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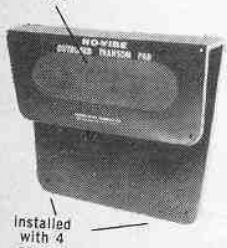

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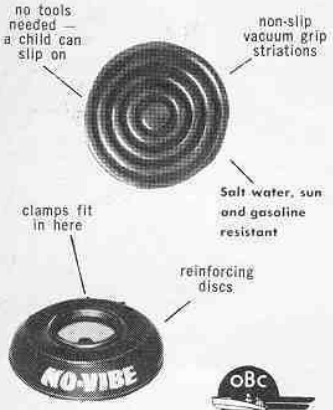

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AROUND THE BUOYS

NEARLY 250 outboard drivers, A.P.B.A. officials and other boating fans attended the Outboard Club of Chicago's third annual Indoor Regatta held in the Boulevard Room of Chicago's Sheraton Hotel to honor outstanding drivers of Region 7.

Those singled out for the O.C. of C.'s exclusive regional Hall of Fame are: William L. Tenney, Dayton, Ohio, 1954 National B and C Hydro Champion and C Racing Runabout Champion; Michael Helm, Theinsville, Wisc., 1954 National JU Champion; and Hap Owens, Bedford, Ind., 1954 National F Champion and winner of the John Ward Memorial Trophy.

Special awards were given to eleven other drivers for their outstanding achievements last season. The drivers honored were Homer Kincaid, Carbon Cliff, Ill.; Gerald Waldman, Milwaukee, Wisc.; James Jost, River Grove, Ill.; Ted Moberg, West Allis, Wisc.; Gerald Miller, Lawrenceville, Ill.; Bobby Scott, Wheeling, Illinois; Dick VanDePlasch, Milwaukee, Wisc.; Lawrence Freeman, Milwaukee, Wisc.; Frank Kossow, Ottawa, Ill.; and Howard Lindmark, Rockford, Ill.

* * *

At the Fourth International Boat Racing Regatta held this year at Iguala and Acapulco in the Mexican province of Guerrero on consecutive weekends in late February, Johnny Craven of Pasadena, Calif., won six heat first places, one second and a third to tally the greatest number of points of any of the thirty-two contestants. Johnny

Johnny Craven receives trophy for being high point American driver in the Mexican regatta.

not only won a beautiful sterling silver bowl for his efforts but in winning the AU and BU races at both locations he accounted for four U.S.A. victories, fifty percent of those scored by the ten-driver team, to make himself a mighty important factor in the eight-to-six U.S.A. team victory.

* * *

The Kiekhaefer Corp will soon introduce a new Mercury 30 cubic inch four-cylinder-in-line motor with a Quicksilver as an optional alternate unit. Specs have already been approved by A.P.B.A. and the first of the new stock

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BOAT SPORT

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Frank Ringkamp, Assistant Art Director

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Photo taken at Cypress Gardens, Fla., shows poor form. Jumper should have his calves braced against sides of the cockpit.

HOW TO JUMP AN OUTBOARD

YOU AND YOUR BOAT CAN ENGAGE IN AIR-BORNE ACROBATICS

By Hank Wieand Bowman

EVERY WINTER a small group of highly skilled outboard drivers, under the direction of Malcolm Pope, thrill thousands of spectators at beautiful Cypress Gardens, Florida, with their wild hurdle jumping, dry-land vaulting and precision acrobatics in outboard powered runabouts. The stunts performed are breathtaking to watch, provide cameramen with dramatic action pictures and thrill countless numbers of winter sun worshipers. Others have cheered the performance of Tommy Bartlett's outboard hell drivers who tour the country with an equally exciting outboard thrill show.

BOAT SPORT, in covering dozens of regattas from coast to coast during the course of any given season, has noted, as have most boating fans, the occasional awkward lulls in racing programs when rescue boats are busily towing in a hapless driver who suffered an upset or when a buoy has been torn out of position and must be replaced before the racing heats can be resumed. Scarcely a regatta is conducted without one of these unscheduled pauses. And frequently during these dull lulls newcomers to the sport who have not as yet become avid fans resent the delay and leave the event. Any sports program suffers when the scene is set and no actors move into view to pick up their cues.

How difficult would it be to set up a shortened version of a Cypress Gardens thrill show or present a ten or fifteen-minute interlude of spectacular stunt driving? To get the answer, BOAT SPORT interviewed some of Malcolm Pope's thrill drivers who regularly engage in outboard stunt driving and also talked to the mechanics and the maintenance crew who set up and take care of the equipment. It is the general concensus of these men that with a minimum of practice and modest preparation any outboarding fan can set up a stunt boat and present a demonstration that will not only entertain but truly excite an audience at any type of water sports event.

The following tips and suggestions are based on these veterans' experience in boat jumping. They immediately warn anyone planning to work up a thrill act to prepare his equipment well and follow out a few, but very important, instructions.

The first question we asked was what type of boat should be used and what special bracing, alterations and modifications must be performed before it is in suitable condition. The answer was that any sturdily constructed 10½' to 12' runabout of the type that might be seen at a regatta for stock utilities running in Class BU would be suitable. At Cypress Gardens in 1955, Speedliners, made by the General Marine Co., were the choice because of their ruggedness and ability to stand the pounding of rough water, as shown by their performance in many outboard marathon races. However, no boat is ready to be jumped in purely stock condition. There are a minimum number of changes that must be made if the equipment is to be successfully used.

Starting with the boat's bottom, the fin (if the boat you select is so equipped) should be removed since it would be quickly torn off or driven up through the bottom planking the moment you hit your first ramp or tried your first dry land boating. Two false keels (or bottom rubbing strips) of oak 1" wide by 1½" deep and 7' to 7½' in length are secured with glue and screws to the bottom. The exact location of these false keels or runners will be dependent upon the location of your fore and aft battens since they should be screwed through to the battens for greatest strength. The exact length of these strips will depend upon the forward

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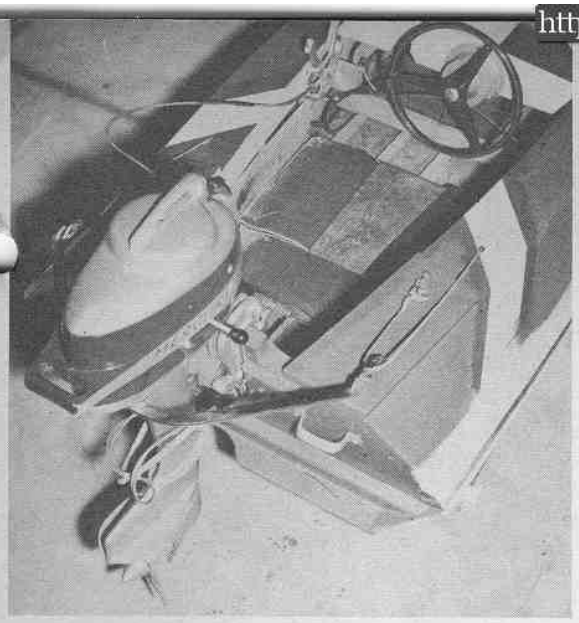
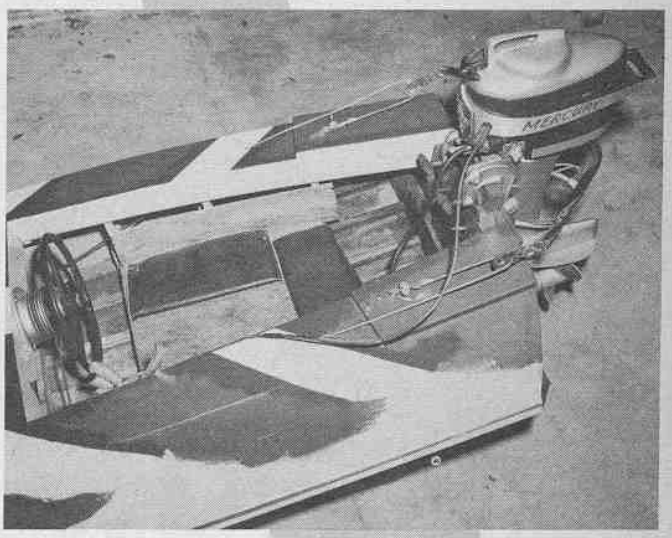
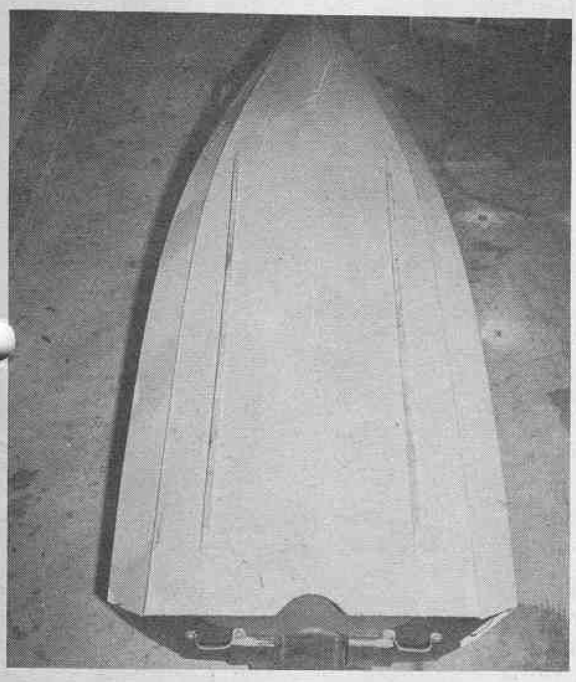


Speedliner hulls are used in jumping at Cypress Gardens. Note how fuel tank is lashed forward of wheel, and protective siding along cockpit.

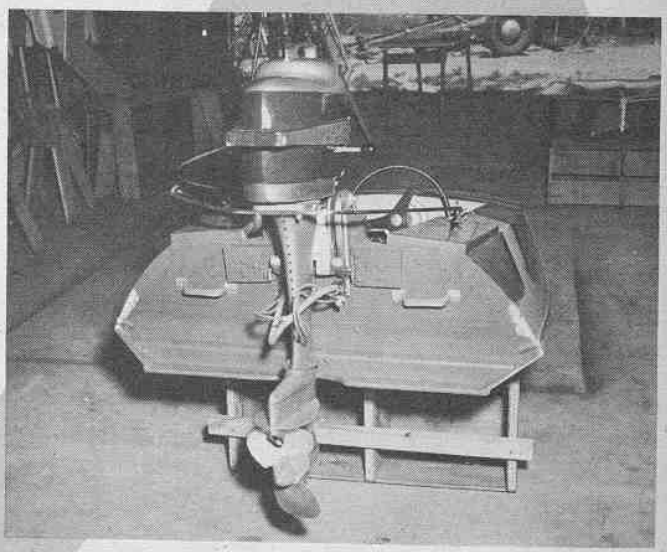
(Below) Since motor kicks up going over ramp, after-deck coaming is padded with ¾" strengthener, in case tie-downs snap.

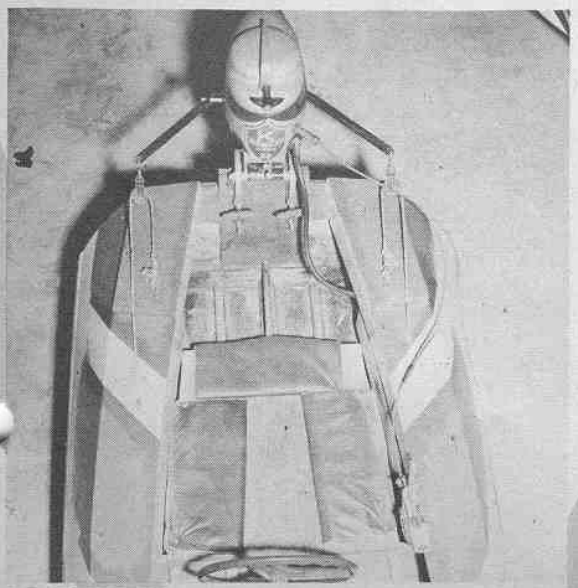




(Left) No fin is used, as it would be torn off in jumps. Oak keels, 1½" deep, put on bottom for protection, also reduce sliding.

(Below) The motor transom bracket is bolted to the transom. Two types of tie-downs are used.





(Left) Added strengtheners are bolted to the transom on either side of the motor clamp bolts. Note knee and ankle pads.

HOW TO JUMP AN OUTBOARD

Dry land barriers don't deter stunt drivers, who hurdle sand bars in water "steeplechase."

Look, Mom, no knees! Here is a bronc rider "pulling lever" for dear life.

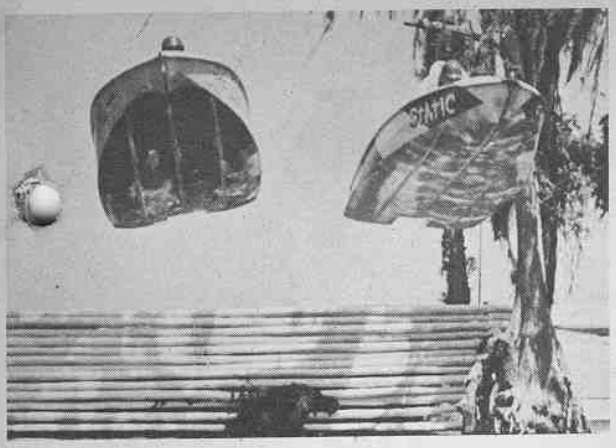
(*Continued from Page 4*)

contouring of the bottom of your boat. The ideal location is to place these runners so that they, not the V of the keel line, take the shock when you hit the take-off ramp. If the bottom of the hull you select is excessively V-ed forward, you may find it necessary to use greater depth for your rub stripping, fairing it down as it moves aft. Note, in the photograph of the boat bottom, how the leading edges and the trailing edges of the rub strips are bevelled. These false keels serve not only as protective runners for the bottom of your boat and add slightly to the boat's fore and aft stiffness but also, in the absence of any fin, the runners offer a lessened tendency for excessive sliding while turning and better straightaway stability.

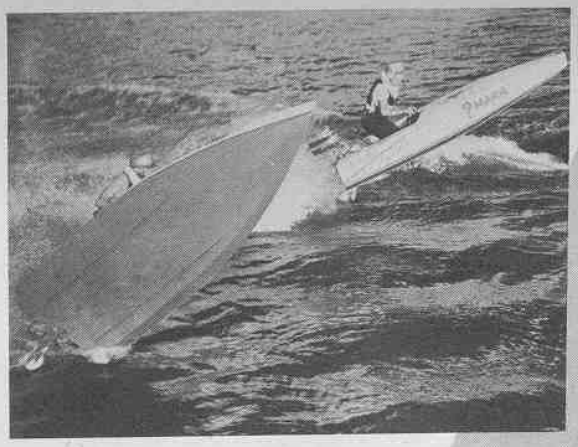
The transom should be your next concern. Notice how heavy oak strengthening blocks have been added to either side of the motor mounts, both on the forward and aft side of the transom. Note, too, that these strength members have been bolted solidly into position, not screwed. These blocks serve not only to give added

(Below) Too much weight at the stern causes boat to land this way—and maybe back-flip.

When three boats hit a take-off spot together a thrilling air-borne boat ballet is staged.



Up a ramp, over a rail fence, and then across land back to the course is routine to jumpers.



Athwartships balance is just as important as fore and aft. There is no recovery from this position.

strength but also, because of their position, lend lateral support to the motor bracket so that it cannot be dislodged from side to side.

An inspection of the cockpit coaming will show the heavy ¾" plywood pads which extend from the transom forward several feet. These pads will prevent damage to the cockpit coaming in the event your tie-down ropes break during a hurdle and the motor kicks up excessively, driving the steering bars forward into the coaming. Also should a jump be taken inaccurately with the motor cocked, when it kicks up, even a normal tilt to the motor could drive the inboard steering cable bracket into the coaming.

You do not use any safety chain or lines to secure the swivel bracket in the event of thumb screw breakage or loosening. Instead, as you will see if you look again at the rear view of the transom, the swivel bracket is tightly bolted to the boat. These bolts extend through into the cockpit side of the transom. Since you must assume that in stunt work on occasions the perfect landing will not be made, a considerable strain may be placed on the fore and aft strength members of the boat. Should your hull not be equipped with vertical fore and aft strength members as stiffeners or strong-backs, it is highly recommended that these be screwed to the frames to box in the cockpit. These stringers will not only add strength but also prevent any possibility of your getting a knee or a leg wedged under the cockpit framing at an awkward time.

The remote fuel tank should be secured in position forward of the steering wheel with bongee aircraft shock cord or permanent brackets. This fuel location will leave the cockpit unobstructed. The Cypress Gardens boats are provided with a notch cut into the dashboard to the left of the wheel so that the remote tank can be fueled without necessitating its removal. A simpler and more convenient deck hatch would be an improvement on this set-up.

The steering wheel and the remote spring loaded throttle will take much of the strain at the end of a jump. If you are planning to use the center deck dash already installed in your hull, you better beef this up by adding a ¾" plywood stiffener to the entire piece. Since the dash bracing of your hull was probably not designed for the rugged activity you are now contemplating, this too should be considerably strengthened. The throttle location should be given added support with a substantial backing piece of wood glued and screwed to the inner surface of the cockpit coaming. Bolt—don't screw—both the steering wheel and the throttle so that you don't have to worry about the possibility of either one breaking free.

As you have already noted in inspecting various steering wheel installations, some cable drums are so designed that they are located behind the dashboard and out of sight. This is an excellent idea for the pleasure runabout which will not receive unduly rough treatment and will not be called upon to perform with unfaltering steering precision. The exposed drum type, as shown in these pictures, is preferable for your purpose since you may assure yourself at a glance that the steering line is snag free in the sheaves and on the drum. As concerns

(*Continued on Page* 20)

Good practice for the newcomer to jumping is to get the feel of hitting wakes at top speed.

Outboard boat jumpers are frequently bathed in a shower of spray when they make a landing.

Setting off for a happy day on the water. Fishing gear and lunch are loaded aboard. There's fun for every member of the family here.

FAMILY FUN AFLOAT

By Richard Van Benschoten

Thirteen-year-old Jackie Duff of Miami, Fla., shown in the 10′ kit pram he built himself. He goes back and forth to school in his boat.

OUTDOORS WITH THE

(Below) The call of "Chow down!" is answered eagerly by all hands. Outboard cruisers offer plenty of room for a large family outing.

(Below) Several outboard craft similar to this Water Skipper are appearing on the boating scene. Photo taken at Nassau, Bahamas.

THE OUTBOARD MOTOR has made possible a variety of family recreational activities on the water. Everything, from just plain boating for the fun of being out there on the lake or river to extended vacation trips aboard an outboard cruiser or houseboat, is within the realm of outboarding. Hunting, fishing and family touring combined with boating and trailering are open to everyone. Water sports are engaged in by every member of the family with the help of outboard boats and motors —water skiing, aquaplaning, skin diving and such new developments as the Water Skipper, shown in photograph at left. And the thing about it is that each member of the family maintains that he or she gets the most enjoyment out of outboarding. What could be a better way for participants in a group activity to feel?

Outboard houseboats are becoming very popular, with several manufacturing firms offering models to the boating family. At the Chicago National Boat Show early this year it was an outboard houseboat that proved to be one of the biggest drawing cards for the thousands who saw the exhibits each day. The comfort and space offered by boats of this type surpass anything

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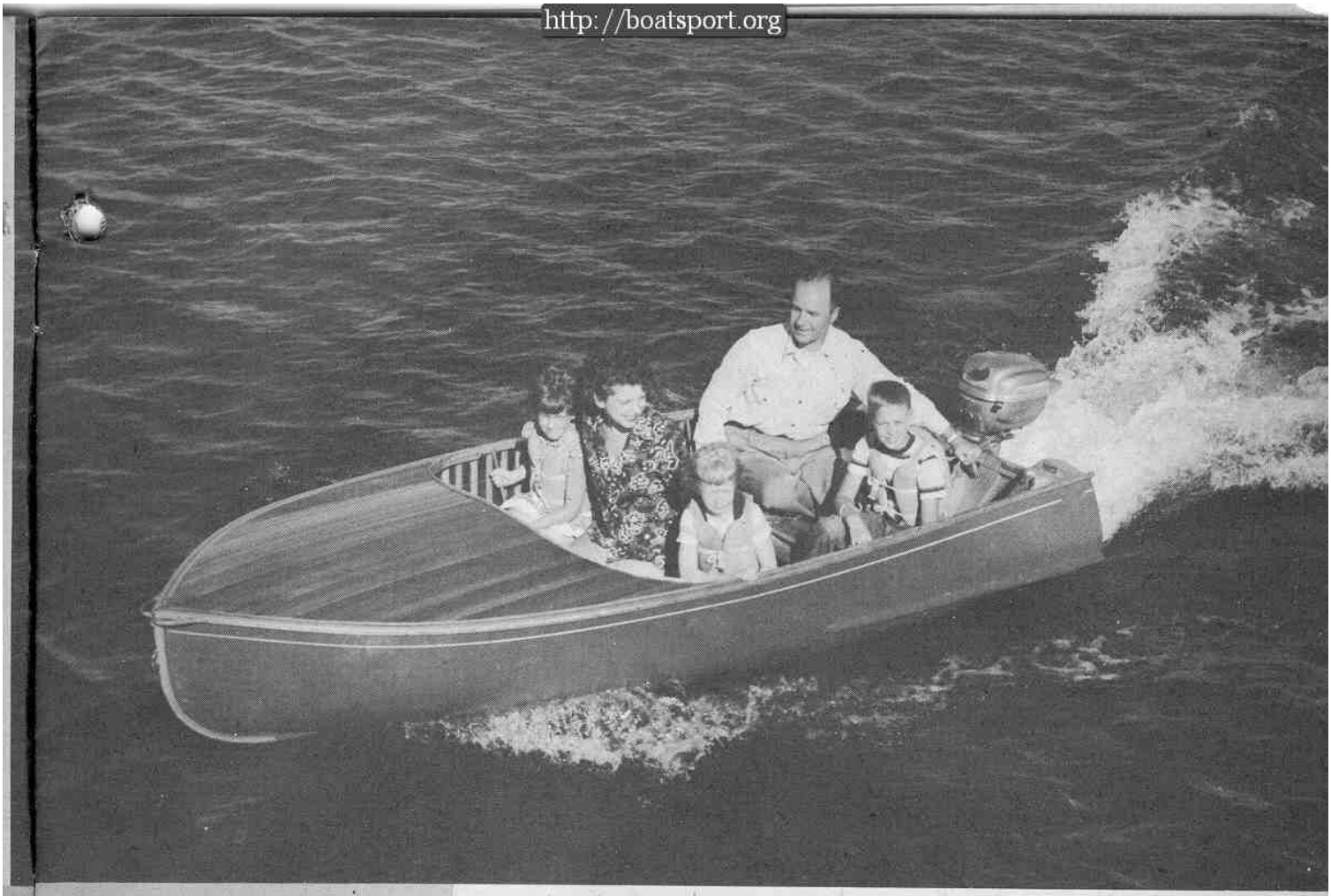


OUTBOARDS

(Above) The entire family can enjoy all the thrills and romance of boating without straining the budget, thanks to the modern outboard boat and motor.

(Below) Outboard houseboating is becoming increasingly popular. Here is a 20′ Flotel of Gennett & Sons, Inc., designed for comfort instead of speed.

In closed course competition, the newcomer will learn in a hurry to get the feel of rough water and spray in his face, but he shouldn't be over-eager to be first into the corner until he gains experience.

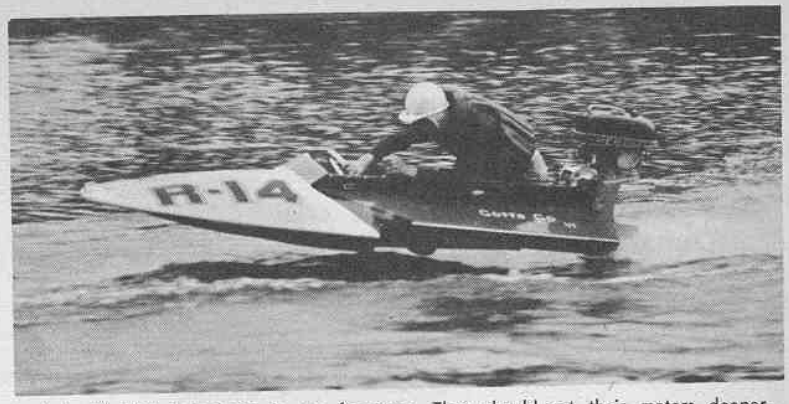
GET YOUR NEW BOAT READY FOR RACING

BY BLAKE GILPIN

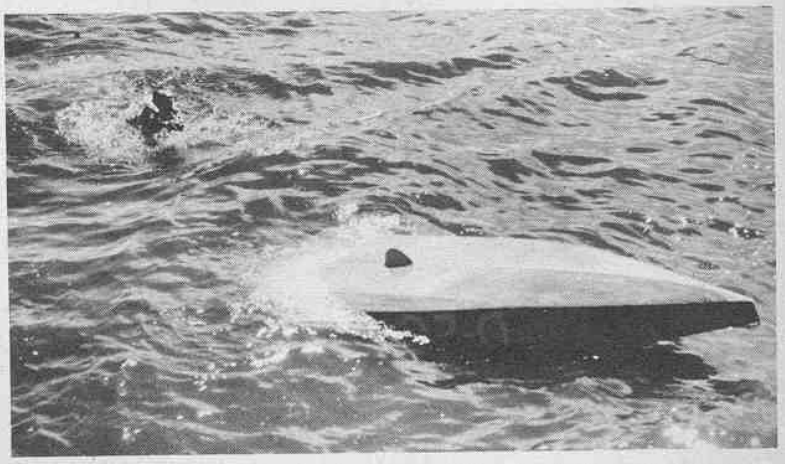
EVERY OUTBOARD racing veteran, whether his forte is stock motor racing or alcohol burners, has 101 pet theories of how to nurse a few added rpm out of his equipment. Some of these drivers are quite willing to pass along advice to the newcomer to the sport. Others act like the proverbial clam and work on the theory that they learned it the hard way, so let the next fellow make the same mistakes.

There are even conflicting theories on the best approach in getting one's initial baptism in competition: drive to win; drive to finish; stroke at the end of the pack; get on the course and then kill your motor on a turn and watch the others at close hand; try closed course first; get your experience in marathons and then try heat racing. These are a few of the standard ideas for the new driver.

We have seen newcomers who have spent months or even years haunting races, saving up enough to get a piece of basic equipment to get into the game and then ruin this hard come-by equipment in their first event through lack of adequate preparation, or knowledge of what to do once they have the boat and motor they had coveted so long.



Jack Leek's high-jacked rig is not for tyros. They should set their motors deeper.



Marathon events may look easy but in the annual Winnebagoland regatta it is a rare thing when more than half of the original starters complete the entire distance. A beginner should get some closed course competition before attempting these events.

Boat racing is quite unique in one respect from most other contestant sports, including more closely allied automotive racing sports. If someone decides to go into auto racing, he can usually wangle a few rides with an old hand in the game who can demonstrate for him some of the finer points of handling the equipment. Because of the uniqueness of the outboard racing boat, it is the rare piece of equipment that will carry more than the driver alone. Sure, the stock runabout is equipped with an open forward cockpit, but if you take any well set up runabout and add an extra passenger, ten to one you will never get the rig up on plane, or if you do, cornering with two people aboard presents a wholly different feel than the same boat with only the driver. A hydroplane set up properly for competition frequently presents a tough problem for even the driver to get the rig planing. It was only two years ago that a big fuss was raised when a hydro record through the mile traps was established with a boat so finely set up that it had to be towed by another boat before it could get over the hump and start skimming the surface.

Frankly, I just don't know where anyone else could ride in a single cockpit hydro for I have always had trouble finding enough room for my own extremities in the cramped cockpit area.

Once your boat is ready, the only thing you can do is get in it by yourself and hope you'll be lucky enough to get the feel of tight-rope walking on the water before you dump that new rig. And above all put in hours of riding to learn as much as possible about handling a piece of fast equipment before you try it out in a race.

Now let's look to getting the equipment ready, keeping in mind that a properly set up boat will be much less likely to dump you.

Assume for the moment that the equipment of your choice has been a B Stock Hydro. You know, from looking over the records, that over a five mile distance the winner's speed will probably not exceed an average of 48 mph. You'll note the one-mile straightaway mark is slightly in excess of 60 mph. Don't let this throw you. Don't be disappointed in your own rig if you can't clock better than 53.

Let's look at this straightaway mark for just a moment because it may help you in setting up your rig. Running through a mile trap and setting up equipment for closed course competition are two totally different things. In the one-mile run, to eliminate every possible factor leading to drag, many drivers even remove the fin from their hull. Such removal may add as much as a full mile an hour to their average speed. But don't ever make the mistake of trying to corner a hydro without a fin or you'll have the same sensation you might encounter riding an aquaplane board when the towing boat driver decides to give you the crack-the-whip treatment.

Since, in most mile trials, the contestants have an opportunity to get their boats up to speed over a half to a mile straightaway distance before they even reach the beginning of the timed trap, acceleration is not essential. The entire emphasis in the mile run is placed on ultimate top speed. Motors are jacked as high and cocked out as far as possible from the transom. Usually a propeller of a totally different configuration is used to permit the motor to wind at its efficient highest. Both pitch and diameter of the

(Continued on Page 25)

TORQUE TALK

By Lou Eppel

(Above) Wally Albright in one of the first Cracker Boxes set one mile record of 53.855 mph at Salton Sea in '47. Now they run over 70 mph.

Clyde Randall was one of the first Cracker Box drivers and did much to help develop the class which started out West.

AT THE RECENT annual meeting of the American Inboard Association in Philadelphia, Freddy Hahn, popular official and former 135 driver, was elected to the presidency of that organization. Elected Vice President was Franz Vintshger of Morristown, N. J., who was previously treasurer of the group. Secretary chores will be handled by Jack Fischer of Millville, N. J., and Bill Ritner, Sr., of Merion, Pa., was elected treasurer.

The A. I. A. in its history has done much to boost the standards of inboard racing through suggested rules changes, before the days of the A. P. B. A. rules ballots, and has always stumped for better officiating and racing conditions.

With a very representative group present at the meeting, there was considerable discussion concerning the improving of safety standards in inboard racing, and several sound suggestions were unanimously approved by the membership. The A. I. A. has recommended to the several racing Commissions of the A. P. B. A. that the activities of the A. P. B. A.'s Safety Committee be increased in scope, with a safety inspector being added to the list of officials required in any sanctioned race, with the inspector instructed to report directly to the referee on any boats which are not up to par in such matters as steering controls, throttles, fuel tanks and lines, etc. It has been proven in the Gold Cup that such safety precautions and inspections are not only well accepted by the entries, but also are much appreciated. Having a capable man on the site to give the "double-O" over the racing equipment might well eliminate some of the baling wire rigs which appear from time to time to menace not only the driver of the equipment himself, but also the rest of the field.

Another point which received the full treatment in discussion concerned the procedure to follow in the event of an accident while a race was under way. There were several opinions made suggesting immediately stopping the event and calling for a re-start, however it was the opinion of several of the members who do a considerable amount of officiating that promiscuously calling re-starts adds further possibilities to the chances for accidents, with the beat down to the first pin being repeated. After much careful thought, the group approved the plan of stopping the race in the event of an accident, and if more than half of the laps had been completed by the lead boat, scoring the field as of their position on the last finished lap. If less than half the race had been run by the lead boat, a re-start would be called. The more we think about this idea, the better we like it, and it seems to us that the racing membership of the A. P. B. A. would do well to vote this procedure into the rule book next year.

* * *

There has been considerable worry on the part of some of our professional worriers about the so-called diminishing numbers of inboard race boats on the East Coast. From all reports this department has been able to get, it looks very much as if there will be more racing equipment in the East this season than ever before, with the 225's, 135's 136's and both the 44's and 48's getting new devotees. In addition, we were most pleased to learn that in and around Philadelphia, once the hot bed of the A and B Inboard Racing Runabouts, some nine Cracker Box class runabouts are being readied for the 1955 racing season.

If our memory serves correctly, this class was introduced back around 1947 by a group of Californians, and almost all of the racing in this class has been restricted to the West Coast since that time. With a starting fleet of the boxes appearing on the East Coast, the chances for a bit of intersectional rivalry looms. Harking back to the days when Bill Glazier in the Jim-Jam, Doc Haurin in the Gooch, Tracy Johnson in several assorted runabouts, along with Lou Burke rewrote the racing runabout record book several times a season, it is conceivable that the resurgence of hot runabouts in the East may wrest some of the records away from our West Coast friends in the Cracker Box class before too long.

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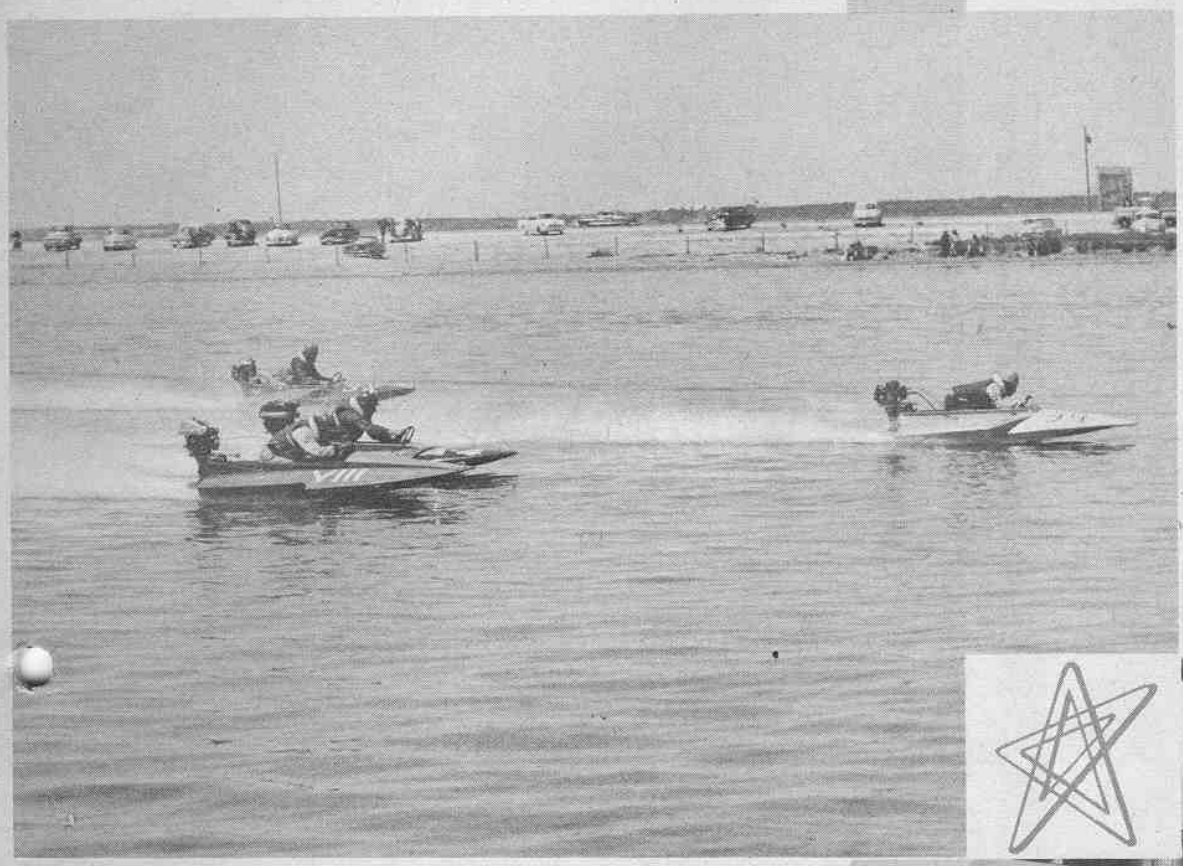
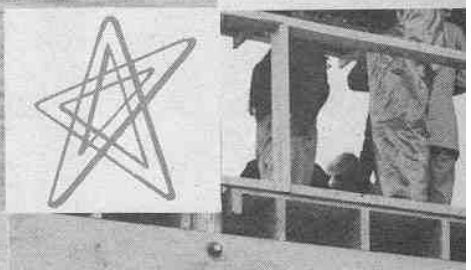
(*Continued on Page* 21)

N.O.A. MODIFIED STOCK WORLD CHAMPIONSHIPS



Four of ten B Modified Stock Hydros. Pete Norton leads; Clyde Davie (VIII) was the ultimate winner of the title.



Heavy weather gear and blankets were needed at "Frostbite" Championships.

By Henry Hotchkiss

NATIONAL OUTBOARD Association's modified stock racing drivers in five classes of runabouts and hydroplanes trailered in from eleven different states to Corpus Christi, Texas, for the three-day N. O. A. Division IV long-postponed 1954 World Championships, rescheduled for March 26, 27 and 28. The events originally planned for Lake Shawnee, Shawnee, Oklahoma, in early October of last year had suffered a forced cancellation due to exceptionally high winds. Sunset Lake, a man-made oval waterway just north of Mueces Bay off Highway 181 on the outskirts of Corpus Christi, was considered an ideal location since in the past, with winds as high as 30 mph, local events had been conducted without any difficulty.

On Saturday, March 26, over 350 boats lined the one-mile oval course. Suddenly, with scant warning, winds blowing steadily at 35 mph, with gusts reported as high as 58 and with near freezing temperatures, whipped the normally calm waters into an icy froth. Ironically, Sunset Lake, which was thought to be the perfect protected all-weather location, was acting up even worse than Lake Shawnee. Marker buoys were torn out of position and washed ashore as the unprecedented norther whistled down from Portland Bluffs and drove the contestants into shelter for the day.

Though all day Saturday it appeared that the 1954 Modified Stock boats were to go crownless for the season already nearly three months completed, officials decided on Sunday to go ahead with the events, when about noon the screaming winds dropped off to a 10 to 12 mph tempo, though the temperature still hovered close to the freezing point. The atmosphere was chilly but

(*Continued on Page* 15)

N.O.A. Modified Stock World Championships

Earl Magill receives Class D Runabout trophy and a World Champ's plaque from Queen Madeleine Lee.

Spark plugs of Texas event were (l. to r.): Dennis Walker, Ross Langham, Red Cox, "Steamboat" Steele.

Fred Simmons set new B Runabout mile record and got B Hydro 2nd award from "Pop" Willis.

Deanie Montgomery checks in his A Runabout for the weight inspection after winning title.

Start of the Modified B Runabout events at Corpus Christi, Tex., in which Herman Keith parleyed a first and second place finish to take over the title.

Bob McGinty (right) won C Hydro event, set 3 records. Ralph Johnson made nice comeback.

Championship inspector Allen Smith checks over Bill Holland's A Hydro rig. Bill won J Hydro.

John Jordan drove his modified Mercury KG-4 to A Hydro title on Blue Star aluminum hull.

Sole woman entrant, Pat Jordan, took one 2nd but set new A Runabout straightaway record.

C. B. Norton holds plaque and trophy for the Division IV Class D Hydro World Championship.

Earl Griffin, Sr., crouches at the helm of the C Runabout that won him the World title.

(*Continued from Page* 13)

the estimated more-than-10,000 spectators who lined the course were anything but cold to the action, which was presented with a clocklike precision, and they saw eight championships decided between noon and dusk and twenty-six separate heats, including ten qualifying events, which brought into action nearly 150 different racing boats.

When the title-seeking action started, after the ten qualifying elimination events had been run off, referee Pop Willis decided that since the waters were still choppy, he would call out the more seaworthy D Runabouts to start the championship decisions.

In the first heat, ten of the registered thirteen monoplaners milled around waiting for the clock to creep up to the 60-second mark. Local rooters kept their eyes on Bob McGinty, defending champion, from Corpus Christi, who had won his title at Hot Springs, Arkansas, in 1953. McGinty unfortunately failed to complete a lap, but fellow townsman Earl Magill covered the five laps at a new record average of 50.420 mph, leading in Lonnie Kelly, also of Corpus Christi, by a solid margin. The real battle was for second and third spots. A. C. Huff, another Corpus Christie-ite (the city seems to breed throttle squeezers), turned in an astonishing piece of competition driving when he picked his way up from tenth starting position to eighth at the end of the first lap, moved into seventh at the end of the second lap, and picked off two more competitors, Dick McCullough and Bill St. Claire, to move into fourth spot in the third lap. He was up into third a lap later, battled bow to bow with O. B. Ayler of Baytown, Texas, right down to the tape and slithered in for a third spot by inches at the finish. Ayler, who also got off to a bad start in sixth spot, moved up to fifth at the end of two laps, slid wide on the north turn, dropped back to seventh again, then settled down to some real buoy climbing action, which though he eked out only a fourth spot and a meager $15 chunk of the $125-per-heat purse money posted, labeled him as a driver to watch during 1955.

Earl Magill took the second heat and the title but really knew he was in a race during the second canto, for Lonnie Kelly was breathing down the back of his neck the entire distance. Not more than 4′ separated the bows of the two boats as they got the checkered flag. A. C. Huff, one-time holder of the one-mile D Runabout Division IV straightaway record, finished third in points by merging a third and fourth place heat finish.

At the end of the second D Runabout heat, the Sunset Lake Oval had returned to its customary placidness so referee Willis called out the little J Hydros. Bill Holland, who had copped two Central Zone crowns at Hulah Lake, Bartlesville, Oklahoma, in mid-

(*Continued on Page* 28)

The Ramsey line of Aqualand Skipper boat trailers includes the Skipper Jr. model for transporting outboard cruisers on the road.

PART III

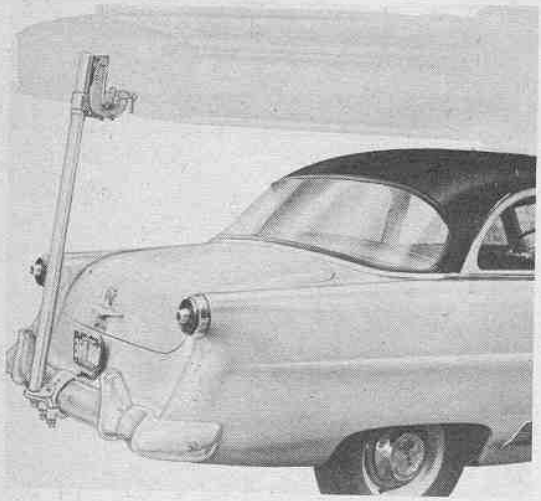
TRAILER TACTICS

By Ed Spanke

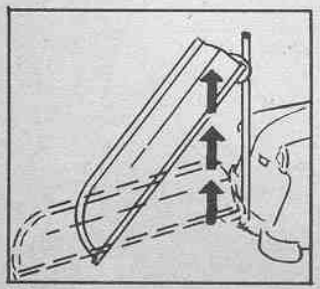
OUTBOARD BOATING CLUB OF AMERICA

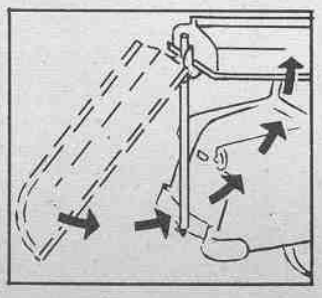
BREAKING THE BOTTLENECKS OF BOATING

(Above) Showing the winch operation of the B. & C. Mfg. Co.'s Hill-top, Jr. model for boats up to 14' in length and weights of 450 lbs.



One-man Boat Loader-Carrier is distributed by Montgomery Ward. The operation of this unit is clearly shown in the two diagrams below.

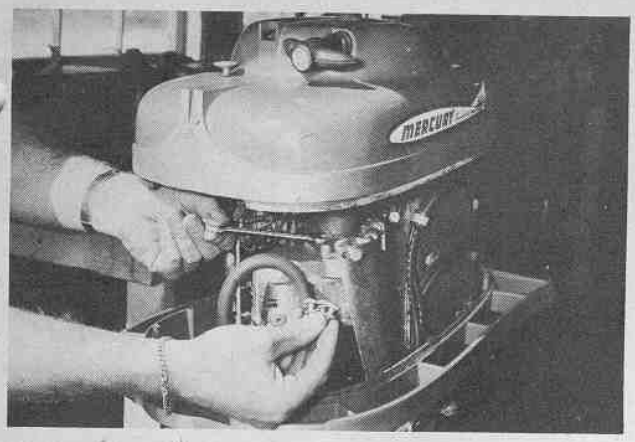




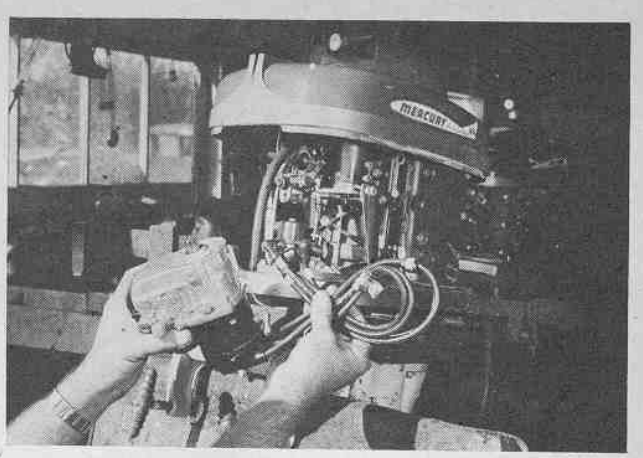
VASCO NUNEZ DE BALBOA (a gentleman well known to readers of the previous articles in this BOAT SPORT series) would have required something more than the possession of boat trailers to get his fleet from the Atlantic to the Pacific in the year 1513. He would have needed to exercise a small amount of common sense in the selection, use and maintenance of his nautical rolling stock.

And that applies to today's amphibious boaters, who now buy some 100,000 boat trailers annually. The boat trailer is a post-war development which has made it possible for everybody—even if he does not live near the water—to be a sailor.

In choosing a trailer from among the many varieties and models now on the market, one of the first things you must know is the approximate gross weight of the equipment you intend to carry on the trailer. In other words, you must make allowances for not only the weight of the boat but also the weight of the motor and such additional cargo as luggage, camping equipment, filled fuel tanks, fishing gear, provisions and supplies. Especially on vacation jaunts, the trailed boat becomes a general-purpose cargo carrier. (*Continued on Page* 32)



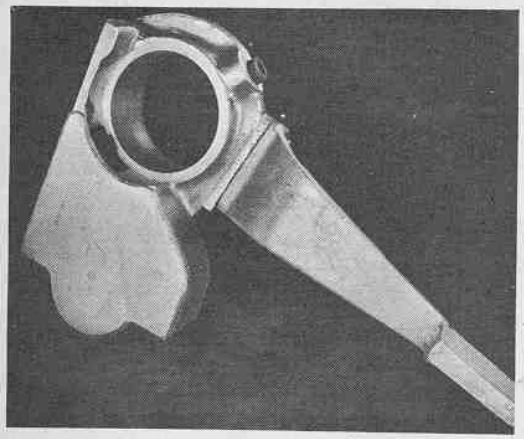
Magneto of Mark 55 Merc is easily removed: take off the cowling; disconnect air hose clamp; remove four screws and magneto drops.



Loosen Allenhead screw clamps to release high tension lines; then disconnect plug leads and ground wire and the magneto comes out.

It's NEWS

(Below) C Service Evinrude spark timer designed by Bud Wiget.



New Westach Marine Tachometer designed to stand up under racing speed vibrations has waterproof case.

MAGNETO EXCHANGE PLAN

For a considerable number of years, automobile owners have been able to trade in damaged or worn automobile components such as distributors, generators, carburetors, etc. in exchange for new parts. Outboard manufacturers have been slow to adopt a similar plan. It would appear that Mercury may be tending in that direction, with its initial experiment in offering a magneto exchange on its Mark 55. This redesigned four lobe cam type magneto is the most easily removable magneto on the market. The job may be accomplished by the removal of four retaining screws, the air hose clamp, high tension wire retaining clips and the high tension wires from the spark plugs themselves.

ELECTRIC TACHOMETER

Westberg Mfg. Co., 144 South Coombs St., Napa, California, has announced its new Westach Marine Tachometer, with specially rugged moving parts to prevent vibration damage at racing speeds. The sealed case of the tachometer is waterproofed against submersion. The electrically operated instrument, which may be quite easily attached to any outboard engine (a special model is available for four cylinder Mercury engines), requires so little electrical power that it in no way affects engine performance. For more complete information, write directly to the Westberg Mfg. Co.

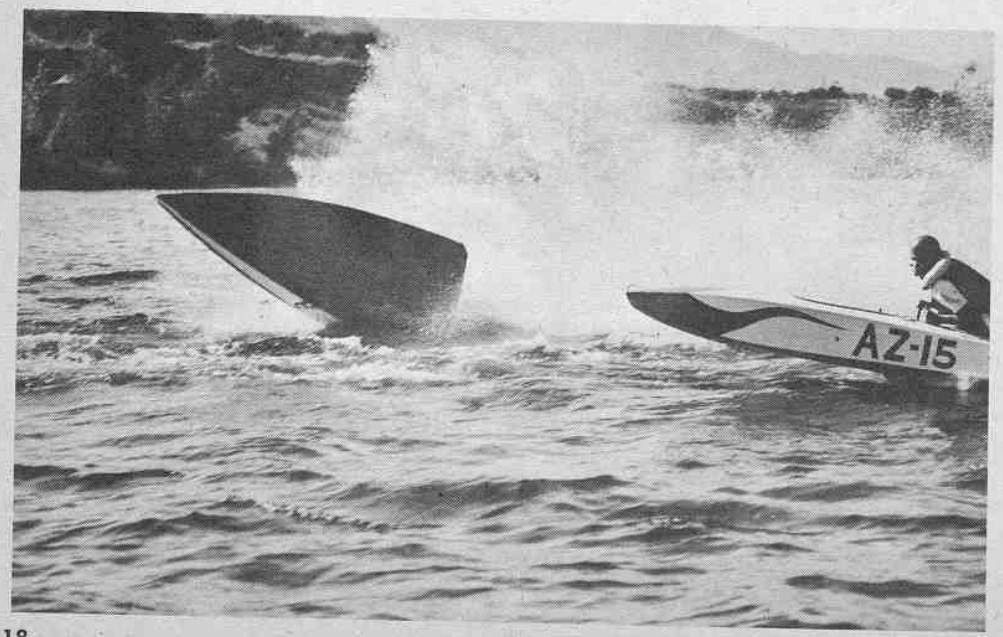
C SERVICE SPARK TIMER

Bud Wiget, 200 Wiget Lane, Concord, California, holder of the A.P.B.A. C Service one mile and five mile speed records, announces his own design C Service Evinrude spark timer. This Wiget-designed factory duplicate battery timer assembly with points lists at $20.50. Wiget also handles C Service short drive-shaft housings (custom fitted at no extra charge to your own pivot bearing for specified stern height) at $21, short drive-shafts at $6, brass crankcase top stiffeners, exhaust stacks, carburetors and parts, flywheel

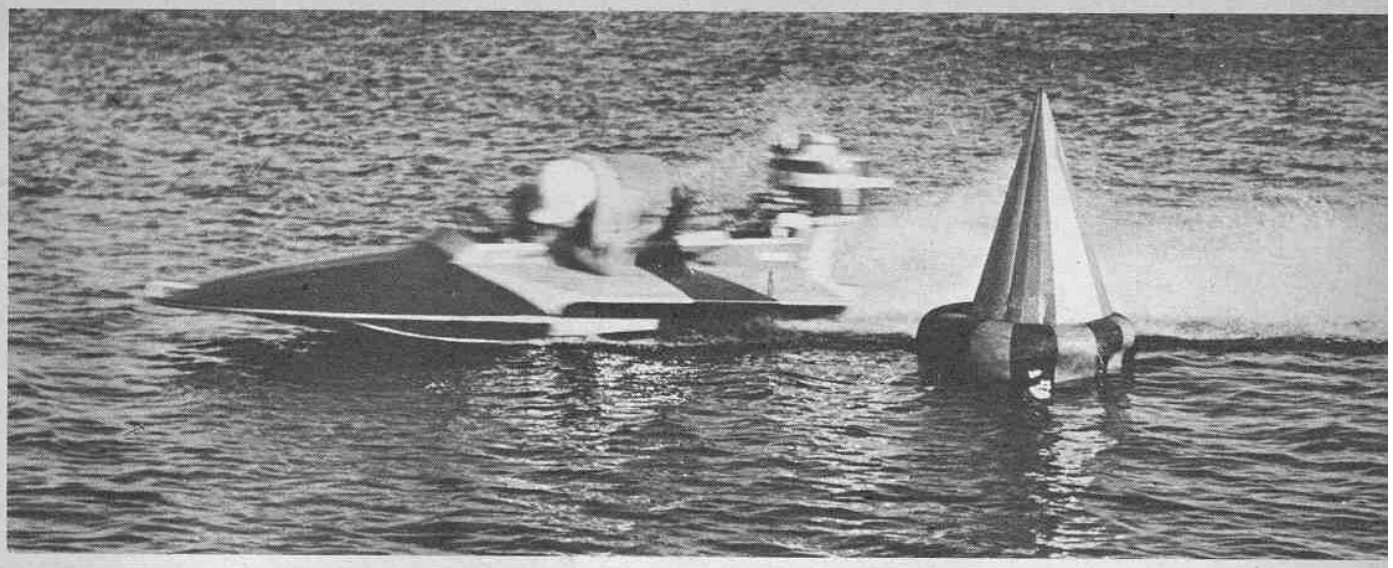
(*Continued on Page* 30)

SPEED SHOTS

(Right) What looks like a big, old family runabout is really Al Wyman's D runabout. As one can tell from the wind riffles, Al had quite a bit of trouble on south turn. (Photos on these pages by Carver—Swanson)



(Left) Takes a mighty small wake to make a mighty big upset. The driver's name unknown. Action shot taken at Oroville Regatta, Wash.



(Above) Class B Swift hydro powered by Mercury Mark 20H tears into a turn in blur of speed. Improved 16½ horsepower should set new records in stock utility races this year. Driver is not identified.

John Jordan, a Freeport, Kan., farmer, drives a Blue Star hydro. He won firsts in A and B stock hydro at Oshkosh, Wis., in his all-aluminum hull made by Blue Star Mfg. Co. of Miami, Okla. Other firsts were at Indianapolis & in Oklahoma.

How To Jump An Outboard

(*Continued from Page 7*)

steering, don't take any chances with cheap cast iron hardware. Also use a top quality nylon-covered, metal-cored steering cable. A broken steering cable can be exceedingly embarrassing, particularly in mid-air. For appearance, as well as for added strength, the front cockpit should be decked over, preferably with 1/16" or heavier plywood rather than linen for the added stiffening that will result.

Now for the motor and motor mounting. A stock 16 hp motor will give you the power and speed you will need. The Mercury Mark 20, which is in this approximate horsepower bracket, has been selected by the professional jumpers because it answers several definite requirements. Perhaps the most important is that the Mercury engine is equipped with a drop-forged aluminum clamp and swivel bracket which is by far more durable than a die-cast type bracket. The drivers interviewed reported that they had never experienced breakage of a drop-forged clamp and swivel bracket, while, in tests, die-cast backets frequently broke under the severe pounding. Though standard propellers are used, they should be of a type that incorporates a slip clutch since this eliminates the possibility of a sheared pin. The Mercury 20 also satisfies this prerequisite.

Though the motors used at Cypress Gardens are operated with underwater exhausts, noise, as the auto thrill show operators who run their cars in a mufflerless or straight through exhaust stack condition realize, gives an added illusion of speed and excitement. Thus if your local legislation permits it, it is recommended that for stunt work open stacks such as the type used in modified stock racing should be added. This is the only suggested modification to your motor.

One final important item must be taken care of. Tie down ropes must be provided for your motor. Two types, one elastic, one inelastic, should be used. These should be secured to the transom on either side of the motor. If you use eye bolts to secure the motor bracket, these will be a handy tie-down spot.

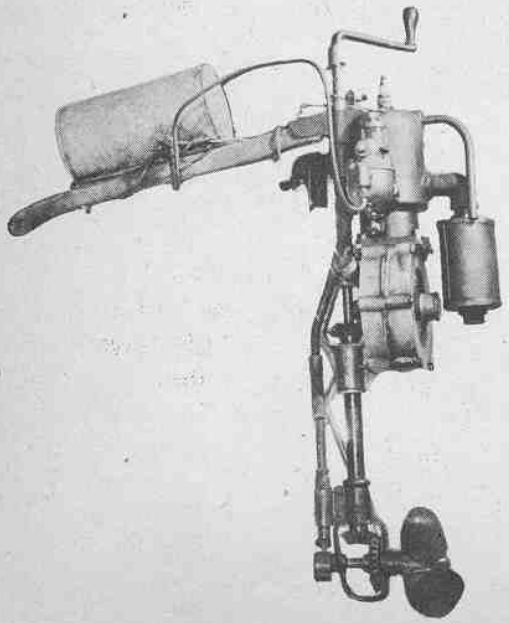
In ramp jumping the motor must be free to tilt forward toward the cockpit and the skeg to cock backward until its tip is parallel with the bottom surface of the boat. Tilting is necessary since jumping ramps are not slotted. A slotted ramp would call for far too great precision on the part of the driver and would not be feasible on anything but the very smoothest water. The tilt-up action of the motor, however, cannot be unrestrained or, at the time of impact with the surface of the ramp, the motor would kick entirely into the hull. Ideally, the motor should spring back into its normal position while the boat is still in mid-air. The bongee tie-down cord (¾" diameter elastic-cored, nylon-covered) serves the purpose of snapping the motor back into position.

Ultimately during the jump, the skeg must be free to kick back to a point parallel to the bottom of the boat and to travel on upward above the planing surface by several inches. However, in hitting the ramp at relatively high speed, if the throttle control is not precise, the lower unit will receive considerable impact—enough to break an inelastic type of tie-down rope. If a chain were to be used, for instance, possible damage would result to the drive-shaft housing. To offset this possibility and still to attain the free movement desired, the two sets of tie downs are used.

The bongee cord, which is elastic and of a shorter length than the non-elastic lines, absorbs much of the upward impact of the drive-shaft housing and snaps the motor back into position when the boat clears the ramp. In order to do this, the bongee cord should be rigged with sufficient slack to permit the lower unit to kick back to within about 3" to 4" from being clear of the boat's bottom, without stretching the cord. Its elasticity will allow for the rest of the necessary kick up. The second tie down line—the inelastic one—is made up of two separate strands of nylon-covered, metal-cored steering cable. The two separate strands offer an added safety factor in case one should snap. The inelastic line should be long enough to permit the lower unit to kick up and away from the boat so that the skeg may be lifted free of the planing surface of the boat's bottom by several inches. Rig the longer inelastic lines first, then secure the shorter bongee cord.

The next move should be to place the fully rigged hull over a pipe or similar round supporting object stretched across the top of two saw horses. The purpose of this is to determine the boat's center of weight balance fore and aft—or its fore and aft pivot point. Ideally this should be at a location about 18" behind the steering wheel for this is where the driver's weight will be. If the pivot point is too far aft, a lead weight can be added forward in the boat, or, preferably, the added weight can be gained by more strength members. If the focal point is too far forward, weight boards can be screwed to the cockpit fore and aft battens near the transom. Check this balance with your fuel tank loaded

...THEN AND NOW...



Just fifty years ago, Cameron B. Waterman took a 3 h.p. Curtiss air-cooled motor cycle engine, added a chain driven propeller and a couple of clamps and the outboard motor was invented. Not only was the outboard motor invented and actually named "outboard motor", but also a new industry was born, because Waterman, a member of the Yale crew who disliked rowing, decided to do something about it.

After several modifications which eliminated the chain driven propeller, Waterman began producing his motor in Detroit and by making the powerhead water-cooled instead of air-cooled convinced some three thousand arm weary rowers that the outboard motor was the simple solution to small craft propulsion.

Looking at the early Waterman, with its stem winder and tiller-handle mounted gas tank, and comparing it wtih the 1955 40 h.p. MercElectric Mark 55 outboard motor, today's most powerful production outboard motor, complete with 12 volt starter and generator, it is not difficult to see the tremendous strides which have been made in the fifty year old outboard industry.

Cameron B. Waterman, with his first outboard power plant literally opened the door to waterborne pleasures for the millions of outboard enthusiasts who today find fun, thrills and relaxation on waterways throughout not only the United States but all over the world.

The first outboard engine had a three hp Curtiss air-cooled motorcycle engine and a chain drive to the propeller. Several 1913 Waterman Outboard Motors are still giving service in Minnesota, Alaska and Canada. The owners write Mr. Waterman frequently about obtaining parts.

Two earlier attempts to produce an

since an empty tank will give you a false pivot point.

Prior to trying to jump the boat, it is strongly urged that you spend a few hours making yourself completely familiar with your boat's handling characteristics. Practice small take-offs over wakes created by another boat so that you can get used to the sensation of being airborne and the feel of shifting your body weight in the cockpit.

What about the actual jumping ramp? An ordinary water ski jump can be used. If you are building your own jump, I would suggest that the platform be 4½' or broader. The height at the take-off edge should ideally be about 4' above the water. The angle of the jumping ramp should be set as closely as possible to 25°. It is important that the jumping ramp on the approach side be submerged to a minimum depth of 18".

Your next concern will be with the speed of your approach. A certain amount of leeway is offered here but the professionals' advice is not to exceed 35 mph nor to attempt to jump at less than 22 mph. Approximately 25-28 mph is suggested for your first few tries. Since proper speed is important, and speed on water is misleading, make a few practice runs with a water speedometer or running along side of a boat equipped with a water speedometer so that you may gauge your proper throttle opening. You may find after taking a few jumps that you can achieve better balance by increasing or decreasing your speed a few miles per hour until you hit on the speed best suited to you and your equipment. After a half dozen or so jumps you should discover this, and from that point on do your practicing consistently at the same precise take-off speed.

As you move up for your first jump, remember that you'll need your right hand firmly gripped on the steering wheel so that you do not cock the motor while it is in the air. It should go without saying, of course, that you will make your approach to the jump in a straight line. Spread your legs to either side of the cockpit, bracing against the cockpit sides with sufficient weight on your toes so that you may shift forward or backward to correct your position once you have cleared the take-off. Relax. Tenseness will slow your reaction timing. Weight on your toes will also serve to cushion you and prevent you from being thrown off balance when the initial slight impact occurs when the boat first hits the ramp.

As the first impact is made with the ramp, fully release your throttle pressure so that the motor does not scream and wind up wildly as you move through the air. Back off the throttle completely at the time your bow makes its first contact. The drag of the propeller blades after suddenly cutting the throttle, if your timing is correct, will move the drive-shaft housing of the engine back against the shock cord and greatly reduce the impact load, as the skeg will then merely drag over the ramp rather than driving into it under power. The most important secret in proper boat jumping is timing this throttle release for that exact instant when the bow first touches the boards. If you wait too long to back off, a far too heavy shock load results which may damage even a well-strengthened transom or a strongly made motor unit and bracket.

In moving through the air it is equally vital, or perhaps even more so, for you to maintain athwartships balance of your boat than fore and aft balance, so that your boat doesn't drop off toward one or the other chine.

The ideal situation, of course, is for the boat to hit the water perfectly flat. However, since this will take practice, at the start you should shade any off balance toward a stern-down attitude, for if your boat hits the water with its nose down, correction is nearly impossible and a flip is likely to result. Just at the moment of contact with the water, squeeze your throttle again. This will cause the driving thrust of the propeller blades to snug the motor firmly against the transom.

Practice will improve your technique. Once you have attained a little confidence, don't be afraid to put on a water demonstration for, unlike other forms of showmanship, the boat jumper has a great advantage. If the jumping act isn't perfected, the spectators won't be bored—they'll be in for even a greater thrill if you spill. (END)

Torque Talk

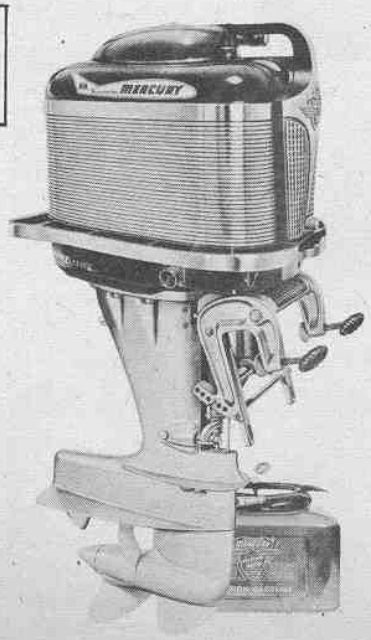
(*Continued from Page* 12)

We think that the next time one of our racing friends in either outboard, stock outboard or inboard classes moans and wails about the high cost of racing and the problems encountered in getting parts and similar equipment, we shall be tempted to give them short shrift. A short while ago, we had the great pleasure of spending some time with the top outboard drivers and the top inboard driver from South Africa. Bill and Phyllis Makepeace from Port Elizabeth, and M. E. "Bobby" Bothner of Johannesburg were in New York, and listening to some of the trials and tribulations encountered in keeping racing equipment running and getting parts was most eye-opening, to say the least. The Makepeaces, who together hold all of the national records in the outboard division of the South African Power Boat Association with their Mercury powered Swift three-pointers, told us about the chore of getting such an item as a lower unit. From all we were able to learn, it takes just a little less than an act of Parliament to get the necessary import papers, etc., processed, plus the time, duty and all other costs to get spare parts into the country. As if this weren't enough, treks of five and six hundred miles each way are necessary just to get to a boat race, with the chances being very excellent that the course may be somewhat encumbered by crocodiles and assorted hippos. Apparently the course on the Zambesi River is one of the places where you have to outsmart the crocs as well as the competition in getting around the course. Bobby Bothner, whose 266 is currently the fastest boat in the country, also finds it a bit difficult to keep his equipment in top shape especially when the source of parts for his fuel injection V-8 Merc is just about half way around the world.

One point which caused us to look in astonishment was the complete lack of marine type plywood over there. If anyone can remain devoted to a

(See Over)

Cameron B. Waterman died on April 19, 1955. This brief resume is offered as a tribute to his pioneering work in the outboard field.



outboard engine were made, but neither was successful. One was a heavy electric motor hung over the side of a boat, and the other, an overside steam engine with a huge boiler, was equally useless.

Because of these two motors, Mr. Waterman did not get his patent until December 6, 1907—it was Number 851,389. The word "outboard" was coined and first used by Mr. Waterman in 1905, thus making him one of the Immortals of the boating world!

The outboard was improved in 1906, with the use of a single cylinder with the flywheel enclosed in a crank case.

In 1907, this design was revamped, substituting a water-cooled cylinder for the air-cooled cylinder, and adding a water pump on the propeller shaft.

In 1914, the Waterman Outboard Porto Model C-14, 3 h.p., was equipped with a magneto, and the following year with a flywheel magneto. (End)

LONDON BOAT SHOW

British Anzani exhibited their outboard motors, including A and B racing models, together with a new three-point racing hydroplane.

The Orlandos, skating performers from the Bertram Mills Circus next door to the show, take time out to try a 32 mph Bray Kestral runabout on exhibit.

The Build-it-yourself Boatyard, where three small boats were under continuous construction, was a very popular feature of the show.

Winston Churchill, the grandson of the then-Prime Minister, tries out a runabout. Standing at side is Uffa Fox, famed boat designer.

Torque Talk

(*Continued from Preceding Page*)

sport in the manner of our South African friends under the conditions which exist they really have the bug bad. Bothner, who has served as President of the S. A. P. B. A. stated that even in spite of the ever-present problems of procurement of suitable hulls and motors, there is a steady growth in the sport in both the outboard and inboard divisions.

* * *

One of the nicest things about this time of the year is the rash of "Indoor Regattas" held by outdoor racing clubs throughout the country. These get-togethers are a mess of fun, and the growing number of local high-point awards has added much to the over-all enjoyment of the sport for all. We are sorry that we were unable to attend the fine affair put on by the Outboard Club of Chicago, but business commitments just didn't allow time; however, we were able to drop in on the Greenwood Lake Racing Club's shindig as well as party held by the Mid-Hudson Racing Club. Last one we were able to look in on was the New Jersey Outboard Association's whing-ding where a wealth of high-point trophies were awarded to the club champions. Joe Frins, Jr., Brooklyn, N.Y., took A Class honors while Al Harjes of Beechwood, N.J., received the B trophy. George Andrews of Matawan, N.J., won the C title and Paul Brady of Harrisburg, Pa., took home the F award. Lester Rose of St. Albans, N.Y., was top man in the C Service Runabouts and Tony Stoscio of North Bergen took the C Modified silverware.

In the stock division, John Wehrle of Hackensack, N.J., was top scorer in ASH and Hal Kelly of Bergenfield, N.J., outscored the BSH field. Dickie O'Dea of Paterson, N.J., current National Champion in AU, was high scorer in his class, with Bill Jaeger, Jr. of Tappan, N.Y., getting the BU award. Jean Perkins Delbert of Mt. Kisco, N.Y., was Ladies High Point winner and Midgeteer Don Whitfield of Verona, N.J., not only was Class M winner but also over-all high-point scorer to receive the beautiful Revere Bowl awarded in memory of Professor Samuel H. Lott, one of the founding fathers of the N.J.O.A. back in 1929. Honored guests of the N.J.O.A. were Mr. and Mrs. "Red" Peatross of Richmond, Va. (Red is Senior Veep of the A.P.B.A.), and Col. and Mrs. Clarence E. "Ike" Lovejoy of Horse Neck Point, N.J. (END)

Around The Buoys

(*Continued from Page 3*)

C jobs may see action in the Needles, Calif., 115-mile marathon, October 2. The alcohol clan are already eyeing the new motor, which is closely patterned after the Mark 40H, as a potential rival of the Johnson PRs in modified-to-alcohol version.

* * *

The Gold Cup Regatta, August 7, under the sponsorship of the Seattle Yacht Club, holds more question marks on the eventual winner than any Gold Cup held to date, with a fleet of top notch rigs groomed for the event. As many as nineteen possible entrants are ready to compete although when the five minute gun sounds, it is much more probable that about ten of the big showboats will move out of the pits. Both "Slo-Mos" will be in the line-up. Other possibilities include: "Short Circuit" to be driven by Chuck Thompson; the Crawford-Gidovlenko entry powered by a pair of Avia-Union engines; the Thompson Rolls-Royce powered Canadian entry, "Miss Supertest"; one or both of Jack Schaeffer's "Such Crusts"; Ted Jones' "Rebel Suh!"; "Miss United States"; Willard Rhodes' "Miss Thriftway"; one or two of Joe Schoenith's "Gales"; "Dora My Sweetie" and perhaps another "My Sweetie" sponsored by Horace Dodge; Phil Murphy's "Breathless"; "Miss Cadillac" (a new twin engined job) with outside possibilities of "Scat," a new "Tempo" and "Wha' Hoppen Too" making the field.

* * *

Paul Sawyer, who at one time or another has won competition events and/or held records in nearly every class of outboard hydro and inboard hydro, is working on an Allison-powered Gold Cupper which will, in all probability, not see action until 1956. Paul is a methodical planner, a perfectionist, who won't put a rig into competition until he's certain it is really ready to go. When the Sawyer Gold Cupper appears you can bet it will be ready to win, and a ready rig with Paul at the helm is better than an even money shot for a front spot finish.

* * *

The Tidewater Motor Boat Racing Association, sponsors of the Azalea Festival Marathon held at Norfolk, Virginia, on April 24, reintroduced hydroplane competition into long distance stock outboard events. With the hydros continuing to increase in popularity, look to some savvy sponsor to promote an all-hydroplane stock outboard marathon in the near future. The ultimate switchover from runabouts to hydros in stocks is following the pattern set by the alkies two decades ago.

* * *

The makers of Wynn's Friction Proofing products will again honor outstanding achievements of outboarding mechanics when they present their diamond pin and $100 cash awards to the

(See Over)

Around The Buoys

(*Continued from Preceding Page*)

top motor builders in N.O.A.'s Division I, III and IV for 1955. The motor mechanic of the boat establishing a new record in each of the three classes by the greatest margin at the year-end championships for each division takes the honor. Strangely, last year each of the three division Wynn Award winners, Lynn Warren (Division I), Ft. Worth, Texas; Joe Michelini (Division III), Chicago, Ill. and Bob McGinty (Division IV), Corpus Christi, Texas, were drivers of the equipment they refined. This led to a misunderstanding that it was the driver not the mechanic who is honored by Wynn. Actually the honor seems better placed when received by driver-mechanic than by mechanic alone since boat jockeying skill as well as grinding, polishing and balancing are involved.

* * *

August 5th and 6th are the dates for the world's longest outboard motor river race which will be held in Northern California with $6000 in cash, plus merchandise, trophies and a huge Diamond Cup as prizes. The two-day event, to be held this year for the first time, is called the Stockton-to-Redding River Race and is sponsored by the Redding, Calif., Chamber of Commerce. The course is charted out on both the Sacramento and San Joaquin Rivers over a distance of 316 miles. Four classes of boats, AU, BU, "36" (DU-1) and DU will compete under A.P.B.A. rules and sanction.

$500, $250, $150 and $100 respectively for the first four finishers in each class, plus trophies and merchandise. The Diamond Cup event will pay $1000 for first place, $500 for second, $300 for third and $200 for fourth plus trophies for the first three winners.

Twenty-three towns and cities along the course of the race have offered support to the event, which is expected to be viewed by 400,000 spectators at various vantage points along the route.

This race may well prove to be the most spectacular and colorful outboard marathon event in outboarding's history. The project is a 100% non-profit civic booster venture and is proof of the large scale promotion that can be put on with aggressive leadership and cooperative group sponsorship. A tip of the hat to producer-director Bert A. Phillips and the others who have brought this new 1955 event into the outboarding limelight.

* * *

Bud Wiget, 41-year-old petroleum engineer and walnut rancher from Concord, Calif., compiled 2000 points during the American Power Boat Association winter outboard racing campaign in Florida to win the coveted Colonel Green Star Island Trophy, emblematic of the "Citrus Circuit" high point title in a single class.

The Californian took this top winter honor for the nation's outboard drivers with five consecutive wins (ten heat first places) in his record holding C Service Runabout "Crosswind." Bud's DeSilva with an Evinrude C won class contests sanctioned by the A.P.B.A. at Miami, Lakeland, Lake Alfred, Punta Gorda and St. Petersburg.

Bud Wiget in his DeSilva hull and Evinrude C Service motor.

The race is broken into two days of competition, with the halfway point overnight layover at Colusa, Calif., on the Sacramento River. The race will be decided on a time lapse basis for the two days.

A special Diamond Cup, however, will be awarded in Class DU for the winner among the DU contestants who elect to race the entire distance nonstop. The beautiful silver trophy which is valued at $2000 is set off by two large diamonds. It was donated by the Shasta Cascade Wonderland Association of Northern California. The Diamond Cup is a permanent trophy which must be won three times to gain permanent possession.

The DUs who elect the less arduous task of covering the distance in two days with the mid-point stop and all other scheduled classes will be paid

Runner-up to Wiget with three wins and a fourth place in the C Hydro class with his PR-powered Neal three pointer, "Hornet XV," was Bill Tenney, 39-year-old research engineer from Dayton, Ohio. Tenney compiled 1,369 points in only four events in this class to place second to Wiget.

The extent to which Wiget and Tenney dominated the competition did not surprise veteran observers in view of the fact that the walnut rancher holds 33% of the straightaway and competitive records recognized by A.P.B.A., while the Dayton engineer holds 22% of them. Although Wiget turned in the best performance in any one class, Tenney accumulated a grand total of 5,265 points in five classes as compared to 4,094 points in three classes for Wiget.

H.W.B.

BOATING BOOKSHELF

THE ENCYCLOPEDIA OF OUTBOARD MOTORBOATING, By Hank Wieand Bowman; published by A. S. Barnes & Co., 232 Madison Ave., New York 16, N.Y. $5.75. 416 pp.

After reading Mr. Bowman's book, this reviewer was struck by the aptness of the title: it is an encyclopedia in every sense of the word. Mr. Bowman knows his subject extremely well, and he presents it in a lucid, interesting style that is too often absent in works of this nature.

The first section is "The History of Outboard Motorboating", which deals comprehensively with this subject in four chapters, entitled "Early History," "Racing Creates a Market," "Outboard Motors Go to War," and "Outboards in Commerce." Many very interesting and little-known facts are brought out here.

The second section, "The Outboard Motor," begins with a chapter entitled "Why Buy an Outboard Motor," followed by "Choosing the Proper Outboard Motor," which contains a "performance expectancy chart" for every type of boat with motors of various horsepower, "How To Break In Your New Motor," "The Mechanical Design of the Outboard Motor," "Routine Motor Maintenance," "Trouble Shooting the Ailing Motor," "Motor Repairs and Overhauls," and "Propellers, Lower Units and Gear Shifts." In all, this section comprises 130 pages (a fair sized book in itself) devoted exclusively to outboard motors and covering every conceiveable point that any boater might raise.

Then comes the section "The Outboard Motorboat," which has chapters on "Selecting Your Outboard Motorboat," "Boat Kits," "Boat Maintenance and Repair," and "Boat Handling," the latter stressing very important safety points.

The fourth general section deals with "The Pleasures of Outboarding," starting with "Adventures in Outboarding," and going on to "Camping and Cruising," with information on the waterways of America and addresses where more detailed information may be secured. The next chapter deals with "Special Water Sports," including water skiing, jumping an outboard (on which subject Mr. Bowman has written an informative how-to-do-it article in this issue of BOAT SPORT: see page 4), outboard water polo, skim-boating and hydrofoiling. A very good chapter on "The Outboard in Fishing" follows, and then comes "Rules of the Road," with a valuable listing of the laws pertaining to outboard motors in the various States. The last chapter of this section is "The Outboard Club," giving suggested by-laws etc., and information on boat ramps, boat hoists and other pertinent subjects. A "Directory of Boating Clubs" concludes this part of the book.

The fifth section is "Racing," with chapter headings as follows: "The Outboard in Racing," with complete list of records and American Power Boat Association and National Outboard Association rules, regulations and class specifications; Preparing the Stock Motor for Racing;" "Grooming the Special Racing Engine;" "Racing Fuels;" and "Racing Hulls." This is an important section to all outboarders who have an interest in outboard racing. It gives practical answers to many technical questions that are often asked.

The final section is called the "Outboard Showcase," and lists all the manufacturers of outboard motors, together with information on their various models.

Two appendices complete this big volume: one containing complete speed conversion charts; the other, a "Glossary of Outboard Motorboating Terminology."

Anyone who is interested in any phase of outboarding is bound to find material of interest in Mr. Bowman's book, be he hunter, fisher, cruiser, racer, water sportsman or just plain boater-for-the-fun-of it. In the book reviews we often read of some books being a "definitive" work on this or that subject. This reviewer goes along in accepted fashion and applies the word in this particular instance: Bowman's "Encyclopedia of Outboard Motorboating" is a definitive work on outboarding.

R.V.B.

Author Hank Wieand Bowman testing a Merc 40-H and Swift hydro.

Get Your New Boat Ready For Racing

(*Continued from Page* 11)

propeller may be far less than on a competition wheel since lesser quick driving power is required. Watch a boat go through the traps and you'll notice that it has been set up to ride exceedingly light, barely skimming the water surface on the after few inches of the boat's planing surface. A boat set up in this manner would last 100 yards or less in competition. The first wake it hit would send the rider airborne and the boat very probably would perform a back flip. Straightaway boats don't have to worry about wakes and waves. The record breaking runs are made, if they are going to be successful, usually in early dawning hours when carburetion conditions are perfect and scarcely a ripple breaks the water's surface.

You, as a newcomer to the sport, will undoubtedly have a considerable amount to learn about your equipment before you will be interested in running a mile trial. Furthermore, until you place your equipment first, second or third in a heat scheduled for the class in which your boat is registered and in which at least four other contestants have been entered and finished, you will not be eligible to make an attempt. So forget that maximum speed set up and concentrate on setting up a rig to place in the money.

The record in competition is in the neighborhood of 48 mph. This means that at most regattas, where water conditions are normal rather than perfect for record breaking, where the courses are not set up specifically with records in mind—that is, over nice big circular or gently oval mile-and-two-thirds no-corner loops—a 44 mph average or even less would probably stick you up in the money-winning brackets.

How fast must your boat be able to move on the straightaway set up for competition and still average out 44 mph? No one can give the perfect answer to this, since traffic conditions on the course, your position at the start, water conditions, wind conditions and the layout of the course will all have some bearing. But it may be some consolation for you to know that the drivers who consistently win BSH events are set up so that their equipment on the straightaway seldom runs much better than 50 to 52 mph. These drivers are interested in having a propeller that will give them acceleration out of the curves, having their motors set up in such a manner that they strike a happy medium between peak straightaway speed and rapid acceleration. They also realize that should they be caught in traffic they want their

(See Over)

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BARGAINS galore, marine hardware items. Factory imperfects, overrun bargains. Free folder. Marine, 3604 Stevens So., Minneapolis 9, Minnesota.

Get Your New Boat Ready For Racing

(Continued from Preceding Page)

motors set deeply enough and with sufficient fore and aft balance so that they do not have a tendency to take off and become airborne, but also have the necessary underwater control so that they can take the short way around the corners.

This same comparison will apply to any class of stock or alcohol burning racing equipment, either runabout or hydroplane. For the newcomer to the sport in stock runabout racing and more noticeably this year to an increasingly greater degree in stock hydro racing, two types of events are open: closed course racing and marathons. It is strongly recommended that the newcomer to stock runabout racing get a few closed course competition events under his belt before trying a long distance grind. There is a definite reason for this. Over the long distance, the fastest boats seldom win. The boat that wins is the most carefully prepared boat set up with both high speed and durability in mind. Marathons are lost when remote control wires pull free, steering lash-ups shake loose or auxiliary tanks detach themselves—all seemingly minor items but ones that can gang up to bedevil the hapless contestant. These breakdowns happen most frequently to the novice.

Probably the soundest advice that can be given to any newcomer is to get experience under your belt running in the rear of the pack. Too often the beginner who buys the best available equipment feels that he must be ashamed of himself unless he makes a good showing in his first few events. So he mixes into the first turn with the pack and unless he is exceptionally lucky that's his last turn until his water logged rig is put back into order. Shake off this Frank Merriwell complex and have a little consideration for the nice piece of machinery and fine piece of lumber you have bought. Be contented at first to mix it up gradually with the tail enders until you begin to get the feel of stinging spray in your eyes and other bows and gunwales bouncing inches away from your rig.

When the new boat and motor have arrived, set up the boat on a pair of saw horses or some other convenient arrangement, mount the motor on the boat, rig up the steering cables and the remote controls and then start to check things over.

Here are some of the things that may cause you trouble in your first event. Overly slack steering cables and a too freely moving pivot bearing may cause you steering difficulties or even an upset. The pivot bearing of the motor should be sufficiently tight so that the boat will continue to hold its course in relatively choppy water even when your hand is free of the steering wheel. A loosey-goosey outfit will cause you to overcontrol. This isn't meant to suggest that you should go in for "no-hands" driving but you may find on your first ride that there seem to be a dozen things to do and only two hands to do them with. Remember, if you have to let go of something, let go of the throttle and hang onto that wheel. This stiffness of the pivot bearing—that it should hold the course without guidance—is a standard by which you can judge your set up.

Better check over this entire steering set up carefully. Some new boats are bought complete with all necessary hardware and steering equipment. Others are sold stripped and the buyer supplies his own hardware. Here are a few tips on what to look for in your hardware whether it is supplied or if you must pick it up separately. Don't cut corners after investing many hundreds of dollars in fine racing equipment on the relatively inexpensive hardware items. Steer clear of galvanized cast iron which is apt to be brittle and may lead to the one biggest bugaboo of any racing driver, a flip in the drink. Buy a good quality steering wheel. You'd be amazed at the beating a wheel takes since in many instances it will support not only your body weight but your weight plus shock impact caused by waves. There are lightweight laminated wood steering wheels. I had one and it lasted half a heat—very disconcerting. A cast aluminum wheel or one built up of a combination of aluminum drum and steel wheel with hard rubber or plastic covering will take the beating you're going to give it.

Though S-hooks are frequently used for connecting the tiller lines to the steering bar, a more positive snap swivel will assure you that at some inopportune time the S hook isn't going to bounce out and leave you with a functionless steering wheel in your hand.

Use a high quality braided, nylon-covered, metal-cored tiller line. Don't trust your equipment to a nice new length of clothes line, for even the weight of a couple of wet sheets suspended on a length of it can occasionally cause it to snap. Anyway, leave the clothes line for the laundress.

Be sure your cockpit is going to provide you with racing comfort, not just kneel-down-in-the-pits type of comfort. Be sure it will remain comfortable for you when you start taking off over one and two-foot waves or hook into a turn with a cork-screwing motion. This comfort is a relative thing anyway for, at best, a racing boat cockpit is no feather bed and at its worst it can be a real torture rack. Forget the idea that cockpit deck cushions are just for sissies. They aren't. The pros in the business have long since learned they can concentrate more on hard driving when they aren't nursing a set of bruised and battered knees. Don't cut corners here, either. There are specially designed racing cushions that will cover the entire riding area of your cockpit so that your ankles don't get cut up, and,

wherever you happen to land after bouncing, you'll find them to be much needed protection.

The best type is the kind that not only covers the cockpit decking but also rolls up along the sides of the cockpit coaming. A set of knee pads will add comfort but won't do the trick alone.

Since you are interested in over-all weight of your hull and since you are going to be lugging the weight of the cushion anyway you might as well count it in and conform with the rules by permanently affixing this cushion to the boat. Most hardware stores carry grommets and you can borrow a grommet tool. Liberally provide grommets around the edges of the cushion and screw each grommet securely and permanently to the cockpit deck and coaming. Believe me, there is nothing worse than a loose cushion slithering around the inside of the boat, for it's going to throw you off balance at an inopportune time or tangle with the tiller cables or get under the steering wheel and wedge it so that you can't turn the wheel.

Aside from the steering problems, the most frequent cause of outboard racing flips is the motor which inadvertently cocks up into the cockpit. This can be caused by the driver suddenly being thrown off balance and releasing his grip accidently on the throttle, or by an overheated motor which may suddenly seize. In either event the total or partial cessation of propeller action causes a sudden drag and with the motor lower unit free of the water, steering control no longer exists. Thus it is extremely important to the racing boat driver to provide his motor with a tie-down rope or some other means to prevent the motor from tilting in order to offset this contingency. One of the simplest and easiest means to achieve this is to use a taut length of bongee cord strung from one transom carrying handle outside of the drive-shaft housing and back to the other carrying handle.

Rather than this, some drivers install an eye bolt inside the boat, run a line from that eye bolt down to the drive-shaft housing, make several loops around the bottom end of the tilt-up bracket, firmly snubbing the housing into position, lead the line on back over the transom and take several wraps around the motor clamps before securing the line again to the eye bolt. This not only provides a tie down but also is an added security from the loss of the motor in the event of a flip. If you use this method, again use a good quality metal cored line—not clothes line.

Exercise every precaution to keep your new boat's bottom protected so that it continues to conform to the manufacturer's original design. A hydroplane is best stored upright, supported on its transom with the tip of the bow resting against a wall. It should go without saying that you should provide your new boat with protected storage. Exposure to the sun, rain or excessive dampness will quickly destroy the good riding characteristics built into the hull by its original manufacturer. The runabout may be cradled in padded A-frames that are designed to conform with the bottom design. Be sure there are sufficient supports so the boat does not take on a hammocking configuration. If you plan to race with any hope of success, don't plan to keep your boat stored in the water. A waterborne boat will lap added weight in a hurry. Added weight is going to mean less speed.

Do not ignore a break-in period for the new motor. It is well to add at least 25% additional lubrication to your fuel mixture for the first ten gallons of fuel burned by the engine. The ultimate success of your motor will be largely dependent on proper break-in. Be content to run at half throttle until you have put at least ten gallons of fuel through the motor. Restrain your curiosity to find out just what the new rig will do, for it's almost certain to do a great deal better if you don't rush it at the start. Give it a chance to work in and loosen.

Study carefully the rules of the sanctioning body with which you plan to race. Just as in law, ignorance will not excuse you for a breach of the rules. Get off to a good start by conforming to all rules from the outset. And don't forget to weigh your set-up rig, because you don't want to go to all this trouble for nothing.

Don't be too hasty about modifying and altering your motor in any way from its stock condition. Get experience first with what you have. You probably already have more speed than you can handle, and a veteran with a rig several miles-an-hour slower will take you into camp with ease for the time being. Once you have gained good competitive control, then you will be ready to take on anyone in your class.

To repeat:

Don't be ashamed to run at the rear until you get experience. Someone has to finish last. Why not the newcomer? The over-eager driver not only risks his own equipment, but because of the unpredictability of his actions in competition until he gains his experience, he is almost certain to present a hazard to the skilled racer.

(END)

COVER STORY

OUR THANKS to Kiekhaefer Corporation for the beautiful color photograph used on our cover this month. The scene is of water skiing, one of the many interesting and exciting water activities that are open to everyone these days due to the great progress made by the outboard boat and motor industries in recent years.

Boat is a Switzer Craft Lightning and the motor is a Mercury 55 which generates 40 hp in its big four-cylinder-in-line powerhead, pushing a fully loaded boat through the water at a high speed and towing three skiers at the same time.

N.O.A. Modified Stock World Championships

(*Continued from Page* 15)

September of 1954 in both A Runabout and Hydro and who had won the J Hydro events only to be disqualified because of a lower unit gear case infraction, had been forced to qualify his J in the elimination heats. Cowboy Roy Rogers, who has taken to outboard racing as relaxation from the microphone and camera, failed to start his J rig and Holland walked away from the rest of his competition to take the crown with ease. He established the second new competition record of the meet by clocking an average speed of 40.268 mph in the first event. Runner-up for JH honors was H. G. Owen, Fort Worth, Texas, with Eau Claire, Wisconsin's Ken Cormican finishing third.

Defending champion Jack Crissinger failed to appear for defense of his crown in D Hydroplane but nine of the modified four-cylinder-in-line Mercury-powered hydros hit the line with Charlie Parker, Pasadena, Texas, averaging 52.174 to top the field in the first go and C. B. Norton, Jal, New Mexico, and Dick McCullough, Fort Worth, coming in for second and third spots, the latter tailed closely by Bill Holmes, another local entrant.

In the second heat, which was considerably slower than the first, due to plenty of jamming of heavily bunched traffic in the first two turns, Norton skimmed in for a checker at 49.861 mph to merge his second and first place finishes into a championship. Runner-up was hard-riding Dick McCullough. Charlie Parker in this event finished a poor sixth with a noticeable ignition skip in his motor. He garnered third in final standing.

The 60 c. i. Class F runabouts saw localite Bob McGinty again run into motor problems and fail to finish. W. R. Holmes of Phoenix, Arizona, provided the thrill of the heat when he caught a wake in the north turn and performed a sensational barrel roll but was hauled from the icy waters uninjured. Roger Q. Smith, Houston, Texas, helming T-99, originally slated for Fort Worth driver L. C. Walker, copped the first event by a relatively safe margin from A. C. Huff, with Earl Warner, Houston, bouncing in for third. Huff found plenty of added rpm's in the second heat, walked away from the rest of a rather skimpy five boat starting field and, though he finished in a tie for points with Smith, his total elapsed time was far better than Smith's. Huff took the title with Smith taking down second and Warner third.

Fred Simmons, a Houston driver, had won one heat of B Runabouts at the Central Zone Championships in the fall and then had been tossed out of the winning brackets for jumping the gun in the second heat. At Corpus Christi he was over-anxious again and probably thereby lost his title, for though he led the B Runabouts home in both heats by safe 3-second margins, he was disqualified in the first heat which caused him to place out of the top honors in final point standing. Simmons, however, had proved that his B Runabout was really a smoking job. He recouped some glory the following day when he established a new straightaway mark with the same outfit at 53.097 mph.

The title-winner in BR was Herman Keith, Kansas City, Mo., with Floyd Appling, El Campo, Texas, second and Albert Scott, Quincy, Illinois, third.

Bob McGinty, who had been plagued with engine trouble, finally got his C Hydro rig winding nicely, won two straight heats but missed out on taking a world's title when less than four boats showed up for the race. His victory was a hollow one, limited only to a race trophy though, of course, the $100 in prize money alleviated a bit of his disappointment. McGinty, however, made his presence at the events impressive the following day when he set three new straightaway records in Class C Runabout, D Hydro and D Runabout at 48.193, 67.290 and 60.708 mph respectively. Since his new C Runabout record was a splashy 5½ mph faster than the former record, Bob also won the Wynn Oil Company $100 bonus check and diamond pin given for the greatest boost in a record at the trial runs.

Earl Griffin of El Dorado, Arkansas, usually a prominent performer in the N. O. A. Division I alky burner ranks with strictly-designed-for-racing motors, took the C Runabout title, with Richard Whitley, San Antonio, Texas, and L. H. Seawright, La Marque, Texas, winning the second and third place trophies.

The final title to be awarded during Saturday's activities went to Deanie Montgomery, Corsicana, Texas, in straight heats. Montgomery established a new Class A Runabout record at 41.667 mph with his hopped up 15 c. i. Mercury power plant in the second heat. Lanky Bill Holland barely eked out a fourth spot in the first heat, but in the second he tailed Montgomery all the way and was credited by the new champion for having pushed him to his new record. Holland took the second place trophy with Louis Raatz, Corpus Christi, sewing up third.

The Monday events which had originally been planned for mile trials also decided the A Hydro and B Hydro championships. Ralph Johnson of Blytheville, Arkansas, missing for nearly two years from outboarding circles due to a serious injury suffered in late 1953, was a welcome addition to the competitive field. Johnson showed no indication of being rusty. He finished second in both heats, which brought out thirteen A Hydros in response to the five-minute gun. However, John Jordan, Freeport, Kansas, with his Blue Star aluminum hydro, aptly enough named Rivets, won the first heat handily at a new record speed of 43.689, then clocked a fraction of a second slower speed to win the sec-

ond event. Johnson took the runner-up trophy with Hank Bourret, Sioux City, Iowa, pushing his boat X-24 to third spot in final standing.

The final record for the meet, which was replete with new speed marks, was set by Fred Simmons of Houston in his B Hydro at 49.315 in winning the first of the two heats. Simmons, however, had his motor run out of steam on the third lap of the second heat and the suddenly sour motor left him trailing in seventh spot at the time it finally gave up winding. Clyde Davie, East St. Louis, Illinois, had finished second in the first heat, won first honors in the second, though beaten to the line by Ben Turpin, Sweetwater, Texas, who was disqualified for jumping the gun. Davie's performance was worthy of his crown, for he had not only paced his starts beautifully but put on an outstanding exhibition of full-throttle work in the corners. Simmons, with his 400 points from the first record-breaking heat win, took second spot with Gene Williams, of Riley, Kansas, merging a third and a sixth spot finish for sufficient points to garner the third place trophy.

Ben Turpin was the real hard luck driver, for he took a nasty spill in the first laps of the first B event, bailed out his rig, got running just in time to make the one-minute gun for the second event and then permitted over-anxiousness to cause him to lose a potential $50 for first place via the disqualification route.

One of the meet's most popular record breakers was pretty Pat Jordan, Freeport, Kansas, who moved the former A Runabout mark up to 47.809 mph with her open stacked alky burning Mercury 10.

At a banquet staged by the joint sponsors, the Corpus Christi Junior Chamber of Commerce, the Outboard Boating Club of Corpus Christi and the Sunset Lake Corporation, at the Breakers Hotel, drivers and their pit crews decided that though the atmosphere of the weather may have been chilly, the Texas sponsors couldn't have been more warm in their reception of the galloping shingles contingent and figured that the banquet and trophy presentations were surpassed only by the big party and dance the evening before, over which lucious Madeline Lee, beauty queen, and a bevy of runner-ups had served as hostesses.

Following the Monday run-offs for the A and B Hydro titles and the straightaway trials, when the lake waters had subsided to a nearly mirror-like surface, the out-of-staters joined with the local drivers in agreeing the Corpus Christie circuit is one of the finest race courses on which the modified stockers had ever wet their lumber. Since the 1955 N. O. A. Division IV 1955 titles will be coming up for decision in a matter of a few months, Corpus Christi is expected to put in its bid again against both Miami and San Francisco, which are other tentative sites for the popular and rapidly growing modified stock division. (END)

Clyde L. Davie with trophies won at Corpus Christi in his Van Pelt B hydro.

Family Fun Afloat

(*Continued from Page* 8)

found in regular cruisers of the same length. The rectangular scow type hull lets every available square foot of space be used for living accommodations. The cabin roofs are strong enough to be used for an upper deck. On the other side of the picture, houseboats are not designed for speed, and so those who have the urge to tear through the water at a fast clip and at the same time have maximum living

Also, they are not built for rough water use, but serve perfectly on rivers, lakes and sheltered bays.

The entire outboard industry—boat, motor, trailer and accessory manufacturers—has worked hard to add further improvements to its products and to maintain prices within the budget reach of the average American family.

(*Continued on Page* 32)

Adam Gabriel, Commodore, Outboard Club of Chicago, congratulates Jerry Opperude on his appointment to the A.P.B.A. Region 7 Hall of Fame. Jerry won JU Stock National Championship in 1953. Here Jerry's father and mother look on admiringly as he receives this high award.

Picture taken by Bernard Abrams, Wilmington, N. C., during the A.P.B.A. Divisionals at Solomons Island, Md., shows smashed bow of a Class A stock hydro that went through wake of a cruiser. Unidentified driver (from either N. C. or S. C.) indicates how this hydro nosed down.

It's News

(*Continued from page* 17)

pullers, crankcases, coil brackets and switch boxes with switch, chrome moly prop shafts and pinion shafts, custom built coils, solid steel plate battery flywheel, plus a large stock of secondhand racing parts.

DOCK LEVELLING JACK

A handy new levelling jack which permits docks mounted on hollow pipe posts to be raised or lowered easily without working in the water has been announced by the Central Machine Works, Company, 1234 Central Avenue, Minneapolis 13, Minnesota. The manufacturer produces the Permadock line of adjustable dock brackets and has introduced this jack as a handy accessory item, but it is equally suitable to any dock using hollow pipe supports. A flange at the top of the jack fits into the hollow top end of the pipe with the chain sling of the jack supporting the deck. The operator working on the dock end can by means of cranking one or both jacks raise and lower either side until the desired level is attained.

Calling all readers

BOAT SPORT is endeavoring to work up a directory of marinas from Coast to Coast as part of a service to our readers. Will you help by sending the names and addresses of any marinas you know about. When the list is completed we will be pleased to send you, gratis, a copy for your kindness.

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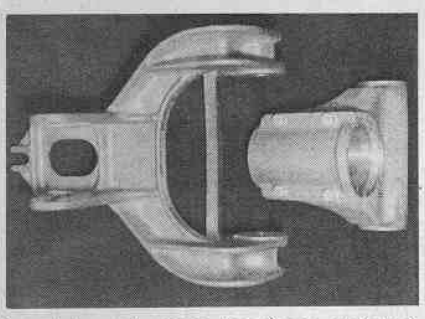
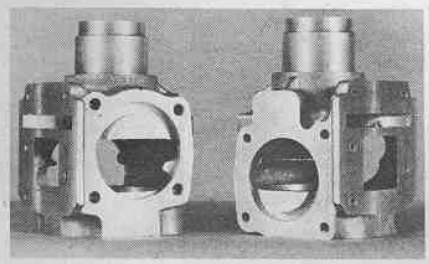
STERN BRACKET AND PIVOT BEARING

Randolph Hubbell, 2511 N. Rosemead Blvd., El Monte, California, announces availability of his own make stern



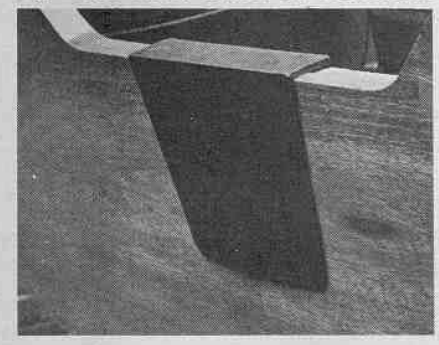
bracket and pivot bearings designed for Johnson PRs and SRs and short drive-shaft housings for POs and P-50s. The stern bracket lists at $18; the pivot



bearing at $12. Hubbell also announces beefed-up heavy duty crankcases for PRs and SRs at $55.

TRI-MOUNT TRANSOM PAD

The Park Products Corp., 252 Belmont Ave., Springfield 8, Mass., manufactures and sells with Patent Pending a transom pad designed to reduce vibration and thus cut down on resulting motor noise. Called the Tri-Mount,



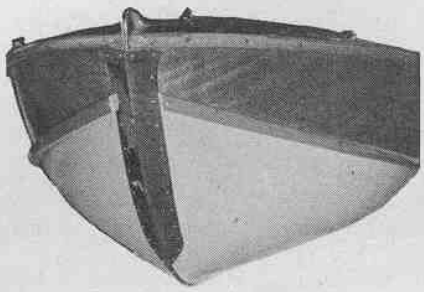
the pad is made of Neoprene specially bonded to inner steel plates. It has 130 square inches of cushioning surface to protect the outside and inside of the boat's transom. The Tri-Mount fits in position on the transom and the motor is placed over it. When the motor is clamped tight in position the pad is said to have a sure grip on the transom without danger of slipping. The price is $6.95 each.

SEAM TAPE KIT

A kit said to contain enough fiberglass tape and resin to cover the seams of an average 8' or 10' boat is being retailed at $4.95 by its manufacturer, Fibreglass - Evercoat Company, 7608 Reading Road, Cincinnati 37, Ohio. The kit is designed to eliminate the need for caulking and give added protection to highly stressed chine, transom, keel lines and other vulnerable spots where leaking most often occurs. It is applied by painting on resin with a brush and laying the fiberglass cloth on the resin-treated surface. A coat of resin is then applied to the cloth and after the tape has dried, the surface is lightly sanded, feather edged and then may be painted if desired.

CUTWATER KITS

Jack Maypole, President of Maypole Boats & Motors, Inc., 5901 W. Madison St., Chicago, announces the newest of the "Do It Yourself" kits. With the trend being to glorify the outboard runabout, the new kit consists of a heavy chrome plated brass cutwater



with all necessary parts and instructions for the owner to easily convert the bow of his boat to the beautiful appearance illustrated. At present, these kits are available for the Nassau and Newport models of the Cadillac line and Series 5 and 6 of the Wolverine boats. The complete kit retails for $25.00 f.o.b. Chicago.

Family Fun Afloat

(*Continued from Page* 29)

In the camp boating line, a new quickly erected tent is on the market that is suspended inside a tubular metal frame and thus has no inside poles or stakes and guy ropes. The unit, called Draw Tite, is made by Ratsey & Lapthorn, Inc., and has top ventilator, ground protection and screened doorway. Storm front can be either closed in bad weather or rigged up as a canopy for protection from sun or showers.

Single unit of Draw Tite tent erected.

Either a single unit or as many as four may be set up together. Such items as this are adding to the pleasure of camp boating which is fast becoming a most popular part of the outboarding program for families.

Another new development for the boater-camper is the Trail Craft, which combines both functions in one. This unique unit is a combined two-pontooned boat capable of taking outboard motor up to 15 hp, a trailer with a single wheel that hitches to a car's bumper, and a tent that sleeps four, after adding frame, canvas and two army duck cots rigged outboard. It also can be

Trail-Craft set up as tent.

wheeled to the water on its own wheel by means of two handles similar to those on a wheelbarrow. Other uses to which the Trail Craft can be put are as a duck blind, either with or without tent erected, a swimming float, and at home as a wading pool for the children.

And speaking of the outdoors, here's an interesting item about a program to which all outboarders should give their help, that of conservation of our great natural resources. The Izaak Walton League of America has completed a 28-minute color moving picture on conservation and said its production was made possible by the "gratifying interest" of an outboard manufacturer in preserving the nation's soil, water and wildlife resources.

The film, produced with the assistance of Johnson Motors, is titled "Waltonians in Action" and is the first of the League's series of "Lands Green —Waters Clean" educational motion pictures. It is 16-mm., with sound and narration. Additional films are expected to be produced at a rate of about one a year for several years.

William Voigt, Jr., of Chicago, League executive director, said the series will include also a number of shorter films depicting projects of individual chapters and state divisions of the nationwide natural resource conservation organization, whose slogan is "defenders of soil, woods, waters and wildlife."

Prints of the films are being made for 10 of the League's state divisions, and additional prints will be distributed from the League's library in Chicago. For the time being, prints will be available only to League chapters.

Further information can be had from League national offices at 31 North State Street, Chicago 2, Ill.

The Outboard Boating Club of America, in cooperation with Socony-Vacuum Oil Company, has published a new booklet entiled "Outboard Marinas," which deals thoroughly with all the points connected with building and operating there much-needed establishments. For further information write to the Outboard Boating Club of America, 307 N. Michigan Ave., Chicago 1, Ill.

In the last issue we passed on the story of outboard motor trouble caused by mice. Here's another Aesop's fable on the same subject. Charley E. Dewey, an Evinrude motor dealer in Mukwonago, Wisconsin, had this experience with a customer who had bought a '54 Electric Big Twin from him. The man had found a big 'possum sleeping in his boat on several occasions when he went out to take an early morning ride. A while later the motor began to act up. Mr. Dewey was called on twice for needed service but it wasn't until he tried out a new remote gas tank that the trouble stopped. Then, upon very close examination, it was found that the air hose on the fuel lines had many very fine holes in it. Apparently after the last time the owner had kicked the 'possum out of the boat he had come back and crawled under the seats in an angry frame of mind and had started biting the rubber hoses. Moral: let sleeping 'possums lie. (END)

Breaking The Bottlenecks of Boating

(*Continued from Page* 16)

Trailer manufacturers usually include the maximum weight capacities in citing the specifications of their various models. One of the objectives of the newly formed Boat Trailer Manufacturers Association is to standardize methods used to determine capacity.

Even when all manufacturers get around to using the same weight-carrying standards, a rule of thumb which the purchaser can apply is this: If the total weight of your fully-outfitted boat is within 100 pounds of the rated capacity of any particular model of trailer, get the next higher rated size. Remember that you may have a different boat next year and that, in the usual scheme of things, one nearly always graduates to a larger and larger boat over the years.

Whether or not to transport the motor attached to the boat during overland operations has not been settled to the satisfaction of all concerned or interested. The motor on the transom is as much a matter for argument as it has been at any time during the eight-year history of boat-trailering.

Good practice or not, however, most owners will eventually keep their motors on the transom, ashore as well as afloat. The owner of a higher-horsepower motor finds it to be discouraging to lift 100-pounds-plus of machinery at every launching and loading; the owner of a lower-horsepower motor will not have much of a weight-lifting problem but he will still have the inconvenience of attaching and detaching the motor, and the loss of even a few minutes on the water is annoying to even the most even-tempered boater. Therefore, unless you are sure that you will never have the motor on the

transom while your boat is trailer-borne, it is wise to select a trailer that will support the boat at the transom. If the boat is not supported in this fashion, there is a danger of the hull's developing a "hook" that can destroy the performance characteristics for for which it was designed.

There are a number of auxiliary items of trailer equipment. Some of them are absolutely necessary, others are desirable from a commonsense viewpoint.

A hitch, a device for attaching the trailer to the car, is, of course, essential.

A clamp type car hitch attached to a substantial bumper can be satisfactory if you have a boat-and-trailer rig in the lightweight class. However, the heavier rigs require a hitch that attaches to the frame of the car for additional support and regidity.

You may want to equip your car with a front-bumper hitch if, for example, you have a summer place and you use your trailer only to put your boat in the water in the morning and haul it out again in the evening. A front hitch also enables you to use the headlights of your car to illuminate launching or loading operations during the hours of darkness.

In installing the hitch, see that the ball support for the trailer tongue is perpendicular. If it's not, you will have difficulty in securing the trailer tongue socket when you hitch up.

A safety chain is required by law in some states. Even when there is no legal requirement a chain (costing a dollar or less) is an item that can save you trouble and grief. Attached to the trailer and the under-carriage of the car, a safety chain will prevent the possibility of the trailer taking off cross-country should there be failure of the main hitch.

Even the longest day of summer is much too short for the boating enthusiast. He will use up every hour of daylight on the water—and then stay around to catch the evening breeze. The trailer will inevitably be used at night—and so lights are a must. There are a number of types of lights designed for boat trailer use either on the trailer itself or on the transom of the boat.

One type is simply a flashlight arrangement attached to a clamp which can be fastened to the boat or trailer. In an emergency, a regular flashlight—the one you carry in your car—will do.

Another type of light works off your automobile battery and serves as a stop-light as well as a tail-light. Only a few minutes are required to install a socket in the trunk of your car. When you are using your trailer, you run an extension out of the trunk and plug in the trailer light; when you are not using the trailer, the extension is tucked into a corner of the trunk.

If you plan to make long trips or if your storage is of the outdoor type, you will need a tarpaulin. It is discouraging, to say the least, to be all set to start for the launching site and then discover that last night's rainstorm has put several inches of water in your boat—or to encounter rain on your way to or returning from the waterfront. Your marine dealer can supply you with a tarpaulin especially designed for your boat.

You can become an expert in trailer handling and maneuvering with just a little practice. Simply apply the same type of good judgment and common sense you would use in driving your automobile.

Backing up the trailer while it is attached to the car is the only really tricky maneuver. And even that will become second nature to you if you remember this: If you want the trailer to go to your left (as you face the front of the car) turn the car's steering wheel to the right; if you want the trailer to go to your right, turn the steering wheel to your left.

You will probably become so accustomed to the overland use of your trailer that you will tend to forget that it is attached to the car. This can be embarrassing if you do not allow for the length of the trailer and boat behind you in passing other vehicles on the open road—that is, if you cut in too sharply—or in making turns. The trailering enthusiast who compiled this material makes it a practice always to give two "beeps" to his automobile horn when passing—one "beep" for his automobile and the other for the trailer behind him; he also believes, probably without justification, that the driver of the vehicle he is passing will get the idea that something more than just another automobile is about to pass.

Trailer manufacturers test their products at high speeds, but they do not recommend that the purchaser pull his trailer at the maximum speed built into it. Posted speed limits are usually safe enough for trailer operation under good conditions of visibility and roadbed. However, it is wise to operate at somewhat under the legal limit, especially when traffic is heavy. The reason is the simple one that a car-and-trailer combination is actually two vehicles. Furthermore, the weight of the trailer and boat behind the automobile requires slightly more braking action than an automobile alone when a stop is necessary. One of the first things a new owner should determine, in a test drive, is just exactly how much brake action and road space is required for stopping.

Backing the trailer should, of course, always be done at low speed, since damage to the trailer, the boat, the hitch or the automobile can result if the trailer jackknifes while the rig is moving at a fast pace.

Before starting overland with your rig, you should follow a simple checklist procedure covering, at least, the following:

Check the tie-down equipment to be sure that it is secure; a bouncing boat will almost certainly become a damaged boat.

(See Over)

Breaking Bottlenecks

(Continued from Preceding Page)

See that the safety chain is hooked up.

Check the ball socket coupler to see that it is tight, and locked. Most trailer couplers have a safety latch to prevent the coupler from becoming loose while underway.

If you are to travel at night, you will, of course, want to connect your tail and stoplights. Many boat owners strip the boat transom with reflective tape—a good idea, since you can never tell when the tail-light might go out.

Be sure that the boat is perched properly on the supporting cradles so that its weight and stress is borne by the trailer.

Preventive maintenance for your trailer is a simple matter—so simple that lack of maintenance is inexcusable.

Most trailer manufacturers use high speed type bearings and recommend the use of wheel bearing grease and nothing else. Lubrication of trailer wheel bearings with waterpump grease or transmission grease—which seem to be preferred by some service station attendants—will cause the bearings to overheat and burn out.

As in the case with your automobile tires, your trailer tires require an occasional checking for air pressure. Under-inflation causes excessive tire wear

All movable parts, such as rollers, the winch and coupler, should have an occasional oiling.

When rust begins to appear, it should be scraped or wire-brushed and the surface repainted.

Modern automobile insurance policies normally cover small trailers used by private individuals without additional premium, but it is wise to check with the company issuing your policy. Trailers designed for boat hauling are covered under the O.B.C. insurance program.

For safety's sake, when loading or launching a boat, you should remain at the tongue; this is especially important where there is an incline at the launching area. Accidents have been reported involving persons in the process of loading or unloading a boat. In the majority of these cases, the operator was either along side or at the rear of the trailer. With today's trailers it is not necessary to be at the rear of the trailer at any time.

For the amphibious boater who prefers to transport his boat along atop his car instead of trailing it behind, there are approximately 25 manufacturers of auto-top boat carriers and some 100 manufacturers of auto-top boats ready to do business with him. (*Final article in this series will appear in the September issue of* BOAT SPORT—*"Launching Ramps & Outboard Marinas"—on the newsstands August* 1st.)

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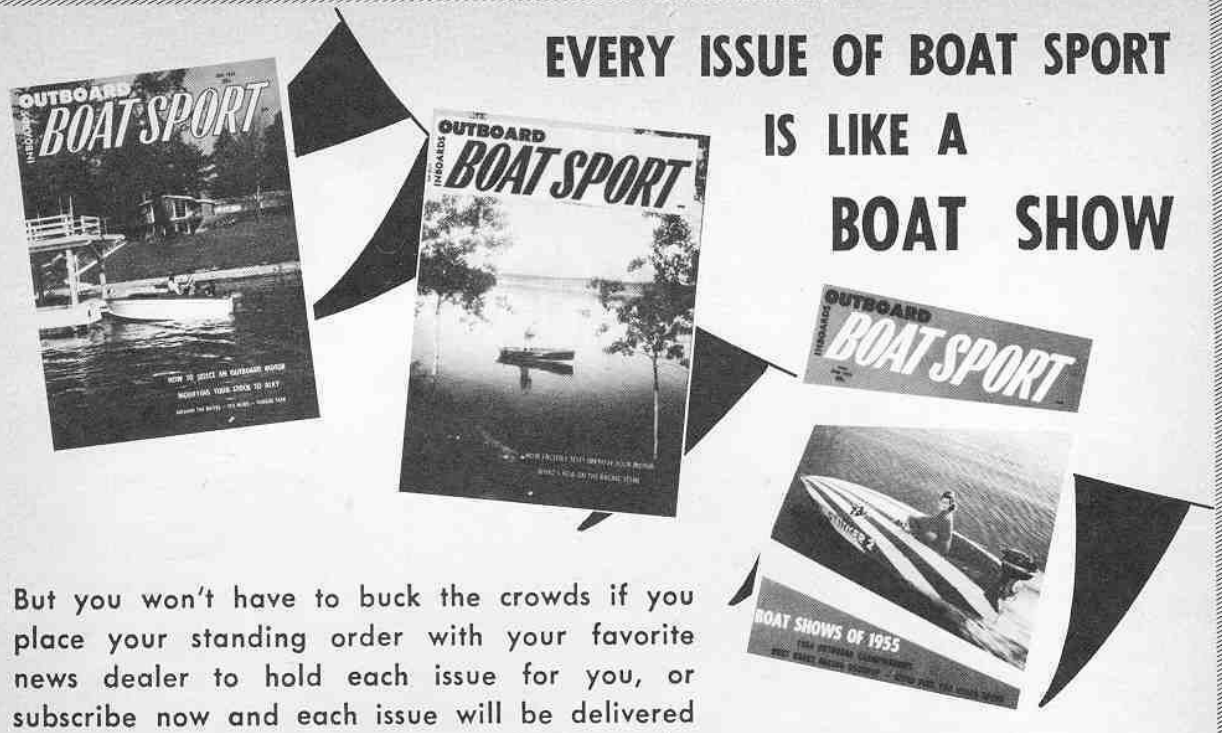

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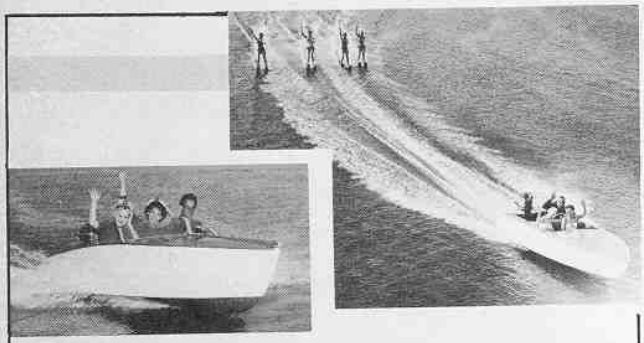

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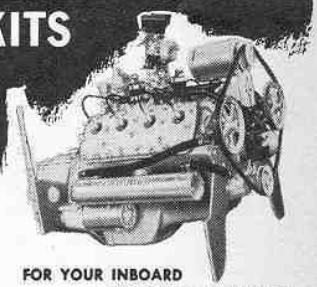

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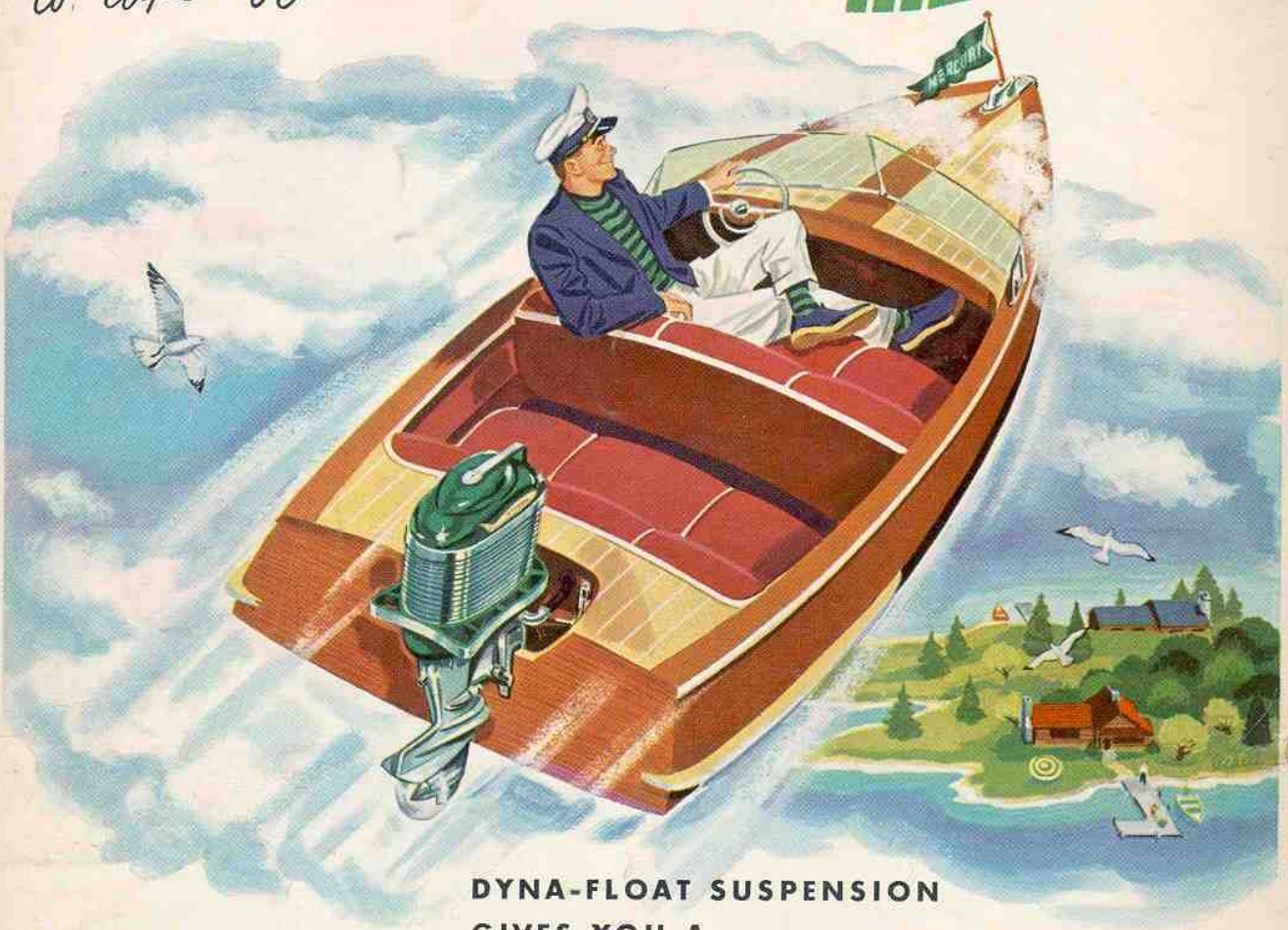

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