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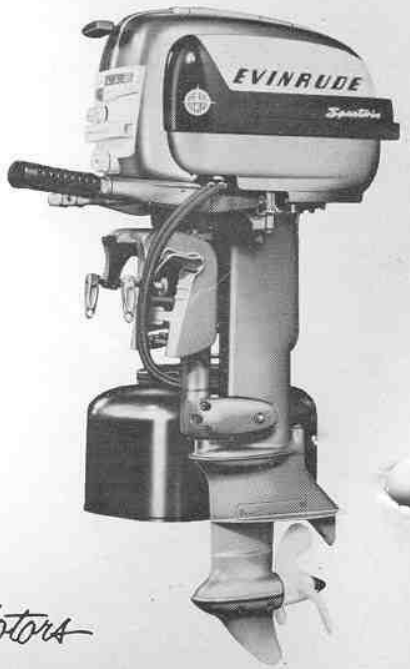

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BOAT SPORT one minute gun

Bob Wanamaker, Chairman of A.P.B.A. Region 2, has announced a Racing and Speedboat Show on May 6, at the Armory in Utica, N. Y., at which each racing class will be well represented. This will be the largest indoor racing pit showing ever presented in the East. Proceeds of this event will be added to the Region 2 High Point Trophy Fund. This is an idea that we hope will be followed by many other regions. For what better way is there to familiarize the public with the different types of hulls and motors used in the sport of speedboat racing?

Freckle-faced, 23-year-old Don Wilson, Dearborn, Michigan, when teamed with Bill Ritner's 266 cubic inch hydro Wa-Wa-Too makes up a really hot combination. Wilson is shown in photo below as he received the Miami Jaycee's Past Presidents Trophy for his win at the Biscayne Bay Regatta, January 29. Later he dominated the large hydro class during the two-day St. Petersburg Southland Regatta on Lake Maggiore, on February 13, by taking the first heat of 266s, missing the second heat when a new battery went on the blink, and then winning the coveted Southland Sweepstakes Trophy, over a 10-mile course, in a surprisingly easy triumph over some very tough competition.

At Clearwater, Fla., February 12, a field of seventy-five alcohol burners ran in competition for top honors in the Fourth Annual Clearwater Junior Chamber of Commerce Regatta. The winner of the over-all honors was Bill Tenney, Dayton, Ohio, with four heat wins and runner up spots in four other events. In second place over-all was Ellis Willoughby, of Alexander, Ill., who came in with the same number of firsts but had only two second place finishes.

Stock outboarders were shocked when they learned that one of the five dead in the February 22nd wreck on the Pennsylvania Railroad between Washington and Baltimore was Thomas Reed Johnson, of Baltimore, Md. Tommy, who was employed by the Glen L. Martin aircraft concern, had been active in stock outboarding until a few years ago when a back injury caused by a flip retired him from the competitive ranks. However, the 35-year-old sportsman and his wife kept on and continued to campaign stocks under the able helmsmanship of Scotty Straus. Tommy had been an active officer in A.P.B.A. Region 4 for a number of years, serving as Stock Outboard Chairman, an approved Stock Outboard Referee and a member of the A.P.B.A. Stock Outboard Racing Commission. It was Tommy who was largely responsible for bringing the Stock Outboard National Championships to Cambridge, Md., for 1956. His loss will be deeply felt by members of his own region as well as Stock Outboarders everywhere throughout the country.

The Third Annual Thousand Islands International Stock Outboard Marathon, over a 90-mile course on the St. Lawrence River, with the starting point at Alexandria Bay, N. Y., has been definitely slated for A.P.B.A. sanction on Sunday, June 10. Last year prizes valued at more than $6000 were posted. Co-Chairmen Harold Van Norman and

J. Y. Thomson, both of Alexandria Bay, announced that a drivers' dinner, crowning of a Marathon Queen and a Marathon Ball will be held on Saturday, June 9, on the night before the long distance event begins.

Detroit promises to be the focal point for the showboats of the speedboating world this coming season. The Harmsworth Trophy race is slated for Saturday, August 25, a[illegible] Monday, August 27, under the auspices of the Detroit Yacht Club. And also the Gold Cup competition is scheduled for the same location, on Saturday, September 1. The Canadian Harmsworth challenger is Miss Supertest. To date the American defender has not been announned, but it will be selected by the Yachtsmen's Association of America which is headed by Leonard H. Thompson.

The challenge for the Harmsworth event was issued by J. G. Thompson, London, Ont., Canada, who with his son James will attempt to garner the British International Trophy, which has been in the possession of the United States since 1950 when it was won by Stanley S. Sayres' Slo-Mo-Shun IV.

Miss Supertest is a three-pointer designed by Les Staudacher and built by MacCraft Industries of Sarnia, Canada. She bears a considerable resemblance to Slo-Mo-Shun IV but is larger..31' long as compared to 28'..and is powered by a 2,500 hp Rolls-Royce Griffon, weighs in at 7,200 lbs. and is built of laminated frames of spruce and white oak with aluminum bottom and plywood decking.

Piloted by W. G. Braden, Miss Supertest reportedly has been clocked between 170 and 175 mph. Despite a hole in one of her sponsons, she successfully established a new Canadian straightaway record last October of 154.85 mph. She is without a doubt one of the finest boats ever to be entered in a Harmsworth Trophy event by a foreign challenger.

Don Baldaccini, Miami, Fla., won top honors in the annual Dixie National Outboard regatta on McKay Bay, off 22nd Street Causeway in Tampa, Fla., on February 12. Don, who is pictured in the above photo, came in with clear firsts in A Stock Hydro, B Stock Hydro and B Utility, and finished second in A Utility points to Skip Ritter, of Hallandale, Fla.

There's a rumor going around that Bill Holland, the well-known auto racer, may be in the cockpit of an Unlimited this season...Bill, to our knowledge, has never taken a try at the rooster tail game before, although he has been way up in the top in the ranks of ground speedsters, having copped one Indianapolis "500" and placed a close second in another...rumor further sayeth that the boat Bill may take out could be Guy Lombardo's Tempo VII...don't know whether (if such be the case) he'll team with Danny Foster or not, or what Danny will be doing if it isn't a team.

Here's a new item on outboard motors...Firestone has come out with a "knotometer-speedometer" which is standard equipment on its 5, 10 and 16 hp models...this device operates independently of the motor, the needle registering speed according to the resistance of the water encountered by the boat.

In addition to the Gold Cup and Harmsworth events mentioned, Detroit will also hold its "Riverama" in the period August 15 to September 1...this will be enlarged this year to rival Seattle's "Sea Fair" and Minneapolis' "Aquatennial", and other of the events will include most all classes of inboards and outboards as well as the Silver Cup races...R. T. Johnstone is the newly elected president, and has on his board of directors more than fifty outstanding citizens of the area, including representatives from the automotive industry, banks, newspapers, radio, TV and officers of the Detroit Yacht Club and the Detroit International Regatta Association.

All in all, the 1956 season begins to look like the biggest one ever...and a lot of records should topple, including number of regattas as well as speed marks. (End)

BOAT SPORT

Published

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TIMES A YEAR

Next issue

JUNE
Publication date May 1
(Advertising closing date Mar. 1)

JULY
Publication date June 1
(Advertising closing date April 1)

AUGUST
Publication date July 2
(Advertising closing date May 2)

SEPTEMBER
Publication date Aug. 1
(Advertising closing date June 1)

DECEMBER
Publication date Nov. 1
(Advertising closing date Sept. 1)

MARCH
Publication date Jan. 16
(Advertising closing date Nov. 9)

APRIL
Publication date March 1
(Advertising closing date Dec. 31)

MAY
Publication date April 2
(Advertising closing date Feb. 1)

COVER STORY

OUR COVER this month shows two scenes that are typical during the outboard racing season everywhere in the country. The larger picture, reproduced through the courtesy of Kiekhaefer Corp., the manufacturer of Mercury outboard motors, shows the activity in the pit area preceding the running of a heat. The smaller color photograph was taken by Hal Kelly from the starting line just as a heat of D Stock Hydros got away. Note that the nearest driver is looking over directly at the camera. He is not doing this to have his picture taken, but instead is watching for the starter's flag.

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Maurice Bordin, 51-year-old French journalist, set a new world's outboard hydroglider record for open water in this glide boat powered by a Johnson Sea-Horse 25 by crossing from Corsica to Cannes—126 miles—in a total of 9.32 hours.

by Blake Gilpin

BOAT SPORT COVERS THE RACING SCENE

Nine hours after the start, the U.I.M. second annual endurance run at Miami came to a close with a display of the familiar checkered flag.

Henry Lauterbach, who was the winner of Orange Bowl Grand Prix, leads the field going into the south turn during the final heat on New Year's.

FROM EUROPE COME REPORTS of a unique and lonely type of competition, the story of a weird voyage of Maurice Bordin, a 51-year-old deep sea fishing expert who set out to establish a new world's record for outboard motor powered hydrogliders. The existing world's mark for light hydrogliders in the open sea had, prior to Bordin's assault, been held by Georges Monneret of France who had crossed the English Channel on an outboard powered Vespa scooter in approximately twenty-three hours. His record had been contested by a Spaniard who had covered an approximate 125-mile distance from Barcelona to Soller, on the Island of Mallorca, in about the same time.

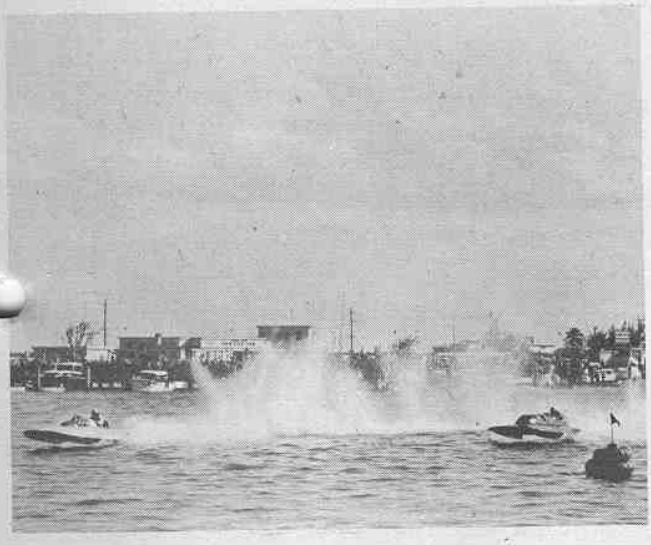
Bordin's glider named *La Mouette* (the Gull) was constructed of two aluminum floats, approximately 12 feet long, with a wooden deck and tubular, canvas-covered protecting framework. The entire rig weighed about 240 pounds. With this flimsy equipment Bordin made a crossing from Calvi, in the north of Corsica, to Cannes, on the French Riviera, in 9.32 hours. Bordin made the trip unaccompanied, without radio or any other means of communication and with a simple marine compass as his only aid. His only real problem during the crossing was running into a school of exceptionally large fish about the midway point. The fish, seemingly, were attracted to Bordin's odd appearing craft and hurled themselves against the makeshift fabric covering, tearing it so that the balance of the trip was made with the pilot uncomfortably exposed to the open sea.

On the West Coast a novel experiment was inaugurated last November 26 when the Valley Speedboat Association, aided by the Kiekhaefer Corporation, manufacturer of Mercury Motors, and General Petroleum, distributors of Socony-Vacuum products, began conducting a series of events at Lake Los Angeles designed specifically for televising over TV Station KTLA. This will probably explain to Eastern and Midwestern drivers why A.P.B.A. Region 12 carried a heavy listing of ten stock outboard regattas between November 27 and January 29. The events have gone far toward popularizing the galloping shingles sport

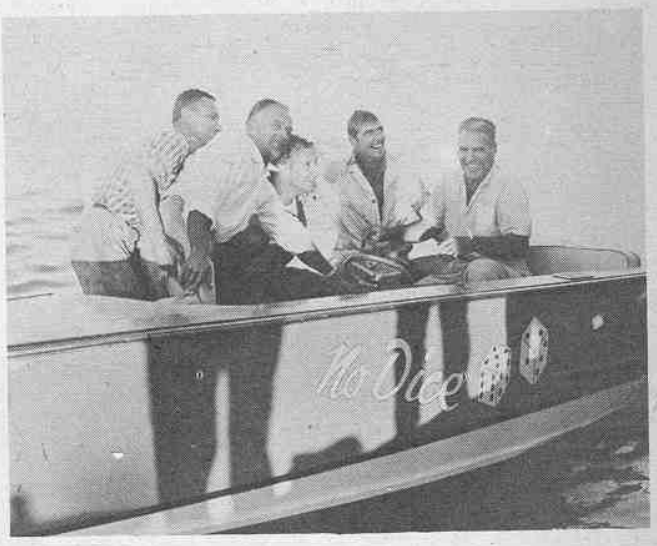
(*Text Continued on Page* 10)

Ezio Selva proved to be the center of interest at the Dec. 28th mile trials at Hollywood Beach, Fla., when he drove his 500 k.g. hydro with a 1500 c.c. Alfa Romeo engine to a new world's record of over 141 mph.

The Nine-hour Endurance race, held at Pelican Harbor Yacht Club, Dec. 29th, took its toll of drivers. Here Dutch Stossel, of Riviera Beach, Fla., goes by in his Dutchess hull; however, he failed to finish race.

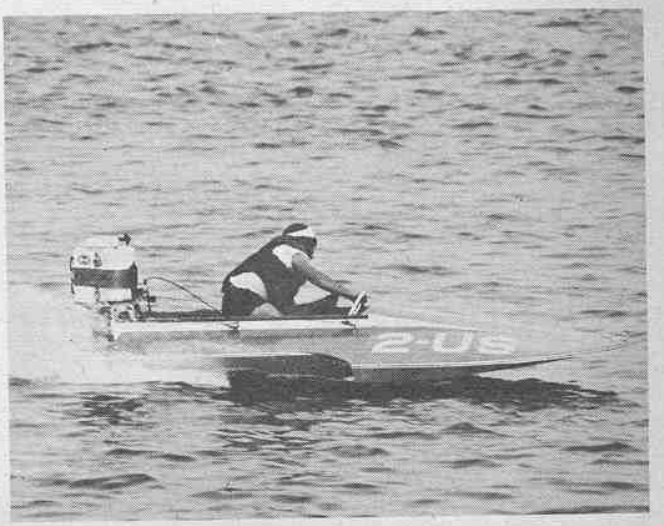


Grand Prix winner Lauterbach is shown at left, with Ezio Selva, right. Selva won first heat but was disqualified in second for cutting buoy.



Over-all winner of endurance race was No Dice, an Interceptor-powered Abbey Craft, owned and driven alternately by this very happy quintet.

This 18-foot Barracuda, powered by a 225 c.i. Interceptor and driven by Bob Brooman, North Miami, was 5th over-all; 2nd in Inboard Class 3.

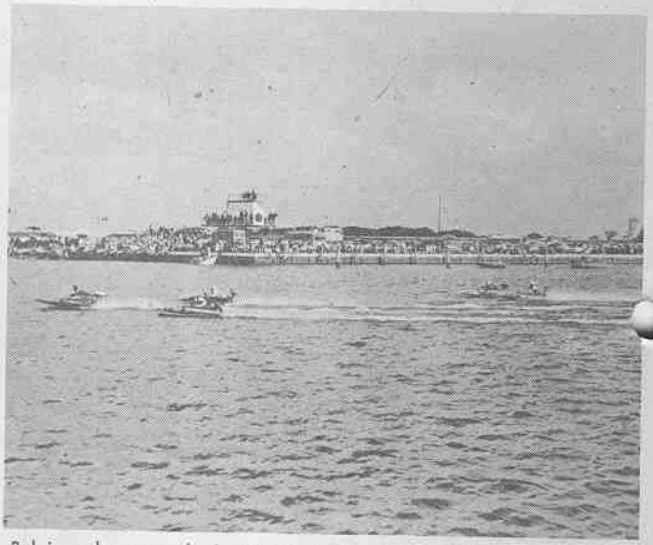


Howard Thompson, 1954 John and Flora Blank Trophy winner, in action at Venice Marine Stadium, Calif., during one of the televised regattas.

Weldon Ropp, who drove his 44 c.i. runabout to a first place in the initial heat of this class at the Orange Bowl Regatta, hurries past.

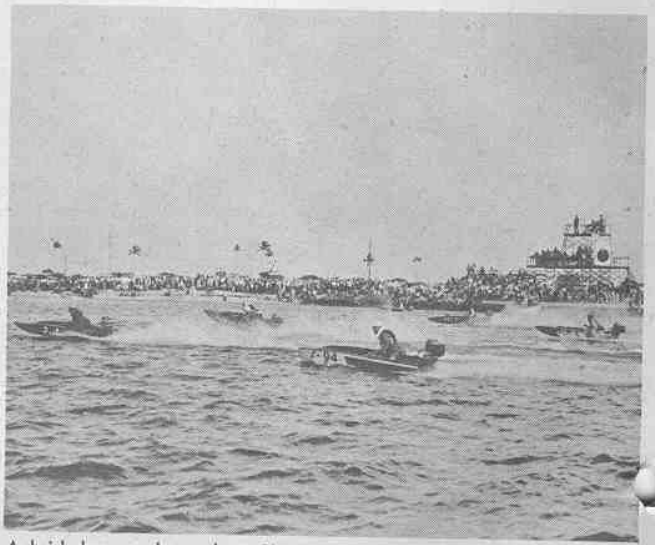
Dick Spelman, Miami, helmed his Mercury-powered Coronado Craft to an over-all outboard victory in the rough Nine-hour Endurance contest.

The 135 c.i. hydroplanes get off to a fast start in the opening heat of this event during the Orange Bowl Regatta, held New Year's Day.



Bulging classes made it necessary to run ten stock outboard elimination heats at Miami. Here a group of ASHs get away at starting gun.

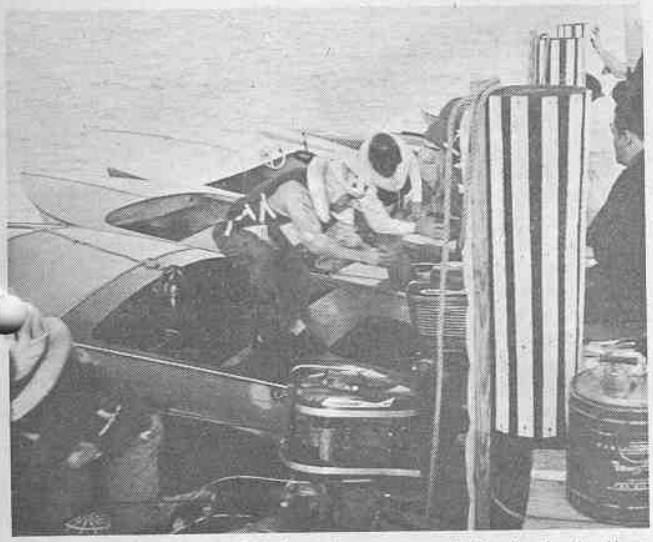
A few new notes were added to marathon racing when, during the Top O'Michigan race, this quartet played while crowd awaited finishers.



A brisk breeze chopped up Biscayne Bay during this Orange Bowl BSH heat—one of the six classes that brought over 100 would-be entries.

Long hours at the helm caused driver fatigue during the Nine-hour Endurance event, as evidenced by this outboarder who has been relieved.

A group of B Stock Runabouts—some 20Hs and some KG-7s—pass by in front of an oil well backdrop at Venice Marine Stadium, California.



The start of the Nine-hour Endurance race was similar to the Le Mans auto getaway. Drivers leapt into their boats and started the motors.

Earl Wahl, 30-year-old Miamian, drove this 4-cylinder-in-line Merc-powered Coronado Craft to 4th place in Class 3 of endurance event.

Fuzzy Furlong entered this Ford-powered 266 c.i. hydroplane in the Florida endurance test but the outfit failed to complete the race.

Nick Chapman teamed with Marcel Raveau and led at the end of three hours, but ignition trouble put them out of contention soon after.

A view of the ramp at Baker's Haulover, the busy pit setting for the Orange Bowl inboard regatta held on Biscayne Bay at Miami, Florida.

Carlo Pagliano, of Milan, Italy, holder of the world's D Stock Hydro straightaway record, poses with his Mercury motor and Molinari hull.

BOAT SPORT COVERS THE RACING SCENE

(*Continued from Page* 6)

and the Valley Speedboat Association, with headquarters at Baldwin Park, Calif., should be given plaudits for their part in making possible the sponsorship of this series.

At the turn of the New Year the focal point of nation-wide speedboating interest fastened on the area triangulated by Miami, Miami Beach and Hollywood, Florida, where the Orange Bowl speedboating activities vied with the Orange Bowl football game for spectator interest. Actually, the speedboats far outstripped the football game in this respect, since the two marathons, mile trials and closed course events for stock outboards and inboards made up a five-day program and were, in all, witnessed by an estimated one million and a half spectators.

The initial event of the program was a rough water, twenty-four mile, partially open ocean race around Miami Beach on December 26. Eighty-six miscellaneous inboard and outboard entrants, ranging from a 14.6 cubic inch outboard on a home-built 10′ pram to a 1300 c. i. Allison-powered 26′ Hacker hydroplane, were listed for the race. Forty-four finished. The over-all winner, Bob Ikerd, won with a 266 c. i. inboard Lauterbach hydroplane, *Islamorada.*

Both outboards and inboards were divided into four classes, depending upon cubic inch piston displacement. Ikerd was listed for the largest displacement class of the inboards, Class A, and beat out last year's winner, Howard Abbey, by 3 minutes and 13 seconds. Abbey, second in his Class 4 and second over-all, helmed a Class F Abbey Hurricane runabout powered by a Cadillac of 356 cubic inches.

Inboard Class 3 winner was Dick Lindheimer, in a 17′ Interceptor-powered Abbey. Class 2 winner was Bill Engel, in a Davis Gray-powered E Service Runabout of 255 c. i., with the inboard Division 1 victory going to the only finisher in the class and 44th over-all, Frank Wiese, Jr., in a home-built runabout powered by a 60 c. i. Ford.

As customary in these combination events, the far more modestly powered outboards showed to distinct advantage, turning up their rooster tails at a lot of the inboards. George Thompson, Fond du Lac, Wisc., in a 14′ Coronado powered by a four-cylinder Mercury bored to 48 cubic inches, won the outboard Division 4, was over-all outboard victor and finished eleventh, beaten only by inboard power plants outpowering his own rig by from five to eight to one. Winner of outboard Class 3, for motors of 36.1 to 40 cubic inches, was the world Class X record holder, Italy's Massimo Leto DiPriolo, who drove a 39.6 cubic inch Mercury on a 13′6″ Raveau. DiPriolo finished only 38 seconds behind George Thompson.

Winner in Class 2, for motors of 35 to 36 cubic inch displacement, was Joe Anderson, Sarasota, Fla., who helmed a Coronado Craft powered by a four-cylinder Mercury of 35.7 cubic inch displacement, a sleeved-down Mark 55. The first finisher in outboard Class 1 was Marcel Raveau driving one of his own boats powered by a Mercury 20H, but the Lindenhurst, N.Y., boat designer was disqualified for being in his boat between the firing of the five-minute gun and the start of the event, which was conducted in LeMans fashion. This gave the outboard Class 1 victory to Gerald Bokshaw, who drove an 11′1″ homemade hull powered by a Mercury 20H to finish 1 minute and 14 seconds behind Raveau.

Two days later racing activity shifted to the Hollywood Beach measured mile, where trials started at 6:30 a.m. Italian Ezio Selva, in his 91 c. i. blown Alfa Romeo hull modelled closely to the design of Paul Sawyer's Alter Ego, moved through his two-way run of the traps at better than 141 mph to establish a new international 500 kg. speed mark and to wipe from the books the previous mark held by his late fellow countryman, Mario Verga.

From the standpoint of excitement, however, J. B. Broaddus, veteran outboarder and sometimes inboarder, provided the sparks. Broaddus showed up with a brand new, never-previously-tested, Chrysler-powered 7 Liter hydro built by Merle Jenkins of Lakeland, Fla. On his first run Broaddus topped 118 mph. Though this did not approach the 125.436 mph 7 Liter mark set by George Byers, in his Lauterbach-built, DeSoto-powered hull, at Melbourne, Ky., September 25, 1955, J. B. (Virgian transplanted to Floridian) felt that he had plenty of speed left. However, on his next trial, at an estimated speed well over the 120 mph mark, J. B.'s new Jenkins hull started to float, due either to an inadequate or a broken rudder. For fifty yards the boat skated and fishtailed sideways while the brawny helmsman fought the wheel. Broaddus knew that if he backed off too quickly the boat would go entirely out of control, and he wisely stayed with it while it went into a spin and then, with a grinding cacophony of shredding splinters and a still belching exhaust, smashed the side wall and its trial days were over. Broaddus, fortunately, was uninjured and it's hoped that the boat, which aside from rudder problems looked like one of the likeliest 7 Liters to make its appearance in a long time, will be ready for a baptismal competition run before the Citrus Circuit events have drawn to a close.

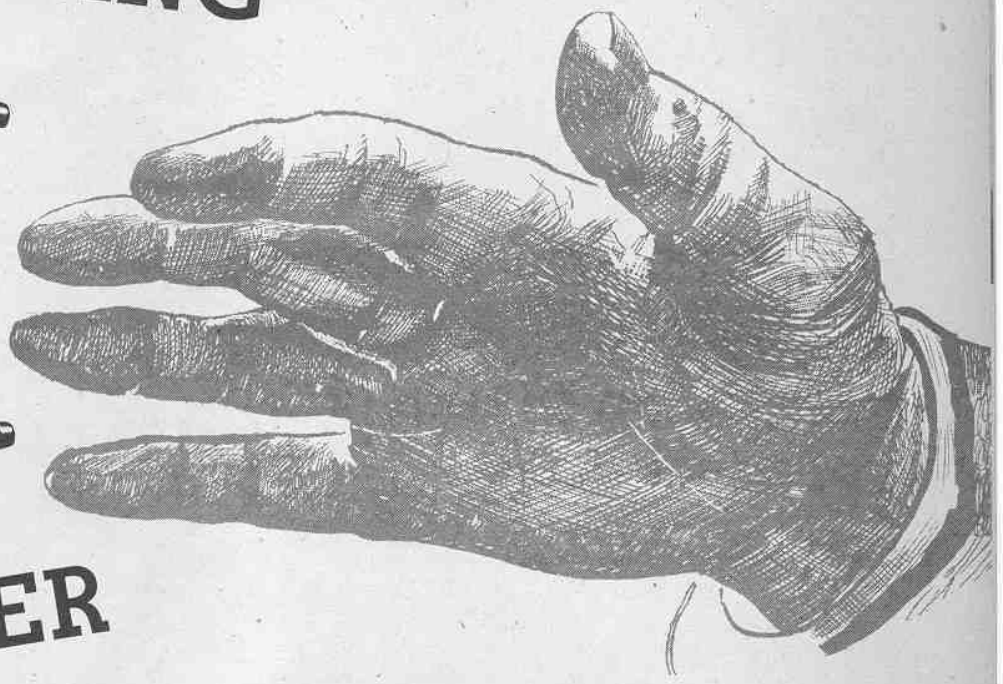
The Nine-Hour Enduro on December 30 was again a combined affair for inboards and outboards. Unfortunately, a major prize was posted for the over-all winner, which placed the outboarders in an uneven David and Goliath position of vieing for the $1000 big money with lightweight small-powered craft against the cushion ride of giant powered inboards. While no one should read into this an attack against the inboards, it is felt that if this exceptionally interesting nine-hour endurance race is to develop and attract more and more entrants each year some equity in

(*Continued on Page* 27)

YOUR CHOICE OF PLUGS
MAY WIN OR LOSE A RACE

SELECTING THE PROPER Spark Plug

By Hank Wieand Bowman



LAST YEAR, just before the running of the Winnebagoland stock outboard marathon, a surface gap spark plug manufacturer's representative gave me eight spark plugs to try out. Surface gap spark plugs are not new. They have been used in aircraft for years and to at least a limited extent in racing cars and automobiles. With the surface gap type plug, the spark does not jump across an air gap but rather ionizes by flowing across a semi-conductor ceramic core separating permanent gap electrodes The outer electrode is a circular shell of steel and the gap between the outer and the center electrode is permanently set and is not adjustable.

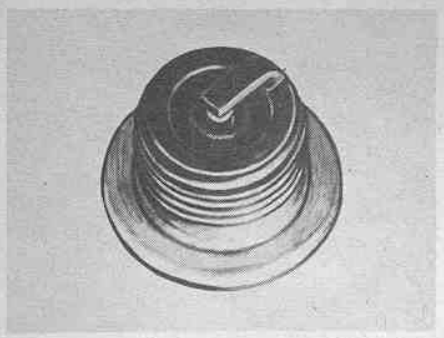
Two of these plugs were installed in a Mercury Mark 20H, which, with the propeller then being swung, had been turning 5200 rpm on a B runabout. Almost unbelievably to me, and also to the boat's owner, the change to plugs showed an increase of approximately 400 rpm on the tachometer at wide open throttle. Naturally, the driver was quite excited about his "find", hoping at least momentarily that he had hit on a secret panacea for all his racing troubles. The surface gap plugs were then replaced with new standard brand plugs and the boat was again checked at top speed. It again recorded approximately 5200 rpm. The surface gap plugs were tried once more and an appreciable increase of between 300 and 400 rpm was noted.

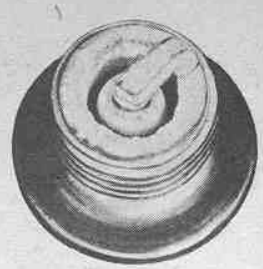
The owner of the boat quite wisely did not want his motor to rev beyond the 5200-rpm mark for nearly 90 miles, and so he spent several hours experimenting with other propellers until he found a propeller of slightly larger blade area and slightly increased pitch, which, with the experimental plugs, held rpm down between 5100 and 5200. During his wheel experimenting he constantly compared spark plugs which he customarily ran in his motor against the surface gap type and invariably a favorable rpm increase was noted with the latter.

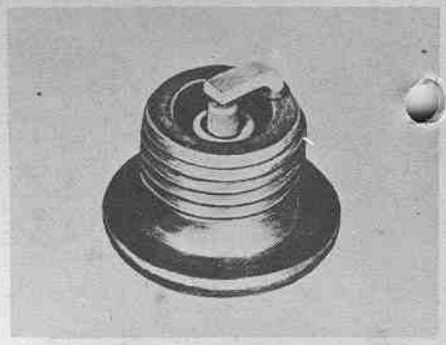
In competition the following day, the driver used the experimental plugs, ran well up among the leaders until he hit a submerged log, broke his driveshaft housing and was forced from the race.

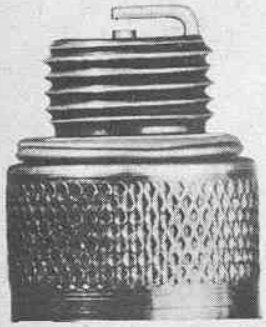
But strangely enough, a week later, with a different

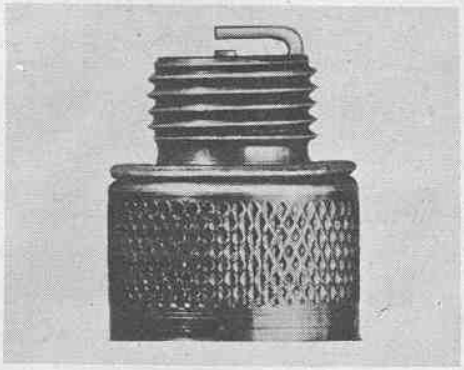
(*Continued on Page* 13)

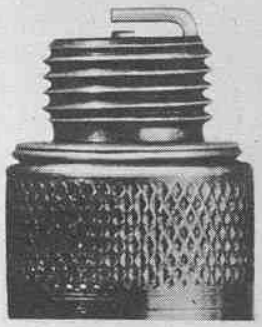


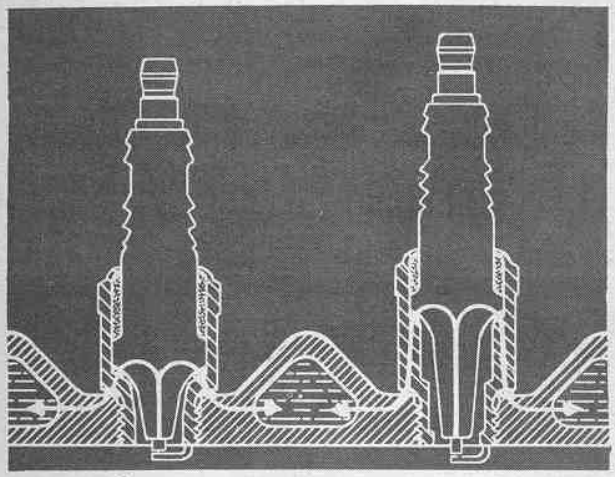








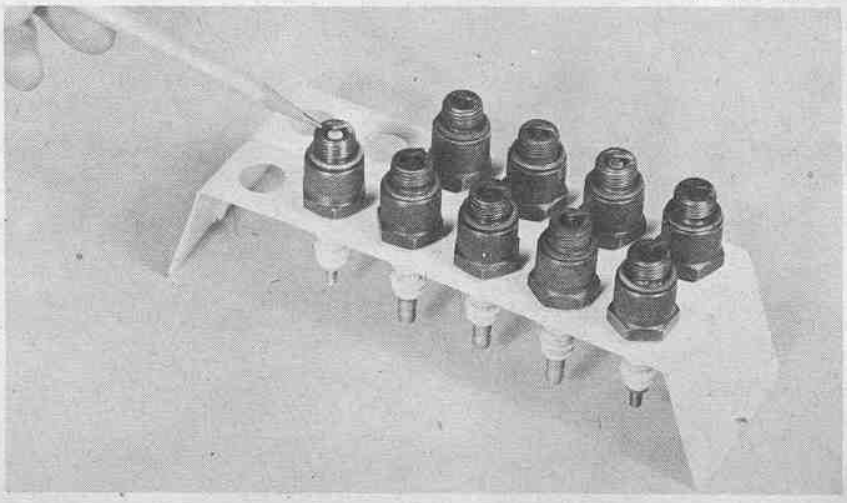


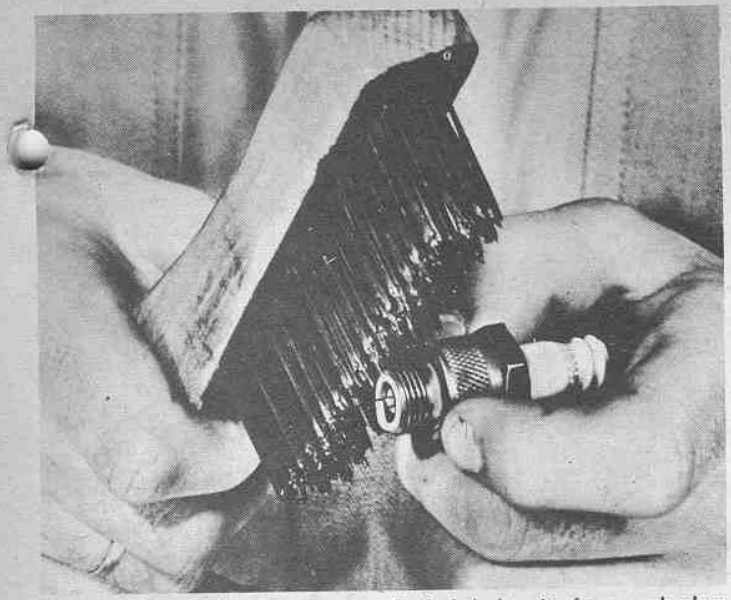


(Above, top row, left) Dry black fluffy carbon deposits or a wet oily appearance indicate the need for a hotter spark plug. (Center) White or yellowish deposits should be cleaned off; dry white appearance shows too hot a plug. (Right) The correct plug for conditions at hand will burn to a warm chocolate color. (Bottom row, left) The gasket here is too loose; plug should have been tightened more. (Center) Gasket has been crushed from too much tightening; a torque wrench should be used whenever possible. (Right) This gasket shows clearly that spark plug has been correctly tightened.

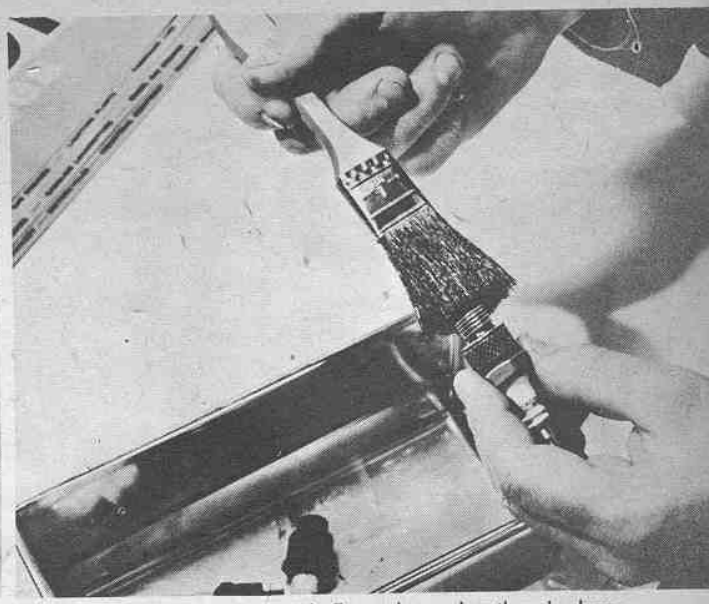
(Left) Heat flow paths in a cold (on left) and hot type spark plug. Heat range is a term used to describe plug's ability to conduct heat away from the firing end. A cold plug dissipates heat more rapidly to the cylinder head. (Drawing furnished by the Champion Spark Plug Company.)

Spark plug trouble can be caused by improper gapping or the installation of the wrong plug for given conditions.

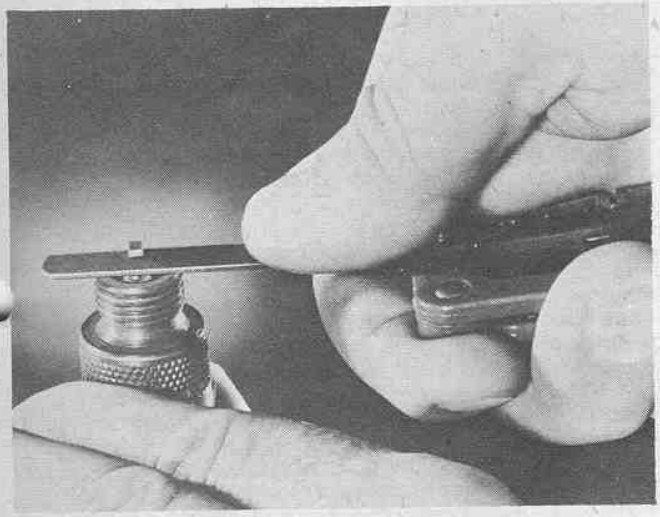




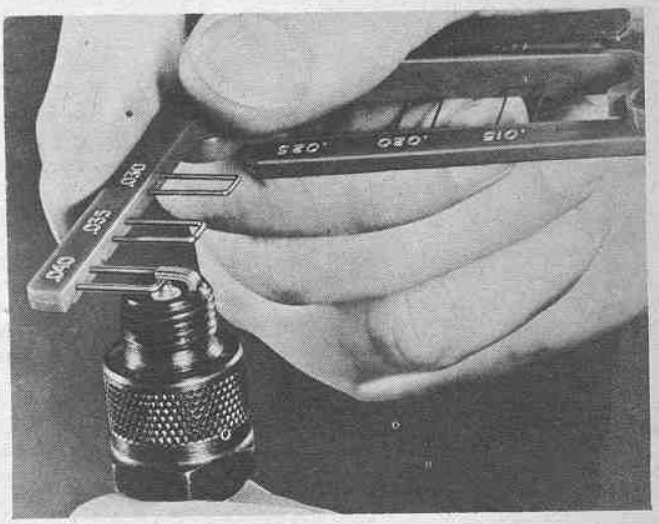
Use a petroleum solvent to remove oily fouled deposits from spark plugs.



Use wire brush or rotary wire buffer to keep plug threads clean.



The electrode sparking areas should be faced off flat and parallel.



Use only a round wire feeler gauge to check the gap spacing of plugs.

(*Continued from Page* 11)

Mercury Mark 20H, identical surface gap spark plugs were tried out and the result showed no favor for the surface type plug over the conventional type. Using these same plugs with a number of other stock outboard engines, no great advantage could be found.

So what does this prove? Merely that there is no one perfect magic spark plug. This experimental episode has been described merely to stress that a definite problem exists in making the correct choice of spark plugs for different competitive motors.

One basic thing may be expected of every suitable spark plug. At exactly the right moment the plug must produce a powerful spark sufficient to ignite the fuel-oil mixture in the cylinder of the engine and convert the energy inherent in the fuel into heat and work. The outboard racer places far greater demands on his spark plug than does the individual using an outboard motor and boat for purely pleasure purposes. Many factors determine proper spark plug selection for the racer. Yet spark plugs for at least the bulk of stock outboard competitors are largely ignored just as long as the motor starts with reasonable ease and keeps running. If you are of the school of thought that screws in any old plug just to fill the hole in the cylinder head, then what I have to say is of no interest. But, if you want peak performance at all times from your rig, then you'll quickly realize that the proper spark plugs are as important as the right wheel.

Weather condition is a factor that must be taken into consideration in plug selection. The length, type and location of the race course is another factor. A difference in propellers and motor set-up can require a different selection of spark plugs. A closed course, almost circular in design, will call for a different heat range plug than will a course with long straightaways and sharply radiused turns. When a driver decelerates rapidly approaching turning buoys, less fuel mixture enters the cylinder and a brief depression results in the combustion chamber. Oil which has collected in the ring grooves at this stage is likely to be drawn up to accumulate on the spark plug or flakes of carbon may break free from the ring grooves and enter the plug, causing the plug to be shorted out. In closed course racing, where ignition timing will be set

(*Continued on Page* 38)

Johnny Wehrle

STOCK OUTBOARDING'S TOP MAN

JUST THREE YEARS AGO, Johnny Wehrle, of Hackensack, N. J., stepped into his first stock outboard runabout, and with neatness and dispatch proceeded to give it the all-out treatment, only to wind up a wetter and wiser young man. Not content to let others show him around the race courses in north Jersey, Wehrle, with the capable assistance of his dad, who is known as Whiff, soon mastered the fundamentals of stock outboard racing, and he was off and running.

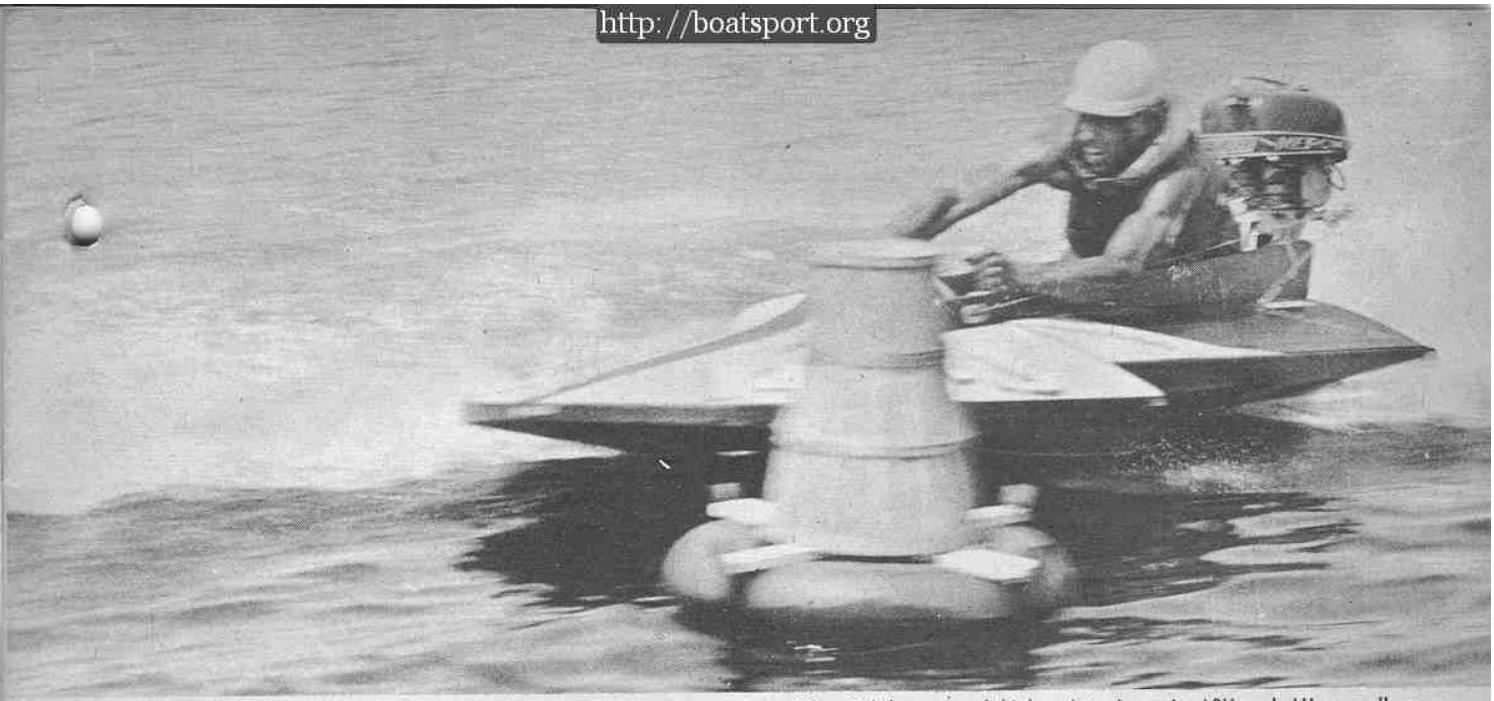
In his first season Wehrle took two first places and, as he says, "about three seconds and thirds, including approximately eight flips." The second year, 1954, he did better, taking twelve firsts and being high point winner in New Jersey for runabouts and hydro and second place high point winner in the U.S.

During the 1955 racing season, twenty-year-old Wehrle and his crew travelled slightly over 35,000 miles in pursuit of points, trophies and glory, and when the totals were added up, out at A.P.B.A. headquarters in Detroit, it was a clear cut decision for Wehrle, with an over-all high point scoring of 27,687 markers during the season. Don Baldaccini was second, with 21,274 points, and Bob Parish was third, with 19,811 points. Johnny drove in four classes, A Runabout, B Runabout, A Stock Hydro and B Stock Hydro, using Mercury motors in all four classes. In the runabout division, Sid-Craft boats are used, and in the hydros Jacoby Flyaway three pointers are Wehrle's choice.

Not only did Wehrle win the coveted A.C. Kiekhaefer Trophy for over-all high point score, but also the John and Flora Blank Trophy for top high points in any one class. In capturing the second award, Johnny compiled 8,450 points with his A Stock Hydro. Not only did Wehrle wi the award, but was runner-up to himself with his A Runabout, with 8,213 points, and also was fourth in total scoring in one class with his B Runabout.

Wehrle, who is associated with his father in the trucking business, was presented with the two high point trophies in New York at the Mercury Outboard Dealers' luncheon which was held in conjunction with the National Motor Boat Show on Monday January 16th, by Don Guerin, Stock Outboard Vice President of the A.P.B.A.

(Left) Wehrle's Sid-Craft runabout, which he drives in both AU and BU, had 2-J boat number last year, for being high point pro in New Jersey. This season it will bear the coveted 2-US. (Above) A.P.B.A. Vice President Don Guerin presents Johnny with the A.C. Kiekhaefer Trophy. His father stands at left.



John Wehrle, national high point winner in ASH and AU as well as top over-all man, shows the close cornering that helped him win.

Below is a listing of races and places where Wehrle ran during 1955:

DATE	PLACE	ASH	BSH	AU	BU
Feb. 6	Lake Alfred, Fla.		3rd		
May 15	Hanson, Mass.	1st		3rd	
May 22	Eddyville, N. Y.	1st			
May 29	Peekskill, N. Y.	1st	1st	1st	3rd
May 30	New Hamburg, N. Y.	1st	1st	1st	
June 5	Crescent, N. Y.	3rd		3rd	1st
June 19	Cornwall, N. Y.	1st	1st		1st
June 26	Snow Hill, Md.	1st	1st	1st	1st
July 3	Portsmouth, Va.		3rd		2nd
July 4	Millville, N. J.			1st	1st
July 9	Pitman, N. J.		1st		
July 10	Long Branch, N. J.	2nd	2nd	1st	1st
July 16	Cold Spring, N. Y.	1st	1st	1st	1st
July 17	Northwood, N. J.	2nd		1st	1st
Aug. 7	Greenwood Lake, N. J.			1st	3rd
Aug. 20	Shirley, L. I., N. Y.		1st	1st	
Aug. 28	Delake, Ore. (Nationals)	3rd	4th		
Sept. 4	Bird River, Md.			3rd	
Sept. 5	Millville, N. J.		1st	2nd	2nd
Sept. 11	North Hampton, Mass.	2nd	1st	2nd	
Sept. 17	Washington, D. C.	1st		2nd	
Sept. 18	Carlstadt, N. J.			2nd	
Sept. 25	North Hampton, Mass.				1st
Oct. 1	Elizabeth City, N. C.	1st			
Oct. 8	St. Michaels, Md.	1st	1st	1st	3rd
Oct. 9	Lock Haven, Pa.	1st		1st	
Dec. 18	Hallandale, Fla.	3rd	1st		1st
Dec. 31	Miami, Fla.			1st	

SUMMARY:

Class	Firsts	Seconds	Thirds
ASH	11	3	3
BSH	11	1	2
AU	12	4	3
BU	9	2	3
Totals	43	10	11

Note: Except for the nationals at Delake, Ore., no places lower than third have been tabulated, but Wehrle's total point score included several fourths, fifths, etc. (End)

Wehrle came into his own during 1954—only his second year of racing! Here he is in 40-J at July 4th event on Laurel Lake, with Ronnie Zuback on the outside and Jim Alexander on the inside. (Below) Here Johnny is out in front again—a familiar sight at any regatta he enters.

The Southern Comfort was built by Sonny Cooper and Pax Swartz, Sarasota, Fla., in their spare time for $100. Oil drums are used as pontoons.

OUTDOORS WITH THE OUTBOARDS

By John G. Kingdon

NOW THAT THE BOAT SHOWS are over and thousands upon thousands of boatmen have purchased new hulls, motors and marine accessories, a detailed picture of what boating in 1956 will be like has emerged.

Stressing the universal, all-age appeal of recreational boating as America's number-one participant sport, the 46th annual National Motor Boat Show in New York last January featured more than 300 boats of all sizes and types, scores of inboard and outboard gasoline and diesel engines and myriad "gadgets, gilhickies and thingamajigs."

Equally impressive was the Chicago National Boat Show, which was held in February at the International Ampitheater. To fill the unprecedented demand for display room, 20 per cent more space was available to exhibitors than for the 1955 show. All four sections of the ampitheater —the north and south halls, the central arena and the new south-wing addition—were reserved. More than 260 marine manufacturers and allied organizations from all over the country, Canada and Europe utilized every available inch of the 320,000 square feet of floor space. Attendance exceeded the 218,400 mark set last year. In addition to the glamorous displays of boats and boating equipment, the show also featured a daily stage show and free boating movies in the ampitheater's 500-seat movie theater. The movies, most of them in sound and color, provided showgoers an opportunity to rest their feet while watching action shots of many of the boats and motors they had already seen at the show.

MARINE MANUFACTURERS, riding a sales wave averaging 32 per cent higher in 1955 than in record 1954, feel that the peak is not yet in sight. Two factors, according to *The Sporting Goods Dealer,* contribute to their optimism:

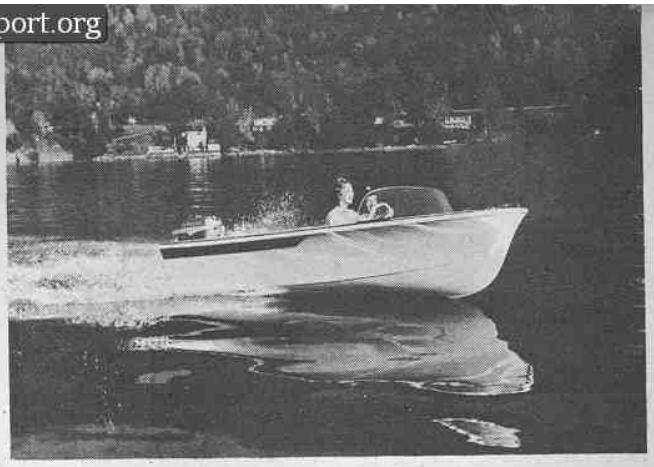
1. The constant additions to the nation's network of waterways as more and more public water reservoirs and hydroelectric projects are completed.

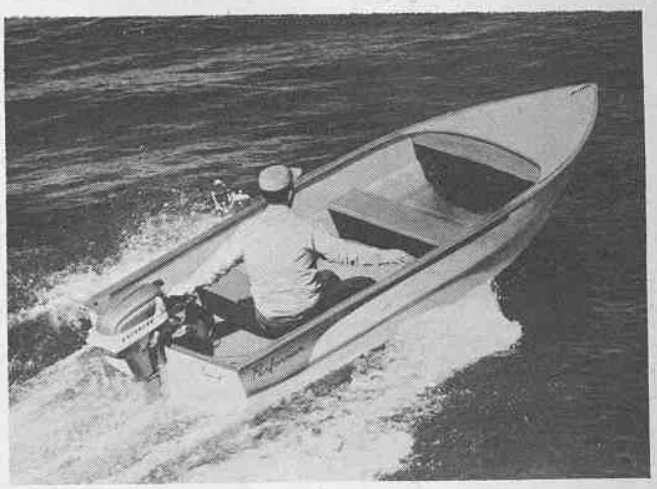
2. The emergence of boating as a family sport in an era when family fun has taken on such proportions as to be of sociological significance.

As regards the second point, the manufacturers stress the increased amount of leisure time available to most working people, the continued high rate of the national income and the factor of pride of ownership, which tends to make the fun-afloat participant want a better boat, motor and trailer once he has gotten into the sport. Another vital factor is the trend away from spectator sports in favor of actual participation, with boating and fishing packing almost universal appeal.

THE MOST SENSATIONAL DEVELOPMENT in the world of boating is the skyrocketing ascendancy of the big outboards, those costing $500 or more and developing from 25 to 40 hp. During 1955, these motors were the most desired in all dealers' lines, and early reports this year indicate that this demand will continue unabated and in fact probably will increase. The popularity of the big motors reflected the public's demand for roomier and faster boats, boats in which whole families can enjoy themselves.

The figures detailing the growth and the present size of family boating in the U. S. are fantastic: approximately 30 times as much travel by family groups in outboard motorboats is occurring today as 15 years ago; private boat ownership has increased almost 300 per cent since 1941; more than 30 million people will take to the water for pleasure this year; expenditures for boats, motors and boating equipment and services will total well over $1 billion.





(Top) Tomahawk Car Mate has 12-foot fiberglass hull and weighs 110 lbs. (Bottom) Pere Marquette utility boat is built of laminated fiberglass.

(Top) The new Bell Boy runabout is made of Bellglas-reinforced plastic. (Bottom) Another fiberglass boat is the new 14-foot Performer Skipper.

A post-Boat Show resumé of new developments in the expanding field of outboard boating

BOATING HAS THUS grown into a "big business"—and, like other big businesses, it has become style conscious. As an example of the success of the industry in its attempts to furnish attractively finished products, the Kiekhaefer Corp. of Fond du Lac, Wis., has been awarded the Fashion Academy's Gold Medal for 1956 for "smart design and excellent styling reflected in its Mercury outboard motors." Mrs. Emil Alvin Hartman, director of the Fashion Academy, presented the award to Carl Kiekhaefer, president, at a Mercury dealers luncheon during the New York boat show.

AMONG THE INNOVATIONS in the industry this year is a boat manufacturer who offers a written lifetime guarantee. After years of research, the Tomahawk Boat Mfg. Corp. has developed a new fiberglass model called the Car Mate. Its one-piece molded hull is so strong and long-lived that Tomahawk has no hesitancy in offering the lifetime guarantee. Splash rails, keel and flotation chambers are molded into the frame. Aluminum gunwales and trim provide added strength with minimum weight. There are no seams to leak or rivets to pop. Since the color is molded in, no painting or other maintenance work is required. The Car Mate is 12 feet long and 52 inches wide. Weighing but 110 pounds, it can be carried conveniently on the roof of a car. The maximum horsepower recommended is 7½ and the maximum load that can be carried is 450 pounds. The price is $235 f.o.b. Tomahawk, Wis.

ANOTHER FIBERGLASS BOAT MANUFACTURER is the Pere Marquette Co. Their laminated construction of fiberglass craft with aluminum trim assures rugged strength, ease of maneuverability and "maintenance-free" upkeep. The company located at Scottville, Mich., manufactures 12, 14 and 16-foot utility craft, a 16-foot canoe and a 14-foot decked runabout.

NEW STYLE FEATURES, including a dynamic "forward look" and a wrap-around windshield, are highlighted in the new Bell Boy models, built by the Bellingham Shipyards Co., Bellingham, Wash. Made of Bellglas-reinforced plastic for ease of maintenance, the boats have their dramatic colors permanently molded in.

Among the new models is a 13-foot 9-inch twin-cockpit runabout that is designed for water skiing or family use. Built-in spray rails and a "battleship flare" at the bow make for a safe, dry ride. The boat seats six and has stowage space under the forward deck. Principal dimensions are: length—13 feet 9 inches, beam—65 inches, bow height—32 inches, stern height—24 inches, weight—375 pounds.

FIBERGLASS 14-FOOTER FOR $375. Made by U. S. Fiber Glass Products, Inc., of Costa Mesa, Calif., the new Performer "Skipper" for fishermen is capable of 32 mph with a 25-horsepower outboard. This recently designed one-piece planing hull is so stable that it allows two fishermen to stand on the same side of the boat. For pleasure cruising, it carries six adults. The purchase price includes a non-skid foredeck, polished aluminum bow and lifting handles, a heavy-duty neoprene transom pad and four flotation tanks. Specifications: length—14 feet, beam—5 feet 7 inches, maximum depth—31 inches, weight—210 pounds.

NEW DIE-FORMED CURVES. Die forming on a powerful press permits the Pioneer Mfg. Co. of Middlebury, Ind.,

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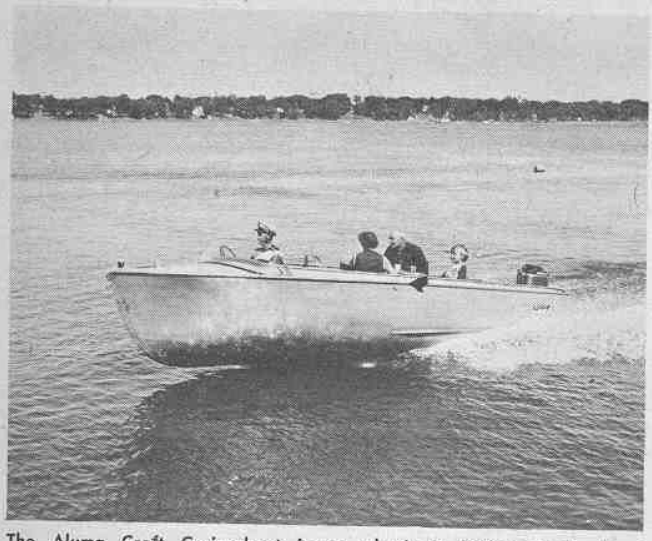
OUTDOORS WITH THE OUTBOARDS



The Aluma Craft Cruiseabout is an aluminum 19-foot family boat.

The new Correct Craft 17-foot runabout has a very large after cockpit.

(*Continued from Preceding Page*)

to produce the new sweeping curves and exclusive graceful lines in the Pride of Pioneer, which is shown in one of the accompanying photos. The Pride of Pioneer is one of eight steel models in Pioneer's 1956 line of metal boats, which also includes four aluminum boats and a 17-foot aluminum canoe.

FOR PARTYING, for pleasure, for water skiing, for fishing, it would be hard to beat the luxurious 19-foot Aluma Craft Custom Cruiseabout. It has a big, spacious cockpit and is OBC-certified for outboard motors developing up to 60 hp. If desired, two motors can be hung on the transom.

ALL-MAHOGANY molded-plywood Whirlwind runabouts are manufactured by Molded Products, Inc., of Cockeysville, Md. Of the 18 models they produce, three are new this year—a Deluxe 14-footer, a Standard 16-footer and a Deluxe 16-footer. The new 14-foot Deluxe model is offered in a two-tone finish of blond Avodire and dark mahogany and fitted with colorful custom upholstery, windshield, steering wheel and running lights. A special feature is the split center deck in addition to the full after deck. The 14-footer is also available without accessories. The new 16-foot models in both Standard and Deluxe classes have a 72-inch beam and 28-inch depth. Like the 14-footer, the Standard 16-footer has a split seat back, allowing free passage fore and aft.

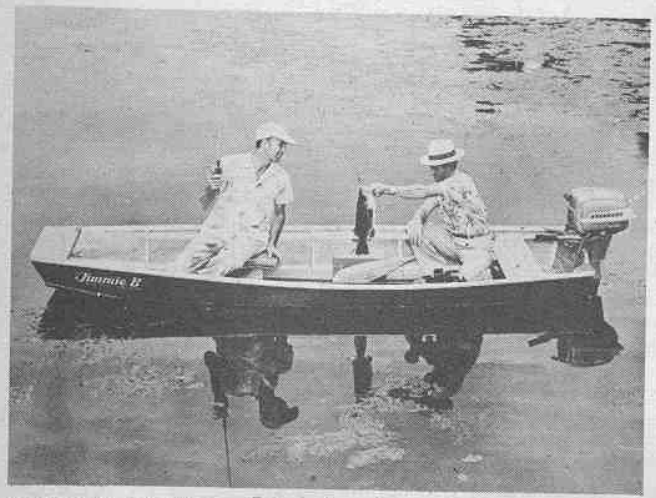
COMFORT, SAFETY AND SPEED are the outstanding qualities of the Correct Craft 17-foot outboard runabout. A full-width seat forward and plenty of room for extra chairs aft makes for big-boat comfort. The large windshield and bow-to-stern spray rails means a dry ride in almost any kind of water. Safety is assured by making the hull deep and beamy. And as for speed—even with a full load, the boat will get up and plane quickly. There is neither drag on the straightaways nor dying on the turns.

Since the hull rides flat, there's no need for the operator to sit on a gunwale for visibility when towing water skiers. And thanks to the unencumbered after cockpit, there's plenty of room for fishing tackle, hunting equipment and camping gear.

The planking is ⅜-inch five-ply fir plywood and the decking is ¼-inch five-ply plywood. Other specifications: length—16 feet 8 inches, beam—72 inches, depth—35 inches, approximate weight—440 pounds.

FISHERMEN AND HUNTERS will go for the "Jimmie B," a 12-foot plywood punt produced by Currier's of Little Rock, Ark. Weighing but 85 pounds, it is light enough to

(*Continued on Page 26*)



Currier's "Jimmie B" is a 12-foot plywood punt that weighs 85 pounds.

The Pride of Pioneer is one of eight models made of die-formed steel.

Belle Isle Outboard Club high point winners for '55. From left: Ray Fritz, Detroit, ASH; Ray Scott, Detroit, DU; Tom Iwaoka, Allen Park, AU & BU; Joe Olmsted, Detroit, BSH.

(Below) Detroit Councilman Blanche Parent Wise congratulates the Belle Isle Outboard Club's flag officers for 1956. From left: Commodore N. R. Kerns; Vice Comm. Wm. Beers; Treas. Ralph Hippler; Sec. Gale Cummings.

AROUND THE BUOYS

As added proof that outboarding and even an outboard race is becoming more and more of a family participation sport, 10-year-old Patricia Powell, Stockton, Calif., was the crew for her father, Marvin, when he raced in class "36" in Stockton to Redding event.

ON OCTOBER 9, 1955, at a Belle Isle Outboard Club of Detroit regatta open to club members only, Tom Iwaoka, Allen Park, Mich., was quite seriously injured when another driver's boat flipped and rolled on him. The unfortunate driver suffered several broken ribs, three breaks in his left arm, the loss of one kidney and was hospitalized for seven weeks. Two factors probably saved Iwaoke's life: one was the presence of an ambulance and a doctor (even in a sport in which personal injuries are at a minimum, no regatta should be conducted without both present at the race scene); the second was the prompt and proper action taken by B.I.O.C. club member, Alan Deneau, who was handling the patrol boat. Deneau and his son Jerry went to Iwaoka's aid, recognized that he was seriously hurt and did not attempt to remove him from his boat. Rather, they towed him to shore where the only move required of the injured driver was from boat to ambulance.

As the race was unsanctioned, Iwaoka's A.P.B.A. insurance was not in effect. However, members of the B.I.O.C. gave forty pints of blood. B.I.O.C. club members as well as members of other racing clubs throughout Michigan, Mercury outboard motor dealers and sporting goods store owners voluntarily contributed $1,000 in cash to Iwaoka and his wife as a demonstration of the team spirit in the sport

At the annual Belle Isle Outboard Club dinner, club members were particularly delighted that it was Tom Iwaoka who was awarded the club's 1955 High-Point Trophy for Classes AU and BU and, further, that Iwaoka was able to be present in person to accept the award from the club's Commodore, Nick R. Kerns.

At the same dinner new officers for 1956 were installed. They included N. R. Kerns, Commodore; William Beers, Berkley, Mich., Vice Commodore; Gale Cummings, Berkley, Secretary and Ralph Hippler, Detroit, Treasurer.

Present at the annual meeting, too, was Detroit Councilman Blanche Parent Wise, who was instrumental in inaugurating Detroit's 1955 Riverama. Councilman Wise has assured B.I.O.C. members that as a result of B.I.O.C.'s part in the 1955 Riverama event, this active stock outboard club will have a major part in the 1956 affair. This is

(*Continued on Page 33*)

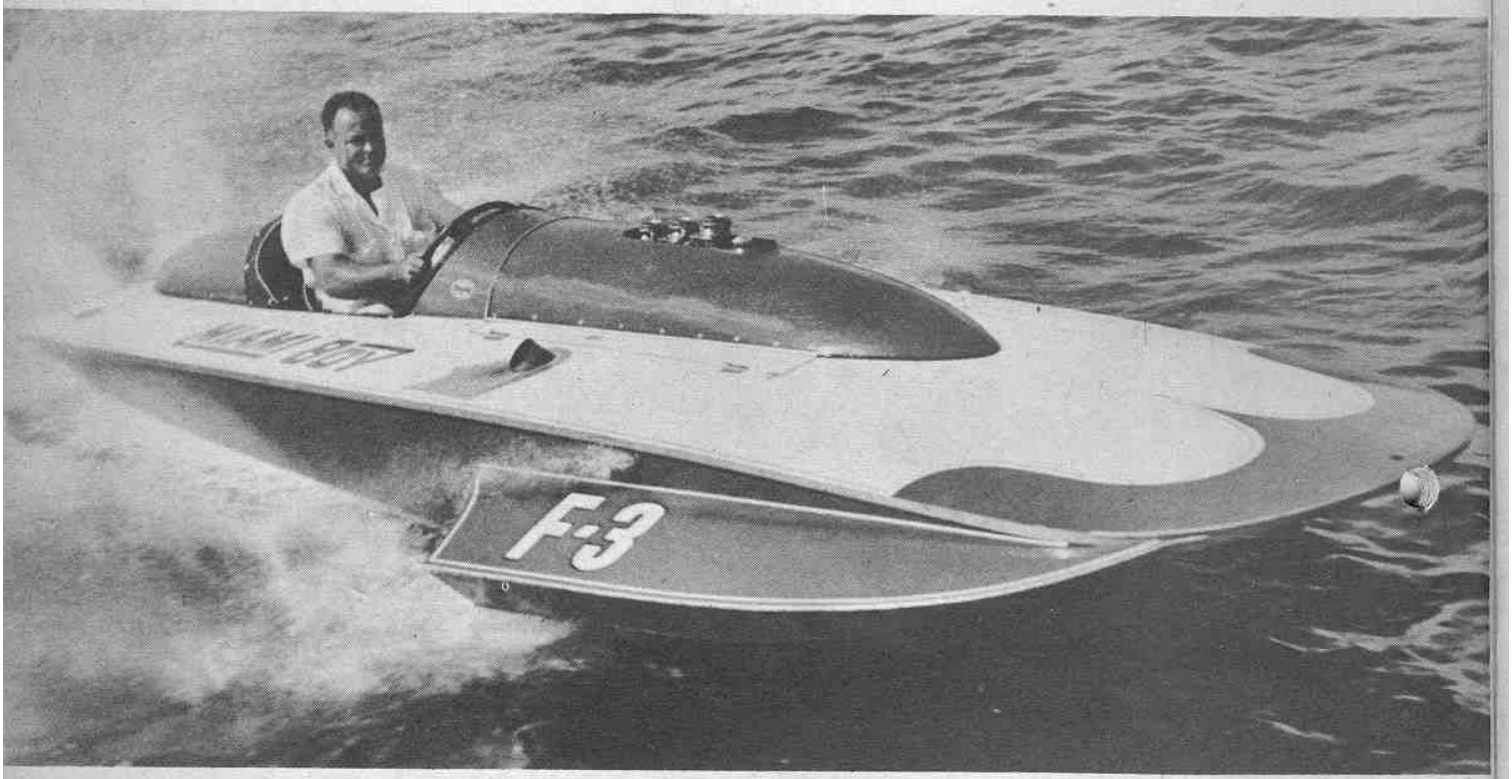
TORQUE TALK

ANNUAL GULF MARINE RACING HALL OF FAME AWARDS . . .

THE NEW PROBATIONARY 280 CU. IN. STOCK HYDRO CLASS

By Lou Eppel

The hull requirements for new probationary 280 c.i. hydro class are the same as those for this 266 c.i. hydro, *Miami Boy*, owned by Tommy Gore, driven by D. C. Keisacker. Engine can have no more than 280 c.i. displacement and must be stock motor listed in the N.A.D. Red Book.



JANUARY IN NEW YORK is the time of the year when all greats in the sport of inboard racing gather at the Gulf Oil Corporation's annual Marine Racing Hall of Fame awards breakfast. Greats not only of today were there but for years past, as the Gulf folks invite all past members of the Hall of Fame as well as all members of the 100 Mile-per-hour Club, and the assemblage is terrific.

Fifteen members were given their certificates of membership in the Hall of Fame at the 1956 breakfast, held on January 14th at Belmont Plaza Hotel, bringing the total number of drivers so honored since 1937 up to 130. Among those elected for the first time was Bill Yeager of Warren, Pa., whose E Racing runabout, *Go-Devil,* dominated the competition in the east. Cal Thompson of Chester, Md., in his *Wildcat,* a P.O.D. hydro also was inducted into membership, as was Don DeVault of Glen Burnie, Md., whose hydro won the National Championship for the class as well as 12 firsts and 10 seconds in this hot class.

J. D. Smith of Cincinnati, Ohio, chauffered his screaming 48 hydro, *Schizo,* in more heats of racing than anyone else in his class, coming up with 18 firsts and 6 seconds in 36 heats of racing, all of which he finished. Another 136 driver, Sid Johnson of Cambridge, Md., was honored, as was George Byers, Jr., of Columbus, Ohio, whose 7 litre hydro, *Miss De Soto,* racked up 8 firsts and 2 seconds in competition in addition to establishing the new one-mile record for the class at a respectable 125.43 mph.

In the cruiser racing category, Elias Kalil of Manhasset, N. Y., was the outstanding performer in the predicted log contests on the east coast, being high point winner of the Herbert L. Stone Trophy.

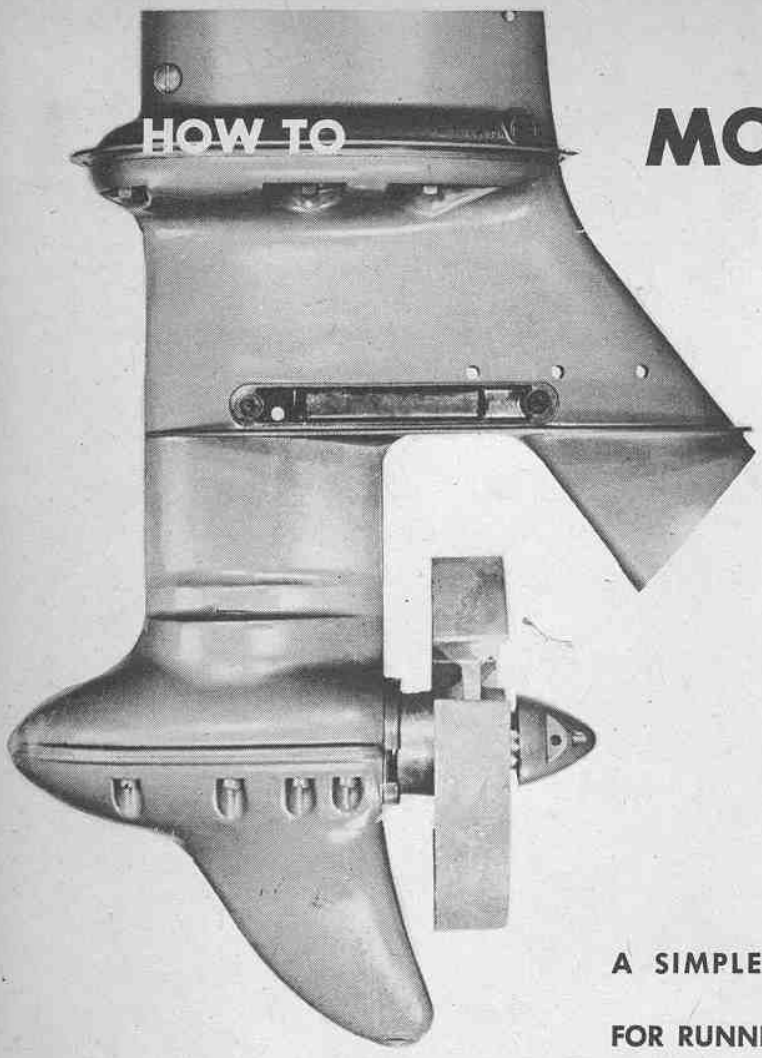
Last, but certainly not least, to be elected for the first time to membership in the Hall of Fame was Donald Campbell of Surrey, England, whose amazing performance in his jet-powered *Bluebird II* in covering a measured mile at the incredible speed of 239.5 mph, made him the fastest man

(*Continued on Page* 30)

The new members of the Gulf Hall of Fame are, from left: Elias A. Kalil, Donald E. DeVault, J. D. Smith, George Byers, Calvert Thompson, Daniel S. Foster, W. R. Huber, General Manager Public Relations for Gulf Oil Corp., who made the awards, Enoch Walker, William E. Yeager, Jr., George L. Smith, J. Lee Schoenith, Ron Musson and William A. Ritner, Jr. Not present: Donald Campbell, Curtis Martens, Sid Johnson.

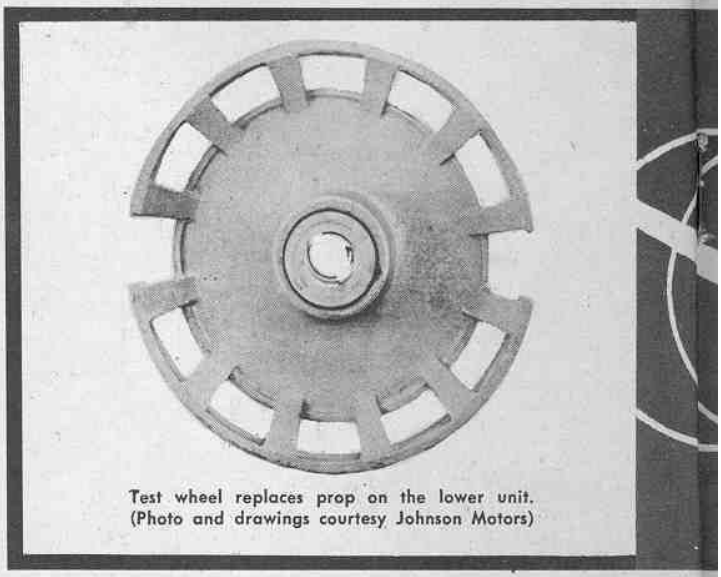
(Above) Donald Campbell, fastest man afloat, holds Hall of Fame certificate presented by W. R. Huber (right) at British Consulate, as Consul General Sir Francis Rundall looks on.

Daniel S. Foster (center) stands by the Gulf Gold Cup awarded him by secret ballot of the newly elected members of the Hall of Fame. W. R. Huber is at left, and Guy Lombardo, who owns *Tempo VII* which Foster drove, is right.



BUILD A MOTOR TEST TANK

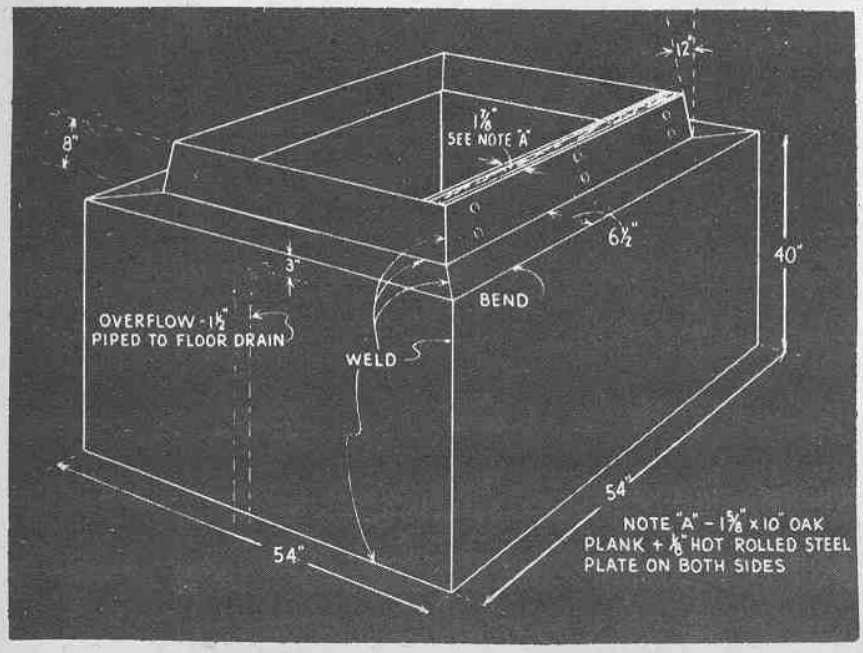
By Henry Hotchkiss



Test wheel replaces prop on the lower unit. (Photo and drawings courtesy Johnson Motors)

A SIMPLE-TO-BUILD DEVICE FOR RUNNING ENGINE CHECKS

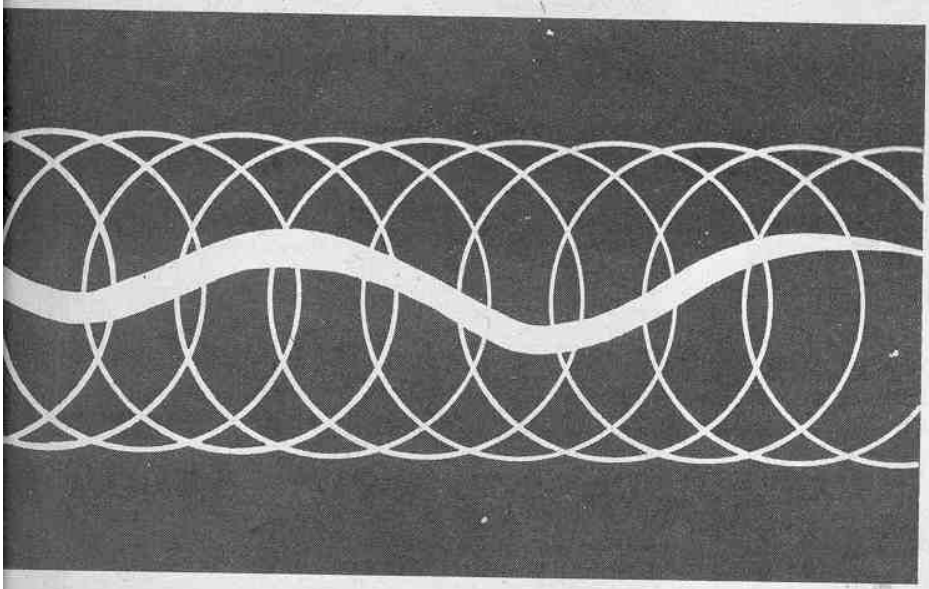
Measurements of completed tank are shown here. Note that oak plank for securing clamp brackets sets at 12-degree angle to conform to all standard boat transoms.



A SIMPLE-TO-CONSTRUCT test tank has a number of advantages for the outboard racer and also for the owner of a purely utility-use outboard motor —but, a test tank is not to be considered a substitute for proper underway testing and motor setups. One of the principal values of a test tank is to provide a motor owner with a means to check out his motor without the necessity of setting up the power plant on a boat after trailering to a boating location when the question to be answered may be merely that of being certain that an ignition problem has been overcome or that the motor will start easily.

For the outboard racer, tank testing may have a variety of added advantages beyond mere assurance that the rig will fire up at will. With a test tank, it is possible to spot such obvious flaws as maladjusted breaker points, a high speed miss due to faulty coil or condenser, or a drop off in horsepower since the last check out. The racing driver, too, whether he uses the tank to test stock or alcohol-burning equipment, can make valuable comparisons of many sorts. But the tank

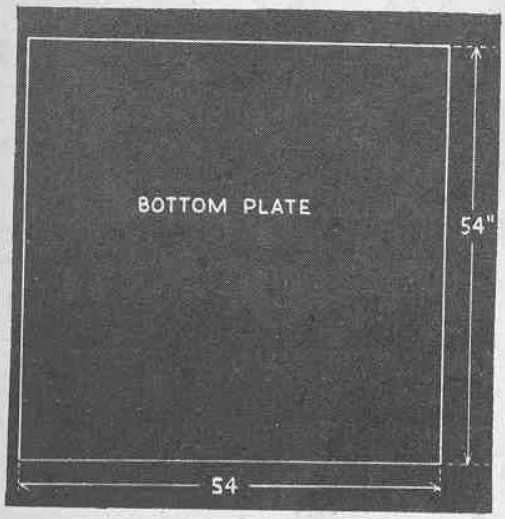
The entire top lip of the test tank is set with an angle of 12 degrees inward, which reduces the tendency for the disturbed water to splash out over the sides of the tank.



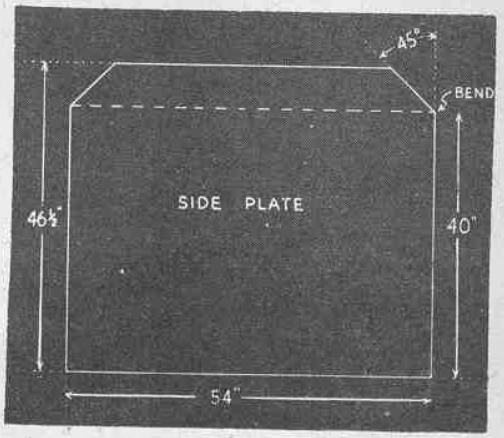
must be used properly or these comparisons may be very misleading.

Many drivers have quickly learned that proper ventilation during tank testing can reflect on over-all results as well as providing a very necessary safety factor. It should be obvious that when testing indoors, some means must be provided to carry away the carbon monoxide or other residual fuel gases which can be noxious or even fatal. A kitchen-type exhaust fan properly arranged above a test tank will safely accomplish this. No details are gone into on the construction of an exhaust fan since adequate ventilation frequently can be worked out with materials at hand around the household. One of the best and most economical means is to make use of a motor and blower from a discarded vacuum

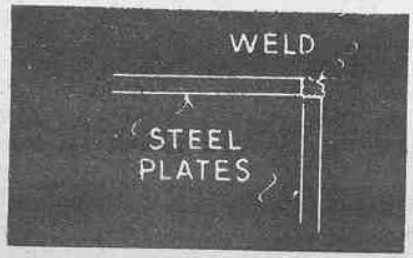
(*Continued on Page* 28)



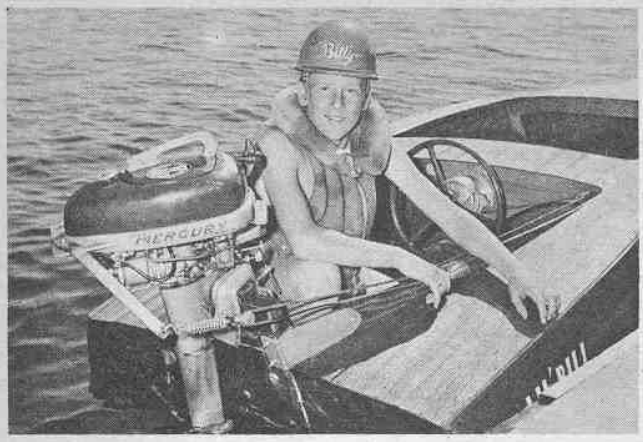
Bottom plate is 54 inches square; but if tank is to be permanently installed, a 56-inch square would offer room to drill bolt holes for securing it to the floor. This plate may also be drilled to add a permanent drain and remote control valve.



To reduce the amount of welding, side plates are bent 6½ inches from the top at a right angle; then the corners are trimmed to provide a 45-degree mortised joint. (Left) Side and bottom plates do not overlap but are welded as pictured.



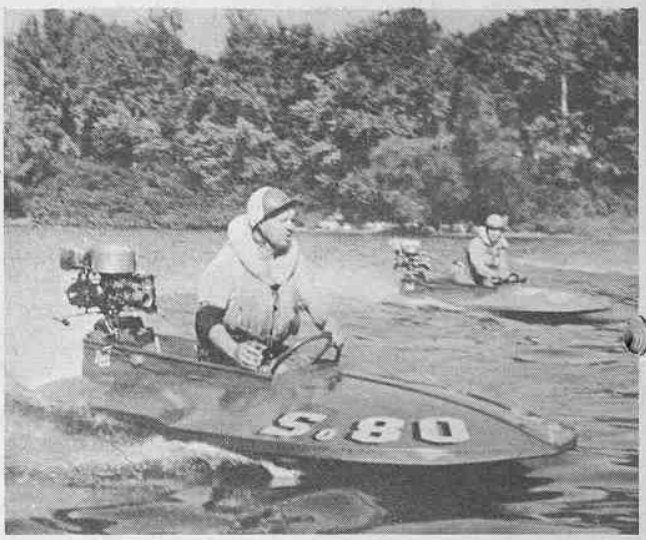
THE RACING CAMERA



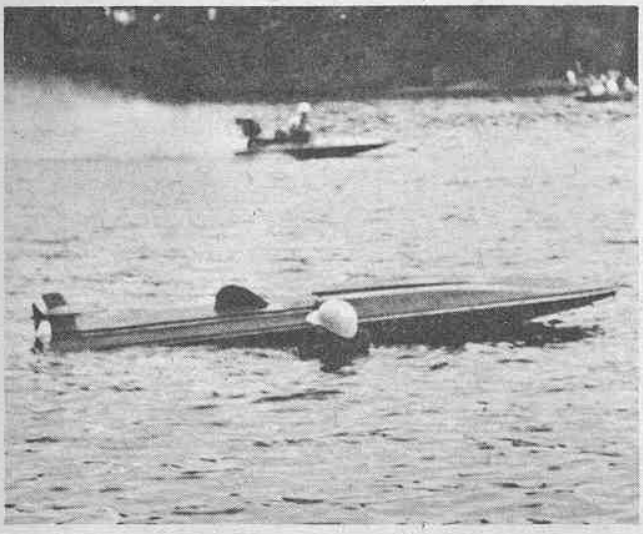
Billy Schumacher, 12 years old, A.P.B.A. national AU and JU champ.

Start of DU heat at A.P.B.A. Stock Nationals, Devil's Lake, Oregon.

Class D Hydros coming off fourth corner at the N.O.A. Championships.

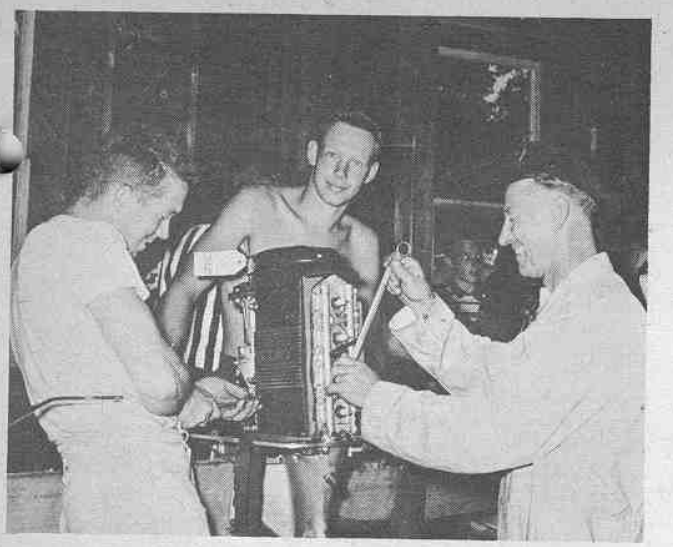


Milford Harrison uses right hand throttle for protection on corners.



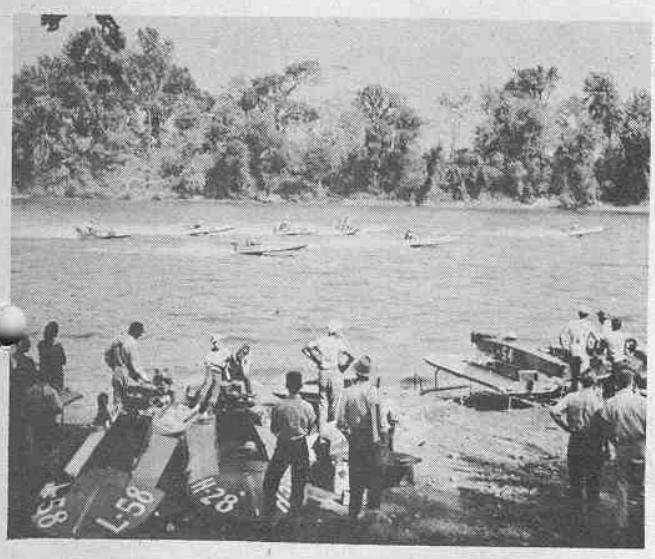
Don Grasher paddles beside overturned C Hydro at N.O.A. Nationals.

Ken Ferguson has slight lead in DU heat at A.P.B.A. Stock Nationals.



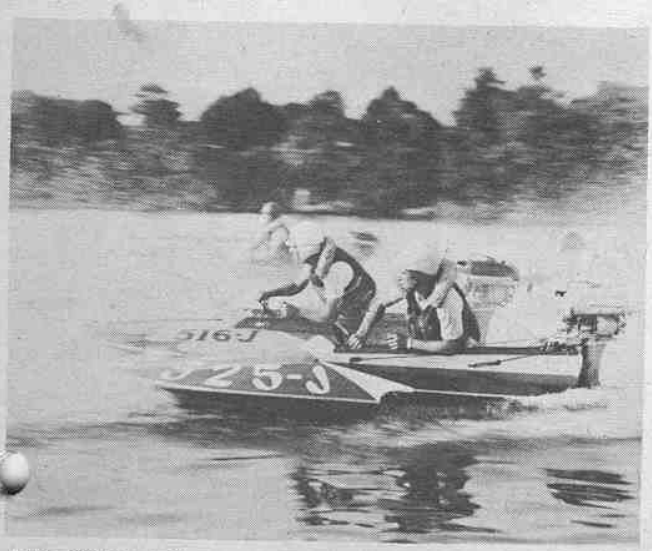
Bob Fosdick, 3rd in DU, at inspection after Top O'Michigan marathon.

Tullio Celano, Sr., won Manhattan Marathon Mercury Dealer's Trophy.



C Service Runabouts starting during N.O.A. Division I Championships.

Ray Lenk, who won DU in Manhattan with average of 36.8 mph.



Eddie Shields, inside, and Larry Schanck running in A Stock Hydro.

John Alden's 50.195 mph in BSH is as yet unapproved by the A.P.B.A.

Outdoors With the Outboards

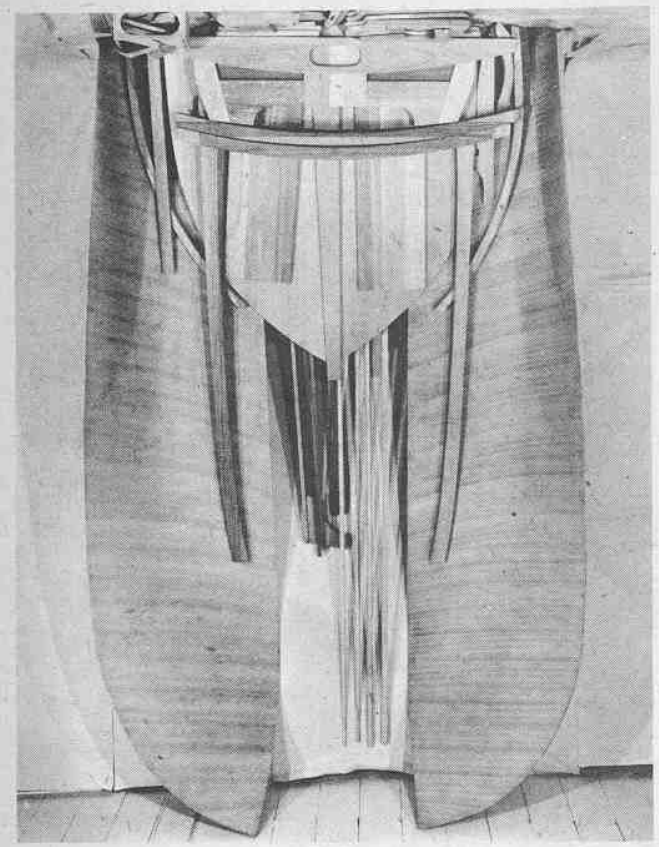
(*Continued from Page* 18)

carry on top of a car, yet (thanks to its double-transom design) it is stable and roomy enough to hold the entire family. Not the least of its attractions is its price—$65.75 in standard form and $79.50 for a deluxe version. The beam of the "Jimmie B" is 43½ inches. It is finished with three coats of clear varnish inside and dark green marine enamel outside. Recommended for use with motors producing up to 7½ hp.

Currier's also produces two other plywood boats—the "Little Chris," a 10-foot skiff retailing for $57.50, and the "Old John River Boat," a 14-footer that retails for $97.50.

A full line of aluminum boats, consisting of nine models, has been added to their 1956 group. These are made up of a 12-foot and two 14-foot flat-bottom fishing boats; 12-foot, 14-foot and 16-foot runabouts; and 12-foot, 14-foot and 16-foot mahogany-decked runabouts. All of these aluminum boats are treated to resist corrosion and deterioration. Styrofoam flotation blocks are installed under the seats for safety.

MOLDED PLYWOOD outboard boats in kit form are now for the first time available to individuals. U. S. Molded Shapes, Inc., of Grand Rapids, Mich., the nation's largest producer of molded boat hulls, is making the kits available either through dealers or direct from the factory. They come in six sizes—12-foot, 14-foot and 16-foot open models and 19-foot, 21-foot and 24-foot cruisers.



Each kit includes all the parts necessary for assembling the boat. Besides the molded-plywood hull sections, there are a molded stem, keel, keelson, transom, gunwales, splash rails, decking and seats. Each piece is pre-fit to insure trouble-free construction with a minimum of work. Each cruiser model includes enough additional parts to build a basic boat, leaving the interior arrangement to the individual's need. Experience indicates that a molded hull kit reduces the time and labor of boat construction by as much as 75 per cent. With the hull supplied, no intricate form needs to be built and properly aligned before starting to assemble the boat. A boat that has all of the looks of the best factory-built job can thus be built by anyone.

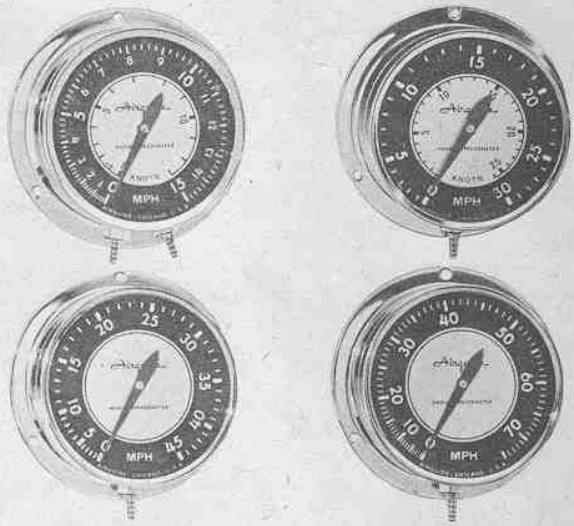
Since each hull is mahogany faced, it can be given a varnish finish instead of paint if the builder so desires. And since the finished boat has no frames, its interior is smooth and roomy and requires a minimum of maintenance work.

ANOTHER SERIES OF KITS that simplify the amateur's problems is that produced by the Doane Marine Works of Stamford, Conn. In these, the planking material is sheet plywood. Unlike other sheet-plywood kits, however, the Doane boats require no fussy fits. Why? Because all seams are sealed and covered with Armorglas, which is a form of Fiberglas.

Nine different models are available—14-foot and 17-foot utilities; 14-foot and 17-foot runabouts; and 14-foot, 17-foot, 18-foot, 21-foot and 23-foot cruisers. The 14-foot cruiser in particular is a marvel of compactness. Seat fillers make berths forward for two and two more can sleep on air mattresses on the wide cockpit floor. For protection from the weather, the cockpit can be completely enclosed with a shelter canvas.

LUXURIOUS BOATING FOR $100 has been achieved in the Southern Comfort, a sort of glorified mobile raft that is the result of the spare-time labors of partners Sonny Cooper and Pax Swartz of Sarasota, Fla. An 18-hp outboard motor drives the unique craft up to 10 mph. Safe and stable for gulf and bay waters, it often carries a dozen people on spear-fishing and skin-diving expeditions. Measuring 16 feet long and 8 feet wide, it has a ⅜-inch marine-plywood deck atop 2x6's. On each side is strapped a pontoon consisting of five 55-gallon oil drums. To provide a streamlined effect, the ends of the drums are spearheaded by sheet-metal cones.

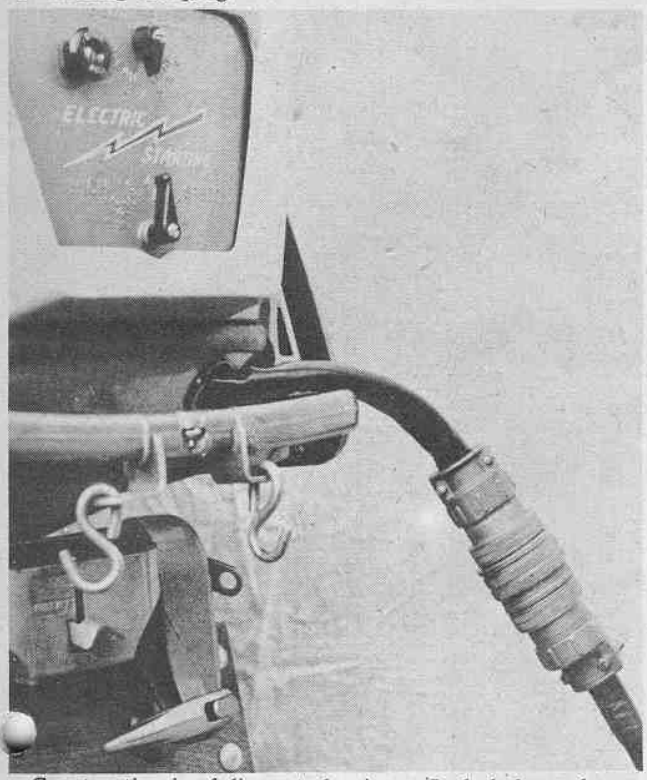
NEW MARINE SPEEDOMETERS, just placed on the market by the Airguide Instrument Co. of Chicago, give nearly uniform graduations over the entire dials, even down to low speeds. All of the dials are 3 inches in diameter and are calibrated down to 0 mph. Whether a boat is large or small—sail, inboard or outboard—there is an Airguide speedometer to meet its needs. Ranges are 0-15 mph, 0-30, 0-45 and 0-75. The 15 and 30-mph units are calibrated in both miles and knots. All units are calibrated in 1-mph divisions except the 0-15 unit, which has 2/10-mph graduations.



Airguide offers a selection of three different pick-up units. You have a choice of (1) transom mount with stabilizer unit, (2) through-hull mount or (3) double-connection through-hull mount with pressure reservoir (for sailboats). All are furnished with flexible plastic tubing that can be cut to proper length by the user. Special fittings make tight connections to the speedometer head and the pick-up unit.

Prices for the complete instruments range from $13.95 to $19.95.

OWN AN ELECTRIC-STARTING Evinrude or Johnson outboard motor? Then you'll be pleased to know that a simple quick-disconnect plug for the starting cable has been developed by the Chicago Marine Co., Inc., Chicago 45, Ill. The plug eliminates the nuisance of disconnecting all wires from the battery and solenoid box when removing the motor from the transom for service, transportation or storage. The starting cable can now be disconnected merely by twisting the plug.



Construction is of die-cast aluminum. Included are clamps that support the cable to prevent twisting and pulling at the connections. The plug is adaptable for installation of an electric tachometer, a temperature gauge and a cutout switch. The price is $10.75. Installation is simple, all connections being merely soldered to the plug contacts. (End)

The Racing Scene

(*Continued from Page* 10)

the posting of purses should be made. It scarcely makes much sense for the driver of an under-20 c. i. 10'6" boat to even hope to win the big money when the inboard field was glutted with 18-footers and upwards, powered by racing Ford, Mercury, Chrysler and Cadillac marine conversions.

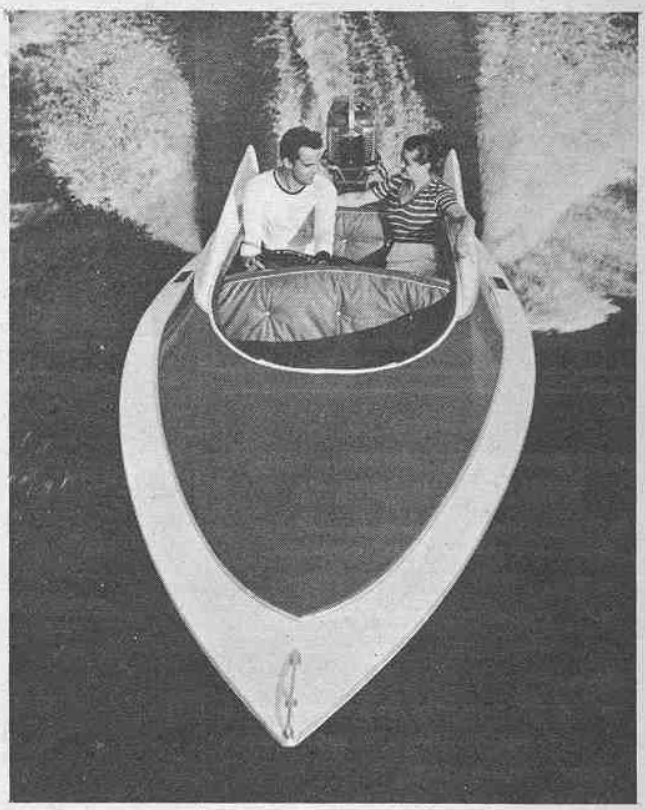
Uniquely, however, three outboarders: Dick Beers, helming a 13' Speedliner with a 40 c.i. Merc, Whistler Schmidt, in a 13' homemade job, and Bob Switzer in a 13' Switzer, both the latter also driving Mercs., were for one hour able to stay in the same lap with the two leading inboards on the 3.8-mile course circling 79th Street Causeway around Harbor Island, North Bay Isle and Treasure Island.

The ultimate over-all winner was Dick Lindheimer, who had previously scored in his class in the Around Miami Beach Marathon. Lindheimer, at the end of seven hours, had a neat over-all third position sewed up when the breaks began to play his way. First, the defending champion and leader, Howard Abbey, was disqualified and flagged down from the course when his riding partner lost his crash helmet and Abbey continued to circuit the course without stopping at the pits to get another helmet. While the action of the officials in disqualifying Abbey seemed petty to some at the time, within a matter of a few laps the officials' judgment was more than vindicated. Howard Hibbert, who had moved up into second spot, with a Chrysler-powered Prowler in which he had also led the race for the first three hours, suffered rudder trouble, made an enforced stop for jury rig repairs and a lap later slammed at nearly full speed into the causeway seawall, literally cracking the beautifully designed 19'4" Forest Johnson hull nearly in two. After Hibbert's experience no further criticism of the officials' safety ruling was heard. In all fairness it must be reported that Howard Abbey, the dethroned champion, expressed no complaint whatsoever about the ruling.

Over-all outboard winner was Dick Spelman, Miami, driving a Mercury Mark 50, 40 c. i. displacement job, in which he had finished over-all 17th and fifth in Class 3 in the Around Miami Beach go.

Other winners included: Inboard Class 1, I. S. Brundage; Inboard Class 2, Al Martin; Inboard Class 3, Lindheimer; Inboard Class 4, Catherine Parks; Outboard Class 1, Oliver Barnhill; Outboard Class 2, Buddy Shinn; Outboard Class 3, Spelman; Outboard Class 4, John Huddle.

Fastest inboard speed for the nine hours was clocked by Lindheimer at 40.561 mph. Fastest outboard speed was turned in by Spelman at 34.975 mph.



Bob Switzer in the 1956 Switzer Craft Shooting Star, which he ran in the Nine Hour Endurance race at Miami, Florida, during the New Year's week end. This model has the same hull as the Switzer Craft DU Bullet that took the first five places at Winnebagoland several years ago.

The closed course outboard regatta drew so many entrants that ten elimination heats were necessary. Standout in the event, as high scorer, was Don Baldaccini. In the inboard closed circuit events, the focal point of interest was the International Grand Prix, open to boats weighing 1763 pounds or less, regardless of power, the winner to receive the Baker International Palladium Trophy for one year. Henry Lauterbach, driving Billy Ritner's Chevy-powered *WaWa Too*, finished second to Ezio Selva in the first two heats, though Selva was disqualified in the first of these two heats for cutting a buoy and protested to the race committee that the buoys were improperly marked. Lauterbach convincingly won the third heat and the trophy, finishing with a fifty-yard margin over his Milan, Italy, competitor. (End)

How to Build a Test Tank

(Continued from Page 23)

cleaner which will provide all the suction necessary to handle the exhaust of even the largest motor in an indoor testing area.

If the test tank is to be located out of doors, gases still may swirl around the test tank and create a carburetion problem. A simple electric fan placed forward of the motor will provide the carburetor with a fresh air input and at the same time drive the exhaust gases harmlessly away into the atmosphere beyond the testing area.

Comparisons made with tachometer readings during tank testing will only be accurate when the same test wheel is used and when the motor is suspended in the tank with the same water level and with the same temperature and humidity prevailing. It is possible to use an ordinary propeller with motors in a very modest horsepower bracket or, for the non-racer, to tank run large motors at low rpm. However, if one attempts to perform test work in a tank at full throttle conditions with the same type of propeller used on the boat, the reason for a test wheel will quickly become apparent. Water will slosh out of the tank and all over the place in general in short order.

If you're racing in stock classes, for example in Class "36", both Johnson and Evinrude dealers can get you test wheels for your 36 c.i. motor at a price of about $3. If you're racing in alcohol-burning classes or in other stock classes, you will have to use your own ingenuity to fabricate a paddle type test wheel somewhat along the lines of the one pictured. Usually the best starting point for such a fabricated wheel is the hub of a discarded propeller. This hub can then be brazed into one of the available test wheels on the market which has a suitable diameter to clear lower unit protrusions.

One word of caution in connection with tank testing—and that is to be certain that the model motor you are checking is provided with an integral water pump so that your motor receives proper cooling during the tests. This warning largely applies to drivers checking out alcohol-burning equipment which for cooling are dependent upon water thrown into a scoop above and behind the propeller by standard propeller action plus the forward motion of the lower unit in the water. If, for example, your motor happens to be a KR Johnson, your simplest method to tank test would be to provide a pipe fitting to the water outlet on the cylinder block and fit a garden hose to this fitting so that you reverse the normal course of the water through the cooling system of the motor by house water pressure.

It is particularly important that you maintain a constant water level in the tank to provide any accurate gauge. A variation in water depth will have a direct effect of peak rpm with any given test wheel. Most drivers doing considerable tank testing place a scribe mark on the lower unit housing of their motors and maintain a constant level at this point. However, the test tank illustrated here will automatically maintain a standard level if a constant flow of fresh water is supplied.

Roy Rogers, left, and Cy Breen dock Rogers' *Miss Yellow Jacket*, after winning the 120-mile ocean marathon off Malibu Beach, California, at an average speed of almost 40 miles per hour.

A test tank may be of considerable value to the owners of motors who operate their boating equipment in salt water since it provides a handy means to flush the cooling system after each use to offset corrosion and stoppage of free passage of coolant through the blocks. Alcohol-burning drivers have also found the test tank to be a perfect spot to try out comparative fuel formula checks. In all events, particularly for the racing driver, the tank test is not a substitute for extensive underway testing but it is a part of the necessary checkout equipment and can be a real time and trouble saver.

The tank illustrated here is an inexpensive one. It requires only five major sections of metal, four measuring 54″ by 46½″ and one 54″ square piece of ⅛″ hot rolled steel. In addition to these you will need 14′ of 8″ wide, ⅛″ thick hot rolled steel from which to cut four pieces 41″ in length and 8″ high. The only other material requirement is a 41″-long section of oak, 10″ to 12″ in width and 1⅝″ thick, plus six lag screws to secure the oak into position. You will note that the motor mounting bracket is set at a standard 12° boat transom angle. For added sturdiness, the oak motor mounting bracket may be bolted rather than lag screwed into position and an added 8″ wide, 41″ long, ⅛″ thick plate secured to the back to give the bracket an over-all thickness of 1⅞″.

In the drawing, you will note that no provision is made for draining the tank. This can be done by adding a separate 1½″ pipe outlet equipped with a valve to one of the side plates. If the tank is to be permanently installed indoors, it is well to furnish a bottom drain connecting directly to the regular drainage system in the house. Since even with a test wheel, a certain amount of splashing will occur, a constant level is provided by the location of the overflow pipe and a free flowing inlet source. If it is installed as illustrated in the drawing, the water level will remain constant at a depth 11″ below the motor's clamp bracket.

Depending upon the use of the tank, the overflow location should be varied. It is suggested that for the racing driver, the location be in conformance with the normal transom height used in competition, though since tank tests are merely comparative and have no direct relationship with on-the-boat performance, any reasonable depth of 10″ to 15″ is suitable. A continuously flowing garden hose running into the tank during testing will, in conjunction with the overflow height, maintain a near constant level.

Several additions can be made to the tank as illustrated. To prevent excessive splashing and to cut down on water turbulence, some tank owners float a section of wood planking on the water surface, notched to take the lower unit housing of the motor. Others tack weld a permanent metal baffle just above the water level.

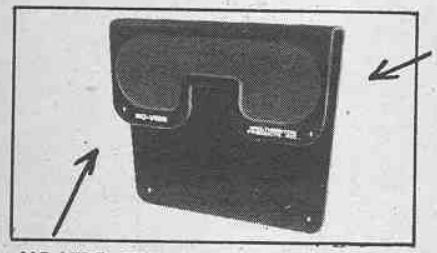
The interior of the finished tank should be painted with Rustoleum or a similar rust preventative to assure long life.

Your local sheet metal worker can readily cut and form the side pieces, based on the dimensions illustrated here or variations from these dimensions to meet your own requirements. The welding itself is of the simple nature and this can be accomplished at the sheet metal worker's shop or the material can be delivered in sections and welded at the location at which you plan to install your tank. (End)

"Cap" Worthy says:

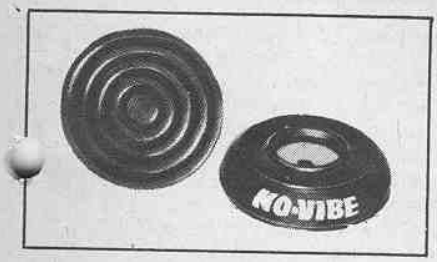
Get More Boating Enjoyment with these NEW Worthington Inventions!

Now Worthington Products makes it possible to enjoy your boat with greater convenience and more luxury than ever before . . . with new accessories that are priced *within easy reach of everybody's pocketbook*. These wonderful, practical inventions are sold with *full money-back guarantee*. Order today, and be set for a full season of boating fun!



NO-VIBE OUTBOARD TRANSOM PAD

Reduces vibration-caused outboard noise up to 80% with double cushion of plump Neoprene — saves engine and boat. Over 150 sq. in. of tough gas, oil, salt water and sun resisting rubber. Fits all boats, Engine models. Cutproof, rigid Formica insert prevents clamps from marring transom. Two models; Standard, and Hevi-Duty with moulded notch to fit around Transom bracing-knee. Used as standard equipment by many boat manufacturers. Black $3.95; White de luxe $4.95, postpaid.

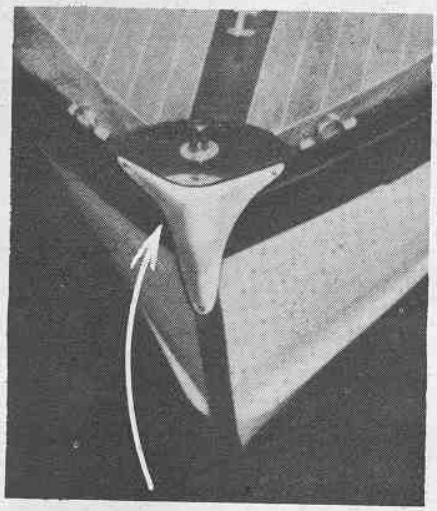


NO-VIBE OUTBOARD CLAMP PADS

Similar in noise-reducing effect to transom pad, but attaches to engine-unit — preferred by boat owners who rent boats. Pair of Neoprene pads with reinforcing discs easily slip on engine clamps. Vacuum grip striations hold engine securely in place, don't mar boat transom. Fits all engines, installs without tools. **$3 per pair** postpaid.

NO-VIBE "LITTLE GIANT"

Transom pad especially designed for *all* large motors 25 HP and over. Made of heavier Neoprene with extra-long tail flap. It's wider, too — has over 175 sq. in. of bearing surface! Moulded cut-out fits all boats, all transom thicknesses, with or without knee bracing. Available in black rubber only. **Only $5**, postpaid.

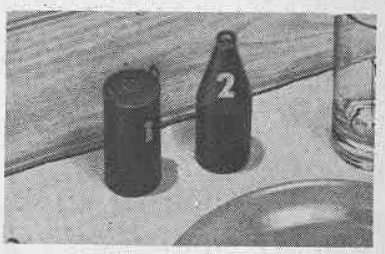


NEW! BOW-GARD

Made of tough, resilient Vinyl rubber moulded to shape of bow, protects bow of boat. Fits any boat — snugly adapts to contours of bow and to existing bow hardware. Only 3 screws needed to attach to front of boat! Held firmly in position by protective lip, can't slide off. Resists salt water and sun. Made of white Vinyl — improves the appearance of any boat. **Only $3**, postpaid.

AUTHENTIC NAUTICAL KEY BUOYS

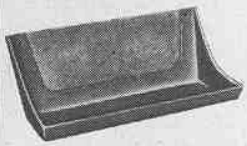
True scale miniature red "nun" buoy or black "can" buoy of unbreakable Polyethylene keep chain with 4 keys afloat indefinitely when dropped overboard. Choice of two authentic scale models of marine channel markers. Open up end and use to keep folding money, license papers, etc. dry and safe — gift boxed. Buy matched pairs for boat, car, house keys. **$1 each**, postpaid.



EVER-DRY SALT & PEPPER BUOYS

Authentic Miniature Nautical buoys with water-absorbent crystals in cartridge inside shakers decorate your ship's table and soak up moisture, keep salt and pepper free-pouring despite humidity. Black "can" buoy for salt, red "nun" for pepper. Smart in galley and dining room! Breakproof Polyethylene — They float! Can be washed in hot water. Crystals can be reused after drying in oven. Attractively gift packed in mailing box. **$2 per pair.** postpaid.

NEW! NO-VIBE DRIP PAN FOR OUTBOARD BOATS



New drip pan of metallic, silver-tone polyethylene fits on transom under engine and catches overflow engine oil and gasoline. Acts as tool shelf — installs in a jiffy with only a screwdriver. Unbreakable! Protects and keeps transom clean — cushions engine vibrations and noise, because the tough, resilient Polyethylene insulates clamps from transom. Model A for regular transoms, model B cut-out for bracing knee. Made to complement No-Vibe Transom Pad; also, fits all pads, transoms, engine models. $3, postpaid.

THE LITE-HOOK *NEW* ALUMINUM BOAT HOOK — ONLY $2.95

Light weight boat hook of Polished drawn aluminum that FLOATS! Hook and point of High-impact Styrene in Non-Corrosive and Stronger than cast metal points. Deep hook makes picking up mooring easier. Has moulded rubber pistol grip handle for sure grip. Only $2.95 for 3 ft., $3.50 for 4 ft., and $4.50 for 5'6" pp.

NEW! JUST PERFECTED LITE-HOOK FLASHLIGHT ATTACHMENT ONLY $4.50.

Available with special flashlight unit that directs light as needed for mooring and docking. Gives beam of light exactly where needed adding more convenience and safety to night boating. Light unit by Eveready holds 2 standard size batteries. Can be detached and used as regular Flashlight. ONLY $4.50 for 3 ft., $4.95 for 4 ft., and $5.95 for 5'6", pp.

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☐ Send C.O.D., I'll pay Postman $..... plus postage and C.O.D. fees.

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NO-VIBE Transom Pad Black ..... ☐ Regular ☐ Cut out for knee $3.95
NO-VIBE Transom Pad deluxe White ..... ☐ Regular ☐ Cut out for knee $4.95
..... NO-VIBE "Little-Giant" Transom Pad Black Cut out for Knee $5.00
..... BOW-GARD to protect the Bow $3.00 each.
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..... EVER-DRY Salt & Pepper Buoys @ $2.00 per pair.
..... LITE-HOOK ☐ 3 ft. — $2.95 ☐ 4 ft. — $3.50 ☐ 5'6" — $4.50
..... LITE HOOK WITH LITE ☐ 3 ft. — $4.50 ☐ 4 ft.— $4.95 ☐ 5'6" — $5.95
..... NO-VIBE Drip Pan @ $3.00 Model A ☐ Model B ☐

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441 LEXINGTON AVENUE, NEW YORK 17, N. Y.

Don Williamson, of Seattle, Washington, driving his fast 136 cubic inch hydroplane. Don, who races under the colors of the Seattle Inboard Racing Association, was its 1954 high pointer.

Torque Talk

(*Continued from Page 20*)

afloat. Campbell's approach to the matter of speed on the water may well have some marked effect on competitive boats and their designs henceforth even though the *Bluebird II* was designed and built solely for one-mile straightaway runs.

Seven drivers were re-elected to the Hall of Fame for their activities during the 1955 racing season. First was Enoch Walker of Hampton, Virginia, whose E Service runabout, *Vaughn Francis*, won 13 out of 15 heats of competition, as well as the National Championship for this class. Ron Musson of Akron, Ohio, the outstanding driver of the 1954 season, again received his certificate for his top driving in the highly competitive 135 hydro, 225 hydro and 266 hydro classes, topped by his winning of the 266 National Championship in the *Chromate*. Musson completely dominated the 135 field as well as being a threat in the 225 class.

Another outstanding 135 driver again elected was Billy Ritner of Merion, Pa., who also drove in the 225 and 266 hydro classes. George Smith of Mount Holly, N. J., was re-elected on the basis of his performance in the 135 and 266 hydro classes. Curt Martens, of Hampton, Va., became a second year man in the Hall of Fame because of his 11 firsts and 2 seconds in 266 hydro competition in his sleek *Marbel*.

Unlimited class hydroplane high point winner and Gold Cup victor, Lee Schoenith of Detroit, Michigan, again was honored by the selection panel, as was Danny Foster of Grosse Pointe Woods, Michigan. Foster, at the wheel of Guy Lombardo's motivating *Tempo VII*, was runner up to Lee Schoenith in the Unlimited high point hassel, getting his markers by winning the Silver Cup, Presidents Cup, International Cup and the Governors Cup in succession.

The election of the outstanding driver of the 1955 season by the fifteen members of the 1955 Hall of Fame resulted in Danny Foster being named to that title, and being so honored by his fellow drivers, Foster was awarded possession of the Gulf Gold Cup for the coming year.

Also presented with certificates were eleven drivers who qualified for membership in the coveted 100 Mile-per-hour Club. Below follows a list of the drivers and their qualifying speeds in mph: Walt Kade, Detroit, Mich., 100.82; Bob Kieser, New Albany, Indiana, 100.86; Eddie Meyer, W. Hollywood, Cal., 119.507; Bill Muncey, Detroit, Mich., 103.846; Roger Murphy, Piedmont, Cal., 117.187; Jack Bartlow, Detroit, 100.148 (an average for 30 miles of racing in winning the William Rogers Trophy at Washington, D. C.); George Davis, Vine Grove, Ky., 102.273; Chuck Hunter, Columbus, Ohio, 102.577; Jack Regas, Livermore, Cal., 156.25; Russell Schleehm, San Carlos, Cal., 106.187, and E. C. Thirwel, Louisville, Ky., 104.046.

The 1957 gathering of the Marine Racing Hall of Fame will present many new faces, as the Gulf Oil Corporation has announced that during 1956 membership will be drawn from Outboard Racing and Stock Outboard Racing classes, being the first time that all categories of power boat racing will be eligible for consideration.

THE CANADIAN Boating Federation has filed a 1956 Harmsworth Trophy challenge with the Yachtsmen's Association of America.

Leonard Thomson, secretary of the YAA, announced that Miss Supertest owned by J. Gordon Thompson of Sarnia, Ontario, would be the challenging boat. Miss Supertest set a Canadian mile record at Picton, Ont., last fall at 154.845 miles per hour.

Miss Supertest is an unlimited class three-pointer with a Rolls Royce Griffin engine supercharged to 2,500 horsepower. Bill Braden campaigned the boat in several regattas last season as the Canadians made refinements on the boat under competition conditions.

The YAA as the defending body of the trophy for the United States, will have the right to select the date and site of the race.

However, it will not be as easy for the YAA to select the defending boat. The United States will be allowed one boat for each challenging boat with three boats being the maximum.

Stanley Sayres Slo-Mo-Shun IV won the trophy in 1950 on the Detroit River defeating Harold Wilson's Miss Canada.

TAKING A LEAF from the success of the 136 stock hydro class in the few short years of its existence, many drivers in the 266 class expressed a desire for a stock class for the bigger fellows. With careful consideration, Frank Sulke and a committee investigated the possibilities of such a stock class, and came up with a set of rules for the probationary 280 cu. in (Stock) hydro class. From all indications, the interest in this new class is very large, and before too long, the stock 280s should be appearing on race courses throughout the country.

To be eligible for competition in the 280 stock class, the hulls must meet the current 266 requirement, and the engine must be a stock automobile motor listed in the National Automobile Dealer's Red Book, such motor to have no more than 280 cubic inches of piston displacement, and must be built in the U.S.A. Such automobile engines as Ford, Chevrolet, Plymouth, Dodge (prior to 1956 models), etc., will fall neatly into this class, and there should be no lack of powerplants.

Below are the rules as approved by the Inboard Racing Commission of the A.P.B.A.:

280 Cu. In. (Stock) Class (Hydro)

1. A match shall consist of not less than two heats of five miles in length as advertised by the local race committee.

2. To be eligible for competition in this class, a boat must be powered with one stock automobile motor listed in the National Automobile Dealers' Red Book, such motor to have no more than 280 cu. in. of piston displacement. No motor built outside the U.S.A. shall be eligible.

3. Motors must remain strictly stock as furnished by the motor manufacturers, with the following exceptions only:

(a) Transmissions, clutch, water pumps, thermostat, generators, fans, carburetor air cleaners, exhaust manifold, vacuum spark controls on distrib-

(Continued on Next Page)

Girls from the Seattle Boat Widows Club, a part of the Seattle Inboard Racing Association, hold events of their own. These members are, from left: Fay Brow, Joy McKinnon, Lois Reuss.

(Continued from Preceding Page)

utor, choke butterflies and shaft, bell housings, generator mountings, and any drives, brakes, controls, gaskets or connections necessary solely for such items, may be removed.

(b) There shall be permitted any one or more of the following: modification of cooling system, addition of water piping, installation of drive coupling and/or thrust bearing.

(c) The exhaust system may consist of automotive type manifolds, stacks, or any combination of these. It shall be permissible to block off the heat passage that leads in and around the intake manifold.

(d) Copper tubing may be placed in the crankcase for oil cooling purpose. The oil pan may be altered to accommodate the cooling tubing or to conform to the configuration of the hull. It may be permissible to alter the oil pump pick up to conform to changes in the oil pan shape and to install additional crankcase breathers.

(e) Intake and exhaust passages in block, manifold and heads shall *not* be ground or polished. It is *not* permissible to correct any irregularities or misalignment in the above. No change is permitted in valve area, angle of valve seat nor in the shape or size of the valve. There shall be no alterations to the combustion chamber. It is *not* permissible to increase the compression ratio.

(f) A tolerance of no more than .060 shall be allowed for reconditioning, in which case the total pistol displacement shall not exceed 280 cu. in.

(g) Reconditioning of motors . . . *only* . . . original parts shall be used as furnished by the motor manufacturers. No excuse for replacement parts.

(h) All parts on inside of engine must remain completely stock as furnished by the motor manufacturer, except: balancing of rotating and reciprocating parts, clearance of pistons, piston pins, connecting rods and main bearings permitted.

(i) All parts on the outside of engine may be removed or altered to accommodate installation in boat . . . except: carburetor and distributor. These two items must remain stock models as furnished on the automobile.

(j) One two barrel carburetor as originally furnished will be allowed. *No* four barrel carburetor will be allowed. Originally equipped carburetor jets may be replaced by jets of the same make and type providing the fuel orifice is not more than .015 larger than in the stock jet.

(k) A wedge may be installed beneath in the carburetor to bring its vertical axis upright and compensate for motor angle, or to mill the intake manifold to acquire the same results.

4. No power pak engines permitted in this class. Only engines originally manufactured with two barrel carburetors permitted.

5. No gear boxes . . . or overdrive built on engine.

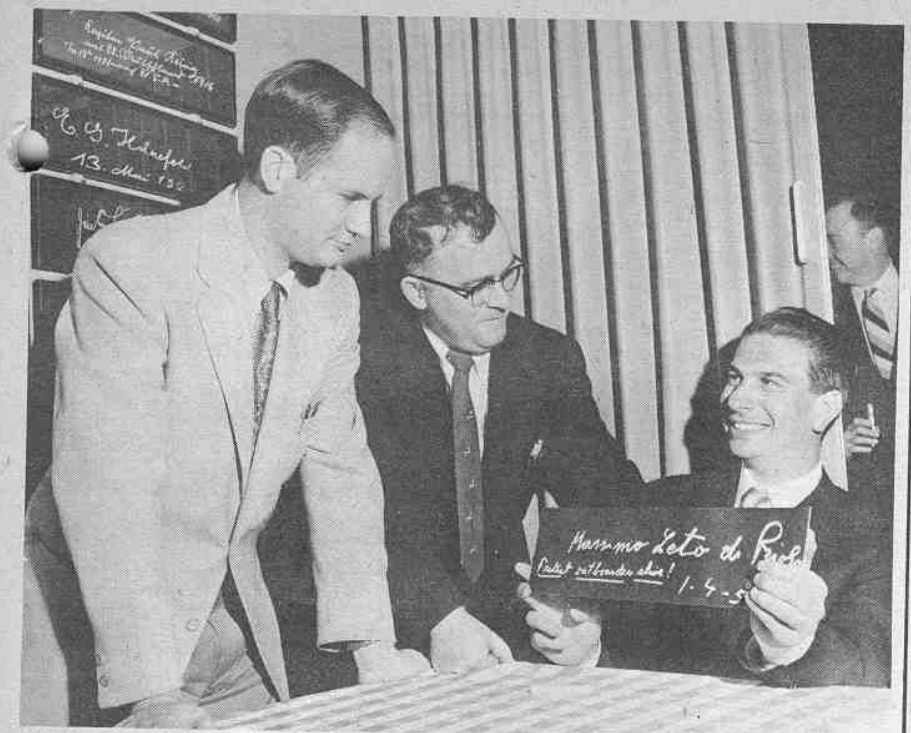
6. Boats competing in this class shall have a minimum length excluding projections of 16 ft. The hull must have at least one watertight bulkhead or suitable flotation equipment.

The letter for this class shall be "E", while on probation for one year.

8. Fuel is restricted to gasoline of the type sold as regular or premium fuel for automotive or marine service. The Race Committee may require competing boats to be fueled from a source under the supervision of the Committee.

In addition to the inspection and protest provisions of the APBA General Racing Rules, the following procedure will be applicable to this class. At the discretion and direction of the Measurer and Chief Inspector of APBA, boats of this class shall be subject to spot inspections at any regatta in which they compete. Said spot inspections shall cover the following minimum list of points: (a) bore and stroke, (b) valve size, (c) valve lift, stock status of all components visible (d) valve seat diameter and angle, (e) with head removed and (f) valve timing. The owner of any boat found by inspection to be in violation of these rules shall automatically be disqualified from racing for a period of six months. (End)

Jack Colcock, Seattle, Washington, also a member of the Seattle Inboard Racing Association, drives this 48 cubic inch hydro, with which he set a five mile competitive record in 1953.



Massimo Leto (at the right) of Milan, Italy, the first man to travel 100 miles per hour in an outboard powered speedboat, adds his signature to those of other national and international figures at the Milwaukee Press Club, as Charles Strang (left) and Tom Johnson watch.

Around the Buoys

(*Continued from Page* 19)

portant to outboarders since speed-ating in Detroit has long been dominated wholly by inboards and until Riverama, outboards in closed course competition were a rarity in Motor City.

DON CAMPBELL'S jet powered *Bluebird II* late last fall streaked over Nevada's Lake Meade in a two-way run averaging 216.2 mph to establish a new world's mark for the 35-year-old speed king. The unique hull caused considerable stir when it was on display at the Pennsylvania Railroad Station, New York,, December 29 to January 19, shifted to the Chicago Boat Show, February 3 to 12 and was seen again at the Baltimore Boat Show from February 21 to 26.

For those who did not have an opportunity to inspect the 26′ 4¾″ long jet speedboat, here are some of its interesting features. The hull is of the three-point hydroplane design. One planing surface with a single plane is located on the main hull form. Outriggers extend from either side opposite the forward located cockpit. Each outrigger has a three-step planing surface. The spars supporting the outriggers are designed to prevent airlift, so that the hull cannot become air borne as occurr to Slo-Mo V during her qualifying t at the Gold Cup at Seattle last fall. The rudder is located off-center and is mounted outboard of the extreme end of the hull. The power plant is a Metropolitan Vickers "Beryl" aircraft type gas turbine. The fifty-gallon fuel tank, with which *Bluebird II* was equipped during its record breaking runs on November 16, held only enough Mobil Gas-Turbine fuel for seven minutes at full throttle operation.

At full throttle a rotating fan compressor draws approximately 6000 pounds of air per minute into the engine where it is compresed, flows into a combustion chamber where heat generated by continuously burning fuel injected into the chamber expands the air. The heated air rushes from the jet tail pipe at an estimated velocity of 1200 miles per hour.

The framework of this 2½-ton speedboat is made of molybdenum steel tubing. The hull, which is 10′6″ in overall width, is skinned with aluminum.

On one of its two required runs, Campbell's craft was clocked at 239.5 mph, blasting previous poppycock about any presumed 200 mph water speed barrier.

ELGIN GATES, Surfside, Calif., organizer and competitor for a number of years in the international Mexican regattas, announced his intention to attend the fifth Internacional Mexicana. At last reports Gates was on his way to Lake Tequesquitengo where he was planning to compete on February 19 and later at Lake Tuxpan, driving, as last year, as a member of the Mexican team. Gates trailered along the sensational Jones-Entrop cab-over designed hydro which he bought from Entrop shortly after the A.P.B.A. national championships last fall. Unknown to many was Gates' early interest in this hull form. The California veteran stock

(*Continued on Next Page*)

(Continued from Preceding Page)

helmsman worked on such a boat with Ted Jones when the latter was designing the first of the *Slo-Mos.* Jones incidentally according to recent reports, worked with Speedliner on that Company's new version of a cab-over type hydroplane.

ON THE A.P.B.A. Citrus Circuit during the winter months, though not appearing in vast numbers, Holt runabouts and Charleton hydros made more than a fair-to-middlin' impression on Northeners and Westerners who previously hadn't seen either of these two makes of hulls in action. Incidentally it was a Holt runabout that Don Baldaccini drove to a BU 1955 A.P.B.A. stock outboard championship.

H.W.B.

1955 OUTBOARD HIGH POINT WINNERS

AMATEUR RUNABOUT

Ron Loomis, Santa Barbara, Cal. 9,313
Tommy Young, Wachepreague, Va. 3,131
Dion Arrigoni, Durham, Conn. 7,719
Bill Schumacher, Seattle, Wash. 6,200
Dick Van De Plasch, Milwaukee, Wis. 6,079

AMATEUR HYDRO

Bud Feming, Edgewater, Md. 9,123
'Skipper' Ritter, Hollandale, Fla. 7,388
Melvin A. Hughes, Norfolk, Va. 6,537
James Bartron, Tunkhannock, Pa. 5,997
Guy Hamilton, Jr., New Bern, N. C. 5,715

PROFESSIONAL RUNABOUT

John Wehrle, Hackensack, N.J. 13,353
Bob Parish, Bakersfield, Calif. 11,927
Don Baldaccini, Miami, Fla. 10,928
Dean Chenoweth, Xenia, Ohio 10,746
Bill Chilton, Seymour, Conn. 8,620

PROFESSIONAL HYDRO

Jim Loomis, Hamden, Conn. 15,499
John Wehrle, Hackensack, N.J. 14,334
Howard Thompson, Downey, Cal. 11,322
Don Baldaccini, Miami, Fla. 11,046
Henry J. Kokernak, Worcester, Mass. 8,398

RUNABOUT SECTIONAL WINNERS

A—Elliott Kimball, Manchester, N.H. (Pro.); Robert Shibbles, N. Berwick, Maine (Amt.)

B—Howard Whitehouse, Lexington, Mass. (Pro.); David McFarlane, Weymouth, Mass. (Amt.)

C—Bobb Parish, Bakersfield, Calif. (Pro.); Ron Loomis, Santa Barbara, Calif. (Amt.)

D—Bill Chilton, Seymour, Conn. (Pro.); Dion Arrigoni, Durham, Conn. (Amt.)

E—V. Scott Straus, Baltimore, Md. (Pro.); Tommy Young, Wachepreague, Va. (Amt.)

F—Don Baldaccini, Miami, Fla. (Pro.); "Skipper" Ritter, Hollandale, Fla. (Amt.)

G—(No Pro); Derryl Hauptmann, Hot Springs, S.D. (Amt.)

H—Eddie Tom, Ft. Wayne, Ind. (Pro.); Stover Hire, Syracuse, Ind. (Amt.)

J—John Wehrle, Hackensack, N. J. (Pro.); Edgar Evans, III, Danville, N.J. (Amt.)

L—Sonny Greer, Baton Rouge, La. (Pro.); Robert Bel, Amite, La. (Amt.)

M—Jerry Van Amber, Lansing, Mich. (Pro.); Gene Hawthorne, Detroit, Mich. (Amt.)

One of the outstanding alcohol drivers of 1955 was Bob McGinty, Corpus Christi, Texas. He holds cup at the A.P.B.A. National Awards Dinner. Others, from left to right: Jack Maypole, A.P.B.A. Outboard Commissioner, Mrs. H. Allen Smith, Johnny LaFitte and Harry Marioneaux.

N—Vince Deberto, Newburgh, N. Y. (Pro.); Billy Holmes Jr., Piermont, N.Y. (Amt.)
P—Richard Rees, Pottstown, Pa. (Pro.); Daniel A. Bartron, Tunkhannock, Pa. (Amt.)
—Rockey Stone, Willamina, Ore. (Pro.); Bill Schumacher, Seattle, Wash. (Amt.)
S—Dean Chenoweth, Xenia, Ohio (Pro); John Jackson, Cincinnati, Ohio (Amt.)
U—F. W. Nickel, Rawline, Wyo. (Pro.); R. M. Gill, Rawlins, Wyo. (Amt.)
V—Robert L. Murphy, Springfield, Ill. (Pro.); Ernest "Cappy" Trotter, Rockford, Ill. (Amt.)
W—Larry Freeman, Milwaukee, Wis. (Pro.); Dick Van De Plasch, Milwaukee, Wis. (Amt.)
Y—Gunner Nordin, St. Joseph, Mo. (Pro.); (No Amt.)
Z—Rudy Berry, Greensboro, N.C. (Pro.); Reggie Rivenbark, New Bern, N.C. (Amt.)

HYDRO SECTIONAL WINNERS

A—(No Pro.); Robert Goss, Manchester, N.H. (Amt.)
B—Henry J. Kokernak, Worcester, Mass. (Pro.); Dave McFarlane, N. Weymouth, Mass. (Amt.)
C—Howard Thompson, Downey, Calif. (Pro.); Orville Herrick, Del Paso Heights, Calif. (Amt.)
D—Jim Loomis, Hamden, Conn. (Pro.); Bob Henderson, Middlefield, Conn. (Amt.)
E—V. Scott Straus, Baltimore, Md. (Pro.); Buddy Fleming, Edgewater, Md. (Amt.)
F—Don Baldaccini, Miami, Fla. (Pro.); "Skipper" Ritter, Hollandale, Fla. (Amt.)
H—Bob Hovermale, Jamestown, Ind. (Pro.); Pete Richards, Rensellaer, Ind. (Amt.)
J—John Wehrle, Hackensack, N. J. (Pro.); John Schubert, Clifton, N. J. (Amt.)
L—T. J. Dendinger, Jr., Ponchatoula, La. (Pro.); Robert Bel, Amite, La. (Amt.)
M—Mickey MacDonald, Kalamazoo, Mich. (Pro.); David McSherry, Lansing, Mich. (Amt.)
N—Robert Veigo, Troy, N.Y. (Pro.); Edward Peterson, Utica, N.Y. (Amt.)
P—Glenn C. Brown, Bloomsburg, Pa. (Pro.); James Bartron, Tunkahannock, Pa. (Amt.)
R—Gil Ward, Salem, Ore. (Pro.); Dick Stephenson, Puyallup, Wash. (Amt.)
S—Charles Stewart, Toledo, Ohio (Pro.); Don "Butch" Mowery, Lewison, Ohio (Amt.)
U—Walt Dansie, Salt Lake City, Utah (Pro.); J. A. Cameron, Sinclair, Wyo., (Amt.)
V—Bill Janz, Chicago, Ill. (Pro.); Dave Hoffman, Wheeling, Ill. (Amt.)
W—Dick Schluessel, Neenah, Wis. (Pro.); Bill Schrewe, Sheboygan, Wis. (Amt.)
—Jack Crissinger, Cedar Rapids, Iowa (Pro.); (No Amt.)
Z—Hugh Bell, Henderson, N.C. (Pro.); Guy Hamilton, Jr., New Bern, N.C. (Amt.)

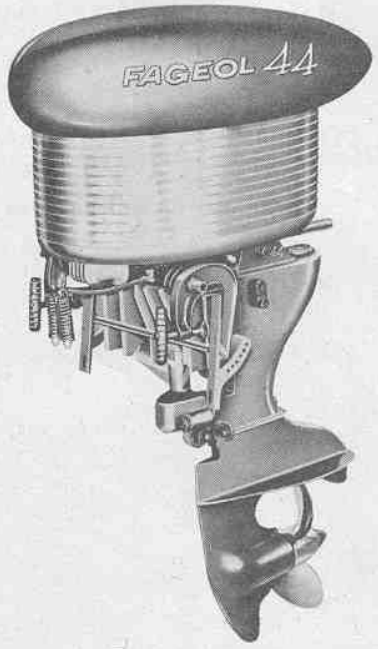
The June issue of BOAT SPORT will be on sale May 1st

IT'S NEWS

FAGEOL OUTBOARD MOTOR

Fageol Products Company, Kent, Ohio, has released full details concerning its new Fageol "44" outboard motor, introduced at the New York Boat Show and later displayed at the Chicago Show.

The new motor, known as the "Economy Outboard," is rated at 35 h.p., according to L. J. Fageol, company president. It is of 4-cylinder, 4-cycle design — the first American marine motor of this type in the high horse-



power group. It includes many of the mechanical components of Fageol "44" inboard engines and Mr. Fageol points out that it can easily be serviced by any capable automobile mechanic or shop. Bore and stroke is 2½" x 2¼" with a 9:1 compression ratio.

An important feature is the complete elimination of the necessity for mixing gasoline and motor oil as required in 2-cycle motors. The Fageol is furnished with a remote 6½ gallon gas tank.

Operating economy of the Fageol outboard will be sensational, the manufacturer claims. Fuel savings of 50% or more are said to be achieved under normal running conditions. As a result, the boat's cruising range is said to be at least doubled.

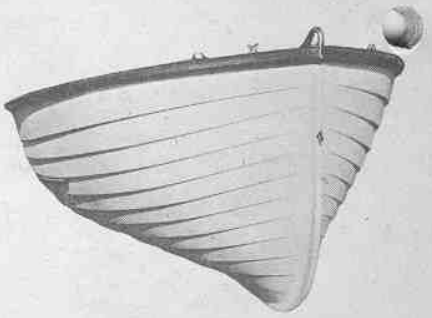
Another important characteristic is reputed to be extra quiet operation, and a low forward center of gravity assures maximum stability with increased maneuverability and handling ease.

Electric starting motor and generator are furnished as standard equipment. Engine, as delivered, is equipped for the use of remote control.

SEAMLESS FIBERGLASS BOAT

An entirely new type of fiberglass reinforced boat is being manufactured by the Molded Fiber Glass Boat Company of Union City, Pennsylvania, and Jamestown, New York. This boat differs from other boats in that its lapstrake-design hull is molded in one piece from matched metal dies and therefore has no seams.

The exclusive lapstrake hull design, the manufacturer states, offers two important advantages over conventional smooth-hulled fiberglass boats — (1) greatly increased longitudinal strength and (2) increased stability. In addition, the lapstrake design is claimed to afford a softer ride and reduce the amount of spray from the bow.



Hull of the new "Molded Fiber Glass" Boat is molded in one seamless piece in matched metal dies, and reinforced with bonded-in crossribs of fiberglass parallel-strand reinforced plastic. Fiberglass is said to be one of the strongest, most durable materials known, and through hundreds of hours of testing in rough waters, the Molded Fiber Glass Boat is reported proven pound for pound to be one of the most rugged boats built.

Available in three models, each using the standard 15'7" hull, the new Molded Fiber Glass Boat is trimmed in genuine mahogany and with its lapstrake design presents the appearance of a conventional wood boat. In addition to the standard white, special colors of the customer's choosing can be molded in. The hull never needs painting, it is claimed, and it will not rot, rust or corrode and is unaffected by marine borers. Keels, keelsons and floorboards are treated with wood pre-

servative, and maintenance is said to be 90% less than for conventional wood boats.

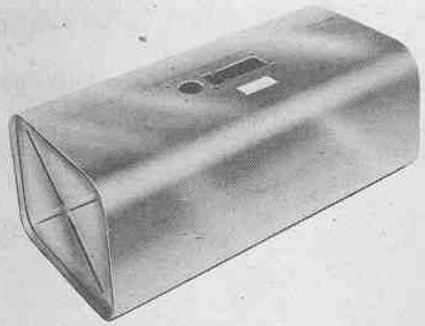
The Molded Fiber Glass Union model, fishing and utility boat, features a 54" mahogany deck, open cockpit, two full-width seats and right rear corner seat. The Cambridge model is a family boat, with 54" deck, two full-width seats, right rear corner seat and choice of solid or split center deck. The third model, the Erie, is a deluxe boat with 63" mahogany deck, two cockpits with full-width seats and back rests, split center deck and rear well for outboard motor, gas tank, etc.

All models take motors up to and including 30 h.p. They have a maximum beam of 68", maximum hull depth of 30½", transom width of 61", transom angle of 12°, and transom depth of either 15½" or 22". Weight, depending on model, is from 350 to 375 pounds.

Standard equipment includes bronze hardware as follows: towing ring, bow chocks, 5" deck cleat, bow lifting handle and transom lifting handles.

MONEL MARATHON TANK

The Durkee Company, Inc., 29 South Street, New York 4, N. Y., lists what may be the answer to both outboard marathon racers and owners of outboard cruisers, a variety of models of monel metal baffled fuel tanks with 21 gallon capacity. The tanks are constructed of .031" monel metal and



measure 11" x 15" x 30" or in the shape pictured. For pressure type fittings they list at $59.95 or for vacuum type fuel pumps at $61.95. The tanks have a net weight of 23 pounds, and are manufactured by Skyline Products, Inc., Deer Park, N. Y.

BOAT COVERS

Barker Manufacturing Company, Honeoye Falls, N. Y., makes 10 ounce treated duck boat covers with double-sewed seams and strong draw rope in an edge-sewed hem, custom tailored to fit most models of boats manufactured by more than thirty leading boat builders. Prices depend upon size and design of the hull and range from $18.50 to $28.75. Covers tailored to fit sport windshields are slightly higher.

FLOATING ALUMINUM BOAT HOOK WITH ATTACHED LIGHT SOURCE

A new accessory called the Lite Hook announced by the Marine Division of Worthington Products, Inc., 441 Lexington Ave., New York 17, N. Y., is a boat hook made of polished, lightweight drawn aluminum, which will float when accidentally dropped overboard. The point, of high-impact Styrene, is claimed to be stronger than cast-metal points and have the added advantage of not scratching or marring the brightwork. There is a pistol-grip rubber handle which prevents slipping. The complete Worthington-Marine Lite Hook is equipped with a flashlight unit which directs a powerful beam of light exactly where needed, makes it easy to find and secure moorings in the dark, and facilitates "one-man" mooring.

The Lite Hook is offered in lengths of 3, 4, 5 and 6 ft. It is available at a list price of $4.95 each, complete with

(*Continued on Page 40*)

Selecting the Proper Spark Plug

(*Continued from Page* 13)

usually as far advanced as is possible for a particular engine, the longer the period of contact will be between the flame of burning fuel and the plug. It is, of course, a truism that ignition must be advanced when the amount of engine rpm is increased. The rpm, for example, may be drastically increased by jacking the motor higher on the transom or by using a propeller of less blade area or less pitch, or a combination of both; but a proper spark advance must accompany this changed set-up. Such an increase in rpm will also call for a spark plug of a different heat range. The choice in the case of increased rpm would be to a colder plug or one that more rapidly dissipates heat.

In rough water competition, where a deeper unit adjustment is called for, or in marathon racing, where the motor is expected to wind continually for several hours or more, the intelligent driver will seek some way to cut down his rpm and still maintain speed by use of a different propeller choice. In this case, a slower revving motor will call for a warmer plug or one with a lower heat value (that is, a plug that will not dissipate heat too rapidly).

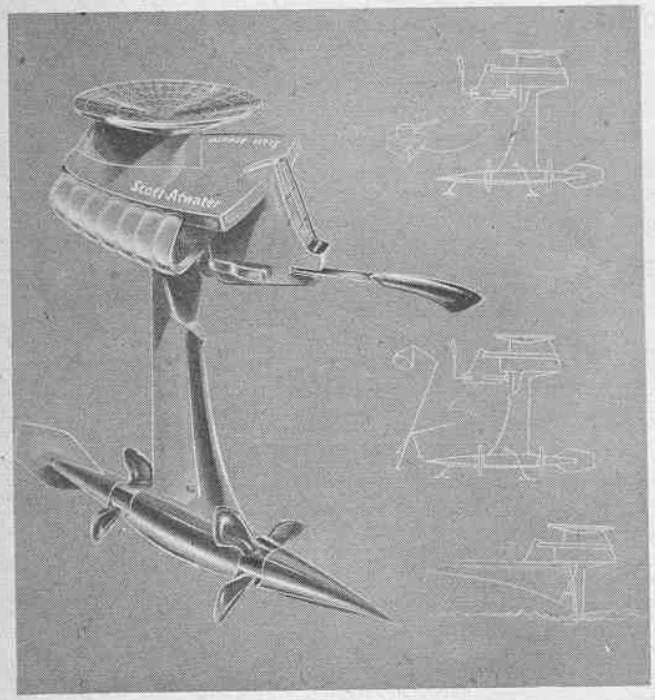
As concerns weather and its influence on plug selection, cold and rainy days call for hotter plugs, while dry, warm days call for colder plugs. In general a barometric reading will give a fairly good indication of the type of plug required—the higher the barometer the colder the plug.

For racers who are converting stock motors to alcohol burners, or for those who are racing motors designed strictly for alcohol use, a strange inconsistency occurs. Though fuel with high alcohol content permits the motor to function smoothly at higher compression ratios and thus offers increased output, and since alcohol possesses a characteristic of high heat vaporization, it might be thought that because of this the engine burning alcohol would remain cooler and a hot plug would be called for. Also, alcohol has a greater knock-resistance than hydro-carbon fuels such as gasoline and benzol. Again, this would seem to indicate that a hotter plug could be used with alcohol fuels. However, alcohol-based fuels have a lower self-ignition temperature than do gasoline and benzol, and this characteristic, combined with higher compression ratios that create greater heat, calls for the use of colder spark plugs with alcohol fuels than with hydro-carbons. This contradiction in characteristics, at least in part, explains why motors converted to use alcohol equipped with proper cool rating spark plugs are harder to start than are gasoline burners.

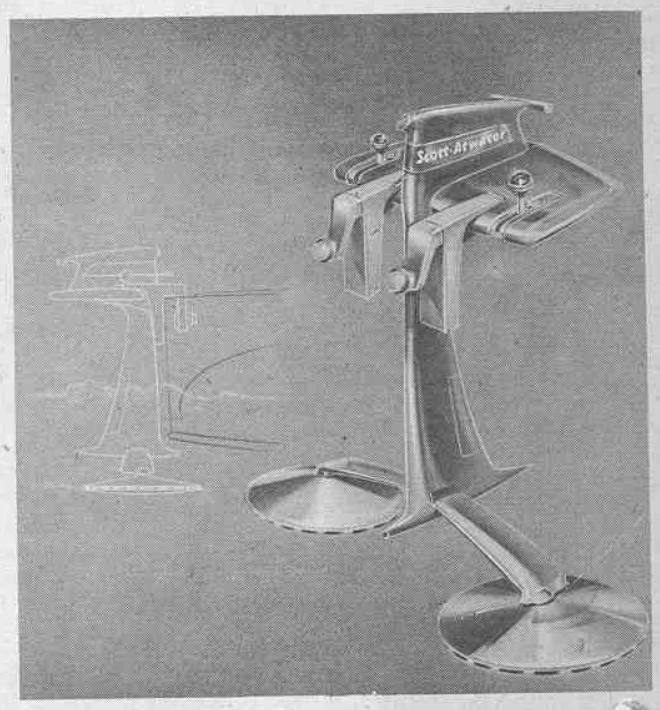
If you are not convinced that spark plugs are very important to the racing driver, let's do a little trouble shooting. Has your motor ever occasionally missed fire at high speed? A weak coil or condensor could cause this; poor carburetion or a faulty fuel pump or obstruction in the fuel line might be the cause; improperly adjusted breaker points or a weak breaker point spring could also lead to this trouble; but, just as probably, that occasional miss, which might mean the difference between a race won or lost, could be due to overheated spark plugs or spark plugs with overly wide electrode gaps. Maybe your motor has tended to miss when under load moving through corners. A weak coil could cause this, and so could defective breaker points, but again it is just as probable that your spark plug gaps are set too wide or your plugs have become partially fouled.

Marathon racers in particular have sometimes been plagued by engines which, part way through an event, have started to knock badly. The trouble may have been caused by an overly far advanced spark or an overly lean fuel mixture. Excessive accumulations of carbon in the heads and exhaust passages could also have been at fault, but, far more likely the cause could be laid to spark plugs of an overly hot heat range which caused pre-ignition.

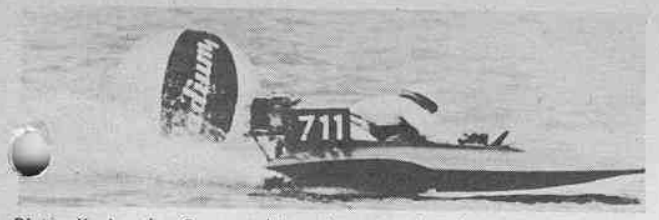
Some of the savvier of the racing clan have learned to attune their ears keenly enough to their motors so that they can spot plug problems and correct developing troubles before real damage is done. Particularly among the alcohol burning clan, certain drivers have been able to sense, after a long wide-open throttle run down a straightaway, that their engines are just about to that point at which a piston is about to burn or the engine about re-



The remote fuel tank for this outboard of the future is 93 million miles away! In this "dream" outboard, the XX-1985, shown in sketch form at this year's boat shows by Scott-Atwater Mfg. Co., Inc., the sun's rays would be trapped by the concave disk and converted into energy that could be stored for long periods of time. The motor would also have power steering, finger-tip control and a modernistic panel.



Another Scott-Atwater design for the future is the XX-1995, in which underwater disks, shaped like flying saucers, are suggested as power sources. The counter-rotating disks would drive a boat forward or backward. Lighter metals would be used to make the motor, which would have considerably more horsepower per pound than present outboards, and steering would be done by throttling back on one of the disks.



Dieter Konig, the German driver, is reported to have set a new one-mile speed record of 73.62 mph and a twelve-mile mark of 65.02 mph for Class C hydros in this hull built from plans of E. G. McCrea.

to stick. You may have noted certain drivers who reach back and momentarily cup their hands in front of carburetor air intakes. What they are doing, basically, is momentarily giving their motors a richer mixture of fuel so that cylinder walls and rings get added lubrication and a chance to cool in order to offset any tendency to stick due to overheating. Many alcohol drivers do this hand choke operation almost simultaneously with cracking their throttle as they enter a turn.

In addition to the selection of the proper heat range of spark plug, such seemingly simple items as an improperly seated plug gasket can be a source of trouble. Gaskets which are too closely or too tightly compressed can be a definite source of spark plug malfunctioning. If the gasket is too tightly compressed the plug will loosen through vibration. A loose plug will upset the proper thermal conductivity of the spark plug and cause overheating. Gasket seats must be properly cleaned or, like an overly loose plug, foreign matter can cause a faulty seal and lead to compression leakages as well as overheating.

Most stock outboard competition motors use a 14 mm. plug with a ⅜" reach. It is recommended that a torque wrench be used in tightening. Plugs with 14 mm. plug threads should be tightened with 27 ft./lbs. in motors with aluminum heads.

Most strictly-designed-for-racing motors and also the [illegible] model Champion Hot Rod use 18 mm. plugs. With aluminum heads these should be tightened to 32 ft./lbs., and with cast iron heads, to 34 ft./lbs. With either stock or outboard racing motors—should no torque wrench be available—a general rule to follow is to tighten the plug finger tight and then add ¾ turn with pliers or wrench.

A few stock outboard drivers have discovered that the manufacturers of standard brands of spark plugs also make 14 mm. plugs with ½" and ¾" reaches (i.e., distance from gasket seat to electrode end of plug). This added ⅛" to ⅜" reach extends the plug farther into the combustion chamber, takes away combustion chamber volume and, in essence, increases the compression ratio. However, a careful examination of the regular type of automotive spark plug and the two-cycle-design spark plug will quickly reveal that the electrodes of the two-cycle type are somewhat differently designed. Those drivers who have studied the plugs carefully enough have noted that the "J" type Champion two-cycle plug, for example, has a cut-back type electrode, that is, the outer electrode where it bridges over the center electrode is tapered. Also the outer electrode extends only as far as the middle of the center electrode. Observing drivers have filed the long-reach plug electrodes to conform with the "J" design. The "J" design offsets a tendency for gap bridging in the two-cycle engine. I am not recommending the use of the foreign sports car type of plug either in standard form or in modified electrode form but I am merely reporting that it has been used to advantage by some drivers and not in contradiction with any existing rules.

Unlike selecting the proper spark plug for normal pleasure outboarding or automotive operation, the proper spark plug for racing conditions must be one that checks out satisfactorily at constant high speed under the atmospheric, geographic and course conditions that will be met in competition, and with the motor set on the boat as it will be raced in competition, with the precise propeller that will be used in competition. Thus, like in any other type of testing, the wise driver will keep a log book and not trust to chance. He may find, for example, that on a hot dry day, running at close to sea level, with a small prop and high set motor arrangement, a Champion K-2 or its equivalent in any other standard brand will be the perfect plug. On the same course with the same set up but on a rainy, overcast day, he may find he must shift to a K-3 or even toward a hotter plug such as a J-6-J.

The final answer for the proper plug will be gained by a combination of observations of boat speedometer indication, tachometer reading and a check of the physical appearance of the spark plug. A plug which shows white deposits and perhaps tiny greyish pearl shaped bits clinging to the electrodes is too hot for conditions at hand. The black oily-appearing plug is too cold, while the plug which is proper for the circumstances is one which has burned with a warm chocolate to greyish tan coloration on the electrode and the ceramic.

There was at one time a "coldest-plug-possible school" among racing drivers touring the alcohol burning circuit. Apparently, these drivers felt that unless they were using an R-2 on the coldest end of the 18 mm. racing plug range their motors weren't up to snuff. Actually, you can merely be guided by using the manufacturer's recommendations as a starting point and from then on doing the job yourself, using certain known factors as tips. It is also possible, in checking your motor, particularly one of the alternate firing type, that you may find that you will use plugs of two different heat ranges to give you most satisfactory results in both cylinders. Frequently the lower cylinder tends to require a hotter burning plug than does the upper cylinder. Should this be the case with your motor, don't be alarmed or puzzled by the situation. Feed the cylinder the type of plug it requires under the given set of conditions and you will benefit.

Since races can be won or lost depending on your selection of plugs, a bit of experimentation with various heat ranges for varying conditions may help put you up in the winners brackets. (End)

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June	Feb. 20	December	Aug. 20

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

FOR SALE—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, propellors, 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, Quincy Welding Works, 5th and State, Quincy, Illinois.

MORE POWER—More Speed! Outboard racing additive! Nitro Blitz #1 for Alkie #2 for Gas. Add 8oz. to gallon of mix. $1.50 each, $12.00 per dozen. No C. O. D's. Blitz Racing Products, Madeira Beach, Florida.

(Continued from Page 37)

flashlight unit and attachment, or at $2.95 without them. The light unit by Eveready, accommodating two standard batteries, can readily be detached and used as a regular flashlight.

RIDE GUIDE STEERING

Kiekhaefer Corporation announces a mechanical steering linkage between engine and steering wheel, applicable to racing hulls, utility runabouts or any type of pleasure outboard boat. Ride Guide Steering consists of a fully enclosed rack and pinion which actuates an enclosed steel cable, which connects directly to 1956 models of Mercury engines through a hollow clamping bracket stud which permits the engine to tilt in the normal fashion. The new Ride Guide Steering eliminates pulleys, clamps, rope guides and other parts prone to failure. The fully enclosed mechanism offers moisture protection and frees the cockpit from the possibility of lubricant drippage in warm weather.

BOAT TIE-DOWN STRAP

Rupert Parachute Co. of Wheeling, Ill., has announced nylon tie-down straps which are pre-shrunk, latex treated and equipped with a rubber ring which maintains constant pressure to prevent boats from shifting or bouncing en route over the road. The straps have a tensile strength of 5000 pounds and are available complete with a quick take up buckle and rubber ring in 10' lengths at $7.95 and 12' lengths at $8.95.

STYROFOAM BUOYANCY BLOCKS

The Glo-Brite Products, 6415 North California, Chicago 45, Ill., has announced that it carries complete stock of styrofoam in 36" to 9' lengths. Styrofoam offers added flotation safety at a minimum of increased weight.

SKIM BOAT

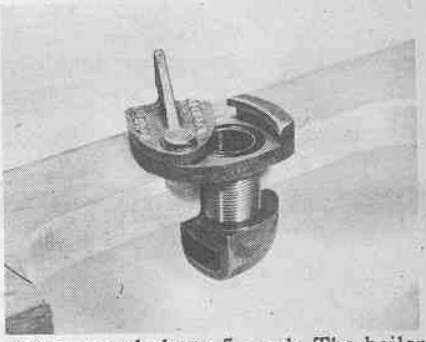
Added to the fast growing field of novelty boats is the Luria-Cournand fiberglass Skim Boat, tiller rope steered, which comes equipped with fully enclosed outboard motor of the purchasers' choice. Luria-Cournand Skim Boats are manufactured at Havre de Grace, Md.

FIBERGLASS RACING HYDRO

Monroe Boats of London, Ontario, Canada, are manufacturing a fiberglass 9'6" long 100 pound A-B hydro with 65" beam, listing at $395. A C-D hydro of the same dimensions of 150 pound weight costs $495. With steering wheel installed, the hulls cost $36 additional. No tax is charged on hulls for shipment to the United States.

LOVETT BAILER

Longport Marine Company, Longport, N. J., has come up with a small, simply designed, easy to install, automatic boat bailer which will quickly siphon out rain water or water seepage

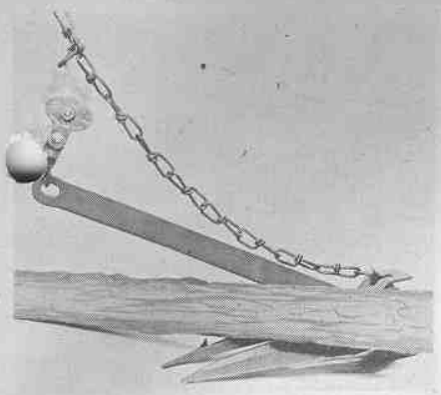


at any speed above 5 m.p.h. The bailer which extends up 1" high into the boat and is comprised of three parts, is installed simply by boring a 7/8" h... It is priced at $4.50, and comes w... installation instructions and a mounting template.

ANCHOR SAVER

An interesting new item carried by the Durkee Company, 29 South Street, New York 4, N. Y., is The Anchor Saver, an amazing device which can be attached to any anchor in minutes and almost completely eliminates the possibility of anchor loss due to fouling. When an anchor has become fouled and cannot be raised, an extra heave will disengage the anchor chain from the top of the anchor and the anchor can be easily raised by a line

The Nomad is a semi-catamaran type craft which carries its own trailer. The wheels fold up when it is in the water. Made by Howard Dearborn, Inc., Berea, Ohio, it is 12' 10" long and has a 63" beam. Construction is of marine plywood, with double hulls covered by Fiberglas.



attached to its crown. A set screw controls friction between the Anchor Saver tongue and body and may be adjusted to meet individual boater's requirements.

NOMAR BOAT HOOKS

The manufacturers of Nomar Products, Weedsport, New York, considered the fact that practically all of the many thousands of new boats being built each year have beautifully finished decks and hulls, usually sanded and varnished to a high gloss; and just a few scratch marks from a boat hook can mar a hull disastrously; so they set about to manufacture the Nomar boat hook, which is scratch proof because of its protective plastic coating.

Nomar boat hooks are lightweight in design. If accidentally dropped overboard, they will float. The bright orange plastic at each end also lends itself as a safety factor, because the bright color is easily seen and is not so apt to be tripped over.

Nomar boat hooks are made out of high strength aluminum alloy coated at each end with thick vinyl plastic. This Nomar plastic will not chip or wear off; it is impervious to salt and oxygen deterioration. Plastic is permanently sealed by a special infra-red curing process.

NOMAR BOAT HOOKS

Nomar boat hooks are manufactured in 4½ and 6½-foot standard lengths, and larger sizes are available. Retail prices are; 4½-foot—$8.25, 6½-foot—$10.25. F.O.B. Weedsport, New York. For further information write Whitman & Robinson, Weedsport, New York.

RACING TRANSOM FIN

Fink's Outboard Service, 114 W. LaClede Ave., Youngstown 7, Ohio, announce a new racing transom fin that is said to be different from ordinary fins in that it has an adjustable friction lock, allowing it to be set at any tension so that it and the transom are protected against damage should it come in contact with objects in the water. Also, the fin is said to give greater stability on turns and straightaways. Due to the pivot point of the friction lock it will fit any angle transom on either hydro or runabout.

The start of a Class B Hydroplane heat at N.O.A. Division I championships, Mt. Carmel, Ill.

Ralph Kaiser, owner of Raveau Boats, Bellmore, L. I., N. Y., congratulates Marcel Raveau, the firm's designer, for being awarded a special trophy by the Kiekhaefer Corp., manufacturer of Mercury motors, for outstanding contribution to the design and performance of outboard boats.

1955 INBOARD HIGH POINT WINNERS

CLASS	BOAT NAME	OWNER	DRIVER	POINTS
7 Litre Class	Miss DeSoto	George Byers		1527
"	Let's Face It	Jack Barlow & John Ban		925
"	Wildcatter	B. G. Bartley		877
266 Hydro	Cherokee	Harold Coelho		2996
"	Briar Hopper	William Linss		2696
"	The Witch	Kenneth Gilbert		2615
225 Hydro	Jersey Devil	George L. Smith		6007
"	Flyin' Saucer	Keith Black	Rich Hallett	4[illegible]
"	Stinger IV	Ray Smith	Ralph Manning	4[illegible]
135 Hydro	Chromium	Frank Hearn	Ron Musson	5275
"	Skippy	John Corea		4594
"	Wa Wa	Wm. A. Ritner, Sr.	(Ritner, Jr.) (H. Lauterbach)	3927
136 Hydro	Jerky	Bob Boehm		5725
"	Blue Blazes	Don DeVault		5715
"	Beverly Ann	Sidney Johnson		3777
48 Hydro	Schizo	J. D. Smith		5325
"	Southern Aire IV	F. C. Moor		4573
"	Rag Mop	Harry Reitzel		3615
PODH	Little Beaver	Marion Beaver	R. Critchlow	2800
"	Dutch Boy	Garrett Ruth		2715
"	Powow	E. A. Miller		2569
44 Runabout	Nellie Bell	Weldon E. Ropp		3263
"	Cheetah	Ivan Tarbert		2600
"	Bugs	Wm. N. Ott		2300
B Racing Run.	Slide Rule	Woody Eldredge		3800
"	Lil' Bee	Ernie Rose		2644
"	Keene-O	Fred Keene		1567
C Racing Run.	Miss Priss	William Selden		400
"	Cyclone	Otis Beard		300
"	Tornado	A. K. Hayes		255
E Racing Run.	Slipper E	Guy Wilson		3019
"	Go Devil	Bill Yeager		2825
"	Honey Bee Too	Stanley Vehslage		1494
E Serv. Run	Vaughn Francis	Enoch Walker		2069
"	Miss You	Bill Engle		1525
"	Rock-a-Bye	W. B. Cole & Russell Kirkpatrick		1500
F Serving Run.	Jr. Prowler	Forest E. Johnson	H. Hibbert	400
"	Betty Ann IV	August Schwender		300
"	Miss Niagara	John Atchinson	Wm. Oldfield	225
Cracker Box	Hicky Bill	Stanley Newton		[illegible]
"	Hot Cinder	Bob Patterson		3[illegible]5
"	Vixen	Ed DeGear		1275
Jersey Speed Skiff	Slo Poke	James Camp		1200
"	Skitterbug	Charles Strickland		825
"	Dolphin	J. Howard King		652

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- ADVANCED AQUA-SONIC ENGINEERING—Perfected Gravity Control That's Setting New Performance Standards!
- NEW BALL JOINT STEERING—Ends Hazardous, Cumbersome Steering—Tighten One Wing Nut And Factory Installed Assembly Is Complete!
- EPOXY RESIN FINISH—First In The Marine Field With A More Dazzling Finish And Greater Protection!

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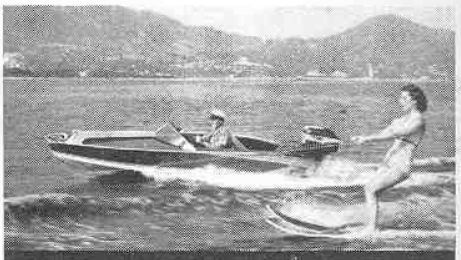
MR. DEALER: A few more dealers to be chosen to join America's fastest growing Boat Organization. You'd better write now!



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STAR IN ANY SETTING—Dazzling beauty that causes boatside clusters wherever it's docked. At fashionable clubs or where heaving waves are high, these high spirited beauties are at home!

RUGGED RECORD SETTER—First outboard over the Pacific from San Diego to Catalina and back. Mort Goodman made the gruelling 114 mile return trip in just 3 hours and 37 minutes with a stock Torpedo "14."

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In '55, Frank Mundy zoomed to his second National AAA Stock Car Championship in a Chrysler 300, sponsored by Carl Kiekhaefer, president of the corp. that makes Mercury Motors. "On land and sea, performance counts," says this colorful competitor. "Aristo Craft means extra pleasure," he says, "for it's out front in design and performance."

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