

OUTBOARD

JUNE 1955 — 25 CENTS

INBOARDS
BOATSPORT ANC

**BREAKING THE
BOTTLENECKS OF BOATING**

PICKING THE RIGHT PROP

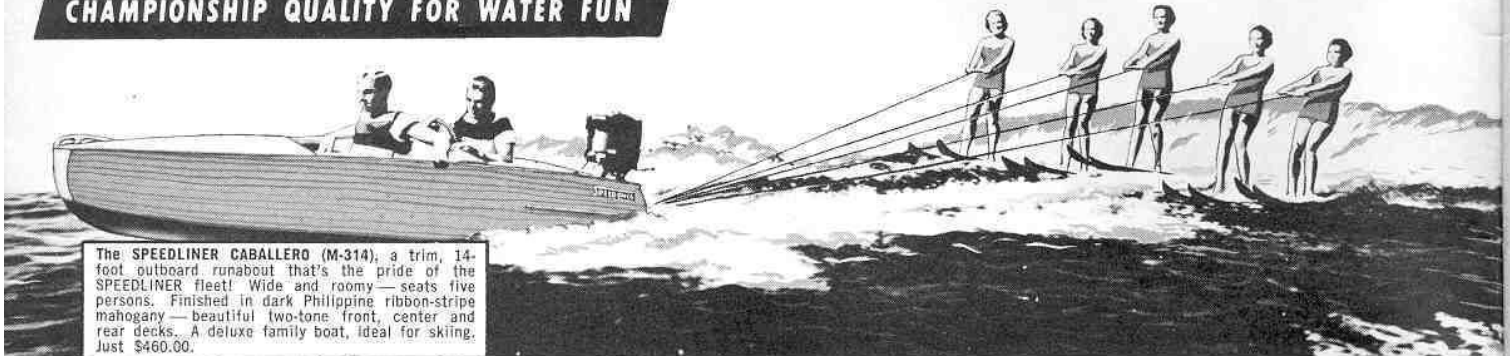
**HOW TO GET STARTED
IN RACING**



SPEEDLINER

Boats—Kits—Water Skis—Marine Plywood—Fiberglass Kits
CHAMPIONSHIP QUALITY FOR WATER FUN

The Championship Line FOR SPORT AND PLEASURE



The SPEEDLINER CABALLERO (M-314), a trim, 14-foot outboard runabout that's the pride of the SPEEDLINER fleet! Wide and roomy—seats five persons. Finished in dark Philippine ribbon-stripe mahogany—beautiful two-tone front, center and rear decks. A deluxe family boat, ideal for skiing. Just \$460.00.

Family Runabouts, Sport Boats, Boat Kits BETTER BUILT FOR RUGGED, SAFE, SPEEDY PERFORMANCE

What do you want in a boat? Safety? Speed? Endurance? Beauty? Well, you get them all when you get a SPEEDLINER! Expertly designed and flawlessly constructed, SPEEDLINERS are outstanding in appearance, seaworthiness and performance. Because only the finest materials are used, SPEEDLINERS give years of sturdy service with minimum upkeep. Proof of SPEEDLINER superiority is well demonstrated by the 36 national racing championships and records captured by SPEEDLINER craft during the last six years.

Whether you boat for sport or family pleasure, there's a SPEEDLINER model tailored to your taste and your budget. There are 32 sleek SPEEDLINER models, including two new designs with walk-through front seat, available at your nearest SPEEDLINER dealer. Stop in and look them over...or send the coupon below to General Marine Company for a free SPEEDLINER catalog.



DEAN CHENOWETH, Xenia, Ohio, winner of a room full of first place trophies, chooses a 1955 SPEEDLINER Corsair—the best-performing "BU" boat to bear the SPEEDLINER name.



The SPEEDLINER TROPHY (M-114), a safe, speedy, stable 14-foot family runabout that's as beautiful to look at as it is to handle. A new bottom design eliminates strenuous bouncing and hard riding—gives smooth-as-silk performance that's beautiful to behold.



TOMMY BARTLETT, radio and TV host of the famous NBC show "Welcome Travelers," says this of his SPEEDLINER, "The boat pictured above has been put over a jumping ramp more than 1,000 times and is still in use. I've found that all SPEEDLINERS have the same rugged construction and dependability."



BUILD IT YOURSELF and save with a SPEEDLINER boat kit! This 17-foot outboard cruiser can be assembled at home. Cruises approximately 30 mph with 25 HP engine, 6-foot beam. Sleeps 2. Weight with cabin, under 600 lbs. Without cabin, \$354.00; with cabin, \$495.00. Bunk kit \$50 extra. Same boat completely assembled, with bunks, paint, window, on shipping cradles—\$1450.00.

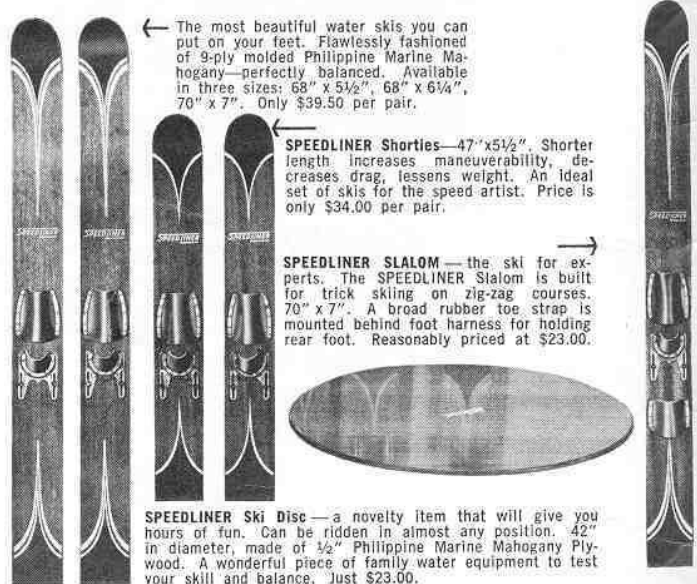
SPEEDLINER BOAT KITS, designed with the same skill and precision that go into all SPEEDLINER products, are available from every SPEEDLINER dealer. By assembling your boat from a SPEEDLINER kit, your cost is only about one-half. No special tools needed. Boat building experience not necessary. Prices from \$98.50 up. New 1955 12-foot skiff, \$89.50; 14-foot skiff, \$129.00. Ask your dealer for details or send coupon below for full information.

FIBERGLASS AND SPEEDLINER RESIN—Give lifetime protection to hulls, cabins and all wood surfaces with these superior SPEEDLINER products. Stop rot, mildew, water absorption and deterioration—end caulking, leaking and the need for painting. Resin will not run, gum up and can be sanded to a mirror-smooth finish. Order from your SPEEDLINER dealer or write factory.

A few choice dealerships still available. Use coupon at right for complete details.

Now SPEEDLINER PRESENTS... Aquadynamic Water Skis!

Now—for the first time—the famous SPEEDLINER name is on America's finest quality water skis. Made of molded, 9-ply Philippine Marine Mahogany, SPEEDLINER Water Skis are constructed with the same degree of skill and precision that you'll find in all General Marine products. Hot-pressure molded, SPEEDLINER skis are practically indestructible. They're lightweight and flexible for topmost maneuverability—yet strong enough to last a lifetime. Grueling tests show that SPEEDLINER skis won't straighten, split, warp under severe conditions. An attractive two-tone front and back design on finished natural ribbon-stripe mahogany, gives SPEEDLINERS a look of elegance that's not found in skis similarly priced. Harness is of sturdy, permanent-molded aluminum with top-grade rubber. Adjustable to any shoe size, 5 to 13. SPEEDLINER Water Skis are on display at most boat shops, hardware stores and sporting goods shops.



← The most beautiful water skis you can put on your feet. Flawlessly fashioned of 9-ply molded Philippine Marine Mahogany—perfectly balanced. Available in three sizes: 68" x 5½", 68" x 6¼", 70" x 7". Only \$39.50 per pair.

← SPEEDLINER Shorties—47" x 5½". Shorter length increases maneuverability, decreases drag, lessens weight. An ideal set of skis for the speed artist. Price is only \$34.00 per pair.

→ SPEEDLINER SLALOM—the ski for experts. The SPEEDLINER Slalom is built for trick skiing on zig-zag courses. 70" x 7". A broad rubber toe strap is mounted behind foot harness for holding rear foot. Reasonably priced at \$23.00.

SPEEDLINER Ski Disc—a novelty item that will give you hours of fun. Can be ridden in almost any position. 42" in diameter, made of ½" Philippine Marine Mahogany Plywood. A wonderful piece of family water equipment to test your skill and balance. Just \$23.00.

WATER SKI KITS are available for the handy, do-it-yourself sportsman. Kit contains unfinished 9-ply skis, shaped and cut to size, together with complete building instructions. 70" x 7", \$19.90; 47" shorties, \$15.90. Deluxe harness, complete with screws and bolts, \$8.90. each.

SPEEDLINER

GENERAL MARINE COMPANY

Dept. 1155 6th and Oak St. St. Joseph, Mo.

GENERAL MARINE COMPANY

Dept. 1155, 6th and Oak St. St. Joseph, Mo.

Gentlemen: Please rush me information on the items I have checked below. Boats Boat Kits Water Skis and Kits SPEEDLINER RESIN and FIBERGLASS Protected SPEEDLINER dealerships

Name _____

Address _____

City _____ State _____

NOW 8 ISSUES A YEAR

Next issue
JULY

On sale June 1

Advertising closing date April 1

AUGUST

On sale July 1

Advertising closing date May 2

SEPTEMBER

On sale Aug. 1

Advertising closing date June 1

DECEMBER

On sale Nov. 1

Advertising closing date Sept. 1

MARCH

On sale Jan. 16

Advertising closing date Nov. 9

APRIL

On sale March 1

Advertising closing date Dec. 30

MAY

On sale April 2

Advertising closing date Feb. 1

JUNE

On sale May 2

Advertising closing date Mar. 1

AROUND THE BUOYS

THE YEAR 1954 was a real record breaker on the outboarding circuits. Nearly every one-mile straightaway and five-mile competition record in both the stock and alcohol burner ranks were wiped from the books. In the top speed brackets both the A.P.B.A. and N.O.A. saw new marks entered by the season's close. The A.P.B.A. top-speed mark was established on the 16th of October at Devil's Lake, Oregon, where the perfect water conditions proved a mecca for outboard speedsters who in all racked up seven new A.P.B.A. speed tallies. Most startling was the one-mile average of 75.402 set by Burt Ross, Jr., Seattle, Washington.

The day following his mile-shattering trip through the traps, Ross drove the rig in competition to a new five-mile F hydro mark of 63.779. Both of the new marks wiped out a pair previously held by Bud Wiget, Concord,

(Continued on Page 24)

BOAT SPORT

CONTENTS

AROUND THE BUOYS	3
<i>Personalities and events.</i>	
PICKING THE RIGHT PROP — By Hank Wieand Bowman	4
<i>Helpful hints on choosing the right propeller for your boat.</i>	
BREAKING THE BOTTLENECKS — By Ed Spanke.....	6
<i>An official of O.B.C. deals with the problem of getting boats to and into the water.</i>	
HOW TO GET STARTED IN BOAT RACING	
By Blake Gilpin	11
<i>Expert advice by a speedboating authority.</i>	
ORANGE BOWL REGATTA — By Shanon Place.....	12
<i>A report on the events that ushered in the 1955 racing season.</i>	
OUTBOARD CAMP-BOATING — By Don Cullimore.....	16
<i>What is a camp-boat? Why is it becoming so popular?</i>	
TORQUE TALK — By Lou Eppel	17
<i>Up-to-the minute news and views by an A.P.B.A. Council member.</i>	
OUTDOORS WITH THE OUTBOARDS	
By Richard Van Benschoten	18
<i>Outboarding sparks boating's biggest year.</i>	
IT'S NEWS	21
<i>New products and parts.</i>	
COVER STORY	24

Photos in this issue reproduced by permission of Florida State Advertising Commission (Cover)—Carver & Swanson—Hank Wieand Bowman—Mercury Motors—Neal Hydroplanes—Van Pelt Boat Co.—Kenny and Arthur Williams—Johnson Propeller Co.—Midwest Chicago Stock Outboard Assn.—City of Miami Beach News Bureau—National Outboard Assn.—Arnolt Corp.—Buell Mfg. Co.—Studio Fotografico Milano—Paolo Speroni—Sid-Craft—Outboard Boating Club of America—Chicago Photographers—Johnson Motors—Victor Mansfield—Miami and Miami Beach Orange Bowl Regatta—Don Cullimore—Toomey's (Zion, Ill.)—Wide World Photos, Inc., from Mercury Motors—Gulf Oil Co.—Owens-Corning Fiberglass Corp.—Plasti Craft—American Pad & Textile Co.—General Machine Works—Wagemaker Boats—Nor-Craft Outboards—Norsemen Cruisers—Evinrude Motors—Lafayette Supply Co.—Lahti Hydros—MOC Liquid Tools—Hubbell.

Joseph J. Hardie • Raymond J. Kelly, Publishers
Harold Hersey, Editor
Hank Wieand Bowman, Technical Editor
Richard Van Benschoten, Associate Editor
Russell G. Swanson, Contributing Editor
Paolo Speroni, European Correspondent
George Weaver, Art Director
Frank Ringkamp, Assistant Art Director
Joseph Eustace, Layout Artist

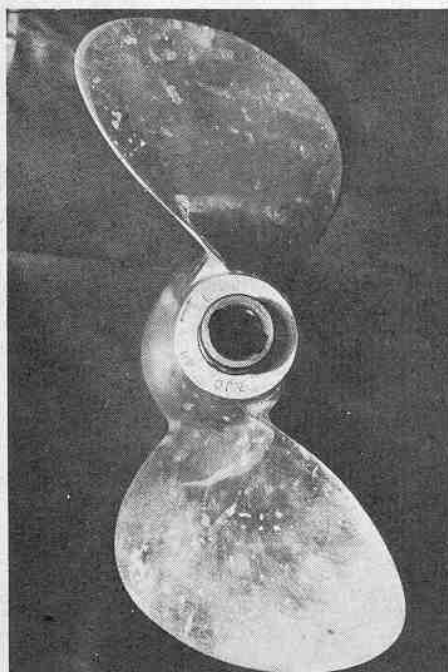
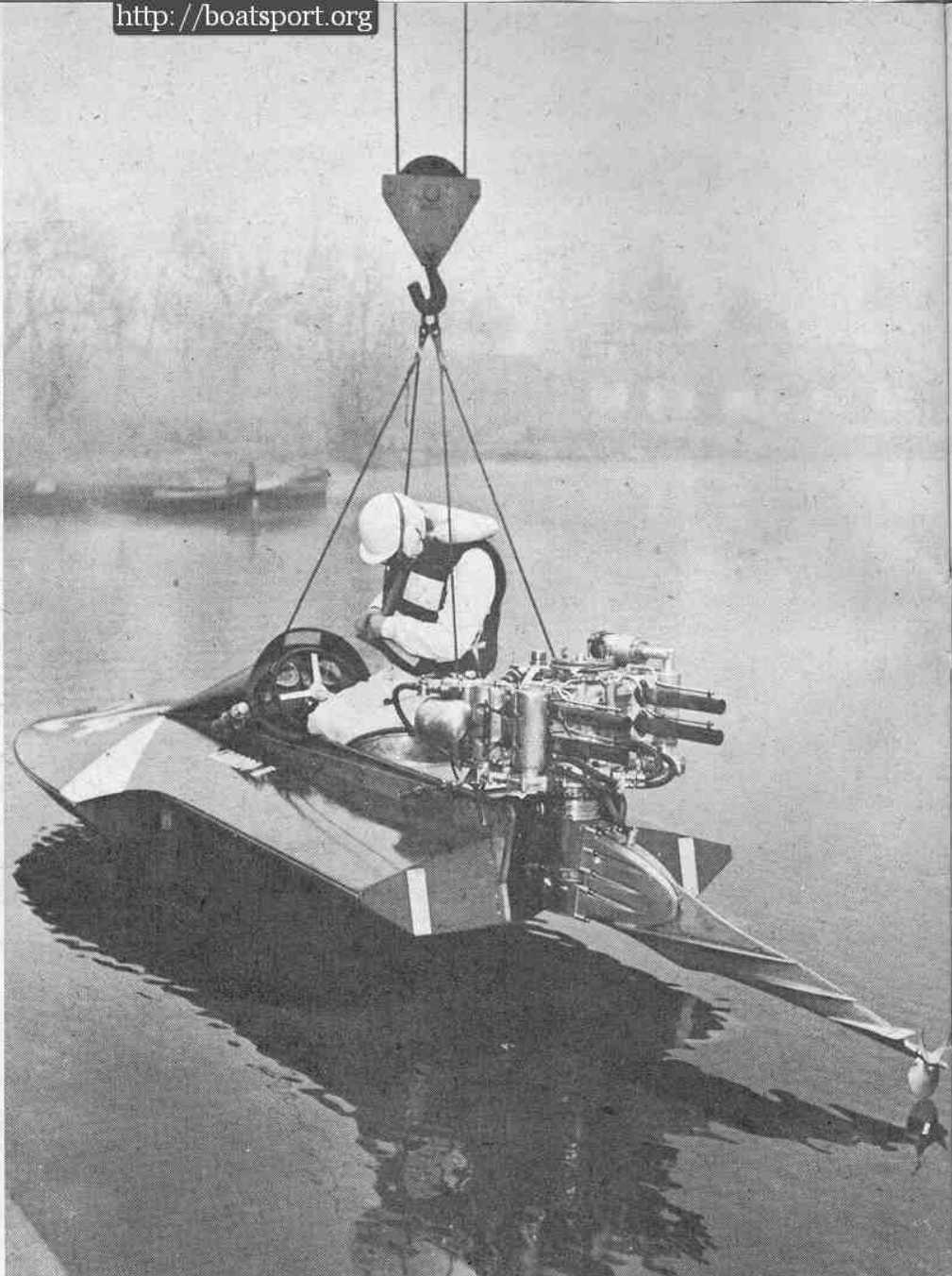
June, 1955—Vol. IV, No. 1 (Whole Number Nineteen). BOAT SPORT is published eight times a year, with issues dated Mar., April, May, June, July, Aug., Sept., and Dec., by H-K Publications, Inc., 1140 East West Highway, Silver Spring, Maryland. Editorial and Executive offices: 215 Fourth Ave., New York 3, N. Y. Application for modification of second-class entry pending at the Post Office at Silver Spring, Maryland. Copyright, 1955, by H-K Publications, Inc. Although unsolicited manuscripts and pictures are handled with care, this magazine assumes no responsibility for their safety. Printed in U.S.A. For advertising rates address: Advertising Department, BOAT SPORT, 215 Fourth Ave., New York 3, N. Y. (Phone GRamercy 5-2509). West Coast Repr. NED BRYDONE-JACK, 714 W. Olympic Blvd., Los Angeles 15, Calif. (Richmond 8-7327.) Subscription rates: Annual (8-issue) subscription \$2.00 in U.S.A. and its possessions and territories—\$2.40 in Canada and elsewhere. Two-year (16-issue) subscription \$3.50 in U.S.A. and its possessions and territories—\$4.20 in Canada and elsewhere.

PICKING THE RIGHT PROP

By Hank Wieand Bowman

(Right) Radice of Italy designed this three-bladed prop for Massimo Leto di Prioli, and it was right for the 162 hp Lesco motor with which Leto established new World's Class X record of 100.042 mph for two-way run over measured mile.

(Below) Typical Michigan-type Hi Tensil Bronze racing wheel, one of four suited for Evinrude or Johnson 25's (Class D1).



SELECTING A WIFE or a husband, or picking out a new hat that will look just right and tie in properly with your personality is a simple task compared to the choice of the right prop for your racing rig. To be right, the final choice of a propeller for your racing outfit must be one that gives the combination of boat, motor and you as passenger the greatest speed over a race course under the prevailing set of competition circumstances.

You might as well resign yourself right now to the fact that there is no one propeller that will be perfect on your outfit under all circumstances. The wheel that will win races for you on a tight turn, three-quarter mile course in rough water may be wholly wrong for a marathon or for a big looping

mile-and-two-thirds oval. The wheel that may clock the highest speed on a test run in undisturbed water may be slower in competition than the wheel that checks out at two miles an hour less when you get into rough company.

Here is one consolation: most of your competitors are making as much of a guess in the dark concerning the proper wheel as you are.

Naturally you would like to know how to arrive at the one wheel that will let you get out ahead of the pack and stay there. Let's understand immediately that you won't find in here any statement that the only wheel that will do the trick is a 9" x 11 1/4" So-and-So make, or some other nice pat formula and brand name. We can't name it for you and no one else can.

Propeller indicator proves how one blade may vary as much as .050" and even more from true in new condition. Perfect balance is important.

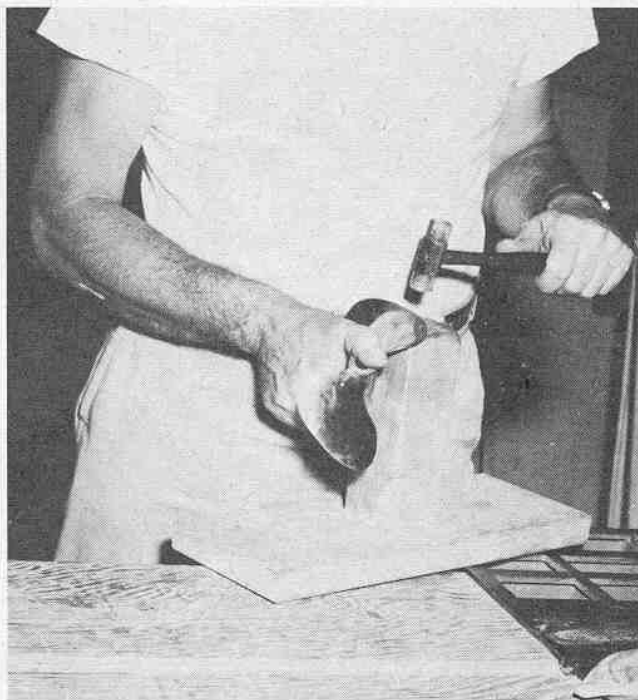
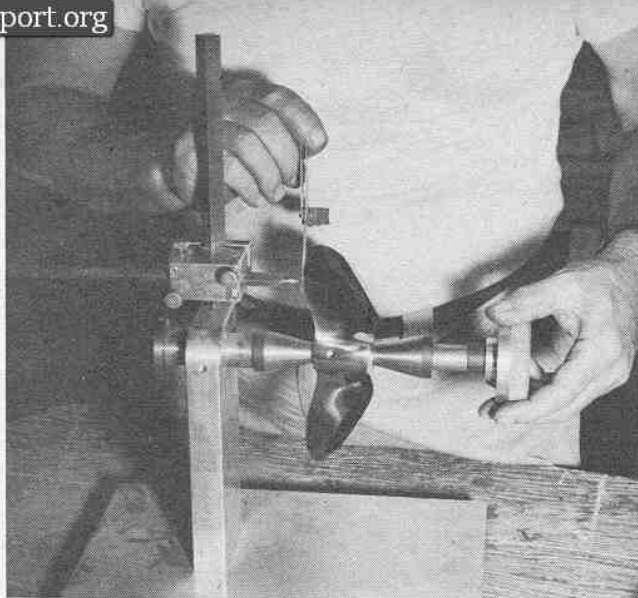
First, let's try to understand why we can't just neatly wrap up a positive recommendation. To begin with, you have to understand how a propeller functions. For years, the books have been trying to simplify the approach and glibly say that a propeller works like a screw spiralling its way through a piece of wood.

If this explanation were true, then pitch alone would be the only factor to worry about. Increase the pitch of the prop and the boat would go farther in any given period of time. Sure the propeller has been referred to as a screw but a screwing motion just won't move your boat forward.

What does occur is that when the propeller revolves it imparts a rearward thrust to the water caught in the arc of the blades' movement. Actually the leading edges of the blades trap the water and draw it through the propeller and expell it out in a twisting stream to the rear of the propeller. Water is only partly compressible so that water packing up behind the blades imparts a forward thrust to the trailing edges of the blades. Since the propeller is secured to the driveshaft housing, which in turn is secured to the stern of the boat, any thrust against the blades is reflected in turn to the boat's transom and forward motion is imparted to the boat.

Basically this action could be duplicated by eliminating the propeller and letting the motor expell water under pressure through a pipe substituted in place of the propeller shaft—an aqua jet approach.

In striving to win races, particularly
(Continued on Page 24)



(Above) A wooden block, soft hammer and patience, plus know-how, are needed to correct alignment errors in propellers or experiment with cupping blade tips.

(Left) Sid Uretsky (left) and Mickey Starago, designers and builders of Sid-Craft stock runabouts, inspect a Kaminc prop of stainless steel with which the 1954 WinnebagoLand marathon was won by Zuback at new 46.19 mph average.



Take it easy when backing trailer into the water. Photo far left shows trailer going to the driver's left. Photo left shows how to make trailer go to driver's right. A good idea, too, is to have someone lend you a hand until you are an expert.

BY ED SPANKE
 Outboard Boating
 Club of America

BREAKING THE BOTTLENECKS OF BOATING

YOU COULD THINK of Vasco Nunez de Balboa standing on a mountain on the Isthmus of Panama on September 25, 1513.

Balboa is looking at the Pacific Ocean, the first man other than natives of the area to do so. At his back, on the eastern shore of the Isthmus, are the ships he had brought with him.

"Golly," says Balboa (in Spanish, of course), "that's pretty. I sure wish I could sail my boats there."

Well, sir, Balboa never did get his boats into the Pacific. He did rent some canoes or rafts from inhabitants of the Pacific shore of the Isthmus and visit the Pearl Islands. But he never did go boating in his own craft on Pacific waters.

For the millions of Americans who have dreamed the almost universally inherent dream of floating down a river or skimming across a lake in boats of their own, there has been little apparent progress with the problem of getting their own boats *to* and *into* the waters of their choice since the time that Balboa discovered the Pacific 442 years ago.

Until recently, that is.

Several months ago, the editors of BOAT SPORT sensed that something exciting was happening in the realm of boating for everybody. There was a hint here and a hint there about developments in trailers and their uses, launching facilities, marinas catering to the outboarder and a generally encouraging, although confused, indication that all who wanted to go boating—that is, just about everybody—were on the verge of seeing their ambitions become realities.

But how to accomplish this in the year 1955? How to let everybody in on the good news now—rather than wait another 400 years, as was required to put over Balboa's rental boat substitute for what he really wanted?

The editors felt that if, somehow, they could present the new opportunities for boating as one big picture, the whole process could be speeded up. The editors felt, too, that if they could track down the various reports they had been receiving as to how individual boaters were meeting their own problems, there could be printed a definitive article or a series of articles that would end these frustrations.

And so the editors turned the problem over to the Outboard Boating Club of America, national organization of boating enthusiasts and manufacturers and sellers of boating equipment.

OBC staff members started checking. They talked to and wrote to scores of boating clubs, individual boaters, marine dealers, manufacturers. Their approach was: "What are *you* doing about getting boats *to* and *into* the water?"

The results were amazing.

On an individual basis, the problem of getting *to* and *into* the water has been neatly solved throughout the nation. The problem now is one of exchanging ideas, of making individual experiences common knowledge to all, of getting it generally known what is going on from coast to coast—so that all boaters and prospective boaters everywhere may have at their disposal all the best available and proved techniques and ideas.

In a series of articles, beginning

with this one, we shall bring together what will amount to an encyclopedia of getting boats *to* and *into* the water—a means of implementing a plan of escape from these hectic times for those who seek relaxation and recreation on the waterways.

In words and pictures, we shall present tidings of good cheer for the prospective outboarder who is now landlocked by desert, prairie or lack of neighborhood waterways.

We'll have something for the confused first-time user of a boat trailer faced with the necessity for backing up or engaging in other maneuvers.

For the boating club, sportsmen's club, community or civic club which has boating waters available, but no convenient means of using them, we'll show specifically how they can go about making it possible for everybody to become a sailor.

For the "amphibious" boater in general who is concerned about maintenance, care and efficient and pleasurable use of his boat and trailer, we'll have information—some of it learned the hard way—that has never been in print before.

And all this will be presented in easy-to-understand text and illustrations. We may turn occasionally to dreaming of things to come; but basically we'll stick to what's going on right now. In other words, we'll serve as a swapping center for proved ideas.

Adjacent to these words you will find a pictorial index of what you can expect to find in these articles—the first comprehensive guide to "Breaking the Bottlenecks of Boating" ever to be published.

THE problem of getting boats to and into the water has been, since early times (see text), the great bottleneck of boating. But the situation has begun to clear for the small-boat owner and the additional millions of Americans who would like to be small-boat owners.

In a series of four articles, beginning in this issue, BOAT SPORT will show, in words and pictures, how the problem is being licked.

Here's a pictorial index of some of the angles to be covered in the first comprehensive presentation of ways and means for those who have been kept from the full enjoyment of that natural heritage, our waterways.



(Above) The editors of Boat Sport believe that after you have read this series of articles you won't hesitate to face city traffic, or the open road, with your boat and trailer. Photo from Monterey, Cal.



If you use an outboard marina (or would like to), or operate one (or would like to), you will be interested in the efficient, neat way the builders of this fine marina went about providing every convenience.



If you're ever a Cruiser Master—and everybody eventually wants to be one—faced with the problem of getting a lot of boats into the water in a hurry, you'll find plenty of good advice in Ed Spanke's articles.

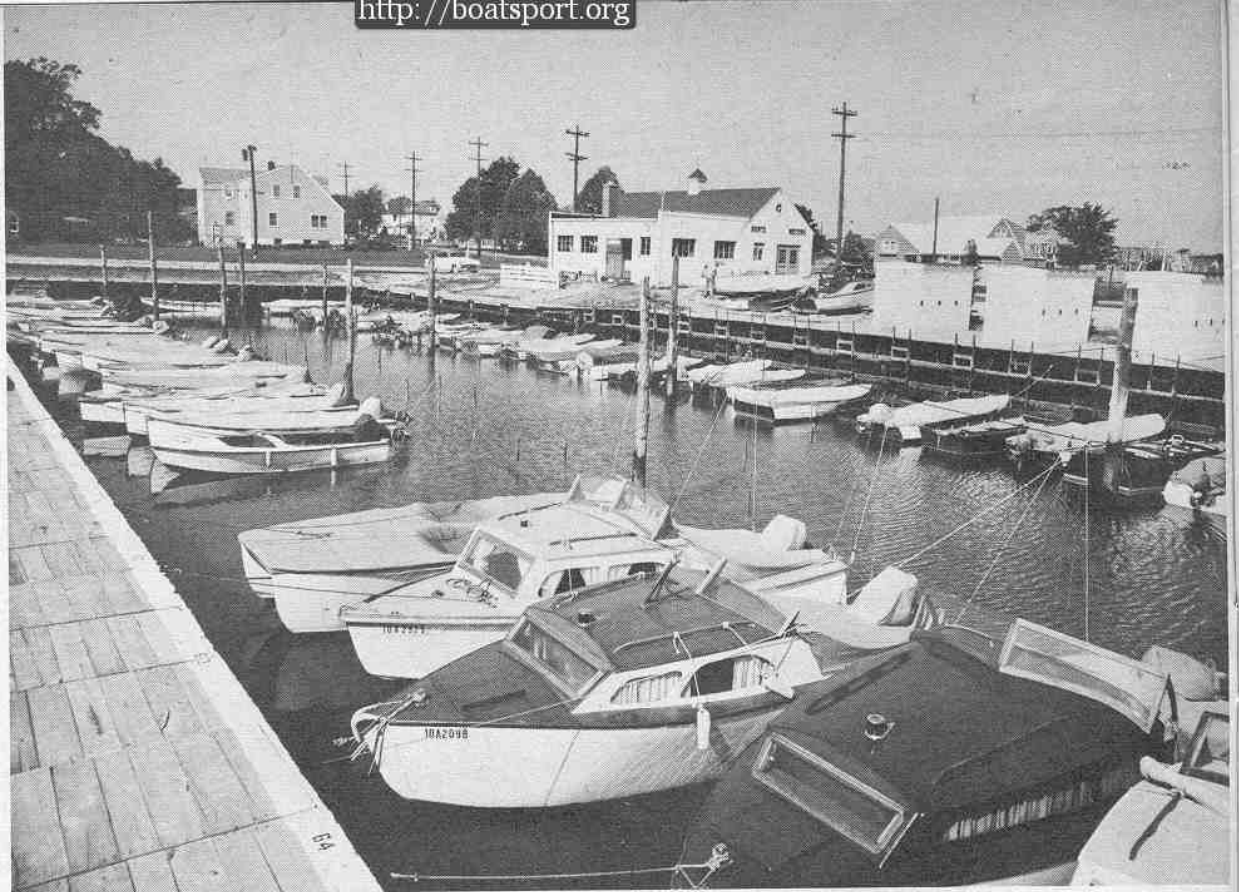


Here, under expert guidance, you see how a number of boats are being trailered into position along the water's edge. In this instance, it's a good stretch of waterfront, the job a comparatively easy one.



As a citizen of a thriving community, you will be keenly interested in how the citizens of Tacoma, Washington, built this ramp for its boating population. Erected in '53, it is located in Point Defiance Park.

(See Over)



It is the modern marina—like the one above—that is making it much easier for boating enthusiasts everywhere in the United States to use their craft. Equally important is the fact that one's boat is well cared for week in and week out.



Every year more and more people are "getting away from it all" in an ever-increasing variety of boats powered by hardy, reliable out-board engines. Time was when powerboating was limited to only those with cash-lined pocketbooks—nowadays anyone can own boat and motor.



With the modern trailer the average small boat owner is finding it easier and easier to reach navigable waters. The wiser and more experienced he is, the earlier he leaves in the morning and the earlier he comes back home, for only in this way can he beat the heavy traffic.



Once you're off the beaten track—well on your way to a boating vacation—one of the real pleasures is to stop and have lunch. This shows one family that has learned how to get there and back again by using a trailer and carrying all their necessary supplies along with them.



If you don't feel up to bucking the crowded highways, you might look around for a boat garage, a new idea being developed by marine dealers for the benefit of boat owners who want to keep their rigs near the water. The boat garage shown here is located in Chicago, Illinois.

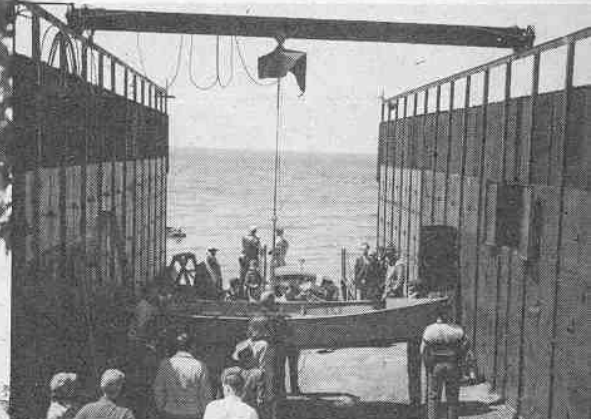


Although this photo shows an inboard cruiser being moved out of the door of a boat garage, it is typical of such garages everywhere for all types of rigs, big or small. If you are a marine dealer, you might want to look into the idea of promoting a like project for your community.



Of course, you may want your service attendant, the one who services your automobile, to take care of your boat. Trailers are becoming so common that you just naturally can expect to have your boat windshield wiped when you pull into any gasoline station along the busy highway.

BREAKING THE BOTTLENECKS OF BOATING



As a member of a boating or sportsmen's club, you will find much to interest you in seeing how these club members get together to construct launching facilities at Erie, Pennsylvania.

(Left) This efficient boat hoist at Wilmette, Illinois, is but one of many in general use. These boat hoists are part of the excellent service being offered by wide-awake marina owners to an increasing number of customers.

BREAKING THE BOTTLENECKS OF BOATING

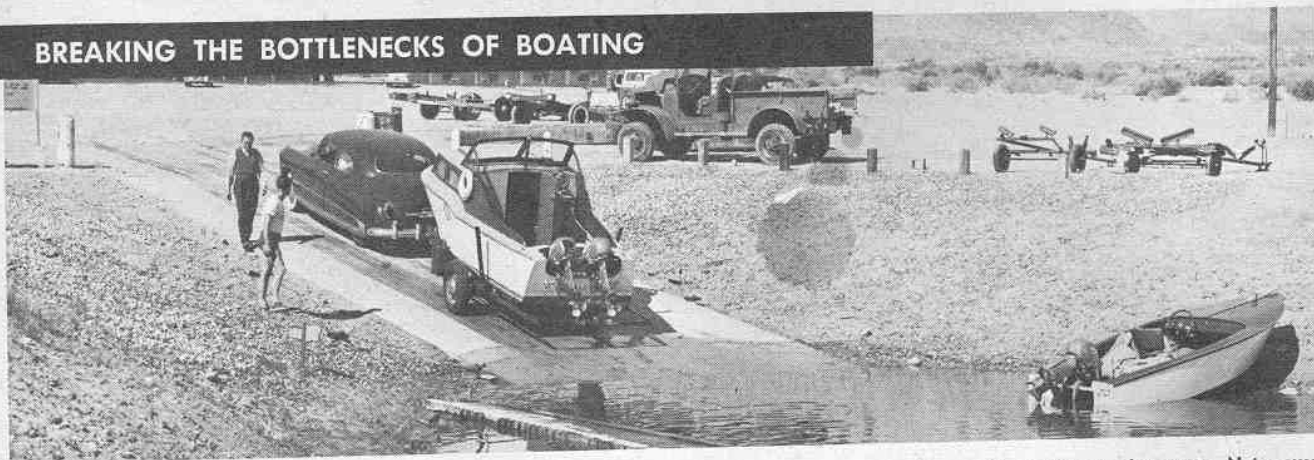


Photo shows a boat ramp on the Salton Sea in California. Such a convenience as this makes it easy to back this twin-motored cruiser

into the water, or any size craft, as far as that goes. Note overnight cabins. We're green with envy just looking at this photograph.



This launching ramp may look a bit rough and ready, but it's easy to use and you'll note that it is in a well protected place along the

shoreline at Port Angeles, Washington. Like the picture of the Salton Sea above, the mountains climb skyward in this picture, miles away.



(Above) A happy, carefree group of outboard motorists wait their turn for launching. As Ed Spanke says, "The problem of getting to and into the water has been neatly solved . . . The problem now is one of exchanging ideas, making individual experience common knowledge to all."

(Below) Some vacation spots do get a bit overcrowded, making it necessary to wait in line along the road before one can even get to the waterfront. Unless one is going to some special boating event it is wiser to travel greater distances in order to avoid heavy traffic.



THE NEXT ARTICLE IN THIS SERIES WILL APPEAR IN THE JULY ISSUE OF BOAT SPORT, OUT JUNE 1st.

HOW TO GET STARTED IN BOAT RACING

By Blake Gilpin

The speedboater's choice can range from the tiny JU runabout, with a motor of maximum 7.5 cubic inches and over-all weight of boat and rider of 190 lbs., up to Gold Cup class, like "Hurricane" (above) that has hit 160 mph.



ACCORDING TO a large proportion of the fan mail received by the editors of BOAT SPORT, the question "How do I get into boat racing?" is about on a par with the question "How do I make a trip to the moon?" To those of us who have been hanging around the pits every nice Saturday and Sunday for 10! these many years, there doesn't seem to be any problem at all. It's pretty much of a matter of you pays your money and takes your choice. But perhaps, in all honesty, that is over simplifying the procedure, so here's a try at telling to whom you pay your money and where you start making your choice.

Inboard racing in the United States is almost exclusively governed by the American Power Boat Association. There are a few independent sanctioning groups, but more of these later. The supervision of outboard racing is divided on the whole between the American Power Boat Association and the National Outboard Association. To participate actively in racing, to be eligible for national recognition should you rise to record breaking status and to collect points in racing toward various high point season awards, you must belong to one or both groups.

This is not a form of taxation on the boat racer. The institution of a national governing body is extremely necessary in any sport and it takes money to handle the necessary administrative work. From the governing body come uniform rules so that all sanctioned races are conducted on equivalent terms (the rules decided upon by membership vote); the sanctioning body is a clearing house in the recognition of records and the keeper of points to establish championships. The sanctioning bodies do not themselves conduct races. The races are conducted by local clubs that are members of the parent group. BUT, to compete in sanctioned races, you must be a member of a major governing body and one of its member clubs.

First, let's take a look at what the governing bodies can do for you in making your entry into racing easier. The A.P.B.A. and the N.O.A. offer several types of membership. A racing membership in the American Power Boat Association, with offices at 700 Canton Avenue, Detroit 7, Michigan, is \$15 annually. The cost of the dues includes competition privileges at any A.P.B.A. regatta, the association's Year Book and Racing Rules which

cover motor and boat specifications for all classes, information governing starts and general racing rules, a subscription to the organization's monthly news bulletin with race results and news items of interest to the boat racer, plus a death and disability insurance policy covering the individual while competing at a sanctioned race.

The National Outboard Association, 707 Market Street, S.W., Knoxville, Tennessee, has a racing membership fee of \$14 a year which includes its official Rule Book and its monthly publication, both of which cover the same general field of interest outlined above.

Both associations offer a more modest priced membership for those interested in receiving rules, the monthly publication, participating in voting on general rules but not desiring active racing privileges. A.P.B.A. has a Subscribing membership of \$5 a year and a Contributing membership of \$10 a year. N.O.A. offers a Contributing membership at \$10 a year.

For the racing member, and this article does concern the person who actively wants to bounce around in the choppy water of the racing game, at the time of filing membership applica-

(Continued on Page 27)



Miami waters were churned for nine long hours as 28 out of 51 starters continued around the 3.8-mile course of the grueling endurance event.

ORANGE BOWL REGATTA

BY SHANON PLACE

THE 1955 RACING SEASON was ushered in at the five-event Miami and Miami Beach Orange Bowl Regatta and International Grand Prix, which ran from December 26th through January 2nd. The opening event on the schedule of marine activities, which combined overshadowed the New Year's Day Orange Bowl Football game, was the 24-mile Around Miami Beach Marathon. Fifty-seven miscellaneous inboards and outboards started the rugged run from Haulover Beach Park. As the field swung out through Government Haulover Cut into open water, Howard Abbey with Sam Griffith, the regatta's General Chairman, riding as co-pilot, took over front spot in a 20-foot Century Coronado runabout powered by a 285 horsepower Cadillac Marine conversion. Abbey was never headed and stated that his greatest concern was keeping an eye on the waves, some of which were as high as 7 feet on the ten-mile open Atlantic Ocean leg of the course.

Despite the rough going, forty-two of the starters finished the event, only one boat capsized and only one driver was injured. The injured driver was Ray DeRome whose right elbow was cut during the pounding engaged in by his 18-foot 160-horsepower Hurricane powered Abbey Craft. DeRome stayed in the fray despite the elbow laceration and finished third behind Howard Hibbert, also of Miami, who drove a 200-horsepower 19-foot Prowler inboard.

The lone upset occurred to outboard jockey Jimmy Wynne, Fond du Lac, Wisconsin, who was later to stage a comeback in the Nine Hour Endurance.

First home of the outboarders, who were buffeted not only by the ocean rollers but also by criss-crossing waves rolled out by the inboards that out-powered them as high as seven to one, was Buddy Boyle, Fond du Lac, Wisconsin. Boyle helmed a 14-foot Coronado pushed by a Mercury 50. Boyle's previous training as movie stunt man, outboard racer, one-time member of

the Cypress Gardens outboard jump crew and for several years a member of a touring outboard thrill show, stood him well in stead. Not only was Boyle first of the eggbeater fleet to get the checker but in so doing he beat out eleven inboards and 24 other entries.

An idea of just how rugged the trip was may be gathered from General Regatta Chairman Griffith's remarks at the finish. Said veteran racer Griffith, "That was the roughest ride I've ever had in a boat and it's the last time you'll ever get me into a cockpit in an open water race!"

Later that same day, nearly 125 outboard entries from Canada, Cuba and ten of the United States tangled in eleven heats of racing. Because of the vast number of entries, the AU and DU drivers were unable to work in their scheduled heats. And after three eliminations for the B Stock Hydros, the BSH final was called off before sunset

(Continued on Page 14)



Don Baldaccini spells Marcel Raveau at wheel of the 12' Raveau with Merc 20H that set four Class 1 marks.



The skillful refueling operations of their pit crews were responsible for many drivers' high speed averages.



Howard Abbey's 20' Century was the over-all winner of both Miami Beach circuit race and Endurance event.



Jimmy Fyle, Jr., leaped to safety when his 266 hydro caught fire in the 2nd heat of International Grand Prix.



(Above) Despite waves, which frequently reached seven feet, all but five of the fifty-seven starters in the Around Miami Beach Marathon finished.

ORANGE BOWL REGATTA

(Below) Bill Steele, in a Mercury Mark 50 powered 16' Ayre Craft, was the first cruiser driver home in endurance event, with nearly 251 miles.



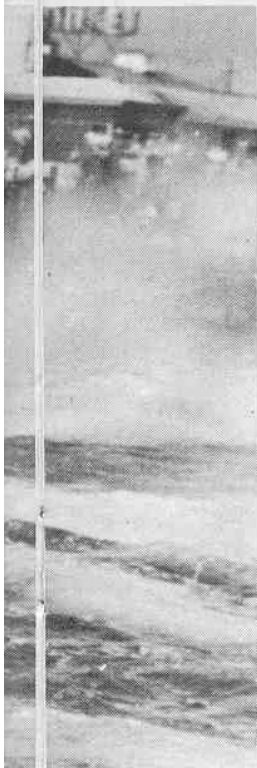
(Continued from Page 12)

The estimated 10,000 spectators at Haulover Beach Park, however, saw some really tough stock outboard competition, several startling spills, a boat piggyback exhibition and champ nearly uncrowned.

Don Baldaccini, Miami, A.P.B.A. Class A Stock Hydro champion, was given a real run for his money by Chris Erneston, Jr., West Palm Beach, the

(Below) Jim Wynne, with co-driver Bob Cozzens on deck, came in 4th over-all, 1st in outboards; averaged over 40 mph for hour.





Jim Wynne, in his 14' Raveau powered by a Merc 40H engine, who with co-driver Bob Cozzens set four U.I.M. records in the endurance event—for one, two, four and six hour runs.

D. C. Keisacker, International Grand Prix winner, accepts Baker Palladium Trophy from Orange Bowl Queen, Carolyn Stroupe. Tommy Gore, owner of "Miami Boy" is at left.

N.O.A. Champion who always makes a good showing for himself on either sanctioning groups' circuits. Erneston and Baldaccini first tangled timber in the first elimination heat, with Baldaccini holding a slight edge over the West Palm Beach skipper at the finish line. The second elimination heat went to Charlie Lovelace of Tampa as Erneston and Baldaccini shimmied their rigs for the final. In the final, Baldaccini

went into the lead in the first lap but Erneston smartly edged over toward the shore line where smoother water prevailed. The West Palm Beach pilot picked up his tempo and went into the lead on the third lap and in a dramatic home stretch sprint, finished out in front by less than a boat's length. However, in the final reckoning, Baldaccini eked through and was awarded his crown on the least elapsed time.

In the BU events it first appeared to the crowd of partisan onlookers that out-of-staters would take the honors as Jim Derr of Lincoln Park, Michigan, was followed in by Spring Lake, Michigan's John Mueller, who took the measure of Chris Erneston, Jr. Another out-of-stater, Bill Schrewe, Sheboygan, Wisconsin, finished fourth with Stu Gray of Miami, fifth. The best effort
(Continued on Page 30)

Buddy Boyle, in Merc 50 powered Coronado Craft, was first outboard to finish in Around Miami Beach Marathon, beating eleven inboards home.

Start of the nine-hour Pelican Harbor Yacht Club Endurance Race was in the LeMans style. Drivers ran to boats and had to start engines.





Sleeping room for two aboard on the "Vagabond," a 16-foot camp-boat used by the Don Cullimore family last year. Note air mattresses and sleeping bags, supported by fold-up slat arrangement between fore and aft seats. Side and back curtains had snap-on fittings for attachment.



Cramped but effective cooking is possible aboard this 16-foot camp-boat, using a portable gasoline stove. Secret of comfortable camp-boating is effective stowage to leave midship free of gear. Two can sleep aboard under canvas in rainy weather and camp ashore in good weather.

OUTBOARD CAMP-BOATING

By Don Cullimore

"THE OUTBOARD CAMP-BOAT is an orphan," one of the nation's largest marine dealers told me. "The boating industry doesn't yet realize it's been born—but the customers do. They're buying stock hulls adaptable to camp-boating, and fixing 'em up the way they want them for cruising and weekend fishing trips, even vacations.

"More and more people are going in for the idea of extended trips by water, camping out on the shore or on their boat. A canoe is the simplest way, but it lacks a lot in comfort and there's a lot of water where a canoe isn't practical.

"The other extreme, in a portable boat, is the outboard cabin cruiser.

"A camp-boat falls pretty well in between the canoe and cruiser from the standpoints of utility, cost, comfort and portability. In the next few

years it's going to become increasingly popular."

What is a camp-boat?

There are no standards of construction because, as our friend pointed out, boat manufacturers have been slow to recognize the utility of a specialized craft falling in this category. Varying versions, each reflecting the ingenuity, purse and preference of the owner, can be found on virtually every waterway. The writer's description is based on observation of these varying craft all over the country, and on his own experiences in obtaining and rigging a hull for that purpose in 1954.

Basically, the camp-boat is a craft that can be used for cruising, fishing and camping with foul weather protection for at least two persons, and adequate stowage space for gear for overnight or extended trips. It's fairly

roomy, with high freeboard, broad beam, short foredeck, and an interior largely free of fixed obstructions. It has no cabin but usually carries a collapsible canvas canopy top and snap-on side and back curtains for weather protection.

It has the stability and speed to buck rough water conditions. Power may range from a 10 hp outboard up, with the 25 in most general use.

Its length, in general, ranges from 14 to 18 feet. About 16 feet seems to be the most popular and, from several angles, the most practical. Beyond that length, easy portability and launching is sacrificed to obtain roomier comfort.

The writer's boat quadrupled in brass by serving also as a tow craft for our water-ski-happy youngsters. Used in the upper Midwest, Canada

(Continued on Page 31)

(Below) Under-seat compartments can solve much of the stowage problems in camp-boats. Here hinged bunker seat holds outboard-starter storage battery, anchors and line. Don Cullimore, shown here, used 25 hp Johnson outboard with remote controls and steering wheel mounted forward.



(Below) Shoreline-family camping is one use of camp-boats. Although sleeping space aboard is limited, craft can carry gear for small group. Don Cullimore and his family of four used this 16-foot craft in this manner, camping along the way when they embarked on extended trips.





The author, Lou Eppel, Cedar Grove, N. J. (left), receives his Gulf 100-mile-per-hour Club certificate from marine racing representative R. D. Lunnon of the Gulf Oil Corp.



(Above) George Thompson, Huntington Park, Calif., receiving the John and Flora Blank Memorial Trophy from E. M. Peatross, Senior V-P of A.P.B.A. (Below) Bob Parish holds A.C. Kiekhaefer Memorial Trophy for National stock high point champ.



TORQUE TALK

By Lou Eppel

OF ALL the whoop-de-do surrounding the National Motor Boat Show in January, certainly one of the brightest spots is the Annual Gulf Oil Corporation Awards Breakfast at which are announced the selections for the Marine Racing Hall of Fame.

Gulf, as hosts, manage to get together a most impressive group of past and present luminaries in the field of inboard racing, who foregather to do honor to those elected to the Hall of Fame, and also to partake of the bubbly and a fine breakfast. The 1955 affair seemed to us to be the best that we have attended, with many young old timers present. We especially enjoyed talking with some of the fellows who were tops in their classes before World War II and who seem to come out into the racing fraternity only on such occasions as this.

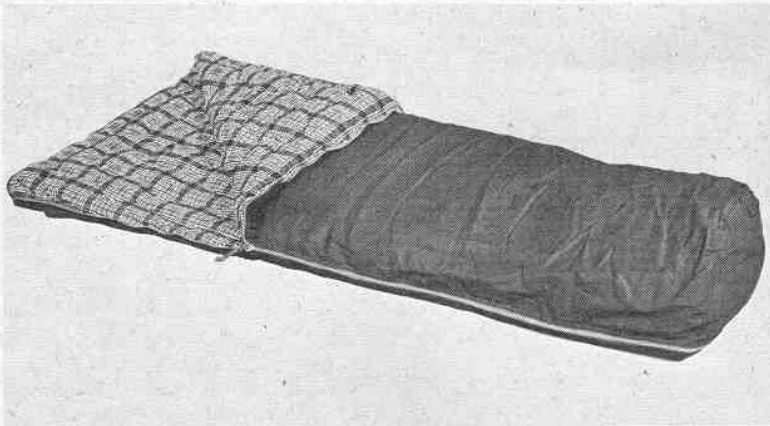
It was singularly notable that all of the retired drivers were of the old school and drove their own boats, shunning the current trend to have someone else do the driving. Of course, it

(Continued on Page 32)

(Below) Norseman 16' cruiser is in the class of day cruisers which are becoming a popular item in the outboarding field today. Cabin affords shelter and there is room for bunks. Many such boats can also be used for camp-cruising trips.



(Below) Designed for use in bunks or on shore, this blue Tapatco sleeping bag is called "The Nomad." It is 36" x 78" and filled with 3 lbs. of 50% dacron and 50% rayon, has full length zipper and space provided for air mattress insertion.



OUTDOORS WITH THE OUTBOARDS

by Richard Van Benschoten

Outboarding Sparks
Boating's Biggest Year

(Below) Perma-Dock Mooring Bars shown in use. Boat is held in close to dock or float by means of heavy springs which snap into eyes on bow and stern. When not in use, the mooring bars fold back against the dock.



(Below) Wagemaker's new Molded Ply-lap boat is made in 12', 14' & 16' models with single or double decks. The hull is made of lapped siding over a molded plywood hull. There are no ribs, and no seams to caulk.





Plasti-Craft 12' runabout has a Fiberglass-reinforced plastic hull and foredeck, mahogany gunwales, ash rails.

IT HAS BEEN estimated that \$285,000,000 will be spent this year on outboard boats, outboard motors, gasoline and oil alone. When you add to this the cost of boat trailers (nearly 90,000 were sold last year) and the many accessories that help make boating the fastest-growing family outdoor sport in the country today, the figure will be astounding. While such sums are more in keeping with governmental budget figures than with the family variety, if they are broken down by the number of families that will be doing the buying the really astounding fact about

outboarding will be apparent, and that is how inexpensive it is.

The crowds that have been jamming the Boat Shows across the country for the past three months have given proof where their interest lies. Sure, they enjoy seeing what a \$35,000 yacht looks like, but when it comes down to their own pocketbooks it's the outboard booths at the shows that really attract them. There they see the boats and motors and accessories that they know they can afford.

Just take a walk through the aisles of a "Composite" Boat Show and see

some of the hundreds of new items that have been introduced to outboarders from Coast to Coast this year. There is everything from electric starter assembly kits to 24' outboard houseboats, from aerosol push-button "paint shops in cans" for touching up outboard motors in matching factory colors to do-it-yourself kits for building your own AquaLung for underwater breathing while skin-diving.

Over here in our "Composite" Boat Show, for instance, are two new aluminum models from Aero-Craft: a 21' cab-

(See Over)



The Nor-Craft 22'8" fiberglass Star of the North outboard express cruiser has a complete galley, an enclosed toilet and dressing room, and sleeps four.

OUTDOORS WITH THE OUTBOARDS (Continued from preceding page)

in cruiser and an 18' convertible cruiser. There is a definite trend toward the day cruiser, which may or may not have bunks and weather protection but which combines the features of a runabout and cruiser. Alumacraft's new Custom Cruiseabout is in this class; also aluminum, it is designed by Erick Swenson and has optional convertible top.

The new Bowman seam-free plastic-hulled outboard is a team-work job with Goodyear Aircraft Corp., which will be available in three models: twin-decked and fore-decked runabouts and an open bow utility.

Down the next aisle are the Aristo Craft models, including the new 15' mahogany plywood utility. In line with the trend, all models are more heavily built to take the larger outboard motors.

The Blue Star 15' Super-Chief-Holiday is aluminum and comes with two roll-up bunks and canvas after-deck. Among the Cadillac models of molded plywood and aluminum is the 14' Seville runabout with two windshields, upholstered seats and steering wheel. In the same luxury runabout class is the Century "sportscar" type Palomino.

Correct Craft has two outboard cruisers, 19' and 21'. In contrast, the little 14' aluminum Cruiser Craft has two bunks and, with its flat bottom and upswept bow, draws only four inches of water.

Coming into the accessory section, there's the new Benson anchor for small boat fishermen. The four-pound anchor has a sliding-ring design that allows the ring to slide down the shank so that anchor may be pulled out the way it went in if it becomes snagged. Some other new items include: Draw-Tite custom-made trailer hitches for all popular makes of cars; Eagle filler cans with graduated oil measure and detachable flexible spouts; special Champion outboard racing spark plugs; new AC spark plugs with rust-proofing zinc finish and automotive-type ceramic insulators; Nautalloy ready-cut curved plexiglas windshields in either tinted or clear glass; Attwood Hydra-Steer hydraulic steering units; Brainerd one-man Boaturn and hoist for boat storage; Fiberglass boat covering kits; Finson boat speed indicators, with 12' of neoprene tubing; Topper outboard motor davits for handling larger motors; new Sagen sectional steel stair for use with its sectional docks and boat hoists; Taylor's Boatop and Mariner Windshield combination; Vollrath eight-piece matched basic deck hardware kits in either stainless steel or polished aluminum; Woolsey "Tradewinds" ready-mixed copper bronze antifouling paint.

There are hundreds of tempting items for the boat owner or the prospective owner to look over and consider buying for his craft. Those mentioned

are just a few of the newer ones shown this year.

Over in the outboard motor section the emphasis is on power and quieter operation, and electric starting on the larger models is featured in most lines. As the standard makes of outboard motors were covered in our Boat Shows issue, here we will only mention two rather unusual new developments in this field. The Airboy outboard attaches to a boat like a regular motor but its propeller is up in the air instead of in the water. It is an air-cooled motor in 2 and 3.5 hp models that is air-propelled and steered by means of a 28" prop. The Klepper outboard motor is designed for folding boats, canoes and other light craft. It is a 3 hp model, with a 16-watt lighting system and spotlight, and weighs 26½ lbs.

Crossing the main aisle, we come to another section of outboard boats, and after rambling through it we have the following notes to jot down on what's new over here: Feather Craft has added a convertible 18' Cruisette to its line of aluminum outboards; Eastern Ladd Boats has kits with factory assembled hulls from 12' sports models up to outboard cruisers; Speedliner family runabouts have redesigned bottom contours for smoother riding characteristics, also two new walk-

through front seat models have been added as well as two new boat kits; Higgins has returned to the outboard field with a 14' runabout; Scottie-Craft has added three outboard cruisers to its line, an 18' and two 21' models, with galley unit and enclosed toilet on the larger; the Canadian-made aluminum Aroliner 21' cruises, sleeps four, with flying bridge, galley and enclosed toilet; Larson's Crestliner Voyager is an 18' day cruiser with an aluminum top; Lawrence 18' Weekender outboard cruiser has 7' beam and 54" cabin headroom; Lone Star has added 18' Riviera outboard sports cruiser, featuring new "vibration-free" motor mount; new Whirlwind models include an 18' hull, available in standard or day cruiser models; Ozarka offers its new 18' Seadan Cruiser either in kit form or as completed boat; in addition to its new 18' Offshore Fisherman, Thompson has introduced a new all-fiberglass runabout; Topper has added a 19' Cruisette.

At best, this was a hurried trip around the crowded display floor of our "Composite" Boat Show, during which we had time to make only random notes on the many new angles of outboarding that keep on appearing almost continually. However, we do feel that enough has been mentioned to show what a tremendous growth the sport of outboard boating has had in recent years, and also the great potential growth it has ahead of it. (End)



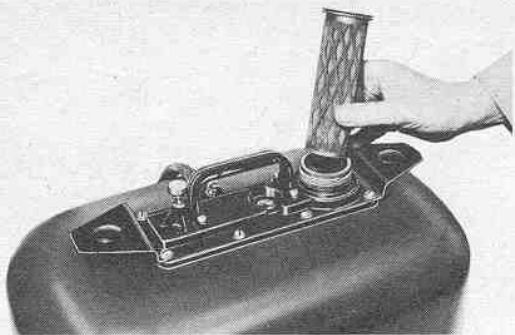
Jack Martin of Traverse City, Michigan, won all these trophies in one season at short course meets sponsored by the Michigan Outboard Stock Boat Racing Ass'n. Champion Martin won the trophies with his Van Pelt Racer, also shown.

ANCHORFAST NAILS FOR KIT BOATS

By standardizing on Anchorfast nails of Monel to fasten their boats, several leading kit boat suppliers make the fastening job as easy as possible. The Anchorfasts are said to cut construction time in half and to make certain the finished hull will be tight season after season. Though Anchorfasts drive as easily as a nail, they do

not come loose from vibration or back out. They don't dezincify. Stronger than brass or bronze screws, and cheaper than bronze, they can be identified by an anchor on the head, and rings around the shank. These rings wedge into the wood fibers and are locked in place there.

One of the first kit boat builders to standardize on these nails was Bay State Boat Company, 29 Main Street, Cambridge 42, Mass.



Filter for remote fuel tanks made by Lafayette Supply Co.

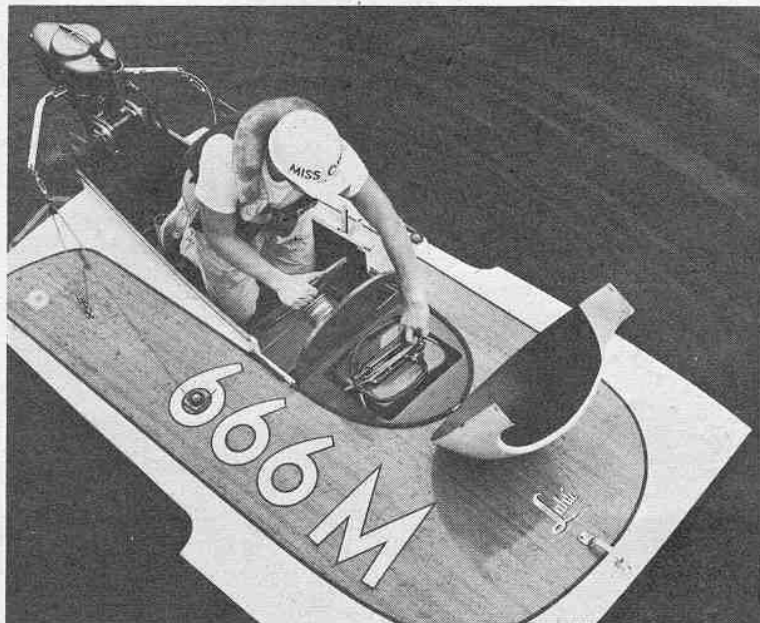
REMOTE TANK FUEL FILTER

A fuel filter designed to keep dirt from entering outboard motor auxiliary tanks has been placed on the market by the Lafayette Supply Company, West Lafayette, Ohio. The filters, which include in their construction more than 25 square inches of copper screening with frame work cadmium plated and dichromated against rusting, list at \$2.25 each. The top of the filter is flanged to fit the fuel tank opening and a hook is provided inside the flange for attachment of the cap retainer chain. The filter also includes a neoprene gasket used to form a seal.

OFFSET HYDRO FOR CLOSED COURSES

The new Lahti four-point suspension A-B hydro presents one of the most advanced and imaginative designs in a hydroplane since the conventional single step hydro became obsolete for smooth water and closed course operation. Uolevi L. Lahti, Director of Research of CM Incorporated, Nickels Arcade Building, Ann Arbor, Michigan, has recently introduced his hydroplane which has the cockpit and engine offset to the left of the center line offering better balance in cornering and claims greatly improved traction in closed course racing. The design also is claimed to offer a solution to compensate for propeller torque on straightaways. The four-point design, which reduces wetted surface, may also prove to be the means of boosting both the A and the B Stock Hydro five-mile records.

(Continued on Page 33)

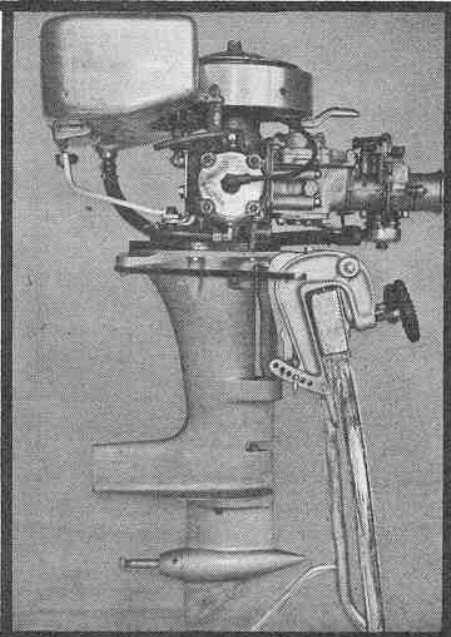


New Lahti four-point A-B hydro has cockpit and engine offset in effort to produce better balance in cornering and for closed course racing.

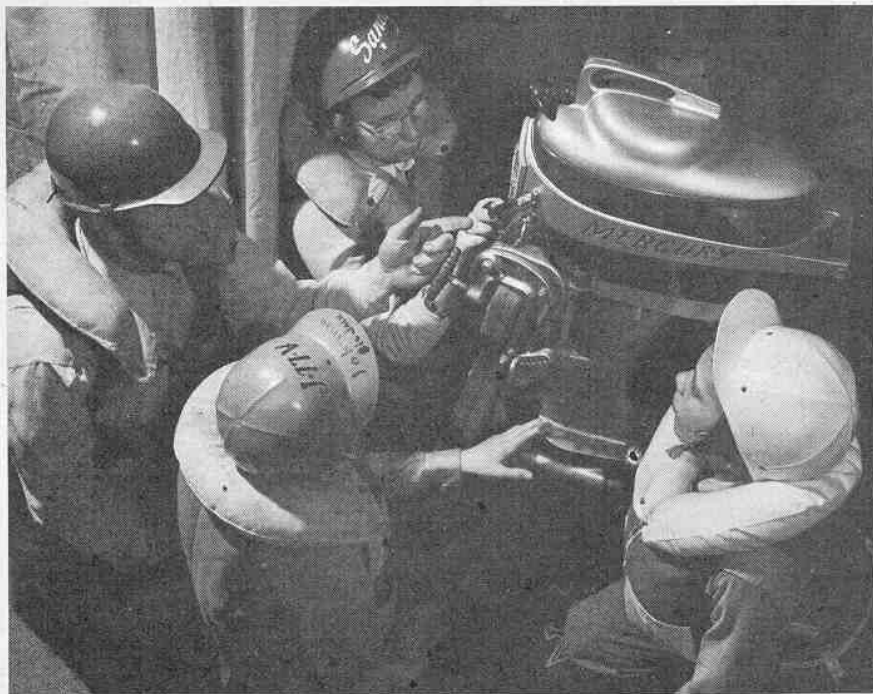
It's
NEWS



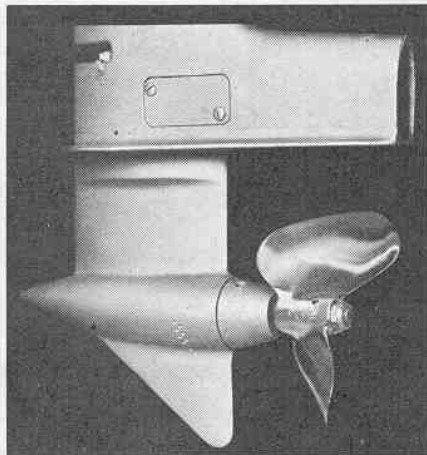
MOC "liquid tools" designed for use in high compression inboard marine engines of today.



Hubbell #1 lower unit conversion kit applied to a Johnson SR type alcohol burning motor.



(Above) Midwest Chicago Stock Outboard Racing Association Champions look at Merc Mark 20 at Chicago National Boat Show. In background is Sandra Preski, 15, High Point Winner in Class A Utility. From left to right in front: John Novak, Class B Hydro Champion; Johnny Zalud, 10, High Point Champion Class JU; and Stephen Diaz, 13, the Second Place Winner in Class JU.



Johnson Propeller Co.'s new Super 'OJ' prop.

**FORTY YEARS' EXPERIENCE
BEHIND 'OJ' PROPS**

Oscar Johnson, 76 years young, the 'OJ' of the Johnson Propeller Company, is the designer of the 'OJ' propellers and the new Super 'OJ's' which have just been developed for both runabouts and hydros in A, B, and D Classes. The 'OJ' propellers are also available for Service C, Racing C runabout and hydros and F Racing runabouts and hydros. In addition, prop-



(Above) Old-timer in racing is Johnny Diaz, shown here opening up on a turn at the Kankakee Valley Boat Club Regatta conducted by the Midwest Chicago Stock Outboard Racing Association.



Oscar Johnson, whose seventy-six years include forty spent in the field of racing propellers.

The proud custodian, for the coming year, of the Reed Trophy is pint-sized Kenny Williams, 11, who is in his second year of racing. The cup represents the Long Island Outboard Racing Championship and was won by Kenny in the Soap Box class.



pellers are also available for most makes of outboard motors both for service and for persons who are interested in obtaining improved speed and performance on their pleasure boats.

Johnson Propellers are the result of 'OJ's' more than forty years of experience in propeller work. Continual testing and experimenting is carried on to develop faster and more efficient propellers. Inquiries are gladly accepted for propeller recommendations, there being no charge for this service. Write: Johnson Propeller Co., 603 Lancaster St., Oakland 1, Calif.

STOPS NOISE AND VIBRATION WHERE THEY START... AT THE TRANSOM

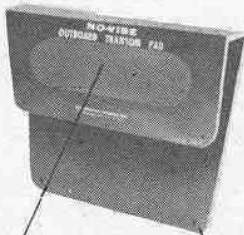
with
AMAZING NEW INVENTION
FITS ANY SIZE BOAT!

NO-VIBE \$3⁹⁵

RUBBER OUTBOARD TRANSOM PAD

Cushions the transom of your boat with a tough Neoprene saddle. Stops vibration-caused noise by insulating clamps and backing plate from transom. NO-SLIP SURE GRIP. Rigid Formica insert spreads pressure.

No clamp marks on the transom. ONE SIZE FITS ALL BOATS, ALL ENGINE MODELS AND HORSEPOWERS. Installs with screwdriver only. Tested and proven.



rigid insert keeps clamps from slipping, prevents wear

installed with 4 screws

stops vibration-caused noise
prevents weakening of boat, keeps seams tight



**Fewer Repairs
Keeps Engine
New SAVES
YOU
MONEY!**

avoids clamp-marks & stains on transom

deadens sound frequencies where they start

AUDIOMETER TESTS

shows instant noise reduction up to 85% of noises due to vibration as soon as outboard is insulated from hull with NO-VIBE Transom Pad!



MUFFLES VIBRATION NOISE

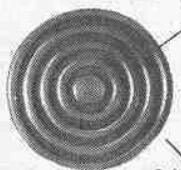
- ★ Fits all size engine clamps
- ★ Easily installed, slips on without tools.
- ★ Made of famous Du Pont Neoprene.
- ★ Has strengthening insert disc.
- ★ Resistant to gasoline, sun and salt water.

MAKE THIS TEST!



Install NO-VIBE... and your motor will run so quietly, so smoothly, so free from vibration, you can place a full glass of water on the cowl without spilling a drop.

no tools needed — a child can slip on



non-slip vacuum grip striations

Salt water, sun and gasoline resistant

clamps fit in here



reinforcing discs



NO-VIBE \$3^{pr. ppd.} only

DU PONT
neoprene

DO NOT HAVE TO ATTACH TO BOAT — INSTALL ON ENGINE ONLY

Cushions engine on individual mountings. Thick, resilient Neoprene pads stop outboard noise & vibration, fit all engine clamps.

Similar in effect to Transom Pad above, but attaches to clamps and becomes part of engine unit. Preferred by those who use their own motor on rented boats. Vacuum action prevents anger of engine loss. No tools needed to install.

Order Without Risk!

**MONEY BACK
Guarantee**

Your money back within 30 days if not completely satisfied for any reason.

Worthington Products, Inc.
441 Lexington Ave.
N. Y. 17, N. Y.

creators of **NO-VIBE**

DISTRIBUTORS WANTED!

WORTHINGTON PRODUCTS, INC.
441 Lexington Avenue
New York 17, New York

**SPECIAL DELUXE \$4⁹⁵
WHITE RUBBER**



Please send postpaid.

Check enclosed Money order enclosed. Send C. O. D.

NO-VIBE
TRANSOM PAD \$3.95
SAV-OR . . . \$2.75
Total . . . \$6.70
Order both . . . \$5.95
You Save 75c

SPECIAL COMBINATION OFFER!
Please send me the SPECIAL COMBINATION OFFER of one NO-VIBE TRANSOM PAD and a pair of SAV-OR for only \$5.95 at a saving to me of 75 cents.

NAME _____
ADDRESS _____

PLEASE PRINT



SAV-OR

**MOULDED RUBBER OAR SLEEVE
THAT SAVES YOUR OARS!**

Fits any standard oar—No seams for water to run under and rot oar—resistant to salt water and sun—no tools needed—installs without nails—protects at point of greatest wear—Can't stretch or slip—Holds oar in lock—Also being used as Outrigger Pole Socket Linings.

\$2⁷⁵
only **pr. ppd.**

Outwears leather—muffles oar lock rattle.

Around The Buoys

(Continued from Page 3)

California. However, Wiget, who is the A.P.B.A. 1954 High Point Champion and winner of the George E. Townsend medal, set two new marks of his own when he bumped Bill Tenney's C racing runabout record by .347 m.p.h. to its new 57.489 m.p.h. listing. Bud also knocked Chuck Parsons out of the record books by adding nearly two miles an hour to the F Racing Runabout speed which now, under Wiget control, stands at 55.572.

A week prior to the A.P.B.A. Ross and Wiget marks, Joe Michelini of Chicago, at Knoxville, Tenn., tailrode a 4-60 through the N.O.A. permanent trap at Fort Loudon Lake at 76.596 m.p.h. However, the Chicagoan's mark lasted only nine days longer than a month for on November 21st, P. G. Cornwell, a former N.O.A. F record holder, regained his lost title and reached the pinnacle with a 77.922 m.p.h. average to chuck Michelini's mark into the discard.

Michelini's luck had already played itself out in late October when in an attempt at the world's Class X record, Michelini flipped and blew his giant four-cylinder hand-made product.

Throughout the year records have tumbled. Bill Tenney, who in recent years has been cracking records with an amazing consistency, pushed the A.P.B.A. mile speed C Hydro mark to 68.631 at Seattle, Washington, in August, boosting it from his own 65.574 set the year before at McKeesport, Pennsylvania. Tenney who stars on both major sanctioning groups' circuits, cracked the N.O.A. Class C straightaway stint formerly held by Doug Creech at 66.79 with a solid 68.441.

The season also witnessed Tenney push the A.P.B.A. Class B mark to 64.296.



Bill Tenney receives Mishey-Vincent Best Performance Trophy from Mary Benson, executive secretary of N.O.A. Doug Creech won it twice.

The alcohol burners during 1954 had nearly 10% more regattas than they have had during the previous year, but the alky burners with strictly racing equipment were uneasy, largely because of the success of the convert-to-alcohol



Bud Wiget, A.P.B.A. High Point champion of the alky burners, also held honor last year.

D's in F competition. The Mercury 20H in the alcohol burning ranks and the amazing 61.069 m.p.h. Class A mark established by Tacoma, Washington's Jack Leek with an alcohol burning Mercury KG4, added to the alky jockeys unrest.

All over the country alcohol burners raised their voices loud and long for a change in rules legislation that would permit them to run a more modernly designed lower unit. The A and B boys claim that their 12:19 and 13:19 gear ratios combined with configuration restrictions had too long been a handicap, while the stockers were largely running 15:15 (or 14:14) streamlined Quicksilver units.

N.O.A. in '54 had opened the gates to the use of Quicksilvers on the Class F 4-60s, yet refused to let modified stocks run at their National alcohol burning championships. Largely due to this ruling the N.O.A. has built up a strong third group of outboard drivers known as Division IV or Modified Stocks. An idea of the strength of this group was indicated when more than 400 pieces of equipment were on hand for the N.O.A. Modified Nationals in Oklahoma.

A.P.B.A. alcohol burners, particularly those in Classes A and B, are delighted with the new rules changes for 1955 which will permit the use of any approved lower unit in Classes A and B and which will mean that most of the Johnson KR drivers will switch over to Quicksilver, Martin, Champion or Scott-Atwater Green Hornet units and SR drivers will follow suit or elect the Hubbell B-55 unit. One West Coast manufacturer, Randolph Hubbell, has already put on the market two types of Quicksilver modification kits to adapt the streamlined unit to either KR or SR motors.

This whole lower unit situation has been a slow evolution. A.P.B.A. in order to blow a breath of life into the dying Class F permitted the F drivers to use Class C type units. This was done because C's in general with only 30 cubic inches were beating the pants off the 60-cubic inch F's. Today, with the aid of the better designed unit, the 4-60's can again blow off the best PR's in the game.

Though 1954 was a record-breaking season, the new rules changes, which also permit the KR drivers to open up to a full 15 cubic inches, should throw most of the alcohol burning '54 records

into the discard before most of the fans even have the figures memorized.

In the inboarding ranks, Lou Nutta who, during 1954 won the European inboard hydro championship, moved through the Hollywood mile trap near Miami, Florida, at 122.455 to blast into oblivion the old 7 liter mark of 115.203 set in October by George Byers, Jr., at Elizabeth City, N. C.



Lou Nutta, Sr., in "Miss Miami II", moving through trap during 7 liter record breaking run in which he set average of 122.455 mph.

A considerable number of new racers broke through the 100 m.p.h. barrier to gain a spot in speedboating's coveted 100 m.p.h. Club. Included among the newcomers was BOAT SPORT's columnist and veteran of both outboard and inboard competition, Lou Eppel, of Cedar Grove, N. J.

— H. W. B. —

COVER STORY

WE ARE indebted to the Florida State News Bureau, with offices in Tallahassee and Winter Haven, for the beautiful color photograph on our cover this month. We think it typifies the feeling of relaxed fun and romance that boating can bring to everyone, everywhere in this wonderful country of ours.

Whether it be cruising on a vacation, fishing, exploring new waters on a Sunday outing, or just sunning, swimming and drifting, boating is one of the major recreational pursuits of America. And, as we enter upon a new season, there is every indication that it will assume even larger proportions in the national picture of healthy, outdoor fun for the entire family.

Picking The Right Prop

(Continued from Page 5)

closed course races, you should strive for the most efficient speed, not necessarily peak speed. Assume that one propeller will drive you and your hull 60 m.p.h. down a long straightaway. Another propeller (we'll call this one B and the 60 m.p.h. job A) only peaks out at 57 per on the straightaway. Okay, there is no doubt that of the two propellers, A offers the greater peak speed. Now you toss a few turning buoys into your testing area and drive into and through the turns in the same manner you would try to during a race.

Prop A drops your boat speed down to 38 m.p.h. about midway between the two cans. As you straighten up after passing the second marker, you watch

both your water speedometer and a stop watch. Prop A finally reaches 60 m.p.h. again seven seconds after you straightened out.

Prop B drops your boat speed down to 42 m.p.h. through the turn and reaches 57 again five seconds after you come out of the second turn.

So what is your conclusion? If these two props are your only choices, Prop A will doubtless get the nod for use in a long marathon which includes no abrupt or merely a few turns over a long distance. But Prop B might be your choice for a short closed course event because it has more *efficient speed*, it comes through the corners faster and reaches its peak much sooner.

To make a final decision as to which propeller will suit your needs for a closed course, your best solution is to try both over the course you plan to race or one of equivalent size and configuration that you lay out at your test area. Remember that up around the sixty-per range, you are covering between 40 and 45 yards per second. A half a second difference in elapsed time over a mile course can mean a difference of six boat lengths between you and the character ahead who has a better wheel selection.

One frequently asked question is "Do water conditions affect the efficiency of a propeller?" The answer is a definite yes. And since this is so, you must make your wheel checks under varying water conditions. If you are planning to compete on rough water, very probably you will not jack your motor as high on the transom as you would under smooth water conditions. You will also bring the angle of the driveshaft housing and transom a little closer to a parallel plane. At least you will if you prefer not to get airborne and take a back flip on the course. With the motor dropped down, your r.p.m.s will also drop off. Your motor's condition will determine the amount of the drop off, but probably you will want a propeller of reduced pitch and diameter to maintain your r.p.m.s at peak h.p. output.

Next, let's inspect that question of r.p.m.s. Recently I had a query as to whether or not a certain stock racing motor could turn better than 6,000 r.p.m.s. The question stopped there. The writer apparently did not understand that boat design, boat and passenger weight, type and size of propeller all had some direct relationship to the number of r.p.m.s that could be nursed from any motor. All of these factors are inter-related. Given a lesser than average load on a light hull, a motor rated for example at 25 h.p. at 5,000 r.p.m. may rev up to 6,500. Cut down on the pitch and diameter of the prop and our theoretical motor may rev on up to 7,000 r.p.m. or higher. Cut down on the prop size still more or shear a pin and the motor may increase in r.p.m.s until the rods let go and cut up the case or the crank twists off. But what has been proved? Not a thing. (See over)



Evinrude
quiet
OUTBOARD MOTORS

dreamship on a budget... MILLION-DOLLAR FUN!

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

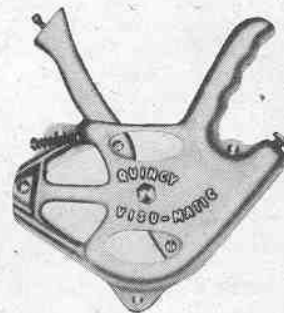
SEE YOUR EVINRUDE DEALER—look for his name under Outboard Motors in your phone book. FREE! Write for full-color catalog of the complete Evinrude line, and "How-to" Book of Outboard Cruising—both free—send for them today.

EVINRUDE MOTORS, 4667 N. 27th St., Milwaukee 16, Wis.
IN CANADA: Manufactured by Evinrude Motors, Peterborough

America's Finest Racing Safety Throttle

THE QUINCY VISU-MATIC

Designed & Built by Racers for Racers



1. The first safety throttle with cast integral rack
2. Safer mounting — two top mounting holes
3. Much easier to hook up — stays put
4. A better made, better performing throttle in every respect at any price

QUINCY WELDING

5th & State

Quincy, 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 Winnebagoand 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).

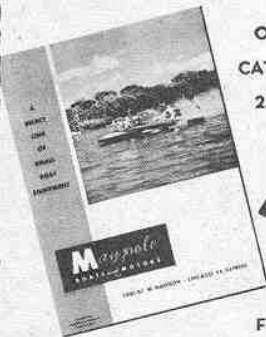
Ronald Zuback, driving a SID-CRAFT is high point winner in BU class, and Dickie O'Dea in SID-CRAFTS is overall high point champion.

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.

**ONE SOURCE -
DIRECT TO YOU!**

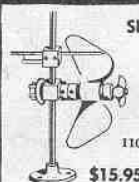


ORDER YOUR
CATALOG TODAY
25c POSTPAID



Fully Illustrated

MAYPOLE
BOATS & MOTORS, Inc.
5901-07 W. Madison St., Chicago 44, Ill.



SKID-DO PROPELLER INDICATOR
KNOW YOUR PROPELLER

Will indicate pitch of any propeller
to 13" diameter—24" pitch—1 1/8" bore.

Guaranteed by SKID-DO INDUSTRIES

1109-11 E. Fourth Street Dayton 2, Ohio

\$15.95 Postage Paid Check or Money Order

NEW SUPER OJ's

Series II for

Mark 20-H Runabout & Hydro

SUPER OJ's Series I

A-B-D-Stock Runabout & Hydro

REGULAR OJ's

• Racing C and

Service C. Runabout & Hydro

F Runabout & Hydro

Stock A & B Runabout & Hydro

Stock D Hydro & Runabout

Martin 200 Stock BU & Hydro

Mercury Mark 20 Regular

Mercury Mark 50 Regular

25 Evinrude & Johnson, Regular

ski props for KG-9 & KG-9H, Q.S.

ski props for KG7-H and Mark 20-HQS

GREATER SPEED - ACCELERATION

Reconditioning Service - All Makes

See Your Dealer

JOHNSON PROPELLER CO.
KE 3-4110

603 Lancaster St.

Oakland 1, Calif.

Picking The Right Prop

(Continued from preceding page)

Remember, peak speed is not gained from r.p.m. alone. The speed is determined by the volume and the velocity of the stream of water that your prop can draw from in front of it and expell through it. The entire problem of propeller selection is little different from that of choice of wheel, tire size and gear ratio in an automobile.

Every motor varies somewhat. And each motor has one point at which it turns out its greatest horsepower. Thus you must realize that a boost in r.p.m. does not necessarily result in a boost in horsepower. The reason for this can be simply explained. The engine must breathe. It must take in a charge of fuel vapor into its cylinders, ignite and burn the charge and exhaust the burned gasses to make room for a new and fresh charge of fuel. At 2,000 r.p.m. the various components involved in this cycle of events have twice the time to perform their jobs than they have at 4,000 r.p.m. As r.p.m. increase, friction also increases. Thus a motor, for example, rated at 440 h.p. at 6,000 r.p.m. may develop only 38 h.p. at 6,400 r.p.m. because of lessened combustion chamber efficiency and increased friction.

This has a direct bearing on ultimate speed. Ideally, one wants a propeller that will permit the boat and its racing load to reach the maximum rated h.p.—r.p.m. point but not exceed it. Then another tough factor comes into play. After some playing around with props, you will note that perhaps a selection of different wheels will offer the same maximum r.p.m. but speeds will vary or characteristics in the turns will vary due to a variance in blade design or blade area.

This you must expect and at this point, if you are really serious about this speed on the water subject, you will start keeping a log and recording your findings. In general, for example, an Oakland Johnson "O.J." prop has a different configuration than does a Michigan, Kaminc or Stannus, the four most commonly used blades in outboard racing. Which to use? You gotta try 'em all until you find the one that suits your needs.

Far fewer truisms are known about racing propellers than about wheel size, tire pressure, tread and gear ratio of the racing car. But even with the racing car or racing stock car, only experimentation will result in the final perfect mating of power, gears, wheels, car and driver to track conditions.

Nearly any propeller manufacturer can give you a starting point if you supply boat weight, type, your weight, type of motor and type of lower unit. But this is only an average, a sort of take-off point for your own studies.

However, a 150-pounder in an alky burning Class A three-pointer may be able to swing an 8" x 11 1/2" wheel at most efficient r.p.m.s while the same motor with an 180 pound driver will perform better with a 7 3/4" x 11" wheel to keep r.p.m.s up to maximum h.p. output. You can only try and find out for yourself.

What about custom cupping wheels? Sure. It's being done, and to advantage by some drivers and disadvantage by others. Those who have cupped their blade tips with success claim they can get more bite out of the turns. This has been particularly noticeable with drivers of A and B stock boats with 15:15 gear ratios, when operating on short courses. Again the only way to find out if it will work for you is to try it out and log the results against the same wheel's performance prior to cupping the blade tips. If it doesn't help you've loused a good wheel, but to find the right prop is an expensive and time consuming game.

One important thing, however, for the racer who plans to play around with props seriously is to record each successive experiment. But even before underway tests, your first testing tool should be a pitch indicator of the type pictured. An indicator can be bought for about \$15.00 or if you are handy with machine tools, you can make your own. An indicator spots faulty alignments and a bit of careful tapping with a plastic or soft metal mallet will correct minor errors.

What should be my starting point in experimenting? That one isn't too tough. Go to a regatta where equipment similar to the type you plan to race is in competition and find out what wheel the boys swing who run up front.

Since the starting point we suggested was one of beginning with a prop already proved a winner by someone else with equipment similar to your own, this may be glossed over by some readers who will still want a specific starting point, here is a set of generalities that may help:

Potential Starting Points for Alcohol Burners

Class	Diameter Range	Pitch Range
Midget	6 7/8" to 7"	9" to 9 1/4"
A	7 1/4" to 8"	11 1/4" to 12"
B	8 1/4" to 8 1/2"	12 1/2" to 13"
C	8 3/4" to 9 1/4"	14 1/2" to 15"
C Service Hydro	10"	16 1/2"
F	9" to 9 1/2"	14 3/4" to 15 1/2"

Potential Starting Points for Stock Racing Motors

Class	Diameter Range	Pitch Range	Type
J	6 3/8"	6 1/2"	Runabouts
A	5 1/2" to 5 3/4"	7 3/4" to 8 1/4"	Runabouts & hydros
B	5 3/4" to 6"	8 1/2" to 8 3/4"	Runabout
		9 1/4" to 9 3/4"	Hydros
C	10"	14"	Runabout
D2	7 1/4"	13"	Runabout
		18 1/2" to 13 3/4"	Hydros
D1	10"	14" to 15 1/2"	Runabout

Most propeller manufacturers record two numbers on each propeller hub... numbers such as 5½x9 or 9x15. The first number is the diameter in inches of the blade. The second is the pitch. Diameter is the distance measured across the outer extremes of the arc the propeller makes in a complete revolution. The pitch is the number of inches the propeller would advance through a semi-solid substance if it were to be revolved and permitted to move forward in a screw motion. A third factor, never marked, is the blade area, i.e. the size of the blades or the over-all amount of their exposed surface. Each manufacturer has his own theories on this. A final factor for consideration is the type metal used in the blade. This, for racing purposes, is usually either bronze or stainless steel alloy. Some drivers favor stainless steel since the blades are usually lighter in weight and thinner. Other drivers feel that this very thinness leads to distortions of the blades at high speed. We'll leave this one without an argument. Both metals have been used successfully by their adherents to win races.

Finally some propeller manufacturers do not give any diameter or pitch markings but rather designate their props for a specific designed purpose... i.e., the props will be marked for BU or BSH with no other indication.

(END)

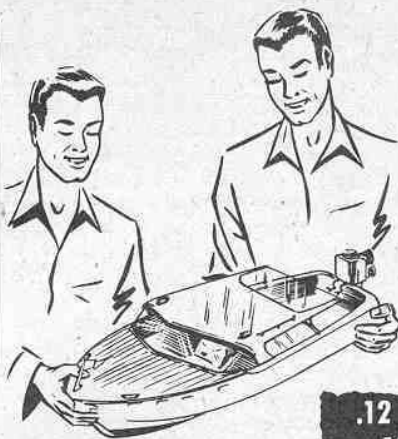
How to Get Started in Racing

(Continued from Page 11)

tion, the prospective member will find that the blank includes a section for listing the type and model of motor, with model numbers, and the type, design and weight of the boat or boats. Official numbers will be assigned by the association when your membership has been approved and the assigned number must be prominently displayed on your boat.

You may have noted that boats carry either odd or even numbers. Generally speaking in both organizations, odd numbers are used by those individuals registering as Amateurs. Even numbers are assigned to the Professionals. The difference between the two categories is basically a simple one. Amateur drivers and Professional drivers race and are entered in the same events but the Amateur may not accept cash prizes. He may, however, accept merchandise or trophies in lieu of a prize or should cash only be available, he is given a receipt for the cash money. The cash will be forwarded to his sanctioning group's national office and the amateur driver may authorize merchandise to the amount of that prize money to be purchased for him. Retention of an amateur status is particularly important to those who are in school or engaged in or planning to

(See over)



TWIN PERFORMANCE

.12 STANDARD — 14.95
.15 RACING — 16.95

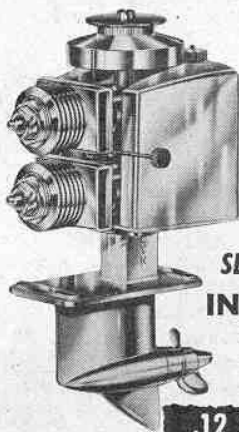
Many boat enthusiasts are already well acquainted with the *Allyn* SEA FURY Outboard .060 and the SEA FURY Inboard .060 and are enjoying their fine performance. Especially designed to power model boats, they give hours of added pleasure to boating — an ideal way for junior to have a real honest-to-goodness engine of his own. Now you can double your enjoyment, and his, with the new SEA FURY OUTBOARD TWIN or SEA FURY INBOARD TWIN.



SEA FURY
OUTBOARD
TWIN

Here they are — TWINS! The Sea Fury Outboard TWIN and the Sea Fury Inboard TWIN — each built with all the care and precision of the well-known single Fury engines.

Think of the advantages! Twin cylinder construction with alternate firing results in an engine of complete dynamic balance — an engine of ultimate smoothness and minimum power loss. Twin cylinders mean greater R.P.M. than a single engine of the same displacement, more power, less weight, more compactness, better balance yet is easy to install. See the *Allyn* TWINS — the newest and greatest in the model field.



SEA FURY
INBOARD
TWIN

.12 STANDARD — 14.95
.15 RACING — 16.95

Allyn

SALES CO., INC. • 6425 McKinley Avenue • Los Angeles 1, California



Build YOUR Boat from our

PLAN — PATTERN — INSTRUCTION UNITS

Specially Prepared for AMATEUR BOATBUILDERS

RACING — SPORT — UTILITY — CRUISING OUTBOARDS

Name Plate to give your Boat
Professional — Quality Distinction

— INDIVIDUAL SELECTION SERVICE —

Ammac
PLAN BOAT

BOATING'S How-To-Build Plan Book — \$1.00
BIG, New Catalog of PATTERN - PLAN UNITS — 35c

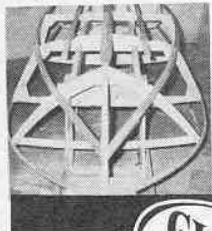
E. G. McCREA & CO.

Naval Architects
NORTH HATLEY — QUEBEC — CANADA

Dept. BS

plans patterns frame kits .. *especially simplified*

....FOR THE AMATEUR BUILDER



Modern boats from 12'-22'-Build Ur-Own from our PLANS, PATTERNS or FRAME KITS ... State your requirements or send 40¢ for our ... Complete Catalog



BOX 568B

COMPTON, CALIF.

A Valuable Book

Information on:
Balancing the Boat
Setting up Motor
Proper Propellers
Running the Race

FOR EVERY OUTBOARD DRIVER \$3.00 Postpaid

Secrets of (Stock) Outboard Motorboat Racing

VAN PELT BOAT CO. Spring Lake 1, Mich.

"SKEEKIT" WATER SKI KIT

Just Assemble and Paint.
All parts precision machined and formed from finest materials.
\$14.95

Rainier Water Ski Co.
1101 So. Pine, Tacoma 6, Wn.

Electronic Dynamic Balancing
Cruisers, flywheels, entire engines.
Inboards, outboards, stock cars, race cars, sport cars.
Complete hop up of A and B modified stock alcohol jobs.

Prompt Service Reasonable Prices
SOUTHEAST VIBRATION BALANCING
Phone 22088 4356 Bethwood Circle, Jacksonville, Fla.



CONGRATULATIONS

Jack Leek for
World's Records in Racing A

1 mile - 61.069

5 miles - 50.237

Using a **MERCURY - SWIFT**
and

Super Speed Racing Fuel

BUD WIGET

200 Wiget Lane, Concord, Calif.

How to Get Started in Racing (Continued from preceding page)

engage in any other form of amateur athletics. If you want to engage in amateur school football, for instance, you must retain your amateur standing in all sports in which you compete. You cannot be an Amateur in one sport and a Professional in another.

For additional information on variances between Amateur and Professional status, it is wise to write for the rule book of one of the two major organizations. The A.P.E.A. rule book may be purchased by non-members for \$1.50. The N.O.A. rule book may be obtained at no charge by writing directly to the Association's headquarters.

You have already noted, of course, that for national competition you also must belong to a club which is a member of the major sanctioning body under whose rules you plan to race. The Sports Editor of your local newspaper can usually give you a complete list of local boating clubs and names of their key officers. You may then make your own inquiries as to which of these clubs are members of which sanctioning body.

However, should there be no local club convenient to you, nothing in the rules of either sanctioning group will prohibit you from joining any member club on their rosters. Since membership in local clubs may vary from as little as \$1 a year in dues to as much as \$500 or even more in an extremely exclusive organization, it is a relatively simple thing to pick your club to match your budget. Many drivers join the least expensive member club and have no further relationship with it or its members. Their card is merely held in order to fulfill the sanctioning group's requirement. However, much of the pleasure in boating may be gained through association with club members. With this in mind, it is as important to select a club to your liking and a club with activities conforming to your own interests as it might be when joining any other fraternal or service organization.

Many of the boating clubs, however, are specializing in racing events. Membership for the racing driver in such a club is highly recommended. Some of the more progressive of such clubs conduct mechanical forums offering instruction on motor repairs and refinements, provide an interchange of new ideas in the racing field and perhaps most important of all, the members all share the same enthusiasm—speed on water.

However, not all individuals who want to race either outboard or inboard equipment are necessarily interested in eventually writing their names into the record books or in traveling extensively over a national racing circuit. Thus there are many smaller local sanctioning groups whose rules have been designed to apply to the majority wishes of a membership in

one restricted locale. The motors and equipment used are frequently classified somewhat differently than they are by the two national sanctioning bodies. Many of the rules of the conduct of the races also vary considerably from those of the two major bodies, again being styled to meet local demands and desires. Yet the thrill of competition and the fun to be had by joining such a group may be every bit as satisfying to you as a would-be racer as that to be gained from competition in either of the two major bodies. While it would be impossible to list all of these local groups, if there is one near you and you're a dyed in the wool racing fan, you'll know about it. And again, if you are new to an area, or to the sport of boat racing, try the sports editors of local newspapers for advice. It's their business to know.

What about equipment? Here, some definite tips can be offered. We have frequently received letters from fans stating that they plan to enter boat racing and they presently own a Water Weasel 12 horsepower motor and a homemade hull that is 14 feet long. What class can they race in? Generally speaking, there is no definite answer for them. If they plan to enter racing on a major scale with either of the two big sanctioning bodies, their equipment is wholly inadequate, un-mated to any given class rules and specifications and they are sure to be tail-enders before they even get their rigs to the first turn. The person interested in racing would be far better off to get hold of the rule book of either of the two major racing groups, go through the list of class specifications. He should study the type of motor allowed in any given class, the type, weight and size of boats, over-all minimum weight of boat and driver if specified and from that point then consult the competition and the mile records for the classes. Consider carefully the question of weight. A 190-pounder is going to feel pretty silly in a Midget hydroplane, particularly when he can't get it up on plane. By the same token, a slightly built 125 pounder without too much beef may find that a D Stock Hydro or an F alkyl burner is just a little too much boat and motor for his weight, strength and stamina. So the obvious answer is first to study class specifications and then mate those specifications to your own desires for speed, competition and your physical make-up.

We frequently, too, get queries asking whether the writer should enter inboard or outboard racing. Again this is a matter of personal taste, combined with budget and the availability of races within the radius you plan to travel. Generally speaking, the faster and larger pieces of equipment are the more expensive to buy, be they inboard or outboard. Yet, there are relatively inexpensive classes open for

competition in both the inboard and outboard ranks. The difference in the two types of speedboating can be narrowed down rather simply. The outboarder generally rides on his knees. The inboarder sits upright in a seat. The outboarder, because his equipment is relatively light, usually must hand-carry his boat and motor from trailer to the water. At the end of a race day, this is tiring even for the ruggedest driver. The inboarder gets a break in this respect and usually crane facilities are available to do the heavy pre and post race work for him. Of course, on the other hand, he's sometimes limited in his testing facilities due to his heavy equipment and must do his testing at the race site for lack of crane facilities elsewhere.

The range in speed of the outboard classes is roughly from 26 m.p.h. for a tiny JU runabout to 75 or better with a D or F hydro. The inboard speeds range from a little better than 50 with the tiny 44 c.i. runabouts to as high as almost 180 with an unlimited hydro.

So the would-be racer has to decide whether he wants to ride on his knees, sit down behind the wheel, race at about a 25 mile an hour clip, a mid-speed range or hope to get up into the eye-ball-flattening 150 plus brackets. No one can make this decision for you.

There are also racers who are interested in garnering as many trophies as possible with the least effort. If you are one of these, then you will want to do a little scouting around at regattas and pick out the least popular and most feebly competed for class. Of course, this isn't real racing, but it is an easy way to gather together a lot of hardware. The other type driver only receives satisfaction when he can beat the best in the game in the toughest classes. For that sort of competition, pick the most popular class in your area where the general over-all driving caliber is really up to snuff.

Bob Wanamaker, who is an active outboarder in A.P.B.A.'s Region 2 once defined what he termed the various types of outboard drivers. Somewhere among this listing you may find your own future category. Bob defined his Type A as the racer who will trailer his outfit 700 miles to a race and still will have a good excuse as to why he can't take his grandmother two blocks for a medical checkup.

The Wanamaker Type B is the racer who will without a squawk invest in a new chrome-plated throttle handle for \$20, will pay \$50 for a cylinder chrome and grind job without uttering a peep and yet will howl like mad at a four-dollar dental bill.

Type C is the character who will spend hours steaming and bending a few feet of marine plywood, will sweat out a whole winter carefully sanding down his hull and giving it a beautiful knee deep varnish finish and yet his wife has to threaten divorce to get him to fix a broken step on the back porch.

Type D is the driver who will invest \$50 and spend 20 hours wiring his

trailer for lights, electric shaver, a toaster, sun lamp and bottle warmer and yet never has time to replace the blown out bulb in the back hallway.

Type E will put in countless hours polishing props, checking over steering bars and honing a minute nick from an exhaust port while his lawn grows 3' high.

Type F is the guy who always has the world-beater rig, just tried it and it tested out two miles an hour faster than any set up he had ever owned before. He's the character, too, with twenty different props in his trailer and chrome plating even on his gas tank. He's a testing speed merchant, but somehow in competition, he always runs into ignition trouble or gets squeezed out at the first corner and finishes last.

Type G is the one who always wins over the regatta committee. He's the last one into the parking area, gripes because no room is left, is the last one to register, asks for a postponement of his heat, takes up all the room in the pits, is the last one out at the start, invariably the last to finish but the first in line at the drivers' banquet and the first to condemn the regatta committee.

Then there's Type H who spends \$1500 for his outfit, has to buy a new car to haul the new trailer, buys fancy embroidered coveralls for his whole family and pit crew, stays at the best hotels, pays a hop-up expert fabulous amounts to keep his equipment in condition, builds a \$400 trophy case in his game room and finally quits the game after he wins one fourth place trophy.

These are just a few of the types you meet in boat racing. You'll probably establish an entirely new category that Bob Wanamaker never even thought of. But very probably if you once join the water racers' ranks, you'll never quit. And one reason you won't is because aside from all these "types" we've mentioned, there are 1001 really great Joes and Jills in this sport of speed-boating and most of them stand ready to pitch in and help a newcomer straighten out any of the snags he may encounter when he first enters the sport. So don't be afraid to ask advice. The boat racer is only too anxious to give it. He doesn't mind answering any question just so it concerns his favorite sport, boat racing. (END)

It's News

TRIPLE ELECTRODE SPARK PLUG

Auburn Spark Plug Company, Auburn, New York, has introduced an aviation type spark plug for use in inboard marine and outboard motors. The plugs are claimed to minimize fouling and offer far greater life since if one electrode burns or erodes away beyond the most efficient gap setting, two others remain to assure complete combustion. Another feature of the Auburn TC-3 spark plug is a solid copper gasket rather than the fold-over copper type.

BOAT KITS

8 ft. to 21 ft.



by Custom-Craft

OVER 60 MODELS INCLUDING WORLD'S MOST COMPLETE SELECTION OF

CLASS RACERS

and "Flying-Stern" models!

\$49⁵⁰ up

WORLD'S MOST COMPLETE LINE OF REAL PERFORMANCE BOATS!

Boat racing enthusiasts will find the exact boat they're looking for among the over 60 models being offered for 1955! There are A-B, CD Stock and 3-point hydros, the Jet, Hurricane and Thunderbolt Racing Series. Only Custom-Craft features the exclusive "Flying Stern" which increases speed, stability and maneuverability. Custom-Craft also has the most complete line of dinghies, skiffs, inboard and outboard utilities and runabouts, cruisers and sailing dinghies in the industry. They're easier to assemble, better designed and contain the best materials available. See the 1955 Custom-Craft line before you buy ANY boat kit!

Send 35c for BIG 1955 CATALOG

SPECIAL OFFER: Send \$1.00 and get the big 1955 kit catalog PLUS valuable book "Boat Selection, Operation and Maintenance."

ARMOR GLASS

Leak-Proof Your Boat and End Annual Painting, Calking!

SUPER - XXX RESIN

New Custom-Craft Armor-Glass is easy to apply on any wood boat, big or small. Adds strength and protects against deterioration. Never needs painting. Hundreds of uses. SEND 10c for FOLDER and measuring chart or send \$1.00 for folder and TWO valuable booklets "How to use Armor-Glass" and How to build fiberglass boat or car body." PATCH-REPAIR KIT: \$5—Includes generous supply Armor-Glass plus plan for tool or tackle box.

BOAT PLANS



Over 150 Modern Plans

Full-Size Patterns

Build your own boat the modern way... the Custom-Craft way, with large scale building plans plus full size paper patterns. Saves time, effort and money! Custom-Craft has the World's largest selection of up to the minute designs for boats of all types: Racing classes, cruisers, inboards, outboards, sailboats, etc.

ALL TYPES

6 to 35 ft.

Racing enthusiasts especially will like the wide selection of class racing designs featuring A-B, CD Stock and three point hydros, famous "Cracker Box" and many other championship designs. Also many exclusive Custom-Craft designs such as the famous "Pontoon" racers and "Flying Stern" models. All Custom-Craft plans are complete with instructions and hints on building. Send for complete details today!

SEND 35c FOR 1955 CATALOG

1955 Catalog PLUS helpful booklet on boat building only \$1.00 (Tells the A-B-C's of boat building).

BOAT HARDWARE FITTINGS

MARINE BUYER'S GUIDE World's largest, most complete catalog of full racing and speedboat accessories, general boat hardware, fittings, paint, marine engines, conversions, kits and hundreds of other bargains.

CATALOG 35c

Catalog PLUS booklet "How to paint, outfit and care for your boat," \$1.00.

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

Orange Bowl Regatta

(Continued from Page 15)

by Charlie Lovelace of Tampa, who usually offers plenty of tough competition, was a sixth. The second elimination heat, however, found Ross Bennett, Fort Lauderdale, who on Sunday, November 7, at Lake Seminole near St. Petersburg had been crowned the Florida BU Champion, coming in first trailed by Bruce Desmore, Sea Breeze, New York, and with J. D. Lamson, Fort Lauderdale, in third. Bennett proved his State Championship wasn't an idle title by taking the final with Derr placing second, Mueller third, Gray fourth and Lamson fifth.

Will Coburn of Fort Lauderdale and Bruce Desmore, Sea Breeze, New York, provided the flips in BU, which final heat also saw Larry Erickson of Illinois run up on top of Dick Lang of

Michigan when the latter conked in the corner. None of the four drivers involved in the flips and leap frog fiasco were injured.

No elimination heats were required for D Stock Hydros. Howard Kiger of Winston Salem, North Carolina, took first spot with Sam Brooks; Madiera Beach, Florida, second, Ray Muller, Elizabethown, Pennsylvania, third and John Butler, Palm Beach, fourth. A Canadian driver, Austin McKee of Hamilton, Ontario, finished fifth. In the second heat, Butler squeezed through for a win, followed in order by Brooks, Muller, McKee and Kiger. Brooks won over-all first on a basis of points, with Butler second and Kiger third.

The crowd, which had been looking forward to another tangle between Erneston and Baldaccini in BSH were disappointed for Erneston drew the first elimination heat, Baldaccini the second and a third elimination heat was necessary with time running out before the two could square off for the final. Skip Ritter, Hallendale, Florida, took the opening elimination heat, followed by Chris Erneston and Jose Acebo, a handy throttle squeezer from Havana, Cuba: Baldaccini was up on top of the second heat, followed by Tommy Young, Wachapreague, Virginia, and M. A. Slack, Kewaunee, Wisconsin, third.

Jim Hammock of Miami won the third elimination heat. Don Drake, Miami, tailed him in second and J. D. Lamson, Fort Lauderdale finished third.

By vote of the drivers, the AU events and the DUs were to be held over until the following Sunday, when the only real foul-up of an otherwise well run series of regattas occurred. The AU drivers were of the opinion that the first heat originally was scheduled for 12:20. However, the regatta committee, eager to get on with the inboard events, put on the two heats shortly after 10:00 and the more than a dozen AUs and DUs that trailed into the pits shortly before noon found that the detachable motor class was through for the day. Baldaccini won both of the skimpy five-boat AU heats, followed in by Jim Hammock of Miami, second in both, and Howard Buhl, Homestead, Florida, third.

For most of the assembled crowd, the big interest was in the International Grand Prix, first held in 1954 and won by the late great Italian pilot, Mario Verga, who during the Fall of 1954 was killed during an attempt at a new world's speedboat mark. The star of the G. P. events was a local Miami driver, D. C. Keisacker at the helm of Tommy Gore's 266 cubic inch hydroplane *Miami Boy*. The lone Italian driver, Ezio Selva, had his *Alfa Romeo* tuned for an Italian defense of the International event but unfortunately a smashed sponson and resultant swamping during the early stages of the first heat put the Italian out of competition. Henry Lauterbach, Portsmouth, Virginia, boat designer and

builder, helming Frank Foulke's *Sagana XIII*, went into an early lead at a 100 m.p.h. clip in the first heat with Keisacker and Selva right on his tail. Three times Keisacker pulled up even with Lauterbach only to have the Virginian squeeze a bit more power out of *Sagana* and hold his advantage. Finally on the north turn of the course, Lauterbach left an opening on the inside and Keisacker poured through, giving Lauterbach a face full of rooster tail. *Miami Boy* then skimmed on through to the finish with a safe margin of at least twelve boat lengths.

B. G. Bartley, Jr., of Columbus, Ohio, finished third behind Lauterbach with Ray Gassner, St. Petersburg, fourth; Stuart Wilson, Fort Lauderdale, fifth; Bob Ikerd, Islamorada, Florida, sixth; and Joseph Tate, Dearborn, Michigan, seventh.

In the second heat, Keisacker repeated his first Grand Prix heat victory, but the real thriller occurred when Ray Gassner of St. Petersburg, who last year was runner-up in the Grand Prix in his 266 c.i. *Sunshine Baby*, tailed Lauterbach to the final turn. Then with Lauterbach holding the inside advantage, Gassner swept wide, poured everything there was into *Sunshine Baby* and eked out a second position by hardly more than a bow handle's margin.

Only three of the original field of nine finished the event. The real hard-luck driver of this heat was Jimmy Fyle, Jr., of Baltimore, whose 266 was having its initial day in competition. Fyle's craft, for an unknown reason (very probably a broken fuel line), burst into flames and was almost totally destroyed though its pilot escaped injury by leaping overboard.

In the third heat, Keisacker made it three in a row, was followed in by Gassner who now holds the distinction of being runner-up two years in succession. Lauterbach finished third with Bob Ikerd fourth. Keisacker, in addition to making a clean sweep of the International, also drove *Miami Boy* to two straight heat wins in the 266 cubic inch hydro class.

E Racing Runabout events went to Guy Wilson of Los Angeles with a first and a third in his *Slipper-E*. Wilson had already entrenched himself firmly in the inboarding record books when at the Hollywood mile trials on December 29th, a fourth phase of the five-event program, he established a new one-mile E Racing inboard runabout record by boosting his own 84.556 mark up to 85.312. The only other new record to be established was set by Lou Nuta, Sr., Miami, with an impressive 1-Liter average of 122.455 m.p.h. The 57-year-old Nuta, who during the 1954 summer months journeyed to Italy and had won the European Inboard Hydroplane Championship, beat the former A. P. B. A. 7-Liter mark by a solid 7.252 m.p.h.

Although thirty-two passes were made over the Intracoastal Waterway 1½ miles north of Hollywood Beach

WISECO

- Hi Dome Racing Pistons
- Special Parts
- Precision Cylinder Grinding

Write for Catalogue Parts & Services for Racing, Service & Modified Motors

CLYDE WISEMAN

30200 LAKELAND BLVD., WICKLIFFE, OHIO

Build it Yourself at the cost with our

BOAT PATTERNS



Full size, cut-to-shape Boat Patterns, Blueprints, 7½-38 feet. NEW 1955 illustrated "Build A Boat" catalog of 50 naval architect-designed Cruisers, Runabouts, Sloops,

Skiffs, Outboard Boats, Sailing, Racing, Houseboats, 50c. Marine Hardware Catalog, \$1.50. Bigger, better 1955 "How to Build Boats" book, \$2.50. Polywag, Houseboat Plans, \$12.

CLEVELAND BOAT BLUEPRINT CO.

Dept. 85 9400 Steinway Cleveland 4, Ohio

Please Send



to _____ name

_____ address

city _____ zone _____ state _____

6 ISSUES FOR \$1.50

(Canada and elsewhere \$1.80)

BS-655

Give to your newsdealer or mail to Boat Sport, 215 Fourth Ave., N. Y. 3, N. Y.

Hotel, the two records mentioned above were the only ones established and in general the balance of the attempts were somewhat disappointing.

The mass record breaking of the entire week-long function occurred during the December 30 Nine Hour Endurance event, which was won by Howard Abbey in his Cadillac powered Century with a nine-hour average of 40.12 m.p.h. Amazing, however, were the marks set up by BU co-drivers Marcel Raveau and Don Baldaccini who established four separate marks for U.I.M. approval: a one-hour average of 35.112 m.p.h.; a two-hour average, 33.953 m.p.h.; a four-hour average of 33.981 and a six-hour average speed of 32.300.

In DU, Jim Wynne with co-driver

Bob Cozzens also racked up four new U.I.M. records of 40.204 m.p.h. for one hour, 39.064 for two hours, 38.048 for four hours and 37.506 for six hours. Wynne was over-all outboard winner and amazed the onlookers who had stayed on from the Le Mans type start at 8:00 a.m. to the end of the grueling nine hours of circling a 3.8 mile course. Not only had he finished fourth over-all but he had been beaten only by three inboards that outpowered his Mercury outboard from an average of 4:1 to 8:1 in horsepower.

Sam Griffith and his assistants, Alex Balfe, Robert Ludwig and S. A. Lynch, Jr., are to be congratulated for the fine conduct of an outstanding season's opening regatta. (END)

Outboard Camp-Boating (Continued from Page 16)

and New England, its season's travels encompassed some 1,000 miles by water and more than three times that distance by land, trailed behind the family station wagon.

The hull chosen was a strip-planker free of coaming, fancy trim or high obstacles behind the comparatively short foredeck. Its 60-inch beam was attained at the forward seat and extended with slight variance all the way to the transom. There was no upholstery and no center-deck. The back of the front seat was hinged to drop to a flat position; doubling the width of the seat. The aft seat was an unbacked flat board which, with two stern bunker seats, formed a broad U facing the transom cut.

After an uncomfortable trip or two in which we found ourselves pawing through an accumulation of gear to find the needed articles, we worked out an effective stowage system.

The aft bunker seats were hinged for raise-up accessibility, and the space below divided into two compartments on either side. One starboard compartment held motor tools and repair parts, while the other contained trench shovel, ax, lantern and other items of a camping nature. The sternmost port compartment held the 6-volt storage battery which powered the outboard starter and running lights. Its companion compartment held anchors and line for all foreseeable contingencies. The open section of the squared "U" formed by the aft seat arrangement accommodated two 6-gallon pressure-type fuel tanks. A 5-cell flashlight and Coast Guard-approved fire extinguisher were held under the front seat by spring clips, well away from motor and fuel and readily removable in emergency.

Since we camped and cooked shore-side whenever possible, food and cooking utensils were carried in portable boxes which slid under the aft seat. Sleeping bags, air mattresses, light tent, individual duffle bags and two small tarpaulins were stowed under the foredeck.

The two oars were carried just below the gunwales in sling arrangements which left them easily available. Fishing tackle and portable gasoline stove went under the front seat. The result was a well-distributed load and a center area free of entangling gear save for a 3 hp outboard carried for shallow-water fishing and emergency use.

Foul-weather protection was afforded by a wood-framed windshield and accompanying fold-down canvas canopy top, snap-on side curtains and a snap-on back canvas which provided complete enclosure. The back-curtain was so arranged it could be looped over the motor in running without materially affecting the turning radius of the 25 hp Johnson.

Comfortable sleeping for two, under canvas, was provided by dropping the back of the front seat flush, and unrolling a web-held series of rigid slats which laid between fore and aft seats and extended the width of the boat. The 60-inch beam provided just the requisite amount of room to accommodate two air mattresses side by side on the slats. With the slats rolled up and bedding stowed away, cramped but effective cooking was possible aboard by placing the gasoline stove on the front seat.

In actual practice, most of our cooking was done shore-side with a tarpaulin stretched overhead for protection when it rained.

The larger the craft, the more comfortable the accommodations that can be arranged aboard. There comes a point, of course, where size is increasingly restrictive in easy portability and launching, and in navigating narrowed streams. If you plan to confine your trips to improved roads, established launching ramps and commodious waters, the bigger the boat the more comfortable you'll be. But if your plans include country roads, makeshift beach launching and tortuously twisting channels—as ours did—the 16-ft. length, 60-inch beam is about the maxi-

(See over)

Examine FREE for 10 Days!

THE ONE AND ONLY OUTBOARD MOTORS BOOK



**How to fix
How to operate
How to select**
OUTBOARD MOTORS AND OTHER 2-CYCLE ENGINES **DO IT YOURSELF!**

WE'LL SEND YOU THIS BOOK FOR 10 DAYS—FREE!

Look it over. Use it 10 days. Then, pay just \$3.95 if you keep it—otherwise return it and owe nothing.

All types of outboards from one cylinder putt-putts to the newest 4-cylinder jobs are covered in

this new picture-story manual of outboards—from selection and minor adjustments to major overhauls. Special sections on power lawn mowers, motorcycle engines and 2-cycle farm equipment.

Includes hundreds of photographs, exploded views, easy-to-understand step-by-step explanations of how to make any repair from start to finish.

Here are a few of the many subjects covered: Selection of motor from the many different makes to best fit user's need and pocketbook; emergency repairs;

complete overhaul of engine and accessories, step-by-step instructions for disassembly, analysis, repair and assembly; preparing stored engine for service; motors that have been submerged, Trouble Shooting; hard starting, engine skips or misses, overheats, low compression, excessive vibration or noise, lack of power, spark plugs burn or foul, engine races. Boats: selection, loading, safety first, riding out rough weather, navigating in strange waters, docking, mooring, winter storage, painting, Federal and State regulations.



Use this coupon for 10-day examination

American Technical Society (Publishers since 1898)
848 East 58th St., Chicago 37, Ill. Dept. M.A.B.

Sure—I'd like to look over your new book OUTBOARD MOTORS, THEIR SELECTION, USE AND REPAIR, but if for any reason I don't want to keep it, I may return it in 10 days and owe nothing. If I do keep book, I'll pay your introductory offer price of \$3.95.

Name _____

Address _____

City _____ State _____

I prefer:

Ten day trial. If I keep book, will remit by cash, check or money order.

Send C.O.D. Same return privilege—money refunded.

I'm enclosing \$3.95 now to save postage—same return privilege, money refunded.

Wear a REAL CRASH HELMET
 Like Race Drivers and Jet Pilots
 Tough, rugged plastic helmet in red or white colors, cushioned with soft sponge-rubber, is adjustable for perfect fit. Protects against hard bumps while riding Bicycle, Motor Bikes, Motorcycles, Motor Scooters, Motor Boats, Hot Rods, etc.
Wear it for Safety!
 Sorry, No C.O.D. • Money Back Guarantee! *only*
WAL-MAR PRODUCTS COMPANY
 10023 S. St. Lawrence Ave. **\$3.98**
 Chicago 28, Illinois Dept. BS

READ

HOW To Enjoy Outboarding

The new magazine that tells you how to get more fun from your outboard.

On Sale At All Newsstands

Classified Advertising

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

Issue	Closing Date	Issue	Closing Date
March	Nov. 1	July	Mar. 20
April	Dec. 20	August	Apr. 20
May	Jan. 20	September	May 20
June	Feb. 20	December	Aug. 20

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

FOR SALE

FOR SALE—Used and rebuilt marine motors, 2 to 550 H.P. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 190 covering conversion equipment, propellers, reverse gears, fittings, and supplies of all kinds. STOKES MARINE SUPPLY, Dept. BS, Coldwater, Mich.

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

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

HOFFMAN-CRAFT sports runabout for sale, 7 1/2 hp. Mercury, Mastercraft trailer, all one yr. old. F. Hoffman, 30 Wanamaker Ave., Mahwah, N. J.

BUY FROM GOVERNMENT Boats, Marine Equipment, Jeeps, etc. Latest Listings \$1.00. Tents, Box 213 East Hartford 8, Conn.

INBOARD RACING EQUIPMENT — Cams, Manifolds, Hi-Compression Gaskets, Ignitions, Carburetors, Fuels, DISCOUNT CATALOG FREE! ALMQUIST ENGINEERING, MILFORD 8B, Pennsylvania.

OUTBOARD RACING FUEL ADDITIVE—10% faster performance. Nitro Blitz No. 1 for alcohol burners, Nitro Blitz No. 2 for gasoline burners. Simply mix contents of 8 oz. container with gallon of fuel. Price \$1.50 ea. ppd. No C.O.D.'s Write Blitz Racing Products, 14085 N. Bayshore Dr., Madeira Beach, Florida.

MOTOR BARGAINS—Clearance Sale On . . . Mercury, Scott-Atwater, Champion, and Martin motors. Substantial Discounts offered. Write for specific information. Sports Craft, Inc., 2228 East Douglas, Wichita, Kansas.

BOAT TRAILERS—\$74.50 & up. All Sizes—Free Catalogue. Selma Trailer & Mfg. Co., P. O. Box 237S, Selma, Calif.

FOR SALE—SPEEDLINER TYPHOON C Racing Runabout, Like New; 60 plus with good modified Mercury D. Larry Longnecker, 3312 Virginia, Sioux City, Iowa.

"C" service Evinrude by Beckman. All the latest racing parts and in top condition. Power head only \$200.00. With lower unit, \$300.00. Willis Comet racing runabout in fair condition \$100.00. Charlie Olsen, Box 91, Antigo, Wis.

Outboard Camp-Boating

(Continued from preceding page)

mum. It's also about the minimum practical for two-person comfort in unfavorable weather.

At least two manufacturers are now developing craft of the camp-boat type.

One of these, an 18-footer, has an ingenious arrangement where the fore-deck bulkhead panel folds flush with the front seat to provide two forward bunks, with a world of free space left aft. The other, a 16-footer, has bunks parallel to the sides just behind the

front seat. Both craft utilize collapsible canvas for overhead weather protection. Both have ample gear-stowage space with adequate room left for fishing, free of the constricting superstructure of a cabin cruiser.

These are indications that the camp-boat may lose its orphan status; that it's an orphan which has bawled so lustily the boat-building industry is beginning to feel belated pangs of parenthood. Meanwhile, boating-minded Americans are likely to keep right on with improvised riggings to satisfy that urge for extended outdoor ventures afloat. (END)

Torque Talk

(Continued from Page 17)

must be noted that the rigs in pre-war days were vastly different than the over-powered bombs now being campaigned around the circuit, and being an owner-driver in the old 91, 135 and 225 days was considerably different. As a matter of fact, the old 91 fleet was well represented with Jack Hyde, Gurdon Knapp, Sammy Crooks and Danny Murphy, Jr. all present.

In the large group saluting the new members of the Hall of Fame were Bill Lieber, Jack Kraemer and Joe Van Blerck, all past members of the Hall and also winners of the Harwood Trophy for the Around Manhattan Island race, last held in 1952. To try to name all of the greats who were present would be next to impossible, let it suffice to say that winners of every major inboard racing trophy were there.

Those elected to the 1954 Hall of Fame follow: Burnett G. Bartley, Jr., of Columbus, Ohio, who dominated the 7 Litre class all season, topping it off with winning the National Championship for the class at Buffalo. Henry Lauterbach of Portsmouth, Virginia, whose deeds of derring-do have been chronicled many times on these pages. Henry, known not only as one of the top chauffeurs in 135's, 225's and 266's also, is responsible for the building of most of the top hulls in the east. Ron Musson of Akron, Ohio, whose driving of the 135 hydro "Chromium" and the 266 "Chromate" resulted in 32 firsts out of 47 starts, which in these leagues is no small achievement. Bill Ott of Meadville, Pa., won the 44 cubic inch runabout National title as well as winning 16 out of 21 heats in this hotly contested class. Billy Ritner, Jr., of Merion, Pa., who was top man in the east in both the 135 and 225 classes all season. Not content to show the way to the competition in heat races, young Ritner flew his 225 at an average speed of 70.1 mph to win the 40-mile Fite Memorial Trophy race at Ocean City, N. J., on May 30th, to the consternation of the rest of the field. George Smith of Mt. Holly, N. J., who managed in his first year of racing to compile an impressive list of wins in the popular 136 hydro class, with 22 firsts and 6 seconds in 40 heats of

competition. Dr. Anson G. Hoyt of Red Bank, N. J., who probably had the most comfortable ride to membership in the Hall of Fame, being elected for his dominance of the cruiser racing division throughout the year.

Mario Verga, of Milan, Italy was posthumously elected. Verga met his death while endeavoring to establish a new one-mile record on Lake Iseo, Italy, when his craft met with an accident while travelling at a reported 186 mph. Previously, the skilled Italian had won the International Granx Prix at Miami, in December 1953, and had also been named world champion in the 800 kilo class.

Sherm Crichfield of St. Petersburg, Fla. not only was elected to the Hall of Fame for the seventh time, but for the sixth consecutive time, this year. Crichfield and his "Hell's Angel," an E Racing Runabout, seem to have become permanent fixtures in the Hall. Another repeater was Harry Bickford of Hampton, Va., whose 1954 score sheet showed 13 firsts in 14 races, plus the one-mile and the five-mile records for the D Service Runabout Class. Enoch Walker, also of Hampton, Va., was elected for the third time on the performance of his E Service Runabout which captured 18 of the 20 heats he entered. F. C. "Doc" Moor of Miami, competing in both the 48 cubic inch hydro class as well as in the 135's, was re-elected because of his remarkable consistency in both classes throughout the year. Lee Schoenith of Detroit, Mich., high point man in the big unlimited class and winner of three major trophies in the class with his "Gale V," was another who was re-elected to the chosen group.

At the conclusion of the individual awards, those elected voted on the recipient of the Gulf Gold Cup, emblematic of the leading inboard driver in the United States. Ron Musson, whose name has appeared in winning columns all year, was presented with the \$5,000 solid gold trophy by W. R. Huber, General Manager of the Public Relations Dept. of the Gulf Oil Corporation. Musson keeps the beautiful cup for one year.

Twenty-one drivers were presented with certificates of membership in the 100 Mile-per-hour Club, and without question the greatest ovation was given to Philadelphia's Al Bauer, well known

CONVERT

your electric drill to an
AUTOMATIC SCREW DRIVER

WITH **SCRU-ALL**

The "SCRU-ALL" driver converts your electric hand drill in seconds. Drives ten times faster than hand. Simply chuck into a hand drill as you do a bit. A simple clutch assembly lets you control its speed and torque. The "SCRU-ALL" is a quality tool that will last for years. It adapts to hold any size bit.

MONEY BACK GUARANTEE **ONLY 5.95** **POSTPAID NO C.O.D. PLEASE**

APEX SALES COMPANY

236 Orchard Place, Ridgewood, N. J.

referee and announcer, whose previous water-borne activities were limited to coaching the U. S. Olympic canoe teams. Al not only received his certificate, but also a beautifully made half model of Frank Foulke's "Sagana XIII," in which he qualified at the mile trials at New Martinville, West Virginia. Below is a list of the others who joined the club, bringing the membership up to 71 as of this date.

NAME	CLASS	MPH
Henry Lauterbach	266 hydro	110.431
Ron Musson	266 hydro	105.
George Byers, Jr.	7 Litre hydro	115.203
Merlyn Culver	266 hydro	106.672
Sam Guarino	266 hydro	107.952
Bob McElroy	Unlimited hydro	103.992
Frank Saile, Jr.	Unlimited hydro	106.547
George Simon	Unlimited hydro	109.310
Lyle Ritchie	Unlimited hydro	107.624
Kieth Black	266 hydro	100.461
Bill DuGranrut	135 hydro	101.241
Howard Gidovlenko	Unlimited hydro	160.467
George Mattucci	Unlimited hydro	131.470
J. P. Murphy	Unlimited hydro	130.708
Francois Lavigne	266 hydro	107.203
Don Wilson	266 hydro	107.143
Stuart Wilson	266 hydro	106.510
Louis Nuta, Sr.	7 Litre hydro	122.455
Jimmy Fyle, Jr.	266 hydro	104.046
Lou Eppel	266 hydro	105.572

The inboarders had their day on Saturday, January 15th. However, the stock outboarders came into their own on the following Monday, when, at the Mercury Outboard Dealers Luncheon, two awards in stock outboard racing were presented. Bob Parish of Bakersfield, California, received from Red Peatross, the Senior Vice-President of

the American Power Boat Association, the A. C. Kiekhaefer Trophy, which is awarded annually to the stock outboard driver who has compiled the greatest number of points during the calendar year in A.P.B.A. sanctioned races. Parish, driving in classes AU, BU, A Stock Hydro and B Stock Hydro, amassed 16,183 points as well as a National Championship in BU. The runner-up to Parish was John Wehrle of Hackensack, N. J., with 13,716 points.

Winner of the John and Flora Blank Memorial Trophy, presented annually to the stock outboard driver accumulating the greatest number of points in only one class of stock outboard racing, was George Thompson of Downey, California. Thompson, driving a screaming D Stock Hydro rig piled up 6,125 points to take the trophy, which was also awarded by Red Peatross. Runner-up to Thompson was Bob Parish who chalked up 5,807 points in BU during the year. (END)

It's News

(Continued from Page 21)

LOWER UNITS FOR ALKY BURNERS

With the new A.P.B.A. rules permitting the use of any stock lower unit approved by the Outboard Racing Commission, owners of KR and SR Johnsons are already looking for a means to make the jump to a more efficient unit design.

Randolph Hubbell, 2511 North Rosemead Boulevard, El Monte, California, is already in production with two kits applicable to both KR's and SR's and one specially designed SR unit.

KR-SR Kit #1, which includes a Quicksilver unit assembly complete plus drop forged Mercury clamp bracket, chrome plated Mercury steering bar, shortened and resplined Mercury pinion shaft, powerhead adaptor plate and special SR or KR driveshaft (specify which when ordering) lists for \$183.01. Reportedly this unit has been tested with the best results.

Kit #2, which lists at \$96.76, consists of a Mercury A-B Quicksilver gear case complete, shortened and resplined Mercury pinion shaft, special driveshaft (KR or SR), anti-cavitation plate adaptor and studs. Both kits #1 and #2 of course include 15:15 ratio gear case.

The Hubbell B-55 is a completely redesigned 13:19 gear ratio B racing lower unit which lists at \$135. In recent tests this unit has checked out a mile an hour slower on straightaways than Kit #1 but attained peak speed out of the corners within 50 yards while Kit #1 does not reach its peak for about 200 yards. Thus ultimate choice will depend upon the type of course conditions.

(See over)

CAN'T BE BEAT!



BILL TENNEY — 1954

BEST PERFORMANCE WINNER—HOLDER OF 8 NEW WORLD'S RECORDS SET WITH CHRIS.GO.



RACING FUELS

FOR INBOARDS AND OUTBOARDS

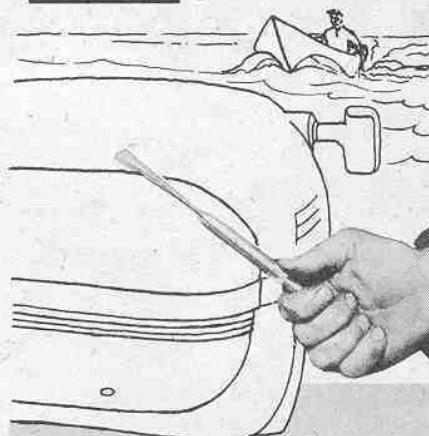
NITRO FUELS AVAILABLE ON REQUEST

SEE YOUR DEALER OR WRITE TO Dep't. 1-19



CHRISTOPHER BROS.
12800 EATON AVENUE
DETROIT 27, MICHIGAN

Check that motor!



ACCURATE TACHOMETER CHECKS RPM—AIDS REPAIRS

The Vibra-Tak checks performance of outboard, inboard motors, all marine engines. Place nose of Vibra-Tak on motor cowling or on side of boat and read scale. Gives RPM without dismantling motor, needs no special connection. Satisfaction guaranteed!

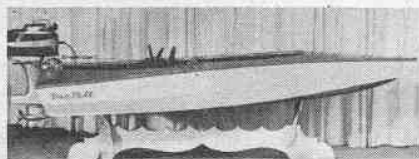
Costs no more than a good fountain pen!

In leather case



MARTIN ENGINEERING COMPANY
Sportsman's Park — Neponset, Ill.

VAN PELT NEW High Speed UTILITY TROPHY WINNER EVERYWHERE J-AB-C-D CLASSES



Send 25c for Photos and Description
Address Art Van Pelt
Van Pelt Boat Co., Spring Lake 1, Mich.

HENRY H. FULLER

Parts & Services

for
SR & PR RACING MOTORS
"Better Than Ever For 1955"

WRITE FOR CATALOG
2317 STERLING AVENUE
INDEPENDENCE, MISSOURI

It's News

(Continued from preceding page)

LUBRICANT ADDITIVES

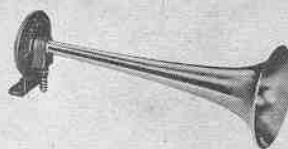
MOC Products, 6741 San Fernando Road, Glendale 1, California, has introduced four new "liquid tools" designed for use in present-day high compression inboard marine engines. Of most interest to boatmen are *Avco*, designed to hold gums and varnish in suspension, and *Moc*, a tune-up oil for freeing and decarbonizing valves. MOC Products are compatible with all petroleum base oils.

CLASS F CYLINDER HEADS

Bud Wiget, 200 Wiget Lane, Concord, California, holder of the A.P.B.A. F Racing Runabout competition record, has announced new heat treated aluminum high compression cylinder heads designed for either Evinrude 4-60 or pumper 500 conversion motors at \$10 each.

BUELL AIR HORNS

Buell Manufacturing Co., 919 W. 49th Place, Chicago 9, Ill., now offers the outboarder a line of air horns with long distance carrying qualities. Models in three sizes and four price ranges are: a 15" model with 5" diameter bell, with either gray enamel or chrome finish; a 24" and a 32" model, each with 6" diameter bell, with chrome finish only.



These horns operate by means of a hand air pump connected to a nipple on the horn by six feet of rubber tubing. Units come with pump, mounting straps and tubing. Extra tubing is available in lengths up to 25 feet.

NEW BOATING HANDBOOK

Here, for the thousands of Americans for whom outboarding is fast becoming a new way of life, is a complete new handbook that gives you the facts on caring for small craft. Among its features are an introduction to boating and cruising, nautical terms for the uninitiated, how to buy the right boat, your motor and how to buy it, the care and maintenance of your boat, motor care and repair, how to handle your boat, safety afloat, family cruising trips, planning a cruise and an index to cruising waters. This handbook is entitled "Complete Boating Handbook." Its author is Robert Scharff. The publisher is the McGraw-Hill Book Co., Inc. Price, \$4.95. And there is an excellent foreword by Guy M. Hughes, Executive Director of the Outboard Boating Club of America.

FULLER RACING MOTOR PARTS

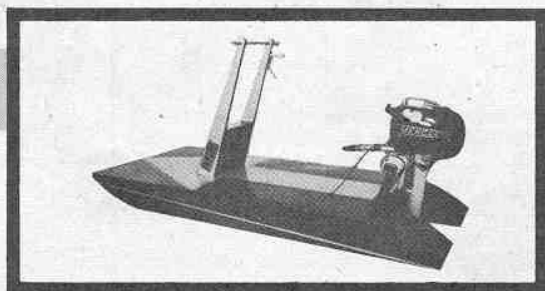
Henry H. Fuller, 2317 Sterling, Independence, Missouri, offers a full line of outboard racing motor parts. In addition to SR and PR crankcases, he also offers complete crankcase kits for SR and PR engines, set up, if requested, either with shaft in and rods on or not. Also completely built and babitted rotor valve timed for either of these engines.

Other items include: all rotor valve parts; racing heads for SR, PR, P50 and PO engines; fly wheel hubs for the same models, installed and statically and dynamically balanced if desired; head braces for SR and PR; drive shaft housings for PR, SR and KR in standard and one-inch shorter lengths; con rod retainers for PR, SR and VR. The firm also builds complete racing engines on order, SR or PR65, or rebuilds and soups-up engines.

Write to address above for catalogues.

THE NEWEST

THRILL IN OUTBOARDING!



Ride the Waterscooter at breath-taking speed! Up to 22 miles per hour! Waterscooter is easy to transport, low in cost, economical to operate. Write for free literature. Price \$135.00 FOB Allendale, New Jersey. Dealership inquiries invited.

SPECIALTY ENGINEERING CO.

ALLENDALE, NEW JERSEY

Build AIRBORNE 11' 6" B Runabout

- Proven Trophy Winner
- Giant Plans
- Full Size Ribs
- Step-by-Step Photographs
- Detailed Scale Drawings
- Complete Instructions

Build this new prize-winning B Runabout yourself from accurate, tested plans. You won't find a better all-around competition boat. I'll give you complete scale drawings, 10 construction photos plus step-by-step sketches, full size rib plans, a full bill of materials, thorough building instructions plus finished action pictures. She meets 1955 A.P.B.A. specs. You'll also get a scale and details for converting Airborne to a 13' 6" D Runabout. All for only \$8.00 postpaid. For further information write to:

HAL KELLY
98 Anderson Ave.
Bergenfield, N.J.



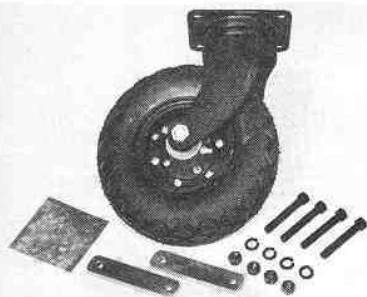
DON'T FORGET

Under our new schedule the next issue of BOAT SPORT will be on sale June 1st—

At newsstands everywhere

25c

Do It Yourself - Easy To Mount - STRONG - RUGGED TRAILER WHEEL



DON'T LUG IT - DON'T TUG IT - JUST ROLL IT!

No Lifting Is Necessary.

Features . . .

- Double Row Swivel with 56 Ball Bearings.
- Full Ball Bearing Hub with 24 Ball Bearings.
- Heavy Duty 1/2 inch Axle.
- Forged Fork.
- Black Crinkle Finish.
- Goodyear All Weather Tire and Tube.

Only \$17⁹⁵

BOLT IT - CLAMP IT - WELD IT - TO ANY BOOM

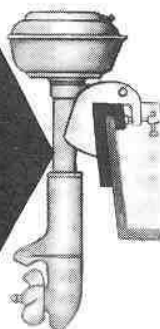
NOW! ENJOY SMOOTHER BOAT RIDES WITH THE AMAZING TRI-MOUNT

PAT. PENDING



MOUNT YOUR MOTOR ON YOUR BOAT WITH THE UTMOST PROTECTION. Use Dependable TRI-MOUNT

3-WAY PROTECTION
FULL AUTO TYPE WRAP-AROUND PROTECTS TRANSOM
 DOES NOT MAR FINISH
SURE GRIP - NO SLIP
STOPS VIBRATION
ELIMINATES NOISE
130 Square Inches of RUBBER CUSHIONING



TRI-MOUNT is made of tough NEOPRENE rubber specially bonded to inner steel plates. TRI-MOUNT fully protects the transom from damage. Tested and proven to give satisfaction. Order your TRI-MOUNT today and enjoy luxury boat riding.

For Transoms Up To and Including 1 1/2 Inches. On Larger Transoms, Write — Park Products Corp.

Only \$6⁹⁵

Send Money Order or by C.O.D.

Oil, Gasoline, Salt Water, Sun Resistant.

NEW and MODERN STEERING WHEEL & PARTS WITH ACCESSORY KIT — & ROPE COMPLETE All Ready To Assemble

Easy

To Mount.



The Most Beautiful Steering Wheel for your Motor Boat

Handsome in design, this sturdy wheel adds elegance and distinction to your runabout or cruiser.

The Custom Built Wheel is rugged, strong and salt water treated. Equipped with Chrysler Oil-lite Bushings.

REG. VALUE **\$34⁷⁵**

IN KNOCKDOWN KIT

\$25⁹⁵

COMPLETE

SPECIFY BELOW WHEN ORDERING

ANGLE DASH VERTICLE DASH
 Model 2CS Model 3CS
 30° Angle Bracket

6 COLORS

- Pearl White
- Brilliant Red
- Rich Green
- Johnson Green
- Lustr Black
- Evinrude Blue

Satisfaction Guaranteed — Order By Mail Now —

PARK PRODUCTS CORP.

252 Belmont Ave. Springfield 8, Mass.



THE LUCKIEST ONE

by Rippling

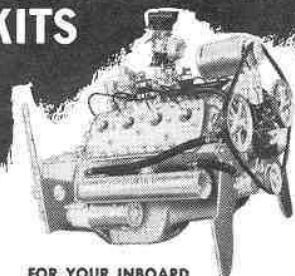
If you can turn real tight and not fear dumping—and still attain a speed just right for jumping.
 If you can leap on top with instant planing—and tow a bunch of friends with no complaining.
 If you can have a ride that's close to flying—that leaves the other skiers limp and sighing.
 If you're the envy of all the skiers roundabout—and make a perfect picture with your runabout.
 Then you're the luckiest guy afloat—you've got a SABER—

THE CHAMPION BOAT!

You say you're not one of the lucky ones, you say you don't have the best ski boat afloat, you say you're tired of dragging around up to your knees in water. Tell you what we're gonna do. Send 25c, a mere fourth of a dollar, to CHAMPION BOATS, Dept. 5F, 1524 West 15th Street, Long Beach, California, and we'll send you our brochures showing the CHAMPION SABER in 12', 14' and 16' models and our outboard racing class boats, available as factory-finished beauties or in easily assembled kits. Don't be left standing on the beach—do it today.

DEBBOLD MARINE ENGINES-CONVERSION KITS

FOR FORD AND MERCURY V-8 ENGINES
 Manufactured by the World Renown Speedboat Hardware Manufacturer



FOR YOUR INBOARD CRUISER OR SPEEDBOAT

100 HP V-8 FORD OR MERCURY MARINE ENGINE CONVERSION KIT

Also for above engines a genuine Marine Reverse Gear. Now reduced to **\$158⁷¹** **NOW ONLY \$170.**



Big Savings CONVERSION KITS, MARINE HARDWARE. FITTINGS AND EVERYTHING TO EQUIP YOUR CRUISER, SPEED-BOAT OR FULL RACING HYDRO OR RUNABOUT. We manufacture and distribute the largest selection of marine equipment for the builder of inboard power boats.

SEND 35¢ FOR BIG NEW CATALOG

I. E. Debbold's Marine Supply Co.
 10366 Long Beach Blvd., Lynwood 4, Calif.
 Please send marine catalog. My 35¢ to be refunded first purchase.

Name _____
 Address _____
 City _____ State _____

Your KEY
to command
performance



LATEST NEWS!

Available in variety of striking new 2-tone color combinations



World's only
4 in line
Outboard!

*Ball and roller bearings throughout



TURN THE KEY. Your mighty Mercury Mark 55E MercElectric responds to the 12-volt electric starter—*right now!* With the electric choke it's as easy as starting your car.

TAKE THE WHEEL. Shift into forward, ease open the throttle and sample the smooth power flow . . . power so positive, so effortlessly controlled you'll find it hard to believe at first. It's a four!

TAKE THE WRAPS OFF . . . and be surprised again. You never knew forty horses could be so *quiet*. It's a four! *Complete* engine soundproofing, not just intake and exhaust silencing, makes the Mark 55E super silent. All you hear is sweet music from Full Jeweled Power.* And the new Dyna-Float Suspension floats the engine on rubber shear mounts to keep vibration away from your boat.

TAKE HER IN—reluctantly, for this was a cruise that was *all* fun. There's no need to check the battery . . . it was charged automatically by a generator so efficient, so advanced that you'll find one like it in tomorrow's fine cars. It's the *only* 12-volt starter-generator system on any outboard . . . gives you power for starting, for lights, radios and other accessories . . . opens up a fascinating new world of *night* outboard cruising—with a four!

"A four is bound to be better!"

KIEKHAEFER

MERCURY

See your Mercury dealer for a demonstration. Ten models for 1955—5 to 40 h.p. Write for FREE Illustrated Catalog.

mark 55E merc Electric
40 h.p. 4 Cylinders in Line, Alternate Firing Thunderbolt Engine — Forward, Neutral and Reverse