago 1, Ill.

"Fire Protection Standards for Motor Craft," a pamphlet supplanting all previous issues of this publication, contains the amendments adopted in May of this year. While primarily concerned with inboard cruisers, it still offers valuable information applicable to all boats. Available at 35 cents a copy from National Fire Protection Association, 60 Batterymarch St., Boston 10, Mass.

NEW OBC CERTIFICATION

Since 1946 the Outboard Boating Club of America has supervised a certification program directed at proper matching of boat and outboard motor. Now this organization has started a new weight capacity certification program for boats. From now on all boats of manufacturers cooperating with this program will bear a small metal plate on their transoms which will read: "This boat is designed to accommodate a total maximum weight of . . . pounds and an outboard motor of not more than . . . O.B.C. certified horsepower."

Guy W. Huges, Executive Director of OBC, says, "Despite its great and ever-growing number of participants, boating has proven statistically to be one of the safest sports and leisure-time activities for the American fam-

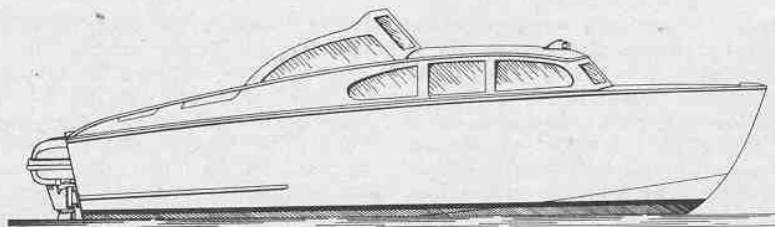
ily. The relatively few boating accidents which do occur each year result most often from carelessness on the part of boaters. Chief among these accident-causing missteps have been a tendency to overpower or overload outboard boats. Sometimes this is a deliberate violation of common sense on the part of the irresponsible boater. Many other times it's a case of ignorance. The boater doesn't know how many passengers his craft can safely carry or what is the proper size motor to use with his boat."

An involved formula based on dimensions of the boat and other factors is used to arrive at the maximum weight capacity of each model of boat, detailed drawings of which must be submitted by manufacturers applying for certification. The program also includes advising state and municipal governments of the action being taken and the methods used to determine horsepower and weight capacities for outboard boats, with particular efforts being made to encourage the use of these dimension formulas for inspection of rental boats.

Boat manufacturers cooperating in the new certification program are Aluma-Craft Boat Co., Minneapolis, Minn.; Bowman, Inc., Little Rock Ark.; Bryant's Marina, Inc., Seattle, Wash.; Cadillac Marine & Boat Co., Cadillac, Mich.; Chetek Boat Corp., Chetek, Wis.; Dunphy Boat Corp., Oshkosh, Wis.; Harwill, Inc., St. Charles, Mich.; Larson Boat Works, Little Falls, Minn.; Lyman Boat Works, Inc., Sandusky, O.; Penn Yan Boats, Inc., Penn Yan, N. Y.; Shell Lake Boat Co., Shell Lake, Wis.; Southwest Mfg. Co., Inc., Little Rock, Ark.; Starcraft Boat Co., Goshen, Ind.; Thompson Bros. Boat Mfg. Co., Inc., Peshtigo, Wis.; and Cortland, N. Y.; Tomeahawk Boat Mfg. Co., Tomahawk, Wis.; U. S. Molded Shapes, Inc., Grand Rapids, Mich.; and Wagemaker Co., Grand Rapids, Mich.

The Outboard Boating Club of America and these forward-looking boat manufacturers deserve hearty congratulations from everyone either directly or indirectly interested in boating. (End)

Outboard Cruiser Frame Kit



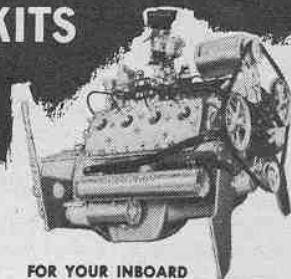
Glenn L. Marine, P. O. Box 568, Compton, Calif., specializing in marine design, has just made available a frame kit for the 18'6" outboard cruiser "Two Plus" which includes ribs, bowstem and transom, with complete plan set and instructions especially written for the amateur boat builder. The purchaser supplies the plywood cabin sides and bottom, the keel and chines. Price is \$165 FOB Los Angeles; with mahogany transom, \$170. Also available is a Fiber Glass kit for the complete hull, at \$79.95, or for bottom and 6' up the sides, at \$42.50.



George Almirall testing Phyllis Makepeace's Swift AB on the North End Lake, Port Elizabeth, South Africa.

DEBBOLD MARINE ENGINES-CONVERSION KITS

FOR FORD AND MERCURY
V-8 ENGINES
Manufactured by the World
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FOR YOUR INBOARD
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For smooth, powerful and dependable service, Debbold offers for the first time converted for marine use V-8 Ford, factory rebuilt engines. Completely assembled and equipped with the finest conversion equipment Debbolds have ever manufactured. Our Engine Kit includes 2-round water cooled exhaust manifolds, set of 4-engine hangers, pump brackets and pump plate covers, 2-rubber impeller water pumps, 2-pump pulleys, 1-small crankshaft pulley, 1 V-belt, 1-generator bracket, 1-carb. tilt plate, 1-approved flame arrester, all water lines and connections, water outlets, hose and clamps, bolts, studs, nuts and washers, and a genuine marine reverse gear "not the inferior automotive converted transmission."

**100 HP V-8 FORD
MARINE ENGINE**
\$325 Complete Conversion
Kit, including Marine Reverse
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Big Savings CONVERSION KITS, MARINE
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Please send marine catalog. My 35¢ to be refunded first purchase.

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Around The Buoys

(Continued from page 11)

in straight heats in Class A and combined a first and third to win the B title as well. Class C honors at the Northeast Divisionals went to Bob Thornton, of Silver Springs, Md., with Vic Scott, Bellmore, N. Y., taking straight heats for the F crown and National title holder Dottie Mayer taking the measure of one-time champion Don Whitfield to reign as queen of the Midgets.

Three new trophies have been posted by Russ Kuhlman, President of All Risks Corporation, Detroit, for outstanding displays of good sportsmanship during the 1954 season. One representative from each of the major divisions of speed boat racing: outboard, stock outboard and inboard, will receive their awards at A.P.B.A.'s annual meeting in New Orleans on November 14.

It's good news to see metropolitan daily newspapers again taking up the cudgel in behalf of boat racing and throwing their weight behind major events. For the past four years, the "Milwaukee Sentinel," sparked by its sports promotion manager Tom Johnson, has built up the Milwaukee Sentinel-Winnebagoland Stock Marathon into the biggest event of its kind in the country. On the West Coast in August, the "San Diego Tribune" sponsored the Western Divisional Racing Outboard Championships on Mission Bay conducted by the Pacific Power Boat Club. The West Coast live-wire Los Angeles

Speedboat Association was present en masse and well represented in the final results.

Entries from California, Arizona and one out-of-division driver, Hal Sharpe of Midland, Texas, who was vacationing in La Jolla, accounted for a potent alcohol burning list of ninety-one entries. Sharpe, the lone Texan, took first place in the B Hydro events. However, as he was a resident of another division, Sharpe did not qualify for the Nationals at this event.

Class Winners were M Hydro, Boots Kaye Morphy, Hollywood; A Hydro, Johnnie Drake, Huntington Park, Calif.; B Hydro, Hal Sharpe; C Hydro, Jim Pickard, Stockton, Calif.; C Service Hydro, Bud Todd, Antioch, Calif.; F Hydro, Sam Paul, San Bruno, Calif.; C Racing Runabout, Don Biagio, San Francisco; C Service Runabout, Manuel Carnakis, Bakersfield, Calif.; F Runabout, Ralph Homes, Phoenix, Ariz.

Rumor has it that the "New York Journal-American," impressed by the promotional value gained for its fellow Hearst paper, the "Milwaukee Sentinel," is willing—with any encouragement at all—to revive the Albany-New York Marathon and would do it in conjunction with Hearst's Albany paper. Live-wire outboard racing clubs throughout the country shouldn't overlook the bet of approaching their metropolitan dailies for support.

Ted Jones, famed designer of both
(See over)

CAN'T BE BEAT!



Chris-Go
LEADS THE FIELD

**SPECIALIZED
RACING FUELS**

FOR INBOARDS
AND OUTBOARDS

SEE YOUR DEALER OR
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CHRISTOPHER BROS.
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DETROIT 27, MICHIGAN

Around The Buoys

(Continued from Preceding Page)

"Slo-Mo IV" and "V", was Co-chairman and sparkplug behind the International Cup Regatta staged by the Pasquotank River Yacht Club, Elizabeth City, N. C., October 2 and 3. Three separate courses were laid out on the Pasquotank River—a 1½ mile oval for outboards, 2½ miles for inboards and 3 miles for unlimited class.

The advance information mailed to drivers on this regatta was the most complete we have ever seen. The extremely thorough advance planning, including positive measures taken for control of the course, should make this regatta a pattern in excellency for other regatta committees. Lou Eppel, BOAT SPORT columnist (Torque Talk) is Chief Starter of this event which will be covered in a later issue.

H.W.B.

COVER STORY

This colorful picture of a Johnson-powered Barbour runabout was taken on one of the many beautiful Southern lakes last summer. Address Barbour Boats, Inc., New Bern, N. C., for further details. Photo courtesy of Johnson Motors, Waukegan, Ill.

Classified Advertising

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

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

FOR SALE

FOR SALE—Used and rebuilt marine motors, 2 to 550 H.P. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 130 covering conversion equipment, propellers, reverse gears, fittings, and supplies of all kinds. STOKES MARINE SUPPLY, Dept. BS, Coldwater, Mich.

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

FORD, LINCOLN, MERCURY, JEEP marine conversion kits, reversing gears, accessories. Ask for deluxe catalogue: Oscmotors, Phila. 40-BS, Penna.

BRAND NEW Mark 40 Mercury's with Quicksilver units or, std. lower units. \$500 for the std., \$525 for Quicksilver. F.O.B. Sports Craft, Inc., 228 E. Douglas, Wichita, Kansas.

FOR SALE—"CS" Evinrude, Willis Comet lower units. Props. Hydros. Charlie Olsen, Antigo, Wis.

SAILS, Boat Covers, Fittings for Outboards, Motorboats, Kit Boats. Equipment Catalogue free. 33 Boats and How to Build Them with plans 50 cents. Alan-Clarke Company, 96 Chamber Street, New York, N. Y.

SMALL CRUISER PLANS—Inboard and outboard. Money-back guarantee. Free Literature. MIYOT, Anchorage, Kentucky.

MERCURY MODIFICATIONS—Cylinders padded—A-B-D, pistons built up. Alcohol conversions on carburetors. Gravity tanks for 20-H. Full house jobs for racing. Write O. F. Christner, Quincy Welding Works, 5th and State, Quincy, Illinois.

THE O.B.C.'s OF BOATING SAFETY

A model boating code has been prepared by the legislative department of the Outboard Boating Club of America. It will be presented to some 8,000 state legislators with the recommendation that it be adopted as state law and county, township and municipality governments be empowered to enforce it.

OBC's "A Recommended Uniform Boat Regulation Act" is the end result of a complete indexing and study of boating laws in existence on the statute books, as well as some of those regulations proposed for adoption.

The model code incorporates a maximum of public interest with a minimum of restriction. It provides carefully determined regulations covering all facets of boating safety, including speed, traffic rules, navigation lights and safety equipment required and the inspection and licensing of rental boats.

Provisions of the proposed law are presented in an illustrated 22-page booklet together with an explanation of the reasons for each section and provision of the act.

Restrictive legislation is dealt with objectively to show how it fails to gain the intended results. For example, the code shows the fallacies of attempting to regulate speed by such methods as limitation of horsepower or by establishment of difficult to enforce miles-per-hour limitations.

The proposed act stresses instead a determination of what constitutes safe operation as opposed to "reckless driving" afloat and provides suitable penal-

ties for the latter or for violation of any other of the code's provisions.

It also analyzes the impracticality of attempting to regulate weight capacity limitations for rental boats without first establishing uniform procedures for determining safe load capacities.

The outboard industry's method of determining passenger capacity of boats is recommended as a solution to the problem of uniformity in inspecting and licensing rental boats.

The act points up the confusion and contradiction arising from lack of uniformity among state and local regulating bodies and offers 20 sections of provisions which may serve all groups as standard regulations for enforcement.

"This study was undertaken with the intent that findings would be presented as a help to conscientious legislators seeking answers to boating problems in their respective states," says OBC executive director Guy W. Hughes.

Editorial Note: BOAT SPORT congratulates O.B.C. on a fine job well-done in presenting a sensible and safe recommendation to the legislators of the Nation. We urge every reader to do whatever he or she can to spread information concerning this "Recommended Uniform Boat Regulation Act" among their friends, their city, town, county and state officials. Write Outboard Boating Club of America, 307 North Michigan Ave., Chicago 1, Ill., for complete information. (End)

It's News

(Continued from page 3)

RUDDER CONTROL FOR RACING STOCKS

Stock outboard hydro racers, particularly in Class D, have been finding more and more difficulty in maintaining positive control of their prop riding outfits. Jon Culver of Dayton, Ohio, has licked the problem with a unique design, pictured here being demonstrated by his father, A.P.B.A. Prexy Merlyn Culver.



For information concerning this interesting accessory, write Culver Aeromarine Co., 2214 Hoover Avenue, Dayton 7, Ohio.

AQUA SPRAY SKI

In answer to many reader requests the address of Aqua Spray Ski is:

Kimball Mfg. Co.,
1270 Pennsylvania Ave.,
San Francisco 7, Cal.

POTENT POWER PLANT

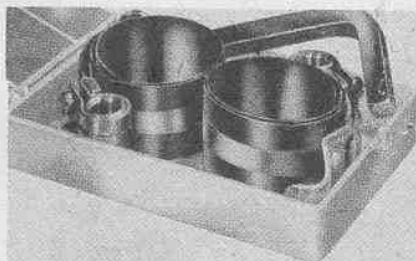
Outboard cruiser owners with large, fully equipped hulls, who have found performance lacking with heavy loads will be interested in investigating the 75 horsepower, 4-cycle, five-cylinder radial designed Riley outboard motor. The Riley 75 is made by the George Riley Company, 4556 Floral Drive, Los Angeles 23, California. The cruiser model Riley, equipped with electric starter, generator, planetary reverse gear, remote hydraulic control for clutch, reverse and throttle sells for \$1195. The engine displaces 127 cubic inches and weighs approximately 225 pounds.

DUOTROL HYDRAULIC STEERING

Wheels, Incorporated, 222 West 65th Street, New York 23, New York; Simmons Lane, Menands, Albany 1, New York, and 200 Sussex Avenue, Newark 4, New Jersey, announces a remote hydraulic steering control for single and dual engine installations. The control is easily adaptable to any size or type of boat and is installed easily without any motor alteration. Full engine tilt is not affected. Tiller ropes are completely eliminated to do away with clutter. The hydraulic steerer is also available for racing boat installation. For runabouts, it is priced at \$85.50 and for outboard cruisers or racing boats, it is marked at \$89.50.

OUTBOARD RING COMPRESSOR

Here's good news for the outboard motor home repairman . . . a universal ring compressor that sells complete as a set of two compressors with wrench for \$3.00. For additional information write to Snap-On Tools, Corp., Kenosha, Wisconsin.



SAGEN BOAT HOIST

A new model small-boat hoist or welded steel construction finished with protective aluminum marine paint keeps an outboard boat (capacity: 700 lbs.) up out of the water, away from waves and swells. The Sagen hoist operates by lifting boat from the bottom, with no slings, by means of swinging cradles moved by means of rust-resistant cables. Rests on bottom



on angled sills which may be moved to meet changes in water level. Sills are punched for attachment of planks when used on soft bottoms. Comes ready for assembly, with no holes to be punched or metal to be cut. Shipping weight is 275 lbs. Write Sagen Boat Hoist Co., Weedsport, N. Y., for further particulars. This firm also manufactures Seneca Docks of adaptable sections to fit individual requirements and for self-assembly.

NOMAR ANCHOR

A newly developed, tough, long wearing, plastic-coated anchor is being manufactured by Whitman & Robinson, Weedsport, N. Y. The cushion effect of plastic prevents scratching of hull and deck. A special infra-red curing process permanently seals the plastic. Tests, so the manufacturer says, have proved this anchor to be impervious to salt and oxygen deterioration; plastic will not chip or wear off; because of a special bonding agent, with zinc chromate added, there is no progressive rust action between plastic and iron foundation. Adds beauty to every boat. Bright orange color. Modified "Navy-type" design provides "amazing holding power," claimed by Whitman & Robinson. "Takes up minimum of storage space. Cushion effect of plastic means quieter stowage—especially in metal boats." Weights of 5, 10 and 15 lbs. now available. Heavier weights will be manufactured in near future.

New BOAT PLANS AND PATTERNS

from designs by E. G. McCREA

BIG, NEW CATALOG NOW READY LISTING & ILLUSTRATING
PLANS—PATTERNS—INSTRUCTIONS

Specially Prepared for AMATEUR BUILDERS

CRUISING—UTILITY—FISHING—SPORT—RACING OUTBOARDS UNIQUE Selection SERVICE
NOW IMPROVED TO BETTER SERVE YOU IN DETERMINING YOUR BOAT BUILDING CAPABILITIES AND IN SELECTING THE MOST SUITABLE BOAT FOR YOUR REQUIREMENTS.

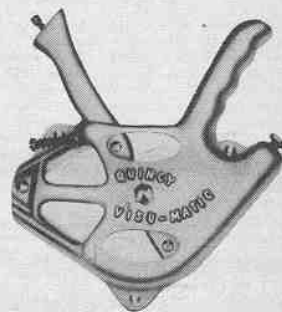
Send 35c in coin TODAY for your copy to

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Why Only the QUINCY
Safety Throttle Is Really Safe

1. Will not work loose from coaming strip because 2 screws hold it secure.
2. Visual bottom wire connection, it's easy to assemble, it fastens securely and you can see that you're safe.
3. Proper length stroke, easy to handle, easy to adjust.
4. 16 positive stops for maximum control of speed.
5. Solid simple mechanism—no flimsy parts to break or bend.
6. Stainless steel springs will not rust or corrode. Corrosion and rustproof parts throughout. No temporary coating that wears off.
7. Wide-open latch is wide open. No back latch.
8. Adjustable pivot bolt for smooth action—a QUINCY exclusive.
9. Safety boss prevents handle breakage.
10. A better made, better performing throttle in every respect. It's safe, reliable, built to last. Compare before you buy and avoid disappointment.



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THE QUINCY WELDING WORKS, QUINCY 3, ILLINOIS

cial bonding agent, with zinc chromate added, there is no progressive rust action between plastic and iron foundation. Adds beauty to every boat. Bright orange color. Modified "Navy-type" design provides "amazing holding power," claimed by Whitman & Robinson. "Takes up minimum of storage space. Cushion effect of plastic means quieter stowage—especially in metal boats." Weights of 5, 10 and 15 lbs. now available. Heavier weights will be manufactured in near future.

PLASTIC HAND GRIPS

Brightly colored hand grips are now being made for outboard motors, from tough, corrosion-resistant, long-wearing vinyl plastic.

Fire engine red, royal blue, yellow and green are some of the colors used in the grips made from vinyl plastic compounded and molded by Hungerford Plastics Corporation, Rockaway, N. J., and sold exclusively by Ohio Rubber Co., Willoughby, O.

The colors of the new grips are said to not be faded by sunlight, salt water or rain, or stained by oil or gasoline, nor to stain the hands.

The grips, made by the injection-molding process, come in several designs. Some have finger grips, some have a series of long smooth curves, others have a row of rings molded into them to make gripping them easier. All have a smooth, shiny finish.

(See over)

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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.



DRY RUN

Plans are now available for the sleek, prize-winning A-B Runabout "Dry Run". One of these boats took first place in A runabout at the Winnebagoand Marathon in 1954. Many are taking firsts in sanction races. Build your own "Dry Run" from professional plans: Large detailed drawings, a complete bill of materials, full building instructions, and 8 pictures of her in construction are offered for \$3.00 postpaid. For further information write direct to: Hal Kelly, 98 Anderson Ave., Bergenfield, New Jersey.

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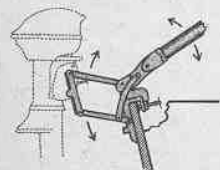
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#1-196, Eagle Point, Oregon

It's News

(Continued from Preceding Page)

VETERAN OUTBOARD OFFICIAL RETIRES

For the first time in its 26-year history, the national organization of outboard motor manufacturers will not have Hugo Biersach, pioneer industry leader, as one of its officers.

Biersach tendered his resignation at the annual meeting of the Outboard Motor Manufacturers Association in Chicago, September 23 because his retirement November 1 from Evinrude Motors, Milwaukee, after 40 years with that firm, disqualifies him from holding office in the association.

Acting as secretary and chairman of Evinrude, Biersach was among representatives of 10 outboard motor and boat manufacturers who met at Chicago's Palmer House September 13, 1928, "to form a nationwide outboard association devoted to the promotion of outboard motoring." When 27 boat manufacturers and boating editors and writers met in Detroit November 14 of that year to incorporate the National Outboard Association, Biersach was elected the organization's secretary.

Biersach served uninterruptedly as an officer of the old NOA until its reorganization as separate manufacturing and consumer organizations in 1945. At that time he was named secretary-treasurer of the Outboard Motor Manufacturers Association and secretary-treasurer of the Outboard Boating Club of America. In 1948 he was named chairman of the industry advisory committee of the Chicago National Boat Show. His continuous service in official capacities with these organizations ended October 1.

TRI-MOUNT

A shock-absorbing outboard motor mount made of heavy neoprene rubber bonded to inner steel plates is now being offered by Park Products Corporation, 252 Belmont Ave., Springfield 8, Mass. Called the Tri-Mount, this new unit is claimed to be resistant to oil, gasoline, salt water and sunlight. The mount is said to have 130 square inches of rubber-cushioned bearing surface which is designed in a full auto type wrap-around manner for the protection of the transom. Tri-Mount is claimed to give a no-slip grip and to reduce vibrations and eliminate noise. Price is \$6.95 by mail.

KOTA-RUBBA

Kota-Rubba . . . a new, neoprene-base rubber coating (not a rubber-base paint), was developed to keep homes safer and sounder for everyone. It's claimed to be a shockproof, waterproof, draft-proof and weatherproof rubber coating that you can dip, spray on and brush on to rubberize everything from boats to canvas to tools to rugs.

Kota-Rubba is available in transparent, black, gray, red or green. ¼ pt. 98c, pt. \$2.98, quart \$4.98, gal. \$9.98, postpaid. Waldorf Sales Company, 363 Central Park Avenue, Yonkers, N. Y.

PLASTIC-COATED BATTERY BOX

A new Vinyl plastic-coated battery box is being manufactured by Whitman & Robinson, Weedsport, N. Y. Sized for group 1 batteries used with electric-starting outboard motors, the plastic coating protects the battery, the boat, and the clothes or car of the owner when it is either being carried by the built-in handle of the case or transported in the luggage compartment.



The manufacturer states that the coating provides perfect insulation and is also impervious to acid and salt water. This new battery box is priced at \$15.00 from dealers, or write Whitman & Robinson, Weedsport, N. Y. for full information.

PLEXIGLAS WINDSHIELDS

To meet the need for a low-priced, one-piece, non-breakable windshield for small boats, the Aluminum Marine Hardware Co., Inc., P.O. Box 395, Auburn, N. Y., has developed special wrap-around style brackets and ready-cut Plexiglas windshields which are said to fit all makes of boats. Windshields come in four sizes, depending on the deck width measured 6" forward of the coaming (where the center of the windshield is mounted) and come in either clear or green-tinted Plexiglas. List prices range from \$17.45 for clear windshield to fit a 44-52" deck, to \$19.45 to fit 68" and wider decks (tinted green, \$1.00 extra).

"NO-MAR" FENDER

The Globe Woven Belting Company, Inc. of Buffalo—one of the country's largest producers of industrial belting—has just introduced a new boat fender under the name of the Globe "No-Mar" Fender.

Made of heavy, seamless one-piece tubing—filled with a special mixture of fine rubber and yarns—the "No-Mar" Fender is claimed to take terrific abuse and the outer surface, which is self-sealing waterproof coating, to be impervious to cracking, peeling, mildewing, rotting or staining from oil or grease.

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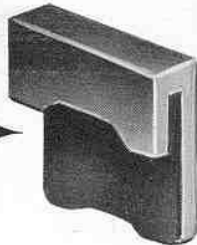
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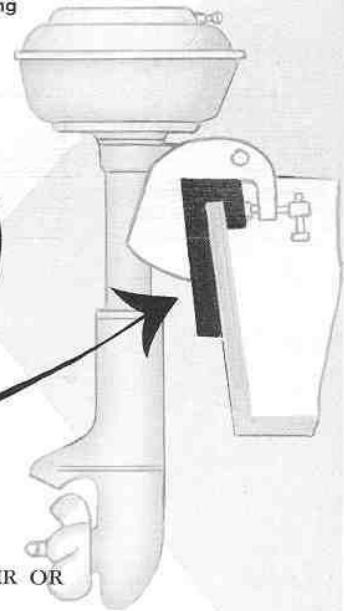
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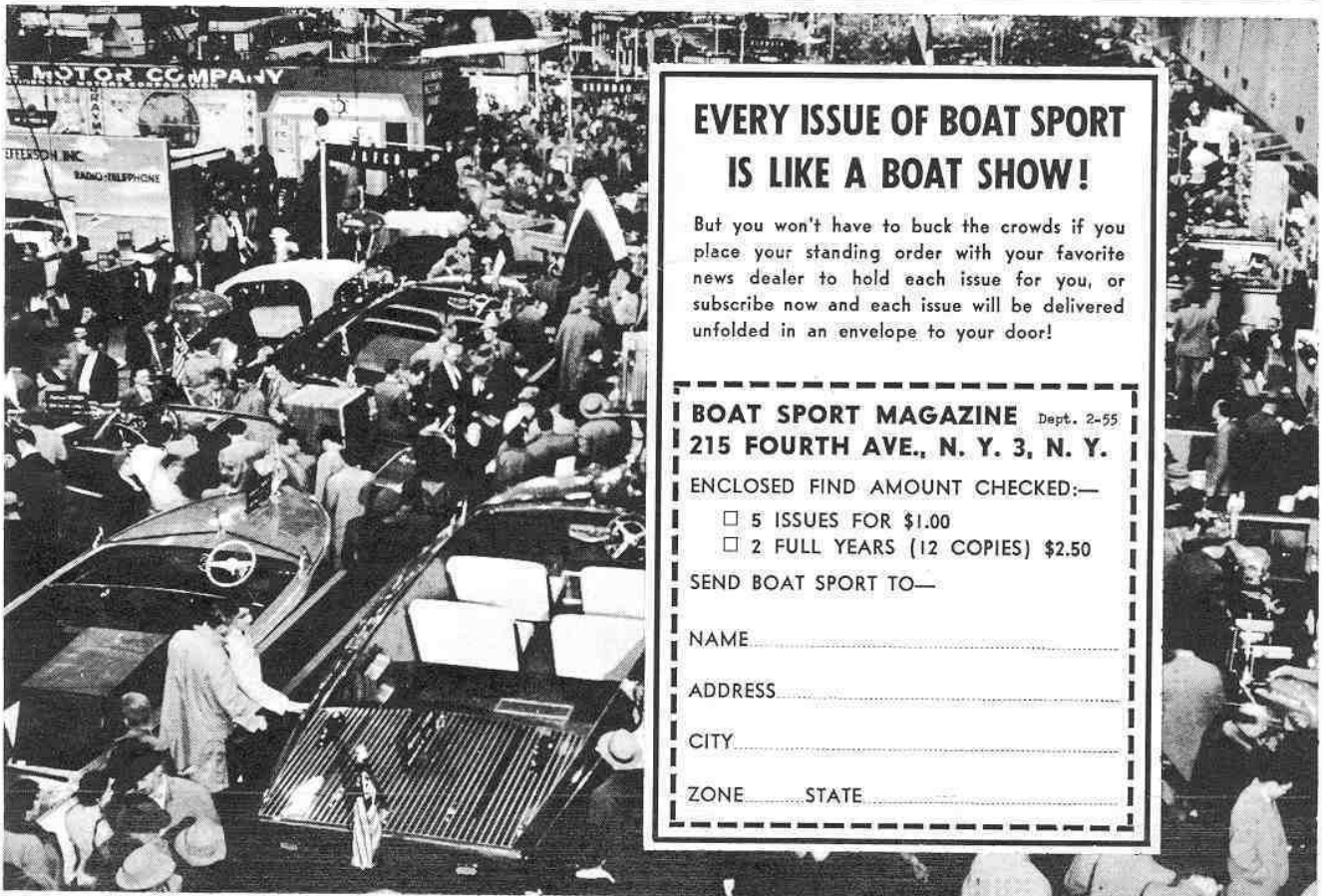
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