

OUTBOARD

INBOARDS
BOATSPORT

ANC

MARCH
APRIL 1955
25c

29 ALCOHOL FUEL

32 FEB 1 A.M. NITRO FUEL



31 THROTTLE

BOAT SHOWS OF 1955

1954 OUTBOARD CHAMPIONSHIPS

WEST COAST RACING ROUNDUP • NITRO FUEL FOR ADDED SPEED

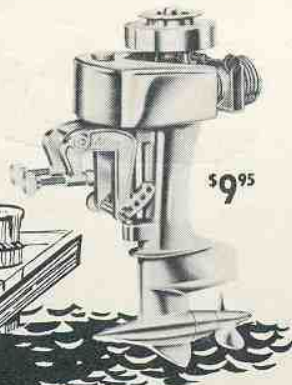
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SEA FURY .049 INBOARD



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BREAKING THE BOTTLENECKS OF BOATING

BOATING ENTHUSIASTS from Coast to Coast are facing problems of how to get to and into the water. In order to be of practical help BOAT SPORT has made arrangements with Ed Spanke, Director of Public Relations of the Outboard Boating Club of America, to do a series of illustrated articles dealing with the difficulties that the outboarder must face because of long distances from convenient waterways, crowded highways and often inadequate launching and mooring conditions. The first article will appear in our May-June issue, out on the newsstands everywhere on April 10th.

Ed Spanke will have words of good cheer for the outboarder who is now land-locked by lack of nearby waterways . . . for the house and apartment dweller who finds it expensive and troublesome to keep his boat in his backyard or cellar . . . for the boating and sportsman's club, community or civic club that has boating waters available but no convenient means of using them . . . for the camper or cruising fan, the fisherman and the hunter . . . for the confused first-time user of a boat trailer or overhead auto carrier, faced with the necessity for backing up or engaging in other maneuvers on a busy highway or back road . . . for the prospective buyer of a trailer who wants to know what type is best for him . . . for the boat owner who wants to know how to get there and back again . . . and for the outboarder in general who is concerned about maintenance, care, efficient and pleasurable use of his boat and motor for the whole family.



(Above) The Boat Sport Special built from E. G. McCrea's plans by Giorgio Giacomini in Milan, Italy. Mr. McCrea's plans were published in a recent issue of Boat Sport. Shown here is Signor Giacomini's sister at the wheel. The boat is powered by a Martin "200". No details as yet (if any) on speed or winnings.

A.P.B.A. NEWS

THE FIFTY-FIRST Annual Meeting of the American Power Boat Association, held at New Orleans, Louisiana, resulted in some new top officials, some
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BOAT SPORT

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355606

WANTED REWARD

in personal pleasure

Description: Sleek—Appears to be moving standing still. White sides and red bottom although sometimes wears other colors. Easily recognized by extraordinary beam at bottom of transom. Never stands on tail when taking off. Sturdy build. Wears fiberglass coat from gunwale to gunwale regardless of weather. Subject to bursts of dazzling speed. Can only be approached by other boats when at rest. Shown above leaving scene with three passengers and four skiers.

Aliases: Usually known as the CHAMPION SABER although sometimes referred to as "The fastest ski-boat in the WHOLE FAM DLEET!

Hangouts: Always found in fast company. Can be spotted by following gaze of bystanders who have eyes bugged out and mouth open in surprise. Known to carry good-looking females around making large impression.

Wanted: For stealing hearts of boat-lovers all over America. For shutting out other boats and making their owners disgusted. For pulling skiers out of the water before they could say "AMIUPYET." For pushing speedometer needles against pins. For more fun on the water.

Just wanted to give you the facts, Man. If you need more info to close in on this suspect, send 25c to CHAMPION BOATS, 1524 W 15th Street, Dept. 5-A Long Beach, California, or call the Long Beach number on the boat.

Caution: Approach carefully,—you're a goner if you once take a ride in a SABER.



Clipper "16" runabout is made by Sandusky Boat Co., Sandusky, Ohio.



Grumman aluminum 12' Cartopper of Metal Boat Co., Marathon, N. Y.

DEBBOLD MARINE ENGINES-CONVERSION KITS

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McDerby-Conatser Boat Mfg., Denison, Tex., makes 14' Yellowjacket.



Custom Grade Swift Model is from Penn Yan Boats, Inc., Penn Yan, N.Y.



Evinrude Big Twin Electric, a 25 hp motor for large runabouts and cruisers, water skiing and family cruising, is the leader in the Evinrude aquasonic line of outboards for 1955. Features are quiet operation, electric starter and choke operating from 6-volt battery, and a Simplex hand starter so that motor can be used without battery. The regular Big Twin, 15 hp Fastwin, and 7½ hp Fleetwin all have full shift and Roto-Matic speed control in the steering handle and are adaptable for Simplex remote controls. The 3 hp Lightwin motor has "Fisherman Drive."

(Below) The Standard All-Steel pier is in 3' x 8' or 6' x 8' sections and can be arranged in any shape of dock. In foreground, roll-it-away Dry Dock; at rear, Boat Lift. Standard Steel Products, Milwaukee 15, Wisc.



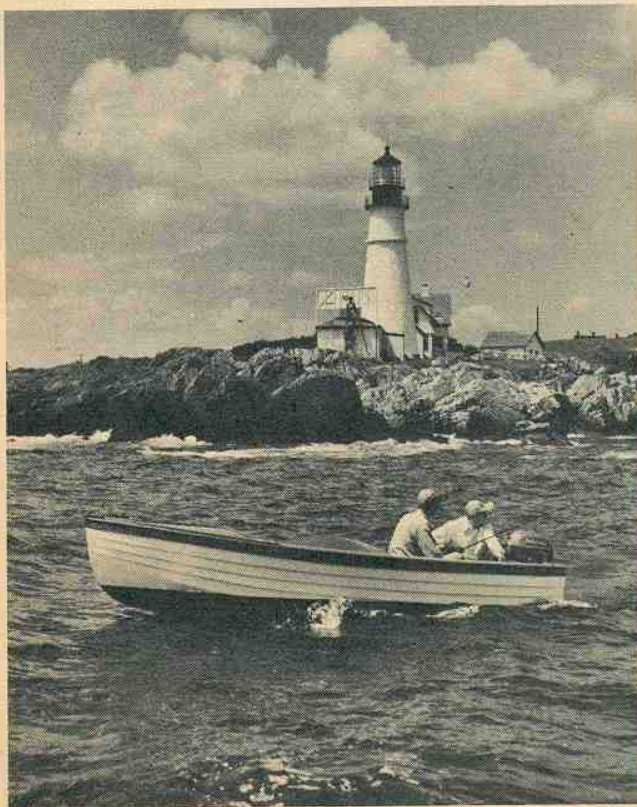
(Below) Feather Craft Voyager "22" is aluminum outboard cruiser, with compartmented head and galley, sleeping four. Cruisette is a new 18' convertible. Feather Craft, Inc., 450 Bishop St., N.W., Atlanta, Ga.



(Below) Whirlwind Deluxe runabout is all-mahogany molded plywood, and is one of fourteen models, in five styles, ranging from 12' to 16'. Whirlwind boats are made by Molded Products, Inc., Cockeysville, Md.



(Below) At the top is the 15' Blue Star Super-Chief Holiday with an enclosed shelter cabin for day cruising. The 15' Super-Chief Standard is in foreground. Blue Manufacturing Co., Box 946, Miami, Oklahoma.



Barbour's traditional lapstrake construction is continued on all 1955 models, although new design and styling have been introduced. The 12' and 14' Utilities and 15' Vacationeer are retained. In 21' class are the Overniter cruiser and Sportsman. Barbour Boats, Inc., New Bern, N. C.

(Below) Inland 14' Deluxe Stylemaster has molded plywood hull with a choice of drive in either forward or aft cockpit. Stylemaster boats are made by United States Outboard, Inc. 159 Morgan St., Rockford, Ill.



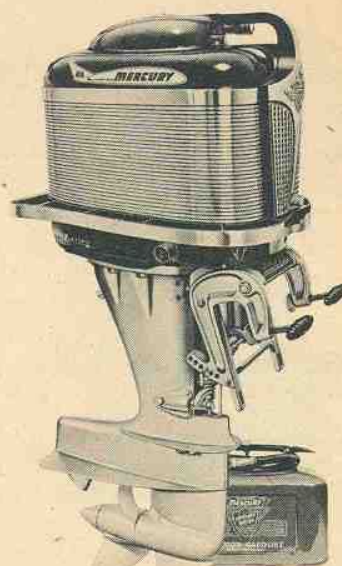
(Below) The new 1955 Trojan Sea Breeze Outboard Cruiser can be run by either single or twin motors. This model has hatch in forward deck. Trojan Boat Co., Lancaster, Pa., also has various runabout models.



(Below) Highlighting the Thompson line for 1955 is the 18' Off Shore Fisherman, with built-in, self-bailing transom for 15" or 20" shaft motors. Thompson Bros. Boat Mfg. Co., Peshtigo, Wisc.; also in Cortland, N. Y.



(Below) Bryant's new 18' Capri, a hard-top convertible. Top is made of yellow fiber-glass. The 1955 line includes 20' Commander outboard cruiser. Bryant's Marina, 1117 East Northlake, Seattle 5, Washington.



Mercury line of outboard motors for 1955 leads off with the big 40 hp Mark 55 Mercelectric, a four-cylinder-in-line engine with "turn the key" electric starting and complete 12-volt electrical system including generator. The Mark 25 Mercelectric is an 18 hp alternate firing twin with the same electrical features. Both the Mark 55 and Mark 25 are available with manual starting. The 16 hp Mark 20, 7½ hp Mark 7, 5.9 hp Mark 6, and light weight Mark 5 complete the line. Quiet operation with Acousti-Cowl, and single line fuel system are features of the Mercury '55 line.



The Shelglas Rambler, a 14' one-piece fiber-glass runabout made by the Shell Lake Boat Co., Shell Lake, Wisc. Long known for the production of boats of strip construction, including canoes, runabouts and Lady Gull outboard cruisers, firm now adds this new line for 1955.



The new Scott-Atwater 30 hp outboard motor is available in either electric or manual starting models. This new motor was shown to the public for the first time at the Seattle Boat Show in November. Said to be the most powerful twin-cylinder outboard yet developed, the "30" has a complete underwater exhaust called Aquamute, plus an intake silencer and hush-spring mount for quieter operation. Standard features of the 30, 16, 10, 7½ & 5 hp models are: remote control connections, complete gearshift, Stowaway fuel tank, Aquablade lower unit and the Bail-a-matic bailer. Light 3.6 hp motor completes the '55 line.



Custom Craft, Buffalo 7, N. Y., has 55 models of "Packaged Boat" kits in production for '55. Shown is the 17' Capri outboard cruiser, which has wrap-around cabin windshield. Thunderbolt series features "Flying Stern."



Ozarka Model 14C Deluxe runabout offered in kit form by Ozarka, Inc., Borden Lane, Woodstock, Ill. Featured among the many '55 models is the 16' Sedan Cruiser Boat Kit, which is also available factory assembled.

(Below) Pabst 14' Holiday is made by United States Outboard, Inc., 159 Morgan St., Rockford, Ill., who also make other runabout models, a three-point hydro and 16', 18' & 21' cruisers. Most models are also in kits.



The new 20' Arkansas Traveler all-aluminum outboard cabin cruiser is the first entry in the cruising field made by Southwest Mfg. Co., 2008 E. 14th St., Little Rock, Ark. Also prams, utilities, runabouts.





The Topper Outboard Cabin Cruiser, 19', has motor in soundproofed, water-tight compartment. Cabin has two full bunks and marine toilet. Cockpit is deep. Manufactured by the Topper Boat Co., Baltimore 25, Maryland.



The Roberts 12' Sportster, one of 12 kit models of Roberts Industries, Inc., Branford, Conn., and also Roberts-Ross Industries, Ltd., Orilla, Ontario, Canada. Kit models run from 8' pram up to the 14' runabouts and utilities.

(Below) A 14' Speedicraft Runabout cuts through the water on one of the many lakes near Orlando, Fla. Made by Speedicraft Boat Co., Box 1163, Jacksonville, Fla., boats feature double bottoms and baked enamel finish.



BOAT SPORT



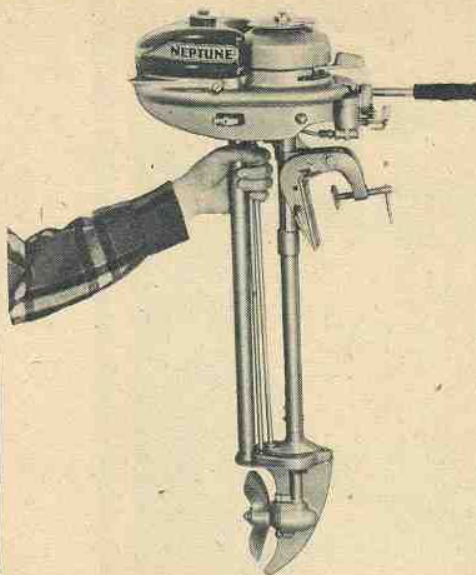
The Johnson Sea-Horse 25 hp outboard motor is available as either conventional manual starting model or with the addition of electric starter running from 6-volt battery, from which choke also operates. For 1955 both the Sea-Horse 25 and the 10 hp model have been silenced by means of cushion-drive suspension, first introduced on the 5½ hp motor in 1953. All models mentioned have twist-grip throttle, full range gear shift, a separate plug-in fuel tank, and are adapted for snap-on attachment of remote controls. Available for the 25's is the Fuel-Master gas pump for built-in tanks. Sea-Horse 3 hp fills out line.



The Van Pelt Funster has large cockpit with small shelter cabin forward, and is well-adapted to day cruising. Van Pelt Boat Co., Spring Lake 1, Mich., also makes stock utilities and hydroplanes.



LeJay Elec-Troll all-electric fishing motor runs on 6 or 12-volt battery, and weighs 27 pounds. Made by LeJay Mfg. Co., Inc., Minneapolis, Minn.

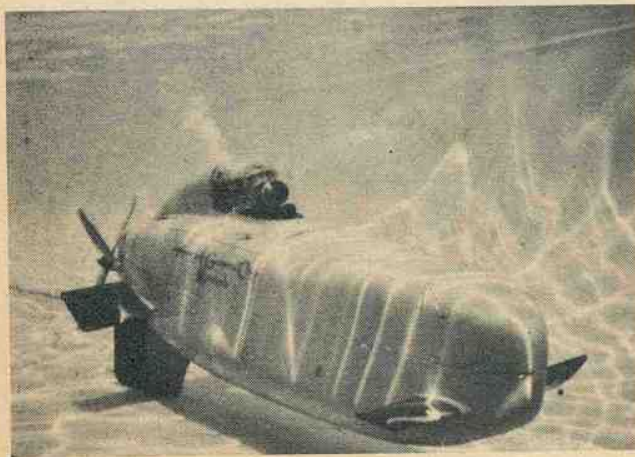


Neptune Mighty Mite tips scales at 17 pounds, but when turning at 4,000 rpm furnishes 1.7 hp. Made by Muncie Gear Works, Inc., Muncie, Ind., features semi-weedless prop, underwater exhaust.

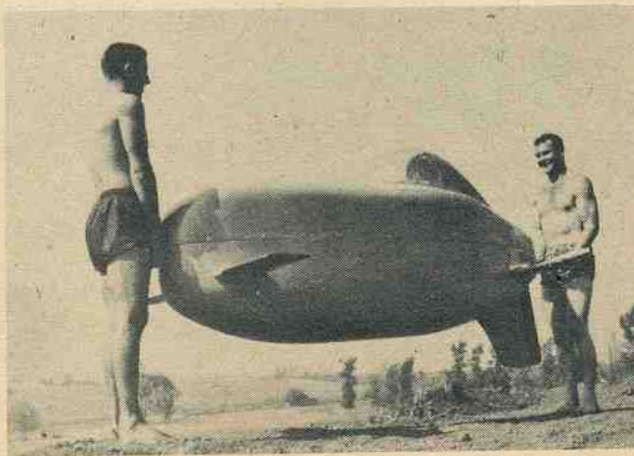
The 13'6" Winnebago kayak made by Lac du Nord Kayaks, 3135 W. Forest Home Ave., Milwaukee, Wisc. Other model is 14' Hiawatha.



Photos below and on opposite page courtesy of Vincent Abbott of Abercrombie & Fitch Co., New York 17, N. Y.

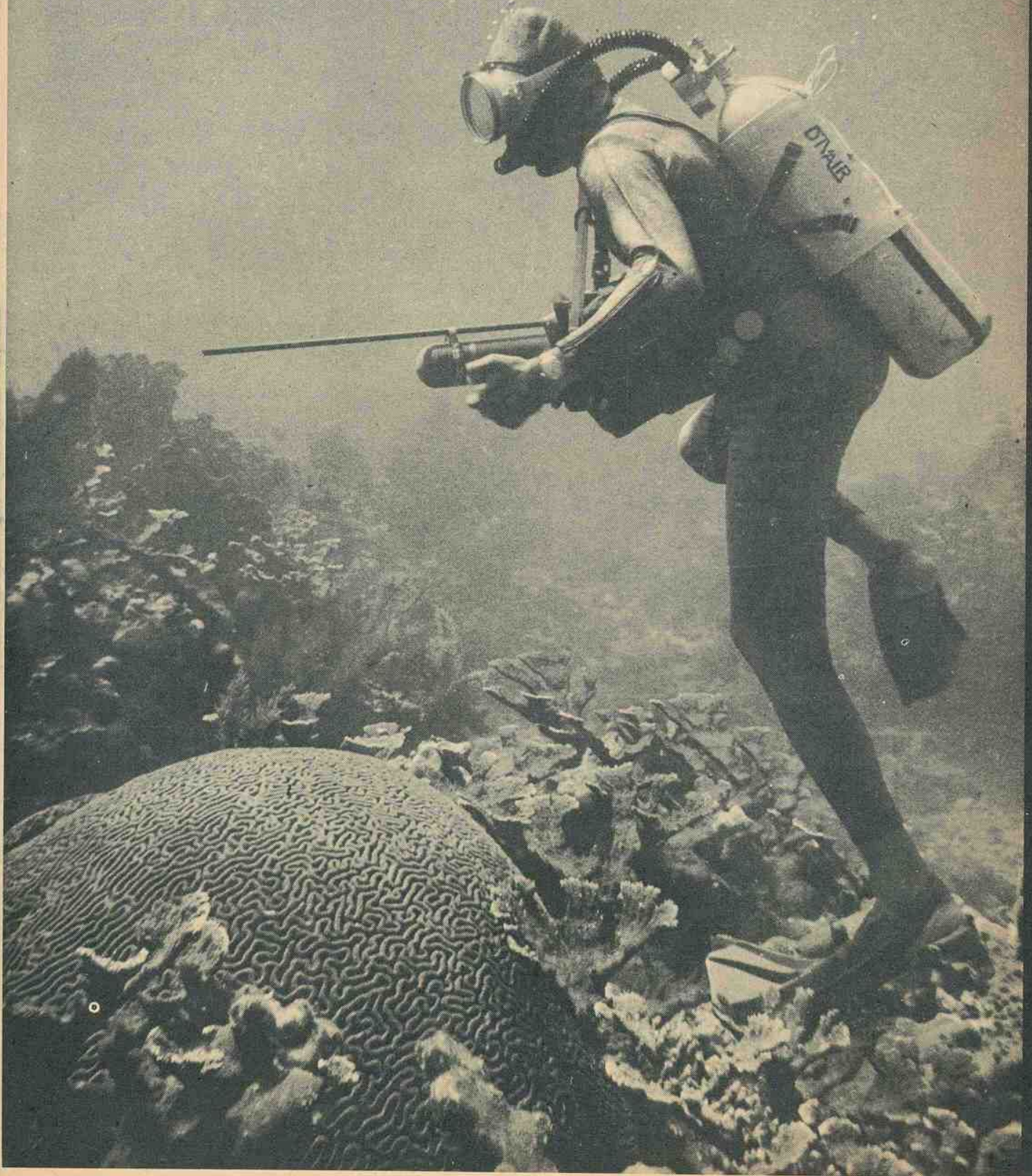


The MiniSub, a 12'6" one or two-man submarine powered by either a foot pedal mechanism or a small electric motor, is made by Aerojet



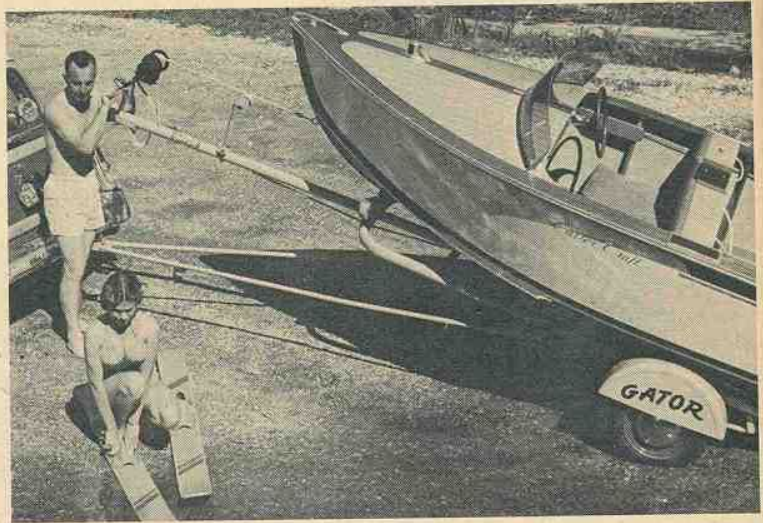
Corp. and has from 1½ to 2-hour air supply. A definite luxury item, craft can attain top speed of 7.25 mph with motor and two man crew.

The unknown aspects of the sea have always been a source of fascination to man. Now, with advance in production of skin diving equipment, the public is finding a new sport thrill opened to it. Because there are more than a hundred manufacturers making equipment for skin diving, it is impossible even to list them in this special issue, but a feature article will appear in a future issue of *Boat Sport*. Complete line of equipment is carried by Abercrombie & Fitch Co., cor. of Madison Ave. & 45th St., New York 17, N. Y., including Aqua Lung and MiniSub.

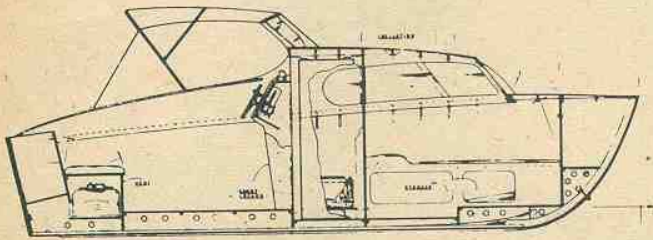




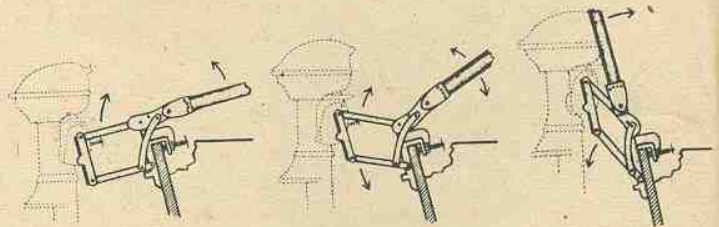
The Oliver Commander 15 hp outboard motor has a push-button-release hood, a remote 6-gallon fuel tank, a full gear shift and twist grip throttle. Other model in '55 line is the 5 1/2 hp Challenger. The Oliver Corp., 108 S. McCamly, Battle Creek, Mich.



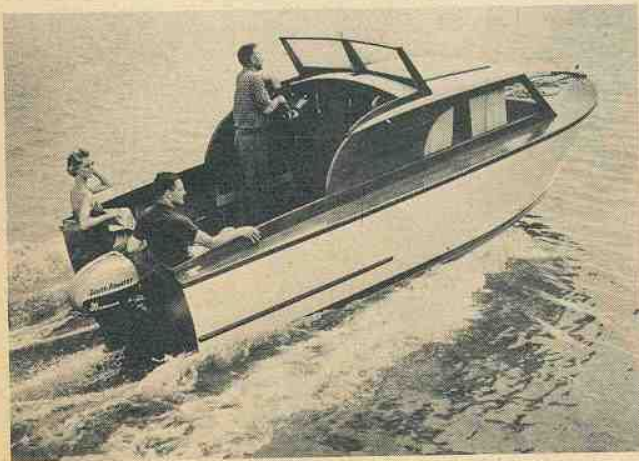
The highways of America play an important part in boating. This couple has used them to find the perfect spot for water skiing. Trailer is a 1955 Model 203 Gator, featuring new tilt-top and roller bow stop, made by Peterson Bros., Inc., 1925 East Beaver St., Jacksonville, Fla. Boat is a 16' model of Carter Craft Corp., P. O. Box 591, Panama City, Florida.



Cut-away drawing shows arrangement of Swift outboard cruiser. Note storage space under bunks, insulation in cabin top, the chart locker beneath wheel, and remote fuel tank storage underneath stern seat.



The Jackass Motor Lifter-Upper clamps on the transom, then motor is clamped to it, which allows movement of motor up or down while underway. Thomas G. Staley, Eagle Point, Ore., is the inventor and maker.



More and more people are turning to outboard cruising as a new way of life during the boating season. Day, overnight, weekend or full vacation. Boat is from Revel Craft Mfg. Co., Arnold Post Office, Md.

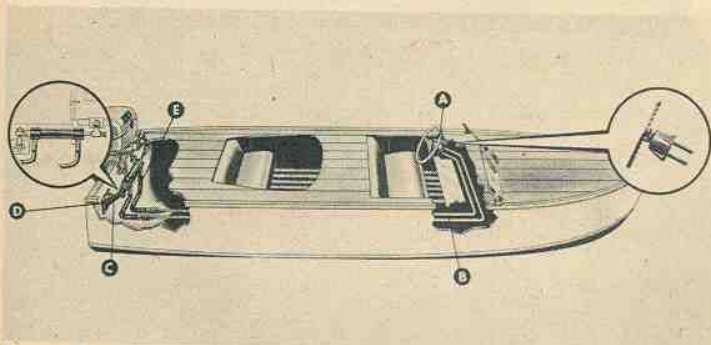


Knowing that outboard boats perform well in even heavy ocean swells, many anglers are heading for the sea under outboard power. The boat is a Lyman 15' runabout from Lyman Boat Works, Inc., Sandusky, O.

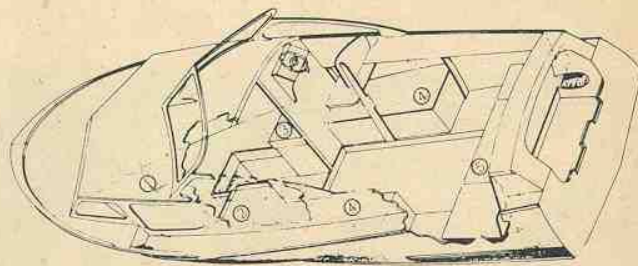
The Champion Blue Streak 16½ hp outboard motor in the Mid-ship Control Model, with built-in cable controls to magneto and power-shift. Other motors: Magic Wand-equipped Fishin' 7 & 5; Guide 3½ & 2 Hot Rods. Champion Motors, Minneapolis, Minn.



Owens Yacht Co., Inc., Baltimore 22, Md., makes a 21' outboard cruiser that sleeps three, has enclosed lavatory and head, and galley; cockpit is 6' x 9', with canopy available as an extra. Motor brackets for twin installation can be furnished. Owens 18' Sport Cruiser has a 12' open cockpit, convertible top, curtains and head. Seat converts to form a double bunk.



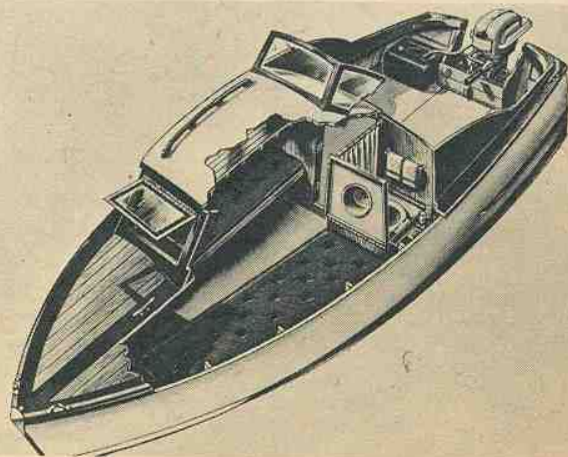
The improved Hydra-Steer is introduced by Attwood Brass Works, Inc., 303 Douglas, N.W., Grand Rapids 2, Mich. Unit requires no lines or pulleys and has no backlash or play. Holding action keeps on course.



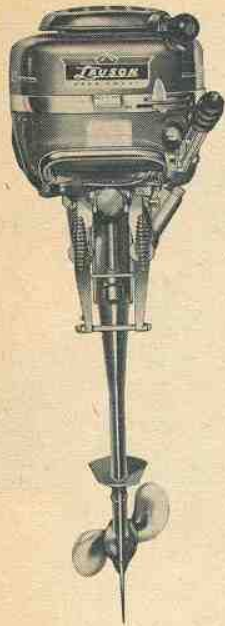
The 20' Bryant Commander in cut-away sketch: 1) Berths for two with storage under; 2) galley; 3) seat with head underneath; 4) gas tanks and/or lockers; 5) storage. Bryant's Marina, Inc., Seattle 5, Wash.



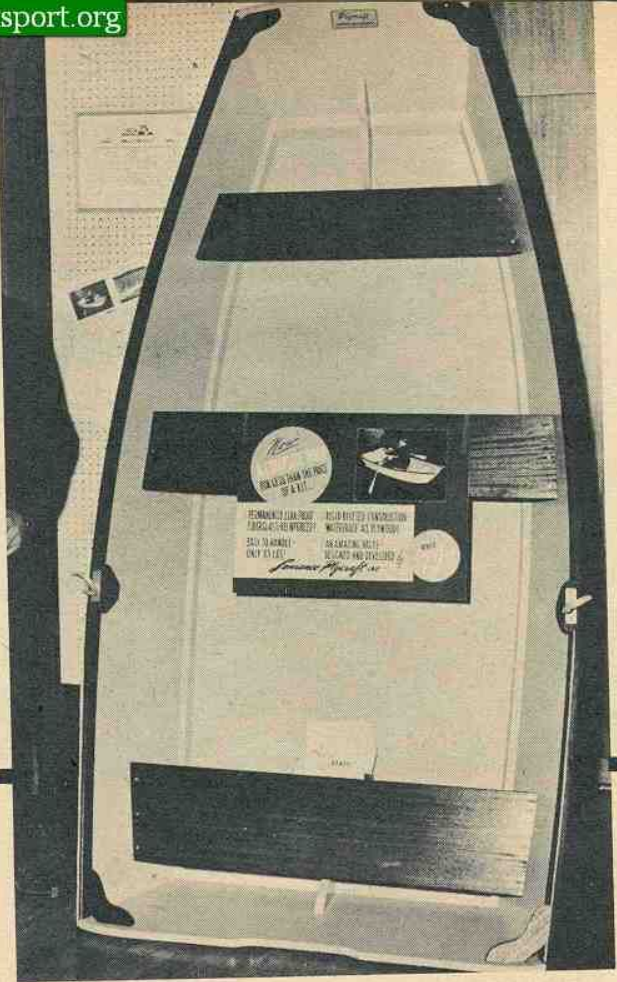
The Wolverine 14' Seafarer has foam rubber cushioning, naugahyde upholstery, tinted one-piece windshield, steering wheel and running lights. Wagemaker Co., Grand Rapids, Mich., also has aluminum boat.



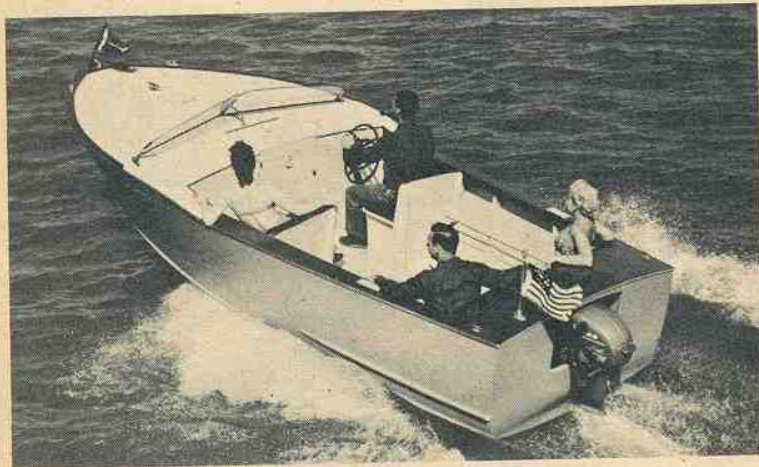
View of the 18' Olympia outboard cabin cruiser. Cabin interior has two bunks, head, sink combination and storage compartment. Made by Olympia Yachts, Div. of U-Mak-It Products, 701 Whittier, Bronx 59, N. Y.



Air-cooled 4-cycle Lauson 6 hp Twin with or without neutral-forward shift. Other model motor for 1955 is the 3 hp Single. Design does away with gas-oil mixture. Manufactured by The Lauson Co., New Holstein, Wis.



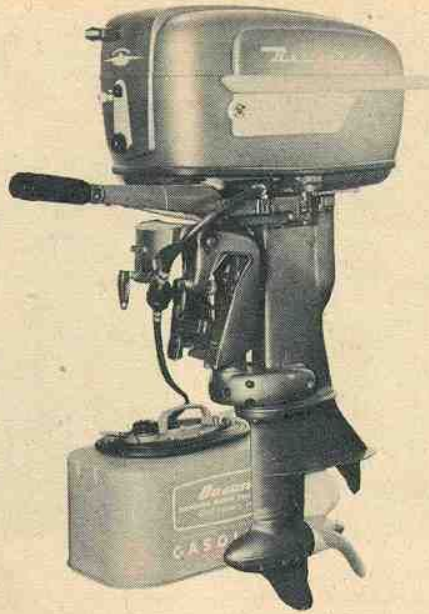
(Right) Joints of 8' Plycraft plywood Pram are treated with Fibreglas tape, polyester resin. Made by Lawrence Plycraft, Inc., Lawrence, Mass. (Below) Chris Craft 20' Gay Paree has cabin room for two bunks and head. One of the first assembled outboards offered by Chris-Craft Corp., Algonac, Mich.



Weller Home Soldering Kit contains 250-watt soldering gun, supply of Kester solder, one each of new accessory cutting and smoothing tips, and double-end wrench for tips. Weller Electric Corp., 808 Packer, Easton, Pa.

First designed for sports car drivers, the Down-insulated Jacket made by Alaska Sleeping Bag Co., 309 S.W. 3rd Ave., Portland 4, Ore., is offered as warm, dry boating gear.

The 22 hp Buccaneer De Luxe outboard comes in either electric or manual starting for 1955, has full shift and Bo'sun remote gas tank. Other new model is the 5 hp De Luxe, which has all of above features except electric starting. Balance of new line of Gale Products, Galesburg, Ill., is made up of 12 hp De Luxe, 5 hp Standard and 3 hp De Luxe. Same specifications apply to the following motors: Brooklure, Spiegel, Inc., Chicago 9, Ill.; Hiawatha, Gamble-Skogmo, Inc., Minneapolis 3, Minn.; Royal, Esso Standard Oil Co., New York 19, N. Y.; the Sea Bee, Goodyear Tire & Rubber Co., Inc., Akron 16, Ohio; and the Sea King line of Montgomery Ward & Co., Chicago 7, Illinois.



Elgin's new 25 hp and 12 hp models both have gear shift, twist grip speed control and new "Regu-Lock" which locks motor in one of three maximum hp settings. The 25 is adapted for electric starting. Also 2, 5 & 7½ hp motors. Sears, Roebuck and Co.



WaterBike is made by Horst Manufacturing Co., Bellville, Mich., and weighs 140 pounds. pontoons are aluminum; power is by paddle wheels.



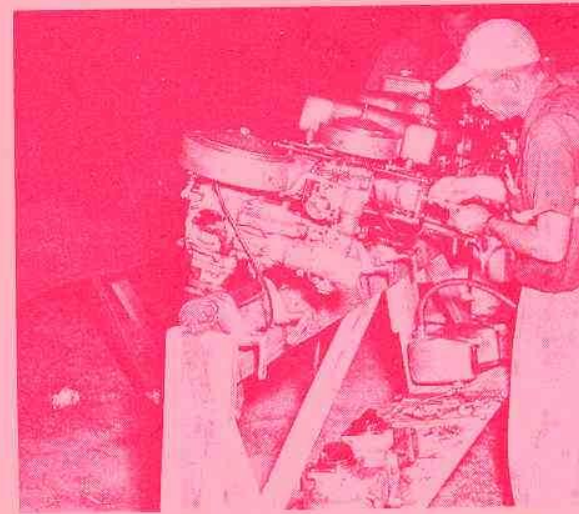
The Topper outboard motor davit is designed as a labor-saving device in handling motors. Topper Boat Co., Ritchie Hwy., Baltimore 25, Md.



suspen-
is pre-
borne.

A part of the thirteen boat Class A stock hydro field moves up for the start of the National Outboard Association Stock World Championships at Indianapolis, Indiana. This was a great and thrilling event.

Poul Wearly in the Gilmore Super Craft, 624-S, a three-point sian hydro with two sponsons aft and a hydrofoil forward. He paring to try for the X mark. Above 60 m.p.h. boat is apt to be c



e Knox-
giving
ground,

Faster than any F hydro driver or limited outboard has ever traveled is speed run made by Joe Michelini of Chicago: On Oct. 11 he pushed his hydroplane through N.O.A. trap at Knoxville, Tenn., at 76.596 m.p.h.

Veteran inspector Sal Preston handled motor inspection at the Knoxville, Tennessee, championships. Note professional care he takes to the line of motors and intent look of driver in the background.

1954 OUTBOARD CHAMPIONSHIPS

By Hank Wieand Bowman



Left, of Jackson, Miss., stands by as Pop Jendryk prepares to fire the cannon to get the first heat of U.S. World Championships at Knoxville, Tennessee.

One of the world's finest Class A competition motors is the power plant driven by Orlando Torziani. It is a considerably altered Johnson PB. He used it to win the '53 and '54 N.O.A. and A.P.B.A. championships.

Referee Ralph Tuttle, North Bergen, N.J., underway in first heat.



Swabbie boat at Knoxville shows duplicate winner in Village, Ark., in 1-56. Offshore in the race are all Bill Tenney, Dayton, winner of both of the heats.

Melvin Edwards, Jacksonville, Fla., had the first C hydro event and the championship in the bag when, on last lap, his fuel tank shook loose. With tank in hand, he finished heat, winding up second in total points.

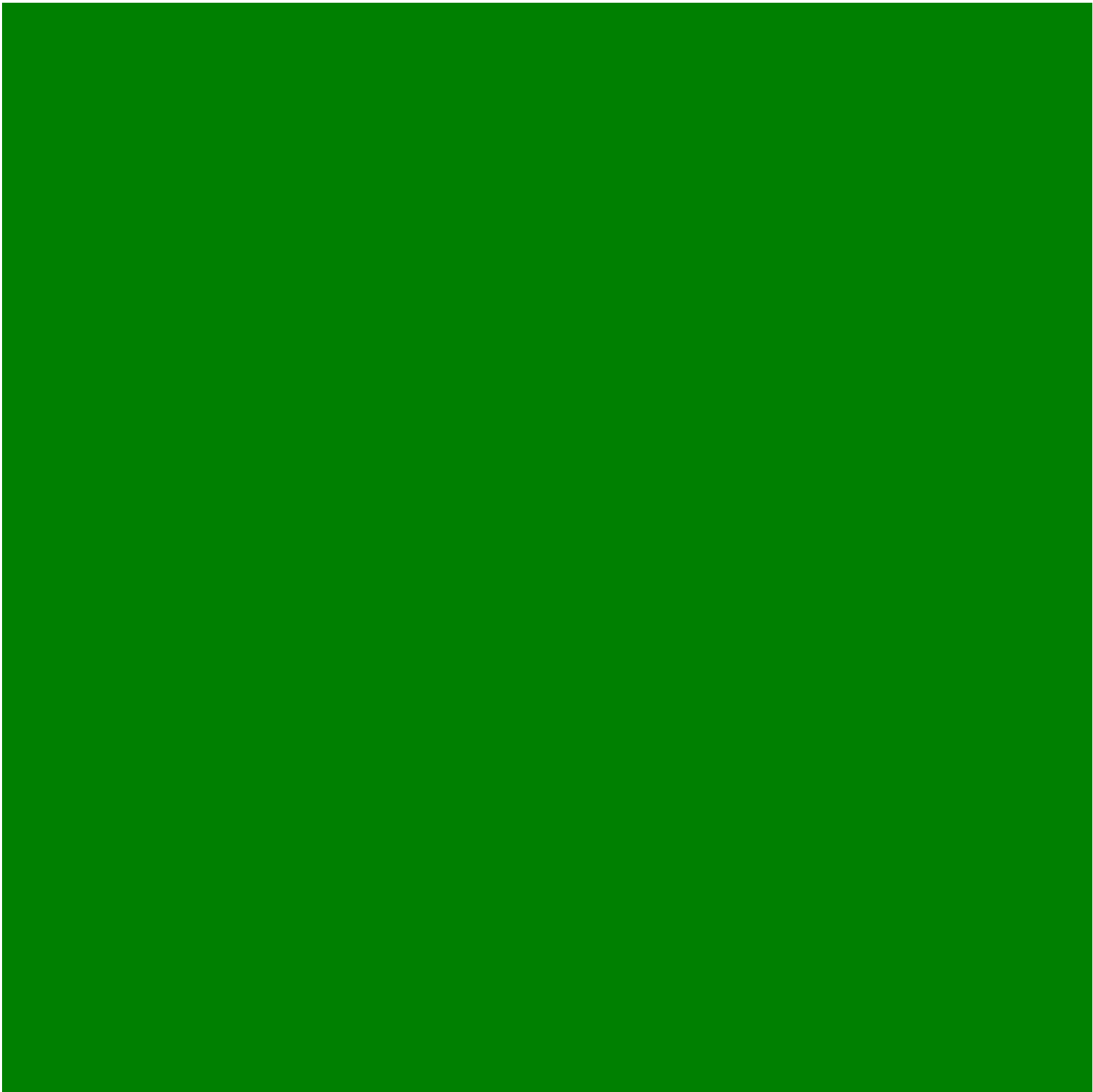
Start of a C classed. David Livingston, Lehigh, Pa., and Jack Nip, Houston, Tex.,

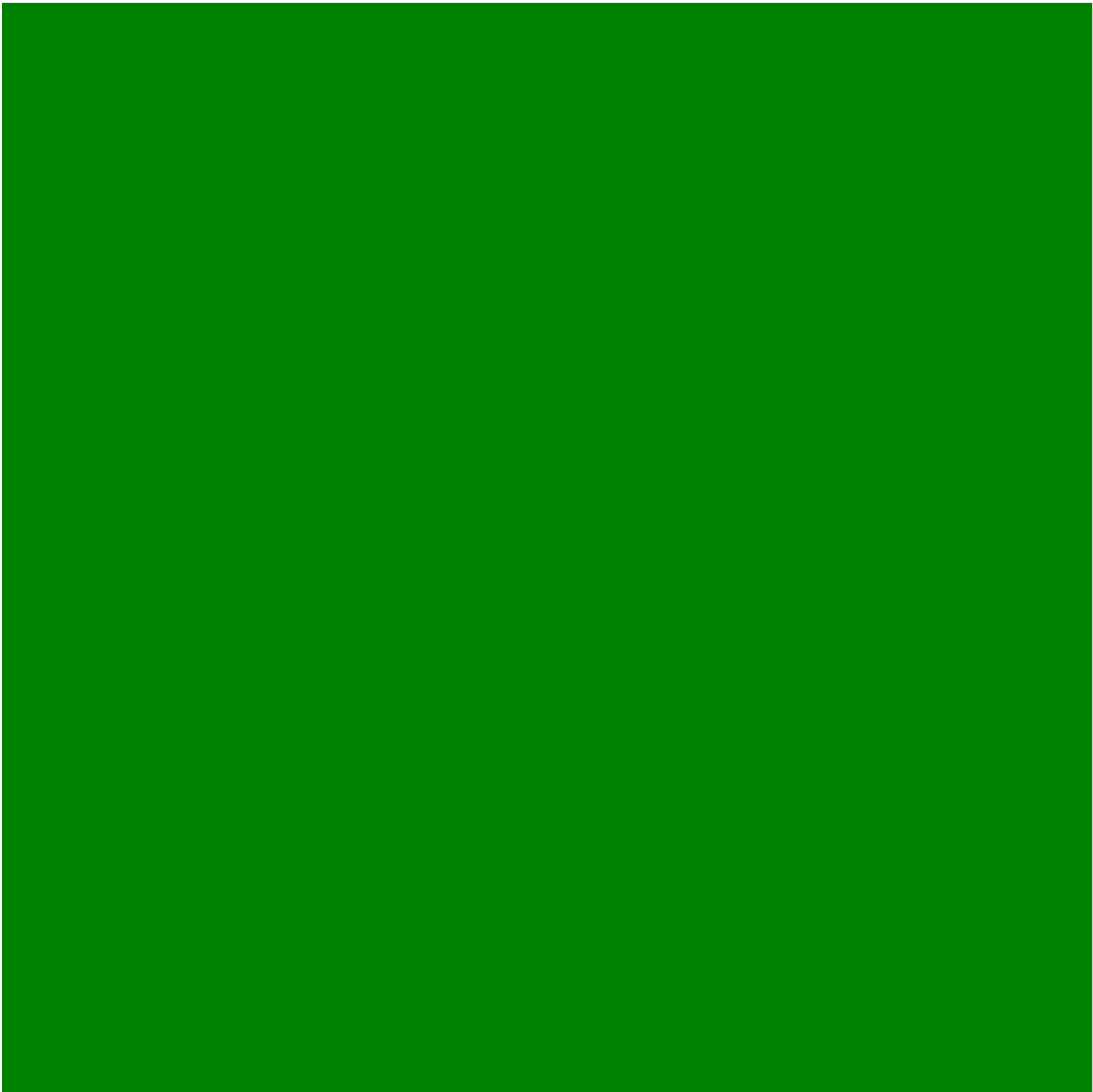
...marked the outboarding activity out to Coast. A.P.B.A. Board Racing Committee made a deciding vote in protest of the 1954 A.P.B.A. Stock ASA class champion, of Miami, Florida, ... voted 7 to 1 to appeal which gave well-deserved title. Disputed late August wrapped up another ... of major A.P.B.A. ... 27th of Sept. burners converged on for the A.P.B.A. championships. In only

... class was a '53 champion awarded the title again for 1954. The lone exception was Orlando Torziani, Bakersfield, California. Torziani round easy pickings in the first heat and took it practically unchallenged from a field of twelve top-ranking starters. His toughest competition in this first heat came from Charlotte, North Carolina's Doug Crooch who finished second. In the second heat, Torziani hit the starting line in tenth place in a fourteen boat starting field. For a time his coxswain were a bit worried but Torziani neatly proceeded to pick off boat after boat until time and distance ran out for him and he wound up in third place, with, however, enough total points to gain him the title. Second spot went to Doug Crooch with a second and fourth place finish

and third spot was taken by Jack Lack of Tacoma, Washington. He combined a fifth and a second to place overall third and in so doing dispelled for good any illusions that properly set-up alcohol burning Mercs can't run lone modified-Mercury driver. Look and beat some of the best Johnson KR's in the business. The second heat was won by the Class A hydro competition title holder, Bill Tenney, who unfortunately flipped in the first heat which put him out of serious contention for the title. The Midget hydro crown went to the A.P.B.A. Class M five-mile record holder, Dr. R. D. Frawley, Dravasburg, Pennsylvania, with two straight heats in a slummy five-boat field. Boots Morphy, Hollywood, California was runner-up.

... wind-up of major for 1954 Team C.E.A.'s Stock. On mission in late ... on the long qualification and qualification by outboard national Don Baidseim. A.P.B.A.'s \$9.00 sub-10 Baidseim in Florida hit. This settled the LePere title and successful season stock events. On the 25th of September, the stock on Pasco, Washington alcohol-burner of







W. R. Holland of Cleburne, Texas, won the A runabout events. Despite the high winds the high banks along the course protected the drivers and made conditions ideal at National Outboard Assn. events at Knoxville.



Start of the Class C service hydro heat at the N.O.A. championships. David Livingston, new title holder, is second from right. At extreme right in S-146 is Earl Griffin, a 15-year-old spectacular youngster.



Harry Cupp, veteran starter, sends off the final B heat with part of the field visible in this picture. At extreme right, trailing at this point, is Dennis Martin, Jackson, Mich., who took the hard-earned title.



Bill Tenney of Dayton, Ohio, holds both the A.P.B.A. and N.O.A. 1954 C racing runabout titles. Here you see him in S-114 speeding over the finishing line at Fort Loudon for his final, sizzling title heat win.

1954 OUTBOARD CHAMPIONSHIPS

(Continued from Page 19)

Rockwell, Daly City, California, took third. Sharing honors with Seimson in his title was his riding mechanic George Haye, also of Santa Rosa.

At the N.O.A. World Championships at Knoxville, Tennessee, October 9, 10 and 11, Tenney won the C Racing Runabout title with two straight heats against a field of thirteen other competitors, was runner-up in the A hydro events, took third spot in B hydro and then engaged in a sensational two-boat tangle in Class C with Steve Gantner of St. Louis, Missouri. Both drivers came out of the fiasco unhurt but plenty of lumber was splintered in one of the roughest crashes witnessed at an outboard race in many years.

The star of the N.O.A. Championships was David Livingston, twenty-two-year-old senior college student of Lake Village, Arkansas. Livingston was engaging in his final championship race meet prior to entering the armed services. Dave not only successfully defended his 1953 C Service Runabout and C Service Hydro titles but also took the measure of defending champion Doug Creech and twelve other drivers to capture the C Hydro

crown with two hard-won first places.

Spurred on by the presence of his new and attractive bride cheering for him from the pits, Livingston ran thirteen heats of racing in two days, won more than \$600 in cash prizes, plus an armload of trophies and plaudits from 15,000 spectators.

A run-down of the first three places of the N.O.A. alky championships follows:

Class M Hydroplane:
Dorothy Mayer,
College Point, New York
Boots Morphy,
Hollywood, California
Kenneth Tuma,
Mt. Carmel, Illinois

Class A Hydroplane:
Orlando Torigiani,
Bakersfield, California
William L. Tenney,
Dayton, Ohio
Mabry Edwards,
Jacksonville, Florida

Class M Hydroplane:
Dennis Martin,
Jackson, Michigan
David Livingston,
Lake Village, Arkansas

William L. Tenney, Dayton, Ohio

Class C Hydroplane:
David Livingston,
Lake Village, Arkansas
Mabry Edwards,
Jacksonville, Florida
Jimmy L. Wallace, Lima, Ohio

Class F. Hydroplane:
Hap Owens, Bedford, Indiana
Don Frazier, Rantoul, Illinois
Dave Barnes, Zanesville, Ohio

Class C Service Hydroplane:
David Livingston,
Lake Village, Arkansas
Homer Kincaid,
Carbon Cliff, Illinois
Richard E. Griffin,
Eldorado, Arkansas

Class C Service Runabout:
David Livingston,
Lake Village, Arkansas
Fred Brinkman,
Springfield, Illinois
Ellis Willoughby,
Alexander, Illinois

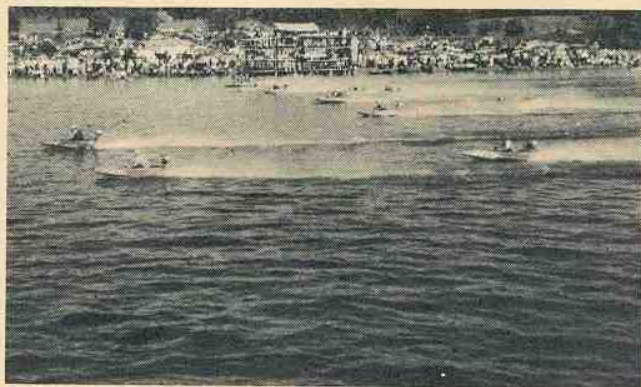
Class C Racing Runabout:
William L. Tenney, Dayton, Ohio



David Livingston, triple-title winner, holds the following N.O.A. titles: C service hydro, C hydro and C service runabout. In busy two days racing at Knoxville, Tenn., he won \$610 in cash and an armload of titles.



Chris Erneston, Jr., of West Palm Beach, Florida, won the National Outboard Association A stock hydro events at Indianapolis, Indiana. All the events of this exciting speedboating meet were keenly contested.



Start of a B hydro heat at the N.O.A. alcohol championships. Leading at this point is W. J. Parker, Gadsden, Ala., followed by Jack Nini, Houston, Tex. In the right foreground is Charlie Heston of Jacksonville, Fla.



Part of the crowd and a few of the 317 boats at the Knoxville, Tennessee, alcohol burner events. Without doubt this was one of the most interesting and exciting speedboat events that took place during 1954.

Tom Small,
Milwaukee, Wisconsin
Stanley Levendusky,
Kansas City, Kansas

Free for All Hydroplane
(Fox Trophy):
Hap Owen, Bedford, Indiana

Free for All Runabout
(Tatum Trophy):
Ellis Willoughby,
Alexander, Illinois

On September 18, 19 and 29, nine classes of N.O.A. stock boats invaded Indianapolis for N.O.A.'s first Stock Outboard World Championships. The only sour note in an otherwise finely run regatta was the post-race suspension of twenty A.P.B.A. member stock outboard owners and drivers who participated in the event, which was "unapproved" by A.P.B.A.

Results were as follows:

Class A Hydroplane
Chris Erneston, Jr.,
West Palm Beach, Florida
Robert E. Terry,
Jacksonville, Florida
Ralph E. Scott,
Paducah, Kentucky

Class B Hydroplane
Chris Erneston, Jr.,
West Palm Beach, Florida
James Griffin, Quincy, Illinois
Ralph E. Scott,
Paducah, Kentucky

Class D Hydroplane
Richard McCullough,
Fort Worth, Texas
Raymond Owen,
Fort Worth, Texas
Robert E. Julien, Celina, Texas

Class J Runabout
Jim Chmel,
Eau Claire, Wisconsin
Dexter W. Prince, Plano, Texas
Ken Frank,

Eau Claire, Wisconsin

Class A Runabout
William R. Holland,
Cleburne, Texas
Chris Erneston, Jr.,
West Palm Beach, Florida
Ralph E. Scott,
Paducah, Kentucky

Class B-1 Runabout
Walter Sablotny,
Springfield, Illinois
James Yount, Marion, Indiana
Robert F. Miles,
Louisville, Kentucky
(Continued on Page 35)

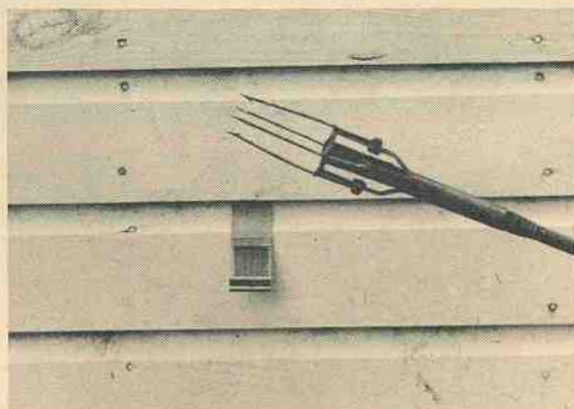


Dave Robinson of Toronto, Canada, led the C service alcohol runabouts to within 100 yards of the finish when motor trouble robbed him of the title. Luck certainly does play a big part in the speedboating events.



(Left) Aubrey Tubbs, the author, much prefers fishing to speedboating but he became one-third owner of a hot 266 entirely against his will.

Usually a driver comes up the echelon of boat racing from stock utilities to racing outboards, to inboard runabouts and graduating to hydroplanes of the higher speeds—but not Willie. From hot rods to 266 hydro was his ambition...



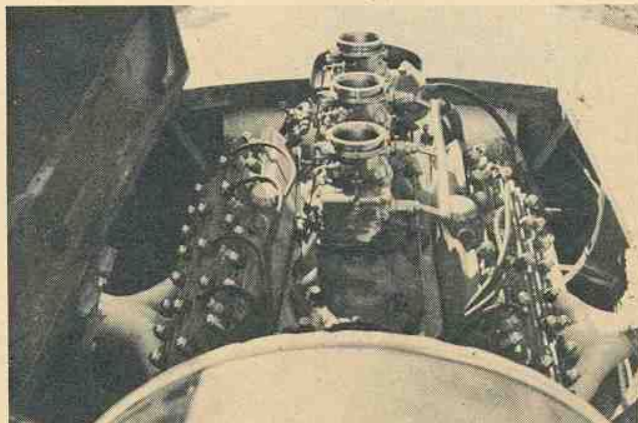
(Right) This homemade frog gig was Lavoie's contribution to the frogging expeditions in the Everglades, which the trio made regularly—that is, until after Willie bought the 266.

RETURN FROM GLORY

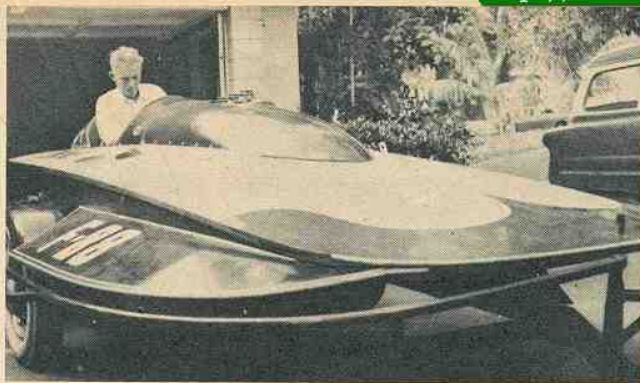
By Aubrey A. Tubbs



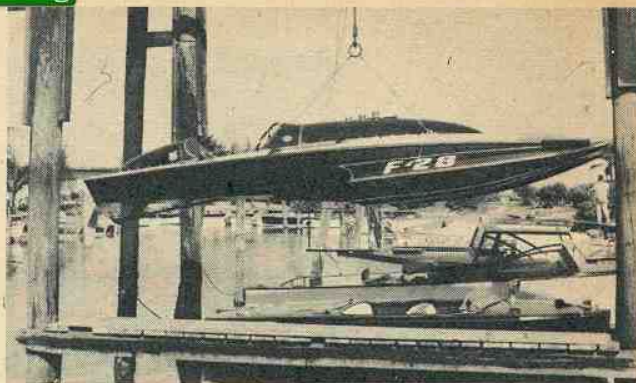
Willie Fordyce trying out "splinters"—F-88—the wrecked 266 which he bought without his partners' knowledge. They had to rebuild the hull almost completely. Number is the same Willie had on a hot rod racer.



The mill looked expensive but when the three Stromberg pots started drinking alky, Jim and Aubrey were sure they were all going broke. The engine was a Clay Smith-Full Race Merc V-8 with Edelbrock heads.



(Above) Bob Ikerd, who bought rebuilt 266 from the three partners at the end of Willie Fordyce's epic run, tests out the cockpit for size.



(Above) With a new number—and \$3500 later—"splinters" changes her name to "Smoke" and the boys can all go back to fishing—they hope!

WILLIAM FORDYCE had a speed mania that seemed incurable. He got an awful case of road rash in his last auto race. His 88 engine exploded. To get out of the hot gravy, he turned her loose without stopping. The car went through the fence as Willie slid to a halt on the gravel shoulder of the asphalt track. Jim and I, his pit crew, thought he was done for. He gained his footing as we ran to him, with hot oil dripping from his coveralls, and gravel as big as peas ground into his hands, elbows and knees. When he exclaimed, "That's the end!" we thought we could have our hunting and fishing partner back again.

Little Gwendolyn, his five-year-old daughter, met us at the pit gate, saying, "Now we'll have to sharpen the valves on the old 88 again." She liked to see the sparks fly when the hard steel touched the emery wheel.

Mary, Willie's wife, smiled when he said, "Anyone can have her who will haul her away." She hoped his racing days were over. Jim and I were also investors in the 88, but we were glad to give her up. Willie often did things without our consent and assessed us later. We were tired of rebuilding her at night, although the prize money had almost let us break even.

(Continued on Page 38)



(Above) After his spectacular win (described in two captions below) Willie pulled off the course, cut the engine and jumped overboard. His battery had come loose and he had been forced to sit on it most of the way around. As a result he was minus the seat of his pants and had to wear this bath towel "sarong" to make his victory bow.



After winning first heat in Armistice Day race, Willie left the pits right on the starting gun because of ignition trouble, and he had to cut a crescent into the pattern—way behind and with a cold engine!



But Willie began to push the field by the end of the first lap. The mill was really rolling out the rpm's! He went outside to get around the tight pack and at the last buoy slid inside the leader for a win.



WEST COAST RACING ROUNDUP

(Above) Largest registered racing class of any type on West Coast is B stock outboard runabout. Closest to camera is Gene Bettis. In 282-C is Mac McClelland with Dick Job in 301; then F. C. Thomas in 411, Chuck Van Dyke in 94-C and Leonard Huntross in 4 in the far background.

(Right) Ken St. Oegger runs through time finals at Marine Stadium, Long Beach, Cal., at 100 m.p.h. His 266 c.i. hydro is powered by Chevrolet mounted on side.



(Right) Guy Wilson, Los Angeles, Cal., bounding high in his E racing runabout. Hull powered by Dodge Red Ram motor.



(Right) 48 c.i. hydros are popular on West Coast. In foreground is Walter Loehner, Bellflower, Cal. Moving up at left is Anton Hill of Long Beach, California.



THE WEST COAST is one of the nation's focal points of both outboard and in-board racing activity. Action during the temperate season is seen practically every weekend on rivers and lakes from the Canadian border to the southern top of California. The bulk of the far West's racing is done under the sanction of the American Power Boat Association. Distances covered by drivers competing is a bit confusing to the easterner or midwesterner who does not have a concept of the tremendous sweep of the coastal area. Frequently an East Coaster, looking over result sheets, will wonder why one of the state of Washington hot-shots never appears in the money in some of the Southern California events, without realizing that prob-

(Continued on Page 26)



Dr. Tommy Ingalls, Los Angeles, with his wife and pit stooge, Vi. Tommy tops L.A.S.A.'s C hydro drivers. In 1953 he was the A.P.B.A. Amateur High Point champ.



Howard Thompson, Class B stock hydro champion at the A.P.B.A. Western Divisionals. Thompson, of Huntington Park, Cal., is shown here with his Class D runabout.

By Paul Vandervoort



(Left) Bob Willis, Long Beach, Cal., Class E Nat'l. champion, 1954, in "Roughneck."



(Left) Marion Beaver, Parker, Ariz, in his PODH "Little Beaver" in which in 1953 he established a mile straightaway record of 62.745 m.p.h. and a five-mile competition record of 57.216 m.p.h.



(Left) Region 6, 1954, champion, Ivan Harris, Loveland, Colo., in 502-U, in which he won Divisional championships.

WEST COAST RACING ROUNDUP

(Continued from Preceding Page)
ably because of a mere thousand miles or so he didn't have the spare time to fit in a thousand miles of driving and a day's racing into a two-day weekend.

A racer from northern California competing at Long Beach Marine Stadium is about in the same long haul position as would be the Chicagoan entering a New Jersey or Long Island, New York, event. Largely because of these vast distances to be covered, strong local groups of speedboat drivers have banded together to promote events in their more immediate locales.

One of the newest and strongest of these clubs is the three-year-old

United Speedboat Association of Los Angeles. This member club of the A.P.B.A. has the largest active membership of any stock racing club west of the Rockies, listing 140 stock outboard racing members and more than 200 in its over-all personnel. The club could well serve as a pattern for others. It has bought complete equipment for staging its races: starting clock, watches, flags, buoys, starting cannon, scale and a custom-built trailer to carry the equipment to and from race sites. U.S.A. also has its own patrol boats and trained patrol crew. The U.S.A. Revettes is probably one of its most unique features. The Revettes are a group of young, pretty

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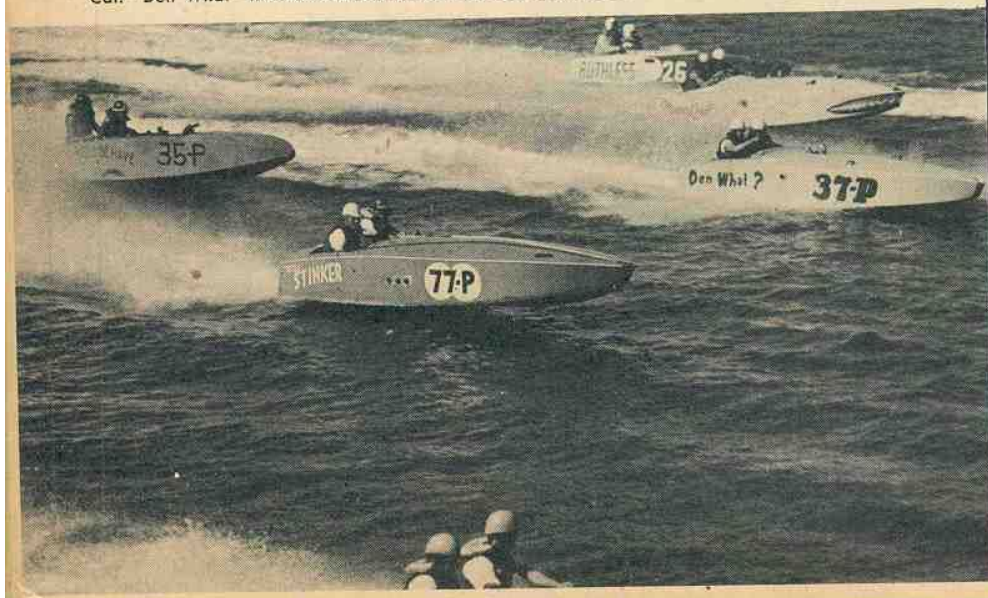


(Above) Pretty Mary Hubbell, 13-year-old, of Alhambra, Cal., is active in Class M. Her father is well-known "Pep" Hubbell, ex-racer and builder of Hubbell motors, racing parts.



(Above) Start of a West Coast Class A stock hydro event. At extreme left in 718-C is Charles Harter, North Hollywood. Vic Bonham, Pomona, Cal., runner-up in A.P.B.A. Stock Nationals is in 526.

(Below) Cracker Box events are always keenly observed. In "Hot Ice" is Carl Maginn, Glendale, Cal. "Den What" is co-owned and driven by Jack Salmon and Willis Hamilton of Whittier, Calif.



(Right) Marvin "Slim" Boettger, prominent referee, announcer and Commodore of Los Angeles Speedboat Ass'n, shown at mike as Jack Goulstone congratulates Orlando Torigiani. Torigiani was '53 and '54 A.P.B.A. and N.O.A. Class A speedboating champion of United States.

(Far right) Ralph Holmes, Phoenix, Ariz., is shown in his F Mishey-built runabout "Pain Too". Holmes, member of the Arizona Navy, is frequent competitor in speed events.

(Right) Don Nichols of Honolulu makes many of the West Coast stock events. At left and right of his boat are Elaine Kleker and Carol Lockhead, who are Revettes of the United States Speedboat Association.

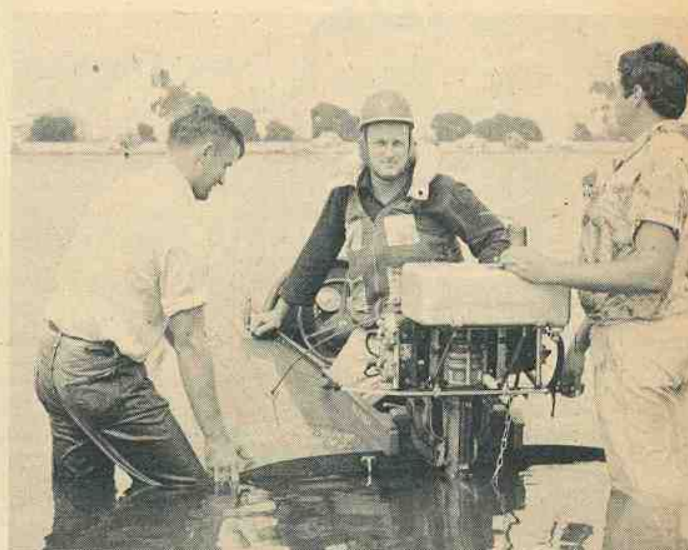
(Far right) One of the fair sex who competes in U. S. Speedboat Assn. events is Marie Dobbs, Class A stock hydro driver of Van Nuys, Cal. Her husband, Lee, is pictured at right.

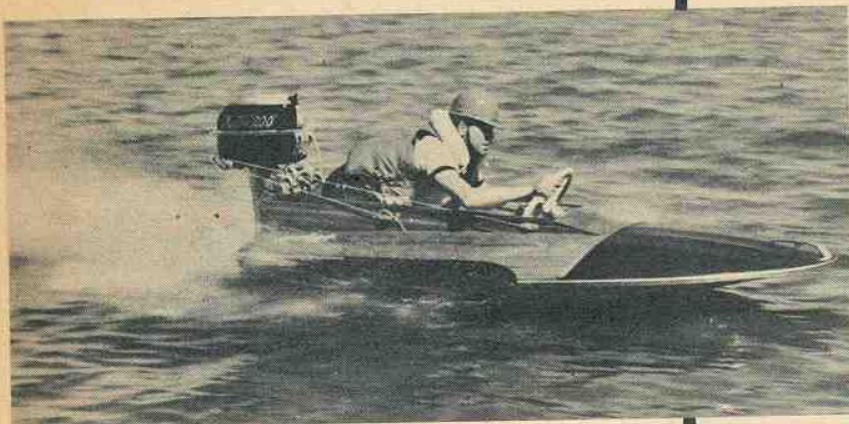


(Above) Bud Wiget, Concord, Calif., 1953 A.P.B.A. High Point Professional champion and multiple record breaker, is being given an assist by Harold Guidi, F hydro driver of San Francisco, Calif.



(Above) The West Coast is a hotbed of inboard racing activity. One of the outstanding drivers is Rich Hallett, 225 cubic inch hydroplane record holder. He has raced since 1937. He has 150 trophies. Rich is shown here in "Flyin' Saucer," 73-N, as he prepares to take off.





Pabst A-B hydro makes fast run with Martin "200". Hull made by United States Outboard, Inc., 159 Morgan St., Rockford, Ill.

OUTBOARD RACING GUIDE

By Blake Gilpin

MANY NEWCOMERS to the boating sport are interested in getting into outboard racing. All too frequently they are handicapped because they do not know where to buy racing equipment nor do they know the racing rules and the requirements for the various classes. As a quick answer to the latter, complete racing rules and specifications for the various classes and types of racing may be obtained from either of the two major outboard racing sanctioning groups. The American Power Boat Association's Year Book is available to the general public at \$1.50 a copy and the A.P.B.A. address is 700 Canton Avenue, Detroit 7, Michigan. N.O.A.'s rule book may be obtained free of charge by any individual planning to enter outboard racing by writing to the National Outboard Association, 707 Market Street, Knoxville, Tennessee. Of course, if you take out a racing membership in either group, you will automatically receive that organization's rule book without additional charge.

BOAT SPORT has in previous issues offered considerable information on the selection of the proper racing class and the type of racing. Basically, there are two popular types of racing. The first, and older of the two, is termed merely "outboard racing." This is kind of an ambiguous name since, of course, both types are *outboard* racing, but to those in the sport this means the alcohol burning group, or colloquially, the "alkies." The alky burners are those motors especially designed for racing and intended for no other purpose. Generally speaking, they are faster, class by class, than the other group, "the

stocks." The alky burners, too, most frequently compete in events where cash prizes are awarded.

The other group are known as stocks or utilities. These are the out-of-the-box motors.

The stocks offer greater competition possibilities for in most areas there are more regattas for the stocks than for the alky burners. Also, since little or no modification may be made to the motors, the newcomer to the sport who lacks mechanical skill can still compete on a par with others in the game.

However, we would like to correct a popular misconception that there are no alcohol burning motor spare parts available to the newcomer to the sport. Though it is true that Johnson and Evinrude, who once manufactured the bulk of the especially-designed-for-rac-

STOCK OUTBOARD RACER'S GUIDE Racing Propellers

- Kaminc, Kiekhafer Aeromarine, Inc., Fond du Lac, Wisconsin
- Michigan Wheel Co., 235 Market Ave., S.W., Grand Rapids 3, Mich.
- O-J Props, Johnson Propeller Co., 603 Lancaster St., Oakland 1, Calif.
- Stannus Propeller Co., 356 East Jefferson Ave., Detroit 26, Mich.

Propeller Service

(Straightening, cupping and special cuts, custom prop repitching and balancing)

- O. F. Christner, Quincy Welding Works, 5th and State, Quincy, Ill.
- Culver Aeromarine Co., 2214 Hoover at Western Ave., Dayton 7, Ohio
- Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.
- Ralph E. Johnson, 1921 Hearn St., Blytheville, Ark.

Propeller Pitch Indicator

Skid-Do Industries, 1109-11 East Fourth Ave., Dayton 2, Ohio

Propeller Pitch Blocks

(For straightening and repairing damaged wheels)

Standard Boat and Motor Co., Foot of Poplar St., St. Louis, Mo.

Specialty Mechanical Tune-Up Service

- O. F. Christner, Quincy Welding Works, 5th and State, Quincy, Ill.
- Elgin T. Gates, Seaboard Equipment Co., 16250 Coast Hiway, Surfside, Calif.
- Charles George, 614 Dodson Ave., Chattanooga, Tenn.
- Tommy Hagood, 1206 E. Caley Street, Orlando, Fla.
- Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.
- Ralph E. Johnson, 1921 Hearn St., Blytheville, Ark.
- Bob Terry, 4917 Main St., Jacksonville, Fla.
- Frank Vincent Marine Co., 5330 East Admiral Place, Tulsa, Okla.
- Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio

ing motors, have not produced any of these motors since 1940, specialty speed shops have taken over where the factories left off. It is possible to buy complete, brand new, specially designed racing motors in any class; or through frequent advertisements in BOAT SPORT magazine and in the monthly publications of either of the two sanctioning groups, to find good used equipment. Spare parts are available in large quantities to replace any worn or damaged parts in secondhand motors.

Also, while some drivers have shied away from the alky burners under the misconception that one had to be practically a chemist to mix his own hot fuels, at least a half dozen manufacturers make special racing blends which, too, are easily available to the alky driver, frequently on sale at race

Electronic Dynamic Balancing

Southeast Vibration Balancing, 4356 Bethwood Circle, Jacksonville, Fla.

Modified Flywheel Holders

(For Mercury KG-4s, making possible quick inspection)

Lowell Haberman, 1257 B 17th St., Santa Monica, Calif.

Stock Racing Boat Plans

(Class BU): Hal Kelly, 98 Anderson Place, Bergenfield, N. J.

(Classes BU, CU and DU): Schneider Boat Co., 1913 W. Vliet St., Milwaukee 5, Wisc.

(All classes): Custom-Craft, Dept. 29, Buffalo 7, New York

Cleveland Boat Blue Print Co., Dept. BS, 9400 Steinway, Cleveland 4, O.

E. G. McCrea, Naval Architect, Dept. BS, North Hatley, Quebec, Canada

Stock Racing Hulls

Bay Craft Boats, Ltd., (hydros), 1363 Embarcadero, Oakland, Calif.

Blitz Racing Products (runabouts), Summer Street Road, Burlington, Iowa

Blue Mfg. Co. (AU, BU), Box 946, Miami, Oklahoma

Cape Cod Ship Building Co. (AU), Wareham, Mass.

Champion Boats (hydros and runabouts), Box 9038, Long Beach, Calif.

DeSilva Boats (runabouts), 3964 Redwood Ave., Venice, Calif.

Inland Boat Works (runabouts), Route 4, Madison, Wisc.

Jacoby (hydros), Fred Jacoby Boat Works, North Bergen, N. J.

M & M Jet (AU, BU), M & M Equipment Co., 1645 West Broad St., Richmond, Va.

Mishey Racing Hulls (hydros and runabouts), 1645 E. Turney, Phoenix, Ariz.

Neal Boats (hydros), 6021 Troost, Kansas City, Mo.

Pabst Boats (hydros and runabouts), 159 Morgan St., Rockford, Ill.

Raveau (runabouts), 732 South Pecan St., Lindenhurst, Long Island, N. Y.

Rinker Famous Craft (runabouts), Goshen Churn and Ladder, Inc., Goshen, Indiana

Samsel (hydros), Box 783, Electric City, Wash.

Sid-Craft Boats (runabouts), Route 43, Player Ave., Nixon, N. J.

Speedliner (runabouts), General Marine Co., Dept. 1304, 6th and Oak, St. Joseph, Mo.

Swift (hydros), Swift Woodcraft Inc., Mt. Dora, Fla.

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

Thompson (runabouts), Thompson Bros. Boat Mfg. Co., 279 Ann St., Pestigo, Wisc., or 179 Elm St., Cortland, N. Y.

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

Willis Boat Works (hydros and runabouts), 3319 Grand Ave., Dallas, Texas

Winters (hydros and runabouts) Texas Marine Supply, P.O. Box 648, Paris, Texas

Van Pelt (hydros and runabouts), Van Pelt Boat Co., Spring Lake 1, Mich.

Stock Boat Kits

Champion Boats (complete kits or frame kits), Box 9038, Long Beach, Calif.

Custom Craft, Dept. 29 (runabouts and hydros), Buffalo 7, N. Y.

Ozarka, Inc. (AU, BU), 1138 Borden Lane, Woodstock, Ill.

Schneider Boat Co. (BU, CU, DU, complete kits or frame kits), 1913 West Vliet St., Milwaukee 5, Wisc.

Modification Parts

O. F. Christner, Quincy Welding Works, 5th and State, Quincy, Ill.

Elgin T. Gates, Seaboard Equipment Co., 16250 Coast Hiway, Surfside, Calif.

Joe Grossman, 440 North Broadway, St. Louis 7, Mo.

Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.

Ralph E. Johnson, 1921 Hearn St., Blytheville, Ark.

Racing Fuel

(Gasoline based)

Sweney Prosser, 3104 Dogwood Ave., Charlotte, N. C.

Bud Wiget, 200 Wiget Lane, Concord, Calif.

Ignition Continuity Tester

(For Mercury KG-9, Mark 40 and Mark 50)

Chester Slinger, 720 La Para, Palo Alto, Calif.

Reference Books

Encyclopedia of Outboard Motor Boating by Hank Wieand Bowman, A. S. Barnes & Co., 232 Madison Ave., New York 16, New York

1955 Outboard Motor Boating Annual, Fawcett Books, Greenwich, Conn.

ALCOHOL BURNING OUTBOARD RACER'S GUIDE

Lower Units

B, C, & F: H. H. Starnes, 627 8th St., N. W., Hickory, N. C.

Class A (KR): Red Jones, Box 567, Cardiff, Calif.

1931 Style lower units for O.M.C. Service C, PR: Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio

All Classes: Randolph Hubbell, 2511 North Rosemead, El Monte, Calif.

Propellers

Michigan Wheel Co., 235 Market Ave., S.W., Grand Rapids 3, Mich.

Johnson Propeller Co., 603 Lancaster, Oakland 1, Cal.

Stannus Propeller Co., 356 East Jefferson Ave., Detroit 26, Mich.

Crankcases

C Service: Ezzo Marine, 150 West Lane Ave., Columbus 1, Ohio.

SR, PR: H. H. Fuller, 2317 Sterling Ave., Independence, Mo.

Class A, KR: Muskegon Outboard Specialties, Co., 4386 Airline Road, Box 426, Muskegon, Mich.

Classes A, B, C.: Frank Vincent Marine Co., 5330 East Admiral Pl., Tulsa, Okla.

All Classes: Randolph Hubbell, 2511 North Rosemead, Blvd., El Monte, Calif.

Crankshafts

PR: Bill Flanagan, 3531 Midway Road, Decatur, Ga.

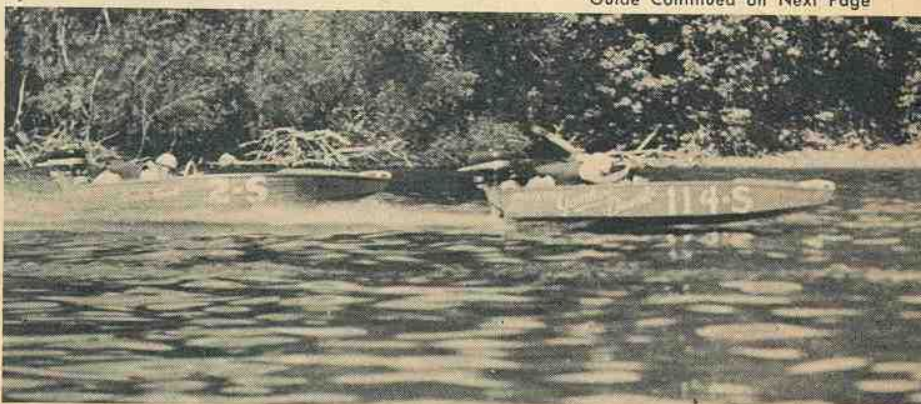
Evinrude Speeditwin: Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio

All classes: Randolph Hubbell, 2511 Rosemead Blvd., El Monte, Calif.

sites and obtainable in quantities from five gallons and upwards by mail order.

As an assist to the newcomer, above outboard racer's directory is broken down into two basic sections: one, largely devoted to stock or utility items of interest; the other, to items more specifically designed for the alky burners. In some instances manufacturers will be listed in both sections, since their products are applicable to either group. This is particularly true in the case of boats, which frequently are interchangeable between the two classes and also in the case of certain fuel manufacturers who create special hot-gasoline racing blends for drivers competing under the sanction of groups which permit the use of special fuels and fuel additives. (End of text. See above for Outboard Racer's Guide.)

Guide Continued on Next Page



Two M-510 Corsair Class BU Speedliners fighting for first place. No. 114-S is driven by Jon Culver, Dayton, Ohio; No. 2-S is piloted by Dean Chenoweth. From General Marine Co., St. Joseph, Mo.

Magneto (stator) Plates

KR: Red Jones, Box 567, Cardiff, Calif.
All classes: Randolph Hubbell, 2511 Rosemead Blvd., El Monte, Calif.

Pistons

PR, O.M.C. and C Service, and 4-60: Biagio and Huffman, 2126 22nd Ave., San Francisco, Calif.
Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio
Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.
Jacoby Boat Works, North Bergen, N. J.

Steering Bars and Cylinder Catch Bars

Marshall H. Eldredge, 1250 E. Magnolia St., Lakeland, Fla.

Magnafluxing

Cleveland Hone and Mfg. Co., 8816 Harkness Road, Cleveland 6, Ohio

Balancing

Bear Balancing Service, 7910 Carnegie Ave., Cleveland 3, Ohio
Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.
Southeast Vibration, 4356 Bethwood Circle, Jacksonville, Fla.

Flywheel re-Hubbing

Joe Grossman, 440 North Broadway, St. Louis 7, Mo.
Randolph Hubbell, 2511 North Rosemead Blvd., El Monte, Calif.

Cylinder Grinding

Westerman W. Jones, 1 Yale Ave., Claymont, Del. (chroming)
Cleveland Hone and Mfg. Co., 8816 Harkness Road., Cleveland 6, Ohio
Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, Calif.
Clyde Wiseman, 30200 Lakeland Blvd., Wickliffe, Ohio

Tune-Up Specialists

Walter Blankenstein, 6115 Fontana St., Mission, Kansas
Marshall Eldredge, 1215 East Magnolia St., Lakeland, Fla.
Randolph Hubbell, 2511 North Rosemead Blvd., El Monte, Calif.
Red Jones (Class A), Box 567, Cardiff, Calif.

Dick Neal, 6021 Troost, Kansas City, Mo.
Frank Vincent, 5330 East Admiral Place, Tulsa, Okla.
Clyde Wiseman, 30200 Lakeland, Blvd., Wickliffe, Ohio

Racing Fuel

Chris-Go, Christopher Bros., 12800 Eaton Ave., Detroit 27, Mich.
Exol, Experiments Inc., Products Division, P.O. Box 1-T, Richmond, Va.
Nitro-X, Sweney Prosser, 3104 Dogwood Ave., Charlotte, N. C.
Power Mist-Blue Blazer, Francisco Laboratories, 3015 Glendale Blvd., Los Angeles 39, Calif.
Super Speed, Bud Wiget, 200 Wiget Lane, Concord, Calif.

Carburetors

Class A, KR: Tillotson Manufacturing Co., Toledo 12, Ohio
Carter carburetors modified to alcohol: Joe Grossman, 440 N. Broadway, St. Louis 7, Mo.

Racing Hulls

DeSilva Boats (hydros and runabouts) 3964 Redwood Ave., Venice, Calif.
Fillinger Boats (hydros) Kansas City, Mo.
Jacoby (hydros) Fred Jacoby Boat Works, North Bergen, N. J.
Mishey Racing Hulls (hydros and runabouts) 1645 E. Turney, Phoenix, Ariz.
Neal Boats (hydros) 6021 Troost, Kansas City, Mo.
Samsel (hydros) Box 783, Electric City, Wash.
Swift (hydros) Swift Woodcraft, Inc., Mt. Dora., Fla.
Willis Boat Works (hydros and runabouts) 3319 Grand Ave., Dallas, Tex.
Mosher (Class M Hydro) 311 Archer Ave., McKeesport, Pa.

Complete Motors

All classes: Randolph Hubbell, 2511 North Rosemead Blvd., El Monte, Calif.
Classes C and F: Bourke Research, 11031 S. W. 63rd Ave., Portland 19 Ore.

GENERAL ITEMS FOR BOTH STOCK AND ALKY RACERS

Crash Helmets

Cairns and Bros., Inc., Allwood, Clifton, N. J.
Frank H. Cooper, 4401 S. Figueroa, Los Angeles, Calif.
Fred Jacoby Boat Works, North Bergen, N. J.
Wal-Mar Products Co., 123 S. Street, Lawrence Ave., Chicago 28, Ill.

Life Jackets

Brinktun Co., 83 S. 10th St., Minneapolis 3, Minn.
Fred Jacoby Boat Works, North Bergen, N. J.
Seaboard Equipment Co., 16250 Coast Hiway, Surfside, Calif.
Tapatco, American Pad & Textile Co., S. Washington St., Greenfield, Ohio

Aircraft Shock Cord

Gene Hawthorne, Jr., 10603 Stratman, Detroit 24, Mich.

Throttles, Steering and Engine Controls

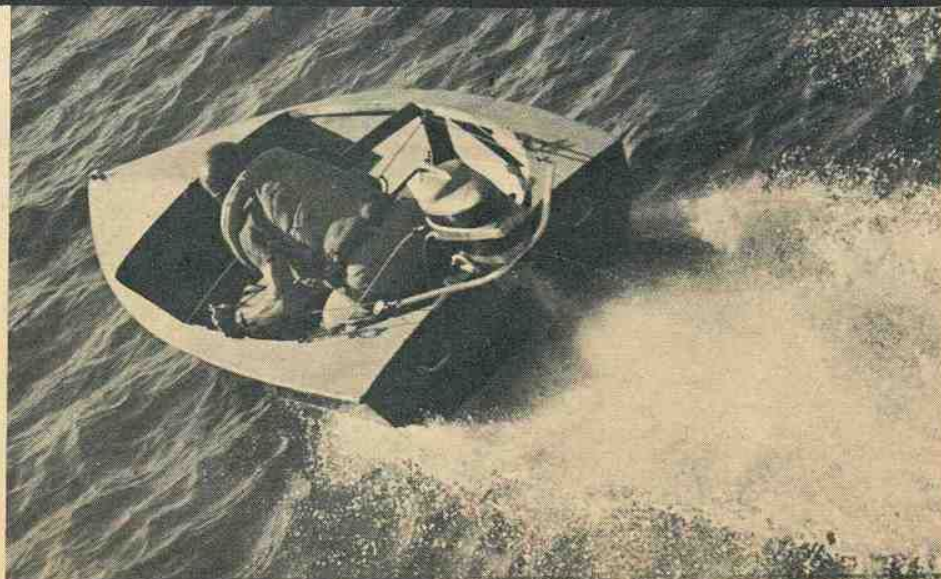
Randolph Hubbell, 2511 North Rosemead Blvd., El Monte, Calif.
Jacoby Boat Works, North Bergen, N. J.
Keller Manufacturing Co., 18340 Ashworth Avenue, Seattle, Wash.
Muskegon Outboard Specialties Co., 4386 Airline Rd., Box 426, Muskegon, Mich.
Quincy Welding Works, 5th and State, Quincy, Ill.
Clyde Wiseman, Wiseco, 30200 Lakeland Blvd., Wickliffe, Ohio

Boat Speed Indicators

Keller Manufacturing Co., 18340 Ashworth Avenue, Seattle, Wash.
Michigan Wheel Co., 235 Market Ave., S. W., Grand Rapids 3, Mich.
Ketcham & McDougall, 465 Eagle Rock Ave., Roseland, N. J.
Muskegon Outboard Specialties Co., 4386 Airline Rd., Box 426, Muskegon, Mich. (End)

OUTBOARD RACING GUIDE

The new model being offered in 1955 by Sid-Craft Boats, Route 43, Player Ave., U. S. 1, Nixon, N. J., is Class BU stock runabout of revised design.

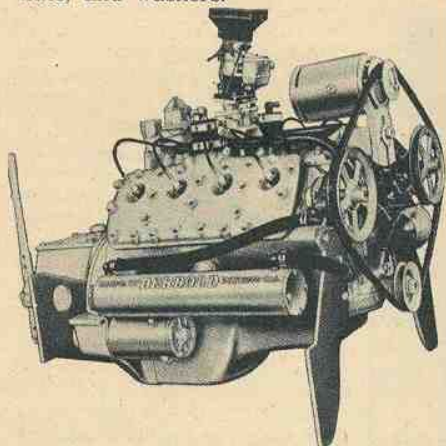


IT'S NEWS

New Marine Engine Conversion Kits

For the first time in its history, I. E. Debbold Marine Supply Co., Lynwood, California, is offering a complete, marine conversion kit for Ford and Mercury V-8 engines. The kit includes a marine reverse gear and adaptor for fresh and saltwater use.

Also included in the new conversion kit are two, round water-cooled exhaust manifolds; a set of four engine hangers; pump brackets and pump plate covers; two pump pulleys; a V-belt, generator bracket, carburetor tilt plate, and approved flame arrestor as well as all water lines and connections, water outlets, hose and clamps, bolts, studs, nuts, and washers.



It has been pointed out by the manufacturer that the reverse gear, supplied with the kit, is a genuine marine reverse gear and "not an inferior, automotive converted transmission".

In addition to the new conversion kit, builders of inboard power boats may also obtain, for the first time, factory-rebuilt, 100 HP, V-8 Ford engines, completely converted for marine use by the Debbold Co.

For those interested send 35¢ for their complete engine and hardware catalog; 35¢ is refundable on first purchase.

Martin Motors' Service Dep't.

Martin Motors having terminated the manufacture of engines in 1954 we are informed that they will not have any available for resale in 1955. However, their Service Manager, F. J. Zukaitis, writes us that his department is set up to operate for an indefinite period, or as long as there are requirements in the field. Anyone owning a Martin Motor should contact the nearest former dealer for parts or service, or write direct to Martin Motors, Eau Claire, Wisconsin, and Mr. Sukaitis will do all he can to help.



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EVINRUDE MOTORS, 4637 N. 27th Street, Milwaukee 16, Wis.

A Division of Outboard, Marine & Mfg. Company
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Evinrude

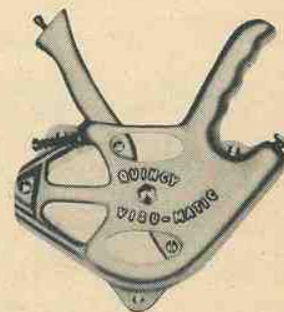
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10. A better made, better performing throttle in every respect. It's safe, reliable, built to last. Compare before you buy and avoid disappointment.



If Your Dealer Cannot Supply You, Write

THE QUINCY WELDING WORKS, QUINCY 3, ILLINOIS



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

Jim Coulbourn of Burlington, N. J. in a stock model SID-CRAFT drove his BU outboard at 49.793 m. p. h. for the mile straightaway and 46.512 m. p. h. for the five-mile competition at Lakeland, Fla. Walter Robbins of Springfield, Mass. took first in DU and his son Bob took class BU in Connecticut River Marathon, driving SID-CRAFTS.

SID-CRAFTS driven by Ronald Zuback, Gene Hawthorne, and Bob Robbins placed 1st, 2nd, and 3rd in BU at the WinnebagoLand 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.

NITRO FUEL FOR ADDED SPEED

Text by Robert S. Demitz
Photo by Dr. George H. Ryder



(Left) A Demitz-designed test engine built and owned by Dr. G. H. Ryder of Massachusetts. Author of this article used a slightly modified version of this engine for his many fuel tests.

THE TREMENDOUS BOOST that nitromethane can provide to any engine has at last been recognized on a broad scale in the speedboating world. I know that some reader will say that nitro was first pioneered by the skipper of the "Merrimac;" let's not argue. It is still a safe bet, nonetheless, that nitro was scarcely known to anyone except the advanced specialist prior to 1947. The next safe bet is that not many racers know, even now, just how it should be handled and just how we can get the greatest yield for your money. Is it dangerous? Expensive? Some articles have already appeared in BOAT SPORT on the subject. Let's try to fill in the gaps that remain.

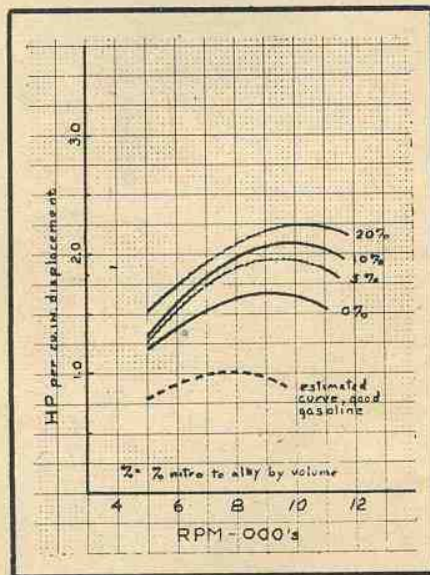
Leaving aside all of the non-essential details such as specific gravity of the fluid and so on, what I'd like to do is give you the results of a period of research and engineering testing undertaken by several of us between 1948 and 1950. We first went to the books and learned all of the don'ts. I'd like to go over them with you because nitro is said to be an unstable and frisky fluid . . . just what may this be construed to mean?

In the first place, nitromethane—and that is the particular nitro fuel additive we are concerned with—does *not*

require the red danger label during shipment. We need not be afraid of the liquid so long as we are reasonably careful in our handling and storage procedures. Just as our local laws give us reasonable guides for handling other fuels and additives, you can secure advice locally regarding nitro. The rules are usually very simple and in general will caution you regarding where to store and allowable quantities that may be stored.

Some racers mix nitromethane with gasoline; I don't. I don't do that because I have been informed in the past that if I want to hop up gasoline, the chemical industry has thoughtfully provided nitropropane, a liquid far more compatible with petroleum products. Nitromethane is a natural for use with methanol alcohol and is said to be far more stable when so mixed than when in an unmixed state. My chemist friend is no longer available for consultation. His story was simply to the effect that either of the nitros tends, in time, to decompose slowly, releasing its oxygen and other constituents. When in solution with alky, nitromethane is in fact stabilized to a good degree and is said to decompose far less rapidly. In all events the two rules that I use are: DON'T

(Below) Chart indicating horsepower per cubic inch piston displacement obtained from gasoline, alcohol and alcohol with nitromethane added.



let nitromethane sit around more than a few weeks without mixing it with its partner, alky. DON'T store it in any form too long. Mix early and use within a few months of purchase.

You may have been surprised to learn of nitropropane for use with gasoline. What about that as a fuel? In the first place, the results are far below the alky mix in power. My dynamometer told me that in a hurry. Secondly, nitropropane actually comes in two chemical forms. One requires the red label and one does not. Let's play it safe and use something that can't be mistaken. Nitromethane is nitromethane.

What can nitro do for your engine? That is exactly what we should get at now. Nitro is expensive as it comes in the fair size container and it has already been said by many of our lads that they just can't afford to use it. I'd like to offer you two statements that will surprise you—and then offer proof of the fact that they are true. First, Nitro will give you what you are after even if you use it in inexpensively small amounts. Second, The fellow who uses a very high (and hence expensive) ratio of nitro to alky doesn't net the extra push to make it worth the additional cost.

Let me show you what we did to find all of this to be true. When we first learned of nitro, I dug out an old experimental engine that I had built years before. The engine photo that you see is of an engine identical to mine, built from plans published by me. It therefore serves to show you what we started with. My own engine after many major modifications was eventually tested and abused to the point of uselessness and has hence been discarded. The bore and stroke, at the start of the tests, were each one inch.

Our test engine produced too little power at first; we could not get good dynamometer readings and the tachometer slowed it down perceptibly. We therefore rebuilt the upstairs portion and came out with a dome head engine with slanting valves of surprisingly large size. The bore was increased to one and one-half inches—a real over-square rig—with a well finned aluminum head and steel cylinder liner encased in a deeply finned aluminum barrel. We floated the crankshaft in ball bearings in order to increase output.

The new test engine proved ideal for trials that we had in mind. Cooled by an electric blower and loaded by means of a crude but effective Prony brake, the little monkey settled down to business very nicely. We at times let her rev to 16,000 r.p.m. and held her there for long periods. Two rods broke during the tests but a glance at the steel crankcase in the photo will show you that we had no fear of poling one through the side.

We ran the first tests with gasoline and then gasoline with nitropropane, computing the results in horsepower per cubic inch of engine displacement (this system was used in order to get figures that would, adjusting for expected peak power r.p.m., give us predicted powers for larger engines of known displacement). The results were far from gratifying. We did not place the figures in the records but I recall that we were unable to secure readings above one hp cu. in. and we had set our sights well beyond that. A rough estimate of the gas/nitro mix curve is shown on the graph. We then boosted the compression ratio from 6.5/1 to 10.5/1 and began the straight alky runs. You can see the results on the graph; we liked them.

We then ran a re-test on gas and the results made us forget the idea of gasoline for good and for all; the higher compression pressures produced audible detonation and great heat.

The next run was made with 2% nitro by volume in alky. The power curve was very close to that of straight alky, but it showed a tendency to peak at higher r.p.m. and better power. We continued increasing the nitro content 1% each run until we had reached a 10% mix. See for yourself the boost that 5% gave us. The 10% run is not twice as good in power increase as the 5% run, but compare it the straight alky curve. We had no idea that so little could mean so much. We had been watching our heat carefully during the nitro tests. It began to rise noticeably at 6% but was still well within bounds for the 12% run.

The next run was made with a 15% mix. The curve was a few percent better but our cylinder head temperature, as closely as we could measure it, stood at 250° C. and we had previously planned to stop if our heat rose to that point. We would stop rather than take a chance with a good engine. It was pointed out to me that some commercial mixes had far more nitro than we were using. We decided to go on.

Our next try was at 20% and I have plotted that one on the graph. Can you see how little we had gained for double our money, in terms of the 10% figures? We could not record the heat because our limited testing equipment was inaccurate above the 250° point though we estimated a head temperature of nearly 275°—that, to me, was close to the point of risk. We found that the engine would keep on running at great speed with the ignition off. It was "glow-plugging" on the hot electrodes of the spark plug.

We went doggedly on through 25% and 30%. The latter run had to be made with reduced compression ratio for our engine had begun to pre-ignite badly. It did not knock audibly but rather it shuddered as though from vibration.

The ideas that I hope to get over to you are these: Properly handled, nitro is not dangerous. Further, you can get splendid results with nitro even though you may use mixes containing only 5% of the fluid. Again, it appears that the folks who use heavy nitro mixes (most seem to) gain only excessive heat together with very little extra power for their money.

If you will bear in mind the interesting facts that were revealed by our test runs, I am almost willing to bet that your own particular engine, following a few trial mixes, will give you just what you want in the 3%-6% range. If you want to push your engine harder, you'll have to start paying lots more money—and I'm convinced that the results won't be great enough to pay you back.

But for added power and speed, nitromethane is your answer. (End)

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CUSTOM-CRAFT (DEPT. N) BUFFALO 7, N. Y.

West Coast Racing Roundup

(Continued from page 26)

girls who are uninformed, trained in First Aid and make themselves indispensable at any race meet. Revettes serve hot coffee and pass out cigarettes to drivers, sell tickets to the events and act as messengers between the officials' stand and the pits. They also have been known to wade in as pit stooges on occasion.

Several of the most interesting events of 1954 staged by U.S.A. were the North and South California stock races at Fresno (roughly a midway point) and the annual events held during the winter months in Mexico. During 1954, too, one of U.S.A.'s largest ventures was the Stock Western Divisional Championships held on August 7th and 8th at Long Beach Marine Stadium. Several hundred drivers from the thirteen western states included in A.P.B.A. Regions 10, 11, 12 and 16 competed. Bob Parish of Bakersfield, California, later to place third at the Nationals, won the A Divisional stock hydro events, with Chuck Boring, Jr., Modesto, and Vick Bonham, Pomona, finishing second and third.

An added filip to the ASH events was provided by two drivers Dee Castetter and Keith Collier, who were thrown from their boats. Castetter's hydro running though pilotless and ad alarmingly circled in front of the field.

The A stock runabout championship was won by Bud David, Modesto, with second and third spots going to Major F. C. Thomas, Santa Ana, and Chuck Boring, Jr., Modesto, California.

The BU championship also featured some non-scheduled action. Boyd Miller, Tremonton, Utah, was thrown from his boat and his runaway hull caused John Clute, Pasadena and Jack Battley, Los Angeles, to collide. Battley, following the collision, turned cowboy and chased Miller's boat, finally caught the runaway and managed to turn off the motor. Miller was slightly injured in the melee and required hospitalization.

Ron Kaufman, Berkeley, California, won the BU title. Eddie West, Jr., also of Berkeley, in winding up as runner-up, had to do some real driving for he spun out in one turn of one heat and was forced to move up through the pack to regain his place. Bob Banchemo, Crescent City, California, finished third.

The D stock runabout title went to John Craven, Pasadena, after high point winner Howard Johnson was protested by two other drivers for allegedly cutting them off in the turn. Thompson was eventually awarded fourth place based on total points in one heat. Warren Litten, Santa Ana, finished second and Don Quinlivan of Torrance, California, third.

D stock hydros presented a battle between ex-champion and perennially

hot driver Ivan Harris, Loveland, Colorado, and Howard Thompson, with positions changing each lap. Harris finally nosed out Thompson at the finish to take the divisional title with Johnny Carpenter, Los Osos, California, third.

In the alcohol burning outboard racing ranks of the southern California section, one of the most aggressive clubs is the Los Angeles Speedboat Association. One of its most interesting events last year was the first annual Hope Regatta at Long Beach on August 29. All proceeds of the event went to the Children's Wing of the City of Hope, a free, national, non-sectarian medical center at Duarte, California. The LASA has close to 60 pieces of alcohol burning equipment among its own members and its races have been generally so well received that invariably LASA events draw drivers from northern California, Arizona and elsewhere.

The charity aspect of this race apparently held vast appeal to the alcohol burning West Coast tribe for a total of 92 boats entered despite relatively modest cash prizes of \$55 per race (two heats), plus trophies. The events were held on a one-mile course with one-buoy turns and since nine different classes were listed on the card, the heats were limited to three laps.

In the M racing hydroplane class, Boots Morphy, who recently established a new Class M one-mile mark for N.O.A. at 39.956 m.p.h., was high point winner with second spot going to Bob Hawley, Costa Mesa, and third spot to Craig Spencer, Los Angeles, who in mid-October was the L.A.S.A. season Class M leader in total points with several races still to be scored.

Incidentally, nowhere else in the country is there such a strong nucleus of M hydros as on the West Coast with thirteen listed for LASA alone.

A-hydro events were taken by A.P.B.A. and N.O.A. National Champion Orlando Torigiani. Johnny Drake, Huntington Park, California, bounced in second and Dick Sloan, Los Angeles, third.

In B hydros non-club members took the honors with Keith Sorenson, La Crescenta, first; Hap Sharp (LASA member) Midland, Texas, second and non-member Ray McKean, Riverside, third.

Fourteen boats were on hand at the starting gun and four flips occurred during the events.

In C Racing hydro Hap Sharp took number one honors followed by Art Pierre, Stockton, and Johnny Drake, Huntington Park. Included among the eleven boat field were such other West Coast standouts as Bud Wiget, Tommy Ingalls and Bob Jackson.

In C Service hydro, Bud Wiget came into his own, copping first honors, followed by LASA's top C Service hydro chauffeur Bob Heilgeson, Long Beach, and Roy Gates, Ventura, taking third in a seven-boat field.

In F hydros, Art Pierre, Stockton,

won the event. Bill Cone, Porterville, placed second and Chuck Parsons, Lodi, third. None of the three were LASA members.

In C service runabout, it was Bud Wiget of Concord again taking first followed by perennial LASA CSR high-point man, Manuel Carnakis, Bakersfield, with third going to Leonard Gates, Ventura. Ten starters were listed for the event.

Another ten boats hit the start for C Racing Runabout in which Bud Wiget took his third first place, followed by Manuel Carnakis with Donald Biagio, San Francisco, third.

Chuck Parsons grabbed the F runabout laurels from nine competitors and was followed in by Curly Owens, Covina, in second and Ralph Homes, Phoenix, Arizona, third.

The City of Hope event was the third LASA regatta of 1954 conducted at Long Beach Marine Stadium. One of the most interesting locations the alcohol burners have been running on the West Coast is at Lake Los Angeles, Venice, California. The course is a three-legged, approximate half-mile, providing interesting spectator events and a real driver's test. It is contemplated that in 1955 the circuit will be extended by straightening one side to provide a square outlined course offering a course of slightly less than three-quarters of a mile.

Farther north, one of the outstanding drivers during 1954 has been Lightle Samsel, Electric City, Washington, who at Seattle in August pushed his C Service Hydro *Hubba-Hubba* to a new A.P.B.A. mile mark of 57.678 m.p.h. However, all season long he's been having plenty of trouble with Oliver Dupuis of Plains, Montana, who frequently invades the northwest coastal area and the drivers who took Samsel's measure at the A.P.B.A. Pasco 1954 National Championships.

Jack Leek of Tacoma, Washington, was doubtless the most startling performer on the entire West Coast during 1954. Leek's modified Mercury Class A alky burner, *Gotta Go VI*, peaked out at 61.069 m.p.h. over the measured mile at Seattle, Washington, in August, to clock the fastest speed ever registered officially by an A hydro anywhere in the world. Skeptics claimed that Leek wouldn't do much against a field of KR's but in the fifteen boat A.P.B.A. National field, Leek combined a fifth and a second to take third over-all honors and incidentally beat the famed Torigiani (who took the title with a first and third) in the second heat.

Names like Bill Rankin, C. W. Jones, Burt Ross, Jr., Lynn Ivey of Seattle, Washington, are others that are frequently found in the win columns. Rankin and Jones in fact traded first place honors in C Service Runabout at the Pasco Nationals with Rankin taking the title with high points.

Other active campaigners from Seattle who are often in the win columns are Jim Babcock, Johnny Inman, Val

(Continued on page 36)

1954 Outboard Championships

(Continued from page 21)

- Class B-2 Runabout
 Tod Folfrum,
 Rome City, Indiana
 Chris Erneston, Jr.,
 West Palm Beach, Florida
 Lynn Warren,
 Fort Worth, Texas
- Class D-1 Runabout
 Leon Kincaid, Anderson, Indiana
 Harold Tillman,
 Anderson, Indiana
 Robert Keller, Anderson, Indiana
- Class D-2 Runabout
 Earl Renfrow,
 Boonville, Missouri
 Thomas Krehl,
 Madison, Wisconsin
 Mike Lemon, Anderson, Indiana
 Free For All Runabout
 James Griffin, Quincy, Illinois

Eight new N.O.A. straightaway records were established by six drivers, while four others set five-mile competition marks. The new N.O.A. record holders are:

Straightaway

- Class J Runabout, Bill Holland,
 Cleburne, Texas, 40.909 m.p.h.
- Class A Runabout, Bill Holland,
 46.095 m.p.h.
- Class B-1 Runabout, Jim Yount,
 Marion, Indiana, 38.710 m.p.h.
- Class B-2 Runabout, Lynn Warren,
 Fort Worth, Texas, 52.326 m.p.h.
- Class D-1 Runabout, Bob Keller,
 Anderson, Indiana, 36.585 m.p.h.
- Class D-2 Runabout, Earl Renfrow,
 Boonville, Missouri, 55.988 m.p.h.
- Class B Hydroplane, Jim Griffin,
 Quincy, Ill. (Div. IV) 62.392 m.p.h.
- Class B Hydroplane, Jim Griffin,
 58.632 m.p.h.

Competition

- Class B-1 Runabout, Walter Sablotny,
 Springfield, Illinois, 34.628 m.p.h.
- Class B-2 Runabout, Tod Wolfrum,
 Rome City, Indiana, 41.209 m.p.h.
- Class B Hydroplane, Chris Erneston,
 West Palm Beach, Florida, 44.139 m.p.h.
- Class D Hydroplane, Richard McCullough,
 Ft. Worth, Texas, 48.648 m.p.h.

Several innovations made the starts considerably improved over most previous N.O.A. events. One of these was the use of a pennant-covered wire stretched from the top deck of the permanent officials' stand entirely across the White River. This marker provided for accurate judging of the

start by both drivers and officials. This, coupled with an automatic clock with a polaroid camera keyed in to shoot when the sweep second hand reached the 60 mark meant little or no beefing from drivers called for jumping the gun.

Other Indianapolis course facilities were equally well thought out. These included an officials' stand in the center of the race course as well as the main double-decked officials' stand along the shore line. On either end of the course, at the turns, floats were anchored for use by buoy judges and photographers.

Other new straightaway marks to go down in the N.O.A. record book were set by Boots Morphy, Hollywood, California, Class M, 39.596 m.p.h.; Bill Tenney, Dayton, Ohio, C Racing Runabout, 62.609 m.p.h.; Fred Matthews, Watervliet, New York, C Service Runabout, 50.279 m.p.h.; and the final record set by attractive, 15-year-old Richard Earl Griffin, Eldorado, Arkansas, who established a modified stock Class C record of 60 m.p.h. flat.

Bill Tenney who seemingly can always nurse a bit of extra speed from Walt Blankenstein's motor work, also returned to Knoxville on October 31. Bill cracked Doug Creech's year-old N.O.A. C hydro mark of 66.79 m.p.h. with a blistering 68.441, just .190 m.p.h. under Tenney's own A.P.B.A. mile mark of 68.631 established at Seattle in August.

For any individuals who may have written off the alcohol burners as a dying group, the 317 boat turn-out at Knoxville, proved to be an eye opener. N.O.A. Prexy Frank Vincent, who has been attending outboard national events for the past twenty-three years, considered the Knoxville, Fort Loudon Lake events the finest he had ever witnessed.

1954 has been a crucial year for the alcohol burner fraternity and contrary to predictions, the alcohol burning clan has grown in strength—new records have been set—and with plenty of motors and spares available, the alkie is here to stay. (End)



DRY RUN

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West Coast Racing Roundup

(Continued from page 34)

Hallam, Tom Gould and Jack Livie, all Class A drivers. Seattle also boasts some better than average stock drivers, including Johnny Sangster, Bob Batie, Harold Tolford, Hubert Entrop, Del Haack, Al and Jim Benson. The latter established a new JU mile record for A.P.B.A. at 26.985 m.p.h.

The inboard picture on the West Coast is far above average for the country. Two of the most active of the clubs fostering inboard events under A.P.B.A. sanction are the Southern California Speedboat Club, Inc., of Glendale, and the California Speedboat Association, Inc., of Oakland.

One of the latter's most successful 1954 events was the Lake Tahoe Sky High Regatta on September 11 and 12. Ten different classes of boats were represented, numbering among them some of the fastest and most successfully campaigned inboards anywhere in the country. For example, Rich Hallet of Downey, California, who in August established a new world's 225 hydro mark with his *Flyin' Saucer* at 107.238 m.p.h., won his class event from seven other contestants. Another driver who finished at Tahoe according to form was 136 hydro driver Bob Boehm, Healdsburg, California, who set an A.P.B.A. mile mark in 1954 of 78.388 m.p.h. with his 136 hydro *Jerky*. Boehm had plenty of competition from thirteen other drivers including second place finisher Tom Caldwell in *Blue Blazes* and Rich Hallet in *Holiday*.

California record holder, Bob Patterson, Van Nuys, whose Cracker Box *Hot Cinders* holds the one-mile mark at 72.165 came home first in two straight heats in a seven boat field.

Double record holder Ernest Rose, Patterson, California, whose *Lil Bee*, a B inboard racing runabout, holds the world's mark at 69.943 m.p.h. and the five-mile competition mark at 59.840 m.p.h., took straight heats.

The unlimited hydro event brought six boats out to the starting line, largely strangers to the eastern followers of the flashily performing show boats. The winner was *Scouter*, owned by Henry Kaiser, and driven by Jack Regas of Livermore. Bill Stead, Reno, Nevada, in the *Hurricane IV*, once owned by Morlan Visel and since altered from 1500 horsepower to 1750 horsepower, finished second. Stanley Dollar, Jr., who has retired from competition except on Tahoe waters, finished third in his Gold Cupper, *Short Snorter*. Others in the order of their finish included the 7 litre *California Kid* which had been previously trapped at 116.720, driven by George Mattucchi, Oakland, California; Jay Murphy of Piedmont, California, in the unlimited *Breathless* and the 7 litre Henry Kaiser hull, *Restless*, piloted by Ken St. Oegger, Glendale, completed the finish roster.

Dollar's hull which scored 625 points

in the first two heats sank immediately after the second heat and in the third heat, Bill Stead sank his *Hurricane* in almost the same spot. This was an indication of the terrifically rough water conditions which prevailed. Both boats were recovered.

Practically on the home grounds for the Southern California Speedboat Club is Long Beach Marine Stadium, sometimes called "lanky lagoon." Here Carl Maginn, who holds the five-mile Crackerbox record at 65.217 m.p.h. with *Hot Ice* took the mark of the Hamilton and Salmon combine and Bob Patterson in his *Hot Cinders*. Dr. Louis Novotny, Indio, California, whose *Cherub II* reigned supreme until the appearance of Marion Beaver's record smashing *Little Beaver* has done a great deal toward making the PODHs a crowd favorite at the lagoon. Whitey Miller, Studio City, with *Powow* and Elmer Cravener, Hollywood, in *Pudgy*, are also favorites at Long Beach Stadium.

The 266s are always crowd pleasers at Long Beach with such boats as C. O. Prather's *Lil Injin III*, Ernie Bender's *Thunderbolt*, Harold Coelho's *Cherokee* and Ken Gilbert's *The Witch* all having their adherents.

The tiny 48 c.i. hydros are always out in force and on Labor Day it was Gillette Smith, El Monte, in *Tinker Toy*, taking top honors, followed by Victor Klette, Norwalk, who was also runner up at Lake Tahoe in his *Little Jim*. F. C. Moore, Miami, Florida, took third spot away from the West Coast drivers with his *Southern Air IV*.

Other 48s frequently seen up in the front ranks are Walter Budd Lehnert's *Wing Ding*, running out of Lakewood, California; Ted Tyce's *Jacky Bob* of San Diego; Vic Parsley of Los Banos, in *Mighty Mouse* and Roger Ring in *Dyno Mite*.

The 48 c.i. events on Labor Day were the big go for the 48 c.i. hydros for it was their national championships. Gillette Smith in winning both heats with *Tinker Toy* successfully defended his 1953 title when he outdrove a field of thirteen finalists. One unfortunate accident marred the 48 c.i. titular race, the heats of which were witnessed by a turnaway attendance estimated at over 15,000 spectators. Veteran driver Ken Ingram flipped in his boat *Ranger's Pup* during competition and was so seriously lacerated that his left arm had to be amputated below the elbow. Quick action on the part of John Wallin of Lynwood, California, and Fred Jackson of San Diego in jumping overboard and going to Ingram's aid to staunch the flow of blood may well have saved the veteran Los Angeles driver from far more serious after effects.

While no round-up can do full justice to all of the competitors in a widespread area, these high lights should be ample to explain why BOAT SPORT figuratively doffs its hat to the outstanding speedboat activity on the West Coast during 1954.

(End)

COVER STORY

OUR HEARTFELT THANKS for permission to use the color transparency photo on the cover of this issue are due the News Bureau of the Florida State Advertising Commission.

Late last fall a tiny slip of a girl dropped unobtrusively from public view and a limelight she has enjoyed—to a greater or lesser degree—for more than eleven hectic years. After flying to a fabulous career in modern aviation, petite Betty Skelton, our Cover Girl, was finally dropped by an acute case of frazzled nerves, a condition that seemed to her to be wholly improbable.

This came as no surprise, however, to her friends and admirers who had watched her gather a truckload of honors in a manner not usually chosen by even the hardiest of souls. She had three times captured the Women's International Aerobatic Championship, put in an uncountable number of personal appearances, barnstormed the country presenting a grueling aerobatic show, test piloted a staggering number of aircraft, toured England and Ireland at the request of the Royal Air Force and set the world's altitude record for light planes. Simultaneously, she had personally answered endless bags of fan mail, written a regular column for a national aviation magazine and conducted her own hour long radio show.

When her super-active past finally managed to catch up with her, Betty was put out to pasture in her native state of Florida and told to keep her feet on the ground for a while. For a girl who had been too busy to look around her, this was indeed a revelation.

Betty found that there was a world outside of aviation.

Having devoted her life to speed and daring, the little ladybird found that typical Florida outdoor sports were made to order for the broadening of such an outlook on life and might prove, in a perverted sort of way, restful. After giving water skiing a thorough trial, she took up motorboating, but with a unique twist. She scrounged up a runabout, named it the "L'il Stinker", and gave it the same decorative design as she had used on her famous airplane of the same name. With this she set about to become the first woman ever to jump a hydroplane over a six-foot-high ramp.

After six hours in the boat she made a forty-mile-an-hour run at the ramp and soared back into her native element, marking up a new first for her string. (End)

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A.P.B.A. News

(Continued from page 3)

hold-overs from 1954, and also a lot of business transacted.

Heading the 1955 official family is George Trimper of Buffalo, N. Y., whose past performances on the race courses in the Service Runabout classes is easily checked in the record books. Since retirement from active driving, George has been the spark plug of the famous Buffalo Launch Club Regattas, which have won acclaim from Coast to Coast.

The new Senior Vice President is E. M. "Red" Peatross of Richmond, Virginia, whose alcohol burning outboard hydros tore up the Eastern race courses for many seasons before and after W.W. II. Since hanging up his starter cord, Red has become one of the hardest working officials in the entire A.P.B.A.

G. T. "Jed" Hanley of Warren, R. I., top campaigner in the 225-Division I class right after the war and now the New England regional chairman, takes over as guardian of the treasury, with Fred Hallett of Alameda, California, as the new Secretary.

Frank Foulke of Essex, Md., was re-elected Vice President for Inboards; also Don Guerin of Rochester, N. Y. who is now top man for the Stock Outboard division. The new Vice President for the Racing Outboards is genial, cigar-smoking Jack Maypole of Chicago. Dr. Allen B. DuMont of Cedar Grove, N. J., heads up the Cruiser group and Paul Birbarie of West Branford, Conn., leads the Modified Stock Outboarders.

The five openings on the Council were filled by the election of retiring President Merlin Culver of Dayton, Ohio; Sammy Crooks of St. Petersburg, Florida; Herb Bentley of Mt. Carmel, Conn.; H. Burr Coleman of Wheatridge, Colo.; William Edgar John.

Executive Secretary Carl Johnson reported to the membership that the A.P.B.A. in 1954 had 4,034 members as compared to 3,790 in 1953. Stock outboarders led with 1,972 registered owners, Inboards were second in number with 68. The alcohol burners had 508 with the Modified Stock tallying only 41. Racing members with no equipment registered accounted for 534.

All classes of racing except modified stock, showed increases in number of boats registered with the stockers showing 1895 runabouts and 1094 hydros bearing A.P.B.A. numbers. The alcohol boys put in 933 rigs this past year and the inboarders registered 808 outfits. The modified boys dropped off in registration with numbers being assigned to only 44 boats.

In case anyone wonders about the opportunities to race in sanctioned regattas during the year, Johnson pointed out that the stocks had 237 chances, the inboards 18 and the racing outboards 102.

Inasmuch as the drivers write the rules and vote on them by mail ballot, there were no rules changes put in at the meeting; however, each category of racing had get-together meetings for discussions on newly passed rules, and round-table discussions with the various racing commissions as to interpretations of the new and existing rules.

Excellent attendance at all of the meetings resulted in tons of verbiage being turned loose by such stalwarts as Bill Tenney of Dayton, Ohio; Walt Blankenstein of K. C.; Laur Gonia of Chicago; Jack Maypole; Jim Needles of Vicksburg, Miss.; Bill Ritner of Merion, Pa.; Woody Pliescot of Cambridge, Md.; John Peek of Port Arthur, Tex. and Ray Gassner of St. Pete, current 266 National Champion.

Past, present and future competitors all took the opportunity to get in
(SEE OVER)



(Above) Harold Kelly, right, and 15-year-old Johnny Schubert, shown with the trophies they won in 1954. Johnny drives one of Pop Jacoby's B stock hydros. Harold drives his own make B utility boat. Johnny holds the 5 mile competition record in B stock hydros of 48.966 miles per hour.

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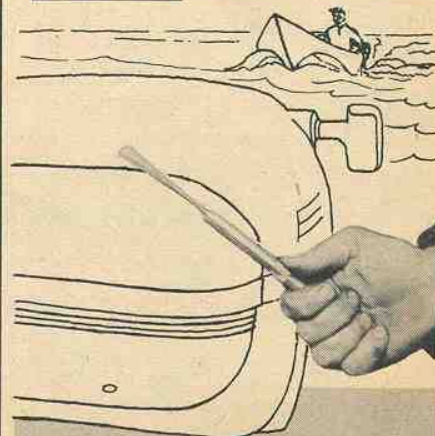
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a few remarks from time to time at the several meetings, but it was in the various "Hospitality Rooms," that the stuff was piled high. More engines were "built," more records "broken," and more predictions made in the New Orleans Power Boat Association's "H-R," and the suite hosted by the Maypoles and the Gonias of Chicago than will ever see the light of day. Over the babble in one of the rooms at about three A.M., claims, which sounded quite reasonable at the time, were being made for the first 100-mile-an-hour outboard. The same assemblage also agreed that before too very long all Gold Cuppers would have to run at least 200 on the straightaways if they wanted to be in contention.

Where the stocks and the limited inboards would be running, and all classes were burning a high grade of spirits at the time, we do not quite recall. It is a safe bet that they too were winding at least 40% better than normal.

On the serious side of the meetings, probably the most important action taken was the appointment of a committee of ranking A.P.B.A. members, who were instructed by the Council

to meet with a like group from the National Outboard Association to explore fully the possibility of future cooperation and possible affiliation. Retiring Senior Vice President Dr. Wayne Ingalls of Bell, California, who, on his own initiative made some exploratory visits with the N.O.A. boys, led the move for the appointment of such a committee, which is to report to the council before the January Council meeting.

The potential of this mutual cooperation is tremendous, and now that the first direct move has been made by the A.P.B.A., the few differences of opinion which exist between the two sanctioning bodies might well be ironed out for the betterment of all classes of outboard racing.

Top spotlight at the 51st Annual Meeting banquet was directed at the three electees to the A.P.B.A. Honor Squadron. Selected from over three hundred personalities who were active and contributed to the sport of power boating between the years 1903 and 1953 were:

First, George Townsend of Greenwich, Conn., who actively competed in and won the Gold Cup in the earlier days of this classic. Mr. Townsend, who, in 1932 presented the first of the much sought after George H. Townsend Medals for Racing Outboard high point score, and still does, can be rightfully called the father of International competition for both inboards and outboards in the U. S. Mr. Townsend also was President of the A.P.B.A. from 1932 to 1934.

Second: Commodore J. S. Y. Tyson (deceased) was one of the outstand-

ing officials in power boat racing for over a decade, and his theories and practices in the development of rules, timing procedures, course surveys and officiating practices are still in practice today.

Third: Ole Evinrude (deceased) who as a pioneer in the outboard motor industry, did much to win public acceptance for this type of power plant. After the public acceptance, the natural development of outboards for racing resulted.

The presentation of the awards was ably handled by Bill John, whose own devotion to the sport for well over 40 years marks him as a most likely recipient of this award in the very near future.

Toastmaster Joe "The poor man's George Jessel" Swift, did an excellent job at the head table introducing all of the distinguished officials as well as Russ Kuhlmann who in turn awarded the outstanding sportmanship awards for 1954 to Jack Schaefer of Detroit, Eddie Meyer of North Hollywood, Cal., Dean Worcester of Silver Springs, Md., and Teddy Thompson of Miami.

Viewed among those gathered at the banquet were former A.P.B.A. Presidents Gib Bradfield of Barnesville, Ohio and Jack Horsley of Miami; Region 6's head pooh-bah J. Clyde Fox; Ralph Clessi; Paul Schindler; Herman Prager and Commodore Harold Weiss of the New Orleans Power Boat Association.

With representatives from all sections of the country, the 51st Annual Meeting was a great success.

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Return from Glory

(Continued from page 23)

Willie chose a private M.D. to pick out the rocks and treat his burns. Jim and I visited him nightly in hopes of encouraging him back to a milder hobby. Willie stared blankly into space, talking very little, as though he had missed part of his life. He healed quickly and within a week, still wearing bandages, was back at his job.

The garage we rented in partnership near Willie's house to shelter our hobby equipment had been dark at night for several weeks. We had pooled our resources in our hobby partnership for nearly ten years. The accumulation had grown from a few hand tools into a jumble of miscellaneous items, too large a collection to store in less than a three-car garage.

Willie didn't visit the track anymore and we thought sure he was cured. The hot summer days brought thoughts of water sports. Jim came up with the idea of buying an Aqua Lung. I had an outboard motor that needed exercise and he had a trailer-carried boat. All we needed was the lung to begin the pleasant sport of spear fishing. Willie went in with us more for our pleasure than his own, not too enthusiastically, assuming his dismal disposition.

Fishing takes on a different aspect when you are down there with them. There is nothing difficult about spear fishing if you don't mind getting wet. Fish are curious and come to you, making easy prey. The magnitude of underwater beauty is amazing beyond conception. Jim and I enjoyed it very much. We ate fish until I feared my children would sprout dorsal fins. Willie's interest began to wane more and more.

The local paper announced a power boat regatta for the Fourth of July in Biscayne Bay. Being already aquatic minded, my family and I helped line the bank of spectators at Pelican Harbor. Among the first people I recognized were dismal Willie and his family. Any racing fan can smell castor oil and alcohol burning miles away. I excused his presence for that reason; after all, I was there too.

The most exciting competition was in the 266 cubic inch displacement hydroplane class, as they fingered their three point suspension hulls over the top of the waves, balancing first on one or the other front sponson, somewhat resembling a hammerhead shark skimming the top of the water, often reaching eighty miles an hour on

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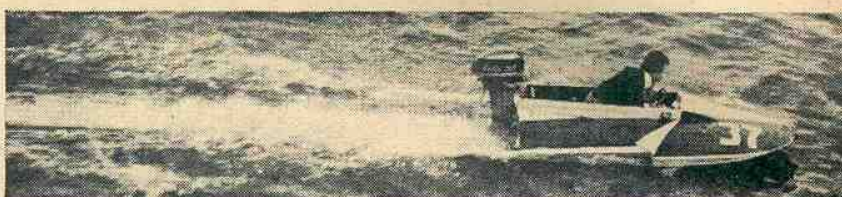
the straight legs of the one and a quarter oval course. Most any one of them would clock over a hundred on a really long straightaway.

Will Slinger, a yankee from Syracuse, N. Y., in "Rip Tide," took the first heat. When the 266s came out again, the waves were getting quite choppy. Slinger got a poor start at the sound of the gun, but at the end of the first lap was gaining back the loss. When he came out of the last turn, headed into the fresh East wind, he really gunned it, hoping to overtake the rest of the pack before reaching the next turning buoy. Between the wakes of the other boats, the waves, wind and full power, the bow of the hydroplane bounced clear of the water and kept rising like a bronco trying to rid itself of an unwanted rider. The accelerator must have stuck. The engine kept moaning until the bow passed over top center and the stern went under it. Just over the vertical position the engine began sputtering, the carburetors not being built for inverted operation. Slinger frantically pushed from the cockpit. By torque or some peculiar quirk the hull turned in mid air and landed back on the sponsons, right side up. The engine was still spinning from the inertia of 6000 r.p.m.s and caught again as it flopped back into the water on top of Slinger. The boat having changed directions headed straight for the rocky shore, lined with spectators. A mad scramble cleared a path for it and it crashed into a boulder, bounced clear of the water, landed inverted thirty feet from the water's edge, against a parked car, a mass of splinters.

Everyone was so amazed watching the antics of "Rip Tide," Slinger was ignored—bobbing in his life jacket two hundred feet out. Willie was the first to realize that he was injured and was already swimming toward him when I noticed the water turning red around him. Willie helped push Slinger aboard a rescue boat. Slinger was clinging to his left arm at the elbow, with his right hand, to check the blood flow. Willie in his soggy clothes helped right the "Rip Tide" and load it on its trailer when some of the Powerboat Club members took over.

After that afternoon, Willie became completely disinterested in spear fishing. Jim and I didn't enjoy it as much without him, so our equipment became inactive.

Jim and I were returning from a conservation meeting, late one night a few weeks later, when he remarked that he would be glad when hunting season came around again—Willie always became active then. We were nearing Willie's home when we spotted the lights glowing in our mutual garage—like old hot rod days. We pulled up in front and stopped out of curiosity. The reflection held us spell-bound. Willie diligently ignored us as he bent over the splintered form of "Rip Tide," apparently preparing to remove the engine. "How'd you get that?" I asked. Willie straightened up smiling like a



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mule eating briars, "Scrounged fur it." I could have answered my own questions had I not been so astonished at the presence of "splinters," because the rest of the garage was practically empty except for shop equipment.

Jim's boat and trailer, my outboard motor, the Aqua Lung, fishing tackle, my old bent-barreled rifle, Jim's shot gun and all our camping equipment—were gone. We had been liquidated. Jim's usual jovial disposition disappeared as he said, "So the cat et the canary, this is the last straw." (Jim's French-Canadian brogue became more prominent). "Two canaries," I added. The ties of friendship were unraveling to the last threads. I realized Jim was about to blow a fuse.

"Couldn't have been worth more 'n five hundred bucks," I stated, trying to compare our friendship to a cash basis.

"Seven," amended Willie, "but I won't let you down."

Jim began looking for a shillelagh, but there wasn't a loose piece of splinter big enough to hit anyone with. I caught Jim's arm, beckoned him outside. "Let's go home and simmer over this a while," I reasoned.

"Our h'ir boat!" Jim exclaimed. He has trouble pronouncing words that begin with "a" especially when excited. He pulled me toward the back of the garage where he kept it stored. Jim loved that airplane propeller pushed boat that glazed over the sawgrass so smoothly. When his fingers touched the gunwale, he gave a sign of relief. "You better not move that h'ir boat," he yelled to Willie as we pulled way.

On our way home Jim propositioned me to take the airboat and dissolve our partnership with Willie. He had pulled what looked like pretty stinking stunts on us before, but they nearly always worked out to our advantage. I let Jim off at his house, still insisting that we meditate the matter until Saturday.

Friday night Jim and I went frog hunting, hitching on to the airboat trailer before Willie came home from work. Silence prevailed as we drove twenty miles, out the Tamiami Trail to our favorite launching spot. I could tell Jim still held contempt by his

(SEE OVER)

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Return from Glory

(Continued from preceding page)

silence. I wasn't exactly reconciled to Willie's trick either. We had accumulated entirely too much gear, some of it obsolete, but that didn't excuse Willie for disposing of it without our consent. As we unloaded, I noticed Jim examining his gig which had been damaged on a snake the previous trip. Willie had thoughtfully repaired it and replaced the hooks. He is an artist at most any kind of metal work.

Willie usually piloted for us while frogging; Jim and I worked each side. Tonight only two headlights pierced the darkness. I handled the controls and tried to work one side, placing Jim whenever possible in advantage to do the gigging from the other.

There is something serene about gliding the shallow waters of the Everglades which, in spite of the noisy engine, brings peace to the mind and soul.

Jim's real name is Arthur Lavoie. He is small of stature, and although born in the United States, is of French-Canadian ancestry. Poor health brought him to the sunshine of south Florida where he recovered rapidly. I could feel the tension being relieved by the time the third frog came into the boat and his aim became steadier. When our sack was near half full we turned to retrace our path back to the highway. It seemed unusual not to be dividing the frogs into three piles. Willie divided most everything with us whether we were along or not—especially the expenses.

I slept late Saturday morning and didn't go by the garage until after lunch. Jim was already there watching Willie work. Gwendolyn was perched on the arm of an overstuffed discard asking questions by the gross.

Willie greeted me as I inspected the scant remains of the garage. He had finished reassembling the engine after cleaning and inspecting it. It was a beautiful piece of machinery. A Mercury V-8 engine bearing the additional label, "Clay Smith—Full Race Engine. 258 cubic inch displacement," and was equipped with Edelbrock heads and three Stromberg carburetors that looked expensive to feed. Willie tenderly wiped the excess corrosion preventive oil from the bright chrome surfaces.

Two padded saw-horses had been spaced along side of "splinters." When Willie asked us to help turn her over, we responded more from habit than ambition.

As we sat down again, Gwendolyn asked, "Unka Jim why aren't you helping my daddy?"

The question was embarrassing to both of us. Jim arose to leave without answering. I followed him to the car. "We might as well give in," I suggested. "After all the thing is two-thirds ours and that mill is worth real dough. Maybe we can sell the rig out from under him when it is fixed up."

Jim hesitated a moment in deep thought before saying, "See you next week."

By Tuesday night Willie had pulled enough of the plywood bottom off of "splinters" to get a more complete picture of the mangled frames. There was scarcely a piece of wood in it anywhere that wasn't broken, cracked or knocked out of place. The keel was broken in two places; the chines were fractured and stringers splintered. Willie had already procured some of the repair materials. What a challenge to an automobile mechanic, I thought, as I watched him work. I knew he was a whiz with metal, but with woodwork, he was as awkward as Gwendolyn in high heel shoes. His weldwood glue was too thin to hold. His clumsiness reminded me of a set of rough carpenter tools, retired in my attic since I built my home twenty years before. I figured at least the loan of them could do no harm. When I turned to go get them, I almost collided with Jim, whose arms were filled with a secondhand twelve inch band saw. Runabouts when Dr. George Reichardt, When he set it down on the work bench, he looked as proud of it as Willie did of "splinters." It might not cut wood, but it cut the ice between us. When I returned with the tools, Jim had donned an apron and gone to work. We began piecing the puzzle back together in earnest.

The keel went in first, by tediously reestablishing the shape and spacing of the frames from the broken pieces. The angles of the frames had us mystified; we were contemplating taking some of the measurements from the snug fitting trailer. But after being released from the hospital, Slinger paid us a visit. He readily saw our predicament and volunteered a repair manual the original manufacturer had furnished with the three point suspension hull. The manual contained enough sectional repair prints and measurements to reestablish any part of the hull. They could have been converted into a complete set of plans, but none of us could read a blue print anyway—so, by trial and error, we piddled and whittled.

Jim and I finished the top deck, capping it off in deep clear varnish while Willie smeared it nightly, installing the engine and a complete new throttle system.

On the first trial run, Willie was as tickled as a pink kitten eating salmon, with flames spouting from the two exhaust stacks as he bounced over the waves. He insisted that Jim and I take a turn with it but neither of us enjoyed going fishing alone and couldn't figure out how to catch fish at that speed anyway. I did learn that I wasn't cut out to fit in that snug little bucket seat; also why races are run counter-clockwise. Going into those flat turns the outside sponson wants to dig in. By gunning the engine the torque helps lift it. The first turn cured me and I gave up.

These test runs also proved what

I had feared. Those three carburetors were expensive. Willie kept us broke for twelve weeks buying high test gasoline and the worst was yet to come—alcohol base fuel for the races. I could never understand why Willie had to pick such expensive hobbies.

Labor Day noon put Jim and me in the brine to our waists, playing wet nurse to a single seated sea monster we wished would dissolve so we could go fishing. Willie burst a button off his trunks when the announcement came over the speaker system. "Today we have a newcomer to the sport of hydroplane racing, one who has established fame as a Hot Rod race driver, retaining his number 88 of Hot Rod fame on the unnamed boat. He is none other than—William F. Fordyce. Let us wish him well."

Willie almost fell overboard taking a bow (I shouldn't have pushed).

Willie hit the starting line on the gun and in spite of the fact that he was supposed to hold back until he got acquainted with this new kind of competition, took second place. He came in boiling with enthusiasm. "This is easy, it's a cinch" he bubbled while Jim and I replenished the food for those hungry carburetors.

An hour's rest and Willie was back on the starting line, a burst of speed putting him in the lead. For the first lap he was turning it loose. On the last turn of the second lap, something happened. He stopped suddenly just outside the turn and seven rooster tails from the other boats hit him square in the face. Jim was sitting on a fuel can with his trousers rolled up to his knees, thumping pebbles at mullet as they jumped, dreaming of what wonderful bait they would make.

Willie worked the steering wheel frantically while being towed back to shore to show us a steering cable had broken. Gwendolyn shrieked, "Daddy's got waves in the boat!" The rooster tails, plus the fact that Willie had forgotten to close the self-bailer had filled the boat. Gwendolyn was disappointed when she found we weren't going to take the waves home with us.

The partly submerged engine required another thorough cleaning to eliminate rust from the salt water contact and the installation of new stainless steering cables. Jim spring-loaded the self-bailer and devised a cable that required the driver to rest his left foot on it to open, closing automatically when the pressure was released which would eliminate the same error again.

While we were busy in our nightly rendezvous of repairs, we had another visitor, Bob Ikerd of Islamorada on the Florida Keys. He circled our vessel like a used car dealer does a foreign car. We had heard legend of this character of early outboard racing. He had scars sufficient to prove his daring, talked big figures but didn't look like he had enough nickels to rub together.

Armistice Day found us again on the starting line with a larger field than usual. Willie was nervous as a guinea

when he started the fire on the five minute gun. He hit the starting line late, which is better than being disqualified for jumping the gun, but forced him to eat spray from five leading boats. He managed to pass two the first lap and was really pouring on the coal. The lead boat of the remaining three got crosswise on the East turn, blocking the other two. Willie cut wide, came out in front and gradually increased his lead for the remainder of the heat.

Willie caught up with his breathing while Jim and I refueled. He had expended enough energy to cut a cord of wood in that heat. After we checked the oil, Willie pushed us away saying, "She's running fine."

Jim and I left Willie "ready" and wandered to a nearby refreshment stand. We heard the starter grind but thought nothing of it until Gwendolyn came running to us. "It won't drill!" she cried. Jim pushed back his hat and scratched his head. When she saw the hairless glitter, it reminded her of the right word. "It won't auger!" she almost screamed, just as the five minute gun split the monotony.

Jim and I dropped our refreshments and ran. Willie was yelling, "No fire! No fire!" apparently about to pop his cork, which could mean only one thing—ignition trouble.

Jim grabbed the tool kit and I an extra distributor as we passed the trailer. We were lucky that the distributor, rotor, condenser and coil were in one unit. One wire, two caps and three bolts—it was off and on again. She caught just as the starting gun fired.

Willie cut a crescent into the pattern on the heels of the pack and gunned the cold engine. He was pushing them at the end of the first lap, that horsepower factory really rolling out rpm's like I had never seen before. Even the rooster tail was higher. He couldn't get through the tight pack so he took the outside, running a longer course than anyone else. The north turn of the last lap left only one competitor who was skidding wide on the turn. Being pushed by hotter competition caused him to go even wider on the last one so Willie slid between him and the buoy—to the finish line.

Instead of the usual victory lap, Willie pulled off the course, cut the engine and jumped overboard—leaving the boat adrift. For anyone so hungry for glory, these were unusual antics.

When the rescue boat brought them in, it was easily understood. Willie was minus the seat of his pants. The battery under the seat had gotten loose. He had thrown out the cushion and sat on the top of the battery, with acid sloshing out, to hold it down. The exhaust water hose was also loose from the outlet port. Steering with his right hand, holding the hot water hose on with his left, right foot on accelerator, left foot on the self-bailer cable and sitting on burning battery acid, Willie won the race.

(SEE OVER)



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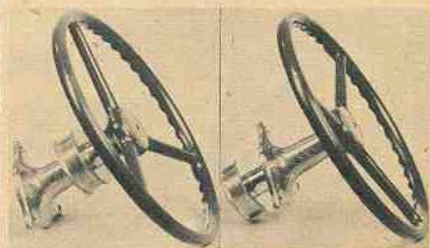
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Return From Glory (Continued from preceding page)

We furnished him a towel for a sarong to take his victory bow.

While we were at the boat hoist, loading to the trailer, Bob Ikerd came up with gold teeth gleaming. "I want to buy that boat," he said convincingly.

Willie's gloom disappeared as the breeze lifted his sarong. "You got an offer?" he queried.

"Three G's," came the reply.
Silence prevailed. I left the boat hanging on the hoist and handed Willie my tools to show my approval. Jim said "Amen" and showed his bald

head. To our surprise, Willie said, "Nope, make it thirty-five and she's yours."

I wished for my tools back to hit him with.

"Conditional," came the reply. "You boys crew for me through one race."

Three one thousand dollar bills and a check for five hundred changed hands. Bob promptly stated, "Now watch my smoke."

So "Smoke" became "splinters" new monicker. (End)

IT'S NEWS
Johnson Propellers

OJ racing propellers are now available for the following classes: Service C, Racing C runabouts and hydros, and F racing runabouts and hydros.

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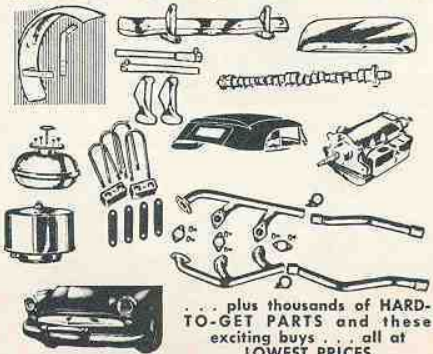
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