

OUTBOARD

INBOARDS

BOAT SPORT

1956 BOAT SHOWS



**HOW TO BUILD AN ALUMINUM
RACING BOAT TRAILER**

**BOAT SPORT COVERS
THE NATIONALS**

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COVER STORY

OUR COVER this month shows the pits at Ward's Kenmore Resort on Lake Washington, outside of Seattle, before the start of the 32nd running of the Sammamish Slough Race. This took fifty-one starters over 14½ miles of narrow twisting waters to Gateway Grove on Lake Sammamish and then return by way of the same serpentine course to Bothell, 12½ miles downstream. In some parts, the course is so narrow, after leaving Lake Washington, that passing is a ticklish job. This beautiful color photograph is reproduced through the courtesy of Kiekhaefer Corp., manufacturer of Mercury outboard motors.

BOAT SPORT

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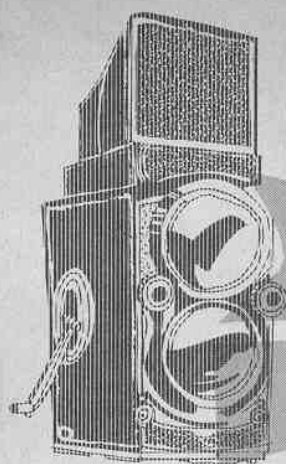
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BOAT SPORT

COVERS THE NATIONALS

By Blake Gilpin

On the Scene Reports from
Shreveport, Devil's Lake, Cairo
Mt. Carmel and Knoxville



Eight A Hydros move into the first turning buoy during the running of American Power Boat Association Stock Nationals at Devil's Lake.



Start of first heat of D Stock Hydros at Devil's Lake. Bud Sullivan, who won Sammamish Slough event, won A.P.B.A. title on total points.

EACH FALL the various championships in the three different categories, stock, alcohol and modified stock, settle for another year the question of national titles. A.P.B.A. refers to its championships as Nationals. N.O.A. has taken a broader scope by referring to its annual title events as World Championships. In essence there is no annual world championship under the present outboard arrangement, as representative drivers from European countries do not compete. However, regardless of the labels, both major sanctioning bodies stage events at which the cream of the existing outboarders tangle rooster tails for the coveted number one position in their respective classes.

The first of the championships was A.P.B.A.'s Stock Nationals scheduled August 27-29 on Devil's Lake, sixty miles west of Salem, Oregon, near the tiny, 644 population, town of Delake. Of all the national events, the Oregon affair was conducted on water most suitable for the setting of

new records. Devil's Lake itself is located a foot or two above sea level with high hills surrounding it to protect its waters from undue turmoil caused by wind. The location already has become historic as a record breaker and the 1955 national event made the most of it as eight of nine possible stock competition marks were boosted and three new mile-straightaway records were hung up. At the end of the three-day affair, young 12-year-old Billy Schumacher of Seattle, Wash., had stolen the show, winning two titles, breaking a competition record and straightaway mark and emerged high point victor for the entire affair.

The following are the new champions: JU—Billy Schumacher, Seattle, Wash.; AU—Billy Schumacher; BU—Don Baldaccini, Miami, Fla.; CU—Ron Loomis, Santa Barbara, Calif.; EU—Dean Malroffey, Salem, Ore.; OU—Paul Woodroffe, Salem, Ore.; ASH—Don Benson, Seattle, Wash.; BSH

(Continued on Page 6)



Though unable to defend his ASH title, Don Baldaccini pushed his BU Holt Craft to title and then took BSH title with same Mercury 20H.



The A.P.B.A. DU championship was taken in straight heats by driver who is relatively new to sport, Paul Woodroffe, in a Calkins Craft.



Fifteen-year-old Don Benson won ASH title at Devil's Lake, beating out such stars as Baldaccini, Leek, Granberg, Wehrle and Bob Parish.



Doug Creech receives John Ward Trophy from A.P.B.A. President George Trimper for International Class C title. Doug won it before in 1953.



Twelve-year-old Billy Schumacher won A.P.B.A. JU title with a new mark of 28.239 mph, AU title and received meet's high point trophy.



The pits at Caddo Lake, Shreveport, La., with Bob McGinty in his F Hydro. Bob took the C Hydro title in straight heats, and the C Racing Runabout crown with a 1st and 2nd.



Start of a C Service Hydroplane event during National Outboard Association alky-burning championship at Mt. Carmel, Ill. In foreground, in F-228, is David Livingston, who won both C Service Hydro and C Service Runabout titles while on a five-day Army furlough.



Harry Vogts, was knocked out by C Hydro flip but returned a few minutes later to win N.O.A. Division I F Hydro title in two straight heats.



Raised hands of drivers signal a false start in A Stock Hydro heat at N.O.A. Division III championship on Fort Loudon Lake, Knoxville, Tenn. Chris Erneston, Jr., won crown.

In N.O.A. Division IV events at Cairo, Ill., Larry Rogers drove a Champion Hot Rod motor to take B Hydro title for modified stocks.



(Continued from Page 4)

—Don Baldaccini; and DSH—Bud Sullivan, Seattle, Wash.
New A.P.B.A. records:

Five-mile in competition—

- JU—28.239 mph, Billy Schumacher
- AU—41.021 mph, Don Baldaccini
- BU—47.493 mph, John Sangster, Seattle
- CU—40.558 mph, Ron Loomis
- DU—53.476 mph, Rocky Stone, Willamina, Ore.
- EU—41.152 mph, Dean Mahoffey
- ASH—43.186 mph, Wally Granberg, Olinda, Calif.
- BSH—50.195 mph, John Alden, Oakland, Calif.

One-mile straightaway—

- AU—46.401 mph, Billy Schumacher
- CU—41.782 mph, Ron Loomis
- EU—43.021 mph, Dean Mahoffey

Two weekends later, September 10 and 11, the championship scene shifted to Cairo, Ill., where on the Ohio River N.O.A. staged its Division IV Championships. This was the third scheduled championship for the relatively new and fast growing modified stock category. Last October at Shawnee, Okla., the events had been blown out by high winds and rain and the rescheduled meet had been

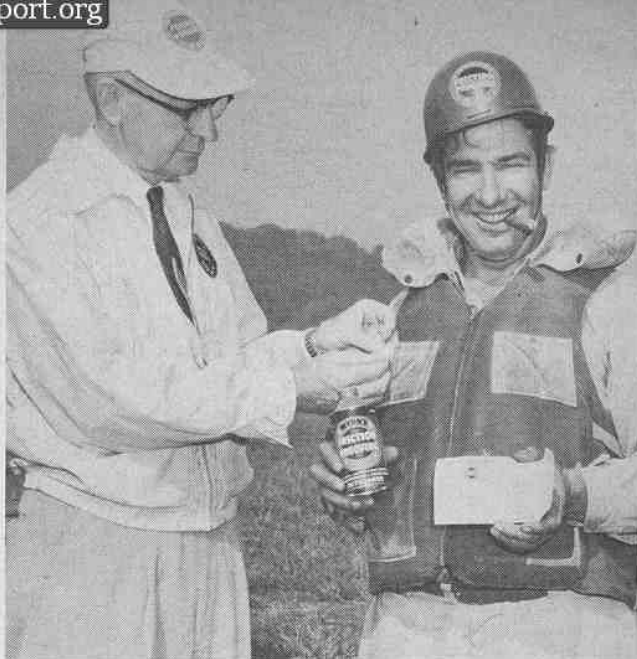
conducted under near freezing weather conditions over choppy wind-whipped water at Corpus Christi, Tex. At first it appeared that the third time held the lucky charm and the initial day of competition went off under perfect weather. However, on Sunday, September 11, a 35° drop in temperature accompanied by stiff winds made the Ohio River course impossible. All elimination heats and four of the championship heats had been run off on Saturday but the balance of the title races had to be held over until Monday when the weather was still sufficiently poor that the possibility of any competition marks or new straightaway speeds, also scheduled for that day, were wiped out.

The outstanding performance of the meet was turned in by Arthur Kennedy of St. Louis on Saturday. Kennedy was the only record breaker of the meet, turning the first of his two successive D-2 Runabout heats at an impressive 51.428 mph clip to break the old record of 50.420 mph. Actually the mark might have been set even higher by Bill Talley for Kennedy had tailed Talley into the final turn of the last lap when Talley spun out.

The new class champions crowned were: A Runabout—Bob Snider, Mission, Kans.; B Runabout—Herman Keith, Kansas City, Mo.; D-2 Runabout—Arthur Kennedy; A



Arthur Kennedy, 40-year-old Tuskegee Institute graduate, drove a D-2 Merc-powered Ashburn runabout to two straight victories at the Cairo N.O.A. championships, to become first Negro to hold a national crown.



Earl Renfrow upped his own N.O.A. Division III D Runabout mark from 55.988 to 58.065 mph during time trials to capture the Wynn Oil Co.'s \$100 award and diamond lapel pin for greatest record breaking boost.



Bill Seebold, in Y-30, took C Racing Runabout title in N.O.A. Division I in straight heats.

Cairo . . . Mt. Carmel . . . Knoxville

Hydroplane, Ralph Scott, Paducah, Ky; B Hydro—Larry Rogers, Minneapolis, Minn.; D-2 Hydro—Ronald Williams, Keokuk, Iowa.

A week after the N.O.A. Modified Stock Championships, the N.O.A. Division I (specially-designed-for-racing motors) championships were staged at Mt. Carmel, Ill. The site was a tight one-mile course laid out on the tree-fringed Wabash River which divides Illinois and Indiana. The city of Mt. Carmel, sparked by the Wabash Valley Boat Club, sponsors of the event, had decked out the main streets with welcome signs for the incoming driving fleet, and groomed a swathe of nearly a mile of river bank for the spectators who were estimated at 12,000. One hundred and ninety-one boats took part in the elimination heats which were required in all of the eight classes other than M Hydros in order to pare the starting fields down to the N.O.A. maximum allowable of thirteen per heat. Just how tough was the competition would seem to be indicated by the caliber of some of the top-flight drivers who weren't able to make the starting fields. In Class A, for example, both Clarence Kleinhaus and Bob McGinty failed to qualify. Doug Creech, Milford Harrison, Homer Kincaid, and Dave Livingston were among those left out of the B cham-

pionships. Creech, Rusty Scheckelhoff, Bill Tenney, Joe Michelini and Ralph Dowling were among the twenty-six C Hydros failing to qualify for a starting spot. Bill Seebold, Steve Gantner, Richard and Earl Griffin and other topflight C Service Hydro drivers didn't make the pay-off field, and in all nineteen Fs were on hand to battle for spots in the thirteen boat championship contingent. The events throughout were action packed with a surprise upset in the A Hydro ranks when Bill Tenney, Dayton, Ohio, led home perennial A champion, Orlando Torigiani, Bakersfield, Calif., in the first canto for the 15 cubic inchers. Tenney won the race with a beautifully paced start which found Orlando back in the pack picking his way through the field up into second spot by the end of the second lap but not able to overtake Tenney who finished the event 1.3 seconds ahead of the Californian. In the second heat Tenney and Creech started beautifully with Torigiani again fluffing his start, getting away far back of the leaders. Torigiani overtook Creech in the first lap, seemed about evenly matched with Tenney for the balance of the distance but took the inside on the last corner, finishing .4 second ahead of the Dayton driver who was awarded the

(Continued on Page 26)

HOW TO BUILD AN ALUMINUM RACING BOAT TRAILER

By Hank Wieand Bowman



This is the complete boat trailer that Bob and Betty Seeger built in three months of spare time work. The value of the jack and caster

is clearly shown here. It added only slightly to the over-all cost but offset that in saving of pinched fingers under fuel can props.

BETTY AND BOB SEEGER of Chicago were bitten by the outboard racing bug a half dozen years ago. Until the end of 1951 they had been content to follow the races engaged in by the Outboard Club of Chicago as spectators, pit stooges and on occasions, as their knowledge of the sport developed, as officials. Through their interest in outboarding, the Seegers made a close friend of Jack Maypole, who, at one time or another in a career of nearly twenty-five years in the racing game, has held nearly every alcohol burning class championship, in addition to several world's records in both alcohol burners and stocks.

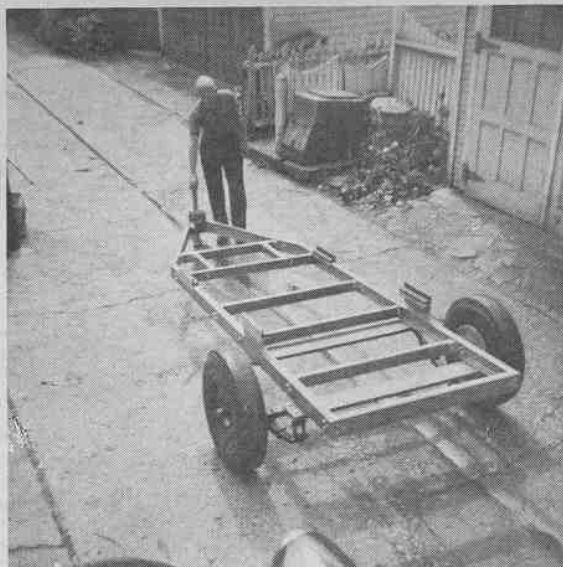
Three years ago the Seegers, with Maypole's encouragement, decided it was time to get off the sidelines and get their own equipment. Bob selected B Stock Hydro as his class. He showed considerable promise as a driver during his first year and, in his second year, ran up front frequently. He not only qualified for the A.B.P.A. Stock Nationals at DePere, Wisconsin, but in the sixteen-boat BSH starting fields at the Nationals, Bob garnered a fourth and a sixth to place over-all fifth in final standing.

At the close of the season, Bob decided that he wanted

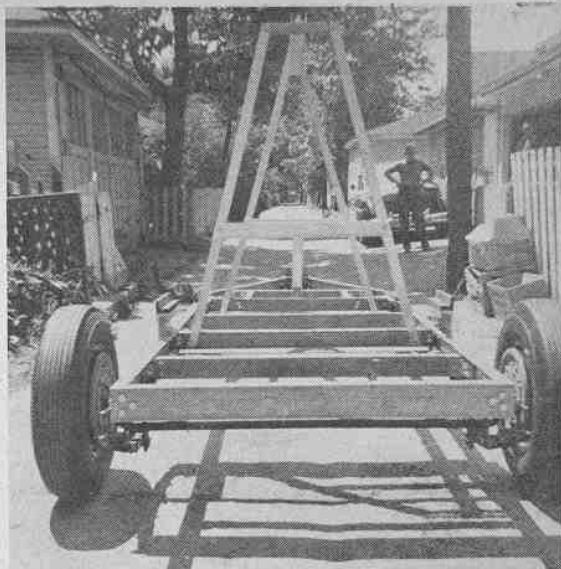
to run an alky burner as well as a stock and selected Class A Hydro as his additional class. Bob wanted to race every weekend or twice a weekend if it was possible. Since stock events were not scheduled every week within a reasonable driving distance of Chicago, Bob decided to select an alcohol burning class motor to add to his competition opportunities. With both an alky and a stock in his outboard stable, he figured to be able to get into at least one race a weekend somewhere in his area, with the added advantage of being able to run both pieces of equipment at those regattas where alkies and stocks were carried on the same program.

As one-boat owners, the Seegers had carried their lone A-B Swift hydro on a car top carrier, but two boats made a trailer a definite requirement. And with two motors and the additional gear for two-class competition, the Seegers figured they should custom-build a trailer with a motor box suited to their needs.

Bob and Betty made this decision in the fall of 1954. With nearly six months ahead of them before the new season would begin, they didn't feel called on to rush into trailer construction without very careful consideration.



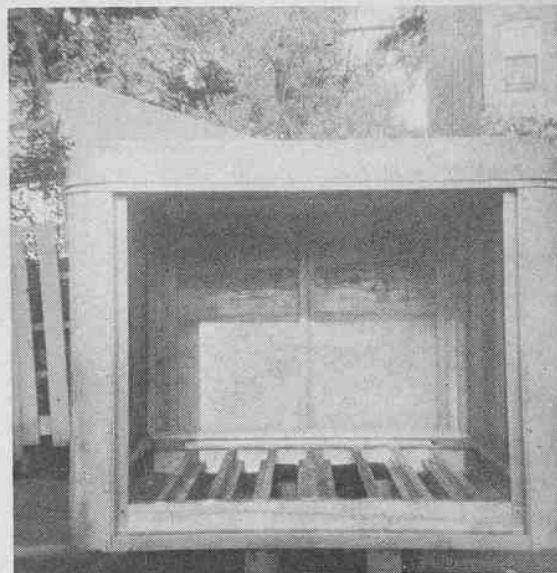
This photo shows the general configuration of frame, location of the five cross members and positioning of the Foreman axle.



Mortising of the side rails and the rear rail creates a neat square joint. Corner clip angles bolt to side and rear rails.



Sturdy aluminum tripod is added to completed chassis. Rubber mounting pads bolted to side rails serve as boat supports.



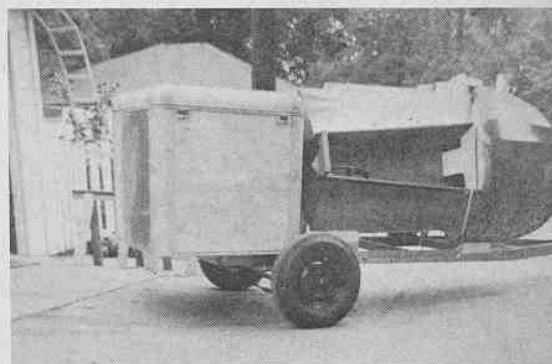
Interior view of partially completed motor box shows position of the three front panel posts and the eight floor-bolsters.

After making a study of the advantages and disadvantages of various types of materials that could be used to fabricate their trailer, they settled on aluminum for a number of reasons.

They quickly learned that gross weight of their trailer could be considerably lowered by use of lightweight alloys, making for a better handling tow, reduced gasoline and oil consumption and longer tire and brake life. For example, 4" channel aluminum weighs only 46% as much as 3" channel steel and yet has 82% of the steel channel's stiffness. They learned, too, that a light aluminum body would permit the use of a smaller chassis which would offer lower licensing fees. Maintenance cost was also a consideration. They knew that aluminum resisted corrosion and would insure their trailer against unsightly rust streaks that might occur if they used other metals.

Racing drivers generally carry their fuel in their trailer boxes or in racks on the trailer chassis. The Seegers would be carrying both an alcohol-nitro blend as well as gasoline. Since aluminum is a safe metal which does not spark when

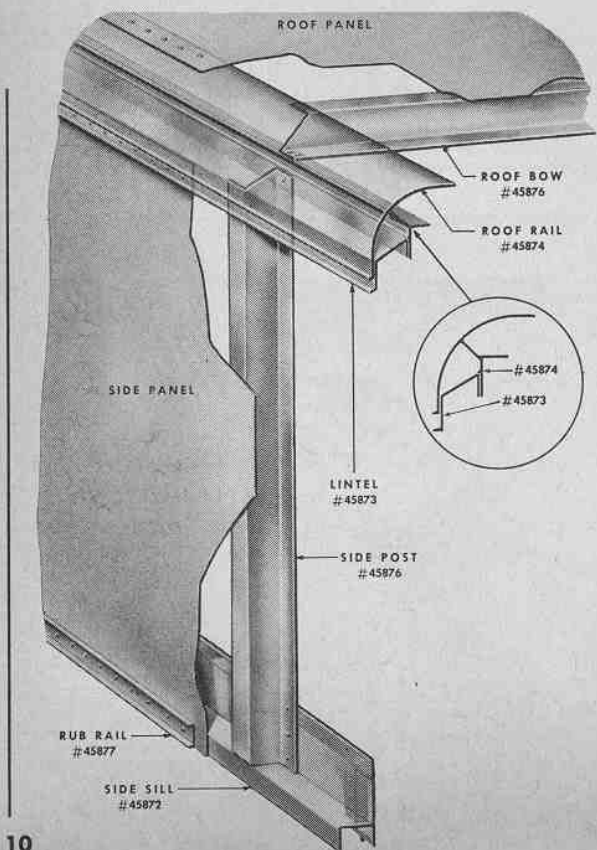
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Motor box was set at point where, with load in it and on the trailer, there was about 70 lbs. down pressure on the hitch.



With the panel removed, the gear in the motor box is easy to get at. Aluminum brackets are on sides so that a 2" x 8" can be slipped in for motor rack. (Lower left) Cutaway drawing of motor box construction.



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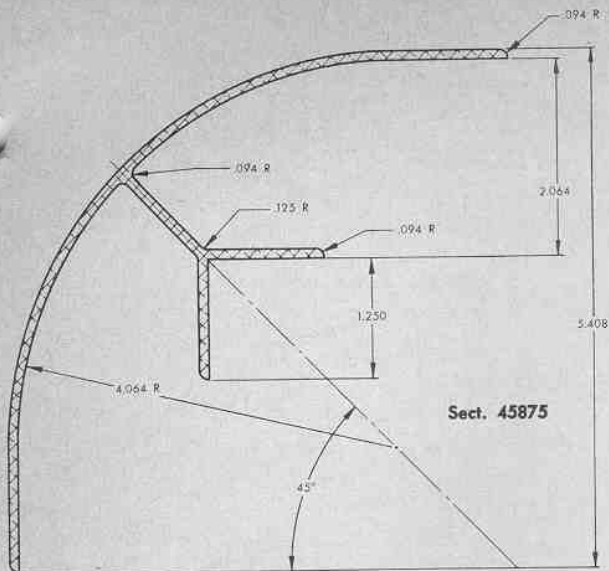
struck by other metals or materials, this fire precaution angle clinched their selection.

With material selected, the Seegers' next decision was one of size of body and chassis. In the case of the body or trailer box, they wanted it sufficiently large so that they could carry a third motor or additional equipment if they decided to at a later date.

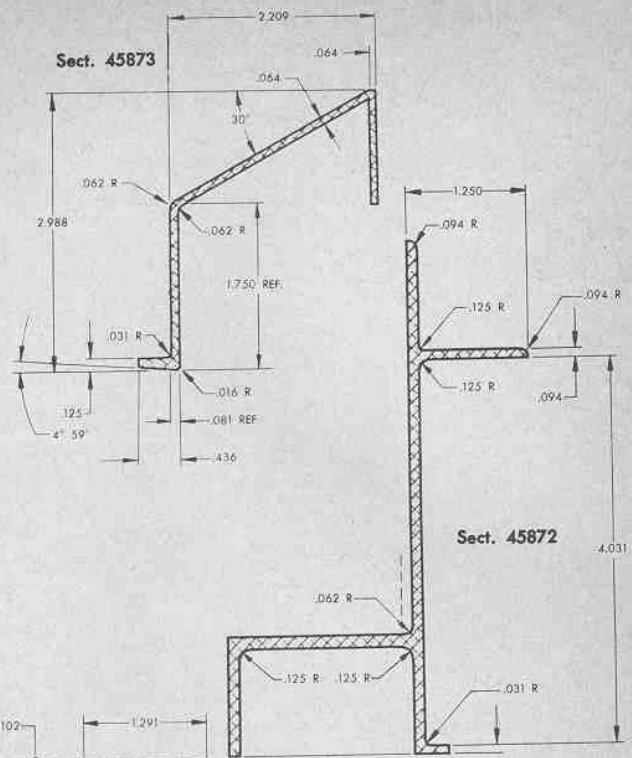
The motor box or the body was the first consideration since the chassis must not only carry boats but also the motor box, and its final dimensions would be considerably affected by the motor box size. A body having outside dimensions of 60" wide, 40" high and 40" from front to back, with a removable rear panel rather than a hinged door, offered them the space they'd require. The body was to be mounted on a chassis long enough to accommodate the body and two hydros carried on their sides, plus space for a cadmium-plated steel hitch and jacking caster. A chassis 14'6" in length met this requirement.

Safety and over-the-road hauling, plus freedom from undue wear to their automobile brakes, called for some form of electric brake system for the trailer. Again after inquiry and study, they decided upon a Foreman Manufacturing Company axle. They selected wheels of a standard passenger size to match the wheel size of their car, a Buick, so that in the event of a blow out or a puncture, the tires would be interchangeable with the Buick spare, eliminating the necessity of carrying a trailer tire spare. The Foreman axle came in kit form, equipped with a Warner electric brake system, a frame-mounted ball hitch

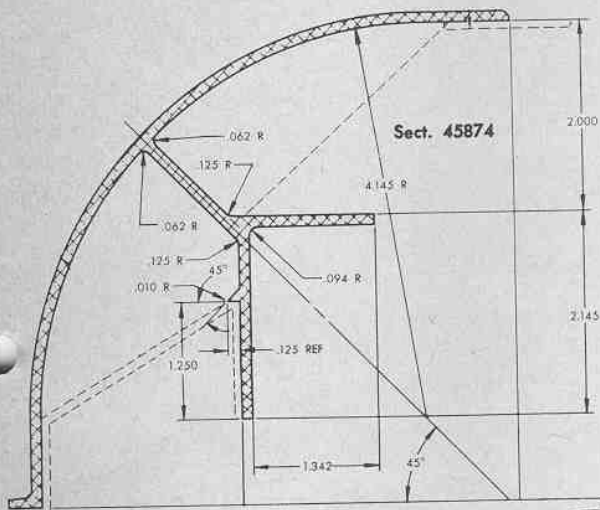
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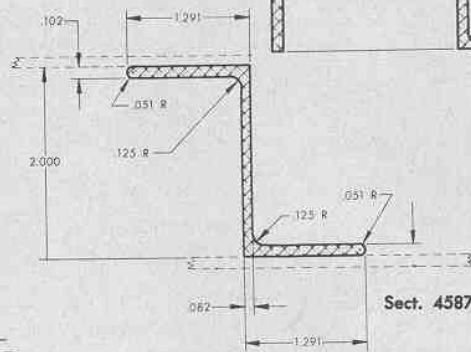
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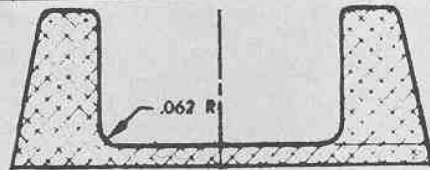


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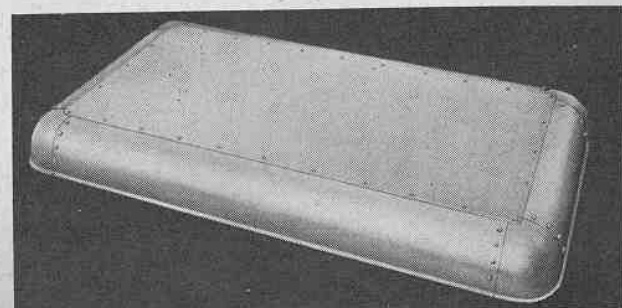
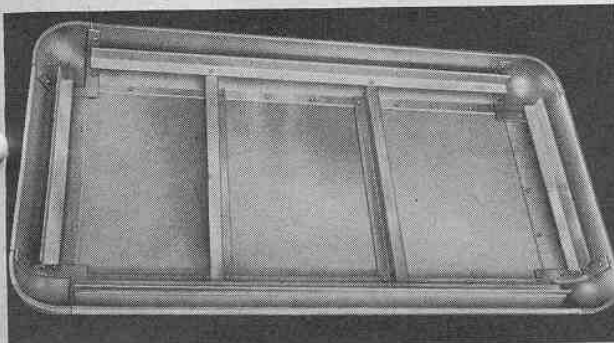
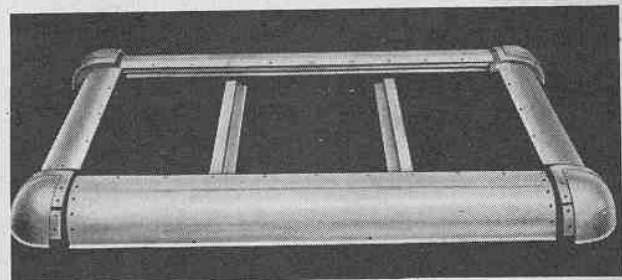


Sect. 45876

1 1/2" Rub Railing



Cross-sections of Alcoa aluminum extruded sections are shown above. Their uses are: Sect. 45874, roof rails; Sect. 45873, lintels, with roof rails and for side and front panels; Sect. 45875, corner posts for side panels; Sect. 45872, bottom strength members of side, rear and front panels; Sect. 45876, rear door side panel posts, roof bows and floor bolsters; rub railing, to secure panels to side sills. (Right) Roof framing all drilled, ready to be joined together. Corner castings show clearly. (Below) Under view of roof assembly, showing roof bows, rails, corner castings and roof sheet. Lintels have not been installed. (Below, right) Exterior view of completely assembled roof. Putty-like tape inserted between all of the joints assures a leak-proof job and minimizes vibration noise.



THE MARATHON GRIND

Top O' Michigan and Twice Around Manhattan events

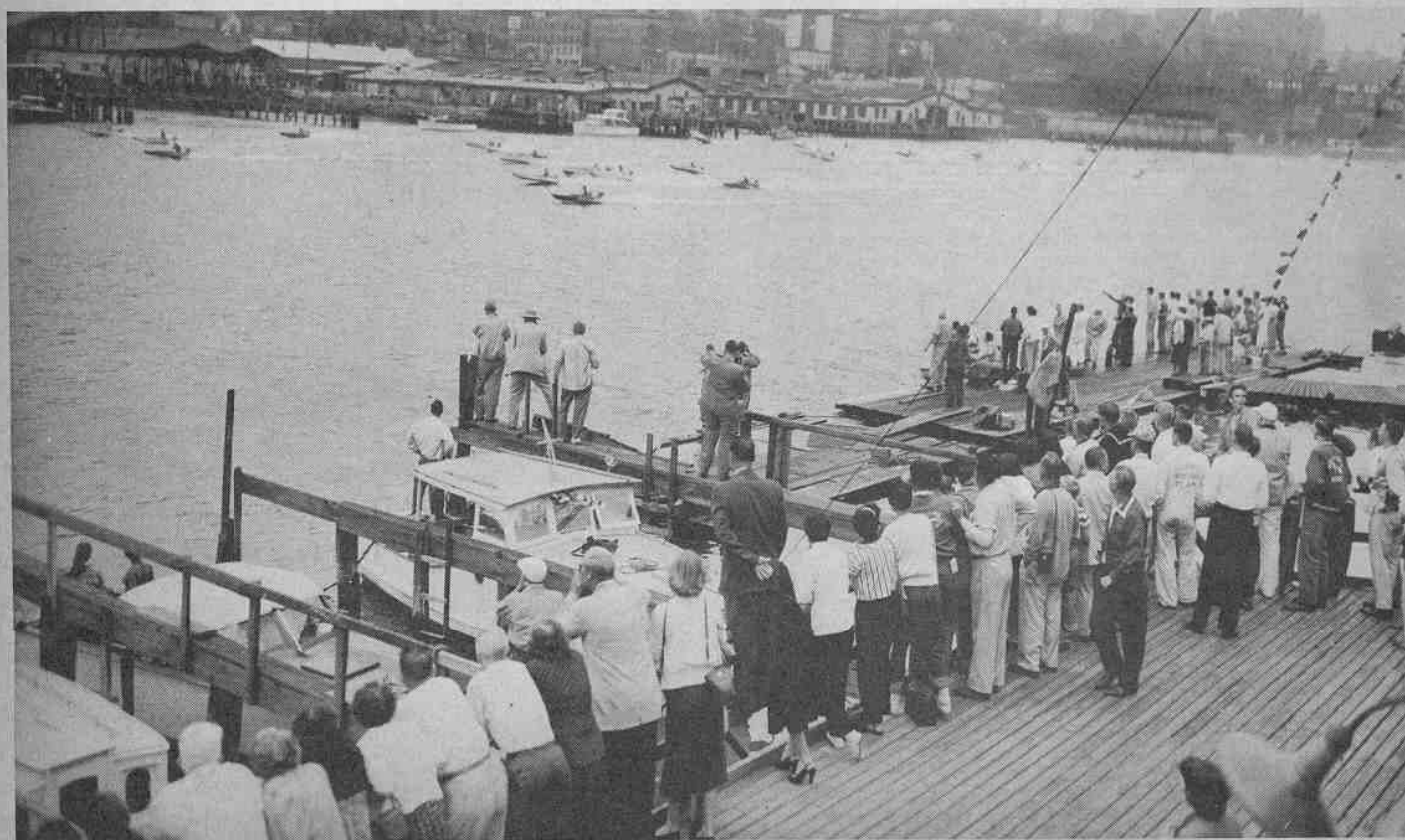
test endurance of drivers, hulls and motors

By Henry Hotchkiss



(Above) Three BUs move into a turn on Indian River during the Top O' Michigan Marathon—only two came out. Rough water allowed only 17 of the 81 original starters in this class to finish the long-distance grind.

(Below) Because of large number of entries and the narrow jockeying area offered by the Harlem River, the seven classes in Around Manhattan Marathon started in two platoons. Here the AUs, BUs and "36s" go.





Jerry Van Amber, of Lansing, Mich., shown helming his BU Sid-Craft in Top O' Michigan Marathon. Jerry went on to win his class, in spite

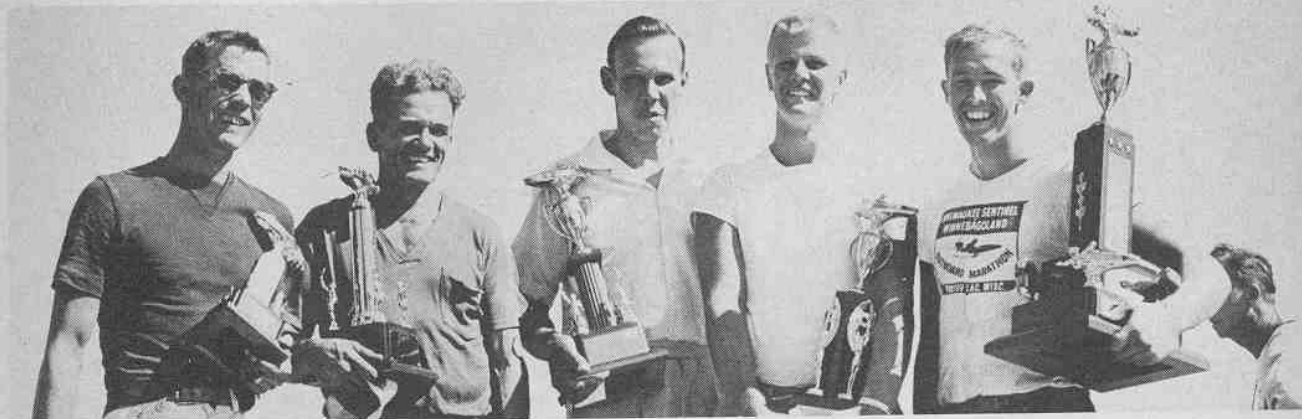
of extremely rough water on some parts of the course. This marathon rivalled Winnebagoland for year's largest, with 222 boats entered.



Ray Lenk holds N. Y. Journal American Award for Class DU and N. Y. World Telegram and Sun Trophy for fastest time in Manhattan event.



Only woman entry in Manhattan race was Lorraine Rossi, who drove her Evinrude-powered Yellow Jacket runabout to a 4th place in '36'.



The first five drivers to cross the finish line in the rough Top O' Michigan Marathon pose with their trophies after presentation of the

winners' awards were made. These happy finishers are (left to right): Eddie Tom, Skip Forcier, Bob Fosdick, Fred Snyder and Frank Huebner.

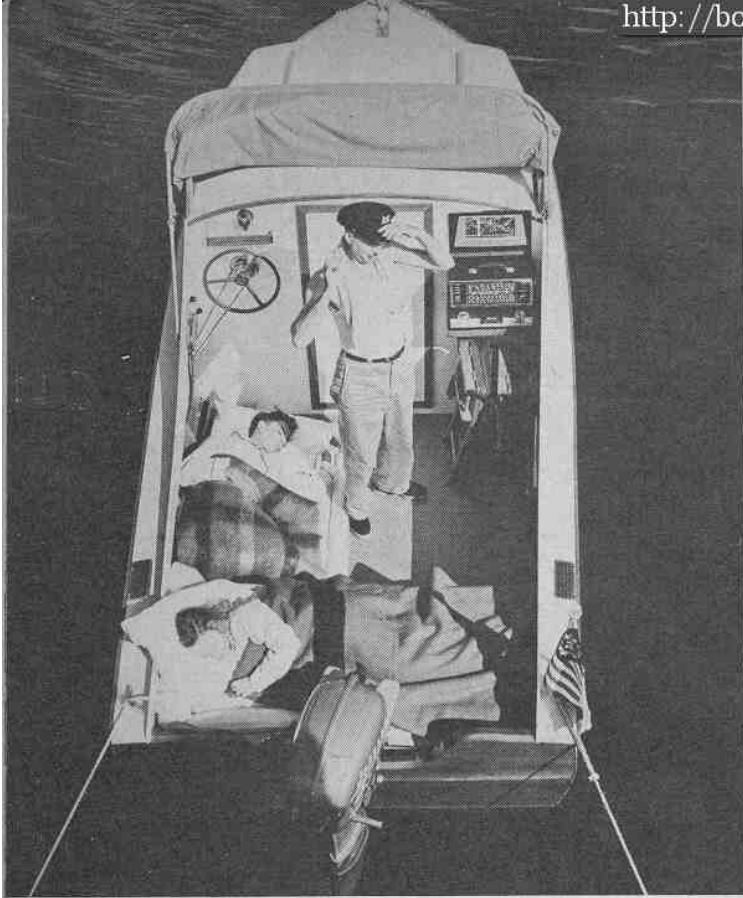
THE TOP O'MICHIGAN Stock Outboard Marathon and the Twice Around Manhattan stock and modified stock grind proved to be two of the season's most gruelling events.

The earlier of these two, the Top O'Michigan affair, drew 180 starters in four classes for a combined lakes and rivers route in which only 47 contestants survived to take the checkered flag. This amazingly high toll, with roughly 74% of the original starters' failing to complete the distance, marked the picturesque Top O'Michigan marathon as the toughest of the A.P.B.A. major distance events.

Actually these figures are a bit misleading since generally Mullet Lake, Burt Lake, Indian River, Crooked Lake, Crooked River and the Cheboygan River, all of which were involved in the 87-mile distance, are relatively smooth, but August 7 proved to be the exception with winds ranging from 15 to 30 mph, cutting up the unprotected parts of the course so that swamping was the rule.

The Top O'Michigan event, which has its starting point at the beautiful little resort community of Topinabee, has

(Continued on Page 28)



Outboard cruising is still on the increase, with the new trend toward higher horsepower motors aimed at this big potential family market.

WHEN IT COMES to outboarding, we all know that more motors are being sold today than ever before. Is this creating an excessive supply in the used-motor business like that in the used-car field? On the contrary: the great majority of dealers never have enough used motors on hand to satisfy the demand.

1. The biggest buyers of secondhand motors are people who are participating in the many forms of pleasure boating for the first time and thus want to make comparatively modest investments until they are sure their enthusiasm for boating hasn't run away with them. Atwater says that this vast market of first-time prospects is just beginning to be tapped. As it develops, the demand for traded-in motors will be even heavier instead of tapering off.

2. There are approximately 30 million fishermen and only 4½ million motors in the U. S. today. Many of the millions of fishermen who don't have motors, justifiably envious of those who do, are mechanizing their rigs by buying used motors.

3. The low price of trade-in motors attracts teen-agers—an important segment of the country's boating public.

4. More and more men who already own motors are purchasing used outboards of all sorts to employ as "second motors." Such a man often wants a small, economical-to-operate motor to use when trolling, thereby saving his "main engine" for fast trips to and from the fishing grounds. And he may buy a big motor especially for the use of other members of his family so they can enjoy such sports as water-skiing, skin-diving and weekend cruising without disturbing his fishing plans.

REALIZING FROM the foregoing that the tremendous and still-growing demand for motors both old and new is going to keep them in short supply for some years to come, we have resolved to take better care of our faithful old kicker than we have been doing. One way of accomplishing this is to insure proper lubrication by eliminating all guesswork

OUTDOORS WITH THE OUTBOARDS

By John G. Kingdon

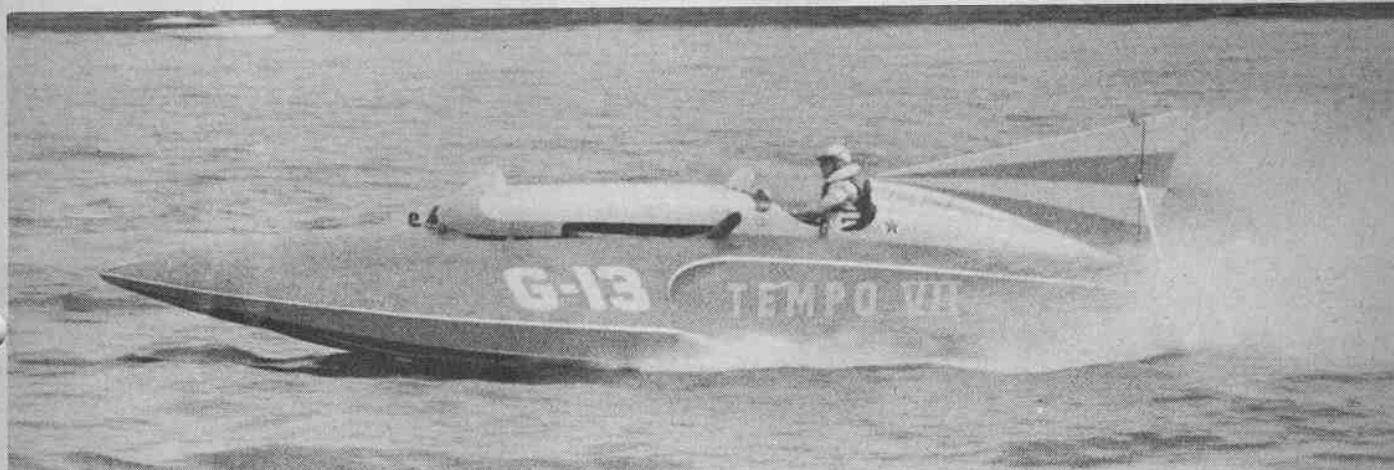
(Continued on Page 34)



Group cruises are fast becoming one of most popular family and club outboarding activities. There will be many more of them this season.

W. Curtis Martens of Hampton, Va., shown winning his second straight heat in 266 cubic-inch class to sweep the field in the President's Cup Regatta.

TORQUE TALK



Guy Lombardo's new entrant in the Unlimited class did herself proud in first year of racing. Here "Tempo VII", driven by Danny Foster, a World War II fighter pilot, crosses finish line at Washington to

sew up \$30,000 President's Cup. She also came in second in final points for the Unlimiteds, with 1727 points, next behind "Gale V", Gold Cup Winner, who took high point honors for 1955 with 2,050.

"TEMPO VII" TAKES PRESIDENT'S CUP

By Lou Eppel

Photos by Harold J. Flecknoe

DANNY FOSTER, at the wheel of Guy Lombardo's "Tempo VII," followed up his win at the Silver Cup in Detroit by capturing the 1955 edition of the President's Cup on an unusually calm Potomac River in Washington, D. C.

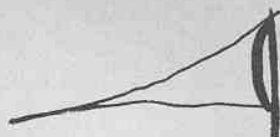
With nine Unlimiteds entered, elimination heats were required. The first had "Tempo VII," Joe Schoenith's "Gale V," driven by his son Lee, Willard Rhodes' "Miss Thriftway," driven by Bill Muncey, Frank Saille's "Miss Cadillac," with John Ban at the wheel, and J. Philip Murphy's "Breathless," driven by his son Jay Murphy. The second elimination heat had Walter and Roy Dossin's "Miss Pepsi," with Chuck Thompson at the controls, Schoenith's "Gale IV," driven by Bill Cantrell, Horace Dodge's "Dora My Sweetie," driven by Don Wilson, and "Miss U. S.," owned and driven by George Simon.

The first elimination heat saw the five boats out early and ready for the start. Foster shoved "Tempo VII" out

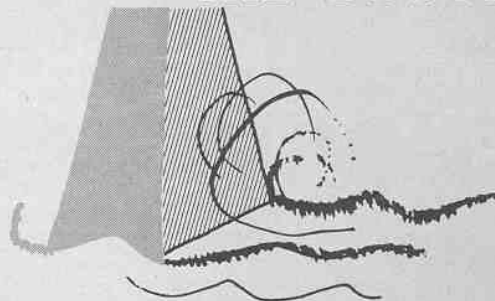
in front, and in the comparatively good water the Lombardo craft set new heat (15 miles) and lap (3 miles) records of 100.709 mph and 103.647 mph respectively. Muncey, in the Seattle craft, was second, followed by "Gale V," "Miss Cadillac" and "Breathless." Foster's chauffeuring left nothing to be desired, as the big orange and blue Staudacher-built three-pointer seemed to run on rails around the course at the blistering speed recorded.

When the starters in the second elimination heat came out, there were these two new records to shoot at, but Thompson seemed content to get the big twin-engined "Miss Pepsi" out in front and stay there, averaging 95.643 for the 15 miles, with his fastest lap recorded at 99.265 mph. Finishing behind the Dossin-owned, Hacker-designed mahogany hull were "Miss U. S." and "Dora My Sweetie." Bill Cantrell's tough luck string continued when he was

(Continued on Page 32)



AROUND THE BUOYS



Gene Hawthorne of Detroit was the only local entrant to win a class in the '55 running of the Detroit Riverama.

Sam Brooks of Madeira Beach, Fla., who won '54 Orange Bowl Regatta and Florida State Championship in DSH, is shown in his Baycraft hydro with modified Merc.



SHEBOYGAN, WISCONSIN, was the focal point for Wisconsin outboard race drivers and fans September 17 and 18, when the Wisconsin State Outboard Championships were held at Random Lake. Michael Helm, 15-year-old Thiensville driver and 1954 A.P.B.A. National JU Champion, was star of the two-day meet, winning both the JU and ASH state titles. Clarence Norgal, Hales Corner, won the AU event. Jack Schmitzer, Neenah, took the BU crown and Johnny Araco of Menasha triumphed over the other DUs.

No B Stock Hydro took state honors due to a four-boat mix up and an injury in the final heat which caused the title event for BSH to be postponed until early in 1956.

The only out-of-stater to snag a Wisconsin diadem was Bill Janz of Chicago, who runs consistently hot up Wisconsin way in D Stock Hydro. Ed Frerks of Winneconne copped the "36" class runabout events with Ralph Stahl of Menasha reigning supreme among the C Modifieds.

From the standpoint of the estimated 7000 fans who witnessed the two days of racing, the thrill highlights occurred in B and D Stock Hydro. Lee Dingman of Pewaukee appeared to have the D Stock Hydro title well in the bag at

DePere, Wisc., Nationals in 1954 when, 100 yards or so short of the finish line and well ahead of the balance of his competition, his rig became airborne. Dingman did a terrific back flip right out of contention. At Sheboygan, Dingman again tried to convert his three pointer into an aircraft. This time he selected a location closer to the starting line and again in full view of the audience, pulled a real full-bore looping dilly just after the flag had dropped.

The DSH event was flagged and later restarted, but in B Stock Hydro, the last event on the two-day program, no restart was possible due to failing light. Jack Abraham, over-all winner of the Winnebago Marathon earlier in the year, caught a chine on his BSH and was catapulted from his boat. The speedy rig's shut-off throttle failed to function and the hydro wove an erratic pattern about the course for a couple of minutes.

Don Herring of Sheboygan and Don Schmitzer spun out in the corner. Herring performed a neat flat saucer spin which washed out his rig in a bank of spray but caused no real damage to driver or equipment. Schmitzer, however,

(Continued on Page 30)

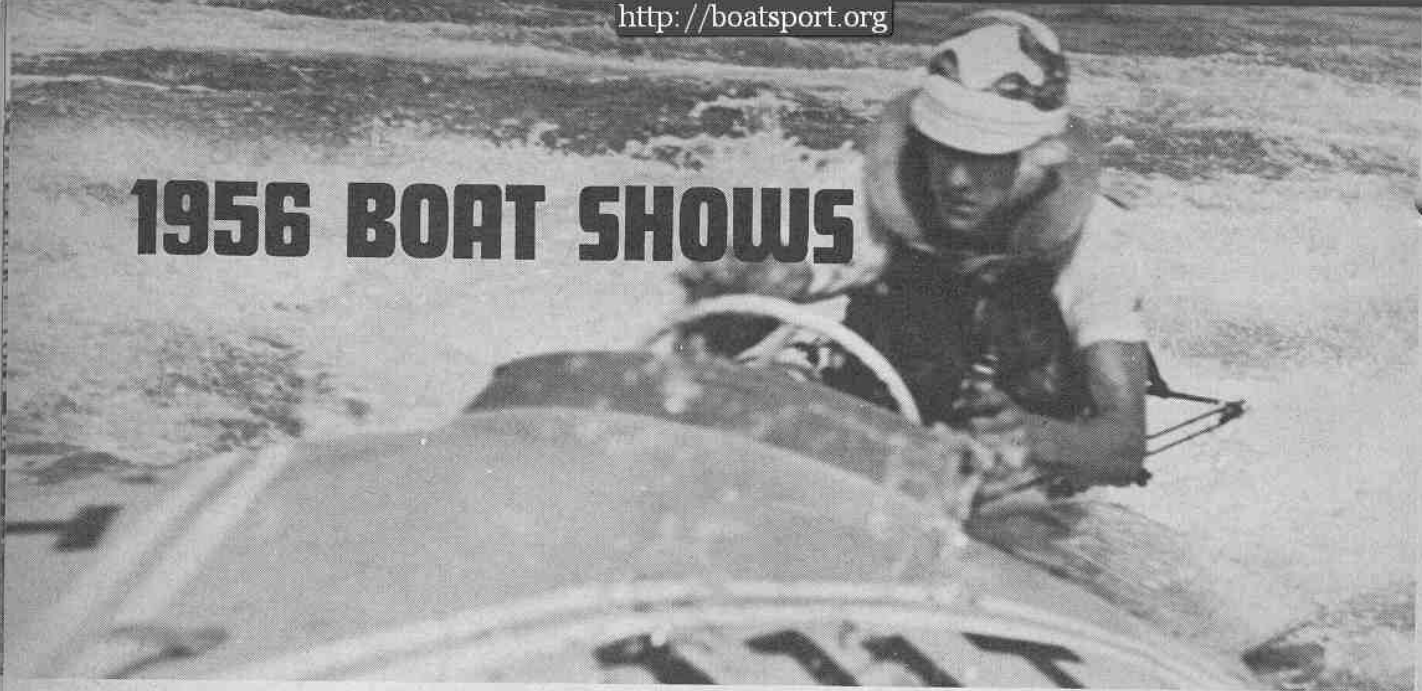


Do you need to brush up on your International Code flags, or can you read the message that is spelled out here? At any rate, these flags herald another great new boat sport season.

1956 BOAT SHOWS

- Jan. 13-22, National Motor Boat Show, Kingsbridge Armory, New York, N. Y.
- Jan. 28-Feb. 5, Kansas City Sports, Boat, Travel & Trailer Show, Municipal Auditorium, Kansas City, Mo.
- Feb. 2-5, Fort Lauderdale Boat Show, War Memorial Auditorium, Fort Lauderdale, Fla.
- Feb. 3-12, Chicago National Boat Show, International Amphitheater, Chicago, Ill.
- Feb. 4-12, New England Sportsmen's & Boat Show, Boston, Mass.
- Feb. 17-22, Miami International Boat Show, Dinner Key Auditorium, Miami, Fla.
- Feb. 17-26, Sports, Travel & Vacation Show, Kingsbridge Armory, New York, N. Y.
- Feb. 18-26, Jersey Coast Boat Show, Convention Hall, Asbury Park, N. J.
- Feb. 21-26, Chesapeake Bay Boat Show, Fifth Regiment Armory, Baltimore, Md.
- March 2-10, Philadelphia Motor Boat & Sportsmen's Show, Convention Hall, Philadelphia, Pa.
- March 2-11, San Francisco National Sports & Boat Show, Civic Auditorium, San Francisco, Calif.
- March 3-10, Southeast Sports, Boat & Vacation Show, Municipal Auditorium, Atlanta, Ga.
- March 3-11, Omaha Sports, Vacation & Boat Show, New Omaha Civic Auditorium, Omaha, Neb.
- March 3-11, Detroit Sports Boat & Travel Show, State Fair Grounds, Detroit, Mich.
- March 9-17, Canadian National Sportsmen's Show, Coliseum, Toronto, Ontario, Canada.
- March 16-25, American & Canadian Sportsmen's Vacation & Boat Show, Public Auditorium, Cleveland, Ohio.
- March 17-24, Houston Sports, Boat & Travel Show, Sam Houston Coliseum, Houston, Texas.
- March 17-25, Milwaukee Sentinel Sports & Vacation Show, Arena and Auditorium, Milwaukee, Wisc.
- March 30-April 8, Northwest Sports, Travel & Boat Show, Municipal Auditorium, Minneapolis, Minn.
- March 31-April 8, Southwest Sports, Boat & Vacation Show, State Fair Grounds, Dallas, Texas.
- April 2-5, West Michigan Sports & Boat Show, Civic Auditorium, Grand Rapids, Mich.
- April 12-22, Los Angeles Sportsmen's Vacation, Boat & Trailer Show, Pan-Pacific Auditorium, Los Angeles, Calif.
- April 13-18, Iowa Sports, Boat & Vacation Show, Downtown Auditorium, Des Moines, Iowa.

1956 BOAT SHOWS



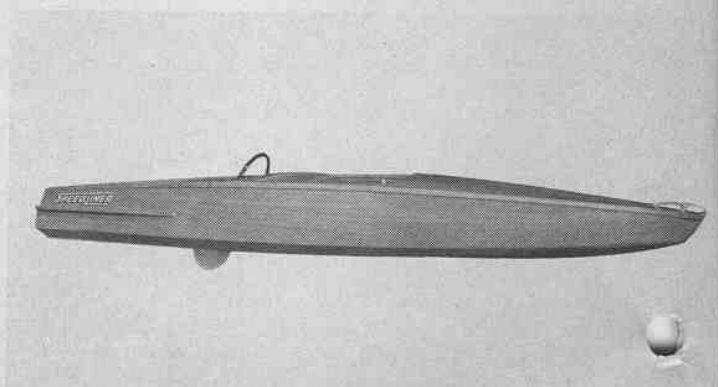
The new Mercury Mark 55H, 39.8 cubic inch for Class D competition. Other 1956 models are: Mark 6, 5.9 hp; Mark 25 and 25 MercElectric, 20 hp; Mark 30 and 30 MercElectric, 30 hp; Mark 55 and 55 MercElectric, 40 hp; Mark 20H for Class B competition; and Mark 30H for Class C competition. All 1956 models are available in a choice of Merchromatic colors.



The new Simmons 2-H three-point hydroplane is 10 feet long, with an extreme beam of 5 feet. It comes complete or as bare hull only.



The Raveau DU runabout, here shown with Les Kahn at the wheel, in which he came in first at Norfolk and Thousand Islands marathons.



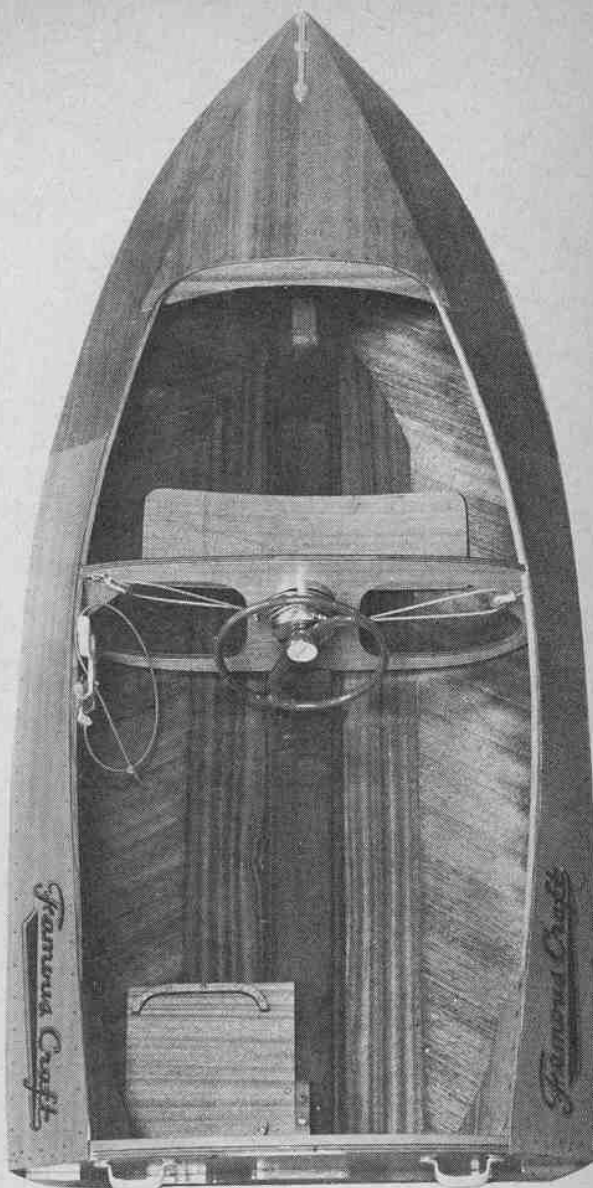
The Zephyr DU model Speedliner is completely new for 1956 and it has been tested for changes aimed at speed and turning qualities.



Reader Y. Yazaki sent in this photo of the Boat Sport Special built from E. G. McCrea's plans, taken at a regatta on Hakone Lake, Japan.



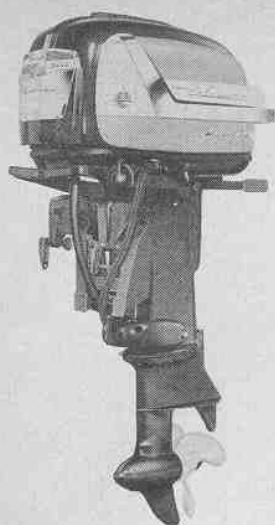
All Sid-Craft models—AU, BU, CU and DU—are new for 1956 and built to A.P.B.A. specifications. AU and BU are all mahogany throughout.



(Above) The 1956 Famous Craft 10-foot A-B Class model for racing also has a stable mate designed for C-D competition.

The new Swift B-C hydroplane has considerably changed design from old B model, including tapered sponson trailing edges.

The new Jacoby Class A racing hydroplane for 1956 leads off line of racing hull models made by Fred Jacoby Boat Works.



New 30-hp, electric-starting Lark leads Evinrude's 1956 line. Other models: 30-hp Big Twin, in both electric-starting and standard; 15-hp Fastwin, in both electric-starting and standard; 10-hp Sportwin; 7½-hp Fleetwin; 5½-hp Fisherman; 3 hp Lightwin and 3 hp Ducktwin, both with Fisherman Drive.



The 1956 Aristo-Craft Typhoon "12" has contoured windshield and 50 feet of chrome, matching its "jet-design" and new gravity control engineering.



Switzer-Craft 14-foot Shooting Star is re-styled in '56 model and has the same rear fender design as the Fleetwood. It will take motors up to 40 hp.



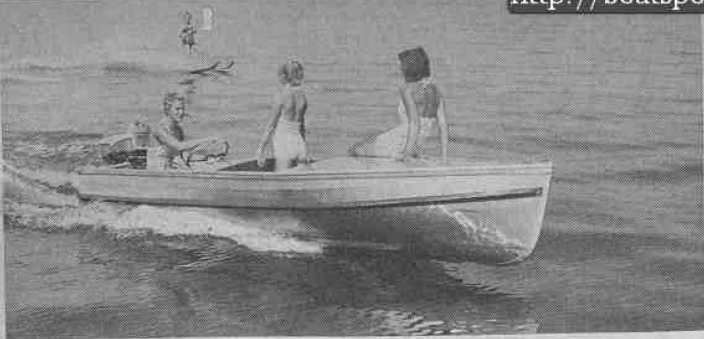
Wagemaker 14-foot Ply-Lap has molded plywood inner hull, with a lap strake outer hull below the splash rails. Also available in 12 and 16-foot models.



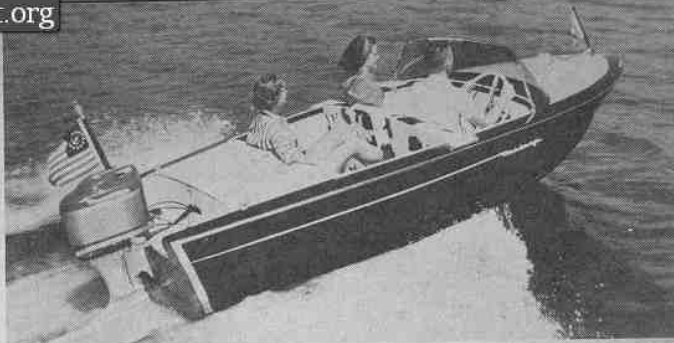
Custom-Craft Boat Kit Model PB-290F, the Thunderbolt Sea-Going Outboard, is a 15-foot, twin-cockpit runabout. Note the new Flying Stern construction.



Bowman's 14-foot Geneva is designed for forward drive; seats fold forward or lay back.



The Starcraft Speed Queen is a 14-foot aluminum runabout that comes with either twin or single deck. The 1956 models are offered in varied colors.



Leading the Century line is the 15-foot Palomino, with new wide panoramic windshield and choice of two-tone upholstery.



Revel Craft 20-foot Sport Cruiser has shelter cabin and a large cockpit, with metal rub rails and stem band, and water-tight motor compartment.



Pabst Holiday "14" is available in either twin cockpit or divided front seat models. Class A-B hydros and runabouts have new features for 1956.



New Topper 20-foot outboard cruiser is completely restyled this year. It comes complete with equipment, including galley, head, and bunks to sleep four.

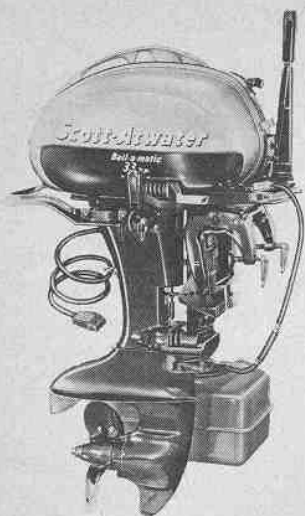


BOAT SHOWS 1956

The 30 hp Javelin Sea-Horse 30, with electric starting and special styling, heads the 1956 Johnson outboard motor line. Other models are: Sea-Horse 30, both electric starting and standard; Sea-Horse 15, both electric starting and standard; Sea-Horse 10; Sea-Horse 7½; Sea-Horse 5½; and Sea-Horse 3.



The Partee Supercraft model 14 UC has a Fiberglass-covered bottom, plexiglas wrap-around windshield, foam rubber seats.



The new Scott-Atwater 33 hp outboard motor is the leader of firm's 1956 line, both electric starting and standard models. Other motors: 16 hp, both in electric starting and standard; 10 hp Twin; 7½ hp Twin; 5 hp Twin; and 3.6 hp Sportster. All motors except Sportster have Bail-a-matic and full gear shift.



The Champion Saber Sport Utility combines a roomy forward sport cockpit with large utility cockpit aft. Models come in 12, 14 & 16-foot lengths.



New Chris-Craft 22-foot express cruiser sleeps four and is made for single or twin outboard motor installation. This model is also available as kit.



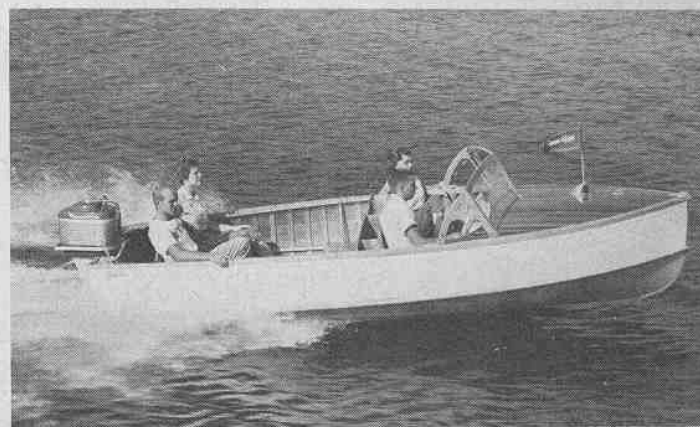
The Trojan 18-2 Sea Breeze has two berths and head in cabin; forward deck hatch; and will take one or two outboard motors.



Aero-Craft Model B-18, an aluminum convertible cruiser, has remote controls, side curtains and upholstered seats; will take two large motors.



New 1956 Luger 14-foot runabout kit model comes with choice of deck arrangement. A series of 16-foot kits is also new.



The Penn Yan Sealiner UBL is one of a series of 16-foot models of Strip-tite construction, with large variety of seating and deck arrangements.



The Cruis Along Troller 22 has a hard top and a shelter cabin forward in which there are two quarter berths and room for head. Cockpit is large.



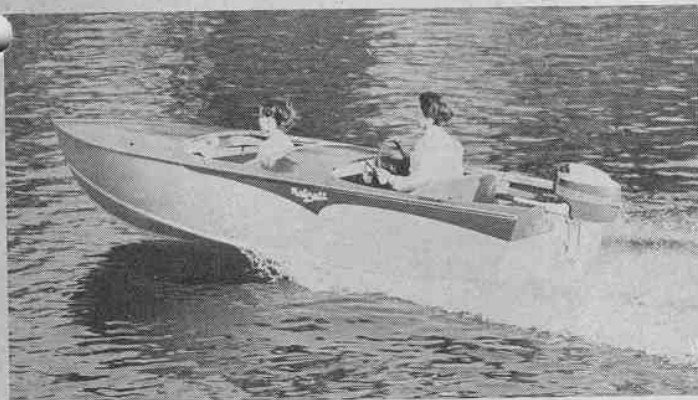
The new Whirlwind 14-foot Deluxe Runabout has hull of all mahogany molded plywood, with split center deck arrangement.



The 14-foot Model 100 Young Runabout, with center deck, is one of series of molded plywood 14-footers with various deck and cockpit arrangements.



Leader of the Oliver line of outboard motors for 1956 is the 35 hp model, with electric starter and generator. Two other motors in lower horsepower ranges fill out the line, a 15 hp and a 5½ hp model, both with forward, neutral, reverse shift.



New Reinell Sea Swallow 14-foot runabout. Other new models for 1956 are: the 10-ft. Jr. Sportsman; 16-ft. Skylark; and the 18-ft. Albatross cabin model.

**BOAT
SHOWS
1956**



Thompson 14-foot Take-along Model 242 has canvas cover with "aqua-type" finish of plastic material; is rated for outboard motors up to 15 hp.



The new Chetek 15-foot Escapade, a mahogany strip-built hull, is fiberglass-covered below spray rails, has all accessories.



The 1956 Buccaneer 25 hp Deluxe and the 12 hp Deluxe models are available with electric starting. Other motors are the 12 hp Standard, 5 hp Deluxe and Standard and the 3 hp Deluxe outboard model.

The new West Bend 12 hp outboard motor is one of 1956 models, which include 25 hp, 7½ hp and 5½ hp twin cylinder motors. Also new is a small 2 hp motor that is single cylinder and air-cooled.

The 1956 Wizard line is led by a 25 hp Super Power 25, available with electric starting. Other outboard motor models are: the Powermatic 12; the Super 10, a 19.8 cubic-inch; and the Super 5.



New Owens Flagship "20" Outboard Sport Cruiser sleeps two and has a canopy and side curtains as standard equipment. (Below) The Dreamboat Houseboat, Vacationer Deluxe Model, is 25 feet long, with an 8-foot beam; sleeps four, has a sundeck, shower, head, galley and closet.

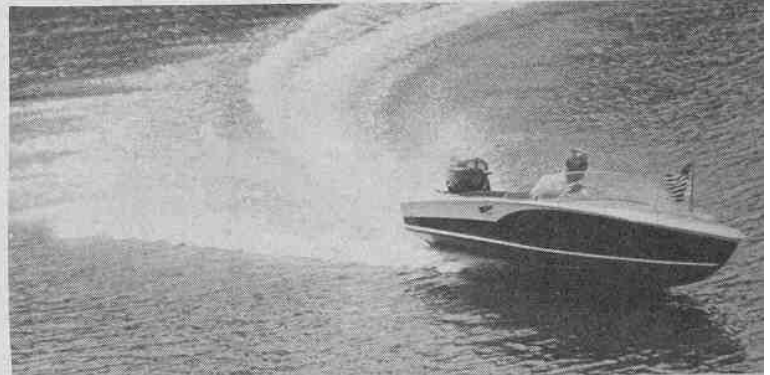


The 1956 Dunphy Imperial Grayling is a 14-foot runabout featuring a walk-through center deck and wrap-around windshield. (Below) Lone Star 15-foot Fiberglass Constellation also has walk-through feature and wide windshield, in line with trend to "sports cars on water."





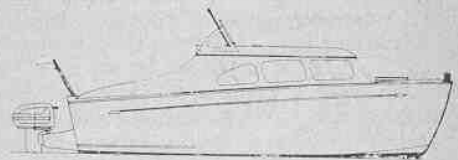
Bryant's new Seafarer for '56 is a 15-footer with split forward seat and stern seat that folds, reverses, moves forward or comes out altogether. (Right) The Arkansas Traveler 14-foot aluminum Sportsman is rated for motors up to 40 hp.



Roberts Kit Kraft has this 18-foot outboard cruiser in its 1956 line. One of the Wilson models for '56 is 14-foot two-tone Sport Runabout.



(Left) The Duratech 12-foot aluminum runabout in the Veeline series is rated for outboard motors to 18 hp.



(Above) Drawing of 18-foot outboard cruiser from one of the plans of the Cleveland Boat Blueprint Company.



(Left) The River Queen outboard-powered houseboat has large forward deck and roomy cabin; is 24 feet long.

BOAT SHOWS 1956

Boat Sport Covers the Nationals

(Continued from Page 7)

title on the time differential basis by a mere .9 of a second.

No competition marks were broken and mile trials scheduled for Monday brought forth no hopefuls so record breaking was nil. Aside from Tenney's A Hydro win, other champions crowned were, Class M—Mary Hubbell, Alhambra, Calif.; B Hydro—Bert Blaskie, Battle Creek, Mich.; C Hydro—Dennis Martin, Jackson, Mich.; C Service Hydro—David Livingston, Lake Village, Ark.; F Hydro—Harry Vogts, Madison, Wisc.; C Service Runabout—David Livingston; C Racing Runabout—Bill Seebold, Granite City, Ill.

On September 24 through 26, the final year's championships were conducted. At Knoxville, Tenn., N.O.A. ran off its Division III (Stock) Championships while simultaneously at Lake Caddo, near Shreveport, La., the A.P.B.A. outboard alky National titles were raced for.

The Knoxville Boat Club and the Knoxville Jaycees, who last year sponsored the N.O.A. alky championships, did an equally good job in 1955 in arranging for the stock affair, though rain on Saturday and overcast skies on Sunday kept many fair weather spectators from attending. The big eye opener at the event was the title win by V. J. Lloyd of Bocalusa, La., who turned the trick in a Swift hull covered by a Champion Hot Rod. The new champions crowned were: Class A Runabout—Dr. G. W. Reichardt, Nashville, Tenn.; B Runabout—Charles W. Hursh, Goshen, Ind.; D-2 Runabout—Mike Lemon, Anderson, Ind.; A Hydro—Chris Erneston, Jr., West Palm Beach, Fla.; B Hydro—V. J. Lloyd; D Hydro—Bob Hovermale, Jamestown, Ind.

New competition records:

B Runabout—42.644 mph, Chris Erneston, Jr.

A Hydro—40.314 mph, Charles Lovelace, Tampa, Fla.

New straightaway records:

D-1 Runabout—36.923, Bob Keller, Anderson, Ind.

D-2 Runabout—58.065, Earl Renfrow, Booneville, Mo.

The Shreveport Nationals saw a generous quota of boats on hand for the Lake Caddo events. On Saturday, with elimination heats required for six of the eight classes, the weather was gloomy and rainy in the morning and the fans and drivers, most of whom were registered at the Captain Shreve Hotel or the New Shreveporter Highway Hotel, were a bit depressed but by noon the weather had changed, a bright sun came out and the balance of the weekend was perfect. Though as at the N.O.A. alky nationals, no competition records were broken.

The team of veteran outboarder R. Allen Smith, who served as Race Chairman, and Mrs. C. P. LaFitte, Secretary of the Caddo Lake Sports Club, who handled the paper work, were to be congratulated for an excellent job.

The outstanding individual driver of the events was Texan Bob McGinty, who took two of the eight titles at stake with three heat wins and a second in championship events. McGinty was favored in the John Ward trophy heats and certainly would have made a serious bid in this separate contest run for 30.5 c.i. maximum displacement motors under U. I. M. rules had he not flipped while testing just before the race itself.

However, the most prolific trophy winner at Caddo Lake, though titleless at the end of the three days, was Homer Kincaid, Carbon Cliff, Ill., who finished runner-up in B Hydro and third in points in C Service Runabout, C Service Hydro and C Racing Runabout.

Hubert A. Entrop, Seattle, Wash., astounded the officials, drivers and spectators alike with a sensational unorthodox performance in Class F Hydro. Entrop in a Ted Jones-designed hull which Entrop had built himself—in fact it was the third such design he had constructed in order to arrive at his present really scorching hull—electrified the entire pit area when he achieved a perfect prop riding attitude with his delicately balanced hull. The boat, a three pointer, has an exceptionally long cockpit, permitting the driver to ride in a crouched position up over the two forward planing surfaces. This in contrast to the more conventional straightaway approach of most drivers who squeeze back as snugly as possible against the transom of the hull to allow the boat to ride with forward sponson barely touching the

water's surface. Entrop's F rig was equipped with a modified 40 c.i. four-cylinder-in-line Mercury power plant with a rudder arrangement in the stern linked to the lower unit to offer greater stability. At first some of the fans derided the monkey on a stick appearance but when they first saw Entrop in competition, any laughter changed to awe. In the first heat Entrop unfortunately was unable to get his rig out on the course until virtually the entire field had completed the first lap. He did manage to catch most of the seven other drivers, pass all but the lead boats and with an additional lap to go, unquestionably would have out-distanced Hap Owens, Bedford, Ind., successful defending title holder, who won the heat. Entrop was disqualified for his late appearance on the course during the first heat, which had been clocked by Owens at 56.426 mph. However, in the second heat Entrop had things all his own way. The prop riding rig throwing a tremendous rooster tail easily outdistanced the field and at one stage was almost a half a mile ahead of its nearest competitor. Entrop obviously coasted through the balance of the heat with a widely cocked throttle and still averaged 57.288 mph to wind up third in overall points. Actually the speed comparison between his heat and the heat won by Owens gives little indication of the real potentials of the Washingtonian's rig since he quite obviously was able to clock bursts of close to 80 or perhaps better on the straightaways.

On Monday when record attempts on a one-mile straightaway course might have given a real insight into the potentials of the Entrop outfit, high winds and choppy waters cancelled all attempts.

The 1955 A.P.B.A. champions crowned were: Class M Hydro—Dorothy Mayer, College Point, N. Y.; A Hydro—Orlando Torigiani, Bakersfield, Calif.; B Hydro—W. L. Tenney, Dayton, O.; C Hydro, Bob McGinty, Corpus Christi, Tex.; C Service Hydro—Steve Gantner, St. Louis, Mo.; F Hydro—Hap Owens, Bedford, Ind.; C Service Runabout—Jack Cohn, Chicago, Ill.; C Racing Runabout—Bob McGinty; John Ward Trophy Event—Doug Creech, Charlotte, N. C. (End)

Aluminum Racing Boat Trailer

(Continued from Page 10)

for the car, with jack and caster for the front of the trailer chassis. Also included in the kit was the remote trailer brake control which was conventionally mounted to the steering column of their passenger car.

The project was started in late February, 1955, with most weekends, plus Tuesday, Wednesday and Thursday evenings, set aside for construction. The trailer was completed in early May. The entire unit was built in the Seegers' double garage with a modest selection of tools which were adequate to handle all work other than one minor welding job on the chassis side rails.

"We literally started from the concrete floor up. Didn't even have a work bench, but lots of elbow grease and determination," said Bob as he outlined the tools used, which were: hammer, centerpunch, hacksaw—12", screwdrivers, vice-grip wrenches, C-clamps, protractor, straight edge, steel tape, hand rivet set, coarse file, 1/4" and 1/2" electric drills and bits to drill holes for 1/4" diameter aluminum rivets in the body and 1/2" diameter cadmium plated steel bolts in the chassis, scribe, steel square, and 2 wood horses.

The starting point was the fabrication of the roof of the motor box. Bob had decided to use Alcoa aluminum alloy, making use of standard truck body extrusions. Extrusions are pre-fabricated, intricately shaped sections which make possible simple combining of panels and supporting members without additional cutting, shaping or welding. Both extrusions and panels are readily purchaseable from any Alcoa distributor located in major cities throughout the country.

Ordering materials cut to desired lengths eliminated wasted time with a hack saw. You will notice that by using standard extrusions, all of the shapes selected such as corner posts, side posts, sills, were all in proper scale to mate properly with one another.

As a convenience to any builder who plans to duplicate the Seegers' trailer, Bob has supplied the exact listing of all materials, outlining the number of pieces, a description, the class of material, whether it is sheet, extrusion or casting and the alloy which was considered most suitable.

MATERIALS REQUIRED FOR THE BODY

| Part Identification | No. Pieces | Description | Class | Alloy |
|--|------------|-------------------------------------|-----------|---------|
| Roof: | | | | |
| roof sheets | 1 | .040" x 52" x 32" | Sheet | 3S-H14 |
| side roof rails | 2 | Sect. #45874 x 30 3/4" | Extrusion | 62S-T6 |
| end roof rails | 2 | Sect. #45874 x 49 3/4" | Extrusion | 62S-T6 |
| roof bows | 2 | Sect. #45876 x 36" | Extrusion | 62S-T6 |
| corner castings | 4 | Sect. #45874-B | Casting | 356-T6 |
| lintel castings | 4 | Sect. #45873 | Casting | 356-T6 |
| Side Panels: | | | | |
| corner posts | 4 | Sect. #45875 x 35 3/4" | Extrusion | 62S-T6 |
| side sills | 2 | Sect. #45872 x 36" | Extrusion | 62S-T6 |
| side lintels | 2 | Sect. #45873 x 30 3/4" | Extrusion | 62S-T6 |
| rub rails | 2 | Sect. #45877 x 49 3/4" | Extrusion | 62S-T6 |
| side sheets | 2 | .051" x 35 3/4" x 30 3/4" | Sheet | 52S-H34 |
| side posts | 8 | Sect. #45876 x 35 3/4" | Extrusion | 62S-T6 |
| Front Panel: | | | | |
| end sheet | 1 | .051" x 35 3/4" x 49 3/4" | Sheet | 52S-H34 |
| front panel posts | 3 | Sect. #45876 x 35 3/4" | Extrusion | 62S-T6 |
| front sill | 1 | Sect. #45872 x 55" | Extrusion | 62S-T6 |
| lintels | 1 | Sect. #45873 x 49 3/4" | Extrusion | 62S-T6 |
| Removable rear panel (door): | | | | |
| door sheet | 1 | .051" x 35 3/4" x 49 3/4" | Sheet | 52S-H34 |
| rear door posts | 2 | Sect. #45876 x 35 3/4" | Extrusion | 62S-T6 |
| rear sill | 1 | Sect. #45872 x 55" | Extrusion | 62S-T6 |
| Floor: | | | | |
| floor sheet | 1 | .051" x 36" x 55" | Sheet | 52S-H34 |
| floor bolsters | 8 | Sect. #45876 x 40" | Extrusion | 62S-T6 |
| Miscellaneous: | | | | |
| corner clip angles (to tie front, rear and side sills together) | 4 | 3" x 3" x 1/4" x 4" Ls | | 61S-T6 |
| rivets for entire body | | all 1/4" diameter x 3/4" L | | 53S-T61 |
| MATERIALS REQUIRED FOR CHASSIS | | | | |
| side rails | 2 | 4" alum. channels x 15' | | 75S-T6 |
| rear rail | 1 | 4" alum. channel x desired width | | 75S-T6 |
| cross members | 5 | 3" alum. channels x desired lengths | | 75S-T6 |
| Note: for all of above assembly, use 1/2" cadmium plated steel bolts and nuts. | | | | |

Construction of the roof is relatively simple, although dimensional accuracy and proper alignment is very important to insure a proper fit during the final assembly. The roof assembly was accomplished by fastening the four roof rail sections, side and end, to the corner castings and riveting lintels to the roof rails. The roof bows were then riveted into position and the roof sheet installed. This job included the necessary fitting by filing and drilling with a 1/4" drill for riveting. Riveting is the customary method for joining aluminum in body work and the one selected by the Seegers. Aluminum alloy rivets were chosen since they offer greater resistance to corrosion and further reduce overall weight.

Hole clearance should be just sufficient to permit an easy insertion of the rivet. Seegers selected 1/4" diameter cold driven 53S-T61 alloy rivets, 3/4" long with 1/4" grip, and drilled .257" diameter holes. These rivets would require a 1190-pound load to produce failure of one rivet in a single shear. In riveting, an edge distance of at least two diameters should be maintained whenever possible. The edge distance is measured from the edge of the material to be riveted to the center of the rivet hole. Rivet spacing at joints should not exceed 2" from hole centers.

In order to create a water-tight seal at overlaps and also to eliminate any possibility of drumming or vibration noises, Bob used a sound-deadening, putty-like tape which was placed between all overlapping pieces of metal prior to riveting the parts together.

Though there was slight need for filing, any aluminum

filing should be done with files of single-cut, coarse-tooth design. Files with fine teeth load up rapidly and are not as efficient.

Incidentally, to insure alignment of rivet holes, do all your drilling with the mating pieces clamped together.

With the body roof completed, the next step was to fit together the sections for the front, two sides and then assemble the roof and the sides to the corner plates.

The front and side panels were fabricated by riveting the sill to the corner posts, then fitting in and riveting the four side posts on each panel. The side posts may be located as desired. However, Bob spaced them so that the corner post section at either end of the side panels could be secured to two of the side posts and the side sheets to two closely placed posts near the center. The rear panel, which is removable, was framed with 1" x 1" x 1/8" aluminum angle for stiffening purposes. Two studs were fastened to the bottom angle and matching holes were drilled in the bottom panel of the door opening. In this way, when the rear panel or removable door with two guide studs is lowered, the studs pass through the corresponding holes; the door closes flush and is secured by a cylindrical type lock located in the top center.

Once the roof, side panel and front panel were assembled, then floor bolsters or braces were installed and the aluminum sheet floor riveted into place. The Seegers covered the flooring with a Vinyl material similar to linoleum.

The chassis was the next consideration. Two side rails of 4" aluminum channel, 75S-T6 alloy, formed the longitudinal strength members. At the desired location, which for any builder is dependent upon the boat class and overall length of the hull or hulls to be carried, the aluminum channel side rails are notched at both upper and lower legs, bent to the desired angle where notched and then welded. This is the only welding required for the entire job. The rear end of both rails was mitered at a 45° angle. The rear rail, which is also 4" aluminum channel, was mitered at a 45° angle and bolted to the side rails using 3" x 3" x 1/4" corner clip angles. Bob recommends the use of 1/2" cadmium plated steel bolts and nuts for the chassis assembly and used these throughout the chassis work.

Five cross members are used. The cross members are 3" channel of the same alloy as the side rails. These were bolted to the side rails with 3" x 3" x 1/4" corner clip angles. As a further strengthener, Bob installed two longitudinal strength members between frames four and five.

The Foreman axle assembly was then bolted to the frame. The floor of the chassis could have been constructed of sheet aluminum but, in this instance, the Seegers elected to install expanded steel mesh which served the purpose of preventing stones or other debris from bouncing up and damaging the boats, and also offering drainage in wet weather which a solid floor would not.

Lights were installed to conform with state requirements. While these requirements vary from state to state, the arrangement the Seegers used was an excellent one, with a large stop light on the top rear of the motor box roof, plus four running lights, yellow at the forward section and red in the rear, and reflectors on the bottom of the rear door panel. The only safety factor missing is turning directional signals which the Seegers plan to add this winter.

As the entire unit, other than the decking of the chassis, is made of aluminum, it would not have been necessary to paint it. However, the Seegers did add paint to match that of their automobile. Bob pointed out that prior to painting, aluminum must be cleaned. One of the most effective cleansing agents is an aqueous solution of phosphoric acid mixed with an organic grease solvent. Prior to the acid treatment, it is suggested that the entire surface be cleaned of any grease and oil with a 3% solution of inhibited alkaline cleaner or swabbed with a solvent such as mineral spirits. The entire surface is then swabbed again with a dilute solution of the phosphoric acid (usually two or three parts of water are added to the acid). The solution is permitted to remain on the surface of the aluminum for about five minutes and then should be rinsed with clear lukewarm water. The surface should then be given a prime coat of zinc chromate (avoid use of any primers including lead

such as red lead or lead chromate) and then any good metal lacquer or enamel may be used for the final finish.

For those who prefer the natural finish (a satin finish may be obtained by use of a rotary fiber brush dipped in a paste made of pumice and oil) follow cleaning with two coats of clear lacquer or varnish sprayed over the surface. A clear plastic resin finish using some such solution as cellulose acetobutyrate or methacrylate has been found to be quite satisfactory.

In looking at the photograph of the Seegers' trailer, you will note the insignia of the red cross on the side of the motor box. The Seegers, courtesy of the National Medical Supply Company of Chicago, have their unit equipped with an industrial first aid kit and, when need arises, their first aid supplies are always available.

Another handy feature the Seegers built into the motor box is a water cooler since drinking water is sometimes scarce in the pits.

The fittings for the motor box, such as storage shelves, motor brackets and lower unit carrying brackets, and the framing to support the boats are largely a matter of individual taste and will be dictated by the number of motors, type of spare and other items to be carried as well as the design and configuration of the racing hulls. Two specific recommendations, however, on boat carrying are that the boats, if at all possible, be carried on their sides to prevent distortion to their bottoms and that to simplify securing of the boats to the trailer, aircraft bungee cord be used.

Trailer fenders, too, are a matter of personal choice, should your own axle and wheel kit not include fenders. Motorcycle fenders have over the years been popularly used and may be picked up second hand.

Though costs will vary, depending on the size and exact design of the aluminum trailer you may plan, the retail price of the aluminum materials used by the Seegers ran to approximately \$330, and this figure can serve as a guide. The axle, electric brakes, caster, jacking arrangement and hitches, complete, cost approximately \$250. This places the material cost of the Seeger trailer at approximately \$580. Though expensive by contrast to a steel or a wood trailer, initial cost is offset by its far lighter weight (about half that of wood or steel), non-rusting or rotting qualities, negligible maintenance and easier pulling characteristics.

For additional information or technical service, inquire at the nearest Alcoa sales office or authorized distributor, as the Aluminum Company of America specializes in materials which facilitate aluminum body and chassis fabrication. (End)

The Marathon Grind

(Continued from Page 13)

been growing each year and is already a rival in importance to the famed Winnebagoland affair. This year 222 boats were registered, though due to mechanical failures and, in some instances, last minute cold feet, more than 40 of the drivers on hand never wet their lumber.

By contrast, in the East, the Val Ray Boat Club and in the Inwood Outboard Racing Association sparked by Race Chairman William Rood, his assistant Jeff Crowther and Publicity Chairmen Bill Wallace of the New York World-Telegram and Sun and Bill Love of the New York Journal-American tackled a seemingly impossible job of promoting a large scale outboard marathon right in the heart of New York City. The racing route around The Island, which includes the Harlem River at the north, the Hudson River to the west, joining the East River along the east side of Manhattan, measured 28½ miles. The roughly triangular route was short by more than 20 miles of the A.P.B.A. required minimum distance for a sanctioned marathon so that the Manhattan Outboard speed and durability trial was scheduled for twice around the skyscraper nucleus for a distance of 57 miles. Many outboarders claimed that the combination of open waters plied by everything from ocean liners to ferry boats plus inherent driftwood and debris would make the distance such an equipment and

man killer that hardly a boat would finish. Actually this wasn't so. Of a heartening turn out of 87 boats in seven different classes, 47 starters completed the two circuits. Percentage-wise this compared favorably with any major marathon; 58% of the Around Manhattan marathoners finished the distance as opposed to only 28% at the Michigan event.

Represented in the Manhattan race were three classes seldom scheduled at events at greater than a 100-mile radius of New York City. These were CM, EM and FM, modified stock classes, whose membership is largely restricted to the Long Island-New York area.

The exceptional roughness of the Michigan event was reflected in the time of the winner, Eddie Toms, Fort Wayne, Ind., drove his Mercury-powered Rinker DU to over-all victory in 1 hour 54 minutes and 27 seconds, 17 minutes slower than the 1954 record time established by Frank Huebner, Bay City, Mich., over more normal water. Huebner, who is a veteran of both closed course and marathon events, bounced home in fifth spot this year and commented, "I never ran in tougher water."

BU winner Jerry Van Amber was so bruised and cramped after a 2 hour, 15 minute and 17 second beating that he had to be lifted bodily from his boat.

Not all sections of the race, however, were run under rough water conditions. Over a stretch of the Indian River connecting Mullet and Burt Lakes, the drivers were completely protected from any wind and had only the wakes of other boats to contend with, but at times traffic was so heavy that even this stretch was plenty wild. The Indian River section was the most popular vantage point with the spectators, though without a doubt, the entire route of the Top O'Michigan event is one of the most beautiful of the season.

The first two finishers in each of the classes represented were as follows: AU—William R. Smith, Cleo, Mich., in a homemade hull, Mercury-powered; David Hoggard, Trenton, Mich., Mercury—Sid-Craft; BU—Jerry Van Amber, Lansing, Mich., Mercury—Sid-Craft; R. King Harvey, Kalamazoo, Mich., Mercury—Sid-Craft; DU—Eddie Tom, Fort Wayne, Ind., Mercury-Rinker; Skip Forcier, Grosse Point Farms, Mich., Mercury-Switzer; Class "36"—Robert Moore, Royal Oak, Mich., Evinrude-homemade; Ed Kriewall, Bay City, Mich., Evinrude-Alumacraft.

One-time Winnebagoland winner and Navy veteran, Ray Lenk of Detroit, Mich., travelled the greatest distance to compete in the Around Manhattan Marathon and was rewarded for his cross-country haul by finishing first in DU and over-all first for the distance. Lenk's win came as a surprise to many local marathon enthusiasts, who prior to the running of the event had pointed out that the big four-cylinder Class F Evinrudes had most frequently been victorious in the Albany-New York affair. These pre-race prophets were sure that one of the five Fs entered would take the race. Of the five modified Fs, only one reached the finish line, driven by Tom Patterson, Bayside, N. Y. He was clocked for the 57-mile distance in 2 hours, 1 minute and 10 seconds which compared rather shabbily with Lenk's 1 hour, 33 minutes and 5 seconds time for the go.

Though a large percentage of the boats survived the Manhattan event, there was no shortage of rough water. Those who covered the distance could stack their bruises against any they had picked up at any previous event and still have beaten flesh to spare. The roughest section of the course was the scenic ride from New York's Battery Place, where the East and Hudson Rivers converge, to Hell's Gate, where the Harlem River forks to the left and the East River heads off toward Long Island Sound. Over this entire stretch, which was roughly (pun intended) one-third of the over-all distance, 4'-waves were commonplace and rolling ferry boat swells 5' and 6' in height were tossed in at irregular intervals just to break up any monotony. The circuit, which has over a period of the years proved too tough by far for outboard hydros and inboard hydros and runabouts, both of which groups have tackled the distance at one time or another, may well prove with this initial successful stock try to become a standard and exceedingly interesting addition to the marathon calendar. (End)

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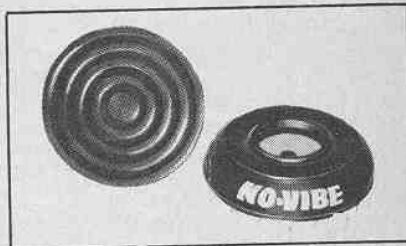
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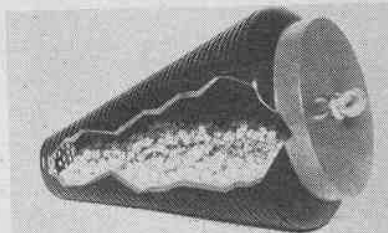
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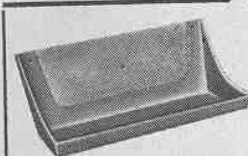
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Around the Buoys

(Continued from Page 16)

popped from the cockpit of his hull like a circus performer spring-propelled from a cannon. Oncoming boats charged into the melee and Schmitzer was struck. The unfortunate racer suffered facial cuts and a smashed nose which required hospitalization after he had been taken from the pit area by ambulance. With darkness falling, the officials were forced to cancel further competition.

ONE HUNDRED AND TWENTY-THREE boats in five different classes started in the Greenville-to-Vicksburg Outboard Marathon over a 105-mile distance on the Mississippi River. A surprisingly large number—seventy-three—of the drivers from fourteen states finished. The start was at the Greenville Yacht Club, Greenville, Miss., and the finish at the Vicksburg Yacht Club, Vicksburg, Miss. Take-home trophies were awarded for the first four finishers in each class, as well as \$500 per class cash prize money in this event, in which four of the five classes were N.O.A.-sanctioned and the remaining class was carded because of local popularity. The river was as near perfect as it could be for the grind with only seven river towboats on the entire course but each tow presented rolling wakes that were treacherous to throttle over.

Classes sponsored for the event were those which previously had been best represented in that area. Jimmy McBride, Memphis, Tenn., in a field of twenty-two F Class Runabouts, won his class and was over-all winner with a time of 2 hours and 4 minutes for the distance. McBride drove an Ashburn runabout powered by an Evinrude. Gregg Hull of Vicksburg brought a modified Mercury-powered homemade runabout home in 2 hours, 45 minutes and 15 seconds to win over fifteen starters in Division IV Class A runabout. His brother, Jimmy Hull, also of Vicksburg, in a Merc-powered Speedliner, finished just 5 seconds behind him to make for a real family reunion at the finish line. Ralph Scott, Paducah, Ky., 1954 N.O.A. High Point Champion, drove a Smallcraft, powered by a modified Mercury, home in 2 hours, 19 minutes and 25 seconds to top twenty-three others in his Division IV B Runabout group.

Nineteen starters hit the line in the non-sanctioned C Class Runabouts, with Clyde Bracken of Vicksburg winning over ten finishers in 2 hours 42 minutes and 10 seconds, with a Willis hull powered by a Johnson. The largest group of starters were represented in the N.O.A. sanctioned Division III D-1 Runabout class for stock motors of over 30 c.i. and up to and including 37 c.i. Forty-three drivers started in this field, which is comparable to A.P.B.A.'s "36" class. A Johnson-powered Willis hull driven by Ralph Allison, Vicksburg, covered the distance in 2 hours and 34 minutes to win the \$200 cash award posted for first place in each of the classes.

Uniquely enough for a marathon, no flip was caused by a spectator craft and the sixth yearly running of the Old Man River junket was eminently successful.

WES LUSBY of Washington, D. C., a one-time outboard driver, this year forsook knee pads for a sit-down cushion ride in an inboard 136 c.i. hydro. Wes had rough luck at the Capital Power Boat Association Regatta, on the Potomac River off West Potomac Park. This was distressing to the tyro inboarder since he was much in the limelight as Chairman of the home-water regatta and Vice-Commodore of the sponsoring association. Wes suffered the ignominy of sinking in front of an estimated crowd of 10,000 people when a broken driveshaft tore a hole in the bottom of his hull as he was rounding the final turn on the third lap. For three days, Wes's *Miss Belle IV* reposed in the mud 14' under the Potomac River's surface before a Navy diver located the outfit and hauled it to the surface, damaged but repairable.

Lusby's Capital Power Boat Association incidentally puts on one of the weirdest races of the season when each year during the frostbite season the club members get together for a combination banquet, beer bust and "creepstakes regatta" at which drivers garbed in coveralls crash helmets and kneepads race over an indoor around-the-banquet-

tables course on garage-type four wheel creepers, belly flop fashion.

In this year's Capital Power Boat regatta—that is, the outdoor affair held on water—the Frins family of Brooklyn took top honors with young teenager Joe Frins, Jr., copping straight heats in A Outboard Hydro and his father, Joe Frins, Sr., a New York City fireman by profession, hosing down his competition in straight heats of B Outboard Hydro.

SAM BROOKS, Madeira Beach, Fla., feels that a full recognition of modified-stock racing would help boom racing in the Florida area. However, Brooks complains that Florida residents in general are failing to support outboard racing events and in many places not only discourage racing but even testing by outboard drivers. He cites as an example Orlando, which he states has nearly forty lakes, and yet a driver must go seven miles out of town beyond any of these lakes in order to put his rig overboard. Sam would like to see outboard racing revitalized in Florida so that it could rival the competition heyday of the thirties. Here's hoping Sam and others can make this possible, but don't get the idea that boat racing is dormant in Florida 'cause there is still plenty of shingles action in citrus land.

THE BELLE ISLE Outboard Club of Detroit has approached the problem of the novice driver and the veteran with a unique program. Three times a year at Edison Lake, this aggressive A.P.B.A. member club sponsors closed competition, non-sanctioned training events. At these races, young drivers are taught everything from how to fill out an entry blank to readying their equipment for the water, rules of starting and the actual art of racing. The events are limited to club members only since the club's principal aim is that of indoctrination of the newcomer to the game. It's our feeling that the BIOC might carry their Edison Lake events a step farther and hold open competition for any novice driver who cares to compete. If the tyro finds that he likes the sport, he will then want to join the club.

The BIOC, which has a membership of 150, mainly active racers, annually has held three A.P.B.A. sanctioned events and this year added a fourth sanctioned event, the Riverama Stock Outboard Regatta, held in conjunction with the Detroit Riverama, one of the most interesting marine events of the season. This regatta was, incidentally, the first closed course outboard affair to be conducted on mid-Motor City waters in more than a decade.

During this week-long Detroit affair, which included a water ski show, Mercury jump boats, frog men in action, fireworks, Aqua follies, tugboat races and a review of the fleets sponsored by the Detroit Power Squadron, in which over 600 boats paraded. Large and small sailboat races were conducted, plus the Silver Cup event for Unlimited Class Hydros and other inboard events.

One hundred and thirty-one entries were on hand for the Stock Utility and Stock Hydro races and—huzzah, huzzah! not a single pleasure boat was permitted in the vicinity of the one-mile race course laid out at the foot of Burns Drive opposite Belle Isle. Rough water that was at least partially to blame for eight flips did not mar the program in which only one Detroit driver was a class winner.

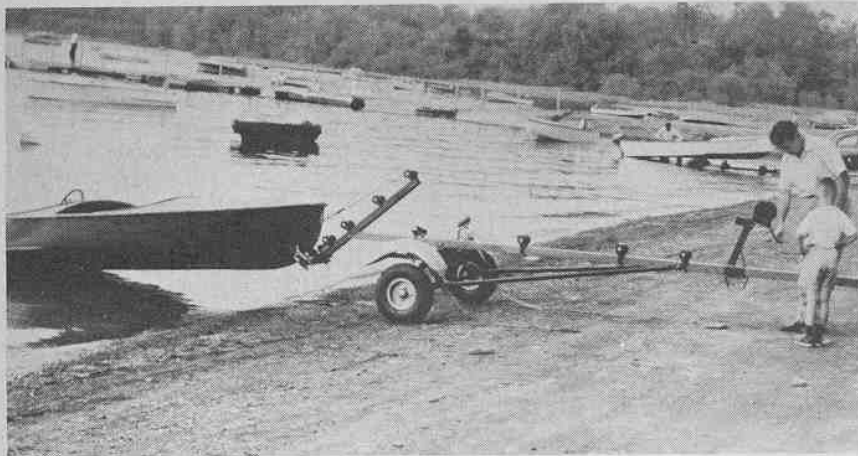
Class winners were as follows: AU, Red Lambie, Wayne, Mich.; ASH, Dave Hoffman, Wheeling, Ill.; BU, Gene Hawthorne, Detroit; BSH, David Clutter, Adrian, Mich.; DU, John Jackson, Cincinnati and DSH, Joseph Schulte, Bellville, Mich.

In the first heat of BSH, Dave Clutter, a 16-year-old, led up until within 50 yards of the finish line, when Gene Lambert, Youngstown, Ohio, closed the gap and the two boats crossed the finish line exactly even. That rarity, a dead tie, was ruled. Clutter later went on to take the class on the basis of the most points, with Lambert finishing second.

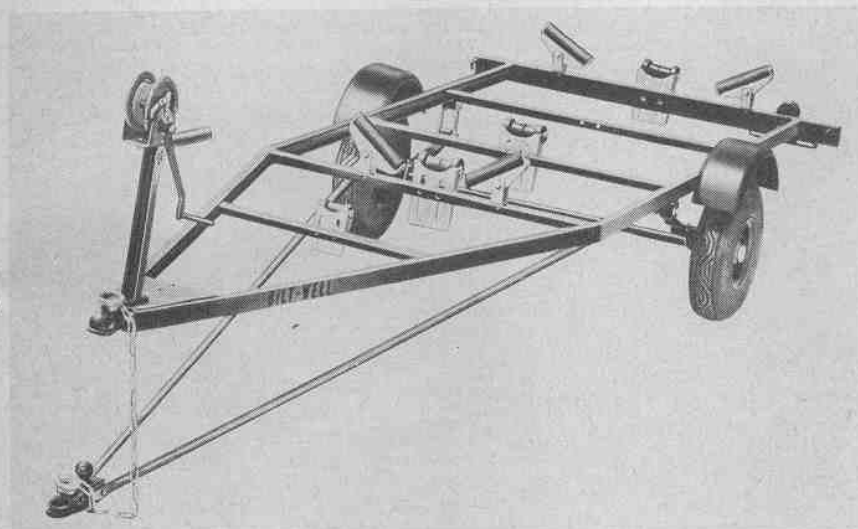
One of the outstanding features of the Riverama Outboard races was the fine spirit of cooperation evidenced by the Unlimited Class inboard drivers and owners with such personalities as Joe Schoenith, owner of *Gale IV* and

(Continued on Page 32)

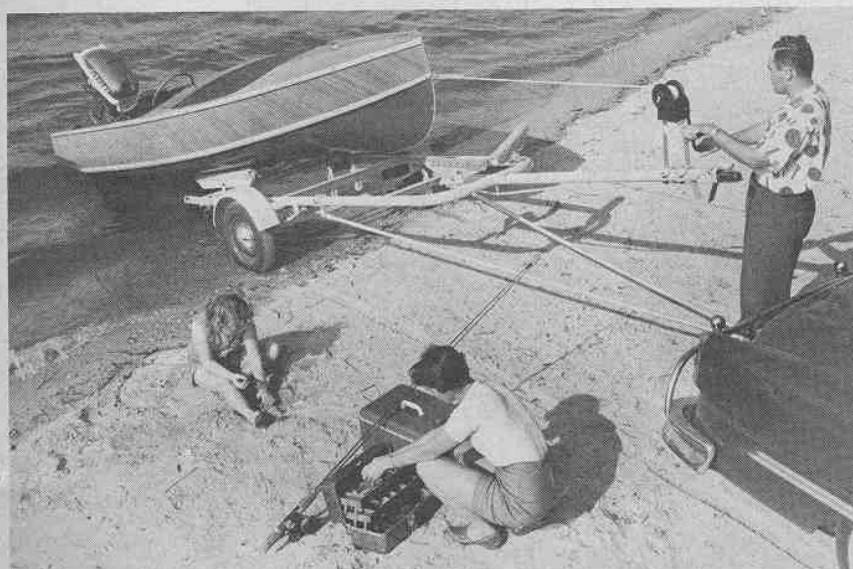
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(Continued on Page 33)

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Sturdy, light, able performer, fast, are just a few of the features of this Skiff. Unique kit construction makes this model simple to assemble. No difficult fitting, beveling necessary. Designed to accommodate a 10 hp. motor and easily holds three people with equipment. Easily carried on cartop or trailer. Best grade marine plywood, brass screws, glue, seam compound and building jig for \$95.00.

See your nearest Roberts dealer or write

Roberts Kit Craft, Inc.
No. Main Street Branford, Conn.

(Continued from Page 30)

V, Jack Shafer, owner of *Such Crust* and George Simon, campaigner of *Miss United States*, plus driver Bill Cantrell serving on the hospitality committee to welcome the outboarders. This was a follow-up to an earlier bit of sponsorship by the Gold Cup group when they fostered many of the fine trophies given out at the Detroit River Marathon in the early part of the season. All of this goes to prove that the inboarders and outboarders can get together if some one makes a little effort. Perhaps it took a spark plug like BIOC's Commodore, Nick Kerns, to do the trick!

AT THIS WRITING all of the National Championships for both A.P.B.A. and N.O.A. have been completed, other than the running of the A.P.B.A. alcohol burning F Runabout nationals. Of the forty-odd F Runabouts registered, more than twenty-five are located in California. The F Racing Runabout nationals have for several years been raced as a separate event from the balance of the alcohol-burning nationals and its locale has been on the West Coast. Unfortunately, this year, the event was set for South Sausalito, Calif., where a combination of factors prevented the heats from going off as scheduled: the bay waters were exceedingly rough; pit facilities provided were reportedly wholly inadequate; and the entire race was finally postponed when the officials' float proved to be too unstable to hold the clock, scorers and officials at one time. When the postponed event is rescheduled, it will doubtless be rescheduled at a different location and under different sponsorship.

BIGGER NEWS from the very successful A.P.B.A. Shreveport, La., alky nationals was the appearance of a Ted Jones-designed three-pointer which may preface an entire new era of hydro design, at least for the larger horsepower class. Hugh Entrop, Seattle, Wash., who along with Bill Rankin of the same locale was largely responsi-

ble for the motor work on Burt Ross, Jr.'s record-breaking Class F Merc conversion, trailered in with the Jones hull and finished third with the rig in the A.P.B.A. nationals. The score sheet, however, is hardly indicative of what actually took place. Entrop with the foreshortened forward deck hull, which permits him to ride cab-over style within two feet of the bow, was clipping off close to 80 mph on the straightaways, set up for competition, in the one heat in which he legally competed. Look to this combination of Jones hull, Entrop as driver and a Mercury motor bearing a Serial No. 39398368 to set a new A.P.B.A. straightaway Class F mark sometime in 1956.

H. W. B.

Torque Talk

(Continued from Page 15)

forced out of the race with a popped oil line on the south turn of the third lap.

The second round of eliminations was also scheduled for Saturday. The winner of the second "A" heat was "Miss Pepsi," with a heat average of 99.189 mph and a lap recorded at 99.539 mph. Cantrell, in "Gale IV," with the oil line repaired, placed second with "Miss U. S." third and "Dora My Sweetie" fourth. Jay Murphy's "Breathless" had trouble with the water intake line on the right bank of cylinders and was forced to the side lines just before the start.

The second "B" heat saw "Tempo VII" slow down just before the start and stop with about ten seconds to go. While Foster was trying to get the machinery running, Lee Schoenith tromped on "Gale V" to win over "Miss Thriftway" and "Miss Cadillac." Foster, who finally managed to get the sick-sounding "Tempo VII" running, finished fourth, and seemingly out of the running for the President's Cup, as going into the final heat the scores showed "Miss Pepsi" with 800 points, "Gale V" with 625, "Miss Thriftway" with 600, "Tempo VII" with 569, "Miss U. S." with 525 and "Miss Cadillac" with 394. Eliminated from the final heat were "Dora My Sweetie" whose elapsed time was higher than that of "Miss Cadillac" even though they had the same number of points, "Gale IV," with 300, and "Breathless" with 127.

When the six boat field came down for the start of the third and final heat of the President's Cup, there was more than just the thought of winning the coveted award in the minds of the drivers. At a special drivers' meeting held at the Anacostia Naval Air Station on Sunday morning, Referee Mel Crook passed the word that there would be careful scrutiny of all driving tactics, as Saturday's driving efforts on the part of a few drivers left quite a bit to be desired. When these big jobs are rolling on the straightaways, their speeds are easily in the 150 mph brackets, and it is no time for making with the "face-washing tactics" sometimes employed to discourage passing.

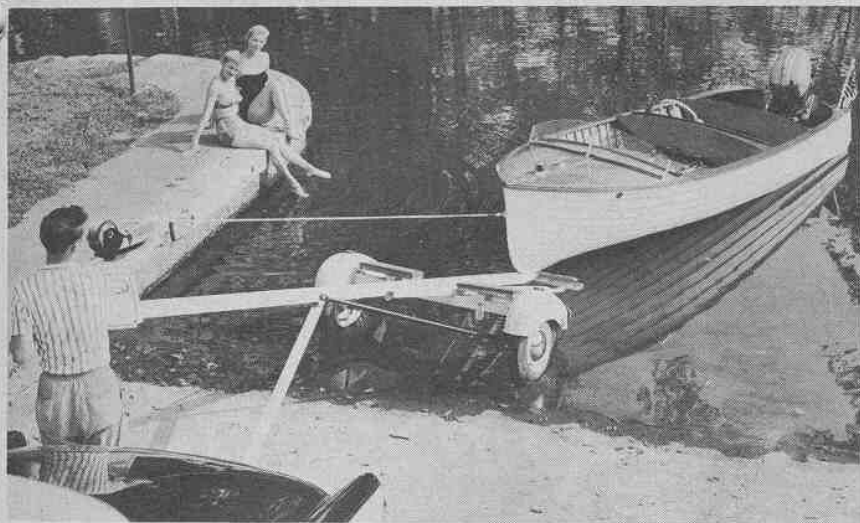
As the field roared down for the start, "Miss Pepsi" and "Miss U. S." took off ahead of the pack. From the starting line it was clearly evident that these two boats would be ahead of the clock unless all power was shut off. As it developed, both Thompson and Simon kept their foot in it and crossed the line in a welter of spray about four seconds before the start and made a fast run for the first pin. The remainder of the field made legal starts, with the rejuvenated "Tempo VII" the first legal starter.

Coming into the first pin, it was "Miss U. S." on the inside and "Miss Pepsi" on the outside accelerating fast. Just before reaching the first marker, Thompson shoved "Miss Pepsi" out in front, wrenching the big job into the turn. Simon had no choice but to ride in her rooster-tail for several hundred feet, and then cross over into clear weather once again, well in back of the speeding Thompson. While these two were having their own race, Foster hurtled down in hot pursuit but in taking the first turn missed the fourth marker. Seeing his error, Foster slewed around into the infield and, when "Miss Thriftway," "Gale V" and "Miss Cadillac" had passed, picked up the missed buoy and began

(Continued on Page 34)

Boat Trailers

(Continued from page 31)



Tee-Nee trailers have Tip-N-Turn accessory that lets them turn and tilt without uncoupling.



Selma Convertible Boat Trailer can be luggage trailer and also a car-top carrier as well.



The Holsclaw Model S-150 has positive tilt mechanism that tilts and holds to desired angle.

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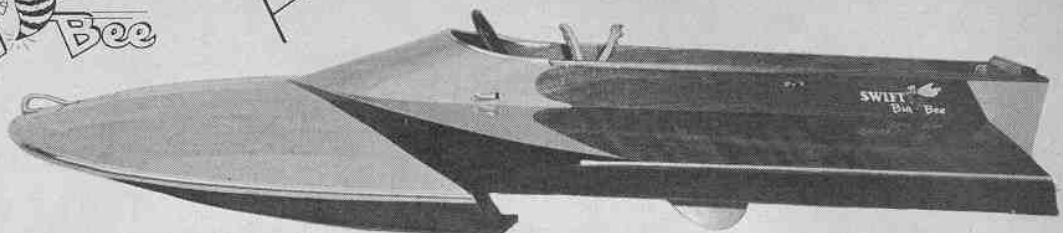
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(Continued from Page 32)

the most exciting tail-end chase these old eyes have ever seen. Driving "Tempo VII" as if she were a hot 266, Foster took out after the field, which by this time was well in front.

In the third lap Foster passed "Miss Cadillac," and going into the first turn on the fourth lap, passed Lee Schoenith in "Gale V" as Lee swung wide to barrel into the turn. Foster took the turns with full power on, and on a couple of them almost lost the big job, but wrestled it back onto the water and continued the chase.

On the last lap Foster passed "Miss Thriftway" and went after "Miss Pepsi" and "Miss U. S." The early start, plus the time lost picking up the missed marker, gave these two fast-running boats too much of a margin, and Foster was unable to catch them. However, inasmuch as they had been disqualified at the start for beating the clock, it was Foster who got the checkered flag and the cheers of the many thousands of spectators lining the Haines Point sea-wall and the whistles and horns from the huge spectator fleet lining the back-stretch.

When the scorers added up the points from the three heats, it showed the Lombardo craft in first spot, with 969 points. Second place went to Rhodes' "Miss Thriftway" from Seattle, with 900 points, and third place, with 850 points, to Lee Schoenith in "Gale V." With only 119 points separating the first three finishers, this was, without a doubt, one of the closest and most exciting Unlimited races ever staged.

In the two-heat W. A. "Bill" Rogers Memorial race for Unlimiteds, Jack Bartlow, at the wheel of "Miss U. S." drove a terrific race in both heats to take first place over Chuck Thompson, in "Miss Pepsi." Don Wilson, in "Dora My Sweetie" took third, and Jay Murphy, in "Breathless" fourth. Bartlow's speed for the first heat was 100.297 mph, and in the final heat an even 100.000000 mph.

Between the Unlimited heats on Sunday, the limiteds in large numbers put on a great show. In E Racing Runabout, Bill Yeager of Warren, Pa., placed first in both heats to win out over Walt Thomas of Baltimore, Md., who had two seconds. The 48 cu. in. hydros required elimination heats and when the scorers were added up and the timers consulted, Harry Ritzel, Jr. of Wormleysburg, Pa., came out on top, with 700 points and the least elapsed time, over Barton Wells of New Castle, Del., who had the same number of points, but slower time. The popular 136s also required eliminations, and Sid Johnson of Cambridge, Md., walked off with first place, with 800 markers. Bob Lawrence of Wye Mills, Md., placed second, with 600 points.

In the 135s, Frank Vernon of Washington, D. C., and Henry Lauterbach of Portsmouth, Va., at the wheel of Billy Ritner's boat, tied on points with a first and second each in the two heats; however, Vernon's time was better and the first place silverware went to him. Rodney Brogden of Warwick, Va., took a first and fifth in the 225s to chalk up 527 points and win out over Harold Gillespie of Altamont, N. Y., whose second and third gave him 525 points for over-all second place. Woody Pliescott from Cambridge,

Md., also had a second and a third to tie with Gillespie, but Gillespie's time was better.

Final limited event was the 266 hassel, which was won by Curt Martens in straight heats. Second place went to Carl Widenhouse of Concord, N. C.

Certainly, the President's Cup committee of Horace "Hap" Walker and Earl Hildebrand and all the others deserves much saluting for the fine regatta staged on the Potomac. It was one of the best. (End).

UNLIMITED CLASS — FINAL POINT STANDING FOR 1955

| | | | |
|-------------------------|-------|--------------------------|-----|
| 1. Gale V | 2,050 | 7. Miss Pepsi | 694 |
| 2. Tempo VII | 1,727 | 8. Gale IV | 625 |
| 3. Miss U.S. | 1,048 | 9. Dora My Sweetie | 563 |
| 4. Miss Cadillac | 827 | 10. Miss Wayne II | 525 |
| 5. Such Crust III | 738 | 11. Wha Hoppen Too | 394 |
| 6. Miss Thriftway | 727 | 12. Breathless | 296 |
| | | 13. Slo-Mo-Shun IV | 225 |

Note: The above tabulation includes the following events: Maple Leaf, Detroit Memorial, International Boundary, Gold Cup, Silver Cup, President's Cup, William Rogers Memorial, International Cup and Indiana Governor's Trophy.

Outdoors With The Outboards

(Continued from Page 14)

when measuring and mixing oil and gasoline. Along this line, Sinclair has come up with a handy gimmick: they are now selling their Extra Duty Outboard Motor Oil in a carrying case that holds 6 half-pint (8-ounce) cans. Since most motors require one-half pint of oil to each gallon of gasoline, these containers make exact measuring easy.

And not only are the cans unique; so, it seems, is the lubricant they contain. Sinclair reports that it contains a blend of selected base oils having low carbon-forming qualities and high natural solvent properties. It thus is said to prevent excessive piston-ring and cylinder wear and cut down on crankcase, piston-skirt and ring-belt deposits.

ANOTHER WAY of keeping the old motor perking for a good long time is to prolong the life of the starting cord by coating it with beeswax. To make sure that the wax is pliable before applying it to the cord, either do the chore on a warm day or carefully heat the wax over a stove.

ARE YOU BOTHERED by rainwater in the bilge or a leaky bottom? To bail your boat the simplest way, let the hull do the work. Bore a hole in the bottom and install a gadget called a self-bailer. (It can be bought for about five bucks at any marine-supply store.) Then just open it up to drain while the boat is in motion and close it when the water is gone.

LET'S GO FISHIN'. Anchoring a boat in the middle of the lake and throwing a baited hook overboard has never

proved to be the best way to bring home a stringer of fish. Yet our waterways are full of such anchor-dropping worm-dunkers. Queries concerning these tactics usually bring such answers as, "This spot looked as good as any," or "I was tired of rowing."

The obvious retort to the latter is, "Get an outboard."

COLOR IN LURES has always been a controversial issue. No one expects individualists such as fishermen to reach a unanimous decision on the subject, but there is sufficient evidence that color isn't all it's touted to be. This is particularly true with surface lures, where black has proved more effective than gay pastel colors. The most feasible theory in favor of black lies in its apparent detectability when on the water. Since the fish's point of view is from the bottom upward and the sky forms a background that is light in color, it seems to make sense that a dark plug or fly is more easily seen by the fish than a lighter-colored lure.

AN IMPORTANT STEP toward greater safety, ease and convenience for small-boat owners in transporting their craft to and from the water has been taken by the Boat Trailer Manufacturers Association. Working with the Outboard Boat Manufacturers Association and the Outboard Boating Club of America, the BTMA has set up a manufacturing code. Among the standards and practices adopted are the following:

- All trailers designed to carry 2,000 pounds or more are to be furnished with brakes.
- The standard diameter for the trailer-hitch ball is to be 1 7/8 inches.
- Two and only two types of boat-trailer wheels are now to be standard—a 400-500 x 8 low wheel and a 400-500 x 12 high wheel.
- The minimum height of the bow eye on an outboard boat is to be 16 inches above the keel line.
- Each trailer is to be tested for 150 per cent more weight capacity than the load recommended for it and each trailer so tested is to carry an official OBC capacity-recommendation plate.

COAST GUARD AUXILIARY NEWS. The Auxiliary has a new chief. He is Captain Harold B. Roberts, USCG. He was brought up in Santa Monica, Calif., and attended the University of California before entering the Coast Guard Academy, from which he was graduated in 1931. Early in his career, he received a commendation from the Commandant for seamanship after successfully guiding a surboat through violent seas to rescue two prospectors stranded on uninhabited Tugidak Island, Alaska. Prior to World War II, he helped make hydrographic surveys in Greenland bays and served ocean-station weather-patrol duty aboard the cutters *Duane* and *Cayuga*. During the war, he served as commanding officer of the patrol frigate *USS Carson City*, winning combat stars in four major South Pacific campaigns. After the war, he drew shore duty and then commanded the cutter *Mendota*, which was stationed at Wilmington, N. C., and later at San Juan, P. R. Prior to his present assignment, he served three years in New York City.

One of his chief concerns as administrator of the Auxiliary, which is a voluntary organization of civilian boat owners, is the problem created by the tremendous increase in small-boat ownership in recent years. He is working to raise Auxiliary membership so that a larger number of qualified instructors and examiners will become available. Present membership totals 12,859. An increase would enable the Auxiliary to bring Coast Guard Public Instruction Courses and Courtesy Boat Examiners to many areas not now covered, areas such as the hundreds of recently developed man-made lakes that are now flourishing centers of boating activity. Both the instruction courses and the boat examinations are free. The former provide training in seamanship, small-boat handling and safety to the boating public. The latter are conducted as a courtesy to help owners spot and correct any dangerous practices and hazardous conditions aboard their boats. (End)



what's new

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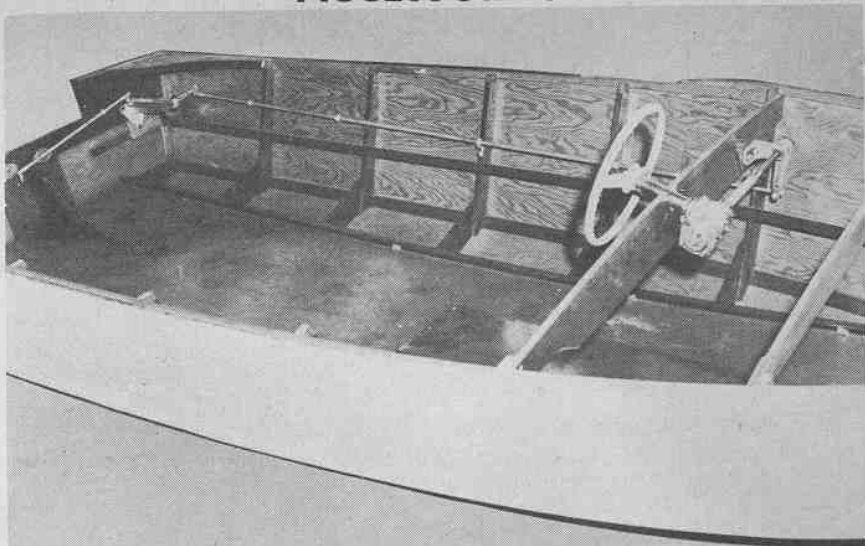
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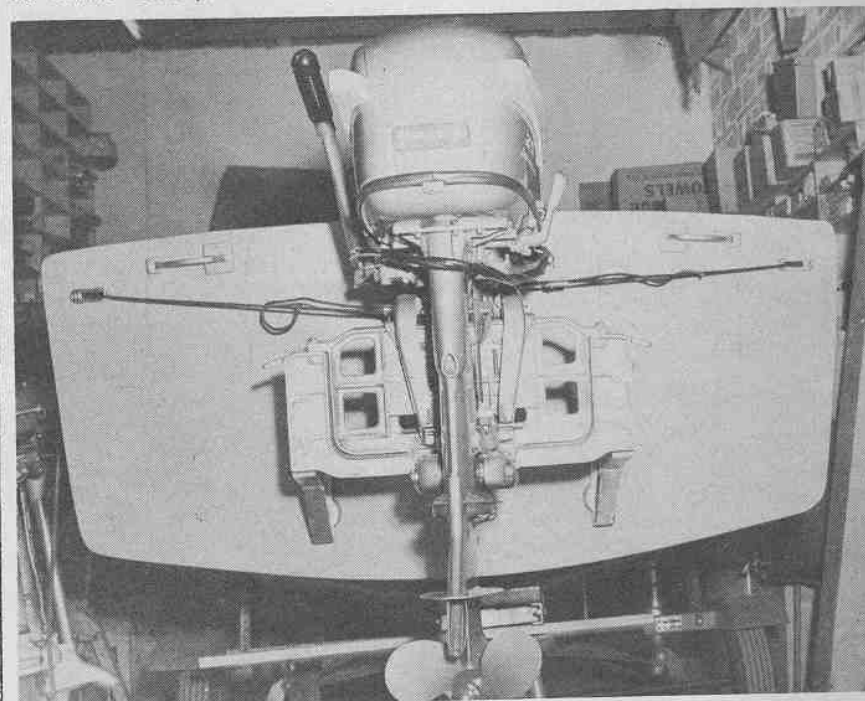


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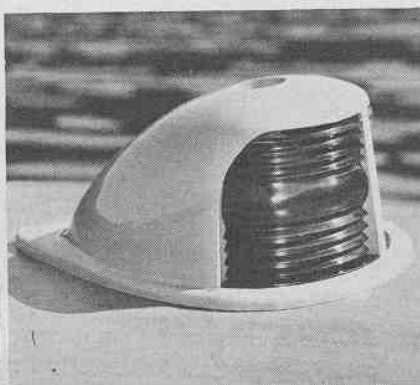
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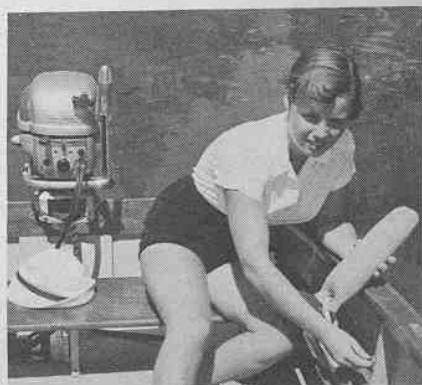
The Gemmer Guide positive steering control device uses levers and rods, comes in kit form.



Magic Swivel Mount (single & twin) swings so that prop can be reached from the transom.



The Anchor Bay bow light is molded of Tenite plastic, including the red and green lenses.



Socony Mobil Oil Little Skipper fenders are designed for outboards, in blue or in orange.

IT'S NEWS

NUMBER AND LETTER DECALS

A simple inexpensive way to number race boats is with the number and letter decals manufactured by Cragar

1 2 3 4 5

A B C D E

Equipment Company, 3663 Gage Ave., Bell, Calif. The numbers, which are a full 12 in. in height, are available either in white outlined with black or red with white outlining. They list at \$1 each.

LOW COST SKIS

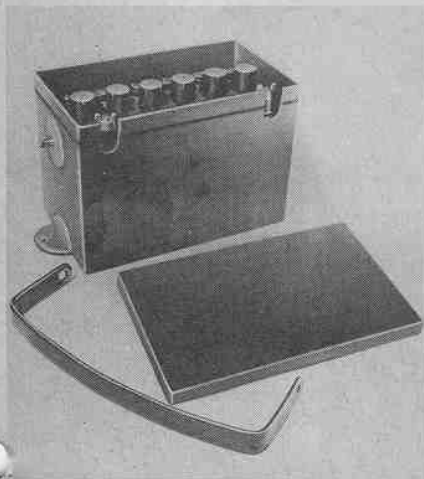
Michigan Wheel Company, Grand Rapids, Mich., has come up with a matched and balanced pair of 18 pound water skis selling at \$19.80. f.o.b. factory. The skis finished in bright red



enamel are fabricated of seven-ply molded plywood and are equipped with adjustable bindings to fit any foot size. Measurements are 67½ in. in length by 7 in. wide and 11/16 in. thick.

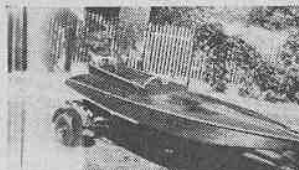
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1st class BU-4 new world records, set by Marcel Raveau

MARATHONS: NORFOLK, VA. 1st DU—Les Kahn, 1st BU—P. Rothenberger; SOLOMONS, MD. 1st BU—Nick Chapman; DETROIT, MICH. 1st DU—Dom Martinez; THOUSAND ISLANDS, N. Y. 1st DU—Les Kahn, 2nd—Bud Kraus, 1st AU—Tullio Celano; EASTMANVILLE, MICH. 1st AU—Ronnie Althouse; HAGUE, N. Y. 1st DU—Jim Savage, 2nd—Ray Lenk, 1st 36'—George Bodeman.

AROUND MANHATTAN, NEW YORK: 1st DU—Ray Lenk, 2nd—Les Kahn; 1st BU—Nick Chapman, 2nd—Carl Ring; 1st AU—Tullio Celano, 2nd—Ray Schmitt; 1st 36'—George Bodeman, 2nd—Larry Caruana

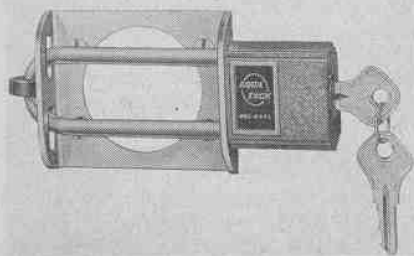
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in place by hold-down lugs. Four models are available: No. G1 for Group 1 automotive batteries, No. G2 for Group 2 automotive batteries, No. G12 for 12-volt Chevrolet and Pontiac batteries and No. GA for 12-volt aviation-type batteries. Price: \$15.00. Whitman & Robinson, Weedsport, N. Y.

AQUA LOCK

Ketcham and McDougall, Inc., Roseland, N. J., manufacturer of Aquameter marine speedometers, is offering a new outboard motor safeguard at \$2.50. The Aqua Lock has a dual purpose of providing insurance against



motor theft and accidental dunking of the motor. Designed to fit all outboard motors, even including those with single screw brackets, Aqua Lock utilizes a 2¼" by 2½" heavy aluminum bracket which is secured to the boat

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

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30200 LAKELAND BLVD., WICKLIFFE, OHIO

BOAT PLANS



Inboards, Outboards, Runabouts and Cruisers. Modern power boats from 11' to 23'. State specific type or send 40¢ for COMPLETE catalog

PATTERNS. . FRAME KITS

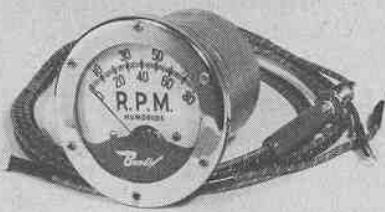


GLEN
Box 568 B
Compton,
Calif.

transom with four screws. A tough steel shackle slides through the lock bracket and is secured by a heavy duty, tumbler action lock. The price includes two milled brass keys.

SELF-ENERGIZING TACHOMETER

An accurate self-energizing tach ideal for the racing driver is the newest addition to the marine products line of Pacific Division, Bendix Aviation Corporation, 11600 Sherman Way, North Hollywood, Calif. The indicating dial is 3 1/2" in diameter and 3 1/4" deep.



The unit operates from impulses taken from the primary low tension side of the magneto and does not affect spark intensity. Conveniently calibrated in hundreds, it offers a range from 0 to 8000 rpm and is priced at approximately \$40.

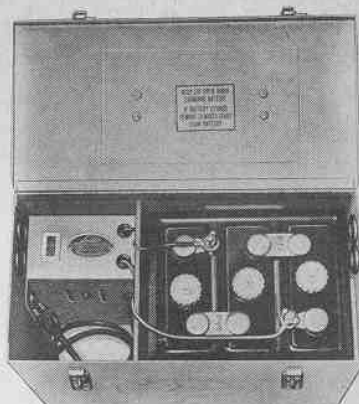
MARINE GLUE APPLICATOR

A handy squirt gun type applicator containing a half-pint of liquid marine glue has been introduced by L. W. Ferdinand and Company, Inc., Newton Lower Falls 62, Mass. Ferdinand, manufacturer of Ferdico Products, marine glues and waterproof cements, merchandizes its newest product under the name of Ferdiseal. The long neck of the gun makes it possible to reach otherwise inaccessible seams. The gun sells at \$1.75; one-half pint Ferdiseal No. 20 with handy screw cap to fit gun is priced at 85¢.

ELECTRIC POWER AND CHARGER UNITS

Reading Batteries, Inc., Reading, Pa., is now in production with portable electric power supply units known as Rebat Handy-Paks. The Handy-Pak is intended for use with outboard motors equipped with electric starting systems, and are handy, too, for the outboarder planning camping out or cruising excursions. Three models are available: the Handy-Pak 25, which includes a 100 amp. hour, 130 ampere battery for a 6-volt system plus a built-in charger which may be plugged into any 110 volt, 50-60 cycle outlet for battery charging. Battery and charger are housed in a corrosion-resistant zinc chromite inside and outside finished case. The unit, which retails for \$44.70 complete, measures 7 1/2 in. by 14 3/4 in. by 10 3/16 in. high and weighs 54 1/2 pounds and is equipped with a built-in plug jack for spot light, running lights or other 6-volt equipment. Handy-Pak's 25-12 model, which is equipped with a 12-volt 43 amp. hour battery and built-

in 12-volt charger is designed especially for the Mercury 25 horsepower



motor. Complete with battery, it sells for \$53.95. Handy-Pak 10, listing at \$38.95 is especially designed for small craft where size and weight are critical factors. It includes a 6-volt, 35 amp. battery, 6-volt charger, is only 8 1/4" long, by 7" wide by 8" high and weighs 20 pounds.

WATER SKIS

Competition water skis made by the Hedlund Manufacturing Co., Nokomis, Ill., carry the indorsement of Willa McGuire, internationally known water-ski



champion. Hedlund manufactures a complete line of water skis, water-skiing accessories and aquaplanes.

HENRY H. FULLER

Henry H. Fuller announces that he has enlarged his shop and moved to a new location, 10404 Sheley Road, Independence, Mo., where he now is in position to take on all types of professional racing outboard motor building and rebuilding, which because of lack of space he was unable to handle before on any large scale. His services include everything in the line of racing motor work, from fitting new pistons and chroming cylinders (on which less than ten days' service is given) to building a complete new engine.

ITALIAN RACING PROPELLERS

Inboard racers in 48 c.i. through to Unlimited class can now obtain custom made Sheffield steel forged Italian racing propellers through Cary Enterprises, 76 Wilson Street, Hartsdale, N. Y.

NEW KR PISTONS

Clyde Wiseman, 3200 Lakeland Blvd., Wickliffe, Ohio, is now producing a new permanent mold piston for 15 c.i. displacement Johnson KR motors. Wiseco also handles permanent mold pistons for modified Mercury A, B and D motors.

WATER-SKI AND SWIM BELT

Safety, comfort and lightness of weight are the primary characteristics of the new Zephyr water-ski and swim belts made by the Chapman Water Sports Equipment Co., Sun Valley, Calif. For water skiers, beginner swimmers and fishermen, the Zephyrs belt is better than the standard vest-type preserver because it allows full freedom of



motion and, thanks to its Styrofoam inserts, it remains feather light even after being submerged in water for long periods of time. Five sizes, to fit a small child to a large adult, are available. The Baby size is equipped with shoulder and leg straps. The price is \$3.95 for all sizes except the extra-large, which sells for \$4.95.

BOAT PLANS

E. G. McCrea & Co., Naval Architects, announces that effective as of November 1st, 1955, Plan No's 545 and 545-P showing an 18' Cruiser for Outboard have been discontinued and are not therefore available. It is further announced that a new illustrated catalog listing new designs especially for the amateur builder will be available anuary 1st, 1956.

REVISED CRUISING GUIDES

Socony Mobil has just completely revised its free cruising guides to United States waterways. The new guides show radio beacon systems and sketches of lighthouses in color and



Jim Coulbourn of Burlington, N. J., driving a stock model SID-CRAFT drove his BU outboard to new, sizzling records in Florida of 49.793 m.p.h. for the mile straightaway and 46.512 m.p.h. for the five-mile competition at Lakeland, Fla. Join the record breakers by ordering your SID-CRAFT now.

SID-CRAFTS driven by Ronald Zuback, Gene Hawthorne, and Bob Robbins placed 1st, 2nd, and 3rd in BU at the Winnebagoand Marathon. SID-CRAFTS were first in BU at the Sheboygan, Michigan marathon (driven by Jerry Van Ambers), and at the Thousand Islands Marathon (driven by Gene Hawthorne). Ronald Zuback, driving a SID-CRAFT is high point winner in BU class, and Dickie O'Dea in SID-CRAFTS is overall high point champion.

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

SID-CRAFT BOATS

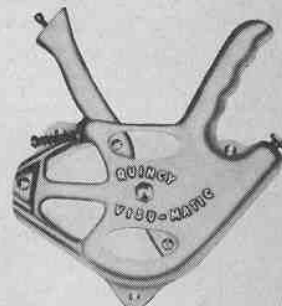
MAIL ADDRESS: ROUTE 43, PLAYER AVE., U.S. 1, NIXON, N. J.
SHOP ADDRESS: U.S. 1, NEW BRUNSWICK, N. J.

America's Finest Racing Safety Throttle

THE QUINCY VISU-MATIC

Designed & Built by Racers for Racers

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



QUINCY WELDING

5th & State

Quincy, Illinois

provide information on radio telephone weather reports, storm signals and mileage distances between ports. They are put together in a snarl-proof, quick-fold arrangement that makes them handy for both the armchair navigator or the navigator afloat.

There are four of the guides: (1) from Eastport, Maine, to Barnegat Inlet, N. J. (including Long Island Sound); (2) from Sandy Hook, N. J., to Jacksonville, Fla., (including Delaware and Chesapeake Bays and the Ohio River); (3) New York Waterways, the Great Lakes and the Mississippi River, and (4) the Pacific Coast from Puget Sound to San Diego, California.

Socony Mobil also reports that it has added a rust inhibitor to its Mobiloil Outboard. The new oil, Socony Mobil claims, is the first oil of its type to cut corrosion, increase spark plug life and reduce rust in engine parts and fuel tanks effectively.

INFLATABLE LIFE SAVER

Just a squeeze triggers the inflation of this cigarette-package-size device, transforming it into a life preserver capable of supporting a 250-pound person for more than 24 hours. Called the Res-Q-Pak, it is designed as a handy emergency aid when boating, fishing, hunting and swimming. The Pak is made of vinylite and can be clipped to clothing or carried in a pock-

help your HEART FUND help your HEART



FREE SAMPLE OF UNBELIEVABLE Brolite Z-SPAR

World's finest Marine Enamel

QUALITIES OF LIQUID PORCELAIN DRIES GLASS-SMOOTH! WON'T CHECK OR CHALK

Test Z-Spar Enamel on your own boat. Apply this sample where you can watch it. There is no enamel as fine, as durable, as Z-Spar. After you've tried it, buy it from any marine paint dealer. Brolite Z-Spar is the Salt Water Sailor's favorite enamel. 21 colors, black & white.



FREE SAMPLE MAIL COUPON

ANDREW BROWN COMPANY, 5431H So. District Blvd., Los Angeles, Calif.
 I am a boat-owner. I am a marine dealer.
Send me a sample of Brolite Z-Spar.

Name _____
Address _____
City _____ State _____
Type of boat _____

ATTENTION!!

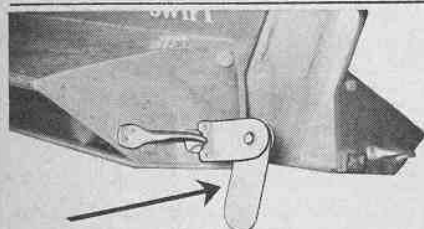
25-30 HP Evinrude and Johnson dealers and owners: 'OJ' Propellers available for the new '36' Class, family runabouts being used for racing, water skiing and carrying heavier loads. Two and three blade propellers.

'OJ' propellers for Mercury Mark 25 and 30 standard engines.

Super 'OJ's' for Mercury and Champion stock racing engines.

Better performance, speed, acceleration.
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FINK'S FIN FOR GREATER SPEEDS... WITH STABILITY, SAFETY

On turns and straightaways, Fink's Fin allows you to jack up your engine without snaking or spinning out. Fits transoms of A, B, C, D, Hydros and Runabouts. Adjustable to any transom angle. Highest grade aluminum castings for great strength with light weight. Bolt, self-locking fiber nut and fiber washers form friction lock, to kick up harmlessly at contact with damaging objects. Send cash, check or money order. Sorry, no C.O.D.s.

\$6.95 Postpaid (In Ohio, include \$.21 sales tax)

FINK'S OUTBOARD SERVICE
114 W. La Clede Ave. Youngstown, Ohio

ELECTRONIC BALANCING

and hop up of all kinds of outboard racing engines. Specializing on A, B, C and D stock or full race alcohol burners. NOW is the time to have these engines readied for summer racing.

Southeast Balancing Co.
4356 Bethwood Circle Jacksonville, Fla.

WIN WITH A RED HEAD!

A Detachable Head Cylinder Assembly for Modified Mercury "B" Motors (KG-7 and Mark 20H)

Write for Details!

JONES-O'DEA INCORPORATED
P.O. Box 151 Claymont, Del.

V-8 FORD CONVERSION KITS

Write for Free Catalog showing all parts needed to convert V-8 Ford or Mercury engines for marine use.
Send 10c today for Big New 1956 Marine Catalog full of illustrations and information for boat builders.

I. E. DEBOLD'S Marine Supply Co.
10366 Long Beach Blvd. * Lynwood 14, Calif.

et. A slight pressure is all that's needed to cause a carbon-dioxide cartridge inside it to discharge, inflating it to a two-foot-wide water wing. The Res-Q-



Pak is manufactured by The Muter Co., 1255 S. Michigan Ave., Chicago 5, Ill., and is available at hardware and sporting-goods stores for \$2.98.

MOTOR CARRIER

Gabby Hartnett, the famous old-time Chicago Cubs catcher and newly elected member of baseball's Hall of Fame, is shown in the accompanying photo pulling a new type of motor carrier called the E-Z Fold Outboard Motor Carrier. This new carrier is unique



in that it fastens to the lower unit of the motor. Models are available to fit the Johnson 5½, 10 and 25 and the Evinrude 7½, 15 and 25. More information can be had from E-Z Fold Outboard Motor Carrier, 6670 Lincoln Ave., Chicago 45, Ill.

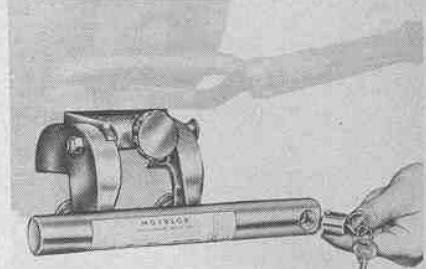
LACQUER IN SPRAY CANS

With Plasti-Kote's new Self Spray Marine Lacquer, you can quickly and economically refinish or touch up your outboard motor. There is no waste, muss, bother or brush to clean. Simply press the trigger to spray and release it to stop. Available colors include black, white, dull aluminum, fire red (for your gas can), Johnson green, Evinrude blue, Mercury green, Scott-Atwater green, Champion blue and Scott-Atwater gold. Electrical systems can be waterproofed with Plasti-Kote's clear acrylic spray. The 12-ounce can retails for \$1.69. A catalog of the complete Plasti-Kote line can be obtained from Plasti-Kote, Inc., 425 Lakeside Ave., N.W., Cleveland 13, Ohio.

MOTOR LOCK

Want to leave your motor on your boat day and night without fear of theft? Simply install a Motriok, a device made by Windsor Machine Prod-

ucts, Inc., Windsor, Vermont. It slides over the motor's handles and locks them so the motor can't be removed. And it won't interfere with operation of the motor; in fact, with Motriok attached, the motor clamps can't work loose, so the motor can't jump off the transom. Sturdily made of thick-wall welded tubing and cadmium-plated to



resist rust and salt-water corrosion, the Motriok is available in two sizes. The Regular, which fits all motors up to 25 hp, costs \$7.95 and the "25", which fits all 25-hp motors, costs \$9.95.

THROW-AWAY PANS

Now you can cook and eat and then take the pots and plates you used and throw them away. Disposa-Pan, which makes this possible, consists of a steel frame with aluminum inserts that are cheap enough to use and throw away. After cooking, each insert, which is the size of a medium-sized frying pan, becomes a plate. Later, it can be used for storing leftovers and still later, for reheating them. Disposa-Pan not only make time-consuming, distasteful cleaning unnecessary, it also frees for other use the valuable space ordinarily occupied by pots, plates, cleaners, scrapers and other cooking accessories. It is manufactured by the Disposa Ware Corp., Fourth and Cambria Sts., Philadelphia 33, Pa. Three separate models are offered, each with a supply of inserts, at prices ranging from \$1.98 to \$2.98. Inserts retail at 88 cents for 15 and at \$1.65 for 30.

PORTABLE REFRIGERANT

Miss Pat Lee, recently chosen "Miss Carry Ice," here demonstrates one of



the many uses of the portable refrigerator called Carry Ice—keeping food and beverages cold on boating trips.

Carry Ice is also handy on picnics, beach parties, camping trips and other outings. It can be refrozen in your refrigerator and used over and over. The retail price is less than \$1 per can.

INSTANT MILK

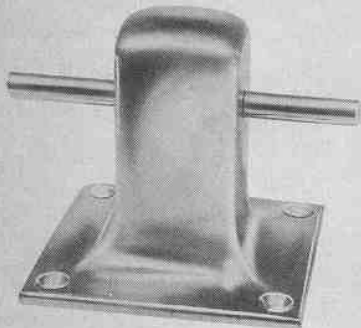
Even though they may not know much about interplanetary travel or rockets that fly to the moon, most boat owners are "space experts." When it's time to head for blue water and blue sky, all the gear and supplies on board must be either downright essential or very nearly so. Consequently, the boatman is especially partial to foods that are concentrated, "instant" or ready-to-eat.

One of these foods, Carnation's Instant nonfat dry milk, is the result of nearly 40 years of laboratory work by a dairy scientists named David Peebles. Thanks to his development of "magic crystals," wherever there's fresh water, a glass of delicious milk is only seconds away. What's more, Carnation Instant contains all the protein, calcium, phosphorus and B vitamins of whole fresh milk.

For boating fans, Peeble's discovery has special significance: even in sea air, it won't cake or harden. It stows easily, its cost is about one-half that of fresh milk and it brings no "bottle hazard" or inconvenience aboard with it.

NAUTALLOY HARDWARE

The Aluminum Marine Hardware Co., Inc., Auburn, N. Y., manufactures a complete line of fittings for small boats. These fittings are fashioned from Nautalloy, an aluminum-nickel-chromium alloy. Nautalloy can be cast, machined and polished to a high chrome-like finish. It will not corrode and there



is no plating to chip or peel off. Under severe saltwater conditions, Nautalloy will dull slightly, but the original high polish can be restored easily by using a damp rag with mild cleaner or a polishing cloth. Among the Nautalloy fittings available are pulleys, bow eyes, windshield brackets, mooring bits, etc. The Aluminum Marine Hardware Co. will be glad to mail literature to anyone desiring further information.

FISHING-ROD HOLDER

The Sea-Mate fishing-rod holder is a solid-brass, chrome-plated accessory that will add distinction to any boat.

BOAT SPORT

See your dealer for information—or write,



P. O. Box 193, Dept. E.
Crystal Lake, Ill.

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



Build WETBACK 9' 9" Class B & C Hydro A fast, safe, rough water Hydro

Build this fast, safe Hydro, a winning all-around competition boat. Designed for Class B and Class C stock motors. Simple to construct, 70 hours to build. You get full size ribs, over 12 construction photographs, step-by-step sketches, a full bill of materials, thorough building instructions plus finished action pictures. She meets 1956 A.P.B.A. specs. All for only \$8.00 postpaid. For further information write to:

HAL KELLY
98 Anderson Avenue
Bergenfield, N. J.

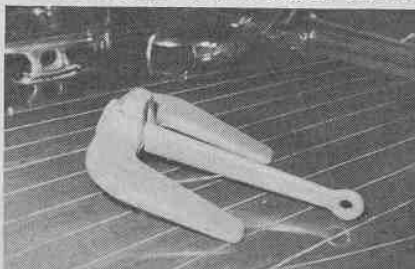
The bottom is open for drainage and a bottom peg fits the groove under your rod's rubber butt cup to hold the rod securely. The holder mounts in any position on an boat from a pram to a sport fisherman. Price: \$3.95, postpaid, from Sea-Mate Products Co., 10-20 45th Road, Long Island City, N. Y.

MARINE HORN

No air tank is needed with the compressed-air marine horn that is imported by the Columbia Motor Co., 245 W. 56th St., New York. The unit is protected against corrosion and emits a pleasant, low note that can be heard far and wide. The entire assembly—horn, compressor, relay, tubing and fittings—weighs but 10 pounds. Available in 6, 12 or 24 volts.

PLASTIC COATED ANCHOR

Several distinct advantages heretofore not found in anchors are claimed for the Nomar plastic-coated anchor.



The cushioning effect of the heavy plastic coating prevents scratching of hull and deck and reduces noise of

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ORDER YOUR
CATALOG TODAY
25c POSTPAID



Fully Illustrated

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

• WATER SKIS •

Send 10c today for big 1956, illustrated catalog of most complete line of water skis. Ski kits, bindings and accessories.

Also included, the most complete marine hardware and accessory catalog, full of illustrations and information for boat builders.

I. E. DEBOLD'S Marine Supply Co.
10366 Long Beach Blvd. * Lynwood 14, Calif.

The April issue of
BOAT SPORT
will be on sale March 1

Classified Advertising

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

| Issue | Closing Date | Issue | Closing Date |
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| April | Dec. 20 | August | Apr. 20 |
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| June | Feb. 20 | December | Aug. 20 |

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

FOR SALE

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

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

RACING HYDROS, Racing Accessories, Steerer, Throttles, Helmets, Life Jackets, Pistons Semi. Send for our list. Fred Jacoby Boat Works, 1708 40th Street, North Bergen, N. J.

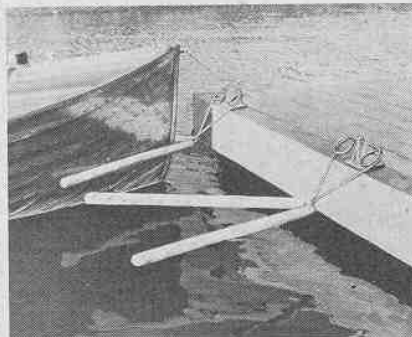
RACING FANS—Unusual opportunity; Johnson S45 \$68 or best offer. Fred Waterhouse, 114 Norfolk Street, Springfield, Mass.

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

stowing, especially in metal boats. The smooth surface and fade-proof bright orange color enhance any boat. Moreover, this anchor can be seen easily and is less likely to be tripped over. Tests have proved that the plastic will not chip or tear or wear off; it is permanently sealed by a special infra-red curing process and is impervious to salt and oxygen deterioration. The modified "Navy-type" design provides amazing holding power and requires a minimum of stowage space. List prices are: 5 pounds—\$5.75, 10 pounds—\$9.00, 15 pounds—\$12.00. For further information, contact Whitman & Robinson, Weedsport, N. Y.

BOAT HOLDER

For safe and easy docking of small boats, a new device has been developed



LADDERS

"Perma-Dock" ladders are designed for easy installation on floats and piers. The steel handrail bolts securely to the deck and the redwood-and-steel step section swings up out of the water and lies on the deck when not in use or when docking a boat. "Perma-Dock" ladders are manufactured by the Central Machine Works Co., 1234 Central Ave., Minneapolis 13, Minn. Other products of this company include metal brackets for easy pier construction, float brackets for simple construction of oil-drum-supported floats and mooring bars for safe, secure mooring of small craft to piers.

THE BOATING BOOKSHELF

BOAT CARPENTRY by Hervey Garrett Smith; D. Van Nostrand Co., Inc., Princeton, N. J.; 178 pages; \$5.00.

Of particular interest to amateur boat builders, this book makes clear the difference between "boat carpentry" and "house carpentry"—while almost all lines must be straight in a house, there is hardly a straight line in a boat. Illustrated with graphic line drawings and charts, the book covers tools, woods, fastenings, glues, bedding compounds and preservatives, joinery and wood finishing. Also included is a discussion of galvanic corrosion and electrolysis.

Mr. Smith is a commercial artist whose lifelong hobby has been boats. His best-known previous works are *The Marlinspike Sailor* and *The Arts of the Sailor*. Anyone who is familiar with these books will be a little disappointed with *Boat Carpentry* because it doesn't contain as many beautiful examples of Mr. Smith's art as in his previous books and because his writing style here seems much more restrained. But, Mr. Smith at his worst being far better than most other writers at their best, this is still one of the best books on the subject we have seen. It is highly recommended to all "do-it-yourself" specialists.

—J.G.K.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF BOAT SPORT, published 8 times a year, with issues dated Mar., Apr., May, June, July, Aug., Sept., Dec., at Silver Spring, Md., for October 1, 1955.

1. The names and addresses of the publisher editor, managing editor, and business managers are: Publisher, Joseph J. Hardie & Raymond J. Kelly, 215 4th Ave., N. Y. 3, N. Y. Editor, Harold Hersey, 215 4th Ave., N. Y. 3, N. Y. Managing editor, Harold Hersey, 215 4th Ave., N. Y. 3, N. Y. Business manager, Raymond J. Kelly, 215 4th Ave., N. Y. 3, N. Y.

2. The owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) H-K Publications, Inc., 215 4th Ave., N. Y. 3, N. Y.; Joseph J. Hardie, 215 4th Ave., N. Y. 3, N. Y.; Raymond J. Kelly, 215 4th Ave., N. Y. 3, N. Y.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown above was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.) Not required.

JOSEPH J. HARDIE, Publisher
Sworn to and subscribed before me this 27th day of September, 1955.

LEONARD SPARACIO
Notary Public, State of New York
No. 31-9116400
Qualified in New York County
Term Expires March 30, 1956.

Please Send



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BS-256

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(Canada and elsewhere \$1.80)

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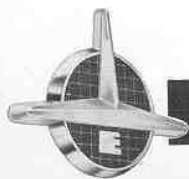
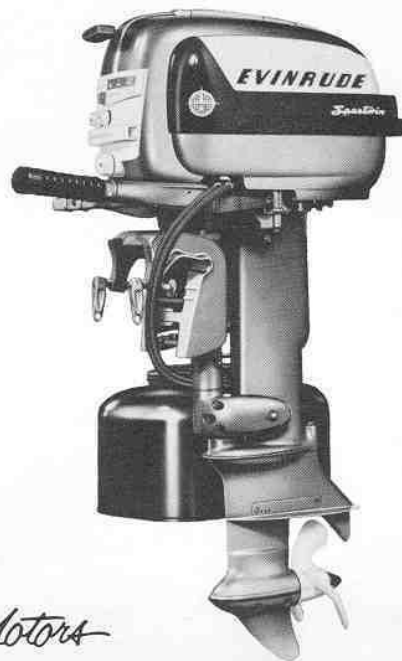
-trailer your boat to fun afloat!

Seems like magic! You're driving along . . . and suddenly *it's there* . . . smiling right at you! Sunny miles of cool blue waters, tranquil woods, friendly beaches. Quickly your "Evinrude ship" is afloat and a new world of water sport opens to your family.

This *is* magic—the gypsy magic of trailer boating—that lets you launch a day of fun most anywhere! Lets you cruise far-away vacation waters, or whisk your boat to lovely shores in easy reach. Each eager launching starts a holiday of fresh adventure, new family fun.

And so easy, so inexpensive to enjoy. **SEE YOUR EVINRUDE DEALER.** He'll help you put together a budget-priced outfit that's just right for your needs. The right boat, the right trailer—and the sweetest, smoothest *quietest* power on water—Evinrude Whispering Power! Look for his name under "Outboard Motors" in your phone book. **CATALOG FREE!** Write today for full-color catalog of the complete Evinrude line—nine great new models, 3 to 30 horsepower. **EVINRUDE MOTORS, 4193 N. 27th Street, Milwaukee 16, Wisconsin.**

A Division of Outboard, Marine and Mfg. Company
In Canada: Mfd. by Evinrude Motors, Peterborough



Evinrude

quiet Outboard Motors

NEW! *the motor you asked for...*

KIEKHAEFER
MERCURY

MARK 30 turbo 4

See it at your dealer's now!



6 1/2 gal. remote fuel tank
standard equipment



A 30 h.p. Alternate Four, weighing only 110 lbs. . . . the exclusive Mercury carrying handles actually make it seem lighter . . . available with 12-volt electric starter and generator . . . all the quality Mercury features.

Proved by years of brutal field testing, backed by experience only Mercury has from building more than two million horsepower of famous 4 cylinder Thunderbolt engines! The finest, smoothest, most powerful engine in its class . . . fully qualified to wear the Mercury trade mark.



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