

OUTBOARD

APRIL 1956 — 35 CENTS

INBOARDS
BOAT SPORT

ANC



CHAMPION HOT RODS

THE HYDRO-GLIDER

CANADIAN INBOARD MARATHON

INSIDE VIEW OF MERC 30H

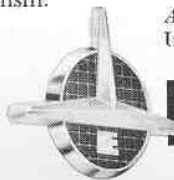
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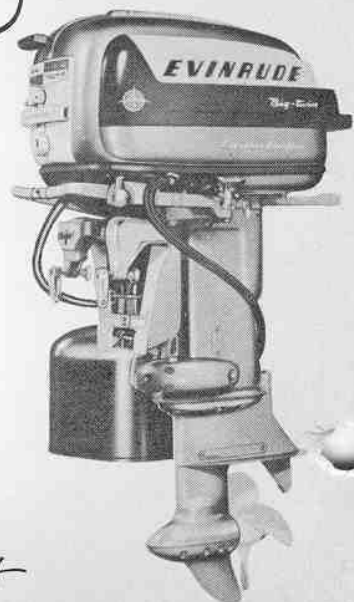
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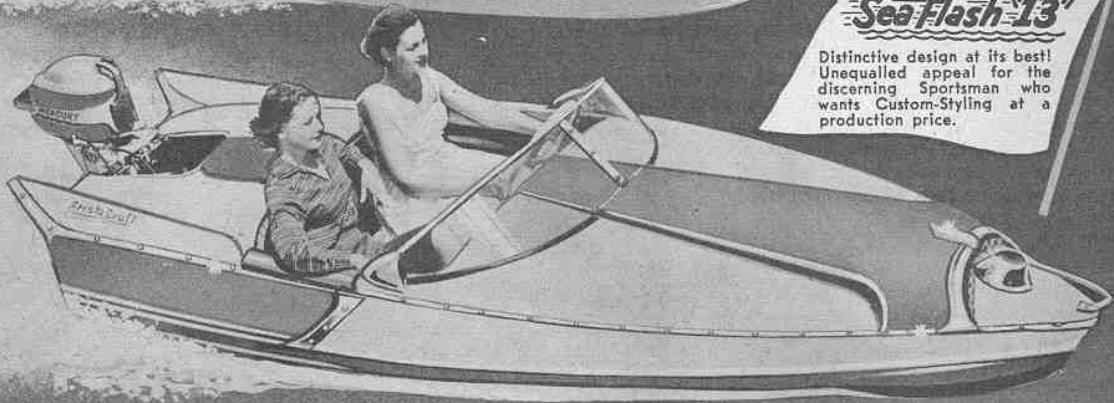
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ATLANTA BOAT WORKS
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BOATSPORT



one minute gun

The A.P.B.A. Miami Winter Outboard Regatta on January 22nd brought Citrus Circuit activity into full swing...for the second year in a row Skipper Ritter, Hallendale, Fla., 19-year-old relative newcomer, took honors with 3 heat wins, 6 seconds and a third out of ten starts to take home \$320 of the \$1700 total purse...Bud Wiget let it be known he was gunning again for the Colonel Green Star Island Trophy, making a clean sweep of both C Hydro and C Racing Runabout...Don Baldaccini took 4 firsts in the stock ranks...Bill Tenney came through with 3 firsts, a second and a third in the alky burning competition.

For the first time in stock outboard racing's brief history, one driver has now completely dominated high point standings to win both major A.P.B.A. awards...John Wehrle, Hackensack, N. J., won the A. C. Kiekhaefer Memorial Trophy for being the Stock National High Point driver of 1955, with 27,687 points, leading Don Baldaccini and Bob Parish (21,274 and 19,811 points respectively), and also walked away with the John and Flora Blank Memorial Trophy for the greatest number of points in any single stock class, with 8,540 points in A Stock Hydro...Wehrle also campaigned in BSH, AU and BU...John is shown in photo at right with both trophies, awarded in New York during the National Boat Show at the Mercury Dealers' Luncheon.

N.O.A High Point winners for the '55 season are: Over-all High Point Champion, Ralph Scott, Paducah, Ky., with 22,907 points in Division III (stock); Raymond Owen, Fort Worth, Texas, with 18,923 in Division IV (modified stock); Bill Seebold, Granite City, Ind., with 12,400 in Division I (racing alky burners); Ralph Tatum, Jackson, Miss., is single outfit high point man in Division I, with 2,588.

Twenty-five boat clubs met on January 28th, in Williamsport, Pa., to form an inter-club organization that hopes to put on at least 16 races during the coming season within their territories.

Daniel S. Foster, who drove Guy Lombardo's "Tempo VII" last year with so much success, was awarded the Gulf Gold Cup...this award is determined by secret ballot among the newly elected members of the Gulf Marine Racing Hall of Fame each year... Foster was one of 15 racing boat drivers so honored by the Gulf Oil Corp. this year.

A syndicate of Seattle business men, organized as Rooster Tails, Inc., has bought "Slo-Mo-Shun V" from Stanley Sayres...after repairing the damage done during Gold Cup qualifying runs last year, the new owners will campaign the boat under the name of "Miss Seattle", and expect to have her ready to go by June 1st.

At the A.P.B.A. Council meeting, Bob Finlayson, Commodore of the Canadian Boating Federation, was appointed a Foreign Honorary Vice President...Gibson Bradfield and Merlyn Culver (ex-A.P.B.A. presidents) and E. C. Kiekhaefer (head of the firm that builds Mercury motors) were appointed life-time Honorary Vice Presidents.

The John Ward Trophy race, emblematic of the World Class C Outboard Championship, which has been held in conjunction with the A.P.B.A. alky burning nationals, will be held this year in Monaco...all this and Grace Kelly, too!... W. Melvin Crook and Ron Musson have been awarded U.I.M. medals for distinguished speedboating work.



BOAT SPORT Published

8

TIMES A YEAR

Next issue

MAY

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COVER STORY

THE COLOR photograph used on our cover this month was taken by Simon Nathan last Fall at the regatta held at Northport, Long Island, one of the final racing events in that part of the country. The driver is Hal Kelly, Bergenfield, N. J., and the hull is of his own design and building, a B-C hydroplane named *Wetback*.

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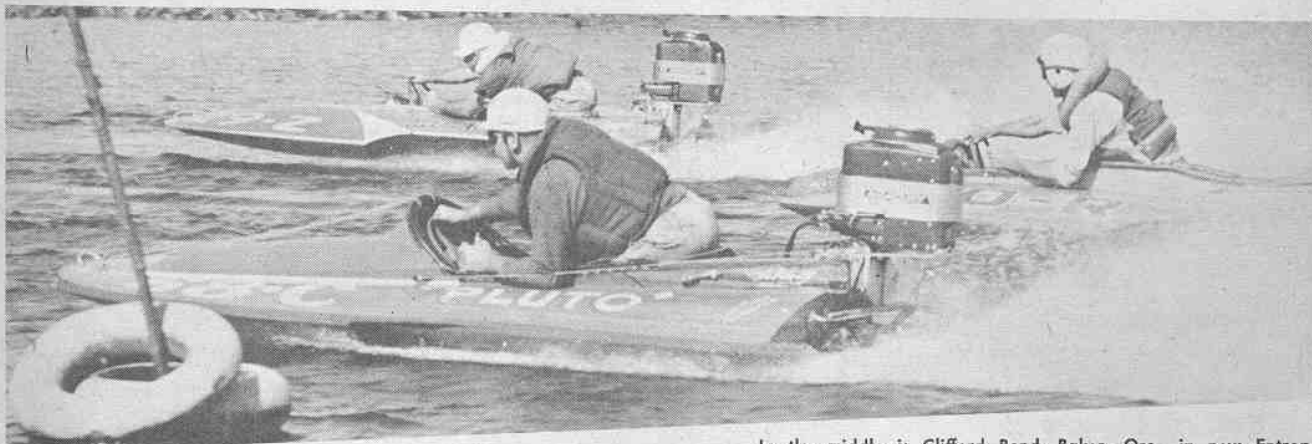
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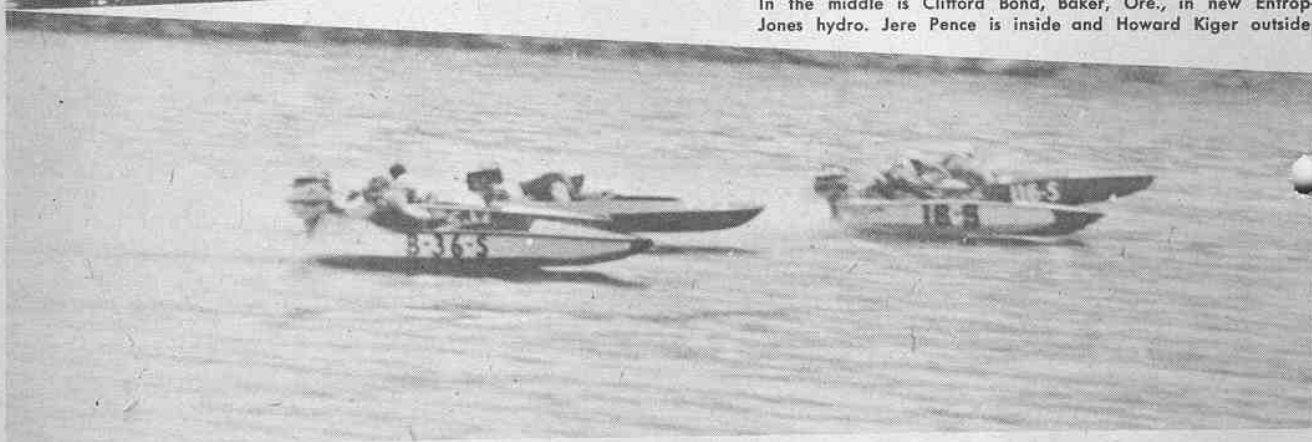
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Boat Sport Covers the Racing Scene

By Blake Gilpin



In the middle is Clifford Bond, Baker, Ore., in new Entrop-Jones hydro. Jere Pence is inside and Howard Kiger outside.



The start of a BU heat at Charleston, West Virginia. Jon Culver, shown with his bow out in front, in 116-S, won this event by taking two straight heats.

HOMER KINCAID, a 45-year-old veteran of twenty-seven years of outboard racing experience, finally reached the peak of his throttle-squeezing career. After nearly three decades of racing marked by countless major victories, the Carbon Cliff, Ill., alky burner won A.P.B.A. outboard high-point honors for the 1955 season with a total of 13,363 points to beat out his closest competitor, Doug Creech, Charlotte, N.C., who scored 11,609. Not only had Kincaid won the coveted US-2 racing number for the present season plus the George Townsend medal, but he had proved also that life, at least for the outboard racing driver, can begin well after forty. Creech, incidentally, is 48 and Ward Angilley, Daly City, Calif., who won the Charles E. Rochester Medal for scoring the most points in any two classes between April 1 and October 1, and the Colonel Green Round Hill Trophy for being the country's top outboard amateur high-pointer, with a 10,289 point total, also has passed his 45th birthday.

Harrie Hayden, New Orleans, outstripped Angilley in amateur total points scored between April 1 and October 1 with 9859, helming equipment owned by Joe. Passalacqua of New Orleans. Angilley during the same limited period scored 8044 points.

In the waning stages of the past season, the focus of Midwestern drivers was the Ohio River at Madison, Ind., where the Madison Regatta, Incorporated, scheduled a combination large scale outboard-inboard race fete on October 8 and 9, which due to inclement weather was postponed to October 22 and 23. The stock drivers competed for cash purses of \$50 a heat, plus take-home trophies for the first three place winners in each race. Inboards ran for \$100 a heat.

The regatta committee was faced with a very tough decision when rains throughout the Ohio River valley brought a rapid rise and a river full of driftwood to Madison on Friday morning, October 7th. The river waters were so swift that course markers could not be set out and it was necessary to cancel the race because of the unsafe conditions. The committee realized that in cancelling they would cause hardship to drivers who had traileered in from long distances and made every effort, by phoning to distant highway points, to head off drivers already en route. It was, as a result, very heart warming to the regatta committee to have a turnout on the holdover date of 125 stock outboard racing boats in the six classes scheduled and 60

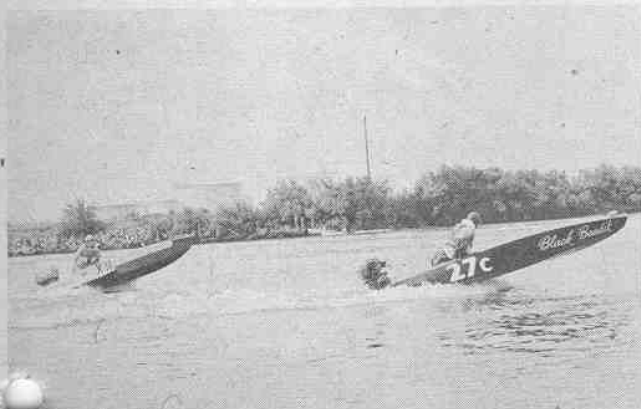
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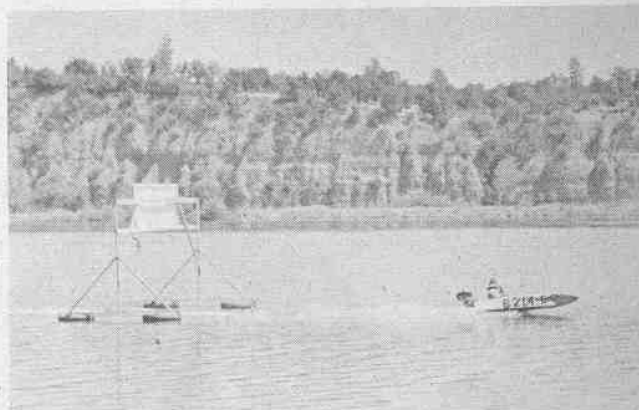
Don Quinlivan of Torrance, California, who is an airline pilot, was a winner in the first running of the Stockton-Redding 316-mile grind.



Jerry Flynn, Crossville, Tenn., drove his first race last June but was N.O.A. zone champ in modified and placed 2nd nationally in BSH.

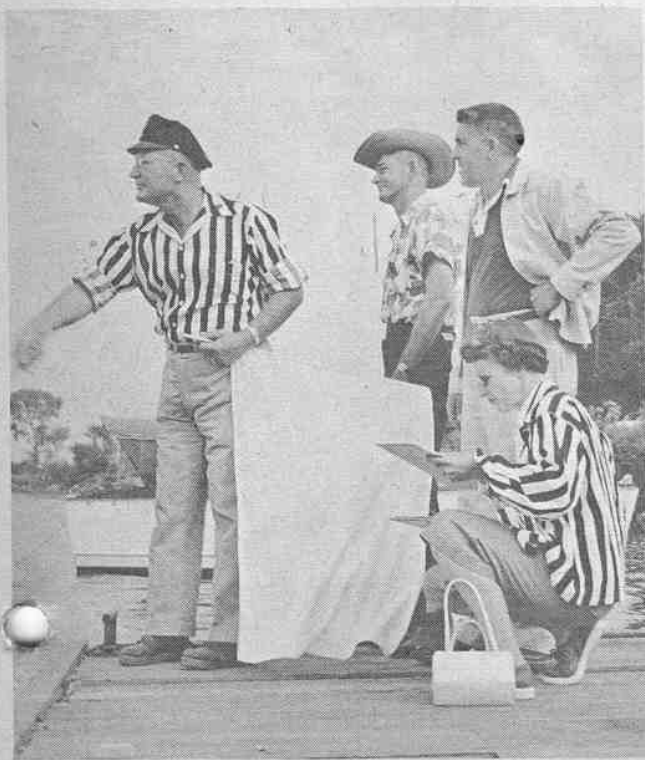


Don Schwarzenbach, Los Angeles, won "36" class in Stockton-Redding marathon. (Below) Les Morton starts the event at Stockton by dropping Flying Red Horse flag. A.P.B.A. referee Henry Wagner, in 10-gal. hat.



LaVere Brown, Salinas, flashes under unique finish marker to take BU win in Stockton-Redding race. (Below) Homer Kincaid won the Townsend Medal and US-2 boat number for being pro high-pointer in alky ranks.

Photos Continued on Next Page



O. B. Ayler, Houston, 1954 Lone Star Boat Racing Assoc. Class M champ, moved up to modified D and was one of the 1955 Texas high-point men.



(Above) Motor inspection at Kutras Park finish line, Redding, Calif., at end of second day's run in the Stockton-Redding 316-mile marathon.



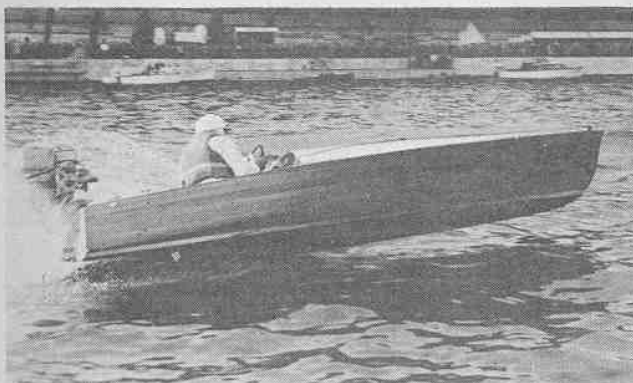
..... Lee Keller, Port Arthur, formerly one of the hottest drivers in Texas, got out of the armed service in time to enter Sabine-Neches event.



The Grand Prix de France d'Endurance, called the Six Hours of Paris, was won in 585 cm.3 class (our "36") by Raymond Guyard with 29.5 mph.



Most colorful runabout in the Seine River Six-Hour "enduro" was that entered by Desfilles, but stops for repairs kept it out of the money.



Longuet was winner in the 1000-c.c. class of the Paris event, which was held almost in the shadow of the Eiffel Tower. Hull is Matonnat.



Favorite in French "36" class was team of F. Millon and wife in this Evinrude-powered Ralu hull based on Jacoby design, but they flipped.



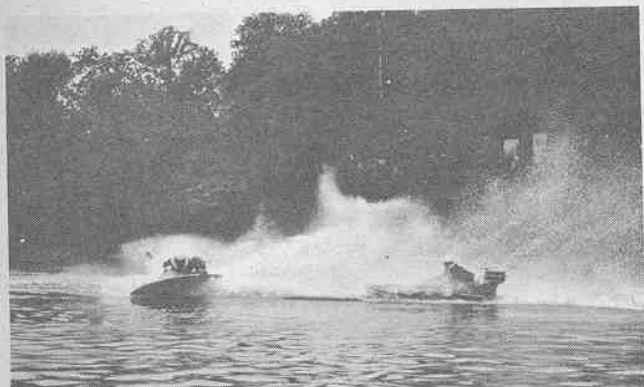
Boat Sport Covers the Racing Scene

continued

In the French Salon Nautique, P. Guillemain, with co-pilot, finished second in the 585 cm.3 championships, won by Serge Francois and wife.



One of youngest A stock drivers in N.O.A. Division III was 14-year-old Frankie Cummings, Benton, Texas, who did well his first season.



This dramatic pre-spill shot was taken at Kaukauna, Wisconsin, in a BSH heat when veteran Jerry Waldman, Milwaukee, broached in a turn.



Another star among Southwestern modified stock drivers is Charlie Parker, Pasadena, who holds LSBRA mile record for DEs of 59.6 mph.



Start of a BSH heat at the Madison, Indiana, regatta, which drew a total of 125 stock outboards, BSH winner was Charles Stewart, Toledo.



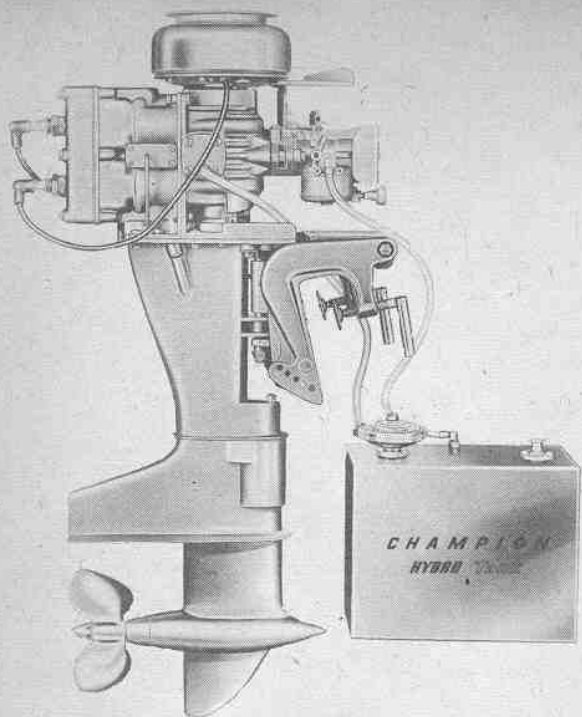
Chris Erneston, Jr., West Palm Beach, Fla., started slowly on Citrus Circuit, but then went on to become N.O.A. Division III ASH champ.



Winners of Colorado River Marathon, from left: Dave Hart, "36"; Lee Burris, C; Ronnie Lima, DU; Jack Corner, AU; Howard Thompson, BU.



Successful new event on A.P.B.A. stock calendar was the late Autumn Charleston, W. Va., event. Jon Culver, won the DSH heat shown here.



CHAMPION hot rods

By Hank Wieand Bowman

POINTERS ON SETTING UP THE PACEMAKER MODEL 6N-HR FOR BU AND BSH COMPETITION

EVER SINCE THE BEGINNING of organized stock outboard racing, Mercury motors have dominated competition in B Stock Runabouts and B Hydroplanes under all sanctioning banners. Periodically rumors have moved about the stock and modified stock fields of another manufacturer entering the market with a motor that would stack up with the Kiekhaefer product. Martin made an unsuccessful bid to produce a B motor but not many got into circulation, and shortly afterwards motor production was discontinued.

Champion entered the Class B outboard market several years ago with what looked like a very sound design. Again comments were rife that Mercury would have to watch its BU and BSH laurels. The Champion B Hot Rod did materialize, but in such limited quantities that few were seen in competition. In 1954 rumors persisted that the Champion B Hot Rod would be a world beater but again little was heard of the job.

BOAT SPORT featured a piece on that model and recognized the motor's inherent quality features but production was limited and few plaudits were directed to Champion as a result of competitive success except in a limited area around Minnesota and Iowa where a handful of drivers, reportedly under factory sponsorship, gave the potent little job a thorough wringing out.

Since the bulk of the races around the Great Lakes region are APBA sanctioned, the few Champions in operation were, in accordance with the rules, barred from competing because their drivers were factory employed.

First, let's look to a bit of background on the Champion. Earl L. DuMonte, President of the Champion Motors Company of Minneapolis, Minn., had had long experience in the racing field. In fact, his principal interest in outboarding stemmed from his early background as a successful throttle squeezer of O.M.M. products. He and his designer engineer, Dale Kloss, were vitally interested in developing a stock racing motor with which to test out ideas they planned to incorporate in their strictly utility engine line. The design for the Hot Rod B they came up with is more than a bit reminiscent of the Johnson KR used by the A alcohol burners.

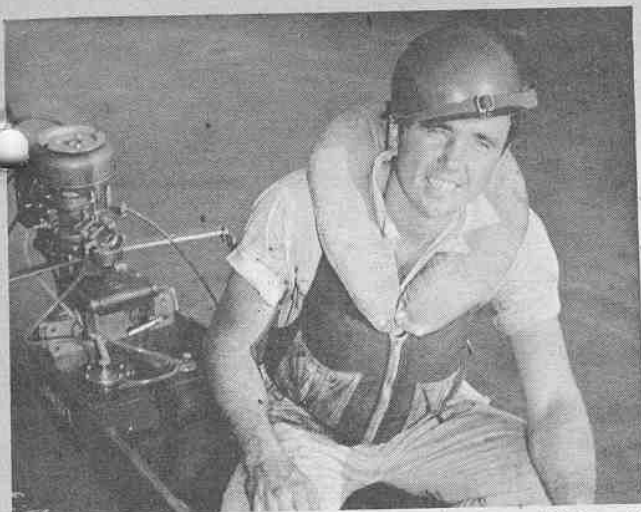
Yet in many respects it is an improvement on the KR since it has a far superior connecting rod-bearing set-up and a beautifully styled lower unit, with 14:19 gear ratio as opposed to the KR's 12:19 gear ratio unit. In the design



Larry Rogers, Minneapolis, Minn., who drove a modified Champion Hot Rod on a B Runabout to a number of victories during 1955, and wound up winning the B Hydro N.O.A. season championship at Cairo, Illinois.

(Below) Dennis Terzinski, Rhinelander, Wisc., with a Champion B on a homemade hull at WinnebagoLand Marathon. Only five Hot Rods entered.





V. J. Lloyd, Bocalusa, La., drove this Champion to a Division III N.O.A. B Hydro championship held on Ft. Loudon Lake, Knoxville, Tenn.

of the lower unit, however, the propeller shaft bevel gear was located aft rather than forward of the pinion gear so that the propeller turns with an opposite rotation from that of the KR Johnson. As a result, then available Oakland Johnson, Michigan or Stanuus wheels used with the 12:19 gear ratio Johnsons could not be cut down slightly, repitched and applied to the Champion as experimental propellers. Wheels available for the Mercury with its 14:14 or 15:15 gear ratios, though designed for the same rotation as the Champion, were also unsatisfactory for application to this unit. One of the major reasons for the slow development of the Champion B Hot Rod was the lack of availability of suitable propellers. This added to a shortage of unit production in '54 and again in '55 prevented many motors from reaching the field. However, the wheel problem has been licked and even with fewer than an estimated 150 Hot Rods in actual competition, the results have been highly favorable.

At Cairo, Ill, last September, Larry Rogers, a Champion factory representative, placed fifth in his first heat of Modified-to-alcohol B Hydro, tailing in Al Scott, Quincy, Ill.; Billy Seebold, Granite City, Ill.; Bob McGinty, Corpus Christi, Tex., and heat winner Bill Owens of Centralia, Ill. In the second heat, Rogers, in a Swift hydro carrying the number G-5, amazed the spectators and the boys in the pits when he romped home first in a sixteen-boat starting



Jerry Lines and Larry Rogers in action with Champions at Buffalo City, Wisconsin, where they took first and third in both heats of B Hydro.

field, clocking the five miles at 6:05.4 for an average of 49.261 mph, only .054 mph short of the NOA competition record for the distance held by boat designer Fred Simmons, San Antonio, Tex. Rogers' 527 points total score gave him a point tie with Bill Owens but Rogers won the title on a lesser elapsed time for the two heats by nearly a 20-second margin.

Under NOA sanctioning rules, employees of manufacturers of outboard motors may register motors and enter sanctioned races of all classes provided the owner will not refuse the sale of the motor used to any registered member of NOA at the current retail price. This is mentioned to clarify Rogers' eligibility to compete.

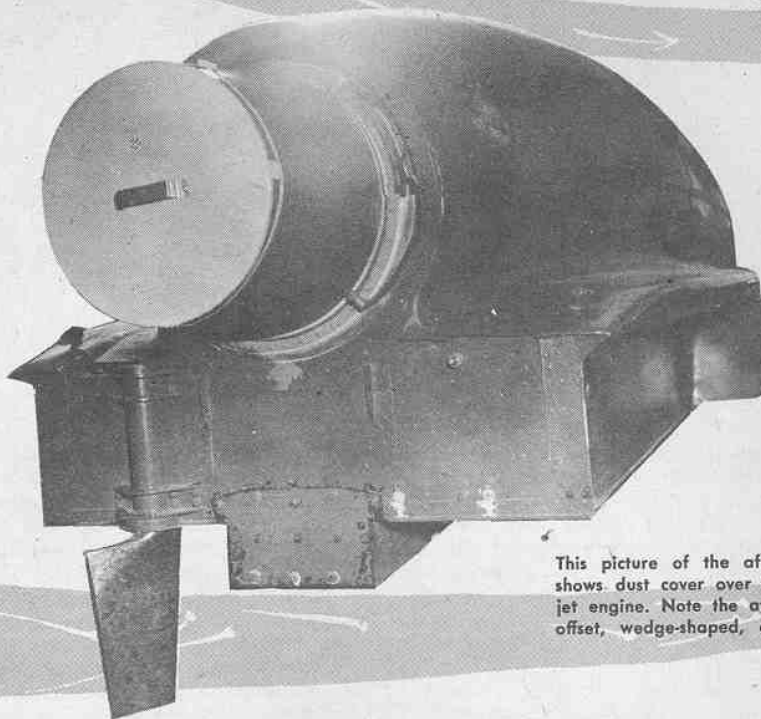
A lot of modified stock and stock drivers screamed "fluke," but remember it takes a combination of not only boat and driver but also a good motor to beat the type of modified competition that was on hand at Cairo, Ill., last September 10, 11 and 12.

Two weeks later, at Knoxville, Tenn., NOA's stock Division III drivers gathered for their year-end championship on Fort Loudoun Lake. In the initial heat, V. J. Lloyd of Bocalusa, La., who has no factory connections, romped
(Continued on page 27)

The start of first B Hydro heat at N.O.A. Division III championships shows Lloyd in second place. He averaged 42.815 mph to come in first.

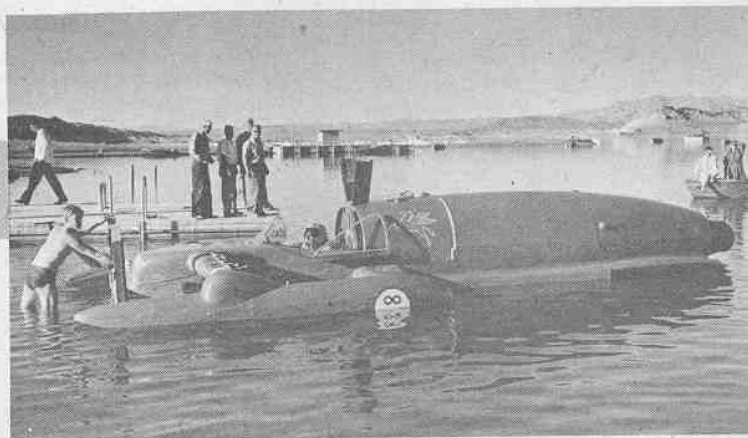


216.2



This picture of the after end of *Bluebird II* shows dust cover over the exhaust end of the jet engine. Note the aft riding plane and the offset, wedge-shaped, counterbalanced rudder.

Bluebird II being launched at Lake Mead, with Donald Campbell in the cockpit. The weights on forward spar were experiment to try to get boat to plane more quickly.



WHEN DONALD CAMPBELL blew up and down the measured mile on Lake Mead in his jet powered *Bluebird II* for an average of 216.2 mph on November 16th, he proved for sure that he was the fastest man on water anywhere. Campbell's previous run at Ullswater, England on July 23rd, at an average of 202.32 mph made him the first man to break the coveted 200-mile-an-hour mark but, frankly, there were many on this side of the ocean who looked at this run with something of a jaundiced eye, as the run was made over a kilometer course and not a statute mile. In addition, it was made under facilities and supervision of U.I.M., with whom not many in the U.S. are in the least familiar.

Campbell's several runs at Lake Mead were made under the excellent supervision of Kent Hitchcock, of Long Beach, California, one of the best referees in the sport, and under the timing of Otto Crocker, of San Diego, California, Chief Timer of the A.P.B.A. Unfortunately, the widely advertised

record-breaking attempt which was televised on a national network proved to be extremely disappointing, as Campbell suffered from the inherent jet problem of flame-out when the cameras were on him. Those who were fortunately tuned in early on the program were rewarded with a brief warm-up glimpse of the *Bluebird II* under way at roughly 150 mph. Actually, the record run of 216 plus was viewed by a relatively small number of officials and mighty few spectators.

Such interest was shown in Campbell's early attempts that Lake Mead was literally swarming with spectator boats whose washes resulted in making water conditions impossible for a full-out run. As a matter of fact, the wakes and washes of the over anxious spectator craft resulted in the *Bluebird II* taking on sufficient water to cause its sinking in fifty feet of water. But, undaunted by this mishap, Campbell and his crew raised her, installed a replacement jet engine, and went about the business of upping his mark.

AN APPRAISAL OF THE NEW WORLD'S RECORD FOR SPEED ON WATER

SET BY DONALD CAMPBELL IN HIS JET POWERED *BLUEBIRD II*

By Lou Eppel

TORQUE TALK

Donald Campbell, the fastest man on water in the world, climbs out of the cockpit after his record-setting runs of 239.5 mph and 193.0 mph.

Here Campbell is running at 192 mph. Above this speed the hull of jet craft is entirely clear of the water.



A brief description of the *Bluebird II*, whose name is the same as those of the late Sir Malcolm Campbell's record holding boats and automobiles, seems in order. The 26 $\frac{3}{4}$ " hull has a maximum beam of 10'6" to the outside of the two outrigger sponsons, and has a depth of 4'8 $\frac{1}{2}$ ". The hull proper and the outrigger floats or sponsons are constructed of light alloy fastened over chrome-molybdenum steel tube framing. Each of the two riding surfaces of the outriggers has a planing surface of machined metal some 12" in width. These three riding planes are a far cry from the original three-point hydro developed by the late Adolph Apel; however, the basic design is an off-shoot of this principal which now incorporated in all high speed racing craft. Departing even further from the familiar three-pointer, the *Bluebird II* has no shaft, strut or propeller, propulsion being furnished by a Metropolitan-Vickers Beryl jet engine capable of developing 4,000 pounds of static thrust at 8,000 rpm at sea level. This unit, operating on exactly the same

principle as jet-propelled aircraft, allows the under portion of the hull to be completely free from any resistance factors other than the off-set rudder, which is counterbalanced and wedge-shaped.

The two out-riggers, each 12'3 $\frac{3}{4}$ " in length, are fastened to the hull proper by spars, and are actually free of the hull. This feature is one which has been closely examined by all leading race boat designers, especially those who are working on Unlimited inboard hydros, since they are extremely conscious of the fact that at the speeds which are now commonplace with the big fellows, kiting and back-over flips are always possible (a la Lou Fageol in *Slo-mo-shun V*) if a vagrant gust of wind should be encountered while running full bore. The mere fact that these spar-mounted riding surfaces eliminate trapped air from beneath the hull proper does much to minimize the kiting possibilities.

(Continued on Page 32)

(Right) Bill Tenney smiles as he and his Neal hull pass the over-all minimum weight requirements after he set new record. The man in the center is A.P.B.A. Vice-president Franklin Foulke.

(Below) Although Tenney is best known for his records, his competition driving is also good. This is the Mishey-Vincent Best Performance Trophy that N.O.A. gave him for '54 season.



Here Bill is on his way to new N.O.A. Racing Runabout mark of 62.069 mph he set at Knoxville, Tenn., in October 1954.



NO ONE INDIVIDUAL has so completely dominated the alcohol-burning ranks of outboard racing at any time during its three decades as an organized sport as has W. L. Tenney, 40-year-old, Dayton, Ohio, research engineer. Bill Tenney is a veteran of outboarding, having first entered the game in 1927.

Though for quite some years, Bill had always been a dominant factor in any outboard heat in which he entered, he did not achieve national prominence until 1952 when, at Lake Alfred, Florida, he looped an Evinrude-powered C Neal hydro around the Citrus Circuit course in competition for an average of 59.094 mph. In doing so Tenney scratched from the record books a C Hydro mark established by Californian Bud Wiget, a long-time rival of Tenney's dating back to runabout competition when Tenney, too, had been a resident of the West Coast.

With this one mark as a starter Tenney caught on fire



B'S
518

Bill Tenney - PERENNIAL SPEED KING

By Shanon Place

with record smashing fever and in three years has hung up far more new marks than any previous racer in the same period of time.

Behind Tenney's record breaking is a thorough knowledge of two-cycle engines, infinite patience and care in testing, inventiveness, a fine sense of timing at the starts and a sense of oneness with his equipment. Assisting Tenney in upping speeds were Dick Neal and Shorty Fillinger, who, independently, though frequently borrowing freely from each other's more successful designs, have built his record breaking hydros, and DeSilva Boats of Venice, Calif., who have built Tenney's runabouts.

In the motor department, Bill has had plenty of lift from outboard wizard Walter Blankenstein and pit mechanic assistance from one-time C Hydro racer Carl Leshner of Dayton.

Twice in his career Tenney has broken three outboard

speed records in a single day. At McKeesport, Pa., on a July day in 1953, he romped through the mile straightaway a half dozen times to emerge with new A.P.B.A. marks in A, B and C Hydro.

Earlier that same year, Tenney had set an all-time high for record smashing in competition when at Lakeland, Florida, he had successively broken the Class C Racing Runabout, and B and C Hydro five-mile marks in that order.

At the end of 1953 he held three competition and two straightaway marks in A.P.B.A. and also held the National Outboard Association B Hydro tab for five miles and that organization's B straightaway mark. For good measure, Bill had won the N.O.A. Class B Hydro Championship.

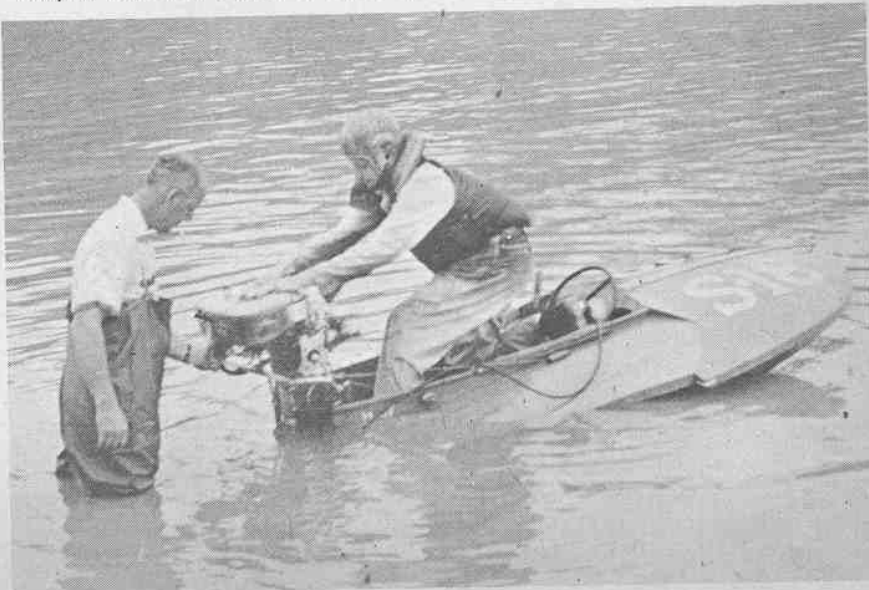
In 1954, Bill had his real heyday, winning three A.P.B.A. National Championships, copping titles in Class B and C

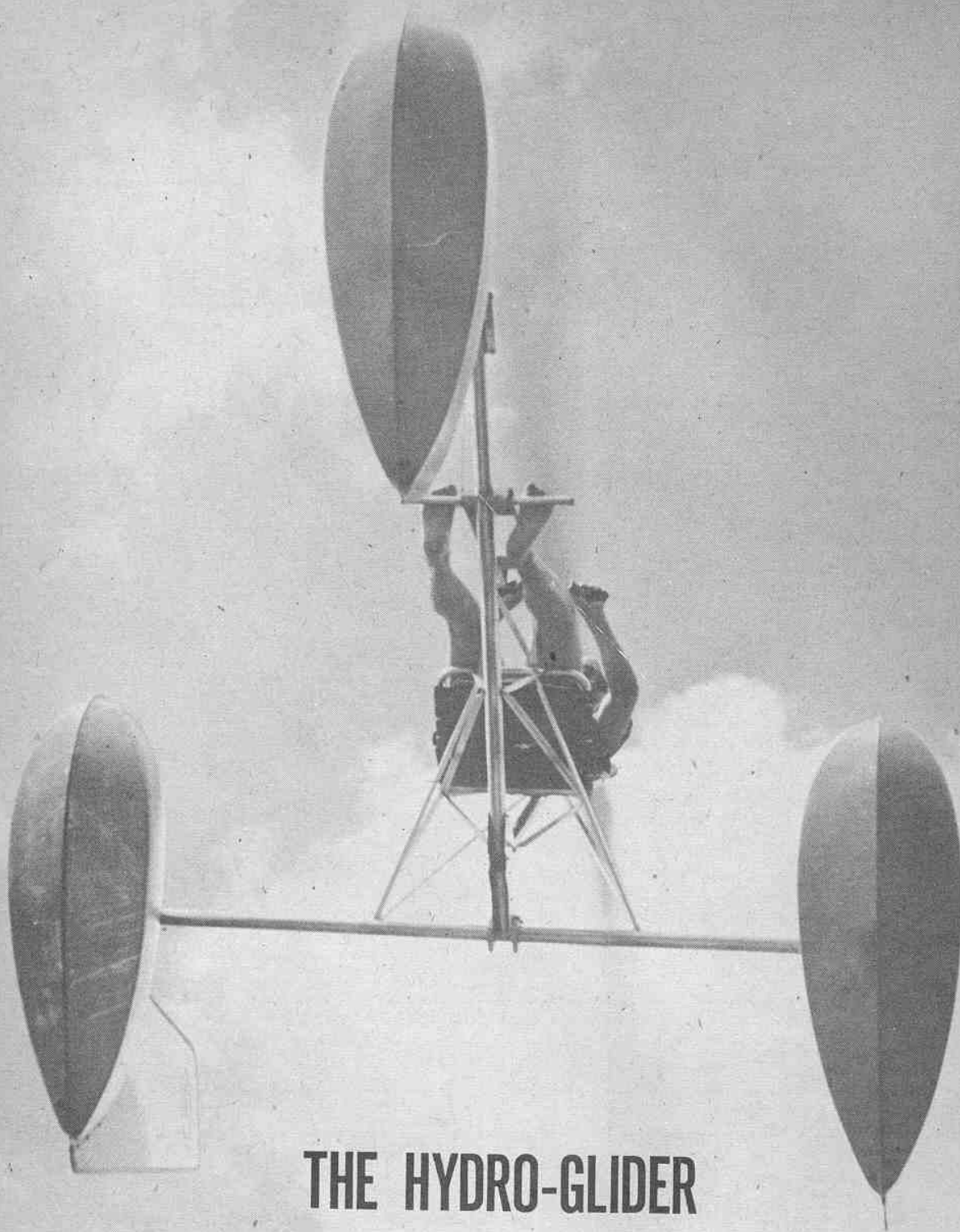
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Tenney poses beside Johnson SR 20 before inspection. Modified Quicksilver unit is not shown.



Bill starts motor as pit mechanic Carl Leshner watches just before he broke his old A.P.B.A. B Hydro record with a speed of 67.296 mph at Buggs Lake in Clarksville, Virginia, in 1955.





THE HYDRO-GLIDER

IF A MAN BY THE NAME of Igor Bensen from Raleigh, North Carolina, has his way, it won't be long before every kid in America will be up in the air with a new type of machine called the Hydro-Glider, developed to give the sensations of flying at a minimum of cost and a maximum of safety.

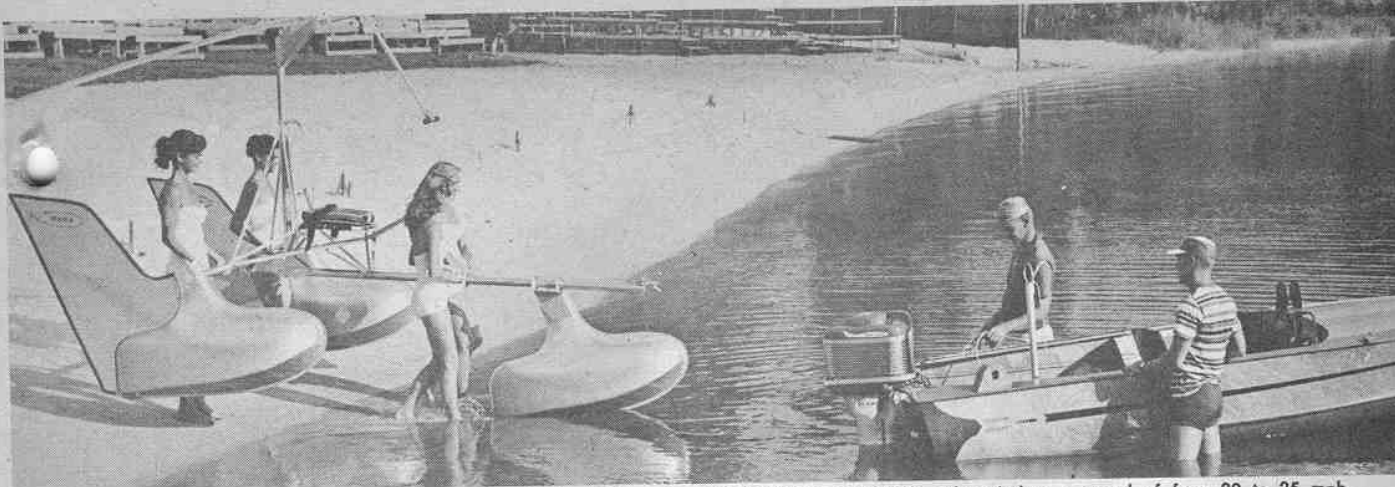
From the land of Kitty Hawk wonders, Bensen took the craft to Florida's water sports capital, Cypress Gardens, for the first public demonstration. Before a curious crowd of onlookers and photographers, Igor Bensen and four bathing beauties unloaded the 100-pound machine.

It consists of a simple tubular aluminum frame mounted

on three floats and topped by a two-bladed free-wheeling rotor. A lawn-type chair built into the aircraft frame seats the pilot where he can operate the craft with a control stick connected to the blade.

It is self-propelled and pulled by an outboard motor boat. Towing the machine in air requires ten horsepower and it will take off at a speed between 20 and 25 miles per hour.

On hand to supervise the demonstration was Dick Pope, Cypress Gardens owner, who's developed and popularized a number of water sports. Following the successful flights, Pope termed the new whirlybird one of the most exciting



Four girls launch the Hydro-Glider on the waters of Lake Eloise at Cypress Gardens, Florida. Boat is a 14-foot Yellow Jacket runabout.

additions to water sports in years. It was Pope who made water skis "flyable" when he performed the first water ski jump over a slanted ramp at Miami Beach in the fall of 1929.

So far no red tape has been attached to the operation of the machines. Bensen has received a friendly attitude from the CAA and no license is required for either glider or flyer, as long as the craft is towed by a surface vessel. Good news for grandparents, too. No age restrictions have been placed on pilots.

Bensen feels that the usefulness of the machine supports the AIM campaign for popularization of private flying. The Aviation Incentive Movement program was authorized by President Eisenhower and Congress to "capture and hold the interest of the youth in aeronautics . . . through active participation in all aspects of aviation."

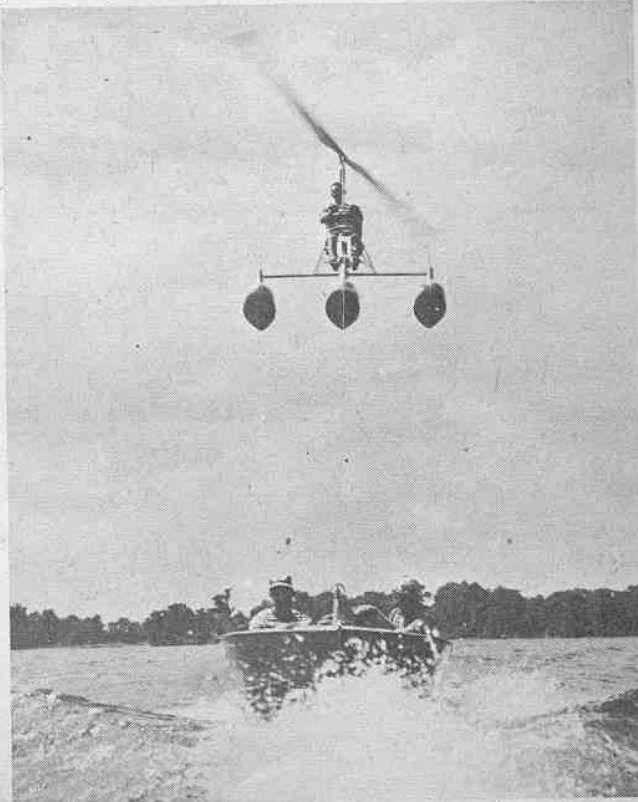
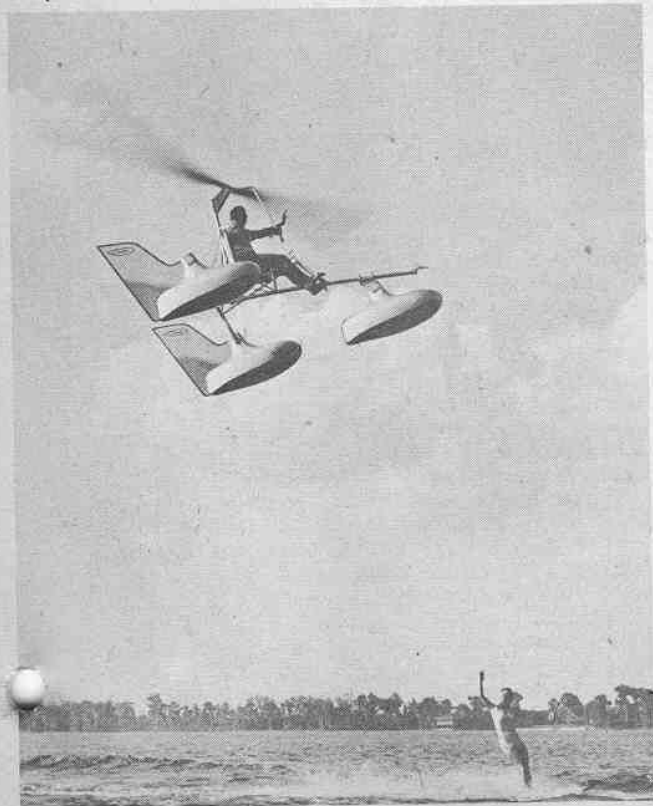
It took a 14-foot outboard with a 125-foot tow line to pull the craft out into Lake Eloise for an into-the-wind takeoff position. Power was slowly and smoothly added (Continued on Page 32)

Igor Bensen, inventor of the Hydro-Glider, hovers over Willa McGuire, champion water skier. Control stick changes the pitch of rotor blade.

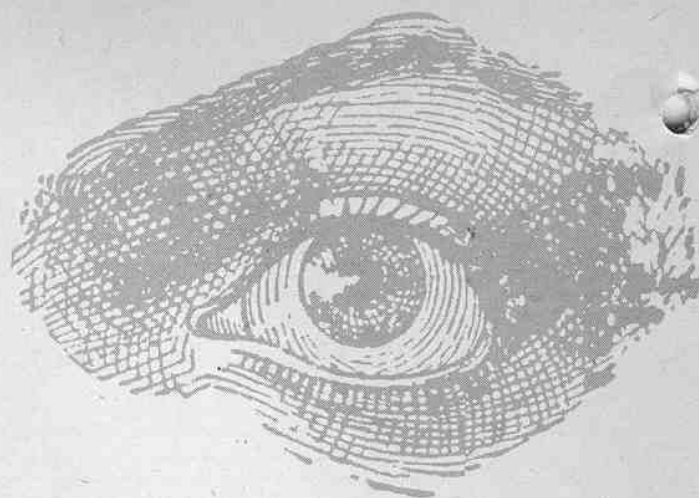
(Below) Being towed into the wind at a speed of from 20 to 25 mph, the rotor spins, craft leans backward and then springs into the air.



(Below) Towed behind a Mercury Mark 55 outboard motor, Hydro-Glider speeds through air, turning to right or left and climbing or diving.



INSIDE VIEW OF MERC 30H



**THIS NEW MOTOR CAN SMASH RECORDS
AND REVITALIZE DORMANT CU CLASS**

By Henry Hotchkiss



In initial tests, the Mark 30H has run 62 mph in stock trim and done over 64 mph with high jacked transom height. This is a Wearly hydro.

MORE THAN A YEAR AGO, at an isolated factory proving grounds below Sarasota, Florida, a group of young engineers were spending countless hours testing performance, durability and operating efficiency of a number of olive drab painted, brand-nameless four-cylinder-in-line stock outboard motors. In many respects the motor resembled the Mercury Mark 55 but rather than having a bore and stroke of 2 7/16" x 2 1/8" with a total piston displacement of 39.6 cubic inches, this unnamed model had a smaller bore of 2 7/64", giving it a total displacement of 29.78 cubic inches. The smaller bored fours under test in general performed with a very favorable comparison to the Mark 40Hs with Quicksilver units and stacked up neatly with the Mark 55s with standard units.

However, a new model motor takes a lot of working on and a lot of wringing out before it's ready to be released—at least if the manufacturer is insistent that the model be right from the moment it hits the consumer's hands rather than have countless complaints filed and modifications made as a result of failures in the hands of the buyer.

Literally thousands of hours of exhaustive tests and countless minor modifications were made before the 30 cubic inch four-in-line was ready for production.

Rumors that Mercury would release a new and potent

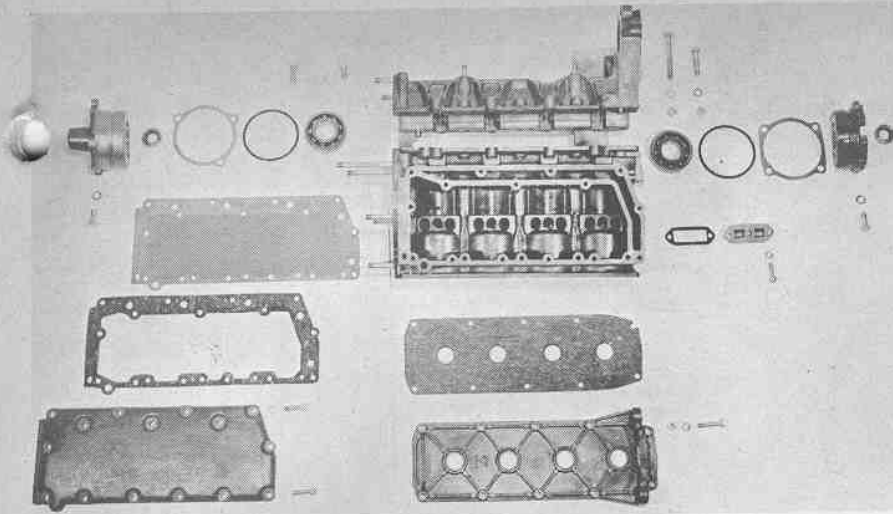
stock racing Class C motor began to be heard by mid-summer, though actually specifications for the new motor had been filed with both A.P.B.A. and N.O.A. as early as January 1, 1955 and few changes from the original specifications as filed will be required to be made. Late last fall an official announcement was made and the Mercury Mark 30H is a definite reality at this time.

What is the new motor, what will it do, how will it stack up against present stock CU jobs? These are questions racing fans want answered.

The motor can already take its official place in Class CU, which class under A.P.B.A. rules calls for a minimum over-all racing weight (driver and boat) of 350 pounds and 365 pounds under N.O.A. The latter organization, though it still recognizes records for the class established in 1952, did not carry Division III C Runabout events on its racing schedule or at its year-end championship events in 1955. There is no question but that the relatively inactive CU class in A.P.B.A. will be revitalized in 1956 by the entry of this new motor and that N.O.A. will re-activate the class with the expected influx of new entrants. From the results of initial testing, it was apparent that the present A.P.B.A. runabout straightaway mark of

(Continued on Page 36)

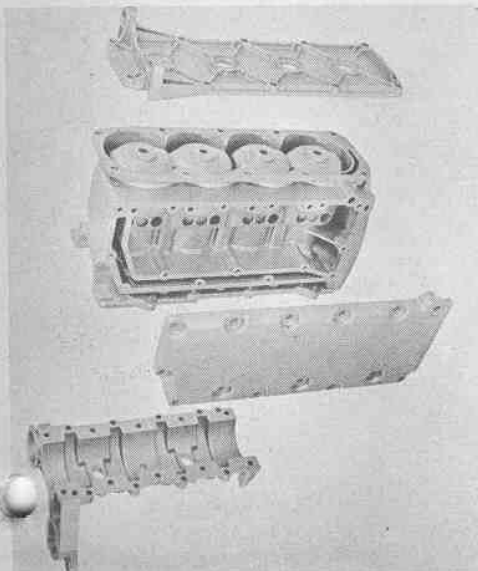
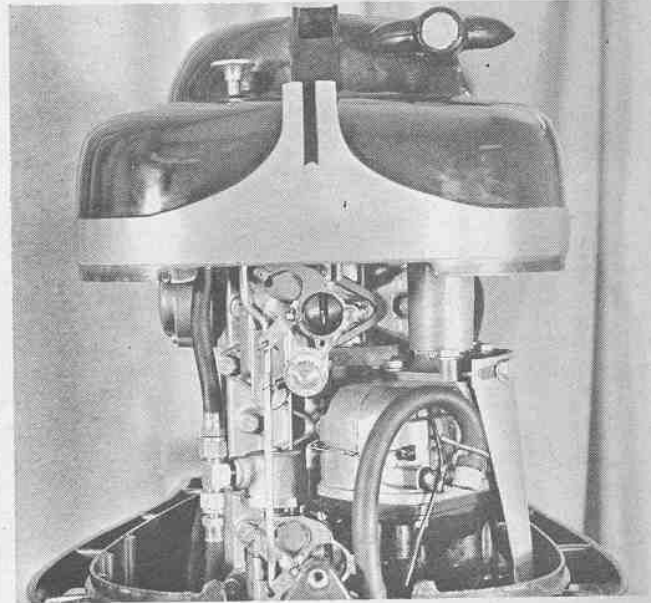
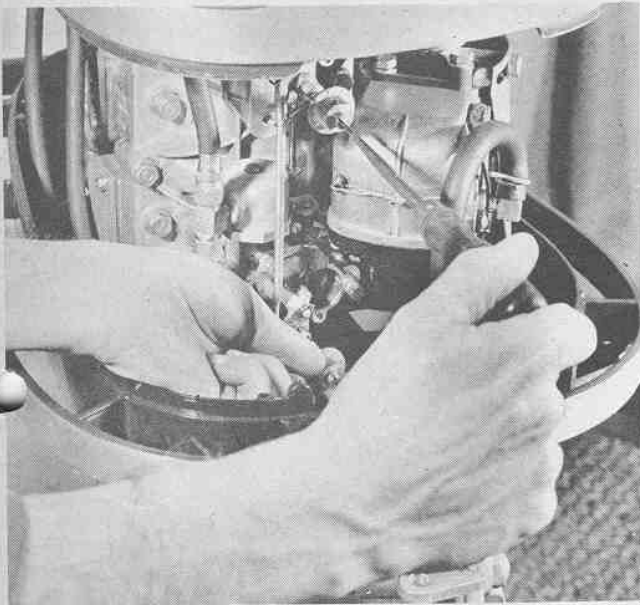
BOAT SPORT



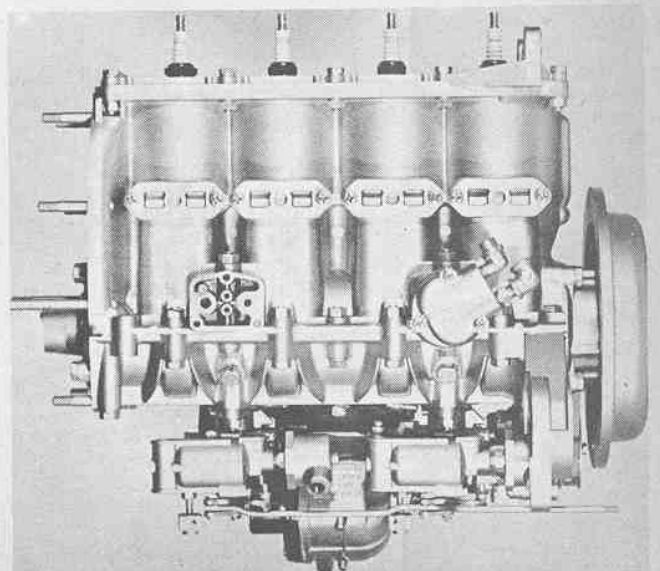
Exploded view of the Mark 30H, the new motor which in all probability will cause the starting of a probationary CSH class.

(Below, left) This photo shows the method used for adjusting high speed carburetor jet on Mercury's new motor for class CU.

(Below) Front view of the Mark 30H with the cowl removed shows its compactness.



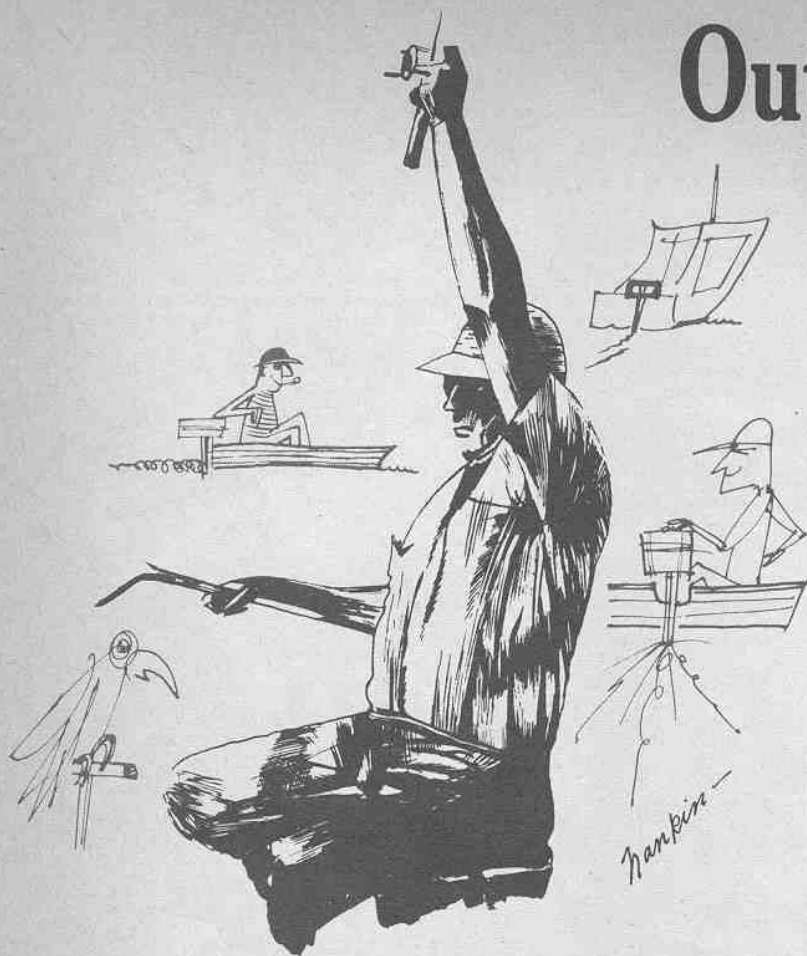
Engine block, head and crankcase of new Merc motor.



Side view of the Mark 30H powerhead shown with one fuel pump removed.

Outdoors With The Outboards

By John G. Kingdon



Barbour Boats' 14-foot utility Walk-Thru is a dry, comfortable twin-cockpit model. Here it is powered by a new Evinrude 30 hp Lark.



THERE'S BEEN SO MUCH hocus-pocus written about the effect of weather on fish and fishing that the average fisherman is inclined to throw his hands in the air and forget the subject. The best time to go fishing is still "any time you have a free minute," but certain weather factors *do* play a part in fishing results.

To aid those who have a hankering to fish with a barometer on the bulkhead, a thermometer in the tackle box and a lunar table in the hip pocket, we offer the following weather facts:

- During the summer, pay close attention to the passage of cold fronts. Excellent results are obtained by fishing in the rain when such a front is passing overhead.

- Fishing is best on a high or rising barometer, and is poorest when the barometric pressure is low or falling. A barometer reading of 29.90 inches is average at sea level. Fishing is generally good above this figure and poor below.

- Disregard slight fluctuations of the barometer unless they can be incorporated into a trend. Fish these trends rather than one single reading. A trend indicates fishing conditions for a period of several hours or a day.

- When the day is windy and the water is rough, muskie, pike and bass will stay out of the shallows, so fish for them in deep water. For best results, either drift with the wind and cast or throttle your motor down and troll.

- When the water is calm but the sky is cloudy, fish the surface with top-water lures. Early morning and late evening are also ideal times to use surface lures.

- On clear, hot summer days, especially when the weather is sultry, fish on the bottom with bait or deep-running artificial lures.

- Statistics indicate that most game fish strike best between the new moon and the first quarter and between the last quarter and the change.

Experienced fishermen know and

abide by these weather rules, but they also realize that both weather and fish are often unpredictable.

TURNING FROM FISHING TO CRUISING, the endurance run made by two 22-foot fiberglass cruisers last summer proved how sturdy and dependable modern-day boats and motors are.

Flying the flag of the Minneapolis Aquatennial summer celebration, the two cruisers, manufactured by Nor-Craft Marine, a division of Northwest Plastics, Inc., St. Paul, Minn., ran non-stop from Minneapolis to New Orleans on the Mississippi River, a distance of 1,785 miles. They left Minneapolis at 3 p.m. on July 5 and reached New Orleans on July 14, an elapsed time of 216½ hours.

Representatives on the two craft—one an outboard and the other an in-board, included men from three participating companies: Nor-Craft Marine, Scott-Atwater Mfg. Co., Inc., and

(Continued on Page 29)



Officers for 1956 of the Boat Trailer Manufacturers Association are, from left to right: D. B. Roy, Mastercraft Trailers, Secretary-Treasurer; J. E. Olney, Tee-Nee Trailer Co., President; and F. H. Peterson, Peterson Brothers, Inc., Vice-President.

The new Lyman 18-foot outboard runabout has a self-bailing well to take up to twin 40-hp motors, with either a 15 or 20-inch transom.



The 22-foot Nor-Craft Fiberglass outboard cruiser that ran non-stop from Minneapolis to New Orleans, powered by twin Scott-Atwater 30s.

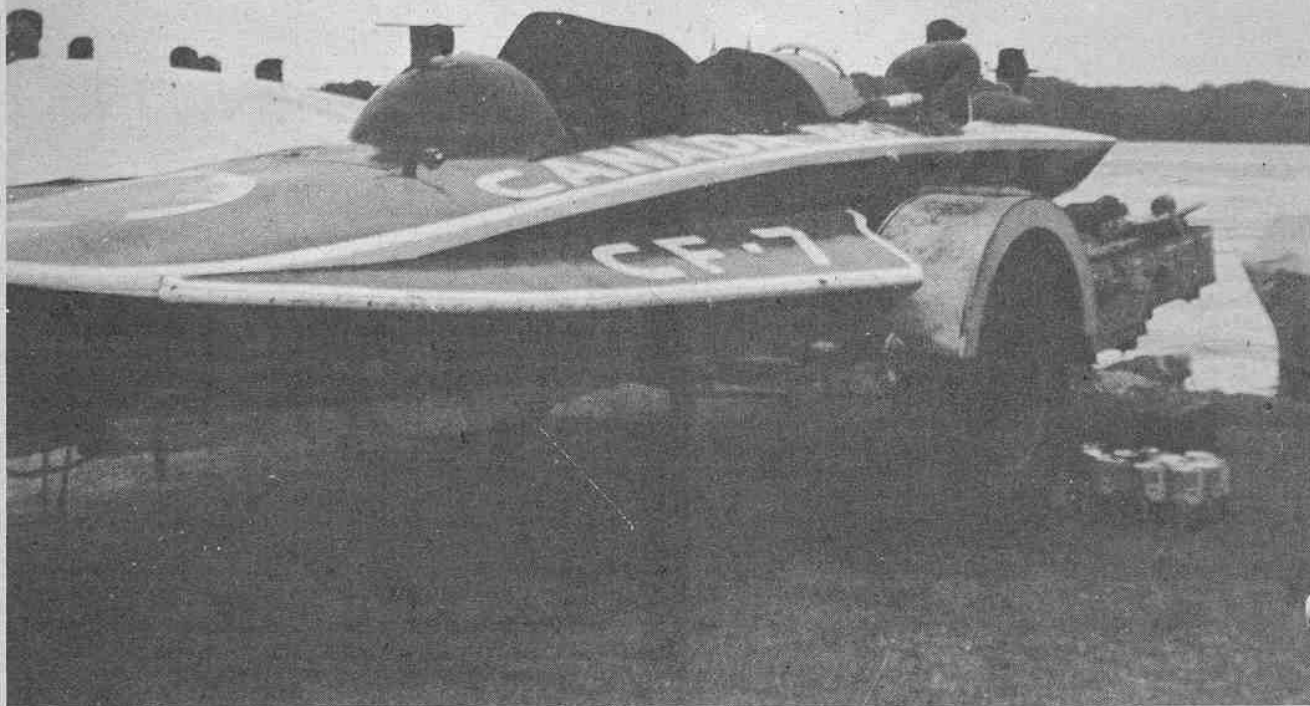


Officers for 1956 of the Outboard Motor Manufacturers Association are, from left to right: J. R. Mohlie, Oliver Outboard Motors, Vice-President; H. F. Larson, Evinrude Motors, President; R. F. Wallace, Outboard Marine & Mfg. Co., Sec.-Treas.

CANADIAN INBOARD MARATHON

CLOSING EVENT OF RACING SEASON
IS 100-MILE LONG DISTANCE RUN

Text and Photos by Louis M. Vallerand



Wilfrid Daoust's *Canada Boy* is rated as the second fastest boat in Canada. The 266 c.i. hydroplane is shown here on its trailer early on the

morning of race day, which proved to be a hard one for Daoust and found him finishing in fifteenth place for the 100-mile distance.

THE CLOSING EVENT of the Canadian inboard racing season is the one-hundred-mile marathon held on the Desprairies River at Pont-Viau, Quebec. This long-distance grind for the limited hydros is sponsored annually by the Commodore Boating and Racing Association and the Canadian Boating Federation, and was held last season on September 18th.

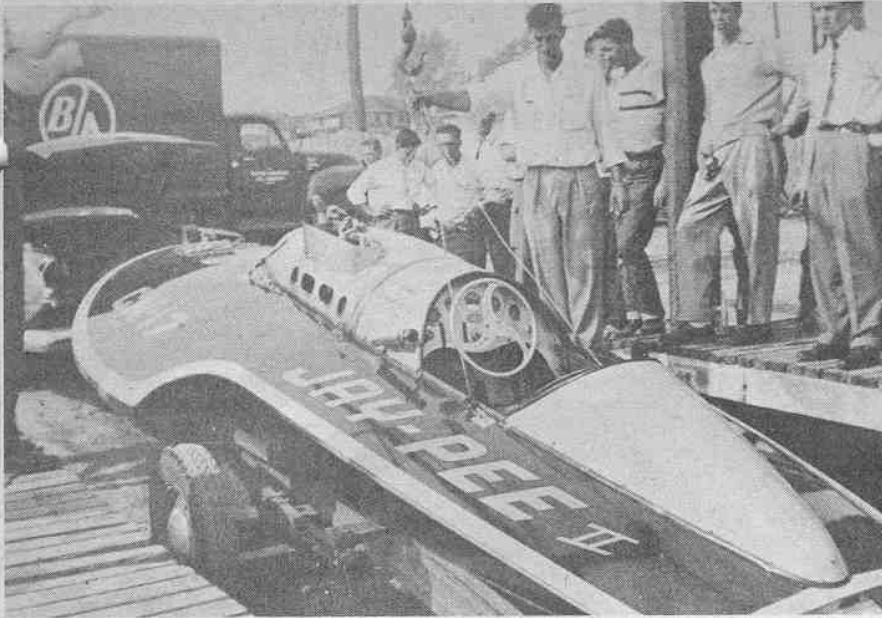
Inboard marathons are a thing of the past in the United States. With the Harwood Trophy for the around-Manhattan race no longer being given and with the Albany-New York marathon out of the picture and its inboard section absent for a good many years before its demise, there is no distance test for the inboarders remaining on the schedule of regattas. Also, at one time, there were marathon events held near Buffalo and a hundred-miler on the waters of Lake Placid. A good many inboarders wish that there could be a revival of such events, and perhaps, taking a leaf from the Canadians, there may be before too long.

In last season's Canadian event, the first place prize of \$2,000 and the La Presse Trophy went to Jean P. Clermont of Montreal and his 225 c.i. *Jay Pee II*, with the time of 1 hour, 31 minutes and 2 seconds, or an average speed for the 100 miles of 65 mph. Second was Henry Vogel's *Time Flies*, also a 225 c.i. hydro. Vogel was the only entrant from the United States among the finishers. Following are the first fifteen finishers, with boat and class in parentheses: 1. Jean P. Clermont, Montreal (*Jay Pee II*, 225 c.i.); 2. Henry Vogel, Webster, N. Y. (*Time Flies*, 225 c.i.); 3. Ro-

land Legault, Pointe Claire, P. Q. (*Spitfire*, 225 c.i.); 4. Adé-
lard Poirier, St. Vincent-de-Paul, P. Q. (*Skipper*, 135 c.i.);
5. M. Lachance, Montreal (*Jay Pee I*, 225 c.i.); 6. Rosaire
Langlois, Thetford Mines, P. Q. (*Thetford Star*, 225 c.i.);
7. Bill Hodgson, Toronto (*My Ruthie*, 266 c.i.); 8. Cliff
McDonald, Cornwell (*My Folly*, 225 c.i.); 9. Charles E.
Ménard, Ile Perrot, P. Q. (*Quatre Saisons*, 225 c.i.); 10.
Dr. Louis Dolbec, Montreal (*Canada Maid*, 225 c.i.); 11.
Maurice Charron, St. Hyacinthe, P. Q. (*Cyclone*, 225 c.i.);
12. Albert Joyal, Montreal (*Rocket*, 225 c.i.); 13. C. H.
Abbott, Bridgenort (*Roodle-E-Doo*, 135 c.i.); 14. Gérard
Petry, Montreal (*My Own*, 266 c.i.); 15. Wilfrid Daoust,
Lachine, Montreal (*Canada Boy*, 266 c.i.).

A week after the closing of the inboard season, the curtain is rung down on the racing outboards in Canada in a fifty-mile marathon also held at Pont Viau, on the Desprairies River. Last year's winner was Gaston Fecteau of Montreal, driving a C Hydro owned by Pierre Beauchemin, in the time of 1 hour, 30 minutes and 36 seconds. Yvon Lemay of Alexandria, Ontario, was second in his own B Hydro, followed by René Fréchette of Verdun, P. Q., in a B Hydro owned by William Day. The first A Hydro to finish came in eighth over-all, owned and driven by Lé Crevier, Montreal.

Racing is very popular in Canada, and 1955 was one of the biggest years to date in point of activity on the water. However, from all reports received, it seems that 1956 will overshadow everything that has gone before. (End)



The 225 c.i. hydro *Jay Pee II* won first place and the La Presse Trophy for owner-driver Jean P. Clermont in the marathon on the Desprairies River at Pont-Viau, near Montreal.



Rosaire Langlois drove the 225 c.i. *Thetford Star* to sixth place for owner Roland Leblond. Langlois is considered to be one of the top inboard racing boat drivers in all of Canada.

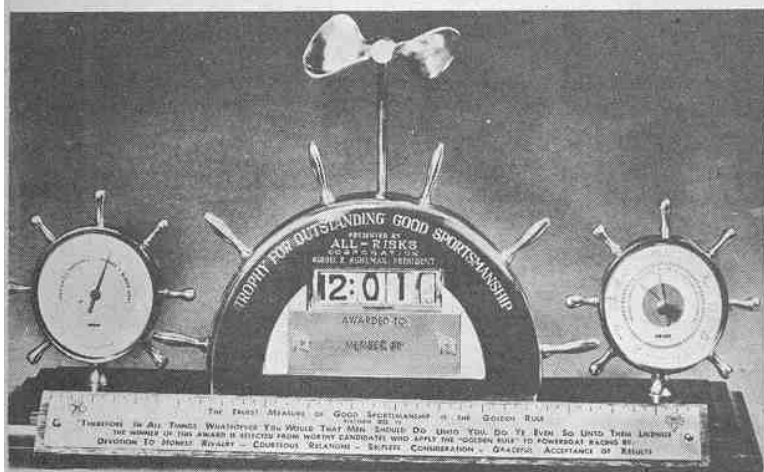


Outboard racing hydros finished season a week later with 50-mile marathon on the same course. At top, Gaston Fecteau, the winner; center, Marcel Laberge; C Hydros.

Around The Buoys



Edward F. Taylor, Hebron, Maryland, in his AU runabout "The Jones Boy."



Good Sportsmanship trophies were awarded in 1955 by All-Risks Corp. to Frank Lang, Jr., Elwood Plicsott and Lawrence Teel. (Right) One of three new members of the A.P.B.A. Honor Squardon is Paul B. Sawyer, Jr., first limited class inboard driver to break the 100-mph mark, who is now well past the planning stage on a new Gold Cupper.



THE ACTIVE Los Angeles Speedboat Association conducted a late fall event at Parker, Arizona, on October 23. Maybe the boys were weary from the long seasons' go for they unglued from their cockpits with what to the drivers was a monotonous regularity.

Craig Spencer, Los Angeles, topped six M Hydros with two first place finishes in a couple of routine heats. Bob Burnett, Encino, Calif., reigned over the As with two firsts as Dick Lawrence, Arcadia, Calif., flipped in the first heat to get the tipover trend officially underway. Twelve B Hydros were bested by Bill Bauman, Long Beach, with

Mike Stellharn and Jay Byard both joining the Hell Drivers as the dunking tempo increased. Stellhorn, according to Alma Marvick, Editor of L.A.S.A.'s monthly publication "Finish Line," got airborne, skidded on his transom for several seconds, then went over backwards and "slapped the water with a destructive smash that left only his shockproof watch running."

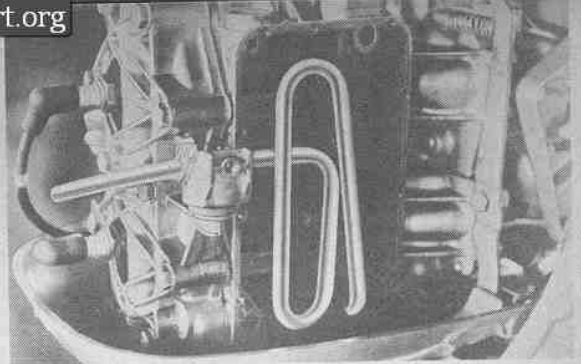
In C Racing Hydro, Virgil Cathy was top jockey, with Pep Hubbell of Alhambra, the speed parts merchant, taking the measure of nine other drivers in C Service Hydro. F Racing Runabouts went to Curley Owens,

Covina, Calif., in straight heats with C. W. Jones the best of eight registered in C Service Runabout. Jim Schonfeldt won the C Racing Runabout events to wind up what had been a terrific and at times hair-raising regatta. Ralph Homes of Phoenix, Ariz., provided a lot of pre-race color when he barrel rolled in his C Racing Runabout when testing and then later, helming his F Hydro, Homes had the lower unit gear box blow up like a personnel bomb and send him and his boat off in widely divergent directions. Homes, with a perfect record for two

(Continued on Page 31)



Frahm Resonant Reed Tachometer reads directly in rpm when it is held against motor housing. Two models are now available.



Fuel Miser, a device which helps outboard motors burn waste fuel, uses bent Inconel tubing inside the exhaust manifold.



Eaton Mooring Arms steady boat while motor is being mounted.



NEW PRODUCTS AND PARTS

The Dragonfly Airdrive Outboard Motor, Model 80 Cruiser, has propeller 31 inches in diameter run by a 4 hp motor and can operate in very shallow waters.

BOAT TRAILER THIRD WHEEL

A new, caster type, retractable wheel for boat trailers to facilitate hitching and unhitching the trailer, as well as maneuvering it when unhitched, has just been announced by Wisconsin Marine Co. of Pewaukee, Wis.

The unit may be adjusted for any bumper height and thereafter, when the wheel is retracted, the tongue of the trailer is lowered into hitching position. When unhitching, the wheel is lowered, thereby raising the tongue for detaching. With the caster wheel

lowered, the entire trailer and its load can be moved and maneuvered wherever desired by the large 10x2.75 zero pressure tire.

The wheel is easily retracted for highway travel and locks securely in either up or down position. The device will fit any rectangular trailer tongue, or any 2 3/8" O.D. tubular or 2" pipe tongue.

REED TACHOMETER

The Frahm Resonant Reed Tachometer, made by James G. Biddle Co.,

1316 Arch Street, Philadelphia 7, Pa., tells the speed of your motor directly in rpm by holding it against the housing. With this instrument you can make quick checks of speeds without removing housings.

The Frahm Tachometer has no moving parts to wear or to be lubricated and it is claimed not to be injured by overspeeding and to require no maintenance since it consists of a row of accurately tuned reeds, completely enclosed in a metal case with a clear, easy-to-read scale, calibrated in rpm.

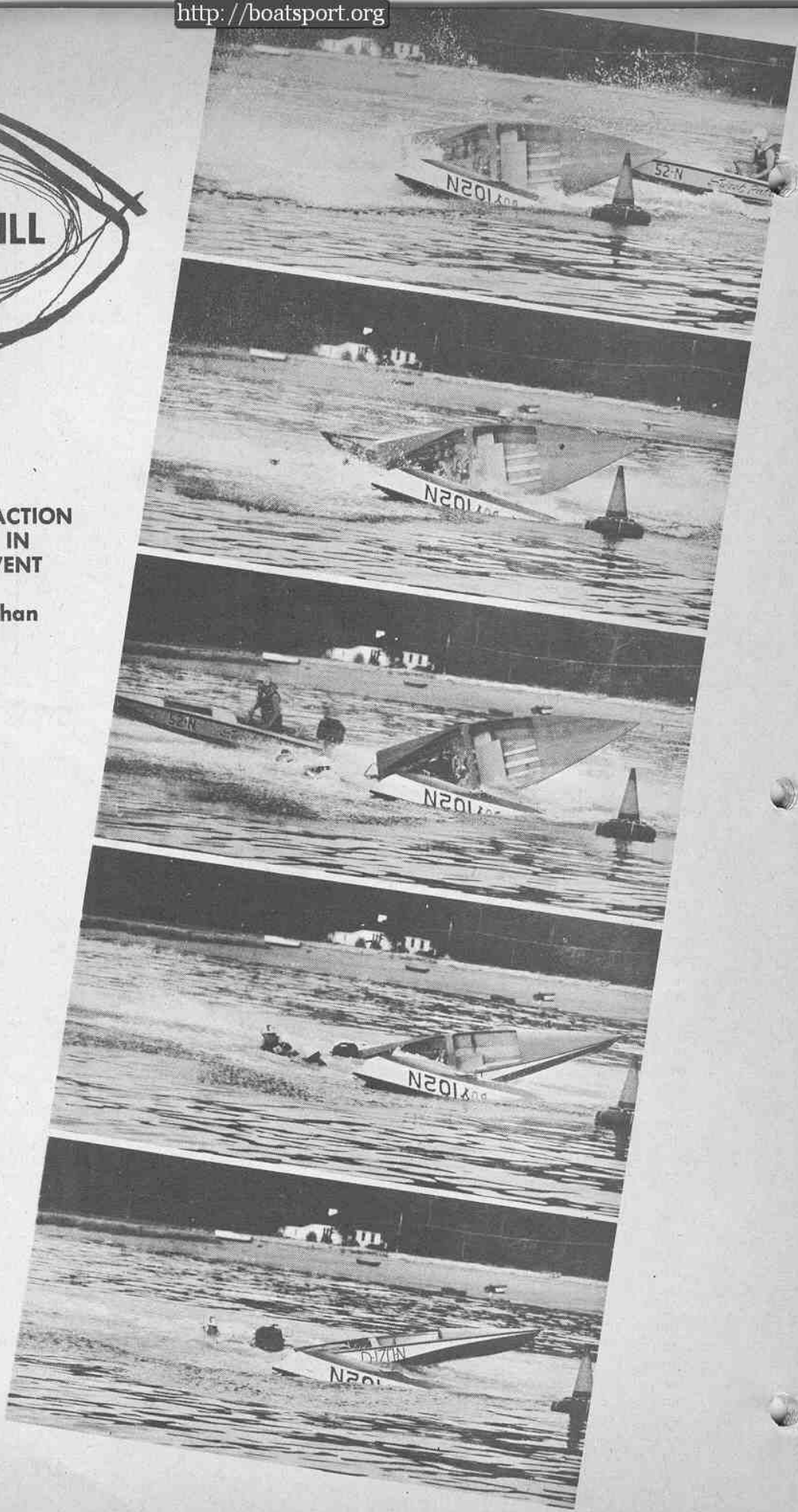
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DOUBLE SPILL

**CAMERA CATCHES ACTION
AT THE FIRST TURN IN
NORTHPORT, L. I., EVENT**

Photos by Simon Nathan

This action occurred during a DU heat at one of last year's final regattas held on Long Island. In 52-N is John Harth, of Masepequa Park, N. Y. George Bode-mann of Islip, N. Y. was in 102N and Lester Kahn, New York City was in D-120N, which almost flipped but then righted itself.



Champion Hot Rods

(Continued from Page 11)

home ahead of sixteen BSH drivers, helming a Champion B. In the second heat to prove that his win hadn't been a "fluke," Lloyd finished second to Jerry Flynn, Crossville, Tenn., and his total of 700 points won him the second major Champion title with a very safe point margin against such nationally known competition as Chris Erneston, Jr., and Charlie Lovelace of Florida and NOA's over-all high-point champion, Ralph Scott, Paducah, Ky.

Throughout the season of 1955 the Champion in closed course competition gave an excellent account of itself. Johnny Craven of Pasadena, Calif., drove a Champion in five BU events in the latter part of the year to take nine first place heat wins and one fourth. As in previous years, much of the campaigning of the Champions took place in Minnesota, where at spots such as Maple Plains, Austin, Stillwater, Howard Lake, Minneapolis and Eveleth the rigs rolled to sixteen first spots. However, unlike previous seasons, a scattering of Champions were seen in action at such locations as Random Lake, Winneconne, Wisconsin Rapids, Ladysmith, Eagle River, Park Falls and Buffalo City, Wisc., where they scored wins in both BU and BSH. A number of the motors were raced in California, scoring wins at Healdsburg, Seaside, Nice, Lakeport, Pittsburg, Sacramento, Stockton, Sausalito and Lake Merced. A sprinkling of firsts were also recorded at Michigan City and Bremen, Indiana, Troy, Ohio, and Danville, Ill. One Champion Hot Rod driver placed third in high points in the Midwest Power Boat Association and another driver was high-point champion in B hydro for that same group.

From this, don't get the idea that the Champion Hot Rod is making the Mercury 20H an obsolete piece of equipment, for this is not the fact. The record of the Mercury 20Hs has barely been nibbled at by the Champions. But the Hot Rod in limited numbers has showed that it can hold its own in competition and, on occasions, come out on top.

In marathon competition the Champions did not do so well and were seldom seen in the long distance grinds. At Fond du Lac, for the 1955 Milwaukee Sentinel-Winnebagoland Marathon, of 70 odd BUs registered only five were Champions. Two of the five finished the distance among the 47 BU finishers. Their finishing spots were 15th and 45th—not overly impressive, nor was their finish average as good as that of the Mercury 20Hs. However, the stamina feature should be ironed out for 1956 and it is expected that a far greater number of Hot Rods will compete in long distance grinds with better results.

Earl DuMonte has announced that 750 of the new 1956 Pacemaker Hot Rods are scheduled for production this year so there should be plenty of motors available for any interested stock or modified stock drivers. The retail price will be \$425. The motor will be somewhat changed for 1956 since several weak spots were apparent in previous models. These minor apparent weaknesses have been corrected and account for the bulk of the modifications incorporated in the new Pacemaker Model 6N-HR.

First, let's look to the general make-up of the Champion Pacemaker Hot Rod.

The piston displacement of the exceptionally light (approximately 46-pound) 6N-HR is 19.94 cubic inches. Bore and stroke are 2 1/2" x 2 1/32". Fuel induction is by means of internal dual rotary valves of the two-port type with no cams, springs or reeds. The Hot Rod is equipped with a Carter concentric bowl type carburetor. The alternate firing twin has removable water-cooled cylinder heads with the blocks Siamese fashion—with cast iron sleeves in die cast aluminum blocks. A waterproof Phelon magneto is used. The flywheel is factory balanced as is the crankshaft which is made of heat treated alloy steel. Pistons are low expansion permanent mold aluminum and the connecting rods are forged steel with needle bearings at both the crank throw and wrist pin ends. The crankshaft is supported with a two-ball bearing race at the top side of the crankcase and a single ball at the bottom. The driveshaft pinion end is supported below the anti-cavitation plate with one set of needle bearings with two vertical and one hori-

zontal needle bearing races at the pinion end. The pinion gear has been beefed up an added 1/16" over the 1955 model and the needle race replaces the ball which was used in 1955. The steel propeller shaft is supported by a double ball race at the propeller end and a single ball race at the propeller gear end. The propeller bevel gear has also been enlarged. The clamp bracket is constructed of heavy duty die cast aluminum.

One of the most apparent changes of the 1956 6N-HR over the '55 6MM-HR is the redoming of the cylinder heads. In 1955 the heads were tapped for 14 mm. spark plugs screwed into position at about 20° angle from horizontal, that is, the high tension lead end of the plug when the plug was seated was higher than the firing end. The redesigned combustion chamber takes a horizontally seated 18 mm. rather than 14 mm. spark plug. This offers a broader choice of plug heat ranges. The new combustion chamber is closer to hemispherical design than that of the '55 model and is designed to overcome any tendency toward piston sticking.

The 6N-HR will be supplied with Champion R-1 spark plugs—an average plug for high speed operation with gasoline. For alcohol based fuels, R-11 plugs are recommended.

The pistons, which are two-ring type, flat-domed with 1/8" ring grooves, have approximately 1/16" head clearance at top dead center, at their closest point to the redesigned cylinder head. This means that anyone attempting to modify to alcohol and intending to increase head compression should under no circumstances mill off more than .050" from the head using a stock factory gasket, since over-all clearance is only .0625" at the outer circumference of the piston crown.

The fuel supply system of the 6N-HR represents a major change. The 1955 model was equipped with a non-pressurized dual-line remote tank and a fuel pump integral to the motor. The new fuel supply method operates with a single line pressure system eliminating the fuel pump. The set-up is equipped with a check valve adapter, fuel pressure regulator and a pressure tank with primer pump. The transom type remote fuel tank has a capacity of two gallons. For marathon use, the regular Champion six gallon cruising tank can be modified to operate under the same pressure principle. The basic principle is simple. Crankcase pressure is held in the tank by the check valve and the pressure of the fuel supplied to the carburetor is governed by setting of the fuel pressure regulator.

The lower unit of the 6N-HR has been redesigned, shortening the lower unit assembly by 1" with an eye to improving the cavitation plate efficiency. A concentric bulge was added to relieve some of the back pressure and provide a bearing surface for use of an auxiliary thrust socket which can be purchased as an accessory. This accessory thrust

(Continued on Next Page)



Don Baldaccini, A.P.B.A national champion of BU and B Stock Hydro.

(Continued from Preceding Page)

socket offers thirteen tilt adjustments of 1°10' each which allows infinitely better and more accurate motor angle set up. It also relieves much of the load on the boat brackets, the pivot bolt and the pivot base which are subject to strain in rough water or marathon competition at the same time providing a means to securely tie down the motor. The pivot base, crankcase and block have all been beefed up. The spark advance handle has been lengthened and incorporates a spring-loaded adjustable magneto stop. A spray shield has been added to the carburetor as an aid to preventing wash-outs.

The change from ball to needle-type thrust bearing in the lower unit gear and the beefed-up pinion and propeller shaft gears have already been mentioned.

These changes, although seemingly minor, should add both to performance and ruggedness of the new model. In setting the new Hot Rod up for competition, keep in mind that the 14:19 gear ratio and the configuration of the lower unit both combine to limit extreme transom heights, at least with propeller designs now in general use. Four propellers have thus far been found satisfactory. The Johnson Propeller Company of Oakland, California, makes two types: a #CHR-OJBH for hydroplane use and CHR-OJBU for runabout use. Michigan Wheel Company also carries two propellers designed for the Hot Rod: the PH-1 for hydros and PU-1 for runabouts.

For closed course competition, best results have been obtained by taking advantage of the wide, high torque range of the Hot Rod. On short courses with tight turns, on an A-B Swift Hydro, maximum acceleration and turning without noticeable slippage was accomplished with the OJBU wheel at a transom height of 13 3/4". For longer courses with wide looping turns, on the same hydro the OJBU propeller at 14 3/4" seemed to fill the bill. The same heights worked out well on a Pabst A-B hydro. The same approximate heights worked out favorably with the same propeller combinations on runabouts. These heights, naturally, are only starting points and much can be accomplished by experimenting with repitching and cupping propellers on any given set-up for a particular driver's own technique. Remember, however, that the heights given are for the 1956 Hot Rod since the '55 model had a lower unit assembly one full inch longer.

As concerns plugs and ignition, the factory-recommended R-1s worked well with gasoline. However, consult a Cham-

pion, AC or Blue Crown 18 mm. heat range chart and remember that weather conditions, altitude and even motor height on the transom will affect your plug choice. Plugs should be hot enough to prevent fouling but if they are too hot they will cause pre-ignition. In the extreme, overly hot plugs can cause piston burning or piston sticking. Take advantage of the new spring loaded locking device which will prevent the mag stator plate from creeping and will insure you the same spark advance each time. The proper breaker point setting is .018".

As concerns the fuel set-up, the two-gallon tank is built with a standard transom angle on the rear side of the remote tank so that it can be lashed securely in place. The fuel lines supplied with the engine should be cut approximately in half and one line run from the check valve adapter located on the side of the crankcase to the pressure inlet fitting located in the center of the top of the fuel tank. The other line is run from fuel outlet on the pressure regulator to the inlet fitting on the carburetor. The fuel pressure regulator is not pre-set and must be adjusted to your particular motor and boat set-up which will vary according to the over-all boat and driver weight, transom height and so forth. By turning the slotted screw in the top of the pressure regulator in a clockwise direction, more pressure is applied to the carburetor. In the event of fuel starving, this should be the direction of your adjustment. Turning the slotted screw in a counterclockwise direction decreases the output pressure. You will find that rough and smooth water conditions will demand different settings, with a higher pressure setting required for smooth water. The ideal setting is obtained when the engine operates at full throttle with no tendency to starve on smooth water or with no flooding tendency on rough water. Remember not to force the adjusting screw down too tightly since a spring mechanism is located beneath it and could be damaged.

Basically the 6N-HR Champion Hot Rod has much in common with that company's 16 1/2 horsepower Champion general utility motor. Rotary valve timing, exhaust and intake port timing are identical. Connecting rods and all powerhead bearings are identical with the non-racing model. The magneto, however, is the same as the 1954 16 1/2 horsepower Champion stock model. Thus many of the parts of the 16 1/2 horsepower stock and the Hot Rod are readily interchangeable and many other parts may be used with minor changes. (End)



It is a Tri-State Racing Association custom to award the High Point Trophies at the Fall meeting. Here are the 1955 winners with their awards given them at Erie, Pa. From the left: Victor Torok, Youngstown, Ohio, DU; Harold Parker, Erie, Pa., B Special; Robert McCormick, Jamestown, N. Y., AU; Bill Ralph, Erie, Pa., D Hydro and Free-for-all; Jerry Lohrer, Erie, Pa., A Hydro; Bill Dineen, Akron, Ohio, BU; and Gary Ledford, Beaver Falls, Pa., B Hydro.

Outdoors With the Outboards

(Continued from Page 20)

Socony Mobil Oil Co., Inc. Skipper of the flotilla was Clarke C. Dailey, Jr., president of Nor-Craft.

"By subjecting the boats and motors to the strain of prolonged river travel," Dailey said, "we found that they not only withstood the normal conditions with ease but stood up well under driftwood, debris and collisions with loose buoys and wing dams."

Twin Scott-Atwater 30-hp motors powered the outboard cruiser. Gas consumption, according to Dailey, was as Scott-Atwater had approximated—four gallons per hour per motor under 4,800 pounds full weight at three-quarter to full throttle.

HOWARD F. LARSON, director of sales, Evinrude Motors, has been elected president of the Outboard Motors Manufacturers Association. Larson previously served as vice president of the association, which represents major outboard-motor manufacturers in the U. S.

In heading the association, Larson will draw upon ten years of extensive experience in the recreational-boating industry. Before joining Evinrude, he was associated with the Outboard Boating Club of America. His activities with the OBC made him a familiar figure at major boat shows throughout the country.

During his tenure with OBC and in his association with Evinrude, Larson has been a strong advocate of the family concept in outboard boating. He is a member of the Outdoor Writers Association of America, the National Sales Executive Club, the Milwaukee Athletic Club and the Milwaukee Yacht Club. He joined Evinrude as assistant sales manager in 1949. A year later, he became sales manager and in 1952 he was promoted to sales director, the post he now holds.

THE BOATMAN who is annoyed by the damage salt spray does to charts can solve his problem quickly and easily merely by spraying the charts with Krylon crystal-clear acrylic spray. It provides a film of transparent plastic that is resistant not only to salt spray and water, but also to wear and tear. Krylon acrylic spray can also be used aboard boats to keep ignition and electrical systems dry and to protect polished metal parts.

IN A BOOKLET published by the Outboard Boating Club of America, "a vast present and future financing opportunity for banks and loaning institutions" in the outboard-boating equipment field is revealed. Information contained in the booklet is based on the findings of a comprehensive survey of the boating industry completed last year by OBC and Alexander Grant & Co., certified public accountants.

(Continued on Page 42)

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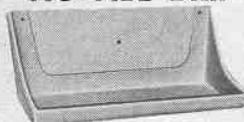
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Eugenio Symonds writes from Montevideo, Uruguay: "This is the Boat Sport Special which I built from your plans (June 1954 issue, plans by E. G. McCrea). With it I won the 1954-55 Class B championship in Uruguay, run according to Union Internacional Motonautica rules."

It's News

(Continued from Page 25)

The Frahm Tachometer is said to measure the speed of any outboard motor as simply and as easily as that of a large turbine or a small model airplane motor, and since no contact is made with moving parts it imposes no load on the equipment under test.

The popular ranges for outboard motor use are the 3000 to 5000 rpm, single row, instrument, and the double row, 3000 to 6000 rpm.

RUBBER FLOOR MATS

New "dress-up" rubber mats for use on the floors of all types of outboard boats are announced by The Lafayette Supply Co., West Lafayette, Ohio.

These mats are designed to prevent marring of the boat; reduce noise, especially in metal boats; prevent slipping, and help enhance the appearance of boat interiors. The clean sweep design holds dirt, mud and sand, making it easy to sweep or shake out the mats. This reduces the amount of labor and time necessary to keep a boat clean.

The mat edges are tapered to make the mats lie flat on the floor, and eliminate the possibility of tripping. Size of each mat is 17 1/4" x 21 1/2", and the colors available are marine blue and mahogany. A new 1956 Lafayette Supply Company Catalog is available, showing many items in the light marine field.

NEW INCONEL FUEL MISER

In the Fuel Miser, a device for recovery of waste fuels in outboard motors, Inconel tubing is said to withstand temperatures up to 1000 degrees Fahrenheit and outlast both copper and Monel tubing.

Supplied by Superior Tube Company, Norristown, Pa., in fully annealed condition, the Inconel tubing is soft enough to be easily hand-formed into a hairpin configuration and is claimed not to crack regardless of how much the engine vibrates.

The Fuel Miser, a product of Upton Engineering Company, Marysville, Wash., takes waste fuel from the crank case, vaporizes it, and feeds it through the carburetor to the engine cylinders where it is burned.

The vaporizing or heat exchanger section of the device consists of the hairpin-shaped Inconel tubing which is installed inside the exhaust manifold. Here, with temperatures rising to approximately 1000 deg. F. at wide open throttle, the fuel is vaporized for mixing with air in the carburetor.

Copper tubing was used in development models of the Fuel Miser to prove the soundness of the engineering principle. When used in production models, however, it flaked badly, lost its strength and collapsed after a few hours of operation. Monel tubing also was tried but cracked from engine vibration.

The Inconel tubing neither flaked nor lost strength under the intense heat. Tests proved, it is claimed, that it would outlast the engine in which it was installed and, moreover, fittings could be silver-brazed without difficulty on the ends of the tubing.

By helping the engine to burn the fuel formerly bled through the exhaust column, the Fuel Miser is said to save up to 25 percent on gasoline costs and prevent fuel load-up of the engine at low speeds.

Engines operate smoothly at open or closed throttle and pick up immediately regardless of idling time, it is claimed, and the Fuel Miser prevents spark plug fouling and varnish formation on

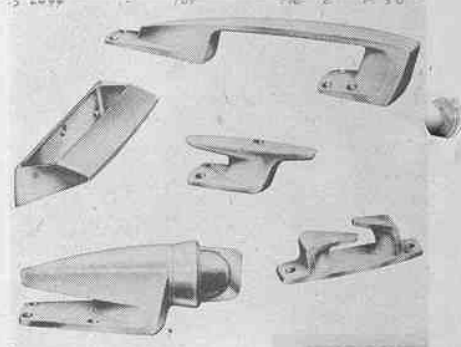
cylinder walls and pistons. Standard models of the Fuel Miser are made for 25 horsepower Johnson and Evinrude engines from 1951 to 1955 makes.

DECK HARDWARE

What is believed to be the boating industry's first set of gold plated deck hardware is being introduced this year by Attwood Brass Works, Inc., Grand Rapids, Mich. The Gold Cup set, part of Attwood's brand new Seafite line of deck hardware, sets a new luxury precedent with its genuine 21 carat gold plate finish.

The Seafite line, made in both gold and chrome plated matched sets, establishes a new concept of marine hardware design. Its radically different styling, employing bold, forward sweeping lines artfully blends a modern treatment of smooth-flowing simplicity with functional marine hardware design. Each of the hardware sets consists of five matched fittings—bow light, transom handles, bow lifting handle, bow chocks and cleats.

The streamline design of the Seafite line was decided upon after months of experimenting with contemporary styling. According to Attwood officials, several designs were discarded before the



one was selected that best combines a modern forward sweep of line with practical hardware styling.

To complete the Seafite line Attwood is also introducing a completely new and different steering wheel styled in bold departure from conventional wheel design that combines modern styling with practical steering utility. Unusual design features of the Seafite wheel include a swept-back spoke, hooded medallion, and a slim, narrow rim of the wheel itself. Grips on either side of the wheel have new horizontal fluting designed for more secure gripping and easier handling.

Attwood expects one of the big selling points of the wheel will be its versatility of mounting. It is designed to be mounted at a choice of three practical angles, permitting the boat owner or builder to choose the mounting best suited to his particular craft.

The three choices are: (1) mounting at 20° angle from vertical dashboard, (2) mounting at 35° angle from vertical dashboard, (3) mounting vertically on a slanted dashboard or on vertical bulkheads for cruisers. Each of

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Around the Buoys

(Continued from Page 24)

swims in two times out, was the day's only doubles victim. Leonard Gates pulled a dilly of a flat spin just opposite the judges' stand in a C Runabout race and somehow managed to slide a good 20 yards in reverse without even swamping his rig. This was probably the neatest trick of the season with a racing motor. Ellis Estabrook and Bob Cockburn both dumped in the F Runabout race and Ray Morris provided a somewhat longer thrill when he was tossed from his new C Hydro which whirled around the course driverless for a number of minutes.

We learned from Mrs. Dale Manson of Cherry Valley, Ill., of an interesting organization called the Kishawauk Boat Club, formed in 1953 in Belvidere, Ill. Since its beginning the club has grown to over 100 members. A major part of the members' boating weekends are spent on the Kishwaukee River which offers only about a mile of navigable water. Yet week after week more than twenty boats turn out to chop up the river and make for as complicated a traffic pattern as a Sunday ride on the Merritt Parkway. However, once a month the club members trail their boats to some pre-arranged more open water destination and join in a family cruise. Once a year all the club members participate in the Belvidere Boat Parade which is followed by a club boat race and a water ski show. About a year ago, women members formed an Auxiliary to raise funds for a club house which is now running close to materializing. Here's a group who, faced with only limited boating facilities are making the most of their sports hobby.

At the annual meeting of the American Power Boat Association at Detroit, Jack Maypole led a discussion on the proposal for the long discussed A.P.B.A.-N.O.A. consolidation. After asking members of the A.P.B.A. Council to regard his proposal as "just a beginning plan," Maypole offered the suggestion that racing members in A.P.B.A.'s three outboard divisions be polled to determine whether re-elected President George Trimper should be authorized to appoint a committee of outboard and stock outboard members and officials to negotiate with N.O.A. toward a possible merger of the two organizations.

At the meeting this was put in the form of a resolution which was approved by Council and the drivers were balloted. Shortly before the beginning of the new year, the balloting was running unofficially about 5:1 in favor of negotiations with N.O.A. in the interest of a merger. Gene Jones, Secretary of N.O.A., present at the A.P.B.A. function in Detroit, committed himself to similar polling of N.O.A.'s racing members. No word has been received as to whether this N.O.A. poll has been conducted. In order for fur-

ther negotiations between the two groups to take place such polling and approval by N.O.A. racing members will also be required. So well into the new year, at least, the two major sanctioning bodies continue to exist as separate organizations with no appreciable headway made on merger plans but drivers have started to make their wishes known.

National high point winners in all divisions of A.P.B.A. racing, who heretofore have received nothing but credit in the sanctioning body's monthly journal, will through action of the A.P.B.A. Council be awarded certificates beginning with division high point winners of the 1955 season.

Don Guerin, Chairman of the A.P.B.A. Stock Outboard Racing Commission, reported that stock outboard racing memberships had risen from 1,908 in 1954 to 2,005 in 1955 with boat registrations increasing from 2,953 to 3,142 during the same period. The A.P.B.A. Stock Outboard National Championships for 1956 have been awarded to the Cambridge Yacht Club, Cambridge, Md., where two separate surveyed courses will be set up so that regardless of wind direction, one course may be expected to be sheltered at all times.

The bevy of new records unofficially set at Devil's Lake, Ore., the end of August seemingly have run into approval snags. Through some unexplained slip-up, of the ten marks presumed to have been set only three have been forwarded with the proper certifications to the A.P.B.A. Stock Outboard Racing Commission where final approval is currently pending. In order to keep the records straight, at the end of 1955 the following new outboard records had been officially approved:

- Outboard Competitive (5 miles):**
C Serv. Runabout—48.283 mph, Bud Wiget, Lakeland, Fla., 1/29/55
- Outboard Straightaway (one mile):**
B Hydro—67.296 mph, W. L. Tenney, Clarksville, Va., 7/10/55
- Stock Outboard Competitive (5 miles):**
JU Runabout—24.317 mph, Garry Gerton, Norfolk, Va., 8/6/55
- *BU Runabout—47.493 mph, Johnnie Sangster, Devil's Lake, Ore., 8/28/55
- *CU Runabout—40.559 mph, Ron Loomis, Devil's Lake, Ore., 8/27/55
- ASH—43.186 mph, Wallace Granberg, Devil's Lake, Ore., 8/28/55
- *Approval by A.P.B.A. Stock Outboard Racing Commission pending
- Stock Outboard Straightaway (1 mile):**
None approved or pending at press time.

Many readers may recall that at the time of the announcement of results of the A.P.B.A. Stock Nationals, new speed marks were racked up in nearly every class. BOAT SPORT in good faith reported these new records although

(Continued on Page 33)

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Don Benson, 16 years old, A.P.S.A. national A Stock Hydro champion.

Torque Talk

(Continued from Page 13)

While these spar-mounted planing surfaces eliminate, to a great degree, the over-air-borne characteristics of our current hulls, they also present a tremendous problem in getting these behemoths up on a plane. Donald Campbell experienced considerable difficulty in getting the *Bluebird II* on a plane, as the two forward planing surfaces on the out-rigged sponsons had a tendency to bury themselves on take-off, which resulted in large amounts of water being thrown up into the air intakes of the jet engine, very effectively causing flame-outs. As a matter of fact, in attempts to get the *Bluebird II* up on plane more quickly, weights were fastened to the spars or struts in a futile attempt to get the boat to pull over onto plane. It was only after many tries that Campbell was able to master the fine art of getting up on plane without flame-outs. It has been reported to us that in its English tests, the *Bluebird II* was tethered and the engine run up to speed, and then a quick release device was used to let the over-grown blow torch take off. Perhaps this method would be desirable in getting jet powered craft of this type underway without all of the present problems.

Regardless of the many problems encountered by the 34-year-old Campbell, he did make his runs, and he did officially record an average of 216.2 mph for the record books. This fact is undeniable, but what effect will this jet powered craft have on Unlimited racing and current boat design?

At this point, the concensus is that there will be no immediate effect, especially in regard to the power plants. No matter how you slice it, the exhaust heat and the exhaust velocity of jet engines is a major factor. At full throttle, some 6,000 pounds of air is emitted from the exhaust each minute at a velocity of roughly 1,200 mph. That's a mess of air and it comes out at extremely high temperatures, being roughly 400° 150 to 175 feet behind the unit. It would be pretty difficult to have five or six craft with jet power out on a race course at the same time, as the ones in back would be running into super-heated steam, as well as the blast effect.

For the time being, it seems as though jet powered craft will be confined to straightaway runs. Campbell proved many things with his \$70,000 plus creation, and it might well be that some of the points proven by his *Bluebird II* will be incorporated in some of the propeller driven Unlimiteds in the not too distant future. The unorthodox method of fastening the two forward riding surfaces, having them completely independent of the hull proper, seems to be the biggest single factor that all major designers and builders of racing craft are studying carefully.

That the *Bluebird II* was built for one purpose, to break the mile straightaway mark, is undeniable, and the first to admit it is Campbell. After the Ullswater 202.32 mph run, many of the American Unlimited owners took exception to the avalanche of publicity accorded Campbell, mainly due to the fact that all of the news stories were so slanted that to the uninitiated it appeared that the American boats, all of which are designed for competition on closed courses, were obsolete and passé, and practically

in the same class as the Model T Ford. We believe that these owners had a definite point, for they have been pouring thousands and thousands of dollars into competitive boats whose performances are remarkable indeed, and certainly were deserving of greater public recognition than they received from the regular press.

In order to point up the fact that the English boat was experimental to say the least, a wager of some \$25,000 was offered to Campbell to compete in a match race of either one or three thirty-mile heats over a three-mile course, winner to take all. Elected to run against the *Bluebird II* was Joe Schoenith's *Gale V*, winner of the Gold Cup. Campbell, naturally, had to decline acceptance of this wager, as the *Bluebird II* is just not set up for competition and probably would have one real tough time getting around a three-mile course. With its full-throttle fuel consumption figured at 650 gallons per hour, the present fuel capacity is sufficient for only seven minutes of running, and even at a conservative 200 mph the *Bluebird II* could not make a thirty-mile heat. If this creation of Campbell's could be rigged for competition, the results might be staggering, as all reports indicate that its acceleration is fantastic; and, while at speeds under two hundred miles an hour the outfit displaces a fair amount of water, at over this magic number it straightens out and literally flies in beautiful trim. The day may soon come when we will hear more about jets in competition, but as Hitchcock says, the prop driven boat is here for some time to come.

Regardless of what was proven or disproven, Donald Campbell deserves all of the credit he can get for being the first to prove a jet powered craft can be made to run—and run mighty fast. Our salute to him and his associates in doing the job.

Our thanks to Kent Hitchcock and Mel Crook for supplying many of the facts concerning the *Bluebird II*. (End)

The Hydro Glider

(Continued from Page 17)

to the Mercury Mark 55 motor, and in a matter of seconds the whirling blade picked up speed. In less than a distance of 100 feet the craft assumed a backward leaning position, shifting the bulk of the weight to the two rear pontoons before springing into the air like a grasshopper. An estimated ten mile per hour wind prevailed and the boat's speed was 15 miles per hour.

Bensen pulled back on the control stick and the craft quickly responded, ascending to a 75-foot height. Moving the control from left to right the glider swung through the air like a pendulum. The control stick changes the pitch of the rotor-blade doing the work of the missing ailerons as on standard aircraft.

A nose dive worried observers but it was Bensen's way of demonstrating complete maneuverability as he pulled the craft into level flight inches above the surface of the water. In a nearby boat loaded with photographers a man motioned Bensen to do a loop, which sent the pilot into prolonged laughter, since the craft will not perform acrobatics. On the other hand, the Hydro-Glider will not stall and the rotor cannot stop while the machine is airborne, which is a great safety feature. If the tow rope broke or the tow boat ran out of gas, the glider could descend vertically slower than a parachute and land on the water with barely a jar.

During the trial run Bensen overtook Willa McGuire, who was practicing her water ski routine on the opposite side of the lake from where he took off. The world's champion skier darted from one side to another, each time crossing the wake of the boat, trying to avoid Bensen, who was hovering overhead. Her efforts were in vain as Bensen followed every movement zipping and zagging with the startled skier. She was relieved to see Bensen swing away from her and buzz the tree tops on the lake shore.

A do-it-yourself construction plan is a feature expected soon to help popularize the invention. The float-mounted Hydro-Glider sells for \$795.00 complete, but can be built by a home builder from a \$10.00 set of plans, with most materials readily available. (End)

Around the Buoys

(Continued from Page 31)

pointing out that they were subject to approval by the A.P.B.A. Stock Outboard Racing Commission. You may wonder why only one record to date (Wally Granberg's) has been officially approved and, of ten new records announced, only two additional currently are even pending.

The answer is a somewhat curious one of a classic foul-up. Weeks after the regatta had been completed, official results of the event had still not been received by A.P.B.A.'s Detroit office. This was due to the serious illness of the scorer who reportedly had officiated at the regatta contrary to her doctor's orders. The scorer, Mid Barbour, has long been one of the hardest workers for speedboating anywhere in the country. It's a shame that illness caused her to be confined to bed immediately following the event. It's a double shame for some of the new record breakers that their marks, at least to date, cannot be recognized. Curiously enough, when, weeks after the running of the events, official results were finally forwarded to the central office, the summary sheets on the JU class were still missing. Technically, near the close of the year at least, Bill Schumacher who walked away with the JU events and unofficially established a new A.P.B.A. mark of 28.239 mph, could not officially even be crowned class champion.

Some of the marks didn't make the books because of the drivers' own faults. At the time of motor inspections the necessary motor identification numbers were recorded by the inspectors and later it was found that these numbers didn't gee with those registered in the national office. In that case, only the driver himself can be blamed, for a two-penny postcard dropped in the mail recording the new motor number and cancelling the old one would have been all that was necessary to make the mark official.

Another rhubarb stemmed around a post-Nationals consolation event which was staged after the championships themselves had been run. Due to the fact that drivers competing in the event would not have been insured had the event not been sanctioned, a last minute sanction was awarded. Drivers who had previously been told that if they had been in the money winning brackets in the Nationals they would be excluded from the consy were informed that they could run in the sanctioned consy. Word was also passed that it would be appreciated if they would stay out of the event. Thus based on this weird bit of double talk and the last minute sanction—all originating from kindly intentions of the best-for-the-drivers—no one still seems to know just what happened to the unofficial new records established in these events. At any rate, the 1955 A.P.B.A. nationals are now history—albeit confused. The show was a good

(Continued on Page 37)



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.

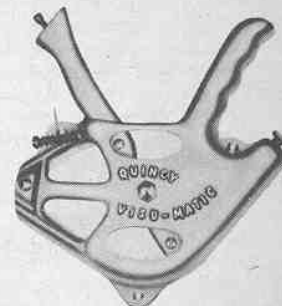
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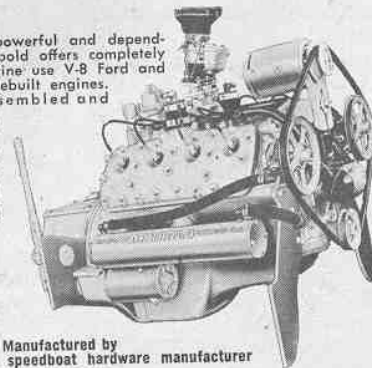
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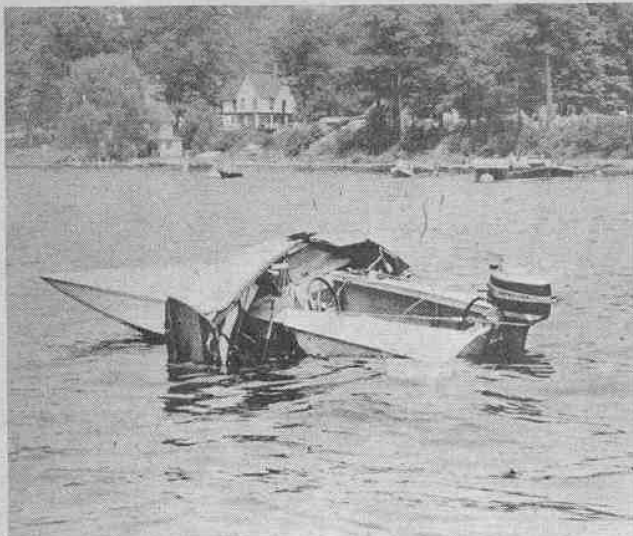


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This freak accident occurred during the first heat of BU at the 8th annual Tri-State Outboard Regatta held by the Chautauqua Lake Power Boat Club, Inc., on Lake Chautauqua, N. Y., last July. Howard Swanson of Youngstown, Ohio, writes: "All I remember was that I passed five boats at the starting gun when three other boats ahead of me got tangled together and all three flipped directly in front of me. I didn't know which way to turn and I was moving up fast at 50 mph. So I cut my boat to the left toward one big spray of water and that was it! This boat was directly behind the spray and up on its side all ready to turn over when I hit it dead center. Wood flew every which way and so did the driver of the other boat. I drove in right up to my dashboard as you can see. I did not fall out of my boat, but turned around to my motor and shut it off. Then I waited for the crash boat to come to take me ashore and to the hospital in Jamestown, N. Y. I had three stitches under my right eye, cuts on the left of my nose, a cut on my right cheek, and one tooth broken off. When I came back to the races, the fellows had taken my boat off and loaded it back on the trailer. It was not damaged except for a small hole on the forward right side about four inches round." Readers will recognize Howard Swanson's boat as "Airborne," designed by Hal Kelly and built from his plans, details of whose construction appeared in our December 1955 issue under the title "How to Build a Plywood Planked Runabout."

Boat Sport Covers the Racing Scene

(Continued from Page 6)

inboards in seven scheduled classes, included among which were seven Unlimited Class hydros.

Fourteen AUs made it necessary to run off three heats. Dean Chenoweth, Xenia, Ohio, in his *Beedle Bomb* easily won the first heat and repeated in the final for a perfect point score and the fastest heat speed of 38.262 mph. Jerry Van Amber, Lansing, Mich., finished second and Charles Armstrong, Fort Wayne, Ind., third.

In BU there were twenty-eight entries. Chenoweth won his elimination heat with Jon Culver, Dayton, Ohio, winning the second elimination. The final event which brought the two good friends but course rivals together was exceedingly closely contested, with Culver topping Chenoweth in the final stages to beat him to the tape by only 1.4 seconds. In winning the event Culver averaged 44.139 mph with his hull *Rev'luc*. Third in final standing was Dale Pease, Fort Wayne, Ind.

The seventeen DUs registered were taken into camp by Merle Oliver, Greenville, Ohio, whose fastest of two winning heats was clocked at 48.275 mph. Eddie Tom, Fort Wayne, Ind., earlier over-all winner of the rugged Top-in-a-Bee Michigan Marathon, merged an elimination heat win with a second place in the final for a second spot, with George Redman, Bourbon, Ind., combining a second and a third for an over-all third.

Twenty-one A Stock Hydros were registered. In the first elimination heat, Carl Quigg, Toledo, Ohio, upset advance prophecies by bringing his hull *Black Magic* in for the checker with a one-second hair's breadth finish margin over Dean Chenoweth. The second elimination heat was won by Butch Mowery, Lewistown, Ohio. Fred Barey, Anderson, Ind.,

drove his hull *Blue Streak* into second. In the final, Chenoweth picked up plenty of rpm to lop nearly seven seconds off his previous five-mile time, averaging 40.650 mph, but Willie Hobson, Seymour, Ind., beat Chenoweth to the tape by .4 second and Fred Barey bounced in third just .1 second behind Chenoweth so that all three boats could have been covered with a tarpaulin. Final ASH winner was Chenoweth, merging two seconds for a total of 600 points. Quigg, with a first and a fourth in the final, wound up in a tie with Willis Hobson, also with a first and a fourth. Though Hobson's time in the second heat was the fastest of the three heats, his total average for the two heats in which he ran was slower than Quigg's, who took the official second place position.

In the 40 cubic inch hydro class, thirteen four-cylinder jobs were registered though only seven of the DSHs actually answered the gun. Jon Culver averaged 50.991 mph in his fastest heat, taking two straight wins to dominate the class. Bill Holloway, Tipp City, Ohio, finished second and Bob Hovermale, Jamestown, Ind., was third in the two events which aside from excitement through the first corners were strung out and quickly developed into high speed parades.

The largest registered class was in B Stock Hydro with thirty-two of the 100-pound shingles in hand. Charles Stewart, Toledo, Ohio, won the first of three elimination heats, with Francis Reischman, a fellow Toledoan and Willis Hobson coming in second and third. Though Stewart after the second lap had things largely his own way, Reischman and Hobson battled right down to the line with Reischman in *Bingo* eking out his second by less than a three-foot margin. The second heat went to Dean Chenoweth, with Bob Hovermale second and Dave Thomas, Dayton, third. The third elimination heat was won by Albert Glenn, Lock Haven, Penna., beating out Jon Culver, who finished second, and Dennis Berghauer of Wisconsin, third. Dave Thomas won the final heat to give him a point tie with Stewart, who finished third in the final. Stewart's faster average speed for his two heats gave him the over-all class victory, with Thomas second and Chenoweth third.

Danny Foster, veteran Gold Cupper, at the helm of Guy Lombardo's *Tempo VII*, took his fourth straight major Unlimited Class victory in two of the closest most thrilling finishes ever witnessed in Unlimited Hydro racing. Foster garnered the coveted Governor's Trophy from last year's winner and unsuccessful defender, Bill Cantrell. In the first heat Foster led home second-place finisher Lee Schoenith, in *Gale V*, by a comfortable margin but in the second of the three heats Foster led in Schoenith by only .1 second for a margin of less than 3', which is phenomenally close in any type of racing. In the final event the two boats again finished .1 second apart to bring the crowd, estimated at 40,000 persons, to a screaming frenzy of excitement. That the competition was fast was affirmed by *Tempo's* best heat of 102.07 mph. Strangely, *Miss United States*, piloted by Jack Bartlow, broke into the lead in the initial event and looked like a cinch for a win until mechanical trouble caused the lead-footed driver to back off after having overhauled *Tempo* and passed her on the backstretch of the first lap.

With the focus in the West on long distance events, the highly publicized Stockton to Redding 316-miler, despite exceedingly attractive purse money, drew only a modest field of entrants. The \$4000 divided among four registered classes and payable back to eighth place, plus \$2000 as an extra award to any DUs electing to drive straight through the entire distance rather than splitting it into two days with a stopover at Colusa, California, merchandise, trophies in each class back eight places and a diamond cup valued at \$2000 for the DU one-day winner should have made the new event the most heavily attended of the year. Still it was an acclaimed success and is assured of a regular spot on the enduro calendar.

An Oregon logger, Arvid Nyleen of Williamina, won the straight-through event with a Mercury 40H, garnering \$1000 in cash, a take-home trophy, the perpetual Diamond Cup, and even after more than seven hours at the helm he arrived at the finish point reasonably fresh.

Though finishing out of the money, one of the most in-



As Chairman of the Advisory Commission of the Museum of Speed, Daytona Beach, Florida, Joseph Van Blerck of Freeport, Long Island, New York (right) accepts a Mercury Mark 20H outboard motor from Armand A. Hauser, Vice President of the Kiekhaefer Corp., Fond du Lac, Wisconsin. The Mark 20H, used in Class B Stock Outboard competition, will be on display with the other great units of speed, their pictures and histories, being preserved at the museum. This type motor has been primarily responsible for the tremendous growth of stock outboard racing, and has been officially timed by the American Power Boat Association at better than 60 m.p.h.

Inside View of Merc 30H

(Continued from Page 18)

41.782 mph established with an opposed firing Evinrude can be smashed by as much as ten miles per hour the first time one of the new 30H rigs, properly set up, runs through a mile trap. This means that previous C stock racing motors used on runabouts will become as extinct as the dodo well before the year's end. It is also more than probable that a probationary C Stock Hydro class will be established and that within a year the CSH class will become a permanent fixture on most stock outboard regatta schedules.

Just how the new Mercury Mark 30H will fit into the outboard (alcohol-burning) racing categories is not yet clear. It is highly probable that the motor, converted to alcohol use, will be accepted for C Hydroplanes and C Racing Runabouts, with the 15:15 gear ratio Quicksilver lower unit. However, whether it will be accepted and in what form for the C Service Hydro alcohol burners and C Service Runabouts is not at this point certain. It may be that the Mercury Mark 30 will be accepted in the two latter categories with the standard utility unit only. However, I make no prophesies and these decisions, of course, are up to the Outboard Racing Commission.

In factory tests using a standard gasoline-oil fuel mixture on a 150-pound C hydroplane, the new 30H has been clocked with a competition type set up at 62 mph and, jacked up high for straightaway trim, has exceeded 64 mph. This does not mean that the new Mark 30H can be expected to run at an average of 62 mph in a five mile competitive heat—not by a long shot. The speed expectancy is more likely to be somewhere in the range of 52 to 55 mph, at least until drivers have a chance to experiment a bit with the new combination of unfamiliar 150-pound hydro and new motor. Converted to alcohol, it's anyone's guess what the job will do, but it wouldn't seem out of reason to add another 4 mph to the straightaway trim speed which would put it in a very favorable competitive position with the present alcohol burning Johnson PR-65s. On a runabout, its reasonable expectancy in gasoline-burning stock trim should be somewhere in the neighborhood of 53 mph with a straightaway trim set up in excess of 55 mph. It may be expected that in competition the new jobs will be clocking the five miles at an average clip of close to 48 mph.

Don't think that the potentials of the Class C Mark 30H and the new Class D Mark 55H are the same. The Mark 55H has a 9.82 cubic inch piston displacement advantage offering greater power to the tune of approximately 10 horsepower at the same rpm. However, runabout rules will give the CU Class 30H an 85 pound advantage—i.e., 35 pound over-all hull and driver weight with the CU as opposed to 435 pounds with the DU and this will have a leveling effect. Under smooth water conditions, it is possible that in marathon events the CUs may on occasion run with and even beat the DUs. In probationary CSH, the difference in speed potentials of the two motors will be more noticeable since hull weights are closer, 150 pounds and 160 pounds respectively, and over-all weights are only 20 pounds apart, 315 and 335 pounds respectively.

Let's take a look inside the Mark 30H, which, as I have already stated, is basically a smaller bore version of the Mark 55. There are, however, some very important differences. The cylinder blocks which on the Mark 55 are Siamesed, that is cast together in pairs so that full water jacketing around all cylinders is not possible, is changed on the non-Siamesed Mark 30 powerhead which has extra large water jackets all the way around the cylinders. This difference offers a potential advantage over the Mark 55 in that cooling on the Mark 30H will be more consistent and there will be far less tendency for heat distortion to the cylinders and to the pistons.

Carburetion on the Mark 30H originally called for two Tillotson Model AJ-48As. The Mark 55 uses Model AJ-47As. The original AJ-48As after exhaustive tests have been replaced by Tillotson AJ-49As which have a somewhat different idling system. Of interest, too, to the racing driver who has had experience with the bowdoin cable hook-up on the Mark 20H and the 40H is a completely newly designed bowdoin cable arrangement which is simplified and should do away with any tendency for bowdoin wires to break.

The valving of the 30H is identical to the 55, and the eight oval ports remain the same, 1 5/8" as used on the four cylinder Mark 40H to be replaced by the 55H. However, the compression volume on the 30H, though listed at a minimum of 14.2 cc. which is comparable to the Mercury Class A KG-4 will actually be closed to 18 cc.

Internally, in addition to its smaller bore, the Mark 30H will be equipped with pistons approximately 2 ounces lighter in weight than those on the Class Mark 40H.

The lower unit is essentially the same unit as used on the Class B Mark 20H as to outer dimensions being equipped with a 15:15 gear ratio but having a larger diameter driveshaft than the B though smaller than the 55. The principal lower unit difference will be most apparent in the redesigned skeg, almost 1/4" deeper than that on the present Quicksilver unit used on the Mark 20H. Transom heights during tests were located at approximately 14 1/2" and at this height on both hydroplanes and runabouts the 30H showed better steering response than either the Mark 20H or the 40H.

The suction fuel pump system with two crankcase operated fuel pumps, will convert well to alcohol use. BOAT SPORT expects soon to publish a complete description, step by step, of the modifications required to convert a 30H to alcohol burning use and full information on setting up the 30H for stock competition as soon as its own tests of the new model have been completed.

As with any new motor the racing driver, either stock or alcohol category, will undergo a period of experimentation with propellers, boat set ups and ignition timing before peak results can be obtained. At this stage no one cares to make any prophesies concerning the motor's adaptability and potential threat to the PR-65s in the alky burning classes.

The release of the new 30H models, which will sell for \$540, and which will enjoy a full production schedule, was so timed that few, if any, stock or modified jobs could be expected in Florida competition. By late spring, competitive performances in both the stock and alky classes should have been obtained in sufficient numbers so that a more definitive analysis of the Mark 30H's potentials can be made. (End)

Around the Buoys

(Continued from Page 33)

one despite minor rhuarbs and a bit of ill feeling that was smoothed out at the Detroit meeting in the fall.

Carl Johnson, who since 1949 has served the A.P.B.A. in the capacity of Executive Secretary, notified that organization of his intent not to renew his contract, which terminated on November 1, 1955. Johnson who did an exceptionally fine job during his six years with A.P.B.A., stayed on through December 31st to put the organization's affairs in better shape for his successor. Mrs. Bernadette Harper, Assistant Executive Secretary of the Association, has been serving as Acting Executive Secretary pending the appointment of a replacement.

At the year's close, both sanctioning groups had received specifications on the German Konig J and B stock motors and the alcohol M, A and B class motors. Dieter Konig, designer and manufacturer of these motors which have made an exceptionally fine mark for themselves on the European circuits, stated his intention of filing specs, too, on the three-cylinder C motor, with which he currently holds the U.I.M. mile-straightaway speed mark. Konig, however, was unable to file for the C motor approval when filing for the others, since he has not yet manufactured twenty-five of the three-barrelled mills. Plans for Konig and an American associate, Mather Hyatt, to compete at the Orange Bowl in Florida had to be cancelled since the motors at that time had not as yet been approved by the A.P.B.A. However, Maher Hyatt stated that he and Konig expected to arrive for competition during the Spring of 1956. Many people are interested in seeing what the foreign import jobs will do against our own products.

Congratulations to Paul B. Sawyer, Jr., of Rochester, N.Y.; William Edgar John, Rye, N.Y. and Stanley Sayres, Seattle, Wash., on their selection for powerboating's Honor Squadron, the top award in our sport. Plaudits, too, to Frank Lang, Jr., San Francisco, Calif., Elwood Pliescott, Cambridge, Md. and Lawrence Teel, Lambertville, N.J., for their sportsmanlike conduct that won for them the 1955 All-Risks Sportsmanship Awards. H.W.B.

The A.P.B.A. Honor Squadron scrolls, awarded for the third year, were presented at the annual meeting by Lou Eppel, of Cedar Grove, N. J., to the following persons singled out for outstanding contributions to the sport:

WM. EDGAR JOHN, RYE, N. Y.

"A man whose association with the APBA for over 40 years has been one of owner, driver and official. Bill John spearheaded the drive to bring back to the APBA predicted log cruiser

racing, and because of his untiring efforts this activity has grown to national eminence."

STANLEY SAYRES, SEATTLE, WASH.

"As owner and driver of Slo-Mo-Shun IV, Stan Sayres brought back to the U. S. the Unlimited world record of 160.323 mph . . . later raising it to 178.497 mph, still the world record for propeller driven boats. With his Slo-Mo-Shun IV and Slo-Mo-Shun V he won the Gold Cup for five consecutive years and did much to stimulate interest in the Gold Cup and Unlimited Class."

PAUL B. SAWYER, JR., ROCHESTER, N. Y.

"In the 1930's Paul Sawyer as an Outboard driver dominated the amateur ranks in four classes for many years, winning every major trophy as well as having been Intercollegiate Champion. In more recent years he turned to limited Inboard racing and was the first driver of a limited class Inboard to break the 100 mph mark. In international competition, Sawyer has been acclaimed abroad where his representation of the APBA has brought credit to the Association."

On the basis of nominations submitted by racing officials in various parts of the country, President Russel R. Kuhlman of All-Risks Corporation, Detroit, Mich., presented sportsmanship awards to the following:

FRANK LANG, JR., SAN FRANCISCO, CALIF.

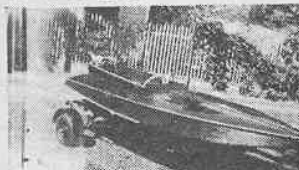
When he found his throttle stuck wide open going into the first turn in an F Racing Runabout race, Frank Lang intentionally turned his outfit over to avoid colliding with other boats in the field. (Nomination was made by Henry Wagner, Fresno, Calif., Chairman of Region 11 and an Approved Referee).

ELWOOD PLIESCOTT, CAMBRIDGE, MD.

For shutting off his engine and diving into the water, during the course of the 266 Hydroplane event at Bush River, Md., to free Wm. Ritner, Jr., who was trapped in a sinking boat. (Nomination by Al Bauer, an Approved Referee, and Frank Foulke, Chairman IRC).

LAWRENCE TEEL, LAMBERTVILLE, N. J.

During last summer's disastrous floods, Teel utilized his DU Stock Runabout for 24 hours of rescue work in New Hope, Pa., at a time when his Division Championships were being run. (Nomination by Hank Wieand Bowman, well-known boating writer and Technical Editor of BOAT SPORT).



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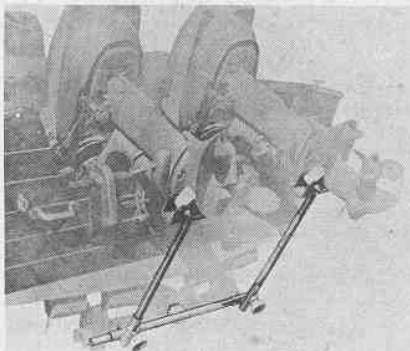
(Continued from Page 30)

the three mountings were selected by Attwood after carefully surveying the preferences of helmsmen throughout the pleasure boating field.

The wheel itself is made of durable, weather-resistant plastic and is finished in a choice of red, blue, light and dark green, black enamel, or the new Johnson bronze finish. Diameter of the wheel is the standard 15 inches.

OUTBOARD MOTOR SUPPORT

With the new Holsclaw Motor Support, for either single or twin mounted motors, your trailer helps carry the weight of an outboard motor. No longer is it necessary for the transom and keel of a boat to absorb the weight and strain of a motor which is carried on the boat at all times.



The lower unit of the outboard motor is nested in resilient rubber to prevent any possible damage to motor or boat. By a turn of the hand knob on the lower part of the Motor Support, the unit is disengaged from the motor and the boat is ready to launch. It is just as simple to reengage for travel on the highways.

"POSITIVE-LOCK" MOORING ARM

"The current trend to heavier, more powerful motors on the popular-sized craft convinces us that our new product is a timely one," says Harold N. Fitting, sales manager of Eaton Stamping Co., Eaton Rapids, Mich. "The Eaton Mooring Arm makes it safe and easy to mount even the heaviest motors while the boat is alongside the dock."

Eaton Mooring Arms are said to protect both the boat and the dock, and because they incorporate universal mountings, they can be used on any style boat . . . wood, metal, or fiber glass. They can be mounted on the top or side of the dock. On the side, the Mooring Arm drops out of the way alongside the dock when not in use. A positive snap lock with provision for a padlock gives the boat owner added protection. The Mooring Arm is plated to resist rust and salt-water corrosion and its steel jaws are hardened to resist wear.

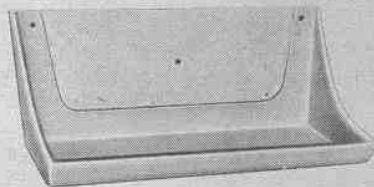
Eaton Mooring Arms are packed one pair per carton, complete with installation instructions, 12 cartons per master. Approximate shipping weight, 60 lbs. Retail for \$5.95 a pair.

Other Eaton products for the sportsman include the Eaton Clamp and Stake Fishing Rod Holders, a Heavy Duty Rod Holder, and Eaton handy Or-Ests that give convenient oar storage while fishing or pleasure boating.

NO-VIBE DRIP PAN FOR OUTBOARDS

The Marine Division of Worthington Products, 441 Lexington Avenue, New York 17, N. Y., has just introduced the No-Vibe drip pan of unbreakable, silver-colored metallic polyethylene. The new outboard accessory, which keeps boat transoms clean and free from oil stains, is priced at \$3 each list price.

The No-Vibe drip pan catches overflow engine oil, at the same time acting as a convenient tool shelf. It helps to reduce motor noise and vibration, because the polyethylene adds an extra layer of tough and resilient insulation between transom and engine clamps.



Designed to be used in combination with the No-Vibe transom pad, the pan can be installed together with pads of any make.

Two styles are being offered. Model A is designed for standard transoms, while model B is cut out to go around the bracing knee of some transoms. Both models fit all boats and engines. The new accessory may be installed with the use of a screwdriver only.

Worthington Products is known as the organization which developed and manufactures No-Vibe transom and clamp pads, Sav-Or moulded rubber oar sleeves, Key Buoys, and Ever-Dry salt and pepper buoys.

DRAGONFLY AIRDRIVE MOTOR

The Dragonfly Airdrive Outboard Motor, Model 80 Cruiser, not only per-

- Proven Trophy Winner
- Giant Tested Plans
- Full Size Ribbs
- 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

forms well in open water, it is claimed, but lets the hunter and fisherman navigate shallow, grassy, stumpy water inaccessible to screw type outboard motors. The air-cooled, air-steered, "Airdrive" is made by Robertson-Hedges, Inc., 629 W. 39th Street, Kansas City, Missouri.

The Dragonfly model 80 Cruiser features a 4 horsepower motor. It is equipped with ball bearing shaft, (direct drive) on-off switch, air-cleaner, rewind starter, tilt handle and fingertip throttle speed control. The motor is attached to the boat with two screw type clamps, and may be done while the craft is beached.

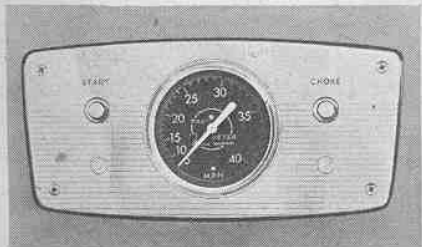
The propeller size is 31 inches in diameter, and its rigid wire safety guard may be removed for transporting. Speeds range from 1/4 mph to over 10 mph. The complete unit weighs 54 pounds, and is priced at \$219.50.

Pusher type propulsion claims many advantages—there are no sheer pins, no water pumps or shaft lubrication problems and maintenance is said to be at a minimum. With 95 degree steering, the Dragonfly is said to turn a boat in its own length.

OUTBOARD INSTRUMENT PANEL

Aqua Panel, a new, easily installed instrument panel for electric-starting outboards has been announced by Aqua Products Division of Ketcham & McDougall, Roseland, N. J., manufacturers of Aqua Meter marine speedometers.

Patterned in chrome-plated solid brass, the Aqua Panel features the newly-designed Aqua Meter "Custom" speedometer with two-tone dial, in a choice of speed ranges from 5 to 30, 5 to 40 and 10 to 50 MPH. Mounting holes are provided for choke and



starter buttons, with two additional 3/8" diameter holes for installation of standard switches for lights, horn, pump, etc. The panel is shipped with all switch mounting holes covered by chromium-plated brass snap-out plugs.

Aqua Panel is available in models to accommodate all electric-starting outboard motors, including Mercury, Evinrude, Johnson and Scott-Atwater, and retails, complete with speedometer, at \$27.50.

Designed for use with Aqua Panel and with other speedometers in the Aqua Meter line is a Custom-Fit Tube Assembly Kit containing all parts necessary to complete Aqua Panel or Aqua Meter installations. With this kit the boat owner can permanently install, without special tools, the connecting tubing between the pick-up tube and speedometer head. Parts include a

BOAT SPORT

Thru-Transom connector which eliminates the necessity for running tubing over the transom, 20 feet of Koroseal tubing which can be cut to required length, two "push-on" tube connectors, four tubing clips, and a nine-inch Transom Tube Assembly complete with Nylon impact tube and Beryllium spring transom clip. List \$7.50.

WOOLSEY'S TUBE COLORANT

A new tube colorant system, which gives boatowners a wide range of true marine colors for their craft, has just been announced by the C. A. Woolsey Paint & Color Co. Inc., 229 E. 42nd St., New York 17, N. Y.

Woolsey's new Cawlux Nauticolor system requires one tube of liquid marine colorant added to a single can of ready-mixed marine finish. An array of 70 colors in all are being offered. The colorants, which mix evenly and rapidly, are said to be color fast and durable and to have all the fade-resistance and gloss-retaining characteristics of factory ready-mixed shades.

With the demand for color in homes, clothes and automobiles at an all time high, boatowners have for some time now expressed a desire for a wider range of colors for their craft. These newer colors were demanded for better co-ordination with the new stylings being shown for marine interiors, decks and topsides. A selection of the most asked for colors were adopted by Woolsey after an extensive marine color survey was conducted among boatowners, boat yard operators, marine dealers, boat builders and marine architects.

RACER'S NEW ROLE

Jack Maypole, Chicago's internationally known outboard racing competitor, has added writing and a radio program to his activities. His column, "Sport-about" now appears in 43 Chicagoland and Illinois weeklies. The column covers a variety of sport topics with



a general stress on outboards and boating activities in general.

The radio program is broadcast over WJJD, Chicago's 50,000 watt station. It consists of music, a sports tip by

ONE SOURCE - DIRECT TO YOU!



ORDER YOUR CATALOG TODAY 25c POSTPAID



Fully Illustrated

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

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 _____

BATTERY SALE

ATTENTION OUTBOARD MOTOR DEALERS
NEW, AIRCRAFT TYPE, 12 VOLT BATTERY

31 amp. hour at 5 hr. rate. 8 3/4" long x 4 1/2" wide x 3 3/4" high. Among its many advantages: Wing nut terminal posts, light weight, space saving. An ideal battery for your 12 volt starter equipped outboard motor. A \$55.00 value—now offered on a special sale for a limited time only at

\$14.95 each on orders of 8 or more;

\$13.95 each on orders of 12 or more,

AND we will pay the freight to anywhere in the 48 states.

Payment with order or we will ship C.O.D. Supply limited. Order a reserve now before we are sold out.

All batteries are new and shipped dry charged. ADDITIONAL ADVANTAGE: Batteries are shipped in a specially designed wooden box which makes an ideal protective container for use in your boat.

GAARE SUPPLY COMPANY

BOX 277-N Weatherford, Texas
Phone 4-3742 24 hour phone service.

VAN PELT RACING UTILITY

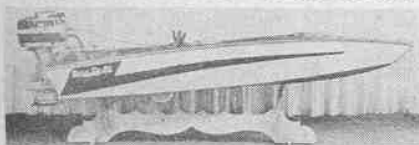
Sparkling performance

Phenomenal SPEEDS

No matter what you drive you can do better with a

VAN PELT BOAT

TROPHY WINNERS EVERYWHERE



Send 25c for Photos and Description

Address Art Van Pelt

Van Pelt Boat Co., Spring Lake 1, Mich.

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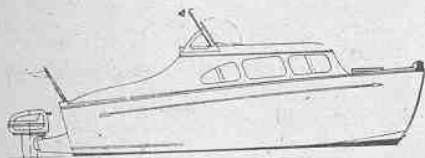
- Hi Dome Racing Pistons
- Special Parts
- Precision Cylinder Grinding

Write for Catalogue Parts & Services for
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BUILD A BOAT AT ONE THIRD THE COST



18-Ft. Outboard Cruiser, plywood construction.

USE OUR FULL SIZE, cut to shape Boat Patterns, fully detailed Blueprints and complete Specifications, and "build it yourself" at big savings. 7 1/2 to 38 ft. New 1956 illustrated "Build a Boat" catalog of 50 Naval architect-designed Cruisers, Runabouts, Sloops, Skiffs, Outboard Boats, Sailing, Racing, Houseboats, 50c. Small Boat hardware catalog, \$1.50. "How to Build A Boat" book, \$2.50.

CLEVELAND BOAT BLUEPRINT CO.
Dept. BS, Box 1651, Cleveland 4, Ohio

Jack and a brief commercial for his business, Maypole Boats & Motors. The program is heard each morning five days each week.

MERCURY OUTBOARDS WIN FASHION ACADEMY GOLD MEDAL

The Fashion Academy Gold Medal for 1956 was awarded to the Kiekhaefer Corporation, manufacturer of

Mercury outboard motors, for the design and styling reflected in the 1956 Mercury line. Said Mrs. Emil Alvin Hartman, Director of the Fashion Academy, "The streamlined design, two tones and color combinations the Mercury outboard line won the immediate and unanimous approval of the Fashion Academy Board. To the Kiekhaefer Corporation goes the credit for not only having the outstanding outboard fashions of 1956 but for having

A.P.B.A. INBOARD NATIONAL CHAMPIONS HYDROPLANES

CLASS	DRIVER	PLACE	DATE
48 c.i.	George Moniz, Hayward, Cal.	Salton Sea, Cal.	10/22
91 c.i.	E. B. Davidson, Tampa, Fla.	St. Petersburg, Fla.	2/5
135 c.i.	John S. Corea, Dos Palos, Cal.	Guntersville, Ala.	7/24
136 c.i.	Don DaVault, Glen Burnie, Md.	Cambridge, Md.	7/31
225 c.i.	Ralph Manning, Ashland, Ky.	Melbourne, Ky.	9/18
226 c.i.	Ron Musson, Akron, O.	Guntersville, Ala.	7/24
7 Litre	Louis Nuta, Jr., Miami, Fla.	Buffalo, N.Y.	8/14
Unlimited	Dan Foster, Grosse Pointe, Mich.	Detroit, Mich.	8/27
PODH	Marion Beaver, Parker, Ariz.	Long Beach, Cal.	5/30

RUNABOUTS

CLASS	DRIVER	PLACE	DATE
44 c.i.	Frank Buck, Mendenhall, Pa.	Millville, N.J.	9/5
Cracker Box	Byron Herman, Glendale, Cal.	Long Beach, Cal.	5/30
B Rac.	Woody Eldredge, Merced, Cal.	Merced, Cal.	7/24
C Rac.	William Seldon, St. Petersburg, Fla.	St. Petersburg, Fla.	2/5
E Rac.	Ed Fletchall, Bell, Cal.	Salton Sea, Cal.	10/22
D Serv.	Harry Bickford, Hampton, Va.	Buffalo, N.Y.	8/13
E Serv.	Enoch Walker, Hampton, Va.	Buffalo, N.Y.	8/13
F Serv.	H. G. Hibbert, Miami, Fla.	Buffalo, N.Y.	8/13
Jersey	James Camp, Newark, N.J.	Long Beach, N.J.	7/10
Speed Skiff			

A.P.B.A. OUTBOARD NATIONAL CHAMPIONS

The following championships were competed for at Oil City, La., on September 24-26.

CLASS	DRIVER
A Out. Hydro	Orlando Torigiani, Bakersfield, Cal.
B Out. Hydro	W. L. Tenney, Dayton, Ohio
C Out. Hydro	Bob McGinty, Corpus Christi, Texas
C Ser. Hydro	Steve Gantner, St. Louis, Mo.
M Out. Hydro	Dorothy Mayer, College Point, N.Y.
C Rac. Run.	Bob McGinty, Corpus Christi, Texas
C Ser. Run.	Jack Cohen, Chicago, Ill.
F Out. Hydro	Hap Owens, Bedford, Ind.

The following Outboard Championship was competed for at So. Sausalito, Cal., October 23.

F Rac. Run. Bill Siemsen, Santa Rosa, Cal.

A.P.B.A. STOCK OUTBOARD NATIONAL CHAMPIONS

The following championships were competed for at Devils Lake, Ore., August 26-29.

JU Run.	Billy Schumacker, Seattle, Wash.
AU Run.	Billy Schumacker, Seattle, Wash.
BU Run.	Don Baldaccini, Miami, Fla.
CU Run.	Ron Loomis, Santa Barbara, Cal.
DU Run.	Paul Woodroffe, Salem, Ore.
EU Run.	Dean Mahaffey, Salem, Ore.
A Stock Hydro	Don Benson, Seattle, Wash.
B Stock Hydro	Don Baldaccini, Miami, Fla.
D Stock Hydro	Art Sullivan, Seattle, Wash.

revolutionized the entire boating industry and made it fashion conscious when they introduced new styling to outboards at the National Motor Boat Show in New York in 1955. It is the first time that an outboard motor has ever received the Fashion Academy Gold Medal."

BIG TWIN CARRYING HANDLE

Evinrude Motors has announced a carrying handle which may be bought in kit form, requiring only three bolts to secure, which is adaptable to the 1955 Big Twin. The same carrying



handle is now regular equipment on the 30 horsepower Big Twin and may also be purchased as a kit for the 1956 30 Horsepower Lark, through any Evinrude dealer.

WATER SKI TOW ROPE

A 70' tow rope that lists at only \$4.35 has been announced by White Bear Water Ski Company, 5345 Bald Eagle Boulevard West, White Bear Lake, Minnesota. White Bear also announced a new soft molded rubber foot harness kit which will retail for \$11.95. This features an easy, one knob adjustment and appears to be one of the finest stock harnesses on the market today. White Bear also carries a Polar water ski foot kit, adjustable foot harness at \$9.95.

GLASRIN FIBER-GLASS OARS

Plastic Age Reinforced Products, Inc., 649 Arroyo Avenue, San Fernando, Calif., introduces the first major change in oar construction in many years. Permanent colors and lightweight plus exceptional durability are features of the new plastic product advertised for lifetime service. The oars, which are hollow and watertight, are highly buoyant and require no maintenance. An interesting new oar lock, which is standard equipment with the oars, allows vertical, horizontal and rotational movement. The position of the locks is adjustable with no attachment necessary to or through the oar. Another appealing feature is the removable watertight handle, which opens to afford storage for fishing rods. The oars are made in three models: Stubby, 61"; Sturdy, 72" to 108"; and Husky, the heavy duty model of the same range in length. Colors are red, white, blue, green or yellow. Prices range from \$7.25 each for the Stubby model to \$18.45-\$24.95 a pair for the Husky oars dependent upon length.

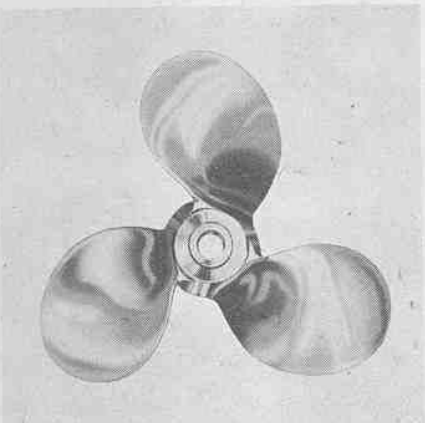
INLAND WATERWAY GUIDE

The Inland Waterway Guide, published at 25 West Broward Boulevard,

Fort Lauderdale, Fla., is put out in both a Southern and Northern edition, covering in the Southern edition waterways from Cedar Key to the West Coast of Florida on the Gulf of Mexico to Key West and up the seaboard to New York, including also data on Nassau and the Bahamas. The Northern edition covers sea coast and inland waterways from the New York areas north. The Guide is filled with information on marina and other outboard or inboard facilities and is rapidly becoming the Bible of the outboard enthusiast in the East. It is priced at \$1.50 a copy.

MICHIGAN WHEEL COMPANY CUSHION HUB PROPELLER

Cushion hub propellers recommended for all outboard motors with gear shifts as a means of reducing shear pin damage on models so equipped and greatly reducing hazard of damaged



propellers are manufactured by Michigan Wheel Company, Grand Rapids, Mich., for all gear shift model outboard motors. Michigan Wheel also carries hydraulic steering units, steering wheels, a complete line of marine hardware accessories, water speedometers, outboard motor stands, parts, motor brackets, water skis and life jackets, and has a complete catalogue available on request.

LIGHTWEIGHT LIFE BUOY

Spongex Ring Life Buoys, manufactured by B. F. Goodrich, Sponge Products Division, Shelton, Conn., are made up of a material consisting of millions of tiny air chambers which cannot be impaired by puncture, gash, exposure to sun, sea, water, oil or gasoline. The new rings are claimed to be rot-proof, lifetime buoyant, mildew resistant and impervious to drying out. The U.S. Coast Guard has approved models of 20", 24" and 30" diameter. In white these list at \$14, \$17 and \$22 respectively. The two larger sizes are available in red and are priced at \$15 and \$20. Material used is Geon cellular plastic.

OUTBOARD FENDER

A new 2½" x 13" boat fender de-

BUILD AN OZARKA RACER

COMPLETE RACING BOAT KITS
Easy to Build — Low in Cost!

Have your own high speed racer at low cost. Complete kit, easy to build. Modified "V" bottom. For motors up to 16 HP. All wood parts accurately shaped, ready to assemble.

EXCLUSIVE DESIGN
Famous oak laminated rib construction . . . preformed for exact shape and four times stronger than solid oak.

AS LOW AS \$48.85 . . . Ozarka Kits include prams, runabouts, outboards, racers and sailboat. Send 25c for complete catalog.

OZARKA, INC. 746 BORDEN LANE WOODSTOCK, ILLINOIS

A Valuable Book

Secrets of (Stock) Outboard Motorboat Racing

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

FOR EVERY OUTBOARD DRIVER \$3.00 Postpaid

VAN PELT BOAT CO. Spring Lake, Mich.

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. Reconditioning on all makes.

JOHNSON PROPELLER CO.
603 Lancaster St., Oakland 1, Calif.
Kellogg 3-4110

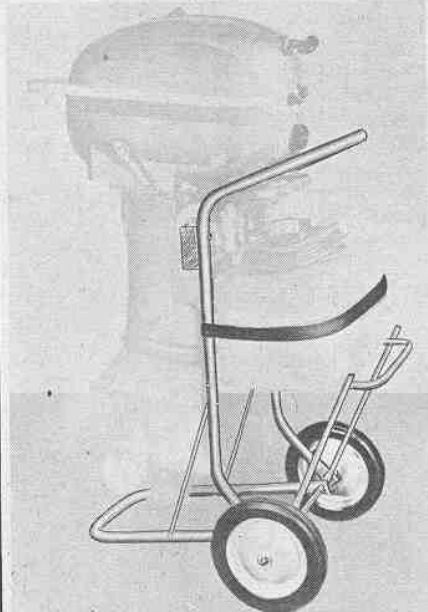
signed especially for light outboard craft has just been added to the D-Fender line of boat fenders produced by Franklin Plastics, Inc., Franklin, Pa.

The Outboard® D-Fender follows an open cylinder design principle and is non-pneumatic. A 4-foot lanyard is furnished attached to a faired end. Like other Franklin D-Fenders, the Outboard is made of pure White polyethylene that floats. The color is integral and cannot rub through. The manufacturer also claims that the D-Fender, although firm to the touch, provides a scientific cushioning action to protect even finest hulls, and furnishes a calculated amount of resilience

at temperatures down to -40°F. The Outboard D-Fender, complete with 4 ft. lanyard, is one of the most economical on the market and carries a suggested retail price of only \$2.95. Available now through good marine stores and distributors.

LUMEX, INC., MOTOR CARRIER

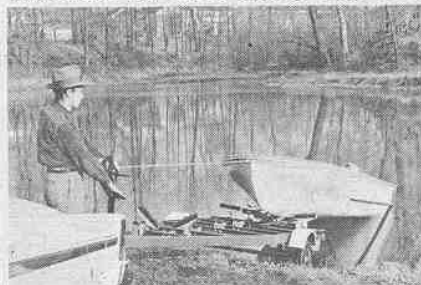
Lumex, Inc., 11 Cleveland Street, Valley Stream, N.Y., has released a new heavy duty Model 204 semi-pneumatic tired outboard motor carrier, capable of handling the largest of



the outboards on the market plus a rack and carrying strap for remote fuel tanks. The wheels are 10x1.75 and fitted with Oilite bearings. The frame is constructed of alloy aluminum tubing and the model is guaranteed fully for a year.

PACEMAKER

Pacemaker Boat Trailer Company, 232 Church Lane, Philadelphia 44, Pa., manufactures eleven standard models to haul boats from 10' to 26' and a weight range up to 5500 pounds, announces its latest Model 750. This



new trailer with a capacity of 750 pounds, suitable for boats of up to 16' in length, is equipped with .500x8 wheels of demountable type carrying high speed tires. The track of the trailer wheels is 54". The trailer, equipped with winch and completely rollerized for easy one-man loading and launching, lists at \$197.75.

Outdoors With the Outboards

(Continued from Page 29)

The new booklet, "A Guide to Financing of Outboard Boating Equipment," was published in answer to a growing demand for more information regarding the investment potential in the realm of boating, Guy W. Hughes, executive director of OBC, explained.

Illustrated with graphs and pictures, the 22-page booklet is divided into six main sections: a foreword explaining the purpose and scope of the survey; a summary of the highlights of the survey; a discussion of the rapidly expanding outboard-boating industry; a section dealing with the three essential items of the "outboard package"—boat, motor and trailer; a report on who buys outboards and why; and a final section offering pointers for loan officers interested in setting up a program for financing outboard-equipment sales.

AS ANOTHER STEP in their program of public service to the owners of outboard motors, the Gumout Division of the Pennsylvania Refining Co. has published a new free leaflet titled "How to Prepare Your Outboard Motor for Storage . . . for Operation." It lists easy-to-follow step-by-step procedures for getting your outboard set for operation at the start of the season . . . and for storage over the winter. This should be welcome information to every owner of an outboard motor since following the procedure outlined will result in happier, trouble-free boating. (End)

Bill Tenney

(Continued from Page 15)

Hydro and C Racing Runabout, and also gaining the N.O.A. crown in CRR. Also in 1954, he increased his competition Class B hydro record and set new A.P.B.A. straightaway speeds in Classes B and C. To these he added new N.O.A. straightaway marks in B and C Hydro.

Last season Bill was still riding high, first dominating the prize money winning ranks on the Florida Citrus Circuit, then smashing both N.O.A. and A.P.B.A. B Hydro speed marks for straightaway runs. He finished up the 1955 season winning the N.O.A. Class A Hydro Championship and the A.P.B.A. B Hydro championship.

To summarize, in three short years the Dayton flash boosted the Class B Hydro record from slightly more than 57 mph to over 68 mph; upped the old C Hydro mark from a shade more than 65 mph to nearly 69 mph; added a mile per to the C Racing Runabout speed to its present peak of 63.581; became the first outboard racing driver to top an average of 60 mph for five miles in competition and, just to prove that he can handle himself in heat racing, Bill scored as top man in four A.P.B.A. and three N.O.A. championships. (End)

Classified Advertising

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

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

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

FOR SALE—Used and rebuilt marine motors, 2 to 550 H.P. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 200 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.

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, Quincey Welding Works, 5th and State, Quincy, Illinois.

Please Send



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_____ address

city _____ zone _____ state _____

BS-256

12 ISSUES FOR \$4.00
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Boat Sport, 215 Fourth Ave., N. Y. 3, N. Y.

SPEEDLINER

**FAMILY RUNABOUTS
FISHING BOATS
RACING HULLS**

the Championship line of better built boats

New, Improved Models for '56

The 1956 Speedliners are the finest boats ever to come out of the modern General Marine factory in St. Joseph, Missouri! Every model in the Speedliner line has undergone design and construction improvements which are typical of General Marine's practice of constant product improvement.

For instance, the family runabouts have been redesigned to give more flare in the sides forward of amidships. This improvement not only eliminates the discomfort of having spray coming in over the bow, but it also adds greatly to the sleek, streamlined appearance of each runabout model.

Enlarged motor wells are another improvement which will be welcomed by 1956 boat buyers. The new Speedliner runabouts provide plenty of storage space for gas tanks and other equipment.

The '56 Trophy, Torpedo and Sportliner—three of the most popular Speedliner runabouts—have undergone design changes which raise the bow curve for better appearance.

Speedliner's racing models—which have captured 41 national and international racing championships and records in the last seven years—have been greatly improved for '56, too. Bottoms have been redesigned for better speed, greater maneuverability.

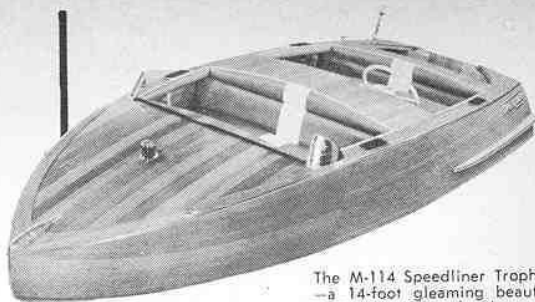
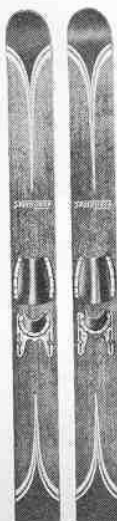
Following the trend to bigger boats, Speedliner introduces a brand-new 16-foot runabout this year. Known as the M-116 Tropicana, this boat will incorporate the same construction features that have proved so successful in other Speedliner models.

Yes, this is the greatest year yet for Speedliner! Whether you want a family runabout, a fishing boat or a racing hull, you can count on the 1956 Speedliners for the best boats afloat! See your nearest Speedliner dealer or send the coupon below for new, colorful Speedliner catalog. It contains 28 sleek, streamlined models—one for every taste and every budget!

New Speedliner Aquadynamic Water Skis

**Improved Construction Methods
Make Them Practically Indestructible!**

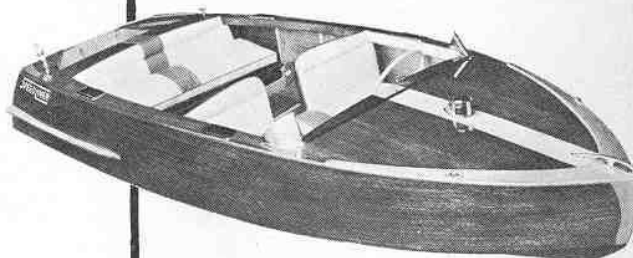
Novice and experts agree that these are the finest water skis you can put on your feet! Lightweight perfectly balanced. Constructed of 9-ply Philippine Marine Mahogany hot-pressure molded for permanent strength and correct flexibility. Won't split or warp under severe use. Sturdy aluminum and rubber harness adjustable to any shoe size, 5 to 13. Available in following models: 68"x 5 1/2", 68"x6 1/4", 70"x7", 48"x6 1/4". Slalom model (single ski) 70"x7". 42"x1 1/2" ski disc also available. Kits for constructing your own water skis can also be ordered from your dealer.



The M-114 Speedliner Trophy—a 14-foot gleaming beauty that's ideal for family outings and water skiing.



The M-214 Sportliner—classy open model with walk-thru front seat. Plenty of storage space for fishing gear, etc. Very popular with water skiers.



The M-414 Contessa—sporty open model with walk-thru front seat. Ideal family boat—can be used as runabout, fishing craft or skiing boat.



The M-510 Corsair—best-performing "BU" boat to bear the Speedliner name! A champion in every sense of the word!



This 14-foot Speedliner runabout kit can be assembled at home at about one-half the regular cost. Other kits 9' to 17'.

**Some choice dealerships still available.
Use coupon for complete details.**

**GENERAL MARINE COMPANY
Dept. 1146, 6th & Oak St., St. Joseph, Mo.**

Please rush me information on the items checked:

- | | |
|---|--|
| <input type="checkbox"/> Protected Speedliner dealerships | <input type="checkbox"/> Marine Plywood |
| <input type="checkbox"/> Speedliner Boats | <input type="checkbox"/> Boat Kits |
| <input type="checkbox"/> Speedliner Resin and Fiberglass | <input type="checkbox"/> Water Skis and Kits |

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CITY _____ STATE _____

Relax and Play the Speedliner Way!

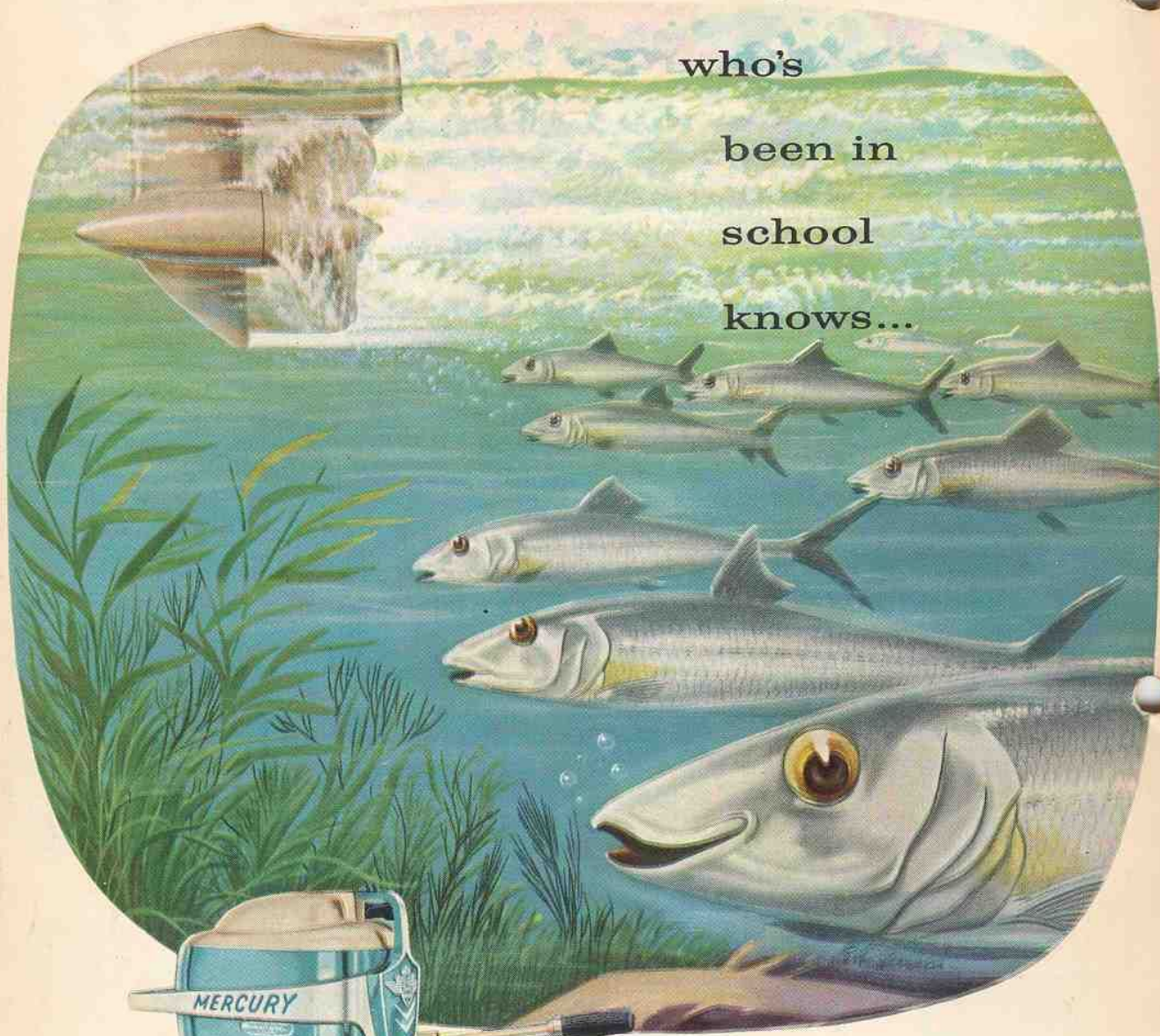
GENERAL MARINE COMPANY

Dept. 1146 6th & Oak St. St. Joseph, Mo.



most
anyone

who's
been in
school
knows...



MARK 25

20 h.p. Alternate Firing Hurricane Engine, Reverse Gear and Neutral. Available with 12-volt MercElectric Starter (Mark 25E model)



Winner
1956 Fashion Academy
Gold Medal Award

KIEKHAEFER

MERCURY

**outruns and
outlasts ordinary outboards!**

Sportsmen recognize the mark of leadership when they see it! Take the handsome, compact Mark 25, for instance. Here is 20 Hurricane horsepower... Full Jeweled Power that travels on ball and roller bearings to give you easier starts, smoother running, fewer repairs, longer engine life! And, thanks to complete engine silencing plus Dyna-Float Suspension, all you hear is a well-bred murmur of sound... with no boat vibration to mar your ride!

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